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## Epping Rd Cycleway

by Carolyn New

We are now only a few months away from the completion of the Epping Road Cycleway, which together with the other sections completed as part of the Lane Cove Tunnel Project will provide over 7 kilometres of cycleway connecting the lower North Shore to North Shore. This will greatly improve cycle access between the suburbs of Naremburn, Artarmon, Lane Cove and North Ryde and their residential, employment, educational and retail precincts.

Members of Bike North have been involved in the consultation process of this project over the last eight years. We did our best. It won't be perfect as there has been much compromise along the way, but it will provide continuous access for bikes separated from cars and be far better than what we already had ... which was nothing!

The car lobby has already tried to denigrate this cycleway with a campaign of misinformation. We at Bike North are keen to see this cycleway well used and show that it is much wanted.

With this objective we have formed a special working group to promote the new cycleway, its safe use and awareness by other road/path users and to demonstrate support for these works having been done.

Stay tuned for further information in email news or to offer your assistance contact Alan Corven on [acorvy@hotmail.com](mailto:acorvy@hotmail.com)

## BNCC – Change of Date

Editor: Jennifer Gilmore

Production: Keith Griffin

Mal Hart , Event Organiser

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.

Despite all our diligent planning, we have become recently aware that The Hawkesbury River Bridge to Bridge Boat Race will be held on Sun 4th May. Unfortunately we will not be able to cross the river that day as planned on the Hawkesbury Randonnee.

The good news though is that the BNCC will still go ahead but ON A NEW DATE – SUN 20th APRIL. That's for all events – Hawkesbury Randonnee (165km), Classic Loop (100km), and Beyond the Pie (60km).

This means that you have just 6 weeks to get organised and ready for this fantastic event. Everything that you need to know about the 2008 BNCC event: Event Info, Ride Guide and Registration Form, is now up on the Bike North Website under [www.bikenorth.org.au/cycling/annual\\_events.php](http://www.bikenorth.org.au/cycling/annual_events.php)

All registrations must now be sent to Mal Hart by SUN 13th April.

So talk to other riders and sign up a group, today!

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# Our Favourite Rides: Exploring Eastwood

By Fran Griffin

<b>Ride</b>	Exploring Eastwood (a gentle introduction to hills)
<b>Location</b>	Eastwood station
<b>Distance</b>	17km with a 16km/hour average speed
<b>Bike</b>	Road bike, flat bar, hybrid or MTB with road tyres
<b>Fitness</b>	A mild level of fitness
<b>Skills</b>	Using gears effectively

## Chain Mail (CM): Who is this ride suited to?

Exploring Eastwood (EE): I am the perfect ride for those who want something a tiny bit more challenging than the old favourites around Olympic Park and Parramatta Park. I will take you on a gentle meander around the Eastwood and Marsfield areas, never getting more than 5 km away from the railway station. I won't make you go fast, but I'm a bit up and down, so you get to practise planning and using the optimal gear strategy.

## CM: What are the special features of the ride?

EE: By taking a convoluted route along back roads and a few bike paths, you can admire (read sticky-beak at) some lovely houses and gardens. I'll take you through Macquarie University campus, along Shrimpton's Creek cycleway, and up to a little known but spectacular lookout. From here you can spy out the next section of the route, along the escarpment between Eastwood and Meadowbank.

Half way through the ride I'll take you tantalisingly close to the coffee shop, only to turn away! But it's the only way to cross the railway line. We wander along the edge of the escarpment, and then comes the main challenge of the day. This is the climb up to Channel 7. It's not very long, but it's the nastiest hill on any of the easier rides, and there are always one or two walkers (so don't feel bad if one of them is you).

After this it's all down hill to Eastwood and a well deserved coffee at one of the many cafes in the mall. Having coffee at the end of the ride means that anyone with a deadline can leave early without missing anything important (yes, as a ride I feel I'm much more important than coffee and cake, though some may beg to differ).

## CM: When is the best time to do this ride?

EE: I work well at any time of year, but Saturday is probably not my best day as there is just enough traffic in a couple of places to be annoying. I'm at my best on Sundays, or even weekdays outside of peak hour.

## CM: Could someone do this ride themselves (without a BN Ride Leader)?

EE: I am the type of ride that is really easy to invent. I'm a bit of a navigational challenge, but there's no reason why you can't use me as a guide and make up the rest as you go along. In fact, most riders could make up similar rides around their local areas.

