



Chain Mail

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Disclaimer

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.

2006 Cycling Promotion Award of the Year (Honorary Category)

Doug Stewart

Recently, at a dinner in Melbourne, Doug Stewart took out the Cycling Promotion Fund's 2006 "Cycling Promotion of the Year" Award in the honorary category.

Doug Stewart is a founding member of Bike North, which is now celebrating its tenth anniversary.

During that time, Doug has been an inspirational advocate for the promotion of cycling for transport and recreation and a tireless worker, advocating for better cycling facilities in the council areas covered by Bike North.

Over those years, Doug has initiated many of Bike North's most successful programs and activities and has held a range of positions on the Executive of Bike North.

This is the second time a BN member has won this award as Carolyn New won it several years ago.

Congratulations Doug from every one at Bike North.



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Everyone at **Chain Mail** wishes a "Merry Christmas" and a "Happy New Riding Year" to all Bike North members, our contributors and readers.

2006 Bike North Annual General Meeting

Lane Cove National Park, Sunday 20th August

Presidents Report

I will start by saying "Thank You" to the hard working and tireless members of the executive and to all the ride leaders that have worked throughout the year to keep Bike North as the pre-eminent BUG in NSW.

Thanks also go out to all of the local area coordinators that have pushed council to do the right thing throughout the year. Without the efforts of all these people BN would not be as effective as it currently is. Also thanks to Jane for looking after the executive committee minutes and sending out the odd get well card. Fortunately, we have not had to send out too many this year.



2006 has been a very successful year for Bike North on a number of fronts.

Finance

As you can see from the financial statements, BN is in a very stable financial state. We have a good membership base that is providing us with enough funds to do our advocacy work and support the membership.

Once again, we have expended just about all of our income on advocacy or member services so the balance remains right for a non-profit organisation.

Thanks Brian for doing a great job and keeping all the funds in order especially after taking on a major role in the Bicycle NSW organisation.

Last year we applied for a grant for a laptop computer and software and were successful in getting the grant. This year we purchased a data projector from the proceeds of the "Senior's Week" rides. The Data Projector will go with the laptop for presentations and the like.

Rides

Once again, Pam and Col have done an outstanding job by providing a full and varied rides calendar each month. During the year, we ran between 13 and 25 rides each month. This is a fantastic effort.

Special thanks to all the ride leaders that give so generously of their weekends and make the rides calendar possible. We could always do with more ride leaders so if anyone out there would like to give it a go just have a chat to our rides co-ordinator.

This year we were also involved in running rides for seniors during "Senior's Week".

Thanks Pam, Debbie and Col for running the rides. The money we received from the Department of Ageing for running the rides on their behalf allowed us to purchase the Data Projector mentioned earlier.

Communications

During the year, we saw another change in Chain Mail editor with Jennifer Gilmore taking on the role. Jennifer was instrumental in putting together our 10th Anniversary Issue (in living colour) and my thanks go out to her for the effort she put in.

Thanks too to Keith for the fantastic layout of the 10th Anniversary Issue. Our web site has undergone another change behind the scenes. A commercial host now hosts the site.

Many thanks to Keith Griffin for hosting the site on his personal server for all those years.

The communications group continue to assist with our advocacy work, generating posters and postcards.

We also have a new line in clothing with the introduction of the Bike North Polo. It comes in a range of colours with an elegant Bike North Logo embroidered on it. We have also changed our Bike North Jersey supplier. This should make it easier to order smaller numbers in the future. Then of course there are our 10th Anniversary water bottles, a must have for any Bike North member.

Advocacy

This is one of the key activities of Bike North and through the tireless efforts of Carolyn New, her hard working team of area coordinators and Scott our Publicity Officer we have seen a number of advances in cycling facilities throughout our areas of interest this year. All this in spite of Costa's legacy.

Once again, I urge you all to put pen to paper if you want to improve cycling facilities in Sydney. It is not all doom and gloom, but what is happening on William Street shows that we need to be vigilant so as we do not lose any of the gains we have made.

Last year I spoke about the City of Ryde Cycling map setting the benchmark for the type of cycle maps we want to see. This year Hornsby Council will have a similar map for their Council area. It should be ready for Bike Week.

One year on and we are still fighting hard to ensure that the cycle path along the Lane Cove tunnel route is not downgraded any more. There is a real risk that we will have a missing link right in the middle of this project.

If you think, you can help out here then please let one of the executive know.

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

Everyone grab a postcard and send it in...NOW.

Membership

Our membership is around 350 members. This is down a little on last year and the Executive is looking in to why this is the case.

As I mentioned last year we do not have any membership goal other than to ensure we have enough funds to do the necessary advocacy work in our local areas.

Thanks to all the ride leaders for putting on interesting rides that keep people coming back each year and new members joining us.

Thanks to Gil Webster for keeping all the membership information in order and streamlining the database processes to reduce our processing time.

So, in summary, it has been a very successful year but we cannot sit back and relax. The next year is going to prove to be quite challenging and a concerted effort from all of our members is going to be required to keep cycling on the Government's agenda. It will be an election year so they should be listening.

We can always use help in other areas as well so if you think you might have something to offer Bike North then have a chat to me or any other member of the executive.

Graeme Edwards, President

Treasurers Report

Please accept my apologies for not attending the July Executive Meeting.

As at the 30th June 2006, we have net assets of \$15879.10, which includes \$13970.97 held in cash. We have an operating profit of \$1493.50 and a net surplus of \$2043.19

Since the last executive meeting we have received \$395.00 in membership fees.

There have been no expenses paid this month.

Unidentified Funds

The total in this account is \$146.50. However, it would appear that all bar \$35.00 of this has been identified. I will confirm this with the final accounts.

Tour de Young

Income for this event is listed as \$240.00. However, it would appear that the total income for this event is approximately \$95.00 higher than this. I will confirm this figure in the final accounts.

