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## Put the good one on the front

by Dr Spoke (aka D Stewart)

A situation we all wish to avoid is the front tyre failing by puncture or blowout. If the front tyre fails our bikes are difficult to steer and we may run off the road. Depending on speed and direction this may end with serious consequences!!

Due to rider weight distribution and the driving work done by the rear wheel your rear tyre will invariably wear faster than the front tyre. Some cyclists are tempted to swap the front and rear tyres to even out the wear, but this will put the most worn tyre into the most critical position. No, no, no.

The recommended plan is to wear the rear tyre out to the level at which it is no longer useful. This point varies by individual and could be when punctures start to occur regularly or when enough rubber is worn away. Some tyres have little holes or tread marks to indicate when they are worn out.

When the rear tyre is worn out, the front tyre is worn too, but probably less than half of the rear. If you place this half-worn tyre on the rear you can put a new tyre on the front to reduce risk of a front tyre incident.

The half worn rear tyre will wear out faster than the previous new tyre and the front tyre will probably be only about one quarter worn the next time the swap occurs. As you keep going you will find that tyres spend about half their time on the front wearing from new to about one third worn, then half their time on the back, from one third worn to throw out.

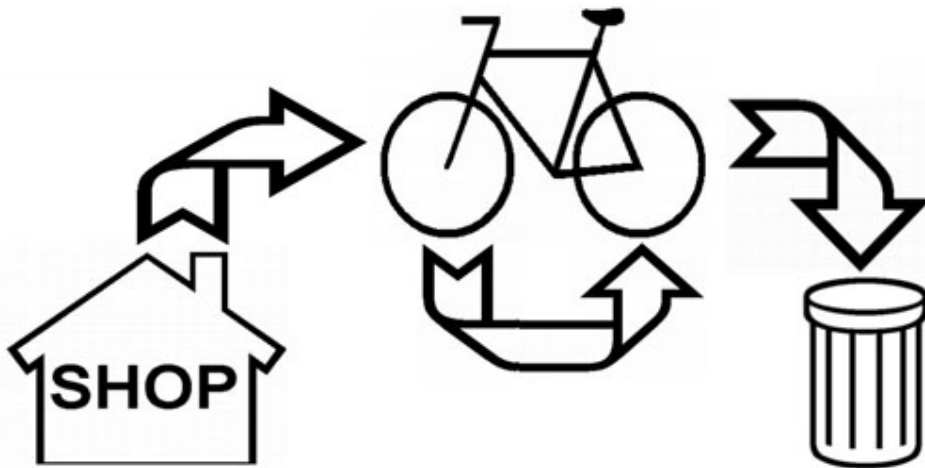
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### Summary

Tyres go from the shop to the front wheel, then to the back wheel, then to the rubbish bin.



Of course if either the front or rear tyre suffers damage to the carcass, treads or sidewall, then you should not keep using it. Throw it away. If it is the front then a new tyre goes on there. If it is the rear, the front goes to the rear and the new tyre on the front.

Simple really - put the good one on the front.

Reference: [www.sheldonbrown.com/tire-rotation.html](http://www.sheldonbrown.com/tire-rotation.html)

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# Olympic Park - not just for beginner riders

by A Pryor

Olympic Park is a favourite place to ride – catering for different riders from families to pelotons. In a Bike for Life buddy ride coaching session, one of my participants had good basic skills, and fitness transferred from other activities, so cruising one of the main bike paths wouldn't have added any skills. So we specifically sought out places to up the ante. Here are a few favourites to develop more than easy riding skills.

## Slalom at speed and sweeping corner



Bus Parking area C1 between the stadium carpark and Hill Rd - protected from the road areas with no vehicles (except on big events). Selecting 1, 2, or 3 numbers between slalom weaves changes the tightness/speed of the manoeuvres and the slight down/up-hill add in some other factors. Continuing to pedal on the down section (not just gliding) can add a sweeping corner on the large U-turn

at the bottom. Knee up on the inside of the corner and shifting weight to the outside leg keeps the bike more stable. The slight up hill is an excellent spot for practicing steady cadence (pedalling rate) up the hill. 3-4 laps of this will also add a good fitness option.

## Slow tight corners with a one handed signal and gear change

This is just as you come out of the paperbark section of Lake Belvedere, Bicentennial Park. Do it a couple of times from each direction. Approaching from the down hill also has a nice S-bend for controlled momentum downhill. There is also a small triangular section of path diagonally across the lake where you can do several tight corners in a row, clockwise right hand turns, anti-clockwise left turns.



## Continual pedalling - no gliding

Do an on-road circuit - one of the circuits includes Kevin Coombes Ave, Edwin Flack Ave, Sarah Durack Ave, and Australia Ave. There are cycle lanes all the way. Remember to look up when approaching traffic lights, and change down gears before stopping at lights. Riding in an anti clockwise direction means no need for turning against the traffic. Add a loop around the tennis/hockey area for some extra distance.

## Magic Roundabouts

There are 4 roundabouts along Newington Rd. While there are only neighbourhood traffic levels you get ample opportunity to do the 'look behind, move right



to the centre of the traffic lane approaching, through and exiting the roundabout, moving left back into the cycle lane.

## I choose hills

Deliberately choose to include hills in your ride and ride up more than once. This is one is Woo-la-ra (normally included in the Concord for Cake ride). It is a good option because it has three different up routes from neighbouring paths giving different uphill gradients – including one with a restricted corner/ uphill requiring sharp gear changes. Doing more than one loop gives a chance to work on pedalling speed, breathing, uphill fitness etc. There are also few spots in SOP for practicing short sharp climbing and trying a few revolutions pedalling out of the seat.

## Versatile riding – explore utility cycling

There are a several venues just outside the SOP precinct easily reached by bike.

1. Flemington Markets - follow the Bay to Bay signs to cyclebridge over M4 then right at Parramatta Rd for 500metres to the markets admin entrance – with a group take a lane on Parramatta Rd, or if by your self consider being on the footpath.
2. DFO Stores – Underwood Rd pedestrian entrance, use the cycle path western side of Australia Ave and pedestrian lights to cross the large Underwood Roundabout.
3. Bunning's/Anaconda/Redyard shops – continue to the southern end of Louise Savage Path which then meets the M4 Path - use Day St to access the shops.

