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Sydney Spring Cyclist

No 5321 Reporting In

By Wendy Jannings

The weather on Sunday 19th October 2008 could not have been better planned for the Sydney Spring ride, a light wind and 24 degrees.

As an 'Easy Rider' for the past year with Bike North, I admit to having some concerns as to whether I would be able to actually complete the 'medium' ride from St Leonards Park to the Home Bush Overflow. So, early on Sunday morning when I set out on the bike for the local train station to get to North Sydney I was a bit dubious, but the whole morning turned out to be such 'a buzz', I really would like to share it with readers.

Getting to North Sydney by train and then back after the event from Olympic Park via a fast train was easily managed. Thanks to State Rail for efficiently moving so many people with bikes from one place to another.

At the start venue, St Leonard's Park I met up with five other Bike North members. The volunteers managed the mass of bikes expertly. The start line was well organised and the NSW police got the cyclists away in 'waves' from 7am, no crush was experienced.

Editor: *Gloria T Blonde*

Production: *Deborah Hirst*

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.



Frank, Debbie, Wendy, Malcolm, Bob and John

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The forty kilometres cycle route was well sign-posted and police were on hand at intersections to ensure safe passage. I certainly had to concentrate due to the crowd, but it didn't take away from enjoying the ride immensely.

I sensed the cycle mass' happy mood, all out to enjoy some sights of Sydney, discover new byways and bike paths, and not out to break records. I saw ace cyclists on their super lightweight bikes, I saw families, I saw all age groups, I saw tandems, three wheelers, recumbent bikes and I even saw a penny-farthing along the way ... what a mixed bunch we were!

Along the route I witnessed two falls, passed eight punctures and three persons fixing chains. Silently I was hoping I would not have a problem (as I have yet to attend the bike maintenance course!). Lucky for me, I completed the ride without incident, thanks in part to my robust tyres (there was a lot of glass on the road).

When the Home Bush Overflow came into sight I was delighted. I had never ridden the distance before and never had been surrounded by so many cyclists...tame I am sure for some, but quite an achievement for me.

The only disappointment of the day was that I saw no TV coverage of a very worthwhile fundraising event. With so much negative news on the global finance crisis, climate changes and problems in foreign lands, surely it would have been well received to have had a vision of nine thousand plus people, all out to enjoy themselves on a Sunday Sydney fun bike ride.

New Overpass

Honourable 'Sod-Turning'

by Caroline Minogue.

On Friday 3 October 2008, Bike North attended the inaugural 'sod-turning' by Roads Minister, the Hon. Michael Daley at the site of the new bicycle and pedestrian overpass of the Warringah freeway at Falcon Street. The event was held to celebrate the start of works to this important addition to the Sydney bicycle network. It is being built as a result of community agitation following construction of new on and off-ramps for the Lane Cove Tunnel at Falcon Street. To demonstrate the adverse effects on pedestrians and cyclists of the ramps, North Sydney Council developed a DVD which it then distributed to key decision-makers, resulting in the RTA undertaking a community consultation process to find a solution.

The resulting 220metre long, 3metre wide shared-facility, being built by Reed Constructions, will connect St Leonards Park (and the North Sydney CBD) with the busy Neutral Bay shopping precinct on Military Road, significantly reducing travel times for pedestrians and cyclists and greatly improving their safety. The \$15m project also includes an underpass at the eastern side of the Warringah Freeway to provide a north-south crossing of Falcon Street and a ramp to eastern side of the existing Ridge Street pedestrian bridge to improve access to the North Sydney CBD. It will be funded largely through road-side advertising in the North Sydney area and will take about 14 months to complete.

This piece of infrastructure is an excellent achievement and shows that persistent and professional efforts can win.

Tour de Cowra 2009

Easter weekend, Friday April 10 - Mon April 13, 2009

By Anna Lane, Donna Carey and Scotty Ratcliff.