Accounting for the Tour de Cowra / Tour de Young is tricky every year, and this year is the trickiest yet. I would strongly suggest that if we are to continue with this event, that a more stringent procedure be followed for payment and registration.

I would suggest that all payments be sent to the PO Box for processing by the treasurer, and that a registration form accompanies all payments. If any of these conditions are not met, then payment / registration should be refused / returned to the member.

Cycle Clothing Sales

This figure shows \$586.00 in sales. However, \$506.00 of this figure is for the 10 Year Anniversary products for which we have not received yet. This figure will be attributed to a liability account in the final accounts.

Overall

If we take out the grant, we received then the surplus for the year is under \$900.00. Take out the adjustments above, we will have made a surplus of about \$600.00.

Once again, we have used Bike North's funds prudently and we are once again in a strong financial position.

If you have any expense claims please send them to the PO Box.

Brian Fong, Treasurer

Chain Mail Online

Are you still receiving Chain Mail via snail-mail?

Have you discovered the benefits of 'Chain Mail Online'?

Delivered instantly to your desktop 'Chain Mail Online' has all the essential Bike North content you love in living colour.

In the coming months, 'Chain Mail Online' will begin including exciting 'Online Only' content that will forever change the way you look at Chain Mail.

What's more, by claiming your copy online, you will be supporting Bike North's important advocacy work by saving money in printing costs.

So, why not consider making the switch? Contact your membership officer to arrange it now on:

membership@bikenorth.org.au

Wanted!

Experienced Cyclists to setup an Epping Road Bike Bus

Bike North would like to start up an Epping Road Bike Bus in December when the Lane Cove Tunnel opens for one month free toll. The priority is for an eastbound morning bus schedule, but others will be initiated if support is there. It does not need to run every day of the week, just those we can support. We are looking for experienced, fit, responsible cyclists to help setup the schedule, route, pickup points and then drive or act as conductor on some days. The Bike Bus will be run according to Bike North Bike Bus Guidelines. Please contact info@bikenorth.org.au or phone Carolyn New on (02) 9438-1903

Bike North Bicycle User Group

Balance Sheet (as at 30th June 2006).

Assets

Cheque Account	\$2306.57
Petty Cash	\$100.00
Cash Management Trust	\$11564.00
Total Cash On Hand	\$13970.97
Total Equipment	\$1859.63
Meeting room & key bonds	\$258.00
Total assets	\$16115.60

Profit and Loss Statement 01/07/05 to 30/06/06

Income

Membership fees	\$7385.00
Cycle clothing sales	\$586.00
Tour de Young income	\$240.00
Miscellaneous income	\$1150.00
Total Income	\$9361.00

Cycle clothing sold \$80.00

Gross Profit \$9281.00

Expenses

General Advocacy Expenses	\$660.00
Ryde	\$801.42
Hunters Hill	\$80.30
Hornsby	\$63.00
Willoughby	\$437.25
North Sydney	\$4.67
Total Advocacy Expenses	\$2046.97

Purple pamphlet	\$823.90
Ride information pamphlet	\$161.70
Chain Mail	\$1492.68
Website	\$395.52
Total Communications	\$2873.80

Liabilities

Prepaid Membership fees	\$90.00
Unidentified Member Deposits	\$146.50

Total Liabilities \$236.50

Net Assets \$15879.50

Equity

Retained Earnings	\$13835.91
Current Year Surplus / Deficit	\$2043.19
Total Equity	\$15879.10

First Aid Kits	\$2.25
Bike North Century Challenge	\$35.20
Tour de Cowra expenses	\$62.95
Ride leaders meeting	\$279.24
Total Rides Expenses	\$379.64
Membership Expenses	\$271.96
Accounts expenses	\$144.19
Other admin	\$150.05
Secretary expenses	\$122.57
Incorporation Costs	\$41.00
Total Administration Expenses	\$729.77
Total Depreciation	\$1757.32

Total Expenses \$7787.50

Operating Profit \$1493.50

Other Income

Interest Income	\$454.69
Donations	\$95.00
Total Other Income	\$549.69

Other expenses NIL

Net Surplus / (Deficit) \$2043.19

Hell of the North

By Kin-Yat Lo

Paris-Roubaix is a 260km bike race held in the European spring, over stretches of inhospitable cobbles, and often run in cold, wet and muddy conditions. No wonder the race is known as "L'Enfer du Nord" - Hell of the North. Ever since I first watched SBS's highlights of the race a few years ago I have considered anyone who wins this race as a hero, and greatly admired anyone who could finish it.

In December 2003 I went as far as visiting Roubaix's velodrome, and dreaming of the time when I would watch Paris-Roubaix for real. This became a reality when I planned my second trip to Europe earlier this year.

Paris needs no introduction, although the start of the Paris-Roubaix is in the town of Compeigne almost 70km from central Paris. Roubaix is an industrial town located a few kilometres from the Belgian border, only 20 minutes by Metro from Lille, a French city that is also a main rail hub with regular high-speed train service to Paris, London, Brussels and beyond. In between the two towns is a twisty 266km course with 21 stretches of cobbles (the distance as the crow flies is about 160km).

I decided to watch the finish of the race at Roubaix, either in the velodrome for the finish or at the last sector of cobbles not far out of town. It was simply too difficult to see both the start and the finish, and besides I had already seen the start of the Ronde von Vlaanderen (Tour of Flanders) in Brugge the weekend before.

The morning of the race was spent over the Belgian border in cycling's Flemish heartland, paying a visit to the Ronde von Vlaanderen Museum in the small town of Oudenaarde. It is well worth the trip. One day I would love to see the Ronde from one of the famed cobbled climbs.

