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Editor: Jennifer Gilmore
Production: Keith Griffin

The views expressed in Chain Mail articles are those of the authors only and do not necessarily represent either the common views shared by a majority of Bike North members, or Bike North policy as formulated by the Bike North Executive Committee.

Included will be an upgrade to the Pembroke Road to Pembroke St link either side of the stage 3 bridge and upgrades to the intersection of Pembroke St and Epping Roads at Epping although this work is likely to be less than planned due to the presence of in-ground services at that point.

Stage 3 works, consist of the Terrys Creek Bridge and the RTA seems committed to undertaking this. Surveyors have been seen on-site. It is likely that the time frame for this work will be two years at least.

Stage 4 works, will be the re-integration of cyclists back on to a re-engineered and widened M2 shoulder. Although there has been verbal commitment to this outcome we have seen nothing more. The time frame is said to be 3 to 5 years, although some cycling advocates are saying they will be surprised to see an outcome in their cycling lifetimes.

A few members of Bike North have made an extraordinary effort on this project over three months and the outcome was the marked detour route. Although woefully inferior to the M2 it is vastly more than what was proposed by the multi-national Transurban who explicitly stated in the REF that no upgrades would be needed. That the RTA has "found" over \$1.5m is an interesting insight into the political nature of cycle funding and indicates that the important decisions to influence are the ones in "head office". The extra funding into the detour route will equal 30 years funding at the "usual" rate \$50,000 per year. This shows the woeful levels of funding in NSW and highlights how much money is needed to make even minor upgrades to infrastructure.

M2 Update – Easter 2007

by Doug Stewart

Three months in...

The deadline passed and cyclists were dumped off the M2 Westbound between Lane Cove Road, Macquarie Park and Beecroft Road, Epping onto a very inferior detour route. The imperative was to push cyclists off rather than to complete the agreed works to a safe alternative. Bike North attempted to argue for delays which was the only way that the upgrades would happen but this was not to be. The Lane Cove Tunnel opening beckoned the politicians and business alike.

Stage 1 works, which basically consisted of paint on the road, signage and a speed limit change were 90% done with a few items to clean up. Bike North undertook an audit on Friday 30 March which will result in a report for compliance. A further audit will be held at two months into the project.

Stage 2 works, which were funded by the RTA, contrary to the Deed of Agreement, are in the planning stages and we expect both delays and recanting in this process. Already the RTA has retreated from the building of off road facilities on Talavera Road and Culloden Road in Macquarie Park. Although the RTA has offered \$500,000, this nice round figure was plucked from the air and probably will not cover the works that will be required. The RTA is in the process of determining what can be completed and "their" priorities for the work.



Detour signs mark the route. Bike North asked for distance indicators at critical points.

Thanks again to all those who helped out the Bike North effort, but we were out on our own. Although there was ample opportunity for cycling clubs, Cycling NSW, shops, riding groups and even Critical Mass to run campaigns, lobby and take direct action... no-one did.

Hundreds of letters were sent in as a response to our pleas and while this strengthened our case the biggest threat, that of further letters, had no-one in any fear. The cycling community on the whole will get what it works for, nothing more, and at many times much less.

If you want to make a difference cycling needs you to influence the political and funding process. We have gained some notoriety and credibility but the M2 project has shown us we are a long way from being considered legitimate transport and recreation in this backward city.



This crossing of Epping Road is steep and has obstacles in the way forcing many riders to dismount. Photo: Keith Griffin

Bike North's New logo

Bike North has been in operation for more than 10 years, and in that time has grown from a small dedicated group of keen cyclists and advocates, to a BUG with a large membership and an ever growing influence on cycling within the communities it serves.

In recent years Bike North has been dealing with large corporations on projects such as the Lane Cove Tunnel and the M2 third lane. Certainly the impression made by the professional and knowledgeable approach of our advocacy teams in these and other projects has made Bike North a respected organisation.

The old logo was based on the Bicycle NSW logo, which makes sense as BNSW is our umbrella organisation. Recently BNSW updated its logo, giving us further reason to consider a new one for Bike North.

While the old Bike North logo has served us well, it is now time for a more modern image, reflecting our status within the community, and keeping pace with the professionalism we have developed in advocacy, our rides programme, and governance.

At the last Executive meeting it was decided we would go ahead with a new logo. We hope you like it!



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Now the State Election is over ...

