

Chain Mail

www.bikenorth.org.au

info@bikenorth.org.au

No.51: March - April 2007

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**The Editor,
PO Box 719
Gladesville
NSW 1675**

Editor: Jennifer Gilmore Design: Gary Somers

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M2: The Sad Story

By Keith Griffin

Once upon a time...

... there was a big and busy city where millions of people lived and worked. The city had many wonderful features but like so many others around the world it was fast becoming choked with cars. In the north of the city was a special road, which had been built, not by the government, but by some Hill-billies who thought they could make money by charging other people a toll to use it. These people didn't make enough money so they sold the road to some people from the land of Transurbania.

The idea of building a private road and charging other people to use it quickly spread, and a special tunnel was built under the city so that the motor traffic did not spoil the views. The owners of this road tunnel also didn't make enough money and they went broke.

Never-the-less the idea became ever more popular and another longer road tunnel was built to connect the special road in the north to the city. This too would be a road which made money for the people who owned it.

The government realised that when this tunnel opened it would be quite popular, and even more cars would use it every day. This would create more choking traffic at the end of the tunnel near the special road in the north, and spoil even more views, so the government asked the Transurbaniens to make some more room on the road.

The Transurbaniens thought this was a grand idea. The tunnel was soon to open and the government wanted the extra room on the road to be available very soon, so Transurbaniens talked to each other. They decided it was very easy to make some more room on the road if they could use the part of the road which was for cars that had stopped working, and for people who liked to ride their bikes on the road. They decided that they could put up a few signs to tell the people who like to ride bikes where to go. No-one was quite sure what they could do with cars that stopped working, so they decided to put in some more cameras so at least they could see them when they stopped working and come and tow them away.

The people who liked to ride bikes were usually very happy people, but now they were sad. The special road in the north was the best place to ride a bike, and now it could be used only by people who liked to drive cars, and they already had lots of good places to drive.

The people who liked to ride bikes and Transurbaniens had a meeting, and some people from the government went along as well. The meeting went for a very long time. The people who liked to ride bikes had written down all their ideas about the problem, and drawn pictures to make it easy for Transurbaniens to understand why they were sad. The government people and the Transurbaniens were very surprised and were not sure what to say or do next, so they went away to talk about the things they had been shown.

The people who liked to ride bikes realised that the government people would make sure the extra room was made on the special road in the north. They also decided that the signs the Transurbaniens were going to put up were all going to be in silly places, so they worked out much better places to put the signs, so they could still ride their bikes.

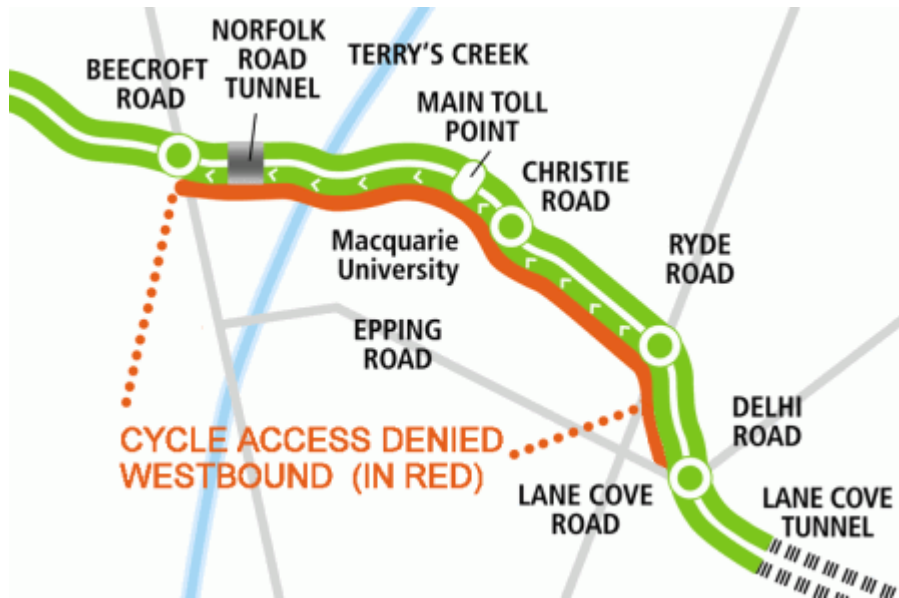
A few weeks later the people who liked to ride bikes and the Transurbaniens had another meeting to talk

about all the ideas that the people who liked to ride bikes had come up with. The Transurbanians had no ideas of their own.

No firm decisions were made about any of the ideas that the people who liked to ride bikes had presented, but in general Transurbanians did not like other people's ideas.

To be continued... at:

<http://advocacy.bikenorth.org.au/m2/>



2007 AUDAX ALPINE CLASSIC 27 January 2007

Photos & Article by Lindsay Harvey

Bright is one the most beautiful country towns in Australia. Nestled in the Valley and alongside the Ovens River with the high country keeping watch over a township with beautiful tree lined streets with some excellent restaurants and cafes serving the local wine to



keep red wine drinkers happy. There is even a small local brewery with four beers to choose from and one with an alcoholic content of 9%. Excellent venue for what must be one of Australia's best rides.

Despite pessimistic prognostications from one of my

cycling friends on my attempt at 200km, the alarm went off at 0530 hours to reveal perfect cycling conditions

and a hive of activity by the Alpine Classic Organizers as they got themselves ready for 2000 slightly crazy cyclists to cycle the Victorian High Country.

I proceeded to the start to find two Eastern Grey Kangaroos cunningly disguised as humans at the start line. These kangaroos could jump and provided good entertainment for those spectators who were silly enough to be awake at this time.

The 0620 hours start got underway and I think the first riders in this group got back in just over 6 hours.

Amazing! Tony McClelland, the Bike North Treasurer was in this group of cyclists.

This is the second time Tony has entered this ride. Caught up with Tony on the Falls Creek climb and it was wonderful to receive encouragement from a Bike North member. Tony completed the 140km ride this year.

The first climb to the top of Tawonga Gap is 10km with the grade kicking up with about 2km to go. Riding with a 67 year old cyclist whose father had been a British Cycling Time Trial Champion, he told me that all the young cyclists overtaking us now, would be caught up when he got to Mount Buffalo. He was right.

At the bottom of Tawonga Gap we turned left and went through this magnificent valley surrounding Mount Beauty. Arriving at Mount Beauty, the water stop provided food and toilets and the last water for 30km climb to Fall Creek.

