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Bike for Life – Autumn 09 Program

By Alison Pryor

The initial programs of Bike for Life (B4L) have been for women through a Federal Government funded (Healthy Active Australia) grant. The aim being to increase women's participation in community cycling through a focus on basic bike skills and bike safety. Most of the riders in the March course, as well as the skills day, have been out on a couple of buddy rides with individual coaches and will now be joining in easy grade BN rides.

Bike North has gained a range of benefits through our involvement in Bike4Life:

- a bigger pool of community cycling coaches with practical coaching experience.
- experience in adapting the CycleSkill curriculum and delivering it in the real world.
- people management on the skills days – keeping 25 + participants happy and learning, particularly when adults concentrating on physical coordination get anxious.
- understanding the logistical, administrative and financial requirements of running community cycling courses.
- making connections in northern Sydney with Council parks/facilities managers for use of the venues.

Registrations are open for the next women's course in July in Willoughby. More information and registrations is on the BN web site – Bike for Life page <http://www.bikenorth.org.au/bike4life/>

BN executive and coaches will be looking at what form Bike4Life or other types of cycle skill sessions could be offered after July when the women's program grant comes to an end.

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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.



All the enthusiastic participants and coaches at the Bike for Life - Skills Day, Meadowbank in March

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From the President's Desk

by Graeme E.

This month there are three main areas of interest:

- City of Sydney City Talks 2009
- BNSW BUG Council
- Bike 4 Life Second Course

1. City of Sydney City Talks 2009

I was fortunate to be invited to attend the City of Sydney Talk on "Sustainable Streets". For once it felt good to be listening and talking about bikes, cycle-lanes, shared-user paths and multi-mode transport. Sydney City has definitely seen the light and if they achieve just half of what they plan it will be a huge boost to cycling in Sydney. The best part is that by teaming up with other inner-city councils they are proposing an integrated approach. Hopefully this will avoid cycle lanes that end at the Council boundary. Whilst most of this is on the south side, some of the north side is included so that is good for us. There is an (audio) pod cast of the talk on the City of Sydney web site, if you want to feel good about cycling's future (even if it is only for a little while): <http://www.cityofsydney.nsw.gov.au/podcasts/audio.asp>

2. BNSW BUG Council

The last BUG Council meeting was more about process than progress but we now have a few fundamental rules on how the BUG Council will run and there are some very good ideas that now have a platform to be aired and worked on. Progress is still slow but as the process kicks into place for the next meeting I expect the pace of activity to pick up. At this point I believe it is in BN's interest to be involved.

Bike 4 Life Second Course

The second B4L course was a success. Of the 33 that registered and paid we had 27 participate on the day. All the coaches performed very professionally, and given that for some it was their first experience at coaching the B4L material, the day went very well. The follow-up buddy rides have been progressing at a pace, so we can expect quite a few of the participants to complete the course on BN easy rides over the coming weeks.

Antarctic Mogels - New BN ride?

By Phil Burge



Cycling Xmas Day

Members may have noticed this picture on the web site a week or two ago. The picture was taken on Xmas day in Antarctica. Here's the story from my diary:

Xmas day found us intentionally wedged against the ice floe so that we could get off the ship and walk around on the ice. From the bridge I saw a leopard seal, poking his head out of a hole in the ice, stalking two penguins standing 5m back from the edge of the ice. The penguins were quite agitated, understandably so, each flapping their 'arms' and pointing their beaks at the seal as if to say 'Nah, Nah Ne Nah Nah, you can't get me!'. Couldn't get a photo - all happened too quickly.

Kapitan Gena 'docked' the ship so that the wind, blowing at 12m/s (about 24 knots), held the ship against the ice. The engine and propeller were kept ticking over at low revs to



Cycling Xmas Day

prevent the ice completely surrounding the ship. The message came over the PA that if you intended to walk more than two or three hundred metres from the ship that you should wear your life jacket (that we use in the zodiacs) just in case you break through the metre thick ice or inadvertently fall in the water. Unlikely, but just a precaution. We set off towards a nearby iceberg wedged in the ice stepping over cracks in the ice as we went, which was not a concern until we started to notice the ice moving up and down in front of us. Whilst the whole of the ice floe surrounding the mainland is floating, but generally held rigid by the freezing temperature, I thought better of continuing further and we returned the few hundred metres we had gone to loiter around the ship, take a few photos, and watch the antics of one of the Russians riding a push bike on the ice. Got some good photos to send to BikeNorth and show them the new bike route I had discovered

Descending faster = Slow down?!

By Kin-Yat Lo

I've been following riders down hills on recent BN rides and noticed that many riders could go faster if only they learnt to slow down. Huh?

Scenario

Here's a you-beaut downhill where your speeds hit upwards of 50km/h. There's a corner up ahead. You're leaning in to turn, but suddenly feels uncomfortable because - OH NO - the bike starts to drift wide, and panic sets in. Desperate to regain the correct line, the rider hits the brake levers and tries to turn tighter ...

Outcome 1: Phew! The bike wasn't so far off line and a bit of brake slows the bike down enough to bring it back on line. BUT ... you've been spooked by this and you keep dragging the brake through the rest of the corner, or you wouldn't think about pedalling again until the bike is upright and straight again. Meanwhile, your speed has slowed markedly and you're spending precious energy getting up to speed again ...

Outcome 2: Oops ... the bike keeps drifting off line. You eventually run wide enough to go into the loose stones gathering on the edge of the road whilst you're still leant over ... the front tyres loose grip and ... OUCH!!!!!!!

Why?

Every time I've observed one of these scenarios, I've always wanted to ask these riders ... WHY? Why have they allowed

themselves to spend so much effort on going much slower? And potentially getting into a dangerous situation which can so easily be prevented?

Any of the outcomes above could so easily be prevented if you break the corner up into six parts, and visualise how you are going to tackle each part:

- Assessment
- Getting Set
- Braking
- Corner Entry
- Apex
- Corner Exit

How?

The most important part is assessment, in the same way that you plan for any task. Ask yourself:

- Assessment
- Getting Set
- Braking
- Corner Entry
- Apex
- Corner Exit

I would say the scenarios described above are mainly caused by riders who made an error in their assessment. So before you get to a corner - look up, find the answers to those questions.

But always remember this golden rule. If you're not familiar with the road, go slow! Don't let the road surprise you - a lot of tight corners don't look tight at all from 50m back. This might be common sense but you'll be surprised how many riders forget this ...

Given that in a lot of cases we ride the same road many times over you will have a "library" of corners in your mind. Cornering then becomes pretty easy, it's just a matter of assessing whether road conditions have changed since your last ride and whether you felt you needed to change your approach to that particular corner.

