

SPOKE

ADVICE - ADVOCACY-ADVENTURE... APRIL/MAY 2001.

for all cyclists.

Spoke back in your letterbox.

By Tim Stredwick

After inexcusable delay Spoke returns to inform BT members of the cycling issues of the day. From local to interstate to the wider world, we will endeavour to report on relevant, interesting and motivating news. The previous editor Paul Gregory did a sterling job in producing the newsletter for many years; he has now gone into well-earned retirement from the position. Thank you, Paul.

The new committee have continued working - lobbying, promoting and attending meetings - but for a while there was no one that was willing and able to replace Paul as editor. A computer glitch put the February/March issue on hold. From now on, with luck, Spoke will be published on time as it is an important link to all present members and hopefully an important reason for new members to sign up.

BT has no paid staff. A small active core of members carry out all the important roles. If you would like become more active we would welcome your input however great or small it maybe. We are particularly looking for someone to report back to us from Local Council Bicycle committees in Glenorchy, Clarence and Brighton.

As editor, I would also appreciate any feedback and contributions that could be any thing from an interesting newspaper clipping to a serialized report on your round the world cycle tour. On a final note I find it very appropriate that I am taking up the editorship of Spoke for the issue published on April 1.



Hobart CITY COUNCIL PLANS TRANSGLIDE 2000 ALONG INTERCITY CYCLEWAY.

By axel grease



In a revolutionary move that has few precedents Hobart City Council announced on April 1 that it is in negotiation with Bicycle Transportation Systems of Denver, Colorado to build one of the first TransGlide 2000 Bicycle Transit Systems in the world.

It's a cyclists dream come true, no more will users of the Intercity Cycleway have to pedal against headwinds or dress for wet weather.

The Transglide system provides two one-way fully enclosed bicycle lanes with a built in tailwind that enables 40 kph to be achieved easily. The air movement is provided by fans powered by 150hp electric motors which run extremely efficiently as the air is circulated through the system.

At over 30 kph on a bicycle air resistance comprises of 90% of the force resisting forward motion by removing this drag with a permanent tailwind, cyclists will be able to ride 10 km inside the TransGlide 2000 Bicycle Transit System for the same amount of energy they would use to ride 1 km outside the System.

A Council spokesperson was quoted as saying "The benefits gained by encouraging people to use this

system are so great that you would be a fool not to take it seriously”.

For full information on the Bicycle Transportation System check out their website at www.biketrans.com.

simon Kneebone donates cartoons.



BT thanks Simon for a valuable contribution that will lighten what could be a dry subject.

Are you up to the challenge?

There has been worldwide concern over the rising price of petrol and diesel fuel for many months, with virtually all the comment, demonstrations and blockades arguing that the price is already too high. All sorts of horror stories have emerged from people going without food so as to be able to afford to drive to work through to collapsing economies and damaged markets. The amount of fuss has certainly, if nothing else, indicated how completely dependent the industrialised countries of the world are on cheap fossil fuels.

Only rarely has there been any mention that to raise prices might actually be a positive move as the squandering of what is a priceless irreplaceable resource has many detrimental effects to individuals, communities and the planet itself.

The few attempts in the mainstream media to put the alternative view have all but been drowned out by the overwhelming

roar of complaint over really quite a modest increase. One of the most intelligent and thought provoking articles was in The Guardian Weekly, where it was argued that if fuel is so expensive, why then can a major supermarket chain in the UK afford land its fish in Scotland then truck it to Cornwall to be smoked. Followed of course by another truck journey back across the country to the local supermarket. If fuel is so expensive why the incredibly high proportion of single occupant commuter cars pouring in and out of our cities each morning. The article went on to state that the grievance the truck drivers had with the UK Government over fuel price rises should have been directed at the employers and the fact that larger and large trucks require less drivers. That the job losses incurred in the transport industry are being caused by the fuel price rises is a red herring. Higher fuel prices would be a disincentive to trucking long distances, deliveries would be on a more local scale which in turn would dictate a greater number of smaller trucks thereby creating not destroying jobs.