- Write to your local state member and congratulate them on their success in the recent state election.
- Tell them that more people riding bikes is part of the solution to many of today's big issues such as obesity, climate change, traffic congestion.
- Tell them that over the next four years you want (Northern) Sydney to become a place where you are comfortable cycling and ask for their support.
- Ask for their support in our Issue of the Month.

Write to:

Electorate	Name	Email Address	Postal Address
North Shore	Jillian Skinner	northshore@parliament.nsw.gov.au	Suite 3, 40 Yeo Street, NEUTRAL BAY NSW 2089
Willoughby	Gladys Berejiklian	willoughby@parliament.nsw.gov.au	280 Willoughby Road, NAREMBURN NSW 2065
Davidson	Jonathan O'Dea	davidson@parliament.nsw.gov.au	6/303 Pacific Highway, LINDFIELD NSW 2070
Ku-ring-gai	Barry O'Farrell	barry.o'farrell@parliament.nsw.gov.au	27 Redleaf Avenue, WAHROONGA NSW 2076
Lane Cove	Anthony Roberts	lanecove@parliament.nsw.gov.au	Suite 3, 230 Victoria Road, GLADESVILLE NSW 2111
Ryde	John Watkins	ryde@parliament.nsw.gov.au	Ground Floor, 123 Blaxland Road, RYDE NSW 2112
Hornsby	Judy Hopwood	hornsby@parliament.nsw.gov.au	Suite 5 The Madison, 25-29 Hunter Street, HORNSBY NSW 2077
Epping	Greg Smith	epping@parliament.nsw.gov.au	Suite 303, Level 3 51 Rawson Street, EPPING NSW 2121

For other electorates see www.parliament.nsw.gov.au/members

Diary Dates

Bike North Executive Meetings

1 May (Tuesday), 5 June (Tuesday), 3 July (Tuesday)

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

Advocacy Group

30 May - contact Carolyn New for details

Working Group Meetings Ryde:

Eastwood Womens Rest Centre 7:30pm

8 May, 12 June, 10 July

Hornsby: Willow Park Centre, Hornsby 7pm

18 June

Lower North Shore: Geddes Room, North Sydney Council 7pm

14 May, 18 June, 16 July

For other working groups please contact the Convener for dates.

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Cycling Advocacy

Lane Cove Tunnel – Epping Road (Lane Cove)

The State election is over and the 'vote4cycling' campaign has exposed some members of parliament to the way many of us feel about the lack of support for cycling. Now, we need to continue to keep cycling issues front-of-mind for these Parliamentarians and other key community leaders over the next four years.

To help do that, we are focussing on one specific Cycling Advocacy Issue in each edition of Chainmail. There will be an article on one specific, major cycling issue which we ask you to write letters about. Bike North will work to provide concerted exposure for that issue in a range of ways.

This time the issue is: Lane Cove Tunnel – Epping Road (Lane Cove)

This is an opportunity to provide positive feedback about the new bike paths along the Gore Hill Freeway and Epping Rd (North Ryde) and demonstrate, once again, our support for the completion of the Epping Road section from the Lane Cove River to the Pacific Hwy. We ask you to be very positive about this issue, recognising what has already been done and affirming that there is an intention to complete the remaining section.

We ask you to contact:

Chief Executive Officer RTA

e: www.rta.nsw.gov.au/cgi-bin/index.cgi?action=feedback.form
Post: P.O. Box K198 Haymarket 1240

Community Relations Thiess John
Holland

e: community.enquiries@LCT.optusincite.com
Post: Locked Bag 2010 North Ryde BC NSW 1670

Minister for Roads Eric Roozendaal

e: Enquiries.roads@roozendaal.minister.nsw.gov.au
Post: Governor Macquarie Tower Level 30, 1 Farrer Place Sydney NSW 2000

Your letter could congratulate and thank them for the completion of these sections of the bike path AND stress how much you want them to finish the missing section along Epping Road in Lane Cove as soon as possible.

Please also ask your local State Member of Parliament for their support in the completion of this bike path along Epping Road.

The Gift

By Connie Carpenter (US Cycling Legend)



As the mother of two children and manager of my own small business, my rides often resemble a carefully planned escape: check weather, call babysitter, get dressed, turn on answering machine. Go!

My bicycle gives me an escape, my body supplies the power, the roads and trails provide the route. Every ride is a gift. A good ride fills me with hope, rekindles my childish sense of adventure, helps me conquer--or at least accept--fear, and lets me check the boundaries of my fitness. No ride is without challenge. Every ride is an adventure. Meeting that challenge gives me the power and the sustenance not simply to endure but to enjoy, even savour, daily duties. What's more, almost every time I ride, I learn something new about myself, my environment, or the people I meet and ride with. Whether you use your bicycle for escape, as a means of increasing your fitness, or to become world class, the bicycle frees you. This is the gift of cycling. Take it. Enjoy it.