# World Masters Games - a personal account

by K Griffin

Initially, we thought Debbie and Graeme were joking when they said we should all enter the World Masters Games, cycling. None of us had ever raced (other than in Cyclosporitif events) - we just liked cycling for transport and weekend recreation. The idea of a real race under international rules was daunting. So began many months of preparation, training and questioning our wisdom. "We" in this case means Debbie, Graeme, Fran and me. Later we discovered another Bike North member, our treasurer Tony, had also entered.

The World Masters Games, for most participants, is not about being the world champion, but about participating, testing resolve, and giving it a go. I spoke to a number of fellow participants on the starting line, during warm ups and après-race. Not surprisingly, all were there to test themselves with no illusions about podium finishes.

Fran and I also volunteered to help with the cycling during the games and were assigned to timing equipment both at the Dunc Grey Velodrome and at the road races at Eastern Creek. This meant very long days sitting at computers and making sure that correct results were available to commissaires and announcers as required. The view from "the Skybox" at the Velodrome is really good!

Our training began with the notion that we had to perform to our best at the games, which meant doing more cycling than we had been doing, and in my case, losing some weight. Tour de Cowra was our starting point. With Blayney to Bathurst the following weekend this gave us many rides in a short period of time as a kick start. Having decided that this was our base level, we set about slowly improving during the next 5 months or so.

We began to increase our distances, and the frequency with which we attempted longer rides. We tried harder up hills and went faster for longer on the flat. Importantly, we also did many rides without pushing hard. Fran did the previously unthinkable and tried the spin class at the gym at work! Once she worked out that the bike actually stayed put, she was fine. We did not though, get into a full training regime.

Eventually came the day when we had to enter the events, and pay the fee. Fran and I decided to enter both Time Trial and Road Race, while Graeme and Debbie elected just the Road Race. To some people it may seem odd that we parted with several hundred dollars to enter a race when we had never raced before and certainly stood no chance of finishing with a medal. But it was about participation and personal challenge, not about money or winning. Everyone in a race contributes to the outcome in some way.

Notwithstanding our aims, apprehension grew as the race day approached. We had spent a week away in the country doing our final training camp. Fran and I had been to Milawa in Victoria, then joined Debbie and Graeme, plus Tamika and Jane, Phil, Richard and Simone in Lockhart. Tamika and Jane had also been training hard for Around the Bay in a Day, so they too were using this Bike North weekend away as a final fling.

With less than a week to our first race, Fran and I began our volunteer work at Dunc Grey Velodrome. The track racing was superb, and we were amazed at the efforts of some of the older men and women. While we were just helping with the timing equipment, we were still contributing to the racing.

Finally my Time Trial day came. I was the first of us to ride a full lap of the circuit and find out just how difficult it was with 50km/hr winds. The 9km circuit used service roads to combine Eastern Creek raceway with the Dragstrip. The course was far from flat, and the time trial was 2 laps.

My adrenalin levels were soaring as I rolled down the starting ramp and pumped up the speed. Around the first corner, up the hill and into the gale force wind, wind cheatingly positioned on my borrowed aero bars! I consoled myself that after the u-turn at the end of the dragstrip I would have the wind behind me for a while. I completed lap one and was catching the rider in front of me (1 minute intervals) gradually. I thought I might just catch him by the end, which would have been a good result for me. RATS, my chain fell off the inside of the chainrings, and I could not get it back on using the levers, so I had to dismount, fit the chain, and restart uphill! Any chance of catching my rabbit had gone now, and indeed it was now much more likely that I was someone else's rabbit.



Keith in a small bunch near the end of a lap

I finished with a time which was very respectable, and particularly given the conditions and the dropped chain, it was my best ever. I could relax now and treat the road race, 7.5 laps of the same circuit, as a nice afternoon ride.



Graeme contest the finish in his bunch



Fran pushes out of the starting gate in the Time Trial

Fran was next cab off the rank the following day, and she just bolted away as I was trying to get photos of her. As she came around to finish the first lap she was flying and didn't even look too stressed, though I knew she was pushing it. The wind was just as bad this day and Fran hates riding in the wind. Never-the-less she managed a personal best time!

It was now Saturday and all four of us had the road race today. Graeme was first up. His race was huge with approx. 80 starters. It looked wonderful as they rolled out and it was not long before we could see the peloton splitting. Graeme was easy to spot in his Bike North long sleeves. As he came round for the end of lap one, he was speeding along in the third bunch at about 50 kms/hr. Debbie, Fran and I all looked at one another and wondered how long he could keep that going.



Fran finishes very strongly

As Graeme came to the finishing line he was still in the third bunch and still doing 50 kms/hr. It was his personal best and an extremely good effort. For the first time in my experience, I saw him tired, in fact almost unable to walk for a while.

Fran and Debbie were in the same race, though different divisions as there were relatively small numbers of ladies competing. However, this did not mean the race was easy, in fact with few wheels to follow and continuing heavy winds, it was very difficult indeed. Each achieved a personal best and finished inside the top ten!



**Graeme working really hard in the bunch**

Before the ladies were finished, I had to warm up and take the track in the final race of day. At 3pm on almost any day I am slow and sleepy, so riding a 70 km race in the wind at that time was far from my idea of fun. I was able to hang on to the main bunch for a little more than a lap, but then it all just fell apart. Sitting behind a very strong rider from somewhere overseas (I did read the jersey, but my mind was on other things) helped me for another lap and a half, but then I was unable to hang on and ended up doing the rest of the race on my own. During my 5th lap, the leaders came past me, and I knew this was curtains. At the next lap marker they showed me 1 to go and rang the bell, but it should have been 2 to go! This was a 'kind' way of removing lapped riders from the field. I was struggling hard by now but kept it going as best I could. After the race I noted that while I could not be given an official time as I had not completed the distance, I did at least get an official placing, which was so much better than I had expected. It was not quite accurate as some riders had ignored the early "one lap to go" and were continuing in order to complete the distance.