A quote in Time magazine in Oct 2000 by Ali Rodriguez, the President of OPEC's and Venezuelan Minister of Energy and Mines put oil prices in perspective in a simpler and more direct way. "A barrel of Coca-Cola is worth U.S.\$78.80, a barrel of milk U.S. \$150, a barrel of good wine U.S.\$1,370."

Just as tobacco taxes have been slowly increased as an incentive to reduce consumption and improve community health so it could be argued that a rise in fuel taxes could have the same result.

There is another major reason to increase the price of fuel and that is simply to pay the true cost of our road transport system. A recent Radio National Background Briefing program on fuel and transport costs quoted an Australian Tax Research Foundation study into car taxes. This showed that at certain places and at certain times in Melbourne and Sydney a cost equivalent to \$2 a litre for motoring in the inner city would only cover the costs associated with congestion, the time wasted and extra fuel used. The full transcript is worth reading and can be found at <http://www.abc.net.au/rn/talks/bbing/s171994.htm>. Price rises of that magnitude are still some way off, but are inevitable as both the supplies

dry up and the economists learn the meaning of sustainability.

The Bicycle Federation of Australia some years ago ran a campaign lobbying the Federal Government to dedicate a mere 1% of the road transport budget to bicycle facilities. As you can imagine the loss to the motorist would have been negligible while the gains for cyclists would have been unparalleled anywhere in the world. The same benefits could be accrued by small proportion of fuel revenue being dedicated to bicycle facilities, both perhaps a distant dream as far as Government action.

The lobbying of politicians for these sorts of initiatives has to continue to be loud and insistent but change can come from the grassroots level by more direct means sometimes.

I propose a voluntary levy that individuals impose on them selves, this would provide a small financial disincentive to using your car as well as raising funds that are to be used in any way as long as it benefits cycling in some way.

I intend to start the ball rolling by the imposing a 10% bicycle levy on my family's fuel bill, the proceeds of approximately \$20 per month will be donated to Bicycle Tasmania. I would be interested in hearing from anyone else that is willing to join me in what I see as primarily a fundraising action for Bicycle Tasmania.

The levy can as much or as little as you can afford and you might wish to save the money raised to buy yourself a bike trailer so as to be able to do the weekly shopping or that expensive folding bike that would give you the option of using public transport on your daily commute.

Anybody else out there that willing to take up the challenge? Contact the Editor.



A BICYCLE IS NOT AN ARTFORM, IT'S OFFICIAL.

By BT's bike week reporter

The Great Debate held on March 14 as a major Bike Week event discussed whether the bicycle is an art form. A distinguished panel of experts assembled at the BarCelona in Salamanca Square to debate the case. The venue in the upstairs function room proved a very comfortable and pleasant setting for the contest.

Tim O'Loughlan from Parks and Wildlife, Wayne John from the Heart Foundation and Mark Blake from Oceana and State Champion triathlete stood for the positive.

Ryk Goddard, Director of the Salamanca Theatre Company, Angela Bourke, Community Development Program Officer with Hobart City Council stood for the case against with Rosemary Miller, Director of the Salamanca Arts Centre participating from the audience. The evening sponsored by The Road Safety Task Force also included the inaugural presentation of two new Bike Week Awards.

The "Cadence" award for the greatest contribution by an individual to non- competitive cycling and the "Clips" award for the best facility, scheme or action that encourages utility cycling.

Tim O'Loughlan opened the debate by stating that art is cycling and cycling is art as they are inextricably linked, at the hip. He illustrated his argument with a few examples of bicycles used in artworks such as Marcel Duchamp's "Ready Made" of 1913, Leonardo de Vinci's drawing of a bicycle and the fact that the Mona Lisa's smile is due to her actually sitting on a bicycle that is outside the border of the painting. He missed a valuable point by not mentioning the fact that Sir Edward Elgar found musical inspiration when composing his works when cycling the hills of Malvern.

Wayne John of The Heart Foundation described a penny-farthing hurtling towards him on a country road in NW Tasmania as an example of living art in motion and went on to quote Descartes. Extrapolating "I think, therefore I am" to mean, "what I think is art, is art"! Wayne concluded his very persuasive argument

by saying that the ancient Greeks demonstrated that the human body and the human body in motion is an art form. The ancient Olympic Games were not only an athletic festival but also socio-religious festival that put human movement into an art form. Sure the ancient Greeks did not have bikes and a velodrome, but they sure would of if they could of.