I returned to Lille early in the afternoon to catch up on race progress, before catching the Metro to Roubaix. The Roubaix velodrome is about a 2km walk from the nearest Metro station, through a rather seedy neighbourhood, not a fantastic experience when you clearly have "tourist" stamped on your forehead. Upon reaching the race route the crowds had just started to build at the cobbles (the ceremonial last section of cobblestones is right outside the velodrome entrance).



There was an excellent atmosphere already inside the velodrome with the race still 70km away. As soon as I arrived I realised this was the place to be, and abandoned any thoughts of walking to the cobblestone sectors.

The crowd watched the big screen intently as the action unfolded. Daniel Mangin - the announcer whose voice you hear over Phil & Paul's commentary of the Tour - was on high rotation already. It was a pity I could not understand a word of French!

We might be in French territory (if only just), but the flag bearing the Lion of Flanders was the only flag seen flying.

They were everywhere, and most of the Flemish flag wavers were wearing light blue Quick Step baseball caps. There's no doubt the crowd wanted to see Tom Boonen win again. Those who were not wearing Quick Step caps would soon be sporting the free yellow caps handed out by race sponsor, Le Credit Lyonnais.

Walking behind the main grandstand and around the massive media compound, I eventually found a spot on the bank 50 or so metres past the start-finish line, and right in line with it. Not only that, it was in front of the big screen, albeit 150m away. I couldn't believe I could find such a great spot and yet not be crowded in.

More and more people crowded the velodrome as the race drew to a conclusion. It was virtually impossible to find a good spot inside the velodrome by the time Fabian Cancellara launched his attack 20km from the finish. A very loud cheer went up every time the screen showed Tom Boonen chasing, even if he was in the second chase group, behind the other Flemish heroes Peter van Petegem and Leif Hoste.

The now infamous level crossing incident was met with disbelief inside the velodrome. We were at 10km to go, at a Monument of cycling, and yet the riders were stopped by a freight train! The sight of Boonen caught behind the barrier was enough to silence the crowd from here on.

That was until Cancellara made an appearance into the velodrome. The rapidly approaching helicopters signalled his arrival, and Daniel Mangin's commentary entered a frenzied phase. The crowd's cheers were almost deafening as Cancellara rode alone around the velodrome even drowning out the sound of the bell - and raised his hands in a relieved victory salute. He had disappeared into a massive media scrum before his pursuers even entered the velodrome.

The cheer for Boonen's arrival was every bit as loud as that for Cancellara. Here is the Belgian cycling demi-god who came to prominence at this very race four years ago, taking third at his very first attempt. It's difficult for us to appreciate the Boonen phenomenon. Here's a cyclist who transcends the sport and is a household name in his native Belgium. He most certainly deserves the distinctive rainbow jersey as the reigning World Champion.

The partisan crowd was disappointed that Boonen couldn't repeat his heroic win at the Ronde just a week previously, but he did treat the crowd to a sprint win for fifth on the road (soon to become runner-up after the first chase group was disqualified for crossing the level crossing when the barriers were down). Still, second place at Paris-Roubaix is nothing to be sneezed at and it is a measure of Boonen's ability that this result is seen as a disappointment.

I couldn't understand Mangin's commentary but it was obvious soon after the race finish that something was awry. Then it was Boonen who appeared alongside Cancellara on the victory podium and it was obvious that the chase group had been disqualified.

I stayed to watch the entire field finish, with a large pack not finishing until after the victory ceremony. I admired every finisher; after all I could never contemplate riding 260km in one day, let alone over the brutal cobblestones at racing speeds. The crowds had dispersed mostly by the time the last stragglers rolled in, and the workers had begun dismantling of the race organisation.

However, the best part of my Paris-Roubaix was yet to come

I must admit I've always been fascinated by pro cycling's behind-the-scenes infrastructure, and always enjoyed the features shown by SBS during its Tour de France telecasts on the team bus, mechanics, etc. I have never dreamed I would set foot inside the pit area of a pro-cycling race, let alone at the highest level. After all, at the Ronde von Vlaanderen (Tour of Flanders), the area was fenced off to keep out nosy fans like myself.

I was preparing to leave Roubaix when I noticed the pit area was open. There was no way I would miss this. Inside I found a mass of activity, from riders returning from the showers, the arrival of the Voiture Balai for the riders who didn't make it to Roubaix under their own steam, to mechanics cleaning and stripping down the bikes, which are coated with mud and dust after the race.

There was too much going on to digest all at once. In one corner sat an orange mass of Rabobank's Colnagos. I counted 14, and you could guess how much that's worth; a few steps away the Discovery Channel team boss Johan Bruyneel explained to the assembled press why his team (in particular Hincapie's bike) failed today; in another corner Quick Step mechanics were busy stripping down and cleaning Tom Boonen's race bike. Not far away was the brief appearance of the Belgian legend Johan Museeuw from the Quick Step team car.

It was quite extraordinary that fans could get such an up-close view of the professional peloton at work. The assembled masses looked at bikes in the way only cycling tragics would closely study the wheels, the frame details and of course the gearing used by each rider. We all studied the equipment in detail but at the same time tried to keep out of

way as the team staff went about packing up to go home. It's worth noting that everyone looked but no one touched.

Paris-Roubaix is such a tough race that the equipment used by the riders is specialised. Everyone used more or less standard frame and forks, with the exception of Discovery Channel, who's Treks are almost soft-tails with a small elastomer section on the seat-stay to dampen some of the bumps.

There are no lightweight carbon wheels here; everyone uses conventional alloy 32-spoke wheels. I must say these wheels look rather odd on a modern bike, especially any compact carbon frame, none more so than T-Mobiles Giants. On the other hand, conventional wheels make Rabobank's Colnagos look very, very good.

The team's equipment is all stored in a large team truck. A peek inside Team CSC's truck revealed 30 or so immaculate

Cervelos hung from the roof, plus lots of spare parts and tools. Simply incredible!