Why not take an Easter break to Cowra. Join other keen bike riders and enjoy 4 days of riding on quiet country roads in scenic western NSW. Rides will vary from approx 45-150kms and the terrain can be flat to very hilly. Riders enjoy low traffic roads, ride at their own pace, and socialise after rides. The rides are not supported but riders naturally tend to form groups. Rides will start and finish at the Rose Garden Coffee House (next door to The Visitor's Information Centre).

There will be plenty of apres-ride chatting, eating and drinking at camp and in between rides why not visit the famous Japanese Gardens, The Cowra Prisoner of War (POW) camp and many popular wineries.

We look forward to seeing you at this very popular Bike North event. In the mean time, check you have all your tent pegs and be prepared for some fun times on the country roads of Cowra.

Many Bike North members choose to camp at the Bike North Headquarters at The Cowra Van Park. The Cowra Van Park offers first class facilities with a camper's kitchen with free electric BBQs, very clean amenities, disabled facilities and laundry facilities, town water and appealing grassed shady setting and friendly helpful staff. When reserving your campsite or cabin, ensure you mention you are with the

Bike North group as they have kindly offered a 10% discount to Tour De Cowra campers and have sites and cabins reserved for us.

Contact Craig and Michelle at Cowra Van Park: 2 Lachlan Street, Cowra NSW 2794. Phone: (02) 6340 2110. Fax: (02) 6342 4835. Email: covravanpark@internode.on.net
Web: www.covravanpark.com

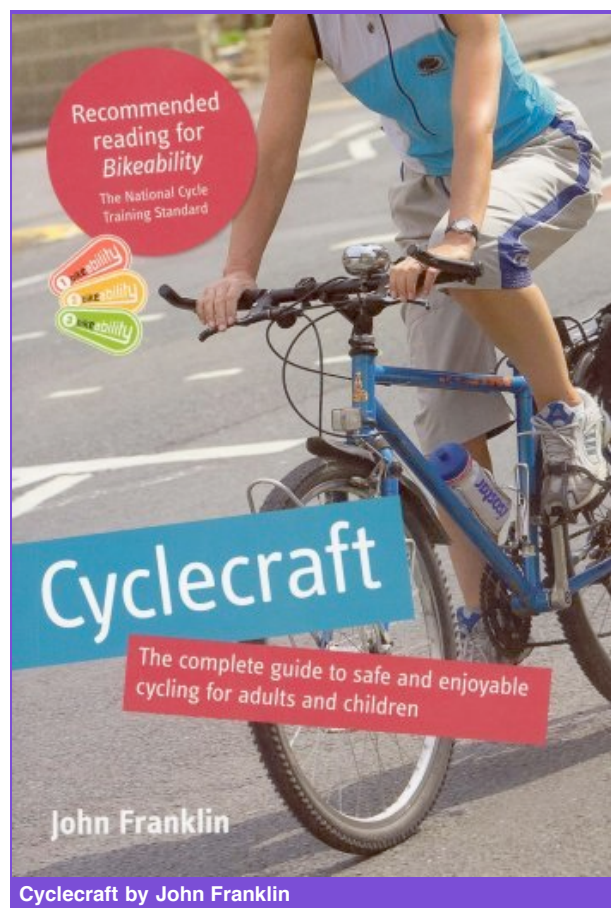
For those wanting a little more luxury, there are many motels/hotels in the area from which to choose.

Visit www.cowratourism.com.au for helpful information.

Be sure to book your accommodation early as Cowra is very popular at Easter. **Registration is essential** for TdC <http://www.bikenorth.org.au/cycling/tdc2009/>

Book Review - CYCLECRAFT by John Franklin

By Alison Prior



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Publisher: Stationery Office Books, Publication: 18/01/2008; Paperback, 249 pages, ISBN: 9780117037403, Price UK 12.50 (about A\$37)

By direct orders <http://www.cyclecraft.co.uk/>

This UK book was first recommended by Doug Stewart when the committee undertaking the initial planning of the 'Bike for Life' program was gathering cycling skills resources, but it was out of print. Fortunately a new (4th) edition was published earlier this year to coincide with rollout of "Bikeability", the UK national cycling proficiency program, and is required reading for cycling coaches in England.