Your assessment really determines the corner entry, which is the most crucial part of cornering and the one which I observe needs the most work. If you have already got a picture of the corner in your mind, it is time to talk about actual technique.

Before you do anything you have to get set - ie get into the right riding position. It means having your outside pedal down and weighted; shift into the gear you'll need on exiting the corner; balance your weight in the middle of the bike and keep your arms and shoulders relaxed.

Entering the corner at the correct speed is paramount to a safe descent. You'll need to familiarise yourself with these funny levers on your handlebars. Yes, the brakes! They're there to modulate your speed, so use them! You'll find that the most effective braking is when the bike is upright and in a straight line. You should do all your braking whilst you're still in a straight line and avoid dragging your brake through a corner - never mind trying to lose speed whilst turning.

Whilst we're on the subject, many riders have very little idea of how effective (or ineffective) their brakes are. One of the best ways to find out is to practice "emergency" braking. Find a flat and open area and try to stop as quickly as you can. In doing so, you'll recognise not only the stopping distances, but when each brake is at their most powerful - and, crucially, what the telltale signs of a brake lock-up are. Could you train your reflexes to instinctively squeeze the two levers with different power to prevent a lock-up from happening? And did the power of bicycle brakes surprise you? The ultimate braking capability of a bicycle is least equal to that of your average road car. Now you know how powerful those brakes are, it's time to put them to work.

But when should you brake? From my observations - earlier than you've been doing it! You'll find that on high speed descents, fractions of a second difference in squeezing the levers will make all the difference. How so? On many descents you're travelling up to 18 metres per second (65km/h), and if you're braking less than 50m before a corner that doesn't equate to much time.

If you slow down enough, you'll notice how stable your bike feels when you turn into the corner, even at what seems like a high speed. Sometimes the difference between staying on line and straying wide is only a few km/h in entry speed. See how important it is to enter the corner at a slow enough speed?

Back to the corner entry. Now that you've slowed down to a slow enough speed, you'll need to pick your line through the corner: pick a point on the road where you'll start to turn, pick the corner apex and then join the two dots, placing weight on your outside pedal.

Once you have the line chosen you have to stick to it. Turn where you say you are going to turn, and hit the apex exactly where you need to hit it and at the right angle (these two are vital). Your bike will stick to the right line if you're at a safe

speed, and if you already have the corner mapped out before you get there. It's very difficult to switch lines when you're in the middle of a corner or if you are going carrying too much speed.

Here it's vital to note that cornering technique is highly personal. Some people prefer to brake gently but early, others leave the braking until very late; some people turn into the corner earlier and some pick a line which maximises their exit speed. That's why it's not a good idea to follow what another rider is doing on a descent. You may not be comfortable doing what they're doing, and it's only through practice that you'll find your preferred technique. Again this sounds like common sense but ...

Personally, I prefer to ride in the way that racing drivers negotiate hairpin bends. Leaving my braking until late (an opportunity to practice braking); a slow entry speed; relatively late turn-in onto a tight radius until a late apex; with a very shallow radius onto the exit to maximise my exit speed. I don't know if this is the fastest way through a corner but it certainly feels the best to me.

Then there's the exit. As we're not racing this part isn't of major importance. The general idea is that you shouldn't fight the bike. Start pedalling only when you feel comfortable (and when you know you won't scrape your inside pedal). Did you remember to set your gear to match your exit speed?

Oh, did I mention practice? Try braking a little earlier, or turn in a little earlier, and see if it feels better. Take a note on how you feel and see if you can try something different next time. Try different lines and techniques each time you do a familiar descent.

Practice, practice, practice. In time you'll feel much more confident with corners, and you'll be amazed at the speed you've gained, too. But you can only achieve this if you first learn to slow down.

Be a Couch Potato

Playing a video game into the night - and car racing game at that - may appear to be the very antithesis of the cycling lifestyle, but I've found it to be the ultimate way of practising cornering and descending skills for cycling.

But how? Isn't sitting on the couch staring at a screen bad for you?

Not so. Video games are good because:

- You won't get hurt even if you go well over the limit,

- In fact you'll get used to handling a car at ten-tenths pace and learn all the signs that tell you you're going near, on, or over the limit. This skill is entirely transferable to your bike, where you don't go anywhere near the limit - I don't go beyond what feels like seven-tenths pace on a bicycle on a public road.
- There's a stopwatch to tell you exactly how much you improved or how much you have lost by making an error.
- You're in a controlled environment that you can restart and repeat at any time. Much easier to practice this way than to have to climb the hill again on your bike to do it! You can learn from your mistakes and practice for that "perfect" line around those corners, where replays or telemetry functions which quickly shows you the outcomes from different techniques.
- The faster speeds of a car improves your corner sighting and reflexes greatly. When you get used to pinpoint accuracy at over 100km/h you'll feel far more comfortable handling a bike well short of the limit at 50km/h.
- With rally games you can even get a huge variety of surfaces (mud, snow, tarmac, gravel) - each with its own characteristics; different cambers and corners which may be unsighted and require quick reflexes to avoid hitting those trees.
- As handling differs on ever-changing surfaces you'll learn to adapt quickly to different driving styles ... which is another transferable skill to your bike if you ever find the corner different from what you had visualised.

So, get practising!

Kind of Hilly - Albury to Cooma

By Robyn Tuft

On a lazy afternoon, sea-kayaking near Vancouver, our Canadian friends invited us to cycle the Pyrenees in September 09. It seemed like a good idea until we looked at the amount of climbing and long distances, day after day. We also wanted to be totally unsupported.

Before committing, Peter and I decided to have a test run. Now - where to find the biggest climb in Australia? The Alpine Way from Khancoban to Jindabyne of course!

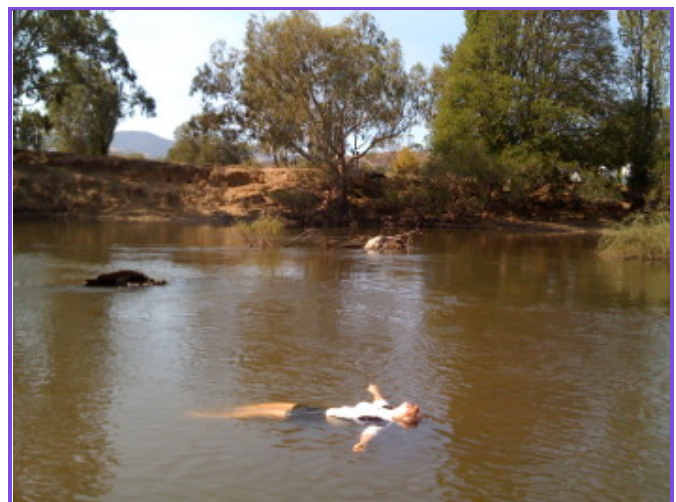
We managed to squeeze one change of clothes, fleece jacket, gortex jacket, windshell, warm gloves and beanie, toiletries, first aid kit, spare tubes and repair kit, iPod and credit card into a bum-bag and seat post bag - estimated total weight of 5 kg. Water and food we replenished to some extent along the way, except for the big day where we carried a block of soapy cheese, chocolate and health bars (total 400 g each).