After about 2km of climbing Matt, (a 32 year cyclist with a slightly torn hamstring) joined me for the climb. We talked non stop for two and a half hours as we climbed the Mountain. This was really good as apart from the last 3km which was tough, the time and kilometers passed and we found ourselves at the top. More food and drink.

What a wonderful decent with only one nasty corner. I was on fire going down the Mountain and Banjo Paterson's Man from Snowy River going thought my head with the tall snow gums on either side of the road the best part of the ride. On the way down I passed Phil McDonald (from Alltrails) who was using a scooter for the 130km ride. Phil actually completed the 130km on the scooter.



Topped up at Mount Beauty with a salad sandwich and climbed the next 7m over Tawonga Gap with no problems. Another great decent into Bright and I had 3 climbs and 140km locked in on my cycling computer.

Refueled again at Bright, two salad sandwiches, cakes, cordial, water, and fruit. Was tempted to go back to the Hotel and to bed but I was keen to get this ride under the belt and conditions were so good it was now or never.

It was a lonely ride to the top of Mount Buffalo. I was towards the end of the riders and found it depressing to see a stream of cyclists returning from Mount Buffalo just as I was leaving Bright. However the Challenge and the Mountain beckoned and in no time at all I was at the start of a 22km climb with no sign of leg cramps.

The first 10km was very hard but the sun was starting to set in the West revealing a parched landscape as I gained height. Even in drought we have a wonderful country.

The bush fires had taken their toll in that some areas were more exposed on the road. This bush fires had also been responsible for the closure of the Mount Buffalo Chalet as their summertime income had been wiped out. It is hoped that the Government will find a useful purpose for this wonderful old building with spectacular views so it is maintained for future generations.

I saw a sign saying 920 meters elevation and still being able to do some simple sums in my head realised I had 600 meters more climbing. Found the Water Stop 600 meters further on. They gave me a banana and this somehow lifted me and my pace picked up. At the 3km to go mark I thought my bum is getting so sore that I need to speed up so I can stop sitting down.

Got to the Chalet and unfortunately there was no opportunity to get a new bum so just got some cake and fruit and took off down the Mountain.

It got a bit scary going down Buffalo as I was tired and the beautiful views that the road provided on the way up just let you know how far you could fall if you went over the edge.



Just before the bottom, the road straighten out and I got low on the bike and overtook about 15 cyclists, went up the little hill only to find my legs had come good. I took off for the last 8km and overtook another 6 cyclists before the finish line.
200km, average speed

19.1kmh, 3900 meters of climbing, 11 hours 53 minutes on the road including stops (the time limit being 13 hours and 30 minutes.)

Fantastic feeling.

Tour de Forbes: April 6th to 9th 2007

Article: Keith Griffin

Finally! Bike North has found some great cycling for those who dislike hills.....yes; there are small rises in the land, but only very small. The biggest climb is about the same as one millennium marker at Sydney Olympic Park.

Cycling the Forbes region is very different from northern Sydney where it is hilly, and you stop every few metres for intersections, cars, dogs, pedestrians, lights, roundabouts and coffee. Out here, on the wide flat flood plain of the Lachlan River, surrounded by small hills & ridges, cycling is continuous, unflustered, unhurried, decaffeinated, and there are no hills to climb.

BUT, don't be fooled! Riding in flat country has its own special set of challenges. With no downhill runs, you will always be pushing the pedals over: no chance for a rest. If even a moderate breeze picks up and is not on your tail, you'll quickly find the going tougher and your average speed dropping. The continuity can make you uncomfortable on the bike, so make sure your setup allows a few different hand and seating positions.

Finally, mental approach can make a big difference. Some riders, especially those from the city, find that due to unfamiliarity, the flat country seems all pretty much the same, and can mesmerise. City people are used to very busy, close landscapes, but out here the sky dominates the land and the vistas are vast. You'll soon discover that, at cycling speeds, subtle changes in landscape occur all the time, and the term flat develops a whole series of gradations. (Just as in Icelandic there are 32 words for snow).

Accommodation is your responsibility! Forbes has many motels, hotels, B&Bs and several caravan parks. <http://www.forbes.nsw.gov.au/about/1180.html>. Easter is a busy time and accommodation of all types will fill up fast. Book Early!

Many of us will be staying at the [BIG4 Lachlan View Caravan Park](#) (141 Flint St, ph: 6852 1055, email: lachview@westserv.net.au). Alternatively the [Apex Riverside Caravan Park](#) (88 Reymond Street) is literally around the corner. Register online at: <http://galifrey.triode.net.au/tdf/regio.html>

Act now - registration closes on March 21st 2007!

You MUST register to ride in Tour de Forbes. Registration costs \$10 per person or \$15 for a family. Once you have registered and paid you will be sent your Tour de Forbes (TdF) passport which contains all the information about the rides and social activities during the tour.

Our Favourite Rides

- Ride:** Beyond Barrenjoey (BB)
Further Beyond Barrenjoey (FBB)
- Location:** Turramurra to Woy Woy via Palm Beach and ferry, with FBB also including Gosford; return by train
- Distance:** 60 / 85 km
- Bike:** Any style
- Fitness:** Average / Good; not for people who really hate hills.

Chainmail (CM): What are the special features of Beyond Barrenjoey and Further Beyond Barrenjoey?

Peter Tuft (PT): Sydney has coastal scenery that must be among the best in the world, but its residents too easily take it for granted. This ride has some of the best on offer just north of our wonderful city.

Start at Turramurra and move quickly to Terry Hills and the bushland of McCarrs Ck Rd (a wonderful sustained downhill) en route to our first water views - placid Pittwater around Church Point and Bayview. BB then takes you via quiet but rather hilly back roads past beaches from Newport to Palm Beach, with a pause for ocean views at a lookout above Bilgola, and perhaps another pause on the waterfront at Palm Beach. FBB doesn't have time for that diversion but presses on up Barrenjoey Rd direct to the Palm Beach wharf, where there might be time for a quick coffee overlooking Pittwater before boarding the ferry.

It's hard to pick a single highlight on rides like this, but the ferry trip across Broken Bay to Wagstaffe might take the cake. We pass Barrenjoey to starboard with the open ocean beyond and Lion Island rearing up to port. The top deck of the ferry is the place to be, even though the sun can be fierce in summer and the wind cold in winter. The ferry slows as it enters a narrow channel then drops us at sleepy Wagstaffe on the eastern shore of Brisbane Water. From here we take a leisurely roll along the shore of aptly named Pretty Beach and a little pathway through mangroves to Hardys Bay.