(Excerpt from Cycling for Women – Mothernature.com)

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President's Report – April 07

By Graeme Edwards

The main area of focus for the last month has continued to be the M2 and the alternate route. Doug Stewart still spends countless hours working towards a better outcome for this route.

The M2 crisis and the State election have highlighted once again how thin on the ground we are when it comes to active advocates in Bike North. Throughout February and March a lot of time and effort of the Executive was directed to the M2 issues and as a result our focus on the State Election was not as it should have been.

The M2 crisis also had a trickle down effect on to other activities like Chain Mail. So much was going on in such a short period of time that some things were not done at all and others were not done as well as they should have been. This is not a reflection on anyone involved, just a simple fact that limited resources can only do so much. I am concerned that had these activities come up during our busy spring period, with all its associated events and distractions, that we may not have fared as well as we did. This raises the issue of the Federal election later this year. It will be on during our busy period and I am not sure that we are geared up to cope.

I think it is important at this point to re-iterate what it is Bike North is trying to do. My understanding is that we are a bicycle advocacy group working to get better facilities for cyclists. We do this through our work with Councils and Government bodies. One of our strategies has been to run rides to entice people to join us, thus providing numerical and financial support. This increases our lobbying ability. It is also hoped that more advocates will emerge from our membership base.

The reality is that in any organisation there is a very committed 1%, a committed 10% and the rest provide the types of support mentioned above. In our organisation I see the 1% as being the exec, our area co-ordinators and our Chain Mail team. The 10% are our ride leaders not otherwise involved in the exec.

So with this in mind, we need to create a strategy that allows the 1%ers more time to concentrate on the important issues. As has always been the case the solution is simple, we need more people involved. The problem has not changed either: how do we get people involved? Doug Stewart has shown that one person, committed to making a difference, can have a big effect. By running the Ryde/Hunters Hill working group meeting every month without fail he has been able to get a small team together. The same can be said for Carolyn New and the Nth Sydney/Willoughby group. We need to pursue this model in Hornsby and Ku-ring-gai.

Another strategy is to reduce the amount of work the current Executive cover so as to free their time for other things. It is no secret that Chain Mail takes up a lot of our time. Not a deadline comes around where we find don't ourselves scrambling to write articles to fill the pages. Why should the Executive be doing this? Is the return worth all the effort put in? Maybe the Executive should just concentrate on things like Advocacy articles and the Rides Calendar and leave the other types of articles to our members. If the members don't write the extra general interest articles then we only publish what we have. It may not make for a broad range of articles but is Chain Mail a vehicle for providing interesting articles to our members or is it a vehicle for getting our advocacy issues out there?

The production time is also a big effort involving many of the Executive, so we have sought a way to reduce this time and effort.

It is time for the Executive and members alike to map out the direction of Bike North's future. It is time to make the hard decisions.

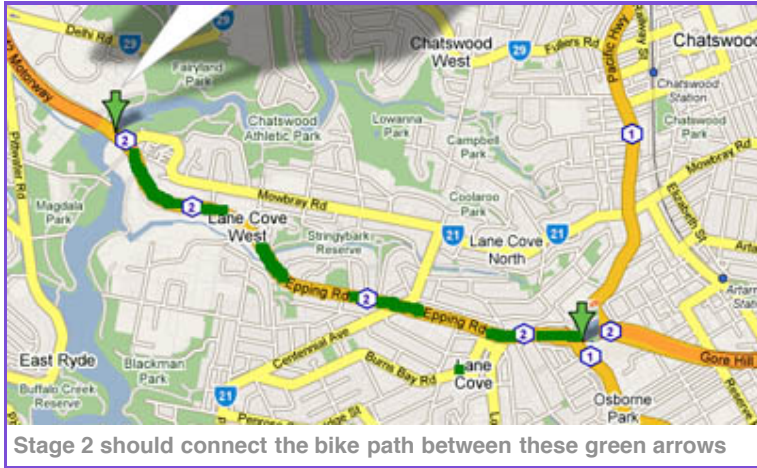
As a result it is planned to run the June Executive meeting as a strategic planning meeting with the idea of writing down where we want Bike North to be in 1 year, 3 years and 5 years from now. At the end of the meeting I hope that we (the members of Bike North) have at least a series of dot points that can be fleshed out by the Corporate group into a strategic plan.