At the top!

We caught the train to Albury, arriving at 4 am to tackle the task of reassembling the bikes on the station before breakfasting with our daughter. We then headed out of town and through undulating grazing land to the Hume Reservoir. The undulations amounted to 750m of climbing and together with the hot temperatures kept our average down to just over 20 kph. A couple of dips in the Murray (fully clothed) and some water begged from a road crew saved me from heat exhaustion! After 110 km we arrived at Jingellic, overlooking the river, where we were treated to a picnic dinner brought by our daughter. The next day to Khancoban turned out to be undulating (600m of climbing), but with beautiful views of the upper Murray the 70 km passed pleasantly.

Next day we were on the road by 7am and straight into a 700m climb to the top of Scammel Spur. The lookout just over the crest must be one of the best views in NSW, looking over to the Main Range. With the addition of windshells and windstopper gloves, we hurtled down the hill to Geehi rest area. A series of serious undulations saw us at Tom Groggin



Exhausted cyclist floating down the Murray



The Main Range from Scammel Spur

and the start of the "big hill". It was now after 12 and starting to warm up. We refilled water bottles from the Murray, with a prayer that the wombats had not been contaminating the water.

The gradient of the Alpine Way was quite variable, tending to be steeper towards the bottom, with 13-15% grades not uncommon. I am ashamed to say that I walked about 500m as the 15% went on and on. It was also important to use a different set of muscles! We seemed to climb at an average of 500m per hour, regardless of the gradient. Several rest stops later we reached Dead Horse Gap, which was somewhat chilly at 1600m altitude and windy. Then it was an exhilarating 'fang' down past Thredbo and into Jindabyne, punctuated by two short uphill. The tally for the day was 112 km and 2900m of climbing.

We finished the riding at Cooma, 65km further on. This was an important part of the test, as our planning for France involves 4 days of riding before a rest day. There was certainly some cumulative impact from the days before, not helped by a stiff headwind, lots of traffic and somewhat boring and familiar terrain. We arrived at lunch time, dropped the bikes at a trucking company for transport to Sydney and read and slept the afternoon away. Bus and train transport back to Sydney followed the next day.

The light gear was definitely a bonus and we had all we needed. We washed knicks, jersey and socks each night and on all but one, they were dry by morning. The one slightly damp start was quite bearable. Of course credit card cycling comes at a cost, but it is so nice not to set up camp and cook dinner after a full days exercise.

Well, the Pyrenees is estimated to be only twice as hard as this and three times as long - hence doable - but... am I stupid??

Why do new members join BN?

- "Because we are keen cyclists."
- "Because I want to support the advocacy work of bike north."
- "To keep fit and have some quality time with the family."
- "To get out and get some exercise."
- "Because I enjoy the Bike North rides."
- "Looking for social support as I get into cycling for the first time!"

Russ Webber - Winner Cycling Promotion Award 2008 (Honorary Category)

Congratulations from all of us at Bike North to Russ Webber, who was recently presented with the Cycling Promotion Award for 2008 in the Honorary Category. Russ been advocating for better cycling facilities on the lower North Shore over the last three decades. From the beginning he was a key worker in the North Shore Bicycle Group, one of the earliest bicycle groups to be affiliated with what was then the Bicycle Institute of New South Wales. He served for many years on the Bicycle NSW Board and as President of the North Shore Bicycle Group. Over those years he has applied vision, passion, tenacity, attention to detail and extensive knowledge to a range of cycling projects and in the process established a solid foundation for on-going cycling advocacy on the lower North Shore. Also a Bike North member, he now works in partnership with the local Bike North advocates.

Russ' more recent passion has been to advocate for the fulfilment of his dream - the HarbourLink project. His proposal for an elevated, easy grade path from the Sydney Harbour Bridge Cycleway at Milsons Point connecting to Falcon St, North Sydney caught the imagination of North Sydney Council who now continue to champion it, and are seeking the necessary funding to make it so.

Russ's award brings to three the number of these national Cycling Promotion Awards won by Bike North members since their inception in 2002.

Audax Flecche Opperman Event

Sydney 28 March 2009

By Lindsay Harvey

Four years ago I was inspired to do the Bike North Century Challenge. I had never ridden more than 90km in a day before, but inspired by two other members from McCarrs Creek Cycling Club (MCCC), Stuart and Sarah "DeLongride", Team McCarrs Creek Cycling entered a Team for the 160km event.

It was terrific, I was very tired at the finish, but it gave me a great taste of longer distance cycling, so I joined Audax. The latest leg of this journey was completing the "Oppy" (372km) in March 2009.

All of this due to the enthusiasm and encouragement of Doug Stewart. The Opperman All Day Trial is an annual event, for teams of three to five bicycles and is held over 24 hours. The course and distance are chosen by each team and must be at least 360km long and finish at a designated location in each state. The Fleche Opperman All Day Trial event is modelled on the Fleche Velocio event, which is held every year in France and began by the Patron Saint of Cyclists, Velocio.

How does it work?

You get together with some friends and/or family (it helps if you are all slightly insane) and tell them what a great challenge you've found. Sit down and work out a route which does not cover the same road twice in the same direction, and allows you to finish at Parramatta Park. (In Victoria it finishes at the birth place of Oppy, Rochester). The route, going by the map, must be at least 360km - there is no upper limit. Calculate where you want some rest stops - these will be your controls where your support team (if you have one) can meet you and provide you with food/water/support. You are permitted to sleep, if you have spare time, but you must ride a minimum distance of 25km in the last 2 hours of the event - i.e. you can't ride your total distance straight to the finish and be early. All teams finish roughly between 8am and 9am on the Sunday morning, and then partake in a communal breakfast and exchange stories of hardship.

The Planning

I always have a great deal of difficulty getting permission from "The Chief" to ride long distances. Every time a long ride of 200km or more is put forward for approval, the response is "you are mad", or "why would anyone in their right mind do this?"