## CM: Any other comments on this ride?

EE: I'm a really interesting ride, and I feel good about getting several newbies each time I'm in the calendar. Not a lot of the regular BN riders have tried me out yet, but those who have thought I was good value. Most first-timers find my hills are a good challenge, but quite doable (well maybe not the Channel 7 hill, but it's near the end of the ride and you're allowed to be tired by then).

## Bikes love Public Transport — a Valentine's day story

*An update from Bicycle Victoria*

On 14 February the Victorian Minister for Transport called a press conference to hand down her decision on public transport and bikes. She announced the following initiatives: Bikes can be taken for free on all rail services, Connex and VLine, at any time including peak periods.

The bike-carrying sections of the train will be signed and a code of conduct issued.

The VLine timetable will show which trains have the most space for bikes. (The green and purple Velocity trains do not have a luggage area that easily accommodates bikes.) Connex will trial some internal fit-outs to facilitate the carriage of bikes and other luggage.

Folding bikes will be permitted on trams and buses from April. Guidelines for this will be issued. \$1m will be spent on bike storage cages at 20 stations across the metropolitan and regional system.

Station upgrades will automatically include a bike cage. The private bike locker system will be audited and reviewed. This is unqualified good news.

Chainmail Ed: Perhaps this is the new standard that we should be expecting from the Hon. John Watkins here in NSW?

Suggest it to John at: [dp.office@watkins.minister.nsw.gov.au](mailto:dp.office@watkins.minister.nsw.gov.au)  
Or the Ministry for Transport  
Telephone: (02) 9689 8888  
Toll Free: 1800 227 774  
Facsimile: (02) 9689 8813  
Mail: Locked Bag 5310  
PARRAMATTA NSW 2124

# The Future of Chain Mail

## Your talents are needed!

Chain Mail has been the backbone of communication and sharing of information within Bike North for a long time now. According to our member surveys you read large slabs or all of it every two months, which suggests that you like it and presumably would like Chain Mail to continue!

Chain Mail does not just happen. Many people are involved, the most critical perhaps being the Editor, currently Jennifer Gilmore. Last year, a team of proof readers was formed, and has done a great job. The other jobs which need to be done include writing articles, taking photos, stuffing envelopes, posting the hard copies and the big one, producing Chain Mail. This last includes creating online and hard copies, and arranging for the hard copies to be printed or copied.

Chain Mail is now produced in HTML format, and then a PDF is created from that for printing hard copies for those members who cannot access it online. The PDF is also placed online because some people prefer to print it out and read it away from a computer.

In order for Chain Mail to continue, Bike North needs your help. We need people to assist with all roles of course, but we are now looking for a person (or perhaps a small team) who can produce Chain Mail. This person or team will manage the process of creating and distributing Chain Mail, working closely with the Editor and proof readers.

If you think you can help by taking on this role, or perhaps you feel you could do part of it, please contact Keith Griffin (communications@bikenorth.org.au, 0414 187 427).

Training is available so this is a chance to add new skills to your off-bike toolkit !

### **Job criteria**

#### Essential

- ability to work unsupervised
- ability to work to a deadline
- liaise regularly with the Editor
- have access to a computer and have reliable email
- basic HTML knowledge
- a good sense of neat layout

#### Other

- basic CSS and/or PHP knowledge
- visual design skills

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# When a lump of asphalt makes a big difference

*By Alison Pryor*

I was inspired by Barbara Darmanin's story on a small (but persistent) piece of local advocacy which was highlighted in Chainmail Dec '07.

Along with many other BN members I enjoy the popular Concord for Cake ride – except for the bit after the Ryde Bridge underpass, because of the lack of suitable curb access you were forced onto the footpath which has awkward uphill corners.

So I remembered to take my camera on the Dec '07 ride and took a couple of photos of the problem, then wrote to Canada Bay Council. On January's Concord for Cake we were pleasantly surprised to see that an asphalt ramp had been put in – a rideable solution. I received a letter from the traffic engineer a few days later.



The new lump

Chuffed with this success I went to take a photo for my letter back to the Council about my other curb-access bugbear with Canada Bay – the end of the Breakfast Point Path where it ends near the Mortlake punt – only to find that a new ramp has recently been cut in!