I encourage members to send in issues or perspectives on the future of Bike North and/or to contribute to this planning work by coming along to the 5th June Executive meeting.

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The 'Lane Cove Tunnel - Gore Hill Bike Path' is open

By Carolyn New



The bike path alongside the Gore Hill Freeway between the Pacific Highway and Naremburn is now open and in use. This 4 metre wide shared use path is totally grade separated from cross traffic and is part of Stage 1 of the Lane Cove Tunnel Project. The Willoughby local group is surveying this path and will send a detailed report back to the path builders.

The section of bike path between Wicks Rd, North Ryde and the Lane Cove River has been open for some time, but its usefulness for bikes has been limited by the lack of connection east of the river. Now that the tunnel is open, work is starting on the short section of path between the river and the Mowbray Rd intersection. This should be completed within a few months.

Stage 2 is the works to rearrange Epping Road. As part of Stage 2, the section of path along Epping Rd between the Lane Cove River and the Pacific Highway will be built. This is now scheduled for completion within eleven months of the tunnel opening i.e. by end February 2008.

Unfortunately both pathways end before reaching realistic destinations. The Lane Cove Tunnel bike paths were planned by the RTA as part of two regional cycling routes between Chatswood and the Sydney Harbour Bridge and between Macquarie University and the Sydney Harbour Bridge. But the State Government slashed bicycle funding and so the paths do not connect to any existing bicycle route at either the North Ryde or Naremburn end.

Suggested Connecting Routes for Naremburn Terminus

In the absence of any assistance or signage from the RTA, here are some suggestions for ways to get between North Sydney/City and the Gore Hill bike path.

None of the following routes is ideal and you should choose a route based on your level of experience, confidence, and preparedness to cycle on busy roads or alternatively if you are happy to cycle at speeds compatible with path-sharing, with pedestrians (on narrower paths). These routes assume some knowledge of local West St and Bicentennial Reserve bike routes. For further information about these routes checkout bike maps from North Sydney and Willoughby Councils.



For the low stress route, turn left under Willoughby Road at this stone bridge and head through Bicentennial Reserve

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Travelling South to North Sydney

1. Continue alongside and then join the freeway
2. Continue alongside the freeway, cross Brook St freeway entrance to access West St local path
3. Use Merremburn Ave exit to Brook St and West St local bike route
4. Use Bicentennial Reserve exit path at Park St for local route 1.

1. Continue along and join the Freeway

This option is only for those who are experienced, confident and comfortable with merging with freeway traffic. To continue along the freeway you must first pass through the pool fence style gate near the Merremburn Ave ramp exit. The full width path stops just past the Merremburn Ave overpass and you join the traffic on the Warringah Freeway in a narrow shoulder. Just to the east, vehicles enter the Warringah Freeway on your left from Brook St and you will need to merge with that traffic. You will then need to take the North Sydney exit to reach your destination as it is illegal to ride your bike on the travel lane of the Sydney Harbour Bridge.

2. Continue along freeway, cross Brook St to West St local path

This option requires you to cross the busy Brook St entrance to the Warringah Freeway. First you continue along the freeway by passing through the pool fence style gate. The wide path narrows and has obstacles but it is still possible to ride on a path until the intersection with the Brook St on-ramp. You must choose a safe moment to cross the Brook St on-ramp AND the Cammeray exit to access the bike lane on the left of the Cammeray exit. This exits at the Amherst St / West St roundabout where you can join the West St local route to North Sydney.



The Merremburn exit leads to busy Brook St (downhill) but just beyond the lights there is the refuge of this bike lane



One option beyond the security gate is to join the motorway: the lane rapidly narrows and Brook St feeds in on the left



Or cross this Brook St entrance ramp

3. Exit Merremburn Ave to Brook St and West St local bike route

Take the Merremburn Ave exit and turn left. Turn right into Brook St. This is a busy road but it is downhill and short. At the bottom of the hill the left hand Brook St on-ramp to the freeway has a bike lane, which continues along the Cammeray exit to the Amherst St / West St roundabout where you can join the West St local route to North Sydney and the City.

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4. Exit Bicentennial Reserve for local route to North Sydney

This is the low stress and steeper hill route. The path is a narrower local route with plenty of local walkers. Speeds should be low. Exit the path by turning left at the path intersection near the stone bridge underpass of Willoughby Road (near Park St, north of Naremburn Shops). This local path continues through Bicentennial Reserve and eventually to the West St route to North Sydney and the City

Travelling North to Naremburn

Warringah Freeway

For those who cycle the Warringah Freeway, it is best to exit at the Naremburn Shops as the road shoulder through Naremburn is far too narrow. You can continue along Willoughby Rd or join the LCT path at Naremburn Shops.