As I get close to 200km through the ride these responses seem perfectly rational to me and I do wonder what inspired me to take the challenge. I always seem to have a bad period where I imagine leaving the ride and catching a train back to a wonderful hot bath. Whilst I admit not having completed a number of 200km brevets, it's been due to gear failure or concerns about my health, not because I gave up for the comfort of home.

Wok (Warwick McAlpine who is also Choir Master for the McCarrs Creek Cycling Club) was keen to give the Oppy a go and his enthusiasm was such that Stuart DeLongride (nee DeJong ex MCCC Cultural Director and MCCC Fines Arbitrator), Bruce McMillan (MCCC Treasurer and Guardian of the free Coffees at Bonds) and myself (MCCC Team Captain and Newsletter Editor) teamed up for our first attempt. (Stuart was sacked as the MCCC Cultural Director when he asked "who is Buddy?")

here were so many emails and so much planning and strategy that we almost brought cyberspace to its knees. Howard Dove and Bec Moreton who had been riding all these insane 1000 km rides gave us heaps of encouragement by advising that we had not put in enough training. In the event we proved them wrong by being first back to Parramatta at 0850 hours, averaging 24.7kmh for 372.57kms with total climbing of 2,698 metres.

The Start - Day 1 Saturday 29 March 2009

The 0900 hours start was a blessing as we could sleep in and have an easy start to the day. Hornsby to Kulnura was just a breeze with the added benefit of knowing it was downhill all the way to Wiseman's Ferry. The only question is why is the Coffee at the Kulnura Store so terrible? The Waratah's Vets team arrived at Kulnura just as we were leaving. It was great consolation to know there were other crazy cyclists doing this as well.

At Wiseman's Ferry the food remained terrible but we were rewarded with a delightful ride along River Road to the Sackville Ferry. After the Ferry crossing we passed Bec's Team heading in the direction we had just come from.

We arrived at Windsor well ahead of schedule to find this delightful shopping mall completely closed. This did not trouble us too much as Pete Velodrome Flinn (Track Manager MCCC - although most MCCC members have never been to a Velodrome) was meeting us at Emu Plains with food and drink.

After reaching Richmond and turning onto Castlereagh Road, we realised that we must be in a marginal electorate. What a

Road! Brand new with an excellent cycling lane. Reminded me of the wonderful cycling on Victorian roads. Our pace under Captain Wok picked up.

It must be said that Wok was just wonderful as Captain. Never left anyone behind, made sure we were all alright and when the opportunity arose he set the speed so that the weaker riders (mainly me) could keep up.

Our first dinner alongside the Nepean River at dusk with over 200km on the clock could not have been better. After Stuart had fallen off his bike, for reasons known only to Stuart, we then headed for the M4 so we could cycle to Drummoyne for our second dinner and our sleep-over at Wok's. We were only abused by four motorists on this section, so we felt well ahead on points.

Wok had cooked Lasagna and baked potatoes with red wine making it all seem terrific.

Day 2 - Sunday 29 March

0315 hours I was woken up and told we had to leave. Now I realised the Chief was right.

Being over 50 years old I don't visit the city "hot spots" and was amazed to encounter so much car and pedestrian traffic in the city on the way to La Perouse. It seemed seedy and unsafe with pubs and bars still open and so many people about that it was a relief when we arrived at Anzac Parade.

Going to La Perouse at 0500 hours was a beautiful experience but as we headed to the airport road past Port Botany Container Terminal, I was very tempted to go home to bed. Suddenly I realised I had ridden close to 300km without a "bad spot" and this cheered me up and kept me on target.

Riding under the airport tunnel for the first time was an 'experience', best done early in the morning, but conditions got better. The early morning cyclists were now starting to ride and this added a feeling of comfort to the ride.

Stuart needed a break. For some unknown reason we then stopped at a Shell Garage for refreshments when we could have stopped at McDonalds. Stuart had a Red Bull but I could not come at a Red Bull at six in the morning. This was probably a mistake as I did need something to kick me along.

After reaching Kurnell the last part of the ride was a series of climbs and whereas on Saturday I still seem to have some climbing gears left over, I was now wishing for a triple.

We rode to Sutherland, then the Woorna Bridge and over another Bridge because someone had put a river in the way. This was slow for me as my legs did not want to climb anymore but Wok kept up the momentum and announced

0800 had arrived and we could enter Parramatta Park. This was great news but we still had some 20 km left to go and I was starting to worry that we would not make it.

Bruce got a slow leak in the front tyre and we did not have time to change it and make Parramatta Park before 0900 hours. This almost resulted in two falls from the bike and did sap Bruce's confidence a little.

Suddenly we were over Silverwater Bridge with Parramatta in sight. It was then I remembered that I had ordered the Big Breakfast and my legs turned the cranks with new enthusiasm.

There was one last obstacle before reaching the finish line. There is a very small hill of about 20 meters with a gradient of 3% at the beginning of the Parramatta Park circuit. The only thing stopping me from getting off the bike and pushing it up the hill was that I had not done that for any of the ride.

We came into the finish line expecting to be cheered on by all the other teams, only to find we were first home. Pete Velodrome Flinn, Colin Burns (Bike Weight Manager MCCC) and Young Geoff Ermington gave us a cheer as we crossed the finish line four abreast posing for the Sydney Morning Herald Photographer (who was not there!). The most important thing was to establish we were at the right place for the big breakfast.

Then Bec's Team arrived and this great feeling of joy came over me as we welcomed the other riders and congratulated them for their efforts.

Chris Walsh, the NSW Audax President, arranged this fabulous big breakfast and we listened to the stories of each team's experiences, finishing off an excellent adventure.

Bike North Advocacy - what's up?

In March our working groups met, and BN contributed to the Willoughby and Ryde Council Bicycle Committees. We were also involved in a number of Promotional Events:

- North Sydney Climate Change Challenge Launch
- Ryde Youth Week Event
- Willoughby Earth Hour Festival

In the coming months, we will be at the St Ives Fair on the 2nd & 3rd of May, and working groups will be meeting on:

- 14/4 Ryde/Hunters Hill
- 14/4 Ku-ring-gai
- 20/4 Hornsby
- 28/4 Willoughby

Bike 4 Life (our Healthy Active Australia Grant project)

- The series 2 skills day was run on 24 March and was a very successful day. The Buddy rides are well under-way.
- The third series is scheduled for 19 July, and we already have around 10 registrations.