# Why don't Sydney's Transit Lanes work?

By Alister Sharp

Three days a week I ride the shared path beside Victoria Rd over Iron Cove Bridge, through Rozelle to The Crescent. On every trip I notice the flagrant disregard shown by motorists for the T3 Transit Lane. This lane is intended to allow the fast passage of buses, taxis and cars carrying three or more people, with a penalty for use by other vehicles being a fine of \$185. In practice buses travel no faster than other traffic because the T3 lane is choked with vehicles that are not entitled to use it. Indeed many of the cars using the lane are simply incapable of carrying three people; sports cars, vans, and trucks! Recently, a van using the T3 lane carried a trolley in the only seat apart from the driver's; that is pretty blatant!

For years I have puzzled as to why authorities would bother to declare this a Transit Lane, yet not enforce Transit Lane conditions. I think I now have the answer.

Last year I wrote to the RTA asking for an explanation, and (only a couple of months later) received an answer, signed by Les Wielinga, Chief Executive. Summarising the reply, Mr Wielinga says it is just too difficult! I found this strange, because occasionally (once or twice a year in my experience) the police do book people who shouldn't use the T3 lane, proving that it is possible.

So why is the T3 lane choked with vehicles who shouldn't be using it?

They drive there because they are selfish, it is slightly quicker, and the chance of being caught is miniscule.

The police don't have the resources to enforce the lane (or any of the many other traffic infringements we see each day: vehicles running red lights, stacking across intersections, and drivers using mobile phones while driving etc).

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The RTA probably has no incentive to call for action because my guess is that their performance indicator is simply how many vehicles pass along the road per hour, not how many people. The RTA probably doesn't care which lane they use. As Mr Wielinga says, it is a police matter.

Which still leaves one question. Why don't we hear of objections from Sydney Buses, whose buses are near-stationary in the Transit Lane, instead of delivering a speedy service for their passengers?

See copy of the [RTA response here](#).

## New Membership System Coming

Bike North has for many years used a membership system which was developed in the early days of Bike North and has evolved, being modified by successive membership officers as needs demanded.

We have now reached the point where this system cannot fill all our administrative requirements, and for that reason we will be changing over to a new system in the next few months.

The new system is radically different in design, operation and access method. For the first time, members will be able to edit their own data online! This includes subscribing to and unsubscribing from email lists, change of street address, phone etc etc. (stay tuned, more information will follow once we are up and running)

During the change-over period we expect to be doing some testing. This may mean that you receive a notice twice, or that you do not receive a notice at all. We know this could be inconvenient and will of course keep any such tests to a minimum. Most of the testing has already been done, but some things require the real live situation, just like cycling up your favourite hill.

If you feel that we have erred, or have any concern about the new system, please contact [membership@bikenorth.org.au](mailto:membership@bikenorth.org.au)



# Why is it harder to pedal uphill than to walk?

By Alister Sharp

This is one of the classic questions, although it is sometimes asked as 'How steep must a hill be, for it to be easier to walk than to cycle?'. A friend who writes a monthly column on technical subjects recently asked me whether it is just the additional weight of the bike, or the fact that you must work harder cycling because you cycle faster than you would walk. That set me thinking, and looking for help from David Wilson's great book 'Bicycling Science'.

Our starting point, as cyclists, is our personal experience that on a gentle incline we'll travel faster by cycling than walking, but on an extremely steep climb we may prefer to push our bikes. Now it is generally accepted that an average cyclist can sustain a power output of 70W (0.1 HP). With appropriate gearing this power output can be converted to a speed to climb a hill of any gradient, but as the gradient increases your speed falls, and eventually you either fall off, or dismount gracefully, and resort to walking and pushing your bike. And pushing a bike laden with heavy panniers is awkward, in addition to its weight. The confusion in the question comes because it is possible to walk more slowly than you can ride. I find that in spite of having very low gears, I cannot cycle as slowly up a steep hill as a companion who is walking, so I'm obliged to work harder to climb at a greater speed, or dismount and push. I believe the key to understanding it that cycling is inherently more efficient than walking. I believe this is because while walking you must support your own weight against gravity, whereas while cycling the bike does this for you. David Wilson gives the following estimates for gross metabolic efficiency (based on measurements of oxygen consumption):

Cycling	21.0%
Walking	15.0%
Walking and pushing your bike	12.3%

So there is a 'double whammy' in pushing your bike uphill: if you knew you'd have to walk uphill, you'd have left your bike at home! I recall cycling over the Dolomites from Austria into Italy many years ago, without the very low gears that I have now. I'd get off to walk up a particularly steep pitch, but find it such hard work pushing a bike laden with touring panniers that I'd go back to pedalling again. Now I can see that it was just that my metabolic efficiency had been fallen from 21% to 12.3%! I don't think the weight of the bike is a great issue unless you are carrying a lot of luggage.