While covering the usual beginner cycling skills of mount/dismount, starting, breaking, stopping, balance etc, the exceptional contribution of John Franklin's book is the extensive coverage of the knowledge, skills and attitudes for cycling on everyday roads with 'the cyclist equal to all other 'vehicles' on the road'. "Being safe requires expert control of your bike and also the ability to read the road and to predict and respond to the behaviours of others." It includes sections on making the bike control automatic, anticipation skills and there is a significant chunk which covers cycling through crossings and intersections, where cyclists are more vulnerable from vehicles passing from the rear.

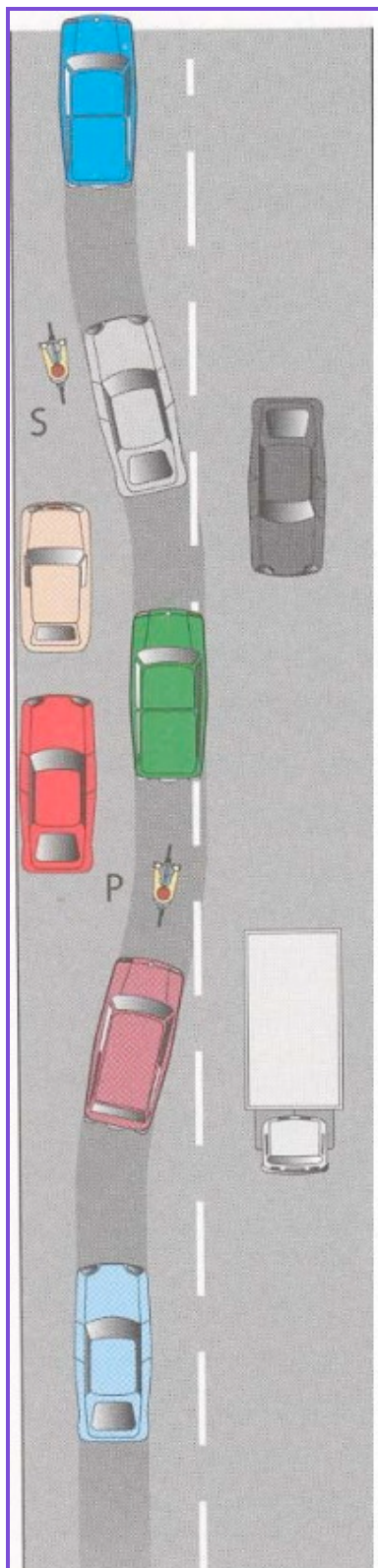
Franklin proposes 'road positioning' as a major safety strategy, with primary and secondary road positions. The Primary position is in the main line of traffic, giving the cyclists the better view and in the prime viewing attention of other road users, so your movements can be predicted. The secondary position about 1 metre to the left of moving traffic, but not closer than 0.5 to the edge of the road.

I found I was already doing a number of things the book recommends, but over the last weeks while reading the book I found myself more consciously thinking through how I was interacting with traffic, what line I was taking on the road and at intersections - particularly riding through the town centres at West Ryde and Lidcombe on my twice-weekly commute.

Succinct language and clear line illustrations make it an easy book to read. While there is no mention of magpies in the chapter on non-traffic hazards, there is no major shortfall as a UK-based book, despite minor differences in road rules and road design.

The book may be particularly useful for

- adults who want to increase their cycling for transport, even riding to the local shops may involve riding through a suburban town centre, which will mean having competent on-road skills
- parents teaching riding on the road skills to their children, or for older primary / junior high school children to read themselves
- cycling coaches, or those budding new riders particularly for the skills above riding around the car park, or bike path.



Standard Riding Positions
The moving traffic lane (shaded) meanders to pass the parked vehicles. Cyclist P is adopting the primary riding position, cyclist S the secondary riding position.

Related links (checkout cycle skills training materials mostly UK)

http://www.ctsb.org.uk/ctsb/national_standards.php

The UK National Standards for Cycle Training the full course content and examples of training materials can be downloaded for each level from this site. The government subsidised program in the UK is targeting school children – check out the section 'Delivering Bikeability'

<http://www.bikeability.org.uk/professionals/>.