**Debbie begins her quest**



**Debbie continues her quest**

In all of this, our Bike North treasurer, Tony, had also taken part and we were there to cheer him on in both his time trial and road race. I think the photos of him exemplify the games perfectly. That smile was on his face despite the pain and effort.



**Tony really enjoyed his ride**

On the final day of the games, we arranged our own private closing ceremony where the Bike North participants in the WMG relaxed, drank plenty of suitable liquids and ate a well deserved hearty meal. Naturally we recounted details of our races and compared notes. It was wonderful.

As it is within Bike North, so it was with this adventure. We supported and helped each other, and of course never missed a chance to bag the other person out! Participating had been a great thrill for us, nerve wracking and hard work, but well worth it. When I went out riding a day or two later I felt quite different on the bike. Not only was I able to ride properly because the wind had finally abated, but I had a new confidence in my cycling.

## Nov 09 Tour de Femme

*from a novice's point of view*

By Liz Clarke

The Tour de Femme female-only race and/or 'fun run on two wheels' is held in Canberra yearly. This annual event run by Canberra Cycling Club is very well organised with pre-registration the day before at Stromlo Forest Park, so you can ride a few laps of the cycling track pretending you are very fast as the other squads lap you!

The evening before, we all caught up at the local Italian Restaurant to fuel up for next morning's early start plus the odd glass of red to relax the nerves, all in good fun.

The 20km race is not long for the fast ladies of Bike North, but for the novice like me on a mountain bike, lining up at the start with the tall road bikes just behind the seeded riders was a little scary, but also exhilarating!

Thanks to Ali, Jane & Tam for getting me to the starting line – early!

Being part of the BN Team all in matching jerseys was a great feeling. The start was quite exciting as I watched others squirting performance enhancing gels in their mouths as I pondered the fast start and what had I got myself into. Finally we were off; the race had begun!

Well for some that is. Staying focused, upright and pedalling as fast as I could in the pack was challenging but very achievable as once the riders settled down it gave more time to view the lovely scenery around Lake Berley Griffin, including Swans and their two signets in fluffy grey plumage.

About half way through the race, I became a little intimidated as many bikes were passing me as their riders called out "passing on the right". This seemed to make me ride slower and on the verge – next year I'm staying on the road!

They say if you have time to look at the scenery, you're not pedalling fast enough... however, it's a great learning curve for the beginner to experience the fitter/faster/focused/ not to mention older riders from whom we gain so much experience, and encouragement from the ground support team (husbands).

This event is well worth considering participating in next year for all the new female riders at Bike North. **Go Girls!**



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## My Great Auction Buy

by Margaret Bottell

I read with interest in the March Chainmail about the Trek 520 touring bike up for auction.

This bike, and 2 others, were bequeathed to BN by the late Geoff Shearn. The bike size seemed right and the style really appealed to me. I read up on Trek 520s and learned they are a very popular touring bike. I started getting excited about the prospect of cycle touring along Australia's back roads...

Col and Pam Kendrick happily let me take the bike out for a spin in their local neighbourhood. It was love at first sight! Now I had to decide on a bid which would hopefully win me the bike. After a few weeks of anxious deliberations, I finally put my bid in, and then a few anxious days of waiting to hear. I was so excited to learn I had placed the winning bid!

The Trek 520 is a pleasure to ride - very comfortable and stable (although the shifters at the end of the drop handle bars did take some getting used to). I use it for commuting at present (see photo) but hope to take it out into the country for a cycle tour one day soon.

Thanks to everyone who made it possible for me to be the very happy new owner of this Trek 520.



Photo taken by Alan Corven on Ride to Work Day (14 Oct) at the Optus campus breakfast.

*Photo left: Most of the BN ladies who participated in the Tour de Femme 2009. Congratulations to Joan Kerridge who was awarded third place in her age division*

# Cycling South Australia – It's hard to beat!

By Mal Hart

If you've never been cycling in SA, then it might be time to give it a go with all the excitement around the TDU. The scenery, food, wine and the riding are spectacular.

Here are a few rides that I was able to do on my school holiday visit in October 09.

## Clare Valley Riesling Trail (48km return)

Travel from Clare to Auburn via a great rail trail facility. The trail links up with the Mawson Trail providing over 800 km of rural riding in SA up to the Flinders Ranges.

The rail trail is a well-used path passing through forested and open areas. It is ideally suited to MTB or hybrid bikes, but some folks were riding road bikes as the path is very well groomed. It is easy to make detours off the trail to wineries or townships for food or rest. Especially worth a look is the old abbey and winery at Sevenhills.

This is a ride that suits easy riders and families as the grades are gradual. The ride climbs from Clare for ~8km (possible whingeing!!), then flattens for the Penwortham to Leasingham section and descends to Auburn.

The Clare Valley is famous for its Rieslings and its scenery. It is a smaller and very picturesque valley.

For bike hire, try Clare Valley Riesling Trail (Clare) or Cogwebs (Auburn).

## Clare – Mintaro – Auburn (75km return)

This ride is on mostly quieter back roads with some sections on the main road and undulating hills. Again, the scenery is spectacular with stands of river red and blue gums lining much of the route like a grand avenue.

From Clare, take the Main Rd south before turning left to Mintaro. At Mintaro, turn right towards Auburn. You will come out again onto the Main Rd at Leasingham where you turn left and follow this for a further 5kms to Auburn (wide verge).

Mintaro is a quaint little village with many historic cottages. Why not consider lunch at the famous Magpie and Stump Hotel.

There is a further detour at Mintaro to Martindale Hall (3km one way). This mansion was built in the 1850's and is still used today for functions. You too can have a look around one of the sets for Picnic at Hanging Rock.

You must try the berry and chocolate brownies at the Cygnet café in Auburn (best ever tasted) and have a taste at Grosset & Mt Horrocks before your return.

To break up the return journey (more climbing), consider a stop at Pikes or Paulette's winery, both with scenic valley views. Friendly reminder to use the spittoon though folks!!

## Willunga to Victor Harbour via Hindmarsh Valley (58km one way)

This is a hilly ride suited to more capable and experienced riders and offers great scenery with undulating hills.

