

Contents

Big Ride Day and AGM	1
Help Needed!	2
Blast From The Past!	3
Our members – our voice	4
Building a budget [road] bike	5
Velo-City Global conference	7
Tour de Blue Mountains	8
Bike Week in Ryde	9
Audax Alpine Classic Extreme	9
Calendar	
Other Editions	

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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.

Big Ride Day and AGM

by Phil Burge

Being the new boy on the block, the BN Executive block I mean, and having now joined the ChainMail team, I thought it appropriate to say a few words about the 'new' Executive elected at the AGM held Sunday, 15th August.

The AGM was held in conjunction with the BN Big Ride Day which saw rides conducted to and from Berowra, Bobbin Head, Concord, Lane Cove and Olympic Park. Thanks to all Ride Leaders and participants who saw fit to converge on Bicentennial Park around 11am for the BBQ and other gastronomic delights. Thanks also on behalf of the BN Executive to Mal and his team of helpers for the organisation that made the day such a success.

The BBQ wound up to threatening thunder and dark clouds approaching from the north when President Graeme convened the AGM. It didn't take long however before the heavens opened and members scurried to retrieve bikes and gear and get under the shelter of the gazebo. The AGM then continued with the election of office bearers for 2010/11, and congratulations go to those members once again accepting positions on the Executive.

The 'new' executive comprises what can be termed the 'old' executive, other than 'yours truly'. I thought it appropriate to profile the Executive in this edition of ChainMail but have left it a bit late to meet deadlines. So, not to throw it there, I thought I'd research the CM archives to get a handle on each of the Executive team to see how long they have served in their respective positions.

Starting with the President, Graeme Edwards took up residence in the 'BN White House' in 2004 having served a two year apprenticeship as membership officer beforehand. Insert Graeme Edward's name in the ChainMail search box to get a handle on his presidential and other cycling activities over the years. Incidentally, if you haven't searched the archives, it's worth the effort to gain an insight into what BN has involved itself with over the years and who have been the prime movers. Try the Search Chainmail Tab and see what pops up.



The next stalwart is Carolyn New, Advocacy Officer since 2002 and past Cycling Advocate of the Year awarded by the Cycling Promotion Fund. ChainMail exhibits many articles written by Carolyn giving testimony to her many years of coordinating BN advocacy pursuits.

Treasurer Tony McClelland has been in the seat from 2007 onwards, or was it 2006 Tony when you took over the reins it appears from Brian Fong, another stalwart - having held the position previously from 1997.

And then we have the 'old' newcomers. Stephen Paine, Membership Officer since 2008, Malcolm Beech-Allen, Secretary and Public Officer since 2009, and Darryn Capes-Davis, Rides Co-ordinator, also elected in 2009. And 'yours truly' in 2010 attempting to step into big shoes left by the out-going Communications Manager, Keith Griffin. Keith held the Comms role since 2004, previously serving as CM production manager and webmaster. Keith is still very much involved although trying to free himself up for other pursuits. Refer to the advertisement in this edition of CM for a Web Maintenance Guru and give Keith a break. Thanks again Keith for all your efforts.

And for those observant CM readers, yes you are correct in spotting the obvious fudge factor in this article. Can you?

Help Needed!

Website maintenance

The day to day running of Bike North's web presence is not a large task these days, as much of the volatile information is controlled by automated systems and databases (calendar, membership), but from time to time there are changes, additions and deletions to be made.

Bike North needs a member to take on the job of looking after the website. The Volunteer will be working under the direction of the Communications Manager, and may need to liaise with other IT staff. It is likely that in this role there will be periods with little or nothing to do, with occasional bursts of activity at (usually) unpredictable times. Sometimes work will need to be done quickly, but often not.

If you would like to become part of the growing Bike North volunteer team and think you can take on this task, or would like further information please contact Phil at communications@bikenorth.org.au.

For someone interested in doing more (design and creation of web content for example) and who has the skills, there is scope for this role to grow over time.