Typically:

Cyclist = 70kg

Bike = 10 – 15kg, which is small relative to your own weight.

Even adding 10 – 20kg of luggage, the total weight of the bike is much less than yours.

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The answer, then, is to stay on your bike as long as you can, to gain the greater metabolic efficiency of cycling. As for very steep hills (or very heavy loads), use very low gears with three wheels, so you don't fall off. Then you can pedal yourself up the hill as slowly as you like (until you lose traction!). For example: you can have a Greenspeed recumbent trike with a total of 162 gears: 3 chainrings x 2 Schlumpf bottom bracket gears x 9 rear wheel sprockets x 3 Sram hub gears! Of course you'll have many duplications, but you'll have a bottom gear that will climb anything.

Note: Bike gears are often expressed in gear inches (the diameter of an equivalent pennyfarthing front wheel). The gearing of a typical mountain bike covers the range from 22" to 88". The above Greenspeed example would have a bottom gear of 4 – 5" and a top gear of around 170"!

Reference: Bicycling Science, David Gordon Wilson, 3rd Edition (2004), The MIT Press, Cambridge Mass. Pp 164 – 166

## BN women helping other women to get cycling

By Carolyn New

Last year Bike North successfully applied for a grant from the Department of Health and Aging to develop a program to encourage women back to cycling. We are now engaged in contract negotiations with the Department, and expect this new project will get started in April and run for 18 months.

The program will target women getting back into cycling, helping them develop skills and confidence as they get started. The program will be delivered by Bike North women who will train as accredited cycling coaches at the community level.

More details to come, but if you are an experienced woman cyclist who would like to contribute to this program as an accredited cycling coach, please contact me (Carolyn) on carolynn@iinet.net.au or 0427 018 516. You don't need to be a cycling athlete to apply, but a reasonable level of basic cycling skills is needed. Training will be provided starting in June/July with the first program session to run in September.

# Cadence

## or 'Braveheart vs Wuss-in-Boots'

*By Fran Griffin*

Braveheart and Wuss-in-Boots live inside all of us, and influence the way we ride and the way we treat our bodies when on the bike. To get the best out of a ride we want to keep both these characters happy, carefully balancing the amount of attention we pay to each.

Wuss-in-Boots loves to spin in super-granny gears. He can go all day like this, it makes him fit (sort of), as he waves to lots of other riders as they cruise past. Wuss-in-Boots can climb anything, can carry any weight, and is prepared to spend all day completing a ride if it avoids raising a sweat.

Braveheart is big and strong, can push the highest gear up the biggest hill (or likes to think he can), waves to other riders as he cruises past. He scoffs at riders who have low gears on their bikes and who ride with a high cadence. Braveheart is a fantastic rider - for a while.

Braveheart's problem is that he tries so hard that he blows up on hills, quickly runs out of energy, and those (imaginary) big bulging muscles that are pumping away one minute, suddenly turn to jelly. He also gets sore knees and muscle strains fairly regularly. But he looks impressive when fresh and goes really fast!

Wuss-in-Boots, on the other hand, just isn't trying. He won't keep up with anybody and takes forever to climb any sort of hill. In fact he's no fun at all! The little leggings go round and round like an eggbeater, all thrash and no power. He too runs out of energy, he's wasting so much of it trying not to overdo the pushing, especially on the flat. He's pretty fit, but if he really has to put in an effort, such as for riding in traffic, he just hasn't got the strength.

So how do we get these two idiots to cooperate?

What Braveheart and Wuss-in-Boots have forgotten is that it takes exactly the same amount of work (ignoring wind resistance of course) to cover a particular distance, regardless of the speed at which it is done. So Braveheart hooning up Bobbo in under 12 minutes uses roughly the same amount of energy as Wuss-in-Boots taking more than 20 minutes for the climb. The difference is the rate at which the energy is expended.

The rate at which your body can expend this energy depends on your fitness, gender and body type. Riders with lots of muscle bulk can push big gears, skinny light riders tend to spin, but we all have to get along with Braveheart and Wuss-in-Boots somehow. Girls need to use lower gears than guys, but cadence (i.e. how fast they spin) depends on body type and personal choice.

So when you are fit, you will find that you can indulge Braveheart with higher gears, but to develop that fitness you might have to lean towards Wuss-in-Boots for a while. A fast cadence is comfortable for some riders but not for others. It is a trade-off between efficiency and energy use, and takes practice to get right.