Current Projects:

Cammeray Warringah Freeway Bus Layover Project

- BNSW has given support in principle for this project but its not a good deal for cycling.
- The opportunity to progress the extra section of the SHB to Naremburn path is being denied - a letter has gone to the Minister for Roads about this issue. The response was promising but progress is dependent on Federal Government funding. We are now promoting the issues more broadly as that the project is being discussed by Councils and local residents.

Federal Funding Opportunities

- The Regional and Local Community Infrastructure Program has been reopened but it has limitations on usefulness for cycleways - it appears to be more recreational paths through parks.
- \$40m promised for bike paths appears to be under the 'Job Creation' umbrella for Councils, and no information as to how this is to be allocated is available. (update: funding opened on 21 April)
- There may be potential for consideration for larger projects under Infrastructure Australia.

Super Tuesday

- This Bike Victoria initiative proved very popular in the City of Sydney with many helpers. Many thanks to the five people who directed their donation to Bike North!
- Bike Victoria are coming to Sydney soon to discuss broadening the counting locations next year. Bike North is promoting this opportunity with our local Councils

Working Groups news

Ryde / Hunters Hill

A detailed submission has been sent to Ryde Council proposing cycling priorities for the next three years focussing on:

- Priority locations: primarily in the Macquarie Park employment area.
 1. Marking and promoting existing routes
 2. Building missing path sections
 3. Providing wide coverage before infilling
 4. Focussing on uphill sections as priority
 5. Focussing on safe designs particularly in off road paths
- On 9 March there was an extra-ordinary meeting of the Ryde Council Bicycle Advisory Committee to discuss projects to be included in the Draft Management Plan. Feedback from BN, Optus and Macquarie Uni were all taken on board in the best consultation that we've had. Council is proposing to spend \$300k to \$400k per year over the next 5 years!! Of particular interest was the improved options on the (already approved) NSW Govt 'Sharing Sydney Harbour Access' grant for the Delange Road route. Council was asked to cost new routes.
- The Ryde-Hunters Hill Working group met to discuss a range of items, in particular the missing path at Ermington, which is being followed up by the Parramatta advocates in both BN and CamWest.
- Additional feedback has been provided to the TIDC Epping-Chatswood Rail Link Station Access Management Plan. We included our previous submission and raised dozens of actions under five headings:
 1. Documents not referred to which contain relevant information.
 2. Concerns about bike parking.
 3. Concerns about Station access.
 4. The Bike Maps in the draft report need to be amended.
 5. Promote bicycle access to the stations.

North Sydney

- The Bike Plan is being developed by a consultant. We have been invited to attend a meeting after the Bike/Ped meeting to give feedback into the initial work. It is likely to go on public exhibition in June 09.
- HarbourLink: Rumour is that the NSW Govt is being asked by the Federal Govt to come up with a design for an 'iconic' project and HarbourLink seems to be the one which is taking the imagination. Nothing is in writing as yet.

Ku-ring-gai

- Council appears willing to produce a cycling in Ku-ring-gai brochure. BN has been asked to provide photos, a marked up LGA map showing Built, not-built and proposed cycle routes for incorporation into brochure.
- Tuft & Chambers toured LGA with Council Officers and viewed the KPR, "Horton" route Gordon - Chatswood, Pentecost/Eastern Rd /Billyard route to Waitara plus other routes. The Council appears keen to fund marking and signage of on-road routes.
- Council again stressed that there would be no significant funding other than for the upgrade of the bank over the creek on Lady Game drive, which will provide a cycleway. As the Operations Director is now responsible for Parks - vegetation on bike routes needs to be advised to so we can put forward a request for Parks to trim.
- The Boomerang St resurfacing imminent - BN has been asked to provide recommendations for cycle marking & signage.

Lane Cove

- The Lane Cove Bicycle Plan went to Council on Monday 6 April. Adoption has been deferred a month to allow Councillors time to review the submissions.

Willoughby

- We had a successful stall at the Earth Hour Festival.
- Version 3 of the "Commuting to Chatswood" bike map has now been issued by Council.
- Planning is underway for a 'Bike Week' event on Sunday 4 October (note this will not be a Spring Festival event).

Calendar, June 2009 – July 2009

This month we have a number of new Easy/ Easy Medium rides from some of our newer ride leaders. Alison will put on Shrimpton's Creek Cruise (13th June) to show people around some of the on-road cycle routes around Eastwood, Denistone and Ryde, leading back for coffee along the Shrimpton's Creek Cycleway.

Darryn has a new ride for easier riders from Carlingford down to Olympic Park (Carlingford Rail - 8th June & 19th July) using quieter roads and cycleways with a train ride back up the hill, so that you can save yourself for future efforts.

Alister has two new rides. Firstly he has created a commute ride to show riders the route options to ride from Gladesville to the City (14th June). This will be held on a quieter traffic day on the weekend and at a slower pace. Come along and see how easy commuting can be with a practice run. Secondly, Alister is creating the opportunity for those with way too many bikes to bring them along for a spin around Olympic Park (Bents and Folders Ride - 25th July). So get those unusual bikes that do (or in most cases) don't see much action. Perhaps other riders may like to come along and have a go!

Ian has cast an older ride in a shorter form, taking in the fantastic features and views of the bays and foreshores of the lower north shore and inner west (Bays and Bridges - 11th July). Let's of course not forget to marvel at the the great structural engineering and design of Sydney's best bridges.

Lastly, it's coming up for whale-watch season. So head out to Botany Bay with Eric (Whale of a Time - 7th June) if you want to catch a glimpse of these giants of the sea.

Note	Risk Warning	What to Bring	Ride Conditions
All ride participants are requested to arrive at least 15 minutes prior to the scheduled ride start time (to get ready / dressed, get bikes out of cars, check bikes and sign on) at the designated departure point.	As a participant in this dangerous recreational activity, you may be exposing yourself to a significant risk of harm. Bike North, the ride organisers and leaders wish to warn you of the risks and hazards that are an inherent part of cycling, and to take care to prevent putting yourself, your fellow participants and/or others into danger. By signing this form, you accept the warning as to risk, and you agree to ride in a safe and responsible manner and to obey all Australian Road Rules. Adult carers must sign this waiver for any riders under 16 yrs of age.	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 tubes For night rides, have lights fitted with batteries charged for at least 4 hrs of riding.	The rides are graded Easy, Easy-Medium, Medium, Medium-Hard or Hard depending on factors such as terrain, pace, traffic level and number of regroup points. Differences between grades can mean significant additional physical and riding capability is required by riders. Conditions can vary unexpectedly on a ride due to weather conditions. Please choose a ride that is suitable to your own fitness level and riding experience. Please always check with the ride leader before coming on a ride that you haven't done before or if you are tackling a ride at a harder grade than you would normally do.