Stop at the Old Killcare Store for first class coffee and cake overlooking Brisbane Water with The Rip Bridge in the distance. You'll need this pause for fuel because as soon as you get back on your bike you'll be climbing

steeply towards Marie Byles Lookout above Killcare. From here on a clear day you can see the CBD towers and everything in between, including lovely Killcare Beach below and Lion Island and Barrenjoey on the other side of the water. (If it's hot, pause for quick surf at the beach before climbing the hill.)

BB and FBB separate here:

BB takes you rapidly back to sea level down Wards Hill Rd, where you might get to over 70 km/h if you're game (but I don't recommend it). After a few undulations along Empire Bay drive and more views from The Rip Bridge we're soon back at Woy Woy station.

FBB takes you north through glorious coastal ridge top forest in Bouddi National Park, then also descends to near sea level and the first outposts of suburbia behind McMasters Beach. Continue on to Gosford along progressively busier roads, but just as the traffic gets unbearable there is a cycleway and back road alternatives so you don't get too stressed. From Brisbane Water at Gosford the water views resume. A foreshore cycleway begins here and will lead you in a leisurely manner all the way to Woy Woy, sometimes through parkland, occasionally beside roads, and sometimes right on the water's edge.

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

PT: Hmm. BB might be a bit tricky in places to follow the exact route because it twists and turns through lots of suburban streets and the occasional shortcut pathway. There is a detailed cue sheet on the BN web site. Alternatively you could try taking the more direct FBB route (but with more traffic).

The FBB route to Palm Beach is pretty direct and should be easy to follow along mostly main roads. From Wagstaffe it's the same as BB as far as Marie Byles lookout, then basically head north and follow the road signs to Gosford. East Gosford is tricky as the traffic is furious - you may choose to either walk the footpath or explore some back streets. The cycle path which starts at the Gosford waterfront has a couple of subtle turns, but if you think about where you are being led you'll end up at Woy Woy OK. Check the web site for a cue sheet - coming soon if it isn't there already.

CM: What level of rider would enjoy these rides?

PT: BB is aimed at riders who can cope with longish distances and some hills, but at a very moderate pace of less than 18 km/h. People who have done a Big Ride should have no trouble. However if you really hate hills I'm probably not for you.

The FBB target rider is the fit, faster cyclist who is comfortable with traffic and happy to work hard up hills (and everywhere else for that matter). I'm longer than BB but should take less time as my average speed is at least 22 km/h. But if you just want a workout, and find that pauses for scenery and cycleways are interruptions, you should go and ride on a motorway instead.

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

PT: The ferry has limited capacity to carry bikes - maximum about 12. So you can't just come along without booking with the leader. You'll find that in the rides calendar there is no advertised start time - that's our way of making sure you phone first.

We'll leave you at Woy Woy, where there is a train back to Hornsby about every half hour (except when there is track work!) and from Hornsby, catch another train or ride the remaining few kms to your start at Turramurra. If there is a wait before the train you can fill in both time and your stomach with fresh seafood from the wharf fish shop.

BIKE NORTH TRIP TO NEW ZEALAND, JANUARY-FEBRUARY 2007

Article & Photos: Ainslie Robinson

On 27th January 13 Bike North members assembled in Christchurch for a 2 week tour of the South Island. The tour was organised by Alison Wong and Pam and Col Kendrick using Pedaltours, a NZ company specialising in supported bike tours in NZ, Australia and Vietnam.

Day 1 started with a briefing meeting with our two guides. Shortly afterwards, we all sat down for lunch. Graeme and Debbie Edwards had brought their own bikes, but the rest of us had arranged to hire bikes from Pedaltours. There was a choice of

road or hybrid bikes for hire, and they were pretty good bikes. That afternoon we were issued with our rental bikes, adjusted them to suit ourselves, and went for a test ride in Hagley Park. Then we had a group dinner in a local restaurant.

Our transport consisted of a minibus with a double-axle trailer. The trailer carried our bikes (when we were not riding them), our luggage, and a table and food for picnic lunches. When we were riding one of the guides drove the bus while the other rode with us, generally as sweep. We were able to choose how far we rode each day with the bus following to pick up those who wanted



a rest. Some of us even chose to be bussed up some of the bigger hills (no names, no pack drill)!

Day 2 started with a 2 hour drive from Christchurch to Timaru. We then rode the 64 kms to Fairlie through pleasant rolling farmlands. Accommodation that night was in local farm stays where we were very well looked after. Our farm stay had a number of tame or semi-tame beasts including alpacas, Wapiti deer, an ostrich and a Highland cow.

Day 3 started with a long steady climb up Burkes Pass (elevation 750m). On the other side of the pass the weather turned nasty with very strong and gusty cross and head winds. We were happy to stop for lunch at Tekapo. After lunch the route took us along a hydro canal on a beautifully sealed road with very little traffic. Initially we had the strong wind behind us and we fairly flew along. Later we had a cross wind which threatened to blow us off our bikes. Many of us took to the bus at that point. Accommodation that night was in Twizel in the old construction camp for the hydro scheme which has been converted into a basic motel.

Day 4 saw us riding in perfect weather from Twizel to Glentanner for lunch. Most of us then rode in the bus to Mt. Cook Village to avoid a headwind. The exceptions were Graeme Edwards and Peter Tuft who chose to indulge in a little masochism. Some of us went for a short bushwalk before an exhilarating ride back to the main highway with a good tailwind. Accommodation that night was in Omarama.

Day 5 started with a long steady climb up the Lindis Pass (elevation 970m), followed by a great descent to Tarras. We were bussed the last section from Cromwell to Queenstown.

Day 6 was a rest day in Queenstown where we managed to fit in a wide variety of activities. Peter and Robin Tuft climbed Ben Lomond, Moya and I went for a swim followed by a tour of the local wineries, while most of the rest of the group went up the gondola and had some rides on the luge. Liz Quine went to Milford Sound, and others went on cruise on Lake Wakatipu on the TSS Earnslaw.

Day 7 started with a ride from Queenstown to Arrowtown. Then we tackled the biggest climb of the

trip on the Crown Range road to Wanaka. This climbs about 700m over about 11kms. Only four riders made it to the top without resorting to the bus. Then followed an exhilarating descent to Cardrona where we relaxed in the garden of the pub before riding on to Wanaka.