On a long ride, Braveheart will let you down badly if you indulge him, so listen to Wuss-in-Boots early in the ride, and keep the gears a bit lower and the spin a bit quicker. Save Braveheart's outbursts of bravado for when you really need them - for tricky traffic situations, for staying on the bike instead of walking when it gets too steep, for finishing a long ride without giving up.

On a more routine ride, such as your commute or regular weekend ride, why not put a lid on Wuss-in-Boots and give Braveheart his head - just a little bit. Push a bit harder up that hill, get out of the saddle a bit more often and for longer. This will help build strength, but don't overdo it. If your muscles are sore after the ride, then blame Braveheart's exuberance and keep him more in check next time.

So really, despite all the talk about cadence and spinning and compact cranks and aerobic capacity etc, it's a choice to be made by the individual. There is no hard and fast rule (yes, Braveheart will always want to ride hard and fast), and you should experiment with different gear strategies and levels of effort.

If you really need expert opinion to keep Braveheart and Wuss-in-Boots under control, then there is a wealth of information on cadence on the web, for example:

- <http://www.trifuel.com/triathlon/bike/cycling-cadence-and-pedaling-economy-001048.php>
- <http://www.slowlitch.com/mainheadings/coachcorn/cadence.html>
- <http://www2.bsn.de/Cycling/articles/cadence.html>

## Notes from an Easy-rider

By Wendy Jannings

I had not ridden since early 1970s - so when my daughter asked me to look after her fiery red mountain bike with matching headgear, I wondered if I still could; and yes the saying 'you don't forget how to ride a bike' is true. So, I would pedal from Willoughby to Chatswood and back each week just for practice.

Then at the Victoria Ave street fair last year, I approached the Bike North Stand with interest. I was given all the information and encouragement to try a local ride without obligation. That is what impressed me.

After my first ride I become a member, and five Easy rides later I am hooked. I have no aspirations towards anything greater, I know my limitations as a social rider, and am slowly getting to understand gear changes. I must report that fellow group cyclists and the leaders have been most supportive – thank you!

I never in my wildest dreams thought that I would ever cycle in the CBD; I even got my bike on a rail bus when track-work was happening. My thanks to leader Alison Pryor who demonstrated how to fix a slipped chain on the Harbour Bridge cycleway.

Her two rides: 'Providores' and 'Art in City' are great fun. We even swapped recipes at the compulsory coffee stop on the 'Providores' ride.

Many thanks to all at Bike North.

## UCI Track World Cup

By Kin-Yat Lo

Dunc Gray Velodrome, November 30 - December 2, 2007

Sydney has been treated to a round of the UCI Track World Cup since 2001, where we have been fortunate to see the world's best track riders compete in our backyard. As the prelude to an Olympic campaign in 2008, the 2007 Sydney event saw a large field attempting to qualify to go to Beijing. The infield was buzzing with activity, and we all noted how small the warm-up circle has become over the years with the influx of riders.

As I was on holidays, I had some time to spend out at Dunc Gray Velodrome, and what a great weekend of racing it was! For those of us who are recreational riders, the speeds that these riders reach are nothing short of amazing. Using a large, fixed gear, the riders cover the first 125m in about 11 seconds – or an 'average' speed of 40km/h from a standing start!

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Every race was exciting to watch, as it always is when live sport unfolds in front of your eyes and you see how close they race, at high speed, yet don't have big accidents. There were, however, many close calls.



There were many highlights over the weekend. Anna Meares' 500m time trial win was one of those: she was racing in the event in which she is the world record holder, for the last time on home soil, wearing the world champion's rainbow jersey. Meares' race in the final of the Sprint against Dutchwoman Willy Kanis was also noteworthy even if she didn't win – it was the first time we had noticed Kanis' lightning acceleration that would become a feature of the women's racing over the weekend.

Elsewhere, great excitement was reserved for events where teams race on opposite sides of the velodrome. For the men's Team Sprint the atmosphere in the velodrome was simply wonderful, as Team Toshiba (sponsor of the Australian Institute of Sport team) beat Germany's Radnet for the win. The same could be said for the women's Team Pursuit – the first time we have seen this event for women – and Australia made the finals against Russia.



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But of course the highlight comes at the end of the program – the Madison. It is one of those quirky races that need to be seen first-hand as it is impossible to explain the intricacies, let alone the exhilaration of watching it live. Quite how teams of two riders can compete with each other is beyond belief, without taking into account the speeds that are achieved. By the end of the race it felt like us spectators had completed the 60km too, such is the level of intensity in keeping tabs on how the race develops! And those close calls!