Starting in downtown Willunga village, climb Willunga Hill on the old road. This section is regularly part of the TDU and goes for 3km at ~7.5% grade. At the top head across to the main road to Victor Harbour. Be careful here as although there is a wide verge, drivers treat this road as an expressway. Fortunately about 2 km later you turn right onto Pages Flat Rd and descend gently towards the Hindmarsh Valley. Turn left at Hindmarsh Valley Rd and head east through dairy country and rolling hills.

After ~33 kms, turn left at Pambula Rd and ascend to the main road again. Turn right and take this for ~1.5km and exit left at Crow's Nest Rd. This next stretch is particularly scenic with stands of ironbarks and blue gums lining the undulations. After ~5 km the view opens up to a sweeping vista across to Lake Alexandrina, the Murray River mouth and the Coorong NP beyond.

From the lookout the road descends steeply to Port Elliot. Careful not to be distracted with more great views over Victor Harbour. At Port Elliot, cross the Goolwa-Victor Harbour Rd and head towards the coast to take up the Encounter Bikeway to Victor Harbour. The bikeway is well signposted on various paths and backstreets.

At Victor Harbour, take in the atmosphere and I recommend a burger and beer at the Anchorage on the Esplanade. Hopefully you can arrange a lift home!!

There is another variation of this ride by going further along Pages Flat Rd onto the Main South Highway before turning left into Inman Valley Rd at Yankilla. This would make for a longer and more undulating route which sweeps directly into Victor Harbour township.

## Adelaide Hills Loop Ride (82kms)

This ride was recently published in *Bicycling Australia* (Sep/Oct09) as one of Stuey O'Grady's favourite training rides. Further route details are available there. It is a great ride suited to more capable and experienced riders. The best features are the sweeping views of Adelaide from Mt Lofty, the scenic Adelaide Hills and the 30km decent through the Cudlee Creek and Torrens Gorges.

Start from the Tollgate Hotel (cnr Cross & Portrush Rds). The climb up takes you along the cycleway and then old Princess Hwy for ~10kms. You'll find plenty of others out with you. At the top, head left to Mt Lofty summit to the Visitor Centre for the sweeping views over Adelaide and Vincent Gulf.

There are many shorter ride options from here but we chose to train like Stuey!! Go back to Greenhill Rd and turn right to descend gently and head to Uraidla. Now turn left into Basket Range Rd for more undulations before turning right into Lobethal Rd. The route here traverses through small valleys of fruit orchards and vineyards with further climbs and descents. At Lobethal take a food stop at the bakery or the Adelaide Hills Market (Sundays) in the old wool mills.

Back on the bike, you head out the main street turning left at Cudlee Crk Rd. The fun begins now as the route descends through Cudlee Crk and turns left back to Adelaide through the Torrens Gorge for ~30 km with only a few short uphill sections. The Gorge is a very scenic bushland vista.

Once on the flat follow your nose back to the start using the on-road cycleway - Gorge Rd, Payneham and Portrush Rds. There are other shorter options to get back to Adelaide via Greenhill Rd or New Norton Summit Rd. Many Adelaide cyclists seem to like the shorter routes, but Stuey has a great option for training.

These are just a 'taste' with many others from which to choose. For planning your trip, check out the Bike SA website or ask the local bike shops – they have great local knowledge of safe routes.

To get my bike there I went for a Thule 561 car roof rack that worked really well. You just need to take the front wheel off and it all locks on securely and is easy to put up. Be ready with the insect cleaner though.

So next time you are on holiday, take the bike and discover some great rides!!

## Gears: A Primer

by Keith Griffin

As I ride with novice riders, and even some more experienced riders, I hear comments about gears being confusing or difficult to use. At Bike for Life courses, gears is a major topic where people ask for, or need help.

It's my pet theory that gears only seem complicated because manufacturers have tried to make them easy to understand. If this seems perverse, it is, but wait, there's more. Possibly the worst thing ever done to bike gears was to put numbers on them. Novice riders always want to know "which number should I be in now?" The question should of course be, "Am I in a sensible gear?"

There is only one person who can know what gear you should be using, and that is you, the rider. It does not matter what the numbers are - they can vary from system to system anyway, so they are not usually as helpful as people initially think. Riders vary, wheel sizes vary, gear ratios and mechanisms vary hugely, so the guide has to be how it feels to pedal in any particular gear at any given moment.

Apart from numbers on gears, which provide a red herring, the other greatest cause of confusion seems to arise from fact that most modern chain gear systems have two separate sets of gears - one on the rear wheel, and one on the pedal cranks. Each has its own gear shifter, so the rider has to decide which shifter to use, and what that will do. Some bikes use an internal hub gear system. These are simpler to use in that there is only the one shift lever and the one set of gears. This article will still be of interest to riders with such systems, but I will concentrate on the more common chain gear systems.

Experienced riders change gear when it is required and it's easy to know when this is. If it's too difficult to push the pedals, then you need a lower gear. If you are spinning your legs too fast and can't keep up with the bike, then you need a higher gear.

<b>Low gears</b>	easy to push	the bike doesn't go far for each revolution	for going uphill
<b>High gears</b>	difficult to push	the bike goes a long way for one revolution	for going downhill

### Why two sets of gears?

Having two sets of gears can solve one or both of two basic problems: having a large enough range from highest to lowest, and having enough graded steps between them. For most riders the range is the crux of the matter, but the gradations are actually very important.

## Which ones should I use?

There are many ways to think about this, but here are two simple suggestions. If you are essentially a road or cycleway rider then think of the chainring gears (the big ones on the pedal cranks) as uphill (smallest ring), flat ground (middle ring) and downhill (biggest ring). If you do a lot of riding on unsealed surfaces, then additionally you might see these as rough dirt/sand (smallest ring), grass (middle ring) and road (biggest ring).

The rear set, on the back wheel, can be thought of as the fine adjustment to the major changes made by shifting the front gears. At the back of the bike though, the size of the cogs works the other way - so small cogs give high gears. This is another source of confusion for new riders.

Front (pedal cranks)	small ring gives low gear
Back (rear wheel)	small cog gives high gear

Once you have absorbed this, you are set.