For excellent skills training program / diagrams and self instruction materials produced by Devon Council in the UK

<http://www.devon.gov.uk/devonbikeabilityguide.pdf>

and

http://www.devon.gov.uk/index/transport/roads/road_safety/cyclists/fit2ride.htm

Australian: CycleSkill

http://www.scbtc.org.au/pdfs/NCAS_CycleSkill_Overview.pdf

Hawkesbury Valley Randonee 300

What an achievement!

By Lindsay E Harvey

Following a nasty, but self-inflicted injury from a fall, my enthusiasm to ride Chris Walshes' Hawkesbury Valley Randonee 300 was significantly dented, however suitable pressure was applied by Stuart DeLongride (nee DeJong) and Bruce McMillan to participate. Don't tell anyone, but a bit a subterfuge was required as I always get into trouble from the Chief when I go on an Audax 200km ride so I told the Chief I was doing an Audax Ride, omitting to mention the distance.

Slipped out of bed at 0300 hours as a 0400 hours start from Hornsby had been agreed as we did not think we could average much more than 22kmh on the bike and we wanted to finish before midnight!

Got underway about 0410 hours and very fast ride down the M2, M7 and M4 putting us at Springwood by 0700 hours. It was very cold especially at the start of the first climb at Lapstone. This is a steep ascent to Glenbrook but then it follows the railway line making it an easy cycle to Springwood.

The Hawkesbury Valley Road from Springwood down to Richmond is a cracker and as the sun had finally come up it was a delight to ride.

More delights were in store on the River Road that follows the Hawkesbury River from Lower Portland to Wisemans Ferry. Great ride and a beautiful Cafe about half way along. We knew if we stopped there we would never start again so kept going and finally reached Wiseman's Ferry. Why do you always find lousy food at these places when you need a good lift for the climb to Mangrove Mountain?

170km on the computer with a very long and difficult climb to Mangrove Mountain and Kulnura. Hated this section but when in the middle of nowhere, one has to keep going. Arrived at Kulnura General Store to a fantastic ham and salad sandwich and the worst/best cup of coffee - terrible coffee but nice and hot and it revived our bodies for the remaining 70km. We knew we would finish.

From Peats Ridge to Brooklyn was the first real test of my Nite Lite. This little light puts out as much light as a car headlight with the rechargeable battery that lasts 7 hours. It was a wonderful experience riding through the countryside at night actually being able to see the road. Did not think night riding could be so good.

Got the compulsory flat just after Peats Ridge and much to our surprise and pleasure, a car driver stopped and gave us the car headlight to change the tyre. Rolled into Hornsby Station needing a complete body replacement but amazed after my significant fall that I had done it so soon.

Great ride and thanks to Chris, Stuart and Bruce whose support was always there.

Cycling is Good for Health, But You Should Still Check Things Out

By Warwick Durant

I have cycled all my life, my dad was a professional cyclist so it was only natural that as soon as I could reach the pedals on my brothers old 24" Speedwell I was riding. That was about fifty years ago. Having experienced, to put it mildly, some health challenges from early 2002 (I'd rather not frighten you with the details), I reached a turning point in my recovery when a physio asked whether I could ride a bike because he felt it would be good for me. Hooray!

I made plans and was going to Parramatta Park to ride with my youngest bloke. He even came home a couple of days prior to my big adventure with a new bike he and his brother had bought me for the occasion. That was not to be, at that time, with further health challenges arising.

Nonetheless, we finally had our ride around 4 months later, a little tentative but a ride all the same. I gradually built up

fitness and confidence and then found Bike North. I saw an article about Bike North and the Olympic Park ride in the Telegraph. I went along to Meadowbank the next day and was blown away by the friendliness and enthusiasm of all participants. I had promised my wife I would mention my illnesses to the ride leader just to make them aware, although I was reluctant to do so in case they would not let me ride. The pace was really relaxed as there were quite a few people who had seen the article and attended for the first time.