Day 8 saw us ride from Wanaka to Makarora via the shores of Lakes Hawea and Wanaka, a distance of 66kms. Lunch was a picnic beside Lake Wanaka where we were attacked by hoards of voracious sandflies. That afternoon some of us took a jetboat ride up the Wilkins River into the Mt. Aspiring National Park. It was an exhilarating ride up a spectacular valley.

Day 9 covered 80kms from Makarora to Haast Village via the Haast Pass. The climb from the Makarora side of the pass is only about 220m, but the descent after the pass is about 450m. I was glad we were not doing the tour in the opposite direction which is the way "Pedaltours" normally run it.

Day 10 was the first of four days of perfect weather on the West coast, an area renowned for its high rainfall. Temperatures rose to 28C most days which made riding in the afternoons a bit too hot for my liking. We had lunch at a salmon farm at the 58km mark. There were 3 steep climbs at the end of the day between Fox Glacier and Franz Joseph Glacier, and most of us quit before them. However they stopped the bus at the top of the last descent into Franz Joseph so we could all enjoy the final descent. Graeme and Peter rode the whole way covering 140kms that day. Accommodation that night was in a backpackers in Franz Joseph.

Day 11 was a rest day in Franz Joseph and most of us did the half-day glacier walk with crampons and ice-axes.

Day 12 saw us ride part or all of the way from Franz Joseph to Hokitika. Graeme, Peter and John Williams rode the whole way (135kms), while most of us quit at Ross after 108kms.

Day 13 saw us drive from Hokitika to Greymouth and ride from Greymouth to Punakaiki (44kms) where we had a look at the blowhole and the pancake rocks. Graeme, Peter and John then rode back to Greymouth while the rest of us did a short bushwalk down the Truman Track to a spectacular beach.

On Day 14 we packed up and loaded the bikes onto the trailer just before the rain started to bucket down. We drove out to see the old Brunner mine site (Peter and John rode out). After lunch we boarded the Tranz Alpine train for the trip back to Christchurch.

All in all it was a wonderful trip. Moya and I postponed a trip to Antarctica so we could do this trip and we are glad that we did so. "Pedaltours" did a great job and we would be happy to go on other tours with them (and we

intend to). The guides were great and it was no trouble for them to stop the bus whenever one of us needed a rest. They also serviced the rental bikes during the rest days and were always ready to adjust things at any time. Some of the accommodation was a bit basic, but as we were getting the trip for about half the normal cost that is perhaps not surprising.

As one of the slower riders I covered 754 kms in the 10 days riding with 108 kms as my longest day, but the stronger riders covered much more.

Gladesville Bridge

Photos & Article: Alistair Sharp

Few Sydney people cycled back in the 1960s when the Gladesville Bridge was built. The designers included wide footpaths on each side, but, so as to give priority to motor traffic, after leaving the bridge proper the footpaths meander their way to stairs and an underpass directly beneath the main bridge before continuing on to Gladesville or Hunters Hill.

In the 1980s the RTA added an extra traffic lane by narrowing the footpath on the Western side and later sign-posted the path on the Eastern side as a shared way for

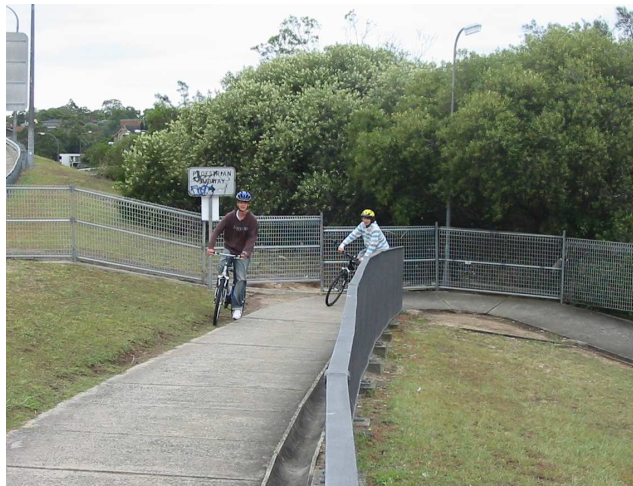


pedestrians and cyclists, but they didn't improve the approaches for cyclists and pedestrians using the bridge.

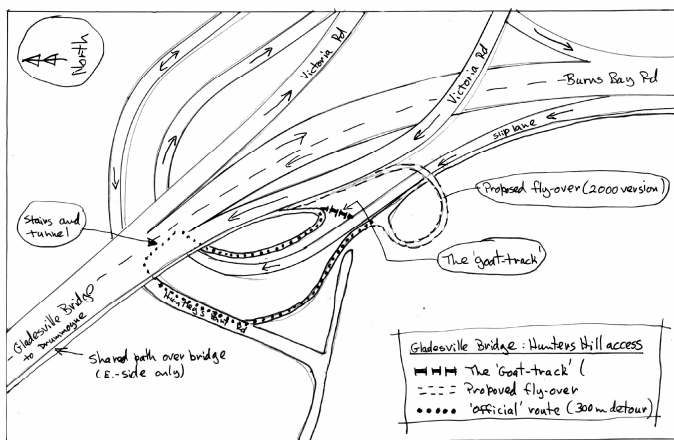
For the past 25 years there has been a quiet stand-off between cyclists and the RTA in the form of missing panels from the weldmesh fencing, and an unofficial 'goat track' running between the slip lane and the bridge footpath.

Visibility on the slip lane is good here, and vehicle speeds moderate, so experienced cyclists accept the risks of crossing the slip lane 'at grade'. This unofficial route saves a detour of 300m involving two flights of stairs and a spooky tunnel, several dismounts and a steep descent and ascent.

Recently the RTA welded this section of fence closed. Some cyclists still use the goat track route, lifting their bikes around or over the fence, but most now take a more dangerous route down to the end of the fence, and then back along the slip road. Few use the 'official' route.



The RTA is aware of the lack of a satisfactory link to the bridge for cyclists from Hunters Hill and Lane Cove. Late in the 1990s, perhaps spurred by the NSW



Government's 'Action for Bikes: BikePlan 2010' or the coming Sydney Olympics, the RTA engaged Hassell consultants to prepare a design for a pedestrian / cyclist flyover to provide a direct link over the slip-lane, and Environmental Planning Pty Ltd to investigate the environmental impact.

The design mimicked the aesthetics of the main Gladesville Bridge, with a light concrete structure and gentle, sweeping curves. There was consultation with the local community over both the flyover and its environmental implications.

Two years later, in 2002, the RTA commissioned Taylor and Herbert Associates Pty Ltd to prepare a full engineering design (with a different design solution), and again there was consultation with the local community.