There are interesting and important questions which follow from this. What if you chose a high gear at the front and a low gear at the back? Would that be different from a high gear at the back and a low gear at the front?

## Overlap and Crossover

The gears are designed so that you can reach a wide range of gears using just one of the front gears, that is, just by shifting the back gears. What this means is that many of those gears, or ones extremely close to them, can also be reached using the adjacent front gear. As an example (here I am using my own bike setup because I know exactly what the gears are) if I choose my big chain ring, and the smallest rear cog (this is called crossover and is considered bad, more on this soon) the bike will travel 4.56 metres for one pedal revolution. I can achieve almost the same (4.46 metres) by choosing the small front gear and the 5th smallest cog at the back.

Having what may seem like redundant gears is actually very useful as it allows a rider to make progressive rear gear changes without the need to make a huge change by shifting at the front. Good use of gears means making small changes fairly often to adjust for changes in terrain, wind, or level of fatigue. This keeps your pedal speed, known as cadence, within a sensible range. General cycling wisdom opines that pedal speed should be between 60 and 90 revolutions per minute. Large sudden changes of gear are occasionally required, usually as result of stopping at traffic lights or suddenly noticing that you are indeed at the bottom of a huge mountain.

If you are using the highest gear on one set and the lowest on the other, it is called crossover. It is not recommended as it puts undue strain on the components, and on some bikes it won't be very smooth to pedal anyway. More to the point, it stops you from making small adjustments in one direction, and you'll have to make a big one even if you only need a small one.

If you're still confused, that's OK. The best way to find out how to use the gears is to use them. Find an open flat space, put the front gears in the smallest ring and then try each rear gear in succession. Then move the front gear to the next ring, the rear gear all the way back and do it all again. You'll soon get the hang of it!

# The 9th Bike North Century Challenge

**Sunday 18th April, 2010**

*By Mal Hart, Event Organiser*

Since 2002, Bike North riders have been lining up in mid-Autumn to take the challenge to ride 60km, 100km or 100miles (160km). Our approach of riding in small teams of 2, 3 or 4 people provides a very different riding experience than a normal BN day ride. You get to share your successes, but also to receive support when times get tough, as you grapple with the physical and mental challenges of the day.

This year we will run the BNCC on Sunday 18th April to take advantage of Sydney's great Autumn cycling weather with just enough daylight and cooler temperatures. It is also at a good time of the year when your riding fitness is at a peak, which probably dropped a bit after those Christmas excesses. There are plenty of other lead up events to get you ready for the BNCC, such as the Tour de Hills, Loop de Lake or the Tour de Cowra. The BNCC is the next logical step before the winter sets in. Don't wait until the Sydney Spring Cycle or the 'Gong Ride, where you do much less interesting rides with crowds of people. So take the Challenge this season!

In 2010, we are running the same events as last year. There is certainly something for everyone to aim at. Remember that you have all day to complete the route at your own pace.

We would really like to see more entries in the 60km event. Note that the climbs on this ride are not as steep as many of those on a lot of Easy-Med and Medium BN rides, albeit they are longer rides. There are plenty of BN riders out there capable of doing this as a challenge. So start preparing!

The 2010 route options are:

**Hawkesbury Randonnée** (165km & 3 main climbs) Wahroonga, Galston Gorge, Wiseman's Ferry, Central Mangrove, Mt White, Wahroonga

**Classic Loop** (100km & 5 main climbs) Wahroonga, Galston Gorge, Berowra, Mt White, Wahroonga

**Bound for Berowra and Bobbo** (60km & 3 main climb) Wahroonga, Galston Gorge, Berowra, Bobbin Head, Wahroonga

I must stress that this is NOT a competitive event. It is designed to offer an alternative ride to extend you beyond your normally preferred distance and terrain. Remember that you are encouraged to go at your own pace. Most members of Bike North will be able to find a challenge to suit.

Of course, we welcome all riders home with a post ride BBQ. So bring your friends and family along to meet you at the finish for them to hear all about it!!

## How do I participate?

The BNCC is only for Bike North members, but you can join and then ride. Tell your friends about this great event. The BNCC is a FREE.

You must form a team of 2, 3 or 4 riders to participate. You form a team yourself through chats on the email or on rides. We don't do this for you. If you don't know people then come along on some rides at your level of difficulty to meet people before the registration date.

**Each team must pre-register for the event by Fri 9th April using the BNCC Registration Form, which is available along with all route and other event details on the BN website at [http://www.bikenorth.org.au/cycling/annual\\_events.php](http://www.bikenorth.org.au/cycling/annual_events.php)**

All applications must be sent to the Event Coordinator: (mal.hart@bigpond.com) by the due date. There will be no entries after this day and no on-the-day entries.

## How does it work?

The BNCC requires self-sufficient riding and navigation as each team follows a published route guide. Detailed route notes are in the BNCC Ride Guide available from the BN website.

Each group of 2, 3 or 4 (on at least two separate cycles) will start together but separate from all the other groups. You must attend the briefing at the times shown and you will be given your start time then. No briefing; no ride.

Your group must always stay together, within 20 metres or so. You will ride at the pace of the slowest rider on hills and all stop together when you stop. Therefore to avoid frustration groups should be made up of riders of similar ability.

Unlike most other BN rides, there are no ride leaders or sweeps, no on-the-road support and you must fix any minor mechanical problems. You have to consider the time and plan your progress to finish by 5pm. Groups should rest, refill bottles and eat as needed. Planning your food and drink stops is an essential part of riding the BNCC.

I recommended you take a significant quantity of food and drink with you in your pockets or bag when you start the ride. Items such as fruit, muesli bars, chocolates and sandwiches are good choices made by experienced challengers.

For those taking on the 165km Challenge, you will need to give careful consideration to food and drink replenishment.

If you withdraw from the event you will need to arrange your own transport. You also must phone and let us know you are out. No group of fewer than 2 cycles is allowed to continue in the Challenge.