If the ancient Greeks did have bikes they would almost certainly have had a lightweight work of art such as the bike that Mark Blake wheeled in front of the panel. Its smooth lines and functional beauty made an unequivocal statement but Mark reinforced the point by stating anything that cost that much has just got to be art!

For Ryk Goddard and Angela Bourke to counter such forceful and informed argument would not be easy. They counter attacked by stating that for something to be an art form it has to produce art. Bicycles produce nothing by themselves except rust, then when coupled with a rider, all they produce is a shapely bum, curvaceous calves and sweat. These could be construed as pornographic but are certainly not art.

So finished the debate, it was now up to the audience to judge the “winners” by the duration and volume of applause. This is where the Rosemary Miller in the audience played a pivotal role in dragging the applause for Ryk and Angela a mere one second beyond the opposing team.

As the excitement of the debate died down Rowan Burns the Development Officer for Cycling South took the microphone to start the more serious part of the evening. The first award to be presented was the “Cadence” award consisting of an impressively large silver platter on which the names of the annual recipients will be engraved in a radial spoke like pattern. The initial winner of this award has made an incredible contribution to non-competitive cycling. He has produced guidebooks that attract both visitors and locals to the fantastic cycling we have in the State, he has been a steadfast member of local council bike committees, promoted the

Hobart Bike Map, organised the Century Ride during Bike Week and still finds time to clean up the rubbish on the cycleway. Well done and congratulations - Ken White.

The “Clips” award for utility cycling consists of a pair of bicycle clips mounted on a Blackwood base. The bicycle clips symbolise the concept of ordinary people doing ordinary things on ordinary bikes. There were many very deserving nominations for this award but the judges’ decision was unanimous in awarding the “Clips” award to Pasmenco Hobart Smelter. While upgrading the main entrance of the smelter the road was narrowed to two lanes enabling cycle lanes to be painted each side of the road. At present 5% of Pasmenco employees cycle commute so this action will be a big incentive for more of the workforce to leave their cars at home.

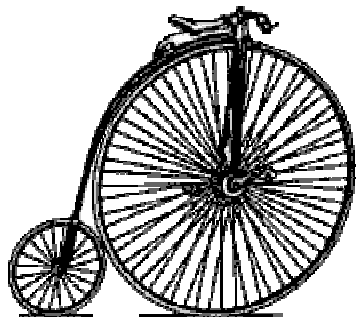
Lastly, Wayne Kelly presented an unscheduled award that looked suspiciously whisky bottle shaped to Rowan Burns in appreciation of his tremendous efforts as Bicycle Development Officer ,for organising 'FiveAlive' (junior learn to ride clinics) and for inspiring leadership whilst preparing two Bike Weeks.

As the one and only cycling social event of the year it was a fantastic success. If you missed, it this time put it down in your diaries for next year.

A POEM FOR THE SEASON

On Autumn eve, when, sharp and chill,
The wind blew like an icicle,
I met, fast speeding o’er the hill,
A youth upon a bicycle,
“How glorious thus to skim!” I cried,
“By jove! I too will try-cycle;
And when I like him I’ve learnt to ride,
Why, then, I’ll also buy-cycle.”
That very day I made a start,
First practising the tricycle,
Then soaring to that nobler art,
The riding of the bicycle.
So well I liked the hired machine,
That, having ask’d the price-ical,
I bought it, and it since has been
My own peculiar bicycle.
And now, at morn, and noon, and night,
My life is paradisaical;

I emulate the eagle's flight,
When mounted on my bicycle.
Oh, all ye gay and festive youth,
Remember my advic-ical,
And haste to prove this precious truth –
There's nothing like a bicycle!



CHECK OUT BT'S NEW WEBSITE.

Daniel Murphy has just completed upgrading Bicycle Tasmania's website after input from many people. It contains much information relevant to both local and visiting cyclists; in addition a bit more colour and photographs brighten up the site very well. Two years ago when Daniel first volunteered to update Steve Jays original site he had no web building experience. His new site has received a significant number of hits up to 200 a week. There has also been tremendous number of emails from all around the world complementing the "new" look and was one of the reasons the Cycling Promotion Fund gave BT a generous donation. Well done Daniel!