Towards the end of 2004 Jamieson Foley was engaged by the RTA to design a cycle route joining Chatswood Station to Gladesville Bridge. Again the consultant consulted the local communities along the route.

So it is now 'a bit rich' for the RTA to state that 'the facility in the area is considered appropriate at this stage' (letter from RTA CEO dated 7 July 2006). Surely the RTA wouldn't have engaged a series of consultants over

5 years to design a flyover if they really believe that 'the facility in the area is appropriate'?

Come on, RTA, its time to bite the bullet! This is a busy route, as shown by the consultant's counts of the amount of bike traffic over Gladesville Bridge. You have an obligation to provide for cyclists and pedestrians as well as for motorists. You know that people will continue to make and use shortcuts if the alternative is an inconvenient 300m detour. It is time to build the slip-lane flyover to make Gladesville Bridge as accessible to pedestrians and cyclists as it is to cars and trucks.

To support the call for the flyover write to the RTA at:
P.O. Box K198,
Haymarket 1240 or
Fax: (02) 9218 6286



Compact Cranks

By Lindsay Harvey

I recently swapped my Campagnolo Centaur front derailleur and 39/53 chain ring for a set of Centaur compact cranks with a 34/50 chain ring. My rear cog is a 13/29 so the new cranks give me some serious hill climbing ability.

The First Test

Adjustment of the compact cranks is slightly more difficult than for the standard cranks, and after 20 km around Centennial Park using the 20 possible combinations, it was back to Pedal Pushers/Cyclefit for some refinements. The main issue was that both chain rings were touching the front derailleur in the extreme positions. This issue was solved for the 34 chain ring but it is still an issue for the 50 chain ring on the 26 and 29 cogs at the rear. According to the Master mechanic this is usual for compact cranks and on the real test (see below) I didn't find it a problem as I didn't use that combination. You can also make slight adjustments to the position of the front derailleur using the ergo levers to help resolve this issue.

The Real Test

The route was St Leonards via Pacific Highway to Roseville Bridge, Terry Hills, Akuna Bay, West Head, Akuna Bay, Terry Hills, Mona Vale Road. Pacific Highway, St Leonards – a total distance of 99.6km with some serious hill climbing.

The first impression is that you use the larger chain ring more often. I thought there would be some reduction of top speed but I found that by increasing my cadence by from 90 to 110 rpm I did not lose any speed at the top end. In fact I probably should not have been using my 13 rear cog on the old 53 chain ring until I got to about 55-60kmh as I found the combination of 50/13 quite comfortable at this speed. Any faster for me and I am going down a steep hill and I do peddle anyway.

My first hill was the climb out of the Roseville Bridge and I noticed that I was using 34/24 for most of the way up and switched to 34/26 for the last 50 meters. This was easier compared to the standard cranks. My uphill cadence went from 70 to 80 and my heart rate was lower as there was less effort.

The second test of the hill climbing was coming out of Akuna Bay on the way to West Head and I found myself using the 34/24 combination and in places a bit lower again, so no real change from the 39/53 combination.

On this ride there are three hills that I struggle to maintain a 70 plus cadence: the second last hill just before West Head, the hill from the West Head Look Out to Resolute Picnic area and the hill from Illawong Bay to the Cottage Road Turn off. Of these three hills I find the Illawong Bay to Cottage Road intersection the hardest as that's when I am starting to get tired after almost 70km of riding. The compact cranks allowed me to maintain 70 plus on all these climbs and I caught one of the riders of the group ahead who had a 40m start on me at the beginning of the climb. More importantly my heart rate was lower!

Using the momentum you gain from a down hill for as long as possible into the uphill makes climbing easier. Correct gear changing is essential if you want to get the best from the down hill momentum for the climb. On the slight rises I found that when you change from 50 to the 34 chain ring, it was necessary to drop one or two gears on the rear cog as well. It took a little bit of getting used to but did not seem to compromise forward momentum. If the uphill section coming off the downhill was steeper, I found the best combination was to change from 50/14 to 34/14. My cadence really picked up and it seemed to add acceleration to the climb.

The Summary

Being 56 years old and weighing in at 90kgs, the compact cranks allow me to go up the hills faster at a much better cadence. On the steep hills my cadence tends to drop to 60 (or less) even on the 39/29 combination but I can easily maintain 70 to 80 on the compact cranks. It is a strange feeling peddling at 70 plus up a steep hill when I have got used to a lower cadence.

For me there was no loss of speed at the top end and there is a wonderful feeling of having the gears for very steep hills if required. These cranks worked very well for the Audax Alpine Classic.

Front and Centre: Riding in the centre of your road lane

By Doug Stewart & Jennifer Gilmore

You may have seen or heard that in August 2006 a UK cyclist was fined £100 with £200 costs for riding on the road and obstructing traffic. The Cyclists' Touring Club (CTC) reported that Daniel Cadden was cycling fast downhill on a single-lane approach to a roundabout when he was stopped by police who believed that the position he had taken in the centre of his lane was forcing cars to cross the solid white line in the centre of the road illegally in order to overtake. Instead of citing drivers for crossing the centre line, police instead charged Cadden with inconsiderate cycling

CTC Director, Kevin Mayne, said, "The police at the scene said that Daniel should have been cycling well over to the left - effectively in the gutter - but the judge felt that Daniel should have crossed three lanes of busy traffic and used a segregated cycle track to save fractions of seconds off the journey times of a few motorists."

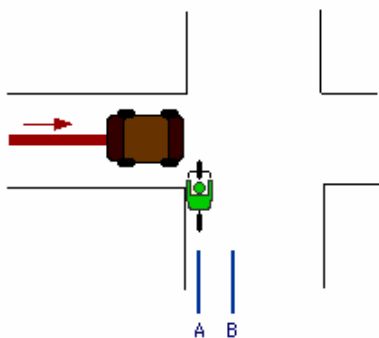
However, in February this year Daniel Cadden scored a victory, the judge who presided over the first trial said that Cadden should have been on the cycle path instead of on the road, but Cadden's lawyer, Francis Fitzgibbon, was able to demonstrate that there was no legal obligation for cyclists to use the path, and that the brief delay drivers encountered while waiting to pass did not constitute "inconsiderate cycling".

The irony of the, thankfully over-turned opinion, that cycling in the centre of the road lane was illegal, is that this is the position recommended by many cycling groups and safety gurus to avoid being hit by cars.