It is such a shame that, according to media reports, the 2007 event would be the last to be held in Sydney as it isn't financially viable.



Postscript: Two days after the event, I flew to Singapore on the same flight as the Polish national team and Team Focus as they travelled to the next World Cup round in Beijing – a test event for the 2008 Olympics. I later heard from a baggage handler on duty that day that about 40 bicycles were loaded onto the baggage hold of the giant Airbus A380, and that it was a tight fit!

## Calendar, April 2008 – May 2008

In this edition, we have continued to provide a range of rides in the Medium to Hard grades as we ride through the "Autumn Classics". Following the Tour de Hills, Loop de Lake, Tour de Cowra, B2B, we look forward to the BNCC to put all our fitness together in one day's challenge. These rides are all aimed at building capability to tackle some longer and/or more difficult terrain.

Bob Chambers is keen to get the midweek riders in action and has put on a number of midweek rides on Wednesdays. These rides will all be at a medium pace but of a reasonable distance to make sure that you earn your coffee break. Joan Kerridge has a new ride this month to check out the view at Longreef Lookout. And yes there are some climbs as well before you enjoy the view!

There is a new supported multiday Tour event (Winter Sun Tour) being planned to cycle the back roads of the North Coast taking in Ballina, Casino, Grafton, Coffs Harbour and Nambucca Heads. The tour will go from 31 May to 8 June inclusive and rides will be at a medium/relaxed pace. Lock in the dates and your leave and watch out for further details.

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
1/4/2008 Tuesday	<b>Exec Meeting</b>	<i>Grade:</i> none <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:30:00. School of Arts Community Centre Hall Meeting Room (part way along the right hand side of the building and up the ramp) 201 Cox's Road North Ryde
1/4/2008 Tuesday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
2/4/2008 Wednesday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
3/4/2008 Thursday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
4/4/2008 Friday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
5/4/2008 Saturday	<b>Brooklyn Brunch</b>	<i>Grade:</i> Hard <i>BNSW Grade:</i> FTHHX <i>Distance:</i> 90 <i>Contact:</i> Doug Stewart, 9874 5594 <i>Starts at:</i> 07:15:00. Eastwood stn east. Hard ride at a Medium pace to Bobbin Head, then Brooklyn for brunch. Return via Hornsby & Turramurra. Fit, experienced riders only.
5/4/2008 Saturday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
5/4/2008 Saturday	<b>Pie in the Sky</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTW <i>Distance:</i> 40 <i>Contact:</i> Evan Hawthorne, 0409 606 853 <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.
6/4/2008 Sunday	<b>Concord for Cake</b>	<i>Grade:</i> Easy <i>BNSW Grade:</i> PST <i>Distance:</i> 28 <i>Contact:</i> Scott Ratcliff, 0425 349 104 <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.
6/4/2008 Sunday	<b>Northern Beaches and</b>	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> FHXT <i>Distance:</i> 86 <i>Contact:</i> Malcolm Hart, 9713 1994 <i>Starts at:</i> 07:30:00. Eastwood Stn east. Medium/hard ride via Browns Waterhole, Turramurra, Church Point to Manly for