Visit the site at

www.netspace.net.au/~dmurphy/bt.htm

If you have any suggestions or feedback on the website please do not hesitate to contact Daniel.

Bt involved in Cycle safety AUDITs

By Tim Stredwick.

The Land Transport Planning Branch of the Dept. of Infrastructure, Energy and Resources approached BT recently to sanction a couple of members to complete a Cycle Safety Audit of the Sandfly to Margate road and the Channel H'way from Margate to Snug. My partner Lynne Davies and I expressed an interest. As we had never been involved in anything like this before the task seemed very daunting, especially with the Department providing such impressively titled literature as the Draft Tasmanian Road Hierarchy and Targets, Austroads - Traffic Engineering Practice - Part 14 Bicycles and NAASRA - Guide to the Visual Assessment of Pavement Condition.

They also provided an audit of the Lyell H'way and Boyer Road completed in March 2000. We cycled these roads referring to the audit and the task became much clearer.

With an increasing number of Cycle Safety Audits and DIER wanting to have a larger pool of consultants there should be opportunity for other BT members to pick up a few days work. If anyone is interested please contact me.

WE MUST BE THE CHANGE WE WISH TO
SEE

GHANDI

"Bike Culture" in the Hobart Reference Library

Hobart Reference library recently subscribed to "Bike Culture Quarterly". Through donations by BT members and Treadlies Bikeshop, Kingston, they now have all the back issues too.

If you have not read this wonderful magazine, now is your chance to settle in to one of the comfy chairs in the periodicals section and be enlightened. It is an inspiring and motivating read, covering an incredibly wide range of topics and issues from all over the world. From a charity providing bikes for midwives in Uganda to the latest recumbent designs, from articles comparing modern mountain bike suspension with suspension in the 1800's (you'll be surprised!) to utopian visions of the worlds cycling future.

With the cycle culture of the world reflected in its pages it is heartening to see many issues with Australian content. That's not all, the photographs and artwork are superb, especially the front cover

which rarely fails to be amusing, challenging and inspiring all at once. One final attribute, the adverts that so dominate the commercial cycling press are conspicuous by their absence, Bike Culture survives on subscription only. Beware one visit to the library and you might be hooked, check it out!

STOP PRESS – Perhaps surviving on subscription only was not enough, “Bike Culture Quarterly” has unfortunately folded. Peter Eland the editor of BCQ when it went into liquidation has started a new magazine “Velo Vision”. The new magazine promises to have all the verve, interest and worldwide coverage of its predecessor. Take a sneak preview of many of the articles in the 1st issue at www.velovision.co.uk.

If any one does not have access to the internet and would like to follow up on some of the websites mentioned in this “Spoke” please let me know and I will print the information required and post it out to you. The Editor.

Cycling promotion fund boosts BT’s finances.

BT received Traders Australia (RCTA) a very welcome financial supplement during State Bike Week with a donation of \$1000 from the Cycling Promotion Fund. The fund is an initiative of the Bicycle Industries Australia Ltd (BIA Ltd) and the Retail Cycle

Each Bicycle Industry Member company pledges on a yearly basis to contribute one quarter of one percent of turnover from bicycle product &/or services for the purpose of promoting cycling all its forms. Program Director, Rosemary Spiedel, administers the fund that has as its primary objective to assist projects that complement the target of “Australia Cycling” The National Strategy to double 1999 levels of cycling by 2004.

BFA Report. From Adrian Sullivan, BT's representative to the Bicycle Federation of Australia.

1. The AGM of Bicycle Federation of Australia (BFA) has voted for the pragmatic reasons, to consider allowing BicycleNSW to produce

'Australian Cyclist' magazine, with financial arrangements to be sorted out within 3 months. This issue caused much discussion. Particularly whether the financial assets of the BFA should be handed over to BNSW for the running of the magazine. The problem has arisen because sales have dropped slightly at a time when the sales of other cycling magazines have been rising. This coupled with the fact that the magazines are sold as part of BNSW membership subscriptions and that the magazine is already produced using BNSW staff (who are responsible to the BFA which meets only once a year). These issues have created difficulties for the staff particularly the editor who lives in Canberra. A new advertising officer has just been appointed. He hopes that with a much shorter chain of responsibility and with increased paid advertising the magazine can expand its readership. The magazine aims to inform readers about work the BFA and State bicycling groups are doing to improve cycling conditions and their efforts to represent cyclists point of view to Government. This is primary function. But it is also chasing readership of anyone who wants to know about bikes, gear and touring. It tries to find the best balance between these two aims and thus please all its readers. The magazine is the main revenue raising vehicle for the BFA and must succeed if cyclists voices are to continue to be heard in Canberra and on the media.