Notable examples from Michael Bluejay's "How Not To Get Hit By Cars" <http://www.bikesarefun.org/bicyclesafe.html> show that riding in or nearer to the middle of the traffic lane can

help you with 5 of his 10 'ways not to get hit'. Want to know more?

#1 The 'Left Cross': is the one of the most common types of collision or potential collisions. A car is pulling out of a side street, parking bay, or driveway on the left. Notice that there are actually two different kinds of possible collisions here. Either you're in front of the car and the car hits you, or the car pulls out in front of you and you slam into it.

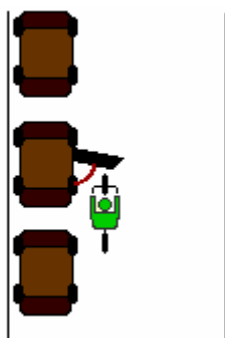


Notice the two blue lines "A" and "B" in the diagram. You're probably used to riding in "A", very close to the curb, because you're worried about being hit from behind. But take a look at the car.

When that motorist is looking down the road for traffic, he's not looking in the bike lane or the area closest to the curb; he's looking in the MIDDLE of the lane, for other cars. The farther right you are (such as in "B"), the more likely the driver will see you. There's an added bonus here: if the motorist doesn't see you and starts pulling out, you may be able to go even FURTHER right, or may be able to speed up and get out of the way before impact, or roll onto their hood as they slam on their brakes. In short, it gives you some options. Because if you stay all the way to the left and they pull out, your only "option" may be to run left into the driver's side door. Michael reports that using this method has saved him on three occasions in which a motorist ran into him and he wasn't hurt, and in which he definitely would have slammed into the driver's side door had he not moved right.

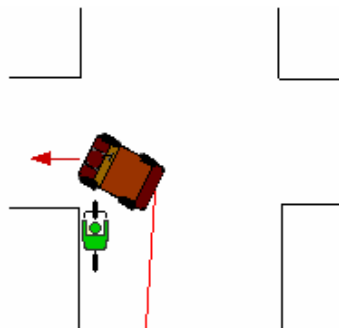
Of course, there's a trade-off. Riding to the far left makes you invisible to the motorists ahead of you at intersections, but riding to the right makes you more vulnerable to the cars behind you. Your actual lane position may vary depending on how wide the street is, how many cars there are, how fast and how close they pass you, and how far you are from the next intersection. On fast roadways with few cross streets, you'd ride a further to the left, and on slow roads with many cross streets, you'd ride farther right.

#2 The 'Door prize': A driver opens his door left in front of you. You run right into it if you can't stop in time. If you're lucky, the motorist will exit the car before you hit the door, so you'll at least have the pleasure of smashing them too when you



crash, and their soft flesh will cushion your impact.

How to avoid this collision? Ride to the right. Ride far enough to the right that you won't run into any door that's opened unexpectedly. You may be wary about riding so far into the lane that cars can't pass you easily, but you're MUCH more likely to get "doored" by a parked car if you ride too close to it than you are to get hit from behind by a car which can clearly see you.



#3 The 'Left hook': A car passes you and then tries to make a left turn directly in front of you, or left into you. They think you're not going very fast just because you're on a bicycle, so it never occurs to them

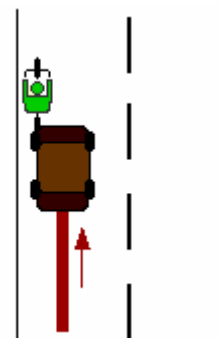
that they can't pass you in time. Even if you have to slam on your brakes to avoid hitting them, they often won't feel they've done anything wrong.

This kind of collision is very hard to avoid because you typically don't see it until the last second, and because there's no where for you to go when it happens.

How does riding to the right help you avoid this one? Taking up the whole lane makes it harder for drivers to pass you to cut you off or turn into you. Don't feel bad about taking the lane: if motorists didn't threaten your life by turning in front of or into you or passing you too closely, then you wouldn't have to. If the lane you're in isn't wide enough for cars to pass you safely, then you should be taking the whole lane *anyway*.

#4 The 'Rear End': You innocently move a little to the right to go around a parked car or some other obstruction in the road, and you get nailed by a car coming up from behind.

The risk with this one is swerving in and out of the parking lane if it contains some parked cars. You might be tempted to ride in the parking lane where there are no parked cars, dipping back into the traffic lane when you encounter a parked car. This



puts you at risk for getting nailed from behind. Instead, ride a steady, straight line in the traffic lane.

#5 The 'Rear End - part 2': A car runs into you from behind. This is what many cyclists fear the most, but it's not the most common kind of accident (except maybe at night, or on long-distance rides outside the city). However, it's one of the hardest collisions to avoid, since you're not usually looking behind you. The

best way to avoid this one is to ride on very wide roads or in bike lanes, or on roads where the traffic moves slowly. Getting rear-ended in the daylight is rare.

Among the other tips to avoid this, Michael recommends that you don't hug the curb. This is counter-intuitive, but by giving yourself a little space between you and the curb it gives you some room to move into in case you see a large vehicle in your mirror (which he highly recommends) approaching without moving over far enough to avoid you.

While reflecting on Bluejay's advice, it is worth bearing in mind that the NSW Road Rules do now state: "Cyclists riding on a road with a bicycle lane travelling in the same direction as the rider must use the bicycle lane unless it is impractical."

(Thanks to Cyclingnews.com for their reports on the Cadden case)

Bicycle Recycling Network

Article by:

This is an initiative aimed at raising awareness about recycling bicycles. Too many useable bikes are being sent to waste when there are people who can utilize them. The website provides an information base and lists numerous alternatives for that old bike you no longer need and also places where you can obtain a pre-loved bicycle or parts. From an old frame being made into a wheelchair for landmine victims, bicycles being sent to third world countries and even bike art! It is Sydney based but provides information on activities in other states and overseas.

The recycling of bicycles provides a sustainable means of transport, increases fitness and promotes cycling within the community. The benefits are numerous. This requires a community effort and I encourage anyone wishing to get involved to contact karen@bicyclerecycling.com or visit www.bicyclerecycling.com

Get on that bike or give it to someone who will!



The Golden Connection

Article & Photos: Gil Webster



You might know the school-kids joke about the person born with a golden screw in their navel? What was its purpose? To cut a long and very bad joke short, at long last someone put a screwdriver into the screw and turned – and turned and – the golden screw came out and the person with the golden screw – well – their bum fell off!