I felt I had to keep my promise so at the first regroup I mentioned to the leader I had some medical issues but had been cleared to ride; further I knew my limitations and was responsible for my actions. I just rode along and noticed from time to time people would sidle up and ask how I was travelling, perhaps they were doing it to all the newbies but I felt reassured and comfortable.

I joined Bike North very soon after that and have been a regular participant on many rides since. I really enjoy the rides, the people and the people and did I mention the people.

My luck didn't quite hold out and in October last year a blood test showed an elevated PSA. A biopsy indicated there was no cancer but after various tests, and retests, and advice from the specialist not to ride, I was off the bike for another couple of months and counting. While I'm happy to be back in the saddle now, this latter health issue got me thinking whether there was any link between cycling and prostate complaints. I could not find any definite evidence linking the two and so asked the specialist who also said there was no link to prostate cancer, but that cycling can aggravate an inflamed prostate.

What I really want to promulgate is the message that it is important for men over 35 to have regular check ups and PSA tests. There are many good publications and web sites on the prostate. And while I wish the doctor had more clearly relayed his belief that my issue was not cancer, I probably would not have felt so compelled to write this and beg all male members to "be a man and see your doctor" and female members to encourage their husbands/partners get tested.

Epping Road and Gore Hill Cycleway – A User's View

Lindsay Harvey

Living in Naremburn it provides me with a link to the Lane Cove National Park and I now use it two to three times per week for training rides.

As a cyclist who dislikes shared paths with pedestrians, I find this cycleway a reasonable compromise, especially in terms of allowing access to the Lane Cove River Park in the mornings (when it is closed to cars). The ability to ride from home without being hassled by cars, trucks and buses far outweighs the negatives of a shared path.

There are a few traps along the way. Beware of the following:

1. Between Lane Cove and Centennial Road there is a lane way near the bus stop where cars block access and it is more difficult to see the cars traveling in a westward direction. One BN member reported running into a car on this section.
2. On the same section as above at the bus stop there is a light pole and a garden on the eastward side cycle path.
3. Beware of cars crossing the cycleway at the BP and Shell Garages with the Shell Garage in my view being more dangerous for cyclists as the cars are coming at speed and don't like to give way.
4. There can be a lot of pedestrian activity, especially along the Gore Hill and Artarmon sections of the cycleway. Speeds should be kept to 20kmh or less as one never knows what a pedestrian will do.
5. Be aware of pedestrian activity around the bus stops.

There are a few rough patches as light poles need to be moved and we hope this will happen before 2010.

Certain sections of the Bike Path can be taken at speed excess however your speed needs to take into account if there are other users on the path. Provided you can tolerate pedestrian style traffic lights, this is a big plus for the cycling community.

Carolyn and her Team at BN have done a great job for us but remember it has taken quite a few years and the attendance at many meetings to achieve this outcome.

Caution! What Can Happen to You on a Ride

There is no doubt that riding is great fun, whether for recreation or commuting. Certainly riding in groups or with mates is more enjoyable than plying the byways by yourself. But there is a serious side to riding of which we all need to be cognisant when riding with others - that's safety.

Over the last 6 months there have been five incidents on Bike North rides, from which we can all learn something. Three of these incidents have resulted in fairly serious injuries, including broken limbs. The recent incident whilst descending was a serious near miss that could have resulted in major injuries, or worse. These incidents are summarized below.

Ride Grade	Incident Type	Incident	Outcome	Key Factors
Hard	Injury	Rider fell descending Brooklyn Hill	Rider sustained extensive grading to buttocks and arms	Speed on descent
Easy	Injury	Rider 1 veered across path, forcing Rider 2 off course into rut and fell as she tried to regain her path	Rider 2 sustained broken wrist	Failure to follow straight path and not looking to rear
Med	Injury	Rider struck bollard whilst looking at and chatting to nearest rider	Rider sustained broken wrist	Lack of eyes on forward path
Med Hard	Near miss	Rider fell on head after breaking fast when riders in front stopped suddenly	All OK	Speed on sharp corner of cycleway
Med Hard	Near Miss	3 riders blocked road on steep descent to pick up fallen water bottle. Rider 4 veered to outside lane, but did not notice hill crest and oncoming truck	Near miss by rider 4 from a major incident by a few metres	Failure to look to rear. Speed on descent.