As expected, a huge crowd waited in vain outside the Quick Step team bus to catch a glimpse of Tom Boonen. He never left the bus. Parked behind the Quick Step team was Team CSC's bus. They might have just won Paris-Roubaix but you would

not know it, the staff was methodically going through the post-race tasks. The mechanics busily stripped down and washed each bike, putting everything back in the team truck where it belonged. The riders all had identical suitcases, placed very neatly beside the bus.

Talking about team buses, Team CSC also won that battle. The brand new, gleaming jet black MAN was easily the smartest looking bus of the entire peloton, although it must be said they are the only team sponsored by a bus manufacturer.

Discovery Channel's blue and silver livery looks sensational and Quick Step is almost alone in actually having a picture of a bicycle on the bus as well as photos of its stars on the bus itself. Honourable mention goes to the French field-filler team Agritubel. It may have a horrendous looking team kit but the livery on the team vehicles is one of the best, cows and chain rings dominate!

It didn't take long for most teams to pack up and leave the Roubaix paddock. Davitamon-Lotto bus was there longer than everyone else's. Why? There was a washer-dryer set in the bus luggage bins, and they were literally doing the washing in the paddock!

I left Roubaix with the last of the team buses and trucks. It was certainly an amazing day and left me completely in awe



not only of the racing, but of the support infrastructure that makes the wheels go round.

Kin-Yat is a regular contributor to Chain Mail, and for this article has won a "Best Article" prize. You can win such prizes (bicycle lights) simply by submitting an article, which is interesting to readers and the editorial team. So after your next ride, pen something about cycling for Chain Mail.

Ride To Work 4th October 2006



Bike North threw itself with enthusiasm into the inaugural National Ride to Work Day on October 4. Many of you were inspired to register your workplaces and promote the day among your colleagues. We also approached our local councils and two took on the challenge of organising Community Breakfasts. Willoughby Council also registered as a Ride to Work workplace as a pilot for future years.

North Sydney Council has experience in running successful breakfasts in Bradfield Park near the Harbour Bridge Steps as part of Bike Week and already had plans for this year. They were easily convinced it was better to delay 5 days and bring this in line with all the other community breakfasts around Australia. It was also an excellent opportunity to launch the new North Sydney Bike Map.

This location is ideal for attracting cyclists to stop for a chat, pick up a water bottle and new map, muffins, pasties, drinks and coffee and fill out a survey form. 2005 had been particularly popular and council did wonder whether numbers would be lower given other community breakfasts not far away.

Nevertheless, an estimated 300 cyclists came for breakfast, a significant increase over last year and an indication of the growth in riding to work and successful promotion of the Ride to Work Day.

It didn't take too much encouragement to inspire Ryde Council to put on a BBQ breakfast in parkland adjacent to Shrimptons Creek Cycleway and close to the large Macquarie Park employment centre. Ryde Council even provided a Ride to Work shirt for all the Bike North volunteers helping on the day.

Around 50 cyclists were fed breakfast at this location. This was an excellent result in an area, which has great potential to increase cycling to work. Macquarie Park sits at the hub of many cycling routes and cycling to work can only increase once the Epping Road Cycleway is completed, hopefully in 2007.

Ride to Work Day also saw the rebirth of the North Shore Bike Bus, which we hope to see back running regularly soon.

There must be plenty more Ride to Work Day stories among our members - please let us know what you did.

Shrimptons Creek Shared Path in Ryde

Article & Photos by Doug Stewart
Additional Photos, Alf Torrisi



Over several years Ryde council, with dollar-for-dollar matching funding from the RTA, has been constructing a shared path for 3 km through the centre of the City of Ryde. The northern end of the path terminates at the vast Macquarie Centre shopping mall

within the growing high tech employment centre of Macquarie Park. These two are growing destinations for the area and as motor vehicle traffic grows the roads leading into the area are becoming clogged with cars.



What a joy then to cycle through parkland for 10 minutes and arrive at the destination. This is a sensation now felt by

an increasing number of cyclists. But not only cyclists, because a path like this becomes a great place to walk, jog or push the pram.



During Bike Week the Mayor of Ryde cut the gold ribbon

to open the latest section of the shared path, allowing even more people access to this facility. While the northern section has run along parkland next to Shrimptons Creek, the southern section follows the Sydney Water easement over buried water mains.

This Sydney Water easement continues for a further 600m south and, even though the 1994 Ryde Bike Plan identifies this as a bike route, it is not happening. The rosy story has come to a halt because the proposed extension has been objected to by a few residents who don't want to have cyclists riding behind their properties, mostly for crime reasons. By stirring up their neighbours in a fear campaign, a few people's view is now perceived by Council as a groundswell of opposition.



These residents, who have used this public land as their private backyard for years, want to deny all the residents of the

surrounding area access to a safe and convenient path. A path on this land would not affect these local residents any more than the literally thousands of residents in Ryde who back onto parkland or laneways.

One of the most poorly written reports ever seen, written in favour of the residents, was presented to Council. The report did not attempt to come up with any solutions and despite addresses from bicycle advocates, Councillors voted to stop the design work. While a consultant is now engaged to review options, the residents have continued their misinformation and are looking to stop the project completely.

Unfortunately this is a similar story that is repeated time and time again all over the world. Literally a NIMBY situation that disadvantages the majority. Due to the absence of any viable alternatives, Bike North will be continuing its work to ensure that the shared pathway is continued. If you would like to know more, or like to support us, then please send us an email: ryde@bikenorth.org.au

Interested in becoming a Ride Leader?

Article by Mal Hart
BN Rides Coordinator

One of the popular aspects about Bike North, which attracts many people to our rides, is the large number and varied nature of our rides programme. This is a core part of Bike North's aims in promoting cycling. From those just starting out in cycling right through to the hardened road warrior or commuter, Bike North runs regular rides, which appeal and can test the capabilities of all.