I've discovered a golden screw for my bicycle chain. It is actually a golden link and when disconnected my chain falls off! It is easy to disconnect and reconnect without tools as many times as you like and makes cleaning the chain an easy task as it is done off the bike.

You can see how it works from the photos. The link is called an SRAM PowerLink(tm) and although made by SRAM for their chains it is routinely used with other brands. The alternative way to remove a chain from a bike is by using a 'chain breaker' – a small but fiddly tool that pushes out a link pin. There is a certain knack to using this tool, and if the pin is not replaced properly when re-installing the chain there is a danger the chain is weakened and may really break unexpectedly when you least expect it.

You do need a chain breaker just once to install this special removable golden link. It will be the last time you will use it! Two pins need to be removed from the chain so the old link can be removed to make way for the power link.

My favourite method to clean a chain is to put the dirty chain into a small bottle or jar with some suitable solvent. Kerosene or mineral turps is probably the best cleaning agent but it is difficult to dispose of properly. Non-toxic 'green' degreaser works well, it mixes with water and I just pour it away on the grass somewhere with no ill effects.

After a vigorous shaking just hook the chain out with a piece of bent wire and place it in a shallow dish with some of the cleaning fluid in the bottom. I normally then brush the chain along its entire length on both sides with a stiff bristle brush just to make sure all the grit and crud is removed. Remove from the fluid, wash with a spray of water and dry. Wow! Just look at how clean that chain is! Now to re-lubricate. There seems to be as many ways to lubricate a chain as there are cyclists – this is what I do: When the chain is dry and shiny I immerse it completely in transmission oil. A bit of jiggling around with a paddle pop stick ensures that the oil penetrates into all the cracks and crevices. You can see this working as tiny air bubbles come to the

surface. Drain the oil by hanging vertically on a nail for a few minutes and then refit to the bike.

Whilst the chain is draining it is a good time to clean the derailer, the idle pulleys and to remove the rear wheel and clean the cassette. These operations are a cinch to do now because that darn chain is not in the way!

Once the chain is fitted back on the bike, I carefully wipe off all excess oil, especially off the side plates as it is not needed there and only attracts dirt.

Whatever you use to lubricate the chain, the ability to quickly remove it and clean it with minimum fuss makes the job easier and you can do an expert job with less hassle.

I purchased two of these links from a bike shop in the UK. The cost including postage was around \$10.



"The Golden Link": here it is installed on my chain. Pure bliss!"

Diary Dates	
Bike North Executive Meetings. St. John's Church Library, Cox's Rd, North Ryde @ 7:30pm. All members are welcome to attend.	06/03/07 03/04/07 01/05/07
Ride Leaders Meeting	25/03/07
Advocacy Group	30/05/07
Ryde/Hunters Hill Eastwood Women's Rest Centre @7:30pm	3/03/07 10/04/07 08/05/07
Hornsby Willow Park Centre, Hornsby @ 7:00pm	12/03/07 16/04/07 19/06/07
Lower North Shore Willoughby, North Sydney & Mosman. Held Geddes Room, North Sydney Council, @ 6:00pm	March 07 May 07
<i>For other working groups please contact the Conveners for dates.</i>	

BIKE NORTH RIDES CALENDAR			
Please Note 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.	What To Bring On Rides ♣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.	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 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.			

Day / Date	APRIL: Ride Details & Information
Sun 1/4/2007 ♣♣♣♣♣	Ride: Fitness Ride – Hard Grade: Hard (BNSW Grade: FX) Distance: TBA Contact: Scott Ratcliff, 0425 349 104 Starts at: 07:30:00. Call for all details including distance and pace. '
Fri 6/4/2007 to Mon 9/4/2007 ♣♣♣♣	Ride: Tour de Forbes Grade: Medium Contact: Keith Griffin, 0414 187 427 Starts at: 4 days of rides in the Forbes area, distances to suit most riders, (44 kms to 115 kms) ride in the open space. Registration essential - http://galifrey.triode.net.au/tdf/
Fri 6/4/2007 ♣♣♣♣	Ride: St Leonards to Historic La Perouse Grade: Medium (BNSW Grade: OT) Distance: 60 Contact: Joan Kerridge, 9909 8925 Starts at: 07:30:00. St Leonards stn concourse. Medium ride over Harbour Br, through CBD to Oxford St, Centennial Pk & Eastern Suburbs to La Perouse. Ret via Botany, Kensington & Quay. Coffee break enroute. Pace moderate.
Sun 8/4/2007 ♣♣	Ride: Bays & Foreshores Grade: Easy Medium (BNSW Grade: PST) Distance: 35 Contact: Eric Middleton, 9958 2546 Starts at: 07:30:00. Meadowbank Wharf. Easy/medium ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.