Requirements:

- Ability to hand-code* HTML and CSS
- Ability to use FTP
- Good communication skills

Desirable:

- Basic knowledge of PHP

* one of the major requirements of managing the website is that future and current staff can edit and read what has already been done - Bike North has always avoided the use of proprietary web creation software for this reason.

Blast From The Past!

Bike North

Chain Mail

The Secretary
3 Kokoda Ave
Wahroonga 2076

Joint Editors:
Sue Saczko
Doug Stewart

Bicycle User Group Number 1 June - July 1997

Hi there!

Welcome to *Chain mail*, our news update. At the last Bike North (BN) meeting we agreed to trial several new ideas, this bi-monthly news update being one. We will keep you informed with news, general information and upcoming events. Let us know what you think. Send suggestions or, better still, contributions on any cycling related topic to Sue Saczko at the address above (or 9489 3380).

Executive Director of BNSW

Congratulations to our BN president, Neil Tonkin, who is now Interim Executive Director of Bicycle New South Wales. We understand if you can't spend so much time at BNI! We'll certainly keep in touch and give Bicycle New South Wales plenty of support.

New stock - famous purple T-Shirts!!

Wow!! Get in early for this one. Everyone must have heard about our purple promotional BN T-Shirts by now. When we line up in the big events such as Cycle Sydney we make a real sight. Buy a shirt for \$10, what a bargain!! Don't be left out. Contact Vicki to get yours (9484 5030).

Bike North Handy Home Hint: Don't wash your purple T-shirt with your best whites.

Improved Working Groups

We've decided on regular meeting times for our working groups so all members can choose which of our activities to get involved in. Check out the *Working Groups* section then contact the convenor. There's a lot of variety so come along to and get involved with at least one group. Don't fret, you can keep up to date with other groups through *Chain Mail*.

Satisfying your needs

We want to know what you want from BN so we can make sure your needs are met. A questionnaire is enclosed with this edition of *Chain Mail*. Please bring it / send it back to Doug (29 Alison St, Eastwood 2122).

Number 1, June-July 1997

Successful Purple Mail-Out !

We sent nearly 800 invitation letters to all Bicycle New South Wales members in our postcode areas. There sure are a lot of bikes slashed in garages out there! Sue has been flooded with new members. How many members do we have? **128** and still counting! To those who receive this as their first communication from BN – **a huge welcome**. We look forward to seeing you on the rides and working groups.

By the way, thanks to all those who came to the envelope stuffing work day. (It was also a great BBQ that night, thanks Neil.)

Council Bicycle Committees

Sue and Doug recently attended the Bicycle Sub-Committee of the North Sydney Traffic Committee to promote our Cycleways along Railways Proposal. The experience was, surprisingly, not boring at all and we enjoyed a very positive environment to discuss cycling issues. Unlike other committees **cycling is all they talk about**. We think all councils should create separate committees which ensures that bicycle issues are always on the agenda of the traffic committee and then Council.

NSROC ?

All the councils in the BN area are members of the Northern Sydney Regional Organisation of Councils. Working through this body will allow BN to encourage consistent policies on bicycles across our entire area. It also gives us another lobbying point.

Bike Parking Facilities

BN members Stuart Wilson and David Argent are just completing a bike parking survey at all our railway stations. Stay tuned for the interesting results...

Tracks - a great idea

Around the world there are organisations interested in converting old railway easements, into recreational trails for walking and cycling, hence their name Rails-to-Trails.

1

Our members – our voice

by Jennifer Gilmore

The federal election was certainly one for the books, so even while the votes in the final few seats are being checked and rechecked, it's time to activate our lobbying efforts.

At an over-arching level the Cycling Promotion Fund works with the Bicycle Federation of Australia and state cycling organizations, such as Bicycle NSW, to get greater Federal Government support for cycling.