Our programme is underpinned by the generosity of our ride leaders, who give of their time to put a compilation of rides on each weekend. The more leaders we have, the more varied can our programme can become. That's just what keeps you in good health and encourages others to join.

So have you thought about becoming a ride leader?

Let's dispel the myth - you don't need to be Robbie McEwan or Sara Carrigan or Lance Armstrong to be a ride leader.

With clear communication, patience, composure and common sense, you can lead just about any ride to suit your capabilities. There are many benefits to becoming an accredited BN ride leader. You can choose which rides to

do and when you want to put them on. There is no compunction to run any particular rides or a set number of rides.

Do as many as you feel you can handle. No one "owns" a ride, so if it's in the BN rides database, go for it.

Given the popularity of our medium rides, Bike North would like to see more ride leaders who can lead more of the easy-medium and medium rides. This will enable us to run more rides of this type more regularly, hopefully reducing the instances of large groups. Leading 30-60 riders, which is becoming common at this level when the weather is good, is a real challenge for participants as well as ride leaders. This ought to provide some relief to a few of our favourite baristas, making the ride experience more enjoyable overall.

So what is involved in becoming a ride leader?

Most ride leaders are introduced to the skills required slowly and get the opportunity to build up their confidence, learning from some of the other experienced ride leaders. Potential leaders are also encouraged to talk to other ride leaders about how they go about the ride leading task. Giving regard to what could go awry ahead of time and managing risks and skill levels is a fair bit of what a good leader would do.

Usually experience is gained from co-sweeping and co-leading rides. Let me say that you learn a lot from the back of the bunch. That is where you learn to cope with some of the more interesting situations, such as mechanical repairs, offering skills and guidance to the less capable riders and



Photo: Doug Stewart (West Head ride 19/08/06)

generally keeping wayward participants on the right track in terms of safe cycling protocol.

There are lots of techniques that ride leaders use to manage a group. None of these is particularly earth shattering. It's more about learning these techniques, thinking ahead on the ride, and staying focussed on safety. There are few circumstances that our ride leaders have not lived through before. Ride leaders support each other by sharing experiences at ride leader meetings and via email, to ensure that we all learn and keep our skills attuned. At the end of the day, both leaders and participants want a safe and enjoyable ride.

Not only is there the support bank of a large number of ride leaders, but also other training opportunities, such as through the BNSW ride leader training system. This is a training "school" in which potential ride leaders get to practice their skills and knowledge handling particular mock situations in a more comfortable environment. The next opportunity to do this arises on December 2nd, when a programme will be run by BNSW at Sydney Olympic Park.

Ultimately you will need to be accredited as a leader through the Bike North ride leader assessment process.

So if you are interested in finding out what's involved, please either talk to one of our ride leaders or give Mal Hart, the BN Rides Coordinator a call on (02) 9713-1994 Safe Riding!

The tunnel beneath Victoria Rd, Gladesville

Article and Photos by Alister Sharpe

A tunnel runs beneath Victoria Rd between Gladesville Hospital and Karrabee Ave, Huntleys Cove (this part of Hunters Hill is also known Tarban). The tunnel dates from the time the hospital occupied both sides of Victoria Rd, and provides a safe and interesting means of crossing Victoria Rd. It forms part of the Parramatta Valley Cycleway, linking Gladesville to Gladesville Bridge, and is a listed part of the Hunters Hill Bike Plan.



For some years the Gladesville tunnel has been closed by a boom gate on the hospital side, and by a chain wire gate on the Hunters Hill

side, but now Council opens the gate daily from 9am til 5pm. On the Hospital side the boom gate remains locked, but it isn't hard to pass your bike beneath it.

On the Hunters Hill side you'll find the entry to the tunnel at the end of a carpark off the upper part of Karrabee Ave.



From Karrabee Ave you can ride either along the path on the North side of Victoria Rd, or through Huntleys Cove,

then under Burns Bay Rd to reach Gladesville Bridge and on to Anzac Bridge and the city.

The other end of the tunnel opens into the hospital grounds off Norton Manning Rd (an internal road), not far East of the Hospital entrance in Victoria Rd. You can cycle through the hospital to Punt Rd, linking to Ashburn Place and thence via Morrison Rd on to Meadowbank and Parramatta.

You'll probably ask 'Why isn't the tunnel open 24h a day?' Opening from 9 til 5 may be tolerable for some recreational cyclists, but isn't much use to early risers or commuters. Council's explanation is that the opening hours are linked to those worked by their ranger, and that lack of lighting means they can't leave it open all night anyway. Are you happy with this? If lots of cyclists use the tunnel, and demand it remain open to suit all cyclists and pedestrians, Council will surely find the funds to install lighting, and so allow the tunnel to remain open 24h/d.

So, ride the Gladesville Hospital Tunnel, and write to Council, asking them to install lighting and keep open the tunnel 24 hours a day. You can write to Mr Barry Smith, CEO Hunters Hill Council (PO Box 21, Hunters Hill 2110)

An open letter to the Bike North members

Calling all Bike North Members!

Do you enjoy the rides which our Ride Leaders put on every week?

If so, I ask you to support our hard working [and mostly unappreciated] executive members and all our Ride Leaders who put so much time and effort into making our Club the best it can be.

Not only do they work to make our rides friendly, safe and enjoyable, but they also lobby Local Councils, State and Federal Government bodies to provide a safer environment for ALL cyclists.

Each and every one of us must show our appreciation of their efforts. The best way is to help out when asked.

We are not called on very often, so let us show our appreciation and help when we can. Bike North had to withdraw from the Willoughby Festival Parade because too few members were willing to turn up - SHAME ON US!!!

If Bike North is to flourish as it has in the past, we must all work together.

Our Executive will lose interest if left to do all the work. Together we can form a stronger force for the betterment of cycling. Nothing works so well as constant pressure so we members should make a long term commitment to supporting Bike North.