	<b>Back Roads</b>	coffee. Ferry to Quay then to Eastwood via Lane Cove NP and M2. Fit and experienced riders only.
<b>6/4/2008</b> Sunday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
<b>7/4/2008</b> Monday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
<b>8/4/2008</b> Tuesday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
<b>8/4/2008</b> Tuesday	<b>Ryde - Hunters Hill Meeting</b>	<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'
<b>9/4/2008</b> Wednesday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
<b>10/4/2008</b> Thursday	<b>BNSW Great Escapade</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 300 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. Bicycle NSW special multiday event
<b>12/4/2008</b> Saturday	<b>Blayney to Bathurst Cyclosporitif</b>	<i>Grade:</i> Hard <i>BNSW Grade:</i> <i>Distance:</i> 65 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. NOT FOR PUSHON.
<b>13/4/2008</b> Sunday	<b>Akuna Bay Tortoise Longer</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTH <i>Distance:</i> 60 <i>Contact:</i> Evan Hawthorne, 0409 606 853 <i>Starts at:</i> 08:00:00. Turrumurra stn east. Med loop to Akuna Bay for coffee, then tackle the two big hills to work off morning tea.
<b>13/4/2008</b> Sunday	<b>Blayney to Bathurst Cyclosporitif</b>	<i>Grade:</i> Hard <i>BNSW Grade:</i> <i>Distance:</i> 65 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. NOT FOR PUSHON.
<b>16/4/2008</b> Wednesday	<b>Fitness ride medium</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> O <i>Distance:</i> 1 <i>Contact:</i> Evan Hawthorne, 0409 606 853 <i>Starts at:</i> 07:30:00. 'Call for all details including distance and pace. '
<b>19/4/2008</b> Saturday	<b>A to C and Back</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTH <i>Distance:</i> 30 <i>Contact:</i> Graeme Edwards, 9436 0969 <i>Starts at:</i> 07:30:00. Artarmon Stn east. Med, hilly ride to Balmoral and Middle Head. After coffee at Chowder Bay return to Artarmon.
<b>19/4/2008</b> Saturday	<b>Olympic Park Ride</b>	<i>Grade:</i> Easy <i>BNSW Grade:</i> CPS <i>Distance:</i> 25 <i>Contact:</i> Alison Pryor, (02) 9874-2383 <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.
<b>20/4/2008</b> Sunday	<b>Bike North Century Challenge</b>	<i>Grade:</i> Hard <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 00:00:00. BN Members only. The challenge varies year to year.
<b>21/4/2008</b> Monday	<b>Hornsby Area Meeting</b>	<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. '
<b>25/4/2008</b> Friday	<b>Motorway Madness</b>	<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.
<b>26/4/2008</b> Saturday	<b>Wend Your Way to Wyong Tortoise</b>	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> OHT <i>Distance:</i> 80 <i>Contact:</i> Robyn Tuft, 9144 1325 <i>Starts at:</i> 07:45:00. Berowra stn. Medium hard ride at a slower pace than the hare version. Long & hilly ride on country roads to Wyong via Peats Ridge & Yarralong. Ret by train.
<b>26/4/2008</b> Saturday	<b>Macdonald River Meander</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OU <i>Distance:</i> 45 <i>Contact:</i> Evan Hawthorne, 0409 606 853 <i>Starts at:</i> 09:00:00. '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. '
<b>27/4/2008</b> Sunday	<b>Triple S Ride</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTPU <i>Distance:</i> 55 <i>Contact:</i> Joan Kerridge, 9909 8925 <i>Starts at:</i> 07:30:00. Cycle North Shore bike routes to Spit Bridge Seaforth, Narrabeen, Manly and ferry to city before returning. Short dirt section and some hills.
<b>27/4/2008</b> Sunday	<b>Botany Bay Bacon</b>	<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.
<b>27/4/2008</b> Sunday	<b>Hills and Surfside</b>	<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 & Turrumurra. Fit & experienced riders only.
<b>3/5/2008</b> Saturday	<b>Wharves and Providores</b>	<i>Grade:</i> Easy <i>BNSW Grade:</i> <i>Distance:</i> 18 <i>Contact:</i> Alison Pryor, (02) 9874-2383 <i>Starts at:</i> 08:00:00. Start at North Sydney Station. Slow paced ride to scenic wharves and providores in Pyrmont/inner city area. Lots of stops to look and buy. Bring bag/panniers & bike lock.