2. The BFA are very keen to increase readership of the magazine and so are urging BT to resume having it as part of its membership package. It has suggested ways it might assist BT overcome our lack of manpower to distribute the magazine.

Other issues discussed at the AGM were:

- admit Bicycle South Australia to membership (and its full time paid secretary, Peter Solley was elected secretary of the BFA) Incidentally BSA has as an option "Australian Cyclist" in its membership package. But that also means they buy about 500 magazines for its members.
 - * make the federal election a major focus this year in terms of lobbying the major parties.
 - * passed a motion asking each member group to actively promote "Australian Cyclist" and suggest that they could distribute it for us (BT) and include "Spoke" in the distribution at little cost. (See the above outline of the need for this)
- Adrian S.



View from the Pipeline track

The Mountain Park Plan and Mountain Bikers

In September, last year, the Wellington Park Management Trust released its Wellington Park Bike Strategy which changed the recommendations from its draft of November '99 to exclude the two most popular cycling tracks on the mountain. This concerns me as I love to ride the mountain trails.

The most popular tracks (by their own research) were the Pipeline Track and the Lenah Valley track.

It was suggested that since Bushwalkers have created the tracks they should have sole access.

The Lenah Valley track from near the Springs, through Junction Cabin to New Town Falls and down into Lenah Valley is an connecting track for the southern side of the mountain to the northern side. It is used to access the fire trails from Junction Cabin. It provides an easier track being wide enough and of a low gradient for less experienced riders to try but with still enough challenge over the rocky bits.

The Pipeline track from Nieka to Ferntree and down to the Waterworks is one of the best rides for novices riders to enjoy riding away from traffic in beautiful bush. It is, I believe, being upgraded to include speed reducing devices to curb excessively fast cycling.

This raises the issue that has caused the problem for cyclists in the Mountain Park. There are a few mountain bikers who fly down the fire trails and tracks as fast as they can without due regard for the walkers in the park. I believe that all cyclists should give way to pedestrians, as is being made law on Tasmanian footpaths. This should also happen in the mountain park. There are

a few tracks like those mentioned above that are footpaths, wide enough for both cyclists and walkers to pass.

I would like to see the Council promote responsible cycling in the Park, where cyclists give way, ride with due regard and stop and say "good day" to other users. This is the way I have been using the Mountain for years and I have never had an unpleasant word from a walker.

Confrontation -no win situation.

I am afraid the latest plan from the Park Management Trust is unworkable and will lead to confrontation.

It will not stop many cyclists who have been using the Park's tracks for years, and it will promote situations where walkers may confront cyclists on the tracks, insisting on t exclusive use. This is a no win situation for all.

I prefer to see the Park Management Trust opt for a win - win situation which calls for education of cyclists to responsible use of the Park, rather than banning it for all because of a few. It requires that appropriate tracks be sign posted as to these responsibilities for all users and a warning about the difficulties of the tracks.

Maybe the Management trust could institute a Wellington Park Pass that would commit the users to share responsibly with others under the conditions outline. It might also have an insurance component cover risks and membership to Bicycle Tasmania to encourage responsible riding. These passes could be a means of promoting responsible use by all of our great asset Mount Wellington.

I am meeting with Pru Bonham about these issues Thursday April 5th. and will report about it in the next spoke.

If any one else feels strongly about this issue, then email me through the Bicycle Tasmania web site at <http://www.netspace.net.au/~dmurphy/bt.htm>
Adrian Sullivan

CyclingSouth...who are they?

CyclingSouth is the new name for the committee formerly known as the 'Southern Regional Councils Bicycle Committee'.