"Squeaky gates get oiled", so let us ALL work together for more facilities by showing we are serious.

Our Executive Committee NEEDS US!!!

Ronnie Essam

Working Groups

Local Working Groups

Council	Email Address	Contact	Phone
Ryde	ryde@bikenorth.org.au	Doug Stewart Graeme Woodward	9874 5594 9617 0772
Hunters Hill	huntershill@bikenorth.org.au	Alister Sharp	9879-3664
Ku-ring-gai	kuringgai@bikenorth.org.au	John Watts	9144 7656
Hornsby	hornsby@bikenorth.org.au	Steve Hillier	9899 5432
Willoughby	willoughby@bikenorth.org.au	Carolyn New	9438 1903
North Sydney	north_sydney@bikenorth.org.au	Carolyn New	9438 1903
Mosman	mosman@bikenorth.org.au	Alan Phillips Carolyn New	9969 4209 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 working group 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 you are interested in (eg. the Hornsby list, Hunters Hill list ect). For enquiries about working groups for other areas in Northern Sydney, contact Carolyn New on (02) 9438 1903 or email carolynn@inet.net.au

Diary Dates

07 Nov	BN Executive Committee meets
14 Nov	Ryde Hunters Hill Area work group meets
27 Nov	Lower North Shore work group meets
05 Dec	BN Executive Committee meets
10 Dec	BN Christmas Party
12 Dec	Ryde Hunters Hill Area work group meets

Members with an interest in cycling in Hunters Hill are now invited to the Ryde/Hunters Hill meetings.

Members with an interest in cycling in Willoughby, Mosman and North Sydney are invited to the Lower North Shore meetings held in North Sydney.

Hornsby

On Saturday September 23, the Hornsby Working Group got down to business at the launch of the Hornsby Bicycle Map. We staffed a market stall from 9:00 am to 3:30 pm on behalf of Hornsby Shire Council who produced the map with the support of their Sustainable Action Committee and Bike North.

Our set-up went smoothly; everybody who volunteered turned up on time and performed professionally. Bike North people working on the day included:

J. Mc Gregor, M. Devlin, T. Evans, R. Rattray, S. Rock, K-Y Lo, J & G Clendon, H Fyson and myself. The Hornsby Shire Council staff and councillors who attended must have been impressed, I know I was.

Our thanks must go to all involved, not just on the day, but also to those involved in the map project since it began 2 years ago. An estimated 250 maps were handed out to an enthusiastic crowd and Council reported that they received 120 phone queries regarding the map prior to the event. Copies of the map are available from Council or can be picked up at the Granny Smith Fair or selected rides.

On the evening of Wednesday 27 Kin-Yat Lo attended a Hornsby Shire Council community meeting held at the Cherrybrook Community Centre. Kin-Yat raised bicycle related issues and as the meeting was well attended by Councillors and senior council staff I am sure his efforts will continue our

pressure on the council to improve facilities for bicycle riders. Thanks Kin-Yat.

Stephen Hillier, Hornsby Coordinator

Ryde-Hunters Hill Happenings

There is a huge amount happening in the Ryde Area HH at the moment. I have briefly noted below the current and expected items. Promoting cycling is something that gives us better facilities and safer cycling but also a sense of achievement and community.

If you care about cycling in our area, please contact us and share both the load and the rewards.

Ryde Cycle Strategy and Master Plan - now in progress. Any facilities and changes we want for the next 10 years must be in this plan. We are working with consultants until early next year.

Shrimptons Ck Shared User Path. Recently finished section opened by the Mayor. Continuing campaign to extend further south along the easement.

ACF Greenhome Active Transport night. BN was able to inform nearly 100 residents of the benefits of cycling and advocacy.

Ride to Work Day. Involved in the Ryde breakfast on the inaugural NSW Ride 2 Work.

Epping Road Cycleway. Lane Cove River to Wicks Road is nearly complete which will provide a link to Mowbray Road.

Unfortunately, access near Mowbray road has been interrupted for up to 6 months for construction work.

2006/7 cycle projects are Bridge Road Crossing and narrow bridge replacement on Shrimptons Creek path and Magdala Bridge link, Granny Smith Festival, parade and stall promoting cycling., Gladesville Bridge access from the west, campaign to get the RTA to build the long awaited bridge, hazard removal. Pittwater Rd tree hazard, Gladesville Reserve barrier hazard, improve access requests. Victoria Rd underpass. Venus St to Gladesville Shops and the proposed formation of a Macquarie University BUG.

For more information on any of these items, to raise new items or to help out (please) contact on: ryde@bikenorth.org.au or phone me on 9874 5594.

Doug Stewart, Ryde Convenor

North Sydney

North Sydney Bike Map was launched at the Ride to Work Breakfast and copies are now available from Council or on selected rides.

Ellalong Rd/Lodge St, Cremorne - council organised a site inspection re this long standing issue on Nov 4 (9am). Thanks for your support for a safe pathway through this road closure

Skylink - a committee has formed with council to steer this project intended to develop concept diagrams and photomontage for a 3% grade elevated shared path from the Sydney Harbour Bridge Cycleway to Falcon St.

These projects has been enabled by North Sydney Council special funding and will be used for promotional purposes and to create a platform on which to seek State, Federal and corporate funding.

Falcon Street shared path bridge - As a result of North Sydney Council heavy lobbying over degradation of pedestrian and cyclist access along Falcon St as a result of the new expressway ramps, the RTA and Connell Wagner are reviewing options for a shared path bridge over the Warringah Freeway. Bike North and NSBG have representation on the consultative group.

Ride to Work Day Breakfast - successful event with opportunity to

promote local issues such as Ellalong Rd and the Epping Rd cycleway.

Noticeboard - Council have agreed to the installation of a noticeboard at the Sydney Harbour Bridge cycleway steps for use by local bike groups such as Bike North.