Gore Hill Freeway bike path, Naremburn. Merremburn Ave exit ramp OR through the secure fence to the motorway

West St Local Cycle Route

For those cycling the West St local route you are best to join the path at Naremburn at either Naremburn Shops or Bicentennial Reserve pathway. Its not worth going out of your way to join at Merremburn Ave.

Road Route to Naremburn Shops

The road route is faster and more direct but you need to be comfortable with riding fairly busy Willoughby Rd with no bike lane. Exit the West St local route by a left turn into Burlington St and then right into Willoughby Rd. Continue along Willoughby Rd and join the LCT path at Naremburn Shops.

Bicentennial Reserve Pathway

This is the longer route, which uses the local bike paths through Bicentennial Reserve, sharing with pedestrians. Continue on the West St local route to and through Bicentennial Reserve and join the LCT path just after exiting the reserve west of the underpass of Willoughby Rd.

Calling all Bike Computer Fanatics

By Gil Webster



If you are fanatic about the distance you ride as measured by your bike's odometer, here is a way to set it up very accurately.

Place a mark on a flat piece of road, get on the bike and have someone slowly push you for five wheel revolutions. Start and stop when the tyre valve is straight down. Place another mark on the road where you stop. Then go back to the start mark and repeat. Do this five times. It is important minimise wobbling and to keep as straight as possible when being pushed.

Then get out a long steel tape and measure the five distances. Throw out the longest and shortest marks. Average the remaining three. Divide the average by 5 to get the wheel circumference. That will give you a very accurate number to enter into the bike computer as a calibration number.

After doing this I found that my GPS and odometer agreed with amazing precision. Our neighbours also now have irrefutable evidence that we are quite mad!

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Riding with a Group

by Keith Griffin

This article is NOT about peloton riding... that will come in another article. Here we look at riding in less formal groups, much like we enjoy on Easy and Medium Bike North rides.

How is a group of cyclists different from a lone rider? Of course, it depends what you mean. First of all from the perspective of the cyclists within a group it is very different. Other riders can get in your way, do unpredictable things, or ride too close or too far off the back of the group. From the point of view of a motorist though it is almost the same thing. Motorists expect that a group of cyclists will all do the same thing at the same time. They do not see individuals, but a single group. This must become our guide as to how to ride in a group, at least when on the road. On shared paths things are a little different due to much lower speed, smaller spaces, and the unpredictability of pedestrians.

As a rider within a group you have responsibilities beyond those you might have as a lone rider. In my view the most critical of these is to be predictable. Predictability relies on repeated or learned patterns of behaviour. Since individually we all behave differently, this means that in a group some Norms need to be set.

Who is this guy called Norm?

Ride at a safe distance from the rider ahead of you. Naturally this distance will vary according to conditions such as road or path surface, speed, and skill levels, but as a rule of thumb one bike length would be a good distance to work with. If you find this uncomfortably close then move back a little more, but start training yourself to ride a little closer until it feels easier. As with anything, a bit of practice and application to the task makes all the difference, and of course you can always ask for help from a more experienced rider (a ride leader for example).

A point worth noting here is that **it is a rider's responsibility to keep up with the group**. It may take a little extra effort now and then, but everyone in the group benefits. If a rider is having real problems with the pace, the ride leader will dive into his/her bag of tricks, and decide on the best way to manage the difficulty.

Riding two abreast is allowed on multilane roads, and is often the best way to ride because it gives the group greater visibility but also because it forces motorists to pass in the adjacent lane leaving a safe passing distance. The same rule applies as with riding behind someone: not too close, not too far away. Touching shoulders would be too close, unable to reach the other rider with your arm outstretched would be too far apart.

Ride in straight lines. It may seem a little superfluous to say this, but the number of cyclists who cannot hold a straight line is surprising. Having a rider in front of you or beside you wobbling the handlebars all over the place is very disconcerting. Of course this is a matter of personal practice away from the group. I like to use road line markings to practice on. Once you are confident at moderate speed (20km/hr) try it one handed, then try it slower. Then try it with the other hand only. Slower still. Its more difficult the slower you go. On many Bike North rides I have had to ride very slowly indeed, with other riders around me, while those ahead negotiate a squeeze point or difficult turn. Groups have an elastic effect - the people at the back have to ride slower when the group slows and faster when the groups speeds up, so riders at the front need to be aware that those behind have still to complete the manouvre.