Five councils in the south of the state and the Department of Sport and Recreation are co-operating to fund this new entity. In practical terms it means the councils are sharing a full time Regional Bicycle Development Officer, Rowan Burns, for the three years. Rowan is working to promote co-operative bicycle developments between and within all the council areas.

For example, Bike week and FiveAlive.
(School holiday Junior Bicycle Skills
development workshops).
Contact :Rowan Burns, Hobart City Council. ph
(03) 6238-2107

Kingborough Bicycle User Group. KingBUG.

A group interested in promoting cycling in
Kingborough meet on the last Wednesday
in each month at the Kingborough Council
Civic Centre,5.30pm.

The meetings, chaired by Ald.Flora Fox, are
informal and friendly so anyone with an
interest, suggestion or grievance is invited
to come along and help advance the cycling
cause.

Though the group only started late last year
they already have a few achievements:

- Input into DIER's* sealed
shoulder upgrade of the Channel
Hwy between Kingston and
Margate,
- Input into the Regional Bicycle
Development Officers' submission
to Kingborough Council's
Integrated Transport Plan,
- Bike Week rides and breakfast
activities.

We plan to organise some informal social
rides in our area over the coming months.
Inquiries: Ken Thomason, Kingborough
Council

(03) 6211-8282

email kthomason@kingborough.tas.gov.au

*DIER =Dept of Infrastructure Resources and Energy

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Rides. Bicycle Tasmania does not have the resources
to run an extensive ride program but we know of rides
organised by other groups who will make visitors and new
members welcome. Contact us for up-to-date details about
where and when the type of riding that interests you is
happening.

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Ph (03) 6234-2730.

Wayne Kelly, wayne.kelly@utas.edu.au

Ph (03)6226 7168

Semi Competitive Rides

Audax 2001 (Tasmania)

Audax rides- 50km, 100km, 200km etc. set distance, with
time limit. Contact: Paul Gregory Ph 62336619 W
62293811 H email <pgregory@bigpond.com> or
<paul.gregory@parliament.tas.gov.au>

22 April: Hell's track -Hall's Track. Margate Tas 70km MTB

13 May: Demi-Dash 100 km, five climbs. Ferntree Tavern .

3 June: Tinderbox Hills . Treadlies Kingston 35 km MTB

8 & 9 September: Maria Island Weekend Away. 35 / 70 km

Two days. Meet at Eastcoaster Resort, Triabunna.

SALAMANCA CYCLISTS' TOURING CLUB

Social Rides

Beginners 'easy' rides/intro to touring, 'Coffee shop' day
rides, All-comers 'Century' rides, 'Women only' short and
medium day rides, Overnight and multi-day tours

Bulletin board. email <andreas@ahack.org> to subscribe

Most Sundays 10.00am-SalamancaSquare(Machine Café).

Destination decided on the day. Return about 3.30pm.

Visitors welcome

Upcoming events

Last Sunday of the Month. Beginners 'easy' ride. Slow, 'flat'
30km. Stops for coffee and lunch. 10.00am start. Inquiries
6226 7168, 6234-2730

Saturday 21st April. _ All comers Century ride

A 100 Km Derwent Valley leg stretch. Meet at New Norfolk
at the old peg factory (300m west of bridge, on northern
bank) in time for an 8.00 am start. Route: New Norfolk -
Meadowbank Dam - New Norfolk. Contact Reg Williams
for details. (6239 0113) or willrg@southcom.com.au

MTB

Tasmanian Mountain Bikes Inc.

Saturday 28th April. 12 hour MTB endurance challenge.

Paton Park Scout Camp. Ulverstone.

12 hours of Mountain Bike Riding.

Inquiries: Wilky <carrot@vision.net.au> ph (04) 6394-7553

Make up a team or do it solo. This is not a race, it is a
challenge. You against the clock. How many laps can you do
in 12 hours?

Categories are: Solo nutters or teams of 2, 3, or 4, all male,
all female or mixed. Limited bunkhouse accommodation,
first in best bunked. Full kitchen shower and toilet facilities.

We recommend that you bring a tent.

Cost is \$25 per competitor entry fee for licenced MTBA
riders. \$35 per competitor for non licenced riders. extra \$10
cover for a day licence. Starts 10 am and finishes 10 PM

You will need lights, warm clothes and wet weather gear.