During the Campaign the major political parties were urged to embrace active transport as part of the policy cure for the challenges of chronic disease, climate change, congestion and pollution. A specific call was made by a unique partnership of organisations from the health, transport and local government sectors. The five groups: The Australian Local Government Association, Bus Industry Confederation, Cycling Promotion Fund, the National Heart Foundation of Australia and the International Association of Public Transport launched the policy framework: An Australian Vision for Active Transport. This document sets out a nine point plan for a national approach to boosting participation in walking, cycling and public transport. Initiatives include support for infrastructure, social marketing campaigns, embedding Healthy Spaces and Places planning principles into practice and enhancing safety for walkers and cyclists.

You can play an important role in this bigger effort, as one of the highest impact actions is to contact your local Members and tell them about your support for these issues and your expectations of them to act to represent your views.

Member	Party	Office + contact details
Bennelong: John Alexander	Liberal	Postal address: PO Box 808, Ryde NSW 1680. Online www.nsw.liberal.org.au/federal-candidates/john-alexander.html (opens in new window)
Berowra: Phillip Ruddock	Liberal	Postal address: PO Box 743, Pennant Hills NSW 1715. Online www.aph.gov.au/house/members/memfeedback.asp?id=0J4 (opens in new window)
Bradfield: Paul Fletcher	Liberal	Location and postal address: Suite 8, 12 Tryon Road, Lindfield NSW 2070. Email: Paul.Fletcher.MP@aph.gov.au
North Sydney: Joe Hockey	Liberal	Postal address: PO Box 1107, North Sydney NSW 2059. Email: J.Hockey.MP@aph.gov.au
Mackellar: Bronwyn Bishop	Liberal	Postal address: Shop 1, 1238 Pittwater Road, Narrabeen NSW 2101. Email: Bronwyn.Bishop.MP@aph.gov.au
Warringah: Tony Abbott	Liberal	Postal address: PO Box 450, Manly NSW 2095. Email: Tony.Abbott.MP@aph.gov.au

All of us who enjoy and care about cycling have an opportunity to act now to help to make Australia, and especially northern Sydney, more bicycle friendly.

Some tips when contacting your local MP:

- Giving the timing, open with words of congratulation on their election/re-election.
- State clearly the purpose of your letter or e-mail.
- Be courteous, polite and non-confrontational.
- Focus on specific programs proposed by the cycling sector or issues of concern that you have and suggest how these could best be addressed.
- Point out how they will benefit a wide range of residents in your local area.
- Personalise the letter or communication: tell a story how this issue affects you, your family or local community. Politicians receive hundreds of letters and unfortunately form- letters / emails are becoming less effective. Your own words will make a bigger impact!
- Ask for a response. Always include your name and postal address on letters and emails and ask for a response to your inquiry.

Building a budget [road] bike

by Keith Griffin

The dream

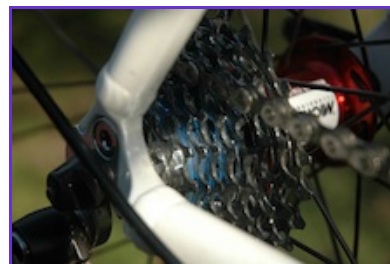
My $n+1$ had been missing its $+1$ for a while now¹. My decision to build a cheap but usable bike for everyday use, and keep my better bike in better condition much longer, was driven by several events which need not be related here.

What I noted to myself, and you should note here also, is that I am among the least gifted people on Earth when it comes to matters mechanical. This is nicely balanced by my good problem-solving ability combined with determination and the certain knowledge that all instructions ever written for anything are wrong, misleading or at best, inaccurate.

The Plan

To realise the dream I needed a plan. My starting point was a damaged but reasonable quality road frame, an old seat, and some hand-me-down parts such as wheels and groupset² when I replaced components on the champagne bike.

The rest of the plan was to buy the other components online as I could afford them and slowly build a usable bike for everyday use. It also seemed quite sensible to make the two bikes as compatible as possible, allowing maximum flexibility when something breaks or needs service. Thus the groupset would be Campagnolo 10 speed compatible.