This group is neat and well spaced

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Do not make any sudden moves! A sudden turn, a sudden stop or braking, a sudden sprint, sudden cessation of pedalling (this is subtle but very important) could all cause trouble within the group and even cause an accident. If you need to make some unusual move, indicate it clearly or call out, and make sure it is safe and that the group understands before you execute the manoeuvre.

Be aware of the actions of others in the group. Being observant about how others ride, where in the group they ride, what skill levels they have, and what potential there is for a problem to occur is the job of every member of a group.

Having a chat while riding is one of those things we all enjoy. There is nothing wrong with having a chat, but do not keep looking at the other rider! Keep your eyes on the action ahead and to the sides, keep scanning the path and do not allow the conversation to impede your judgement or reaction time. This becomes particularly important when the group has to negotiate some obstacle or intersection. The saying "hold that thought" comes to mind, as conversations on the bike are often fragmented.

Intersections and obstacles present extra challenges. Even if others have assured you it is safe to proceed across the intersection, or to make the turn, **you must take responsibility for your own actions.** Look and make sure that it is safe to proceed. Just because the person ahead of you has negotiated whatever it is does not mean that there isn't a B-double about to come the other way. Less likely is a giant whale falling from the sky of course.

What others see

It is so easy while riding along in a group to forget about how the group as a unit is behaving. One of the many jobs a ride leader has is to keep the group operating in such a way as to be courteous to other road/path users, to obey all applicable laws, and to put safety first. This job is made so much easier if each member of the group is aware of possible problems - is the group strung out too far? Are some people riding three abreast? Are some people riding on the wrong side of a shared path? Does the group as a whole look and behave as a single unit? The bigger the group the harder it is for a ride leader to manage all this, and the more important it becomes for each rider to do the right thing. Other road and path users soon become annoyed by what seems to be a rabble of riders, but a well formed group will cause no angst.

How the group looks can be just as important as how it is operating. Oftentimes I have seen a Bike North group from the sweep's position and it sometimes looks as if the road is littered with cyclists - all very colourful, but anarchic. Riding two abreast is one thing, but if one pair is on the road edge, and the next pair is hugging the double line, it looks like three or even four abreast from behind. Its important to ride directly behind the rider in front of you, not offset to the side, whether two abreast or in single file. On that point one of the most dangerous things a following rider can do is to 'half-wheel'. This is when a rider follows another, but sits to one side and overlaps his/her front wheel with the leading rider's back wheel. Never do this. If the leading rider moves just a little to one side (to avoid debris for example) the overlapping rider will come down.

One excellent tool a leader can use to help manage a group is hand signals, sometimes accompanied by voice calls. Different groups use different conventions but in Bike North we have developed a pretty good and fairly standard system. We encourage you to learn the calls and what action to take.

For further information see the [Bike North Ride Participants guide](#).

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Calendar, June 2007 – July 2007

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 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	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.	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.