The Bike North Ride Protocols used by our ride leaders are aimed at reducing the chance of any incident. Historically, Bike North has very few incidents, so in our terms this could be described as a flood.

From a ride leader perspective, no one wants to have to deal with an incident, especially where a rider may be injured. The ride leaders go to great lengths to ensure that riders are made aware of aspects to watch out for and potential hazards to guard against. These issues are communicated at the briefing and often again enroute for all participants' safety.

Each ride participant has obligations and responsibilities in taking part in a Bike North ride. In short, the key aspects riders need to carry out are:

1. Arrive on time and listen attentively to the ride leader's briefing
2. Pay attention to hazards detailed by the ride leader and follow their guidance/ instructions.
3. Concentrate on the task at hand, including being aware of your position relative to other riders, your relative road position and the path ahead.
4. Communicate obstacles to following riders
5. Look across and behind you to check that the path is clear before veering off a straight course.
6. Descend hills with caution, particularly those where the surface is bumpy or there are sharp or blind corners. Speed is often a factor in injuries.
7. Whilst chatting is great, remember that you are in motion and need to concentrate on that task first.

If you would like to find out more about riding skills, take a look at the Bike North website

<http://www.bikenorth.org.au/cycling/skills/descending.php>

or ask a ride leader for our brochure "Information for Ride Participants" which summarises riding skills and techniques used on Bike North Rides. You are also more than welcome to view the Bike North Ride Protocols

http://www.bikenorth.org.au/cycling/rides/RideProtocols_2-8.pdf

which detail the way Bike North rides are conducted.

Mal Hart, BN Rides Coordinator

Calendar, December 2008 – January 2009

Note	Risk Warning	What to Bring	Ride Conditions
All ride participants are requested to arrive at least 15 minutes prior to the scheduled ride start time (to get ready / dressed, get bikes out of cars, check bikes and sign on) at the designated departure point.	As a participant in this dangerous recreational activity, you may be exposing yourself to a significant risk of harm. Bike North, the ride organisers and leaders wish to warn you of the risks and hazards that are an inherent part of cycling, and to take care to prevent putting yourself, your fellow participants and/or others into danger. By signing this form, you accept the warning as to risk, and you agree to ride in a safe and responsible manner and to obey all Australian Road Rules.	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
2/12/2008 Tuesday	Exec Meeting	<i>Grade:</i> none <i>Distance:</i> 1 <i>Contact:</i> <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
3/12/2008 Wednesday	Mirambeena Magic	<i>Grade:</i> Medium <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.
6/12/2008 Saturday	Akuna Bay Hare	<i>Grade:</i> Medium Hard <i>Distance:</i> 65 <i>Contact:</i> Richard Vagg 0402 637 534 <i>Starts at:</i> 07:30:00. Eastwood stn east. Med/hard ride through hilly terrain via Brown's Waterhole to Akuna bay for morning tea, all the while trying to catch the tortises
6/12/2008 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Contact:</i> Colin Lambert 0407 639 433 <i>Starts at:</i> 07:30:00. Meadowbank Wharf. Easy loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.
7/12/2008 Sunday	Luna - Kirribilli Commuter	<i>Grade:</i> Medium <i>Distance:</i> 40 <i>Contact:</i> Alan Corven 0414 538 977 <i>Starts at:</i> 08:30:00. Start Eastwood Station East Side. Learn the commute route to North Sydney/Milsons Point using the Epping Rd cycleway and other marked routes or enjoy a ride to harbour views. Some hills. Intermittent regrouping.
7/12/2008 Sunday	BN Christmas Party	<i>Grade:</i> Medium <i>Distance:</i> 15 <i>Contact:</i> <i>Starts at:</i> 11:30:00.
9/12/2008 Tuesday	Ryde - Hunters Hill Meeting	<i>Grade:</i> none <i>Distance:</i> 1 <i>Contact:</i> <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
13/12/2008 Saturday	A to C and Back	<i>Grade:</i> Medium <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.
13/12/2008 Saturday	City Sunset	<i>Grade:</i> Easy Medium <i>Distance:</i> 30 <i>Contact:</i> Joan Kerridge 99098925 <i>Starts at:</i> 18:00:00. St Leonards stn concourse. Easy / Med ride to Bradleys Head via Cammeray for BYO picnic dinner at sunset. Return via Mosman. BIKE LIGHTS ESSENTIAL.
13/12/2008 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Contact:</i> Alison Pryor 9874 2383 <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.
13/12/2008 Saturday	The Gorge and Berowra	<i>Grade:</i> Medium Hard <i>Distance:</i> 45 <i>Contact:</i> Evan Hawthorne 04 0960 6853 <i>Starts at:</i> 08:00:00. 'Hornsby Park opp Coronation St. Med/hard ride through Galston Gorge, rural Arcadia & on to scenic Berowra Waters. After coffee, ride via Berowra & Pac. Hwy to Hornsby '
14/12/2008 Sunday	West to Windsor	<i>Grade:</i> Medium Hard <i>Distance:</i> 90 <i>Contact:</i> Keith Griffin 0434 496 299 <i>Starts at:</i> 07:30:00. 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!