West St electricity works - repair is still outstanding.

Willoughby

New Willoughby Bike Plan has been adopted by council. We are working with council on the revision of Wheeling and Walking in Willoughby and Commuting to Chatswood using the Bike North mapping standard.

Willoughby Spring Fair was cancelled due to heavy rain and we missed a

great promotional opportunity. We assisted council with a stall in the mall on the Friday of Bike Week.

Lane Cove Tunnel Cycleway along the Gore Hill Freeway will open for use in a couple of months. We are raising a couple issues re access and alignment with Willoughby Council to review with the freeway builders.

Chatswood Rail Link - issues continue to arise with TIDC who are responsible for the works associated with the Epping to Chatswood Rail Link, including the regional bicycle route along the western side of the railway near the station. Most recently, they are proposing steps at the intersection of Frank Channon Walk and Albert St.

Carolyn New, North Shore Convenor

BIKE NORTH RIDES CALENDAR

Please Note	What To Bring On Rides	RISK WARNING	RIDE CONDITIONS
All ride participants are requested to arrive at least 15 minutes prior to the scheduled ride start time (to get ready/dressed, get bikes out of cars, check bikes and "sign on") at the designated departure point.	<ul style="list-style-type: none"> ⚙️ A bicycle in good working order ⚙️ SAA approved bicycle helmet 💧 Water – 1 litre per hour of riding 🍪 Snacks 💰 Money 🔧 A pump, repair kit and spare tube 🔦 For night rides, have lights fitted with batteries charged. 	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	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 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.

Bike North Endorsed Rides

The Bike North Executive would like to clarify for members that Bike North endorsed rides are only advertised in the following media – Bike North News, Chain Mail, Bike North website calendar www.bikenorth.org.au and the Bicycle NSW rides calendar www.pushon.com.au

Other advertised rides that you may come across, such as on Bike North Chat or personal emails from other Bike North members or Bike North ride leaders, are not official Bike North rides. These rides are not necessarily run to Bike North protocols and riders participate at their own risk.

Bike North goes to a lot of effort to regularly programme and put on a varied rides calendar for its members and other interested cyclists, primarily at weekends. To support this, Bike North has a number of volunteer Ride Leaders, who give willingly of their time and who are expected to train and meet certain protocols and procedures in running the rides programme. This is aimed at promoting cycling, coaching new riders in safe riding skills and supporting people with guidance in riding in varied traffic situations and terrains. In addition, our ride leaders are covered for insurance purposes through our affiliation with Bicycle NSW.

BN does have a process for advertising extra rides, even during mid-week. These will appear in BN News, issued on email weekly, once submitted and accepted by the BN Rides Coordinator from a recognised BN Ride Leader.

Bike North riders are encouraged to become ride leaders. In fact, this is an excellent way to do the rides that you enjoy. This enhances our programme of rides and enables Bike North to increasingly offer an interesting programme each weekend across ride capabilities, keeping you fit and healthy. Interested potential leaders are supported with coaching from experienced ride leaders. If you are interested in becoming a ride leader, please contact Mal Hart, Bike North Rides Coordinator by phone on (02) 9713 1994.

DECEMBER RIDES Day & Date	Grade Distance	Starts at Leaves from	Contact	Description
Sun 03/12/06 Akuna Bay & Church Point Tortoise - Longer	Medium 60 km BNSW grade: OHT	07.30 Turramurra Station (Eastern side)	Scott Ratcliff ph: 0425-349-104	Turramurra Station to Terrey Hills, Akuna Bay and Church Point. Refuel with coffee and cake for the return ascent via Terrey Hills
Tue 5/12/2006 Executive Meeting		19:30 (7.30pm)		St Johns Anglican Church Hall, Coxs Road, Ryde Note: meeting starts at 7.30pm
Sat 09/12/06 City Sunset	Easy - Medium 30 km BNSW grade: STH	18.00 (6.00pm) St Leonards station concourse	Joan Kerridge ph: 9909-8925	St Leonards station. Easy - Medium ride to Bradleys Head via Cammeray for BYO picnic dinner at sunset. Return via Mosman. BIKE LIGHTS ESSENTIAL
Sat 09/12/06 Wisemangrove	Hard 100 km BNSW grade: FHX	08.00 Wiseman's Ferry kiosk	Keith Griffin ph: 0414-187-427	A hard and face paced ride from Wiseman's Ferry kiosk through Spencer, climb to Central Mangrove and return. Fast pace, coffee at Spencer on return leg