Date	Ride	Information
2/6/2007 Saturday	Akuna Bay and Church Point	<i>Grade:</i> Hard <i>BNSW Grade:</i> FHX <i>Distance:</i> 80 <i>Contact:</i> Richard Vagg, 0402 637 534 <i>Starts at:</i> 07:30:00. Eastwood Stn east. Hard, hilly ride via de Burghs Br, Pymble, Terrey Hills, Akuna Bay, Church Pt (coffee). Return via Turrumurra. Brisk pace.
3/6/2007 Sunday	Exploring Eastwood	<i>Grade:</i> Easy <i>BNSW Grade:</i> EST <i>Distance:</i> 17 <i>Contact:</i> Fran Griffin, 9614 0777 <i>Starts at:</i> 08:30:00. Eastwood Stn west. An easy meander through rolling terrain of Eastwood and Marsfield and Macquarie Uni.
5/6/2007 Tuesday	Exec Meeting	<i>Grade:</i> none <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:30:00. St Johns Anglican Church Hall, Coxs Road, Ryde
9/6/2007 Saturday	Macdonald River Meander	<i>Grade:</i> Medium <i>BNSW Grade:</i> OU <i>Distance:</i> 45 <i>Contact:</i> Robyn Tuft, 9144 1325 <i>Starts at:</i> 08:30:00. 'Wisemans Ferry Kiosk. Medium ride via Webbs Ck ferry to St Albans for coffee. Return on other side of river to ferry. 50% dirt road, hybrid & MTB only.'
9/6/2007 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>BNSW Grade:</i> CPS <i>Distance:</i> 25 <i>Contact:</i> Col Lambert, 9637 0746 <i>Starts at:</i> 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.
10/6/2007 Sunday	Big City Loop	<i>Grade:</i> Medium <i>BNSW Grade:</i> O <i>Distance:</i> 60 <i>Contact:</i> Scott Ratcliff, 0425 349 104 <i>Starts at:</i> 07:30:00. 'Meadowbank Wharf. Medium ride via Cooks R C/P, Mascot, Moore Park Precinct, Return via City CBD, Pyrmont and ANZAC Bridges.
11/6/2007 Monday	Motorway Madness	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> <i>Distance:</i> 80 <i>Contact:</i> Scott Ratcliff, 0425 349 104 <i>Starts at:</i> 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.
12/6/2007 Tuesday	Ryde - Hunters Hill Meeting	<i>Grade:</i> none <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:30:00. Ryde Working Group meeting. Venue : Eastwood Women's Rest Centre, Hillview Rd Eastwood. (Near the station and just behind the Library.) Contact: ryde@bikenorth.org.au'
16/6/2007 Saturday	Bobbo Banana	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> FHX <i>Distance:</i> 55 <i>Contact:</i> Richard Vagg, 0402 637 534 <i>Starts at:</i> 08:00:00. Eastwood stn west. Medium/hard ride to Bobbin Head via Kissing Point Rd and return.
16/6/2007 Saturday	The Big Loop - Tortoise	<i>Grade:</i> Easy Medium <i>BNSW Grade:</i> <i>Distance:</i> 50 <i>Contact:</i> Col Kendrick, 9872 2583 <i>Starts at:</i> 09:00:00. Eastwood stn west. Medium ride at relaxed pace to M2, Winston Hills. Down to Parramatta for coffee. Return via M4 c/p to Meadowbank & uphill to Eastwood.
17/6/2007 Sunday	Western Wander	<i>Grade:</i> Medium <i>BNSW Grade:</i> OPW <i>Distance:</i> 70 <i>Contact:</i> Eric Middleton, 9958 2546 <i>Starts at:</i> 07:30:00. 'Meadowbank wharf. Medium but relaxed paced ride via M4 c/p & Rail Trail to explore Prospect's canal routes. Coffee at Abbotsbury.'
17/6/2007 Sunday	Scheyville Windsor loop	<i>Grade:</i> Hard <i>BNSW Grade:</i> FHX <i>Distance:</i> 90 <i>Contact:</i> Keith Griffin, 0414 187 427 <i>Starts at:</i> 08:00:00. Cnr M2 and Pennant Hills Rd. Ride to Windsor via Kenthurst and Scheyville Nat Park. Return via Kings Langley and M2.