Date	Ride	Information
2/6/2009 Tuesday	BN Executive Meeting	<i>Contact:</i> info@bikenorth.org.au <i>Starts at:</i> 19:30:00. . All members welcome to attend our monthly Executive meetings. The venue is School of Arts Community Centre Hall Meeting Room 201 Cox's Road North Ryde. Walk down the walkway between the Community Centre and the Commonwealth Bank - the meeting room is part way along the right hand side of the building and up the 2nd ramp. Come and see how Bike North is run. Enjoy the fun of the meeting, and get a feel for what goes on behind the scenes.
6/6/2009 Saturday	Hawkesbury Ferry Cruise	<i>Grade:</i> Medium <i>Distance:</i> 40 <i>Pace:</i> relaxed pace <i>Contact:</i> Peter Tuft 9144 1325 <i>Starts at:</i> 09:00:00. Lower Portland ferry (east). A riverbank ride with 2 ferry crossings & 1 walk-up hill. Dirt roads, hybrid & MTB only.
6/6/2009 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Pace:</i> slow spin pace <i>Contact:</i> Alison Pryor 9874 2383 <i>Starts at:</i> 08:30:00. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.
7/6/2009 Sunday	Meadowbank to Bobbo	<i>Grade:</i> Medium <i>Distance:</i> 50 <i>Pace:</i> moderate pace <i>Contact:</i> Malcolm Hart 9713 1994 <i>Starts at:</i> 08:00:00. Meadowbank Wharf. Hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.
7/6/2009 Sunday	Whale of a Time	<i>Grade:</i> Medium <i>Distance:</i> 60 <i>Pace:</i> relaxed pace <i>Contact:</i> Eric Middleton 99582546 <i>Starts at:</i> 07:30:00. Bestic St car park, Brighton-le-sands. Brighton-le-sands over Capt Cook Bridge to Kurnell and Cape Solander. Wend our way round to Cronulla, returning a similar way. Refuelling stop included.
8/6/2009 Monday	Cowan Calga	<i>Grade:</i> Medium Hard <i>Distance:</i> 52 <i>Pace:</i> brisk pace <i>Contact:</i> Alan Corven 0414 538 977 <i>Starts at:</i> 08:00:00. special start Hornsby Park, opposite Coronation St, near pool. Ride through magnificent

Hawkesbury River valley on quiet roads. Return with a stop for coffee. Hornsby start and finish which adds around 40kms to the trip (around 90kms total)

8/6/2009 Monday	Carlingford Rail	<i>Grade:</i> Easy Medium <i>Distance:</i> 20 <i>Pace:</i> gentle pace <i>Contact:</i> Darryn Capes-Davis 0406 380 862 <i>Starts at:</i> 09:00:00. Carlingford Station. Ride from Carlingford Station to Parramatta Park via Oatlands. Return via Rydalmere following Carlingford railway line back to Carlingford Station
9/6/2009 Tuesday	Ryde Hunters Hill Meeting	<i>Contact:</i> ryde@bikenorth.org.au <i>Starts at:</i> 19:30:00. . Advocacy at work. Good tea and coffee. Good company. A meeting for cyclists in the Ryde area is held on the second Tuesday of each month. If you have something to say, something to ask for, want to help, or just want updates, come along. Join in to "make cycling better" in Ryde. All welcome. Venue : Eastwood Women's Rest Centre, Hillview Rd Eastwood. (Near the station and just behind the Library.)
9/6/2009 Tuesday	Ku-ring-gai Working Group meeting	<i>Contact:</i> Bob Chambers, 9449 9112 <i>Starts at:</i> 19:30:00. . venue is 9 Greenhill Crescent St Ives. All Bike North members welcome, esp. those who live or work in Ku-ring-gai.
9/6/2009 Tuesday	Mirambeena Magic	<i>Grade:</i> Medium <i>Distance:</i> 72 <i>Pace:</i> relaxed pace <i>Contact:</i> Bob Chambers 9449 9112 <i>Starts at:</i> 08:30:00. Meadowbank Wharf. Head west along the PVC and the M4 cycleway (under M4) to visit the picturesque lakes of Mirambeena Regional Park at Lansdowne and on to Liverpool Plaza Bring Morning Tea for a stop by one of the Lakes.
13/6/2009 Saturday	The Gorge and Berowra	<i>Grade:</i> Medium Hard <i>Distance:</i> 45 <i>Pace:</i> moderate pace <i>Contact:</i> Darryn Capes-Davis 0406 380 862 <i>Starts at:</i> 08:00:00. Hornsby Park, opposite Coronation St, near pool. Ride through Galston Gorge, rural Arcadia & on to scenic Berowra Waters. After coffee, ride via Berowra & Pac. Hwy to Hornsby
13/6/2009 Saturday	Shrimptons Creek Cruise	<i>Grade:</i> Easy <i>Distance:</i> 15 <i>Pace:</i> gentle pace <i>Contact:</i> Alison Pryor 9874 2383 <i>Starts at:</i> 08:30:00. Waterloo Park, Marsfield (Trafalgar Place). Start Carpark of Waterloo Park / Trafalga Place Shops (Marsfield). On road cycle lanes and local streets to the Ryde lookout at Denistone Park, return on the Shrimpton's Creek cycle path and through Macquarie Uni. Coffee at end.
14/6/2009 Sunday	Gladesville to City Commute	<i>Grade:</i> Easy Medium <i>Distance:</i> 27 <i>Pace:</i> gentle pace <i>Contact:</i> Alister Sharp 9879 3664 <i>Starts at:</i> 09:00:00. Monash park, cnr Westminster Rd and Ryde Rd. Learn the commute route into the City from Gladesville
14/6/2009 Sunday	Brooklyn Brunch	<i>Grade:</i> Hard <i>Distance:</i> 90 <i>Pace:</i> brisk pace <i>Contact:</i> Doug Stewart 9874 5594 <i>Starts at:</i> 07:30:00. Eastwood Station, East side. Ride Bobbin Head, then Brooklyn for brunch. Return via Hornsby & Turramurra. Fit, experienced riders only.
16/6/2009 Tuesday	North Sydney Working Group	<i>Contact:</i> Caroline Minogue north_sydney@bikenorth.org.au <i>Starts at:</i> 19:00:00. . Geddes Room, North Sydney Council. All Bike North members welcome.
16/6/2009 Tuesday	Hornsby Working Group	<i>Contact:</i> hornsby@bikenorth.org.au <i>Starts at:</i> 19:00:00. . All Bike North members welcome, esp if you live in Hornsby Shire venue: Blue Gum Hotel, Hornsby. Hornsby Working Group meeting.
20/6/2009 Saturday	Akuna Bay and Church Point	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> fast pace <i>Contact:</i> Richard Vagg 0402 637 534 <i>Starts at:</i> 07:30:00. Eastwood Station, East side. Ride via de Burghs Br, Pymble, Terrey Hills, Akuna Bay, Church Pt (coffee). Return via Turramurra. Fast pace.
20/6/2009 Saturday	Meadowbank to Bobbo	<i>Grade:</i> Medium <i>Distance:</i> 50 <i>Pace:</i> special pace relaxed <i>Contact:</i> Leigh Gibbens 9484-4093 <i>Starts at:</i> 08:00:00. special start Eastwood Station, East side. Hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.
21/6/2009 Sunday	The Big Loop	<i>Grade:</i> Medium <i>Distance:</i> 55 <i>Pace:</i> moderate pace <i>Contact:</i> Malcolm Hart 9713 1994 <i>Starts at:</i> 08:00:00. Eastwood Station, West side. Ride to M2, Winston Hills. Down to Parramatta for coffee. Return via M4 c/p to Meadowbank & uphill to Eastwood.
21/6/2009 Sunday	Buon Appetito	<i>Grade:</i> Easy Medium <i>Distance:</i> 30 <i>Pace:</i> gentle pace <i>Contact:</i> Joan Kerridge 99098925 <i>Starts at:</i> 08:30:00. special start St Thomas Rest Park, West St, Crows Nest. Ride gently across 3 bridges to Leichhardt for coffee. Enjoy a loop around Blackwattle Bay on the return trip.
23/6/2009 Tuesday	Akuna Bay Tortoise	<i>Grade:</i> Medium <i>Distance:</i> 55 <i>Pace:</i> relaxed pace <i>Contact:</i> Bob Chambers 9449 9112 <i>Starts at:</i> 07:30:00. St Ives. Loop to Akuna Bay for coffee, then tackle the two big hills to work off morning tea.
27/6/2009 Saturday	Beyond Barrenjoey	<i>Grade:</i> Medium Hard <i>Distance:</i> 60 <i>Pace:</i> relaxed pace <i>Contact:</i> Robyn Tuft 9144 1325 <i>Starts at:</i> 00:00:00. Turramurra Station, East side. Ride via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare. Train from Woy Woy. Some hills, small dirtroad section, relaxed pace. Call to confirm Call to confirm
27/6/2009 Saturday	A to C and Back	<i>Grade:</i> Medium <i>Distance:</i> 30 <i>Pace:</i> relaxed pace <i>Contact:</i> Graeme Edwards 9436 0969 <i>Starts at:</i> 08:00:00. Artarmon Station, East side. Hilly ride to Balmoral and Middle Head. After coffee at Chowder Bay return to Artarmon.
27/6/2009 Saturday	Further Beyond Barrenjoey	<i>Grade:</i> Hard <i>Distance:</i> 85 <i>Pace:</i> fast pace <i>Contact:</i> Peter Tuft 9144 1325 <i>Starts at:</i> 00:00:00. Turramurra Station, East side. Ride via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare, Gosford and Brisbane Water. Train from Woy Woy. Call to confirm. Call to confirm
28/6/2009	Concord for	<i>Grade:</i> Easy <i>Distance:</i> 28 <i>Pace:</i> gentle pace <i>Contact:</i> Debbie Edwards 9436 0969