<b>3/5/2008</b> Saturday	<b>Akuna Bay Tortoise Longer</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTH <i>Distance:</i> 60 <i>Contact:</i> Evan Hawthorne, 0409 606 853 <i>Starts at:</i> 08:00:00. Turrumurra stn east. Med loop to Akuna Bay for coffee, then tackle the two big hills to work off morning tea.
<b>4/5/2008</b> Sunday	<b>Big City Loop</b>	<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.
<b>4/5/2008</b> Sunday	<b>Northern Beaches and Back Roads</b>	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> FHXT <i>Distance:</i> 86 <i>Contact:</i> Malcolm Hart, 9713 1994 <i>Starts at:</i> 07:30:00. Eastwood Stn east. Medium/hard ride via Browns Waterhole, Turrumurra, Church Point to Manly for coffee. Ferry to Quay then to Eastwood via Lane Cove NP and M2. Fit and experienced riders only.
<b>6/5/2008</b> Tuesday	<b>Exec Meeting</b>	<i>Grade:</i> none <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:30:00. School of Arts Community Centre Hall Meeting Room (part way along the right hand side of the building and up the ramp) 201 Cox's Road North Ryde
<b>10/5/2008</b> Saturday	<b>Hawkesbury Ferry Cruise</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OHU <i>Distance:</i> 40 <i>Contact:</i> Peter Tuft, 9144 1325 <i>Starts at:</i> 09:00:00. Lower Portland ferry (east). A medium riverbank ride with 2 ferry crossings & 1 walk-up hill. Dirt roads, hybrid & MTB only.
<b>10/5/2008</b> Saturday	<b>A to C and Back</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OTH <i>Distance:</i> 30 <i>Contact:</i> Graeme Edwards, 9436 0969 <i>Starts at:</i> 08:00:00. Artarmon Stn east. Med, hilly ride to Balmoral and Middle Head. After coffee at Chowder Bay return to Artarmon.
<b>11/5/2008</b> Sunday	<b>Concord for Cake</b>	<i>Grade:</i> Easy <i>BNSW Grade:</i> PST <i>Distance:</i> 28 <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.
<b>13/5/2008</b> Tuesday	<b>Ryde - Hunters Hill Meeting</b>	<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'
<b>14/5/2008</b> Wednesday	<b>Beyond Barrenjoey</b>	<i>Grade:</i> Medium Hard <i>BNSW Grade:</i> OTXM <i>Distance:</i> 60 <i>Contact:</i> Bob Chambers, 9449 9112 <i>Starts at:</i> 07:30:00. Medium hard ride from Turrumurra via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare. Train from Woy Woy. Some hills, small dirtroad section, slower pace. Call to confirm
<b>17/5/2008</b> Saturday	<b>Olympic Park Ride</b>	<i>Grade:</i> Easy <i>BNSW Grade:</i> CPS <i>Distance:</i> 25 <i>Contact:</i> Doug Stewart, 9874 5594 <i>Starts at:</i> 08:30:00. Meadowbank Wharf. Easy loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.
<b>18/5/2008</b> Sunday	<b>Longreef Lookout</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 50 <i>Contact:</i> Joan Kerridge, 9909 8925 <i>Starts at:</i> 08:00:00. St Leonard's Stn Concourse. Medium paced ride with significant hills, mostly on back roads, through to the Spit, Wakehurst Parkway and Beacon Hill to Long Reef Lookout. Return south along coast through Balgowlah, The Spit to start. (About 1km loose unsealed)
<b>18/5/2008</b> Sunday	<b>Meadowbank to Bobbo</b>	<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, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.
<b>20/5/2008</b> Tuesday	<b>Willoughby Working Group</b>	<i>Grade:</i> <i>BNSW Grade:</i> <i>Distance:</i> 1 <i>Contact:</i> Special Event, <i>Starts at:</i> 19:00:00. Play Club room, Willoughby Leisure Centre, Small St Willoughby (Bicentennial Reserve). All Bike North members living in Willoughby welcome. Come and help improve cycling in Willoughby
<b>24/5/2008</b> Saturday	<b>Bobbo Banana</b>	<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> 07:30:00. Eastwood stn west. Medium/hard ride to Bobbin Head via Kissing Point Rd and return.
<b>25/5/2008</b> Sunday	<b>Western Wander</b>	<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.'
<b>25/5/2008</b> Sunday	<b>Hills and Surfside</b>	<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 & Turrumurra. Fit & experienced riders only.
<b>28/5/2008</b> Wednesday	<b>Mirambeena Magic</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> OP <i>Distance:</i> 72 <i>Contact:</i> Bob Chambers, 9449 9112 <i>Starts at:</i> 08:30:00. 'Starts at 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.
<b>31/5/2008</b> Saturday	<b>North to West Head</b>	<i>Grade:</i> Hard <i>BNSW Grade:</i> FXTH <i>Distance:</i> 91 <i>Contact:</i> Doug Stewart, 9874 5594 <i>Starts at:</i> 07:30:00. Eastwood Stn east. Hard, hilly ride via Browns w/h, Terrey Hills, West Head, Akuna Bay (coffee). Return a similar route. Brisk pace.
<b>31/5/2008</b> Saturday	<b>Winter Sun Tour</b>	<i>Grade:</i> Medium <i>BNSW Grade:</i> <i>Distance:</i> 0 <i>Contact:</i> Peter Tuft, 9144 1325 <i>Starts at:</i> 00:00:00. Date: 31/5/08 ♦ 8/6/08, Distance: Various daily. Call to confirm. A supported multiday back roads tour at a relaxed pace, taking in Ballina, Casino, Grafton, Coffs Harbour and Nambucca Heads. Contact: Geoff Gibbons rivovet@ava.com.au 9627 4011 (W 0900-1900+); 0427 27 3339 (M).