## What do I do now ?

The BNCC is not an event that you can just turn up for on the day and complete. It is a good idea to get yourself ready well ahead, particularly by improving your cycling fitness. Look at the rides calendar and pick out some rides that you feel may gradually extend or develop your fitness and capability a bit further. Perhaps get in some extra riding whilst on holidays or early in the New Year when things are a bit less hectic. Secondly, seek out some team members and put the date in your diary • **Sun 18th April. For more information contact Mal Hart (mal.hart@bigpond.com) or phone 9713 1994.**

## What to bring to the BNCC?

EVERY rider MUST carry these items otherwise you can't start:

- \* a bike suitable for the event and in TOP mechanical condition. We strongly advise a bike service prior to the BNCC.
- \* helmet, water bottle, wind/rain jacket & tail light;
- \* pump, 2 spare tubes, puncture repair kit & appropriate tools;
- \* cash (for food/drink, phone calls or train ticket);
- \* your own 2008 BNCC Ride Guide. Additionally EVERY 165km rider MUST carry:
- \* bike lights on each bike.

Finally EVERY Riding Group MUST carry at least one of:

- \* bike computer, basic first aid kit & mobile phone

## BNCC Summary

### ***Bound for Berowra and Bobbo 60km***

\* Grade = Medium-Hard.

\* Wahroonga, Galston Gorge, Berowra, Bobbin Head, Wahroonga

\* Overall time: 4 to 6 hours (allows 1 hour stopping)

\* Briefing 8:45. Start: 9am. Finish: 1pm to 3pm

### ***Classic Loop 100km***

\* Grade = Hard.

\* Wahroonga, Galston, Berowra, Mt White (part), Pie In the Sky, Wahroonga

\* Overall time: 6 to 7 hours (allows 2 hours stopping)

\* Briefing 7:45. Start: 8am. Finish: 2pm to 5pm

### ***Hawkesbury Randonnée 165km***

\* Grade = Very Hard.

\* Extended loop, partly in remote communications area.

\* Overall time: 8 to 10 hours (allows 3 hours stopping)

\* Briefing 6:50. Start: 7am. Finish: 3pm to 5pm

## Calendar, February 2010 – March 2010

Note	Risk Warning	What to Bring	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.	As a participant in this dangerous recreational activity, you may be exposing yourself to a significant risk of harm. Bike North, the ride organisers and leaders wish to warn you of the risks and hazards that are an inherent part of cycling, and to take care to prevent putting yourself, your fellow participants and/or others into danger. By signing this form, you accept the warning as to risk, and you agree to ride in a safe and responsible manner and to obey all Australian Road Rules. Adult carers must sign this waiver for any riders under 16 yrs of age.	<p>A bicycle in good working order</p> <p>SAA approved bicycle helmet</p> <p>Water: 1 litre per hour of riding</p> <p>Snacks</p> <p>Money</p> <p>A pump, repair kit and spare tubes</p> <p>For night rides, have lights fitted with batteries charged for at least 4 hrs of riding.</p>	The rides are graded Easy, Easy-Medium, Medium, Medium-Hard or Hard depending on factors such as terrain, pace, traffic level and number of regroup points. Differences between grades can mean significant additional physical and riding capability is required by riders. Conditions can vary unexpectedly on a ride due to weather conditions. Please choose a ride that is suitable to your own fitness level and riding experience. Please always check with the ride leader before coming on a ride that you haven't done before or if you are tackling a ride at a harder grade than you would normally do.

Date	Ride	Information
1/2/2010 Monday	<b>Hornsby area advocacy meeting</b>	<i>Contact:</i> <b>Alan corven</b> <i>Starts at:</i> 19:30:00. . Held at the Blue Gum hotel (for the moment). Discussion of various advocacy issues affecting the Hornsby Council area. All welcome to come along and put your suggestions forward, and hopefully take an active part in improving cycling facilities in Hornsby shire.
2/2/2010 Tuesday	<b>BN Executive Meeting</b>	<i>Contact:</i> <b>info@bikenorth.org.au</b> <i>Starts at:</i> 19:30:00. . All members welcome to attend our monthly Executive meetings. The venue is School of Arts Community Centre Hall Meeting Room 201 Cox's Road North Ryde. Walk down the walkway between the Community Centre and the Commonwealth Bank - the meeting room is part way along the right hand side of the building and up the 2nd ramp. Come and see how Bike North is run. Enjoy the fun of the meeting, and get a feel for what goes on behind the scenes.
6/2/2010 Saturday	<b>Beyond Barrenjoey</b>	<i>Grade:</i> Medium Hard <i>Distance:</i> 60 <i>Pace:</i> relaxed pace <i>Contact:</i> <b>Robyn Tuft</b> 9144 1325 <i>Starts at:</i> 00:00:00. Turramurra Station, East side. Ride via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare. Train from Woy Woy. Some hills, small dirtroad section, relaxed pace. Call to confirm <b>Call ride leader to confirm</b>
6/2/2010 Saturday	<b>Further Beyond Barrenjoey</b>	<i>Grade:</i> Hard <i>Distance:</i> 85 <i>Pace:</i> fast pace <i>Contact:</i> <b>Peter Tuft</b> 9144 1325 <i>Starts at:</i> 00:00:00. Turramurra Station, East side. Ride 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. <b>Call ride leader to confirm</b>
6/2/2010 Saturday	<b>Wharves and Providores</b>	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Pace:</i> slow spin pace <i>Contact:</i> <b>Alison Pryor</b> 9874 2383 <i>Starts at:</i> 07:30:00. North Sydney station. Ride to scenic wharves and providores in Pymont/inner city area. Lots of stops to look and buy. Bring bag/panniers & bike lock.
7/2/2010 Sunday	<b>Hills and Surfside</b>	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> <b>special pace</b> fast <i>Contact:</i> <b>Malcolm Hart</b> 9713 1994 <i>Starts at:</i> 07:00:00. Eastwood Station, East side. Ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only.
7/2/2010 Sunday	<b>Manly Dam</b>	<i>Grade:</i> Medium <i>Distance:</i> 40 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Ian Meller</b> 0419 621 848 <i>Starts at:</i> 07:30:00. St Leonards Station, concourse. Ride via Spit, Wakehurst Pkwy, down Allambie Hts to Manly Dam. Ret via Balgowlah for coffee before returning to start. <b>Bring a snack to have at the dam if desired. Coffee after dam at Balgowlah/Seaforth.</b>
13/2/2010 Saturday	<b>Olympic Park Night Ride</b>	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Pace:</i> slow spin pace <i>Contact:</i> <b>Alison Pryor</b> 9874 2383 <i>Starts at:</i> 18:30:00. Meadowbank Wharf. Bring a portable dinner and we'll ride via the Rhodes peninsular, Bicentennial Park and Olympic Park We'll stop for our picnic in the park before exploring the area by bike lights. Bike lights are essential.
13/2/2010 Saturday	<b>A to C and Back</b>	<i>Grade:</i> Medium <i>Distance:</i> 30 <i>Pace:</i> relaxed pace <i>Contact:</i> <b>Graeme Edwards</b> 9436 0969 <i>Starts at:</i> 07:30:00. Artarmon Station, East side. Hilly ride to Balmoral and Middle Head. After coffee at Chowder Bay return to Artarmon.
14/2/2010 Sunday	<b>Meadowbank to Bobbo</b>	<i>Grade:</i> Medium <i>Distance:</i> 50 <i>Pace:</i> moderate pace <i>Contact:</i> <b>Malcolm Hart</b> 9713 1994 <i>Starts at:</i> 07:30:00. Meadowbank Wharf. Hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.