Sunday	Cake	<i>Starts at:</i> 08:00:00. Meadowbank Wharf. Ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.
28/6/2009 Sunday	Bank 2 Been	<i>Grade:</i> Hard <i>Distance:</i> 87 <i>Pace:</i> brisk pace <i>Contact:</i> Peter Wilde 0411 102 671 <i>Starts at:</i> 07:30:00. Meadowbank Wharf. An excellent ride for fitness. We travel some main roads early in the ride when the traffic is a little easier. With some long but not steep uphill and great downhill this ride provides a chance to ride with the group.
28/6/2009 Sunday	Triple S Ride	<i>Grade:</i> Medium <i>Distance:</i> 55 <i>Pace:</i> gentle pace <i>Contact:</i> Ian Meller 0419 621 848 <i>Starts at:</i> 08:00:00. St Leonards Station. Cycle North Shore bike routes to Spit Bridge Seaforth, Narrabeen, Manly and ferry to city before returning. Short dirt section and some hills. Main ride will return via Spit to St Leonards. Option to leave ride at Manly and return via ferry.
30/6/2009 Tuesday	Willoughby Working Group	<i>Contact:</i> willoughby@bikenorth.org.au <i>Starts at:</i> 19:30:00. . 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
4/7/2009 Saturday	Breakfast Point Punt	<i>Grade:</i> Easy <i>Distance:</i> 17 <i>Pace:</i> gentle pace <i>Contact:</i> Darryn Capes-Davis 0406 380 862 <i>Starts at:</i> 09:00:00. Meadowbank Wharf. Cross Parramatta river on John Whitton Bridge , ride through Rhodes and Concord West through to Cabarita Ferry Wharf then Breakfast Point for coffee. Cross the river on the Putney Punt and return to Meadowbank on the riverfront route.
4/7/2009 Saturday	Pie in the Sky (Extended Version)	<i>Grade:</i> Medium <i>Distance:</i> 46 <i>Pace:</i> special pace brisk <i>Contact:</i> Alan Corven 0414 538 977 <i>Starts at:</i> 08:00:00. Hornsby Park, opposite Coronation St, near pool. Ride along the old Pacific Highway to the caf' overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.
5/7/2009 Sunday	West to Windsor	<i>Grade:</i> Medium Hard <i>Distance:</i> 90 <i>Pace:</i> fast pace <i>Contact:</i> Malcolm Hart 9713 1994 <i>Starts at:</i> 07:30:00. SW cnr Pennant Hills Rd and M2 (for parking tips call us).. Ride 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!
5/7/2009 Sunday	Manly Dam Picnic Ride	<i>Grade:</i> Medium <i>Distance:</i> 40 <i>Pace:</i> gentle pace <i>Contact:</i> Joan Kerridge 99098925 <i>Starts at:</i> 10:00:00. special start St Thomas Rest Park, West St , Crows Nest. Ride via Spit, Wakehurst Pkwy, down Allambie Hts to Manly Dam for BYO picnic. Ret via Balgowlah for coffee before returning to start.
7/7/2009 Tuesday	BN Executive Meeting	<i>Contact:</i> info@bikenorth.org.au <i>Starts at:</i> 19:30:00. . All members welcome to attend our monthly Executive meetings. The venue is School of Arts Community Centre Hall Meeting Room 201 Cox's Road North Ryde. Walk down the walkway between the Community Centre and the Commonwealth Bank - the meeting room is part way along the right hand side of the building and up the 2nd ramp. Come and see how Bike North is run. Enjoy the fun of the meeting, and get a feel for what goes on behind the scenes.
7/7/2009 Tuesday	Triple S from Seaforth	<i>Grade:</i> Medium <i>Distance:</i> 35 <i>Pace:</i> special pace relaxed <i>Contact:</i> Bob Chambers 9449 9112 <i>Starts at:</i> 07:30:00. 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. Bring a snack
11/7/2009 Saturday	Brooklyn Brunch	<i>Grade:</i> Hard <i>Distance:</i> 90 <i>Pace:</i> special pace relaxed <i>Contact:</i> Darryn Capes-Davis 0406 380 862 <i>Starts at:</i> 07:30:00. Eastwood Station, East side. Ride Bobbin Head, then Brooklyn for brunch. Return via Hornsby & Turramurra. Fit, experienced riders only. Riders wanting to do a 50km relaxed ride can leave the ride at Brooklyn and catch the train home. Trains every hour at 37 mins past the hour. Suggest 11:37 train getting back to Eastwood at 12:15pm. Note: At the relaxed pace the full ride, including stops, will take about 6-7 hours getting us back to Eastwood mid afternoon.
11/7/2009 Saturday	Bays and Bridges	<i>Grade:</i> Easy Medium <i>Distance:</i> 45 <i>Pace:</i> gentle pace <i>Contact:</i> Ian Meller 0419 621 848 <i>Starts at:</i> 08:00:00. St Leonards Station, concourse. Scenic loop ride via bridges and bays around Sydney Harbour. Gore Hill cycle path, Gladsville Bridge, Iron Cove, Blackwattle Bay, Walsh Bay, SHB and return to St Leonards. Cycle paths, quiet and a few busy streets, some hills.
12/7/2009 Sunday	Pie in the Sky	<i>Grade:</i> Medium <i>Distance:</i> 40 <i>Pace:</i> special pace relaxed <i>Contact:</i> Leigh Gibbens 9484-4093 <i>Starts at:</i> 08:00:00. Hornsby Park, opposite Coronation St, near pool. Ride along Old Pacific Hwy to cafe overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.
12/7/2009 Sunday	Akuna Bay Hare	<i>Grade:</i> Medium Hard <i>Distance:</i> 65 <i>Pace:</i> brisk pace <i>Contact:</i> Peter Wilde 0411 102 671 <i>Starts at:</i> 07:30:00. special start Meadowbank Wharf. Ride through hilly terrain via Brown?'s Waterhole to Akuna bay for morning tea, all the while trying to catch the tortises
14/7/2009 Tuesday	Ryde Hunters Hill Meeting	<i>Contact:</i> ryde@bikenorth.org.au <i>Starts at:</i> 19:30:00. . Advocacy at work. Good tea and coffee. Good company. A meeting for cyclists in the Ryde area is held on the second Tuesday of each month. If you have something to say, something to ask for, want to help, or just want updates, come along. Join in to "make cycling better" in Ryde. All welcome. Venue : Eastwood Women's Rest Centre, Hillview Rd Eastwood. (Near the station and just behind the Library.)
18/7/2009 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Pace:</i> special pace gentle <i>Contact:</i> Doug Stewart 9874 5594 <i>Starts at:</i> 09:00:00. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.
18/7/2009 Saturday	Akuna Bay Tortoise Longer	<i>Grade:</i> Medium <i>Distance:</i> 60 <i>Pace:</i> moderate pace <i>Contact:</i> Evan Hawthorne 0409 606 853 <i>Starts at:</i> 08:00:00. Turramurra Station, East side. Loop to Akuna Bay for coffee, then tackle the two big hills to work off morning tea.
19/7/2009	Hills and	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> brisk pace <i>Contact:</i> Malcolm Hart 9713 1994