Day / Date		APRIL: Ride Details & Information
Sat 14/4/2007 👉👉👉👉	Ride: Further Beyond Barrenjoey Grade: Hard (BNSW Grade: OTXH) Distance: 85 Contact: Peter Tuft, 9144 1325 Starts at: 00:00:00. Hard fast ride from Turrumurra via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare, Gosford and Brisbane Water. Train from Woy Woy. Call to confirm.	
Sat 14/4/2007 👉👉👉👉	Ride: Beyond Barrenjoey Grade: Medium Hard (BNSW Grade: OTXM) Distance: 60 Contact: Robyn Tuft, 9144 1325 Starts at: 00:00:00. Medium hard ride from Turrumurra via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare. Train from Woy Woy. Some hills, small dirt road section, slower pace. Call to confirm	
Sat 14/4/2007 👉👉	Ride: Parramatta Park Parade Grade: Easy Medium (BNSW Grade: PST) Distance: 35 Contact: Col Lambert, 9637 0746 Starts at: 08:00:00. Meadowbank Wharf. Easy/med ride along the PVC to Parramatta Park. Do a lap or two of the park before coffee, then return via M4 c/p.	
Sun 15/4/2007 👉👉👉👉	Ride: Motorway Madness Grade: Medium Hard (BNSW Grade: ????) Distance: 80 Contact: Scott Ratcliff, 0425 349 104 Starts at: 07:30:00. Meadowbank Wharf. Saunter along the cycleways along the M4 and Aqueduct to Prospect Dam. Mosey over to the M7 cycleway. Cruise 20km of uninterrupted cycleway before taking the M2 back to Marsfield then back to Meadowbank via Eastwood. Includes coffee stop.	
Sat 21/4/2007 👉	Ride: Olympic Park Ride Grade: Easy (BNSW Grade: CPS) Distance: 25 Contact: Scott Ratcliff, 0425 349 104 Starts at: 08:00:00. Meadowbank Wharf. Easy loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.	
Sat 21/4/2007 👉👉👉👉	Ride: North to West Head Grade: Hard (BNSW Grade: FXTH) Distance: 91 Contact: Doug Stewart, 9874 5594 Starts at: 07:00:00. Eastwood Stn east. Hard, hilly ride via Browns w/h, Terrey Hills, West Head, Akuna Bay (coffee). Return a similar route. Brisk pace.	
Sun 22/4/2007 👉👉👉👉	Ride: Northern Beaches and Back Roads Grade: Medium Hard (BNSW Grade: FHXT) Distance: 86 Contact: Malcolm Hart, 9713 1994 Starts at: 07:30:00. Eastwood Stn east. Medium/hard ride via Browns Waterhole, Turrumurra, Church Point to Manly for coffee. Ferry to Quay then to Eastwood via Lane Cove NP and M2. Fit and experienced riders only.	
Wed 25/4/2007 👉👉👉	Ride: Triple S Ride Grade: Medium (BNSW Grade: OTPU) Distance: 55 Contact: Joan Kerridge, 9909 8925 Starts at: 07:30:00. St Leonards stn concourse Cycle North Shore bike routes and quiet roads to Spit Bridge and Seaforth. (hills? - yes). Follow Wakehurst Parkway to coast, then cycle paths around Narrabeen Lake (2km dirt) to Dee Why for coffee/brunch. Then to Manly and return by ferry to Quay and ride via Harbour Br to start.	
Sat 28/4/2007 👉👉👉	Ride: Pie in the Sky Grade: Medium (BNSW Grade: OTW) Distance: 40 Contact: Graeme Edwards, 9436 0969 Starts at: 08:00:00. Hornsby Station West side, opposite the pub near the roundabout and bike lockers. Medium ride along Old Pacific Hwy to cafe overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.	
Sun 29/4/2007 👉👉👉👉	Ride: Meadowbank to Bobbo Grade: Medium Hard (BNSW Grade: FHT) Distance: 50 Contact: Doug Stewart, 9874 5594 Starts at: 07:30:00. Meadowbank Wharf. Medium hard, hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.	
Day / Date		MAY Ride Details & Information
Sat 5/5/2007 👉👉👉👉	Ride: Meadowbank to Bobbo Grade: Medium Hard (BNSW Grade: FHT) Distance: 50 Contact: Doug Stewart, 9874 5594 Starts at: 07:30:00. Meadowbank Wharf. Medium hard, hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.	
Sat 5/5/2007 👉👉👉	Ride: A to Z and Beyond Grade: Medium (BNSW Grade: OTH) Distance: 30 Contact: Scott Ratcliff, 0425 349 104 Starts at: 07:30:00. Artarmon Stn east. Med, hilly ride to Balmoral. After coffee climb to Middle Head then to Zoo Wharf, ferry to Quay, ret. via Bridge & Nth Sydney.	
Sun 6/5/2007	Ride: Bike North Challenge Grade: (BNSW Grade) Distance: 1 Contact: Doug Stewart, 9874 5594 Starts at: 00:00:00. BN Members only. The challenge varies year to year.	
Sat 12/5/2007 👉👉👉👉	Ride: Akuna Bay and Church Point Grade: Hard (BNSW Grade: FHX) Distance: 80 Contact: Doug Stewart, 9874 5594 Starts at: 07:00:00. Eastwood Stn east. Hard, hilly ride via de Burghs Br, Pymble, Terrey Hills, Akuna Bay, Church Pt (coffee). Return via Turrumurra. Brisk pace.	
Sat 12/5/2007 👉	Ride: Concord for Cake Grade: Easy (BNSW Grade: PST) Distance: 25 Contact: Debbie Edwards, 9436 0969 Starts at: 08:00:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.	
Sun 13/5/2007 👉👉👉	Ride: Pie in the Sky Grade: Medium (BNSW Grade: OTW) Distance: 40 Contact: Graeme Edwards, 94360969 Starts at: 08:00:00. Hornsby Station West side, opposite the pub near the roundabout and bike lockers. Medium ride along Old Pacific Hwy to cafe overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.	
Sat 19/5/2007 👉👉👉	Ride: Hawkesbury Ferry Cruise Grade: Medium (BNSW Grade: OHU) Distance: 40 Contact: Peter Tuft, 9144 1325 Starts at: 08:30:00. Lower Portland ferry (east). A medium riverbank ride with 2 ferry crossings & 1 walk-up hill. Dirt roads, hybrid & MTB only.	
Sat 19/5/2007 👉👉	Ride: Bays & Foreshores Grade: Easy Medium (BNSW Grade: PST) Distance: 35 Contact: David Overall, 9874 2993 Starts at: 08:00:00. Meadowbank Wharf. Easy/medium ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.	
Sun 20/5/2007 👉👉👉	Ride: Botany Bay Bacon Grade: Medium (BNSW Grade: OP) Distance: 65 Contact: Eric Middleton, 9958 2546 Starts at: 07:30:00. Meadowbank wharf. Medium ride via the Cooks River c/w to Botany Bay. A refuel at our favourite cafe at Brighton, then return.	
Sun 20/5/2007 👉👉👉👉	The Gorge and Berowra Grade: Medium Hard (BNSW Grade: FHX) Distance: 45 Contact: Malcolm Hart, 9713 1994 Starts at: 08:00:00. 'Hornsby stn west. Med/hard ride through Galston Gorge, rural Arcadia & on to scenic Berowra Waters. After coffee, ride via Berowra & Pac. Hwy to Hornsby'	
Sat 26/5/2007 👉	Exploring Castle Hill Grade: Easy (BNSW Grade: PST) Distance: 25 Contact: Pam Kendrick, 9872 2583 Starts at: 08:00:00. Car park Mileham Av Castle Hill, to left side of Baulkham Hills pool. Easy ride exploring Castle Hill's parks & c/ps, a short stretch on M2 & coffee.	
Sun 27/5/2007 👉👉👉👉	Ride: Hills and Surfside Grade: Hard (BNSW Grade: FTH) Distance: 80 Contact: Malcolm Hart, 9713 1994 Starts at: 07:30:00. Eastwood Stn east. Hard ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turrumurra. Fit & experienced riders only	

Ride Grade Key				
Easy Grade Ride	Easy Medium Ride	Medium Ride	Medium Hard Ride	Hard Ride
👉	👉👉	👉👉👉	👉👉👉👉	👉👉👉👉👉