14/2/2010 Sunday	<b>Concord for Cake</b>	<i>Grade:</i> Easy <i>Distance:</i> 28 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Debbie Edwards</b> 9436 0969 <i>Starts at:</i> 07:30:00. Meadowbank Wharf. Ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.
20/2/2010 Saturday	<b>Bobbo Banana</b>	<i>Grade:</i> Medium Hard <i>Distance:</i> 55 <i>Pace:</i> brisk pace <i>Contact:</i> <b>Darryn Capes-Davis</b> 0406 380 862 <i>Starts at:</i> 07:30:00. <b>special start Eastwood Station, East side. Ride to Bobbin Head via Kissing Point Rd and return.</b>
21/2/2010 Sunday	<b>Carlingford Rail</b>	<i>Grade:</i> Easy Medium <i>Distance:</i> 20 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Darryn Capes-Davis</b> 0406 380 862 <i>Starts at:</i> 08:00:00. Carlingford Station. Ride from Carlingford Station to Parramatta Park via Oatlands. Return via Rydalmere following Carlingford railway line back to Carlingford Station
21/2/2010 Sunday	<b>The Gorge and Berowra</b>	<i>Grade:</i> Medium Hard <i>Distance:</i> 45 <i>Pace:</i> <b>special pace</b> brisk <i>Contact:</i> <b>Fran Griffin</b> 0414 187 427 <i>Starts at:</i> 07:30:00. Hornsby Park, opposite Coronation St, near pool. Ride through Galston Gorge, rural Arcadia & on to scenic Berowra Waters. After coffee, ride via Berowra & Pac. Hwy to Hornsby
27/2/2010 Saturday	<b>Brooklyn Brunch</b>	<i>Grade:</i> Hard <i>Distance:</i> 90 <i>Pace:</i> <b>special pace</b> fast <i>Contact:</i> <b>Darryn Capes-Davis</b> 0406 380 862 <i>Starts at:</i> 07:00:00. Eastwood Station, East side. Ride Bobbin Head, then Brooklyn for brunch. Return via Hornsby & Turramurra. Fit, experienced riders only.
28/2/2010 Sunday	<b>Mirambeena Magic</b>	<i>Grade:</i> Medium <i>Distance:</i> 72 <i>Pace:</i> relaxed pace <i>Contact:</i> <b>Alison Pryor</b> 9874 2383 <i>Starts at:</i> 07:00:00. Meadowbank Wharf. Head west along the PVC and the M4 cycleway (under M4) to visit the picturesque lakes of Mirambeena Regional Park at Lansdowne and on to Liverpool Plaza
28/2/2010 Sunday	<b>Sydney Secret</b>	<i>Grade:</i> Easy Medium <i>Distance:</i> 30 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Joan Kerridge</b> 99098925 <i>Starts at:</i> 07:30:00. St Thomas Rest Park, West St , Crows Nest. Ride Sydney Harbour Bridge and then onto Glebe, Sydney Uni, Redfern and Moore Park. Return via domain and path over circular quay
2/3/2010 Tuesday	<b>BN Executive Meeting</b>	<i>Contact:</i> <b>info@bikenorth.org.au</b> <i>Starts at:</i> 19:30:00. . All members welcome to attend our monthly Executive meetings. The venue is School of Arts Community Centre Hall Meeting Room 201 Cox's Road North Ryde. Walk down the walkway between the Community Centre and the Commonwealth Bank - the meeting room is part way along the right hand side of the building and up the 2nd ramp. Come and see how Bike North is run. Enjoy the fun of the meeting, and get a feel for what goes on behind the scenes.
6/3/2010 Saturday	<b>Wend Your Way to Wyong Tortoise</b>	<i>Grade:</i> Medium Hard <i>Distance:</i> 80 <i>Pace:</i> <b>special pace</b> moderate <i>Contact:</i> <b>Robyn Tuft</b> 9144 1325 <i>Starts at:</i> 07:45:00. Berowra stn. Long & hilly ride on country roads to Wyong via Peats Ridge & Yarramalong. Ret by train. <b>Note moderate pace</b>
6/3/2010 Saturday	<b>Covert Operation</b>	<i>Grade:</i> Easy Medium <i>Distance:</i> 24 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Darryn Capes-Davis</b> 0406 380 862 <i>Starts at:</i> 07:30:00. Epping Station, East side. Ride via Macquarie Uni and Epping Rd bicycle path to Lane Cove. Return via North Ryde
7/3/2010 Sunday	<b>Tour de Hills</b>	<i>Contact:</i> <i>Starts at:</i> 00:00:00. . 15TH ANNUAL BELLA VISTA WATERS TOUR DE HILLS BICYCLE CLASSIC 2010. See <a href="http://www.rotarynews.info/2/Club/4201/788/r.i">http://www.rotarynews.info/2/Club/4201/788/r.i</a> for more details.
7/3/2010 Sunday	<b>Hills and Surfside</b>	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> <b>special pace</b> fast <i>Contact:</i> <b>Malcolm Hart</b> 9713 1994 <i>Starts at:</i> 07:00:00. Eastwood Station, East side. Ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only.
13/3/2010 Saturday	<b>Breakfast Point Punt</b>	<i>Grade:</i> Easy <i>Distance:</i> 17 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Darryn Capes-Davis</b> 0406 380 862 <i>Starts at:</i> 08:30:00. Meadowbank Wharf. Cross Parramatta river on John Whitton Bridge , ride through Rhodes and Concord West through to Cabarita Ferry Wharf then Breakfast Point for coffee. Cross the river on the Putney Punt and return to Meadowbank on the riverfront route.
14/3/2010 Sunday	<b>Three Gorges Pies</b>	<i>Grade:</i> Hard <i>Distance:</i> 75 <i>Pace:</i> fast pace <i>Contact:</i> <b>Malcolm Hart</b> 9713 1994 <i>Starts at:</i> 07:30:00. Hornsby Park, opposite Coronation St, near pool. Hard, hilly ride through Galston Gorge, Arcadia, Berowra Waters to Pie in The Sky for coffee. Return via Bobbin Head to Hornsby.
14/3/2010 Sunday	<b>A to Z and Beyond</b>	<i>Grade:</i> Medium <i>Distance:</i> 30 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Col Kendrick</b> 9872 2583 <i>Starts at:</i> 07:30:00. Artarmon Station, East side. Ride via Balmoral to Georges Heights for coffee. Return via Zoo ferry and Harbour Bridge.
14/3/2010 Sunday	<b>Loop the Lake</b>	<i>Contact:</i> <i>Starts at:</i> 00:00:00. . A community activity supported by The Rotary Clubs of Lake Macquarie for the benefit of John Hunter Children's Hospital. Loop the Lake is a leisure ride around beautiful Lake Macquarie of 16km, 50km or 85km finishing at Speers Point Park.
15/3/2010 Monday	<b>Hornsby area advocacy meeting</b>	<i>Contact:</i> <b>Alan corven</b> <i>Starts at:</i> 19:30:00. . Held at the Blue Gum hotel (for the moment). Discussion of various advocacy issues affecting the Hornsby Council area. All welcome to come along and put your suggestions forward, and hopefully take an active part in improving cycling facilities in Hornsby shire.
20/3/2010 Saturday	<b>Cowan to Peats Ridge</b>	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> brisk pace <i>Contact:</i> <b>Fran Griffin</b> 0414 187 427 <i>Starts at:</i> 07:45:00. Cowan Station. Ride via Hawkesbury bridge to Peats Ridge. Coffee at 'Pie' on return leg.
21/3/2010 Sunday	<b>Berowra Hill Climb</b>	<i>Grade:</i> Medium <i>Distance:</i> 30 <i>Pace:</i> relaxed pace <i>Contact:</i> <b>Darryn Capes-Davis</b> 0406 380 862 <i>Starts at:</i> 07:30:00. Hornsby Park, opposite Coronation St, near pool.
21/3/2010 Sunday	<b>Akuna Bay and Church</b>	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> fast pace <i>Contact:</i> <b>Malcolm Hart</b> 9713 1994 <i>Starts at:</i> 07:30:00. Eastwood Station, East side. Ride via de Burghs Br, Pymble, Terrey Hills, Akuna Bay, Church Pt