Sunday	Surfside	<i>Starts at:</i> 07:30:00. Eastwood Station, East side. Ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only.
19/7/2009 Sunday	Carlingford Rail	<i>Grade:</i> Easy Medium <i>Distance:</i> 20 <i>Pace:</i> gentle pace <i>Contact:</i> Darryn Capes-Davis 0406 380 862 <i>Starts at:</i> 09:00:00. Carlingford Station. Ride from Carlingford Station to Parramatta Park via Oatlands. Return via Rydalmere following Carlingford railway line back to Carlingford Station
21/7/2009 Tuesday	Bays & Foreshores	<i>Grade:</i> Easy Medium <i>Distance:</i> 35 <i>Pace:</i> special pace relaxed <i>Contact:</i> Bob Chambers 9449 9112 <i>Starts at:</i> 08:30:00. Meadowbank Wharf. Ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.
25/7/2009 Saturday	Bents and Folders Ride	<i>Grade:</i> Easy Medium <i>Distance:</i> 25 <i>Pace:</i> relaxed pace <i>Contact:</i> Alister Sharp 9879 3664 <i>Starts at:</i> 09:00:00. Meadowbank Wharf. Ride along to see Recumbents and Folding Bikes around Olympic Park
25/7/2009 Saturday	North to West Head	<i>Grade:</i> Hard <i>Distance:</i> 91 <i>Pace:</i> brisk pace <i>Contact:</i> Doug Stewart 9874 5594 <i>Starts at:</i> 07:00:00. Eastwood Station, East side. Hilly ride via Browns w/h, Terrey Hills, West Head, Akuna Bay (coffee). Return a similar route. Brisk pace.
26/7/2009 Sunday	Bobbo Tortoise	<i>Grade:</i> Medium <i>Distance:</i> 40 <i>Pace:</i> relaxed pace <i>Contact:</i> Darryn Capes-Davis 0406 380 862 <i>Starts at:</i> 08:00:00. Eastwood Station, East side. Ride via Browns Waterhole & Turramurra to Bobbin Head. Long climbs & descents. Coffee stop included.
26/7/2009 Sunday	Bobbo Banana	<i>Grade:</i> Medium Hard <i>Distance:</i> 55 <i>Pace:</i> special pace fast <i>Contact:</i> Richard Vagg 0402 637 534 <i>Starts at:</i> 08:00:00. Eastwood Station, West side. Ride to Bobbin Head via Kissing Point Rd and return.