18/6/2007 Monday	Hornsby Area Meeting	<i>Grade:</i> none <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:00:00. 'Blue Gum Hotel, Hornsby. Hornsby Working Group meeting. '
23/6/2007 Saturday	Pie in the Sky	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTW <i>Distance:</i> 40 <i>Contact:</i> Graeme Edwards, 9436 0969 <i>Starts at:</i> 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.
24/6/2007 Sunday	Concord for Cake	<i>Grade:</i> Easy <i>BNSW Grade:</i> PST <i>Distance:</i> 25 <i>Contact:</i> Debbie Edwards, 9436 0969 <i>Starts at:</i> 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.
24/6/2007 Sunday	L.O.U.D. (Lakes, Ocean, Ups and Downs)	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> OHT <i>Distance:</i> 60 <i>Contact:</i> Joan Kerridge, 9909 8925 <i>Starts at:</i> 08:00:00. St Leonards station concourse. Med/hard ride via Spit br to Manly, Collaroy Plat & Narrabeen L for coffee. Climb Wakehurst Pkwy & return across Spit br. Long hills, good fitness required.
30/6/2007 Saturday	Hills and Surfside	<i>Grade:</i> Hard <i>BNSW Grade:</i> FTH <i>Distance:</i> 80 <i>Contact:</i> Malcolm Hart, 9713 1994 <i>Starts at:</i> 07:30:00. Eastwood Stn east. Hard ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only.
1/7/2007 Sunday	Meadowbank to Bobbo	<i>Grade:</i> Medium <i>BNSW Grade:</i> FHT <i>Distance:</i> 50 <i>Contact:</i> Scott Ratcliff, 0425 349 104 <i>Starts at:</i> 08:00:00. Meadowbank Wharf. Medium, hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.
3/7/2007 Tuesday	Exec Meeting	<i>Grade:</i> none <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:30:00. St Johns Anglican Church Hall, Coxs Road, Ryde
7/7/2007 Saturday	Hawthorne Canal	<i>Grade:</i> Medium <i>BNSW Grade:</i> OPT <i>Distance:</i> 40 <i>Contact:</i> Pam Kendrick, 9872 2583 <i>Starts at:</i> 07:30:00. Meadowbank wharf. Medium ride via Cooks River c/p, to Marrickville, then Hawthorne Canal c/w stopping for coffee at Concord.
7/7/2007 Saturday	The Gorge and Berowra	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> FHX <i>Distance:</i> 45 <i>Contact:</i> Malcolm Hart, 9713 1994 <i>Starts at:</i> 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 '
8/7/2007 Sunday	Rooty Hill Rendezvous	<i>Grade:</i> Medium <i>BNSW Grade:</i> OPW <i>Distance:</i> 72 <i>Contact:</i> Fran Griffin, 9614 0777 <i>Starts at:</i> 08:00:00. Eastwood station, west side. Medium paced ride using M2, then M7 cycleway to Rooty Hill shops for coffee and return.
10/7/2007 Tuesday	Ryde - Hunters Hill Meeting	<i>Grade:</i> none <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:30:00. Ryde Working Group meeting. Venue : Eastwood Women's Rest Centre, Hillview Rd Eastwood. (Near the station and just behind the Library.) Contact: ryde@bikenorth.org.au'
14/7/2007 Saturday	Beyond Barrenjoey	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> OTXM <i>Distance:</i> 60 <i>Contact:</i> Robyn Tuft, 9144 1325 <i>Starts at:</i> 00:00:00. Medium hard ride from Turramurra via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare. Train from Woy Woy. Some hills, small dirtroad section, slower pace. Call to confirm
14/7/2007 Saturday	Further Beyond Barrenjoey	<i>Grade:</i> Hard <i>BNSW Grade:</i> OTXH <i>Distance:</i> 85 <i>Contact:</i> Peter Tuft, 9144 1325 <i>Starts at:</i> 00:00:00. Hard fast ride from Turramurra 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.
14/7/2007 Saturday	Concord for Cake	<i>Grade:</i> Easy <i>BNSW Grade:</i> PST <i>Distance:</i> 25 <i>Contact:</i> Debbie Edwards, 9436 0969 <i>Starts at:</i> 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.
15/7/2007 Sunday	Botany Bay Bacon	<i>Grade:</i> Medium <i>BNSW Grade:</i> OP <i>Distance:</i> 65 <i>Contact:</i> Eric Middleton, 9958 2546 <i>Starts at:</i> 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.
15/7/2007 Sunday	Pie in the Sky	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTW <i>Distance:</i> 40 <i>Contact:</i> Graeme Edwards, 9436 0969 <i>Starts at:</i> 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.
21/7/2007 Saturday	Parramatta Park Parade	<i>Grade:</i> Easy Medium <i>BNSW Grade:</i> PST <i>Distance:</i> 35 <i>Contact:</i> Col Lambert, 9637 0746 <i>Starts at:</i> 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.
22/7/2007 Sunday	Cowan Calga	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> FHXT <i>Distance:</i> 60 <i>Contact:</i> Keith Griffin, 0414 187 427 <i>Starts at:</i> 07:40:00. Cowan Stn. Medium hard ride through magnificent Hawkesbury River valley on quiet roads. Return with a stop for coffee.
28/7/2007 Saturday	Manly Dam Picnic Ride	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTH <i>Distance:</i> 40 <i>Contact:</i> Joan Kerridge, 9909 8925 <i>Starts at:</i> 10:00:00. St Leonards stn concourse. Med ride via Spit, Wakehurst Pkwy, down Allambie Hts to Manly Dam for BYO picnic. Ret via Balgowlah for coffee before returning to start.
29/7/2007 Sunday	West to Windsor	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> FTX <i>Distance:</i> 90 <i>Contact:</i> Richard Vagg, 0402 637 534 <i>Starts at:</i> 08:00:00. Cnr Pennant Hills Rd and M2: Medium/Hard, via the M2, Old Windsor Rd and back roads to Quakers Hill and beyond. Coffee at Windsor. Return to a different way. Brisk pace and few rest stops!