Implementation

The plan partly unravelled almost before I had taken the first steps, as my wheels broke and I was forced to buy new ones and dump the old ones, leaving me

short one set of hand-me-down wheels.

I added cheap wheels to my list of components to buy online and reset the budget and time-frame slightly. I had particular wheels in mind and had bought a set for Fran's commuter bike already so I knew they were behaving well, and came at a very good price.

The time came to take the most significant step. My chosen frame repairer looked over the frame, made some funny noises and said that in truth the repair could be done, but the final cost including painting would not be cost effective for that frame. The plan was now in tatters and it looked very much as if it would stop here and the dream of $+1$ would have to wait.

Then, I was offered a new frame, and a discount on it because I had the right friends, at less than the repair cost and even better, less than my budget allowance for the frame. I jumped at this only to be further shocked that I could also buy a groupset (Miche, Race) including wheels at less than my budget allowance and that he would fit the bottom bracket for me, and remove the carbon forks (stuck fast due to surface corrosion on the steerer) from my old frame so I could use them with this one.

So I walked away from the workshop with all the bits needed to assemble a rideable bike. I was now inside the time-frame and under budget!

The build

I stowed my mechanical ineptitude in a bottle, donned a serious demeanour, and began work. The plan was now quite different as only a few parts would be hand-me-downs. The new groupset would go on the everyday bike because it was a step down from the one I had on the champagne bike. This also saved lots of work as the most time-consuming part of assembling a bike, I soon discovered, is fitting levers and all the associated paraphernalia. Doing it only once was much better than twice.

Problem one struck when I looked under the hoods of the new Campagnolo Veloce levers in search of the bolt which secures them to the bars. Torx! Luckily, my computer repair toolkit included the correct size Torx bit. I fitted the Miche cassette to the Miche rear wheel, fitted tyres and tubes and pumped them up. Easy stuff done, confidence still intact.

Problem two arose when I discovered I had no spacers to fit on the steerer and hold the forks on properly. Spacers were added to the list of things to buy the next day at the bike shop. I continued anyway as this would not stop me doing most of the other work.

After a bit of a struggle with the Torx bolts in the levers I had them fitted to my old bars. I fitted the rear derailleur, the front derailleur (and yes, I did have the correct size clamp for it) and then the chain. A chain is not difficult to fit, but one needs to stay calm and take time to get it right. The discovery that my recently purchased, but as yet untested, chain tool did a great job was a further boost to delusions of achievement.

Cabling was next, followed by the bar tape. Now, at this point I should reveal that while this bike was to be a functional creature built from budget parts, it was never intended to look poorly. As a musician, aesthetic considerations are always important. The frame was pearl white, the groupset largely black and the wheels black with read hubs and red and white decals. Over these things I had little choice, but now I could make my mark - the bar tape was to be red. I did a bad job of the cables and bar tape, but that's easy enough to fix if ever it bothers me enough. I have since done new levers on both Fran's bikes and they are much better jobs (Fran did the bar tape on one of them). Practice!



Accessories

A few items still needed to be purchased, so just before I left home for Tour de Cowra and B2B I jumped online and ordered a white bottle cage, a bike computer, a white mini pump and some ultra cheap Michelin road tyres, red of course!



Some dozen days later I was home and the parts had arrived. The white mini pump was very mini indeed, but the proper colour, the speedo had a very nice display and was easy to use, and the bottle cage looked good. All finished.

The final product

The resulting bike is not only under budget but built ahead of the time-frame and is considerably better than the dream had dictated. It handles and rides very well indeed, is not ridiculously heavy, looks pretty good, and was easy to build. It has modest components which work as well as those of my champagne bike, and cost approximately 30% of the champagne bike. Importantly, I knew what I wanted, so my decisions were well guided by the dream even when the plan failed.

For anyone looking to move to a road bike for the first time, or who wants a second bike, I thoroughly