	<b>Point</b>	(coffee). Return via Turramurra. Fast pace.
<b>21/3/2010</b> Sunday	<b>Concord for Cake</b>	<i>Grade:</i> Easy <i>Distance:</i> 28 <i>Pace:</i> gentle pace <i>Contact:</i> <b>Debbie Edwards</b> 9436 0969 <i>Starts at:</i> 07:30:00. Meadowbank Wharf. Ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.
<b>21/3/2010</b> Sunday	<b>Allambie Loop</b>	<i>Grade:</i> Medium <i>Distance:</i> 40 <i>Pace:</i> slow spin pace <i>Contact:</i> <b>Joan Kerridge</b> 99098925 <i>Starts at:</i> 07:30:00. <b>special start St Thomas Rest Park, West St , Crows Nest. Ride via Spit, Wakehurst Pkwy, down Allambie Hts to Manly for coffee. Ret via Balgowlah cycle paths to start.</b>
<b>27/3/2010</b> Saturday	<b>Wisemangrove</b>	<i>Grade:</i> Hard <i>Distance:</i> 100 <i>Pace:</i> brisk pace <i>Contact:</i> <b>Keith Griffin</b> 0434 496 299 <i>Starts at:</i> 09:00:00. Wisemans Ferry, kiosk. Ride through Spencer, climb to Central Mangrove and return. Coffee at Spencer on return leg.
<b>27/3/2010</b> Saturday	<b>Exploring Castle Hill</b>	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Pace:</i> slow spin pace <i>Contact:</i> <b>Col Kendrick</b> 9872 2583 <i>Starts at:</i> 08:00:00. Car park Mileham Av Castle Hill, to left side of Baulkham Hills pool. Ride to explore Castle Hill's parks & c/ps, a short stretch on M2 & coffee.
<b>28/3/2010</b> Sunday	<b>Western Wander</b>	<i>Grade:</i> Medium <i>Distance:</i> 70 <i>Pace:</i> relaxed pace <i>Contact:</i> <b>Alison Pryor</b> 9874 2383 <i>Starts at:</i> 07:00:00. Meadowbank Wharf. Ride via M4 c/p and Rail Trail to explore Prospect canal routes. Coffee at Abbotsbury.
<b>31/3/2010</b> Wednesday	<b>Akuna Bay Tortoise</b>	<i>Grade:</i> Medium <i>Distance:</i> 55 <i>Pace:</i> relaxed pace <i>Contact:</i> <b>Bob Chambers</b> 9449 9112 <i>Starts at:</i> 07:30:00. St Ives. Loop to Akuna Bay for coffee, then tackle the two big hills to work off morning tea.