14/12/2008 Sunday	Concord for Cake	Grade: Easy Distance: 28 Contact: Debbie Edwards 9436 0969 Starts at: 07:30:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.
15/12/2008 Monday	Hornsby Area Meeting	Grade: none Distance: 1 Contact: Starts at: 19:00:00. 'Blue Gum Hotel, Hornsby. Hornsby Working Group meeting. '
17/12/2008 Wednesday	Triple S from Seaforth	Grade: Medium Distance: 35 Contact: Bob Chambers 9449 9112 Starts at: 08:30:00. Start at Seaforth (carpark at shops on Sydney Rd at roundabout). Cycle from Seaforth to Narrabeen and return via teh beaches to manly before before climbing back up to the start. Short dirt section and some hills.
20/12/2008 Saturday	The Big Loop	Grade: Medium Distance: 55 Contact: Malcolm Hart 9713 1994 Starts at: 07:30:00. Eastwood stn westside. Medium ride to M2, Winston Hills. Down to Parramatta for coffee. Return via M4 c/p to Meadowbank & uphill to Eastwood.
21/12/2008 Sunday	Rooty Hill Rendezvous	Grade: Medium Distance: 60 Contact: Fran Griffin 0414 187 427 Starts at: 07:30:00. Epping station, city side. Medium paced ride using M2, then M7 cycleway to Rooty Hill shops for coffee and return.
26/12/2008 Friday	Yacht Race Ride	Grade: Easy Medium Distance: 25 Contact: John Williams 0409 324 317 Starts at: 10:00:00. Artarmon station east. Easy, but hilly ride to Middle Head for a BYO picnic lunch and see the yachts heading to Hobart. Bring your sunscreen! Byo picnic lunch
27/12/2008 Saturday	Olympic Park Ride	Grade: Easy Distance: 25 Contact: Doug Stewart 9874 5594 Starts at: 09:00:00. Meadowbank Wharf. Easy loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.
28/12/2008 Sunday	Wood 2 Been and Back	Grade: Hard Distance: 76 Contact: Doug Stewart 9874 5594 Starts at: 07:00:00. Starts at Eastwood Station (east) for a brisk hilly ride via North Ryde, Pymble, Narrabeen Church Point, Turramurra, Eastwood. Early return with optional coffee at end.
3/1/2009 Saturday	Twilight on the Harbour	Grade: Medium Distance: 35 Contact: Joan Kerridge 99098925 Starts at: 17:00:00. St Leonards Stn concourse. Med ride to Manly & North Head for BYO picnic dinner at sunset. Ferry to Quay before returning to St Leonards via the Bridge. BIKE LIGHTS ESSENTIAL. BYO lights and picnic
3/1/2009 Saturday	Allambie Ride and Surf	Grade: Medium Distance: 40 Contact: Alan Corven 0414 538 977 Starts at: 08:00:00. St Leonards stn concourse. Med ride via Spit, Wakehurst Pkwy, down Allambie Hts to Manly for coffee and a swim (BYO towell & togs). Ret via Balgowlah cycle paths to start.
7/1/2009 Wednesday	Bays & Foreshores	Grade: Easy Medium Distance: 35 Contact: Bob Chambers 9449 9112 Starts at: 08:30:00. Meadowbank Wharf. Easy/medium ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.
10/1/2009 Saturday	Concord for Cake	Grade: Easy Distance: 28 Contact: Debbie Edwards 9436 0969 Starts at: 07:30:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.