DECEMBER RIDES Day & Date	Grade Distance	Starts at Leaves from	Contact	Description
Sat 09/12/06 Concord for Cake	Easy 25 km BNSW grade: PST	07.30 Meadowbank wharf	Debbie Edwards ph: 9436-0969	Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.
Sat 09/12/06 Pittwater Circuit	Medium 45 km BNSW grade: STHU	Call to Confirm McCarrs Creek Reserve	Robyn Tuft ph: 9144-1325	Starts McCarrs Creek Reserve. A relaxed medium ride circumnavigating Pittwater. Great scenery, a short ferry trip, some steep hills & section of gravel road. Hybrid & MTB only. Call to Confirm.
Sun 10/12/06 BN Christmas Party		11.00 South Turramurra (Vernon St and Kissing Point Road)		Come along and enjoy the company of your Bike North friends at the park on the corner of Vernon St and Kissing Point Road. BYO picnic or cycle to the local shops (a few hundred metres) for food and drink.
Mon 11/12/2006 Hornsby Area Meeting		Blue Gum Hotel Waitara		Blue Gum Hotel, Pacific Highway Waitara
Tue 12/12/2006 Ryde Area Meeting,		17.30 (7.30pm)		Starts at 7.30pm Eastwood Women's Rest Centre, Hillview Rd Eastwood. (Near the station and just behind the Library.) Contact: ryde@bikenorth.org.au'
Sat 16/12/06 North to West Head	Hard 91 km BNSW grade: FXTH	06.30 Eastwood Station (Eastern Side)	Doug Stewart ph: 9874-5594	Eastwood Stn east. Hard, hilly ride via Browns w/h, Terrey Hills, West Head, Akuna Bay (coffee). Return a similar route. Brisk pace.
Sat 16/12/06 Christmas Lights by Bike Light	Easy 30 km BNSW grade: EST	18.00 (6.00pm) Meadowbank wharf	Col Kendrick ph: 9872-2583	Meadowbank wharf. Easy ride to Halliday Park, Five Dock for a BYO picnic in the park at dusk. Marvel at the array of Christmas lights. BIKE LIGHTS ESSENTIAL."
Sun 17/12/06 North Ryde Christmas Lights	Easy 20 km BNSW grade: ET	19.00 (7.00pm) Eastwood station (Eastern side)	Pam Kendrick ph: 9872-2583	Eastwood stn east. Easy night ride to Cutler Parade, Nth Ryde to view the spectacular Christmas display. Bring a picnic supper. BIKE LIGHTS ESSENTIAL
Sun 17/12/06 Western Wander	Medium 70 Km BNSW grade: OPW	07.30 Meadowbank wharf	Eric Middleton ph: 9958-2546	'Meadowbank wharf. Medium but relaxed paced ride via M4 c/p & Rail Trail to explore Prospect's canal routes. Coffee at Abbotsbury.'
Sat 23/12/06 Meadowbank to Bobbo	Medium - Hard 50km BNSW grade: FHT	07.00 Meadowbank Wharf	Doug Stewart ph: 9874-5594	Meadowbank Wharf. Medium hard, hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.
Sun 24/12/06 Big City Loop	Medium 60 km BNSW grade: O	07.00 'Meadowbank Wharf	Scott Ratcliff ph: 0425-349-104	'Meadowbank Wharf. Medium ride via Cooks R C/P, Mascot, Moore Park Precinct, Return via City CBD, Pyrmont and ANZAC Bridges.
Tues 26/12/06 Yacht Race Ride	Easy - Medium 25 km BNSW grade: SHT	10.00 St Leonards station concourse	Col Kendrick ph: 9872-2583	St Leonards station concourse. Easy, but hilly ride to Middle Head for a BYO picnic lunch and see the yachts heading to Hobart. Bring your sunscreen

JANUARY RIDES Day & Date	Grade Distance	Start time Leaves from	Contact	Description
Sat 06/01/07 Pie in the Sky	Medium 40 km BNSW grade: OTW	07.30 Hornsby Station (Western side)	Graeme Edwards ph: 9436-0969	Hornsby station ride along Old Pacific Hwy to café overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.
Sat 06/01/07 Twilight on the Harbour	Medium 35 km BNSW grade: OTH	17.00 (5.00pm) St Leonards Stn	Joan Kerridge ph: 9909-8925	St Leonards station concourse. Medium ride to Manly & North Head for BYO picnic dinner at sunset. Ferry to Quay before returning to St Leonards via the Bridge. BIKE LIGHTS ESSENTIAL
Sun 07/01/07 Concord for Cake	Easy 25 km BNSW grade: PST	07.30 Meadowbank wharf	Debbie Edwards ph: 9436-0969	Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.
Sat 13/01/07 Akuna Bay and Church Point	Hard 80 km BNSW grade: FHX	06.30 Eastwood Stn east	Doug Stewart ph: 9874-5594	Eastwood Stn east. Hard, hilly ride via de Burghs Br, Pymble, Terrey Hills, Akuna Bay, Church Pt (coffee). Return via Turramurra. Brisk pace
Sat 13/01/07 Exploring Castle Hill	Easy 25 km BNSW grade: PST	08.00 Car park Mileham Av	Pam Kendrick ph: 9872-2583	Car park Mileham Av Castle Hill, to left side of Baulkham Hills pool. Easy ride exploring Castle Hill's parks & cycle paths, a short stretch on M2 & coffee.
Sat 13/01/07 Beyond Barrenjoey	Medium - Hard 60 km BNSW grade: OTXH	Call to Confirm Turramurra	Peter Tuft ph: 9144-1325	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. Call to Confirm
Sun 14/01/07 Botany Bay Bacon	Medium 65 km BNSW grade: OP	07.30 Meadowbank Wharf	Eric Middleton ph: 9958-2546	Meadowbank wharf. Medium ride via the Cooks River c/w to Botany Bay. A refuel at our favourite cafe at Brighton, then return
Sat 20/01/07 Meadowbank to Bobbo	Medium - Hard 50km BNSW grade: FHT	06.30 Meadowbank Wharf	Doug Stewart ph: 9874-5594	Meadowbank Wharf. Medium hard, hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.
Sun 21/01/07 Big Loop to Lane Cove Park	Medium 32 km BNSW grade: OT	07.30 Eastwood Stn west side	Scott Ratcliff ph: 0425-349-104	Eastwood Stn west side. Medium ride to corner M2 & Pennant Hills Rd on quiet back streets, along M2 to Lane Cove River Park & return via Macquarie Uni.
Fri 26/01/07 Exploring Eastwood	Easy 17 km BNSW grade: EST	07.30 Eastwood Stn west side	Fran Griffin ph: 9614-0777	Eastwood Stn west. An easy meander through rolling terrain of Eastwood and Marsfield and Macquarie Uni.
Sun 28/01/07 St Leonards to North Head	Medium 45 km BNSW grade: OHT	07.30 St Leonards station	Scott Ratcliff ph: 0425-349-104	St Leonards station concourse. Medium ride via Beauty Point, over Spit Br to Balgowlah & Manly. Coffee at North Head, return on a similar route.