10/1/2009 Saturday	Bobbo Banana	Grade: Medium Hard Distance: 55 Contact: Richard Vagg 0402 637 534 Starts at: 08:00:00. Eastwood stn west. Medium/hard ride to Bobbin Head via Kissing Point Rd and return.
11/1/2009 Sunday	A to C and Back	Grade: Medium Distance: 30 Contact: Graeme Edwards 9436 0969 Starts at: 07:30:00. Artarmon Stn east. Med, hilly ride to Balmoral and Middle Head. After coffee at Chowder Bay return to Artarmon.
17/1/2009 Saturday	City Boomerang	Grade: Medium Distance: 50 Contact: Alan Corven 0414 538 977 Starts at: 07:30:00. Start at Epping Station East Side. A medium paced ride to the city from NW Sydney using popular commute routes on both sides of the harbour. Few regroup, some traffic and hills.
17/1/2009 Saturday	Parramatta Park Parade	Grade: Easy Medium Distance: 35 Contact: Alison Pryor 9874 2383 Starts at: 08:00:00. Meadowbank Wharf. Easy/med ride along the PVC to Parramatta Park. Do a lap or two of the park before coffee, then return via M4 c/p.
18/1/2009 Sunday	Akuna Bay and Church Point	Grade: Hard Distance: 80 Contact: Doug Stewart 9874 5594 Starts at: 07:00:00. Eastwood Stn east. Hard, hilly ride via de Burghs Br, Pymble, Terrey Hills, Akuna Bay, Church Pt (coffee). Return via Turramurra. Brisk pace.
18/1/2009 Sunday	North Shore Multimode Tour	Grade: Medium Distance: 40 Contact: John Williams 0409 324 317 Starts at: 08:00:00. 'Turramurra Station. Medium ride via Mona Vale Rd, Forest Way, Oxford Falls, Wakehurst Pkwy, Burnt Bridge C'way, to Manly for Coffee. Ferry to Quay, ride over The Bridge to St. Leonards then train to Turramurra.'
21/1/2009 Wednesday	Western Wander	Grade: Medium Distance: 70 Contact: Bob Chambers 9449 9112 Starts at: 08:30:00. 'Meadowbank wharf. Medium but relaxed paced ride via M4 c/p & Rail Trail to explore Prospect's canal routes. Coffee at Abbotsbury.'
24/1/2009 Saturday	Further Beyond Barrenjoey	Grade: Hard Distance: 85 Contact: Peter Tuft 9144 1325 Starts at: 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. Call to confirm all details
24/1/2009	Beyond	Grade: Medium Hard Distance: 60 Contact: Robyn Tuft 9144 1325

Saturday	Barrenjoey	<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 Call to confirm all details
25/1/2009 Sunday	The Big Loop	<i>Grade:</i> Medium <i>Distance:</i> 55 <i>Contact:</i> Malcolm Hart 9713 1994 <i>Starts at:</i> 07:30:00. Eastwood stn westside. Medium ride to M2, Winston Hills. Down to Parramatta for coffee. Return via M4 c/p to Meadowbank & uphill to Eastwood.
31/1/2009 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Contact:</i> Doug Stewart 9874 5594 <i>Starts at:</i> 09:00:00. Meadowbank Wharf. Easy loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.
1/2/2009 Sunday	Northern Beaches and Back Roads	<i>Grade:</i> Medium Hard <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 coffee. Ferry to Quay then to Eastwood via Lane Cove NP and M2. Fit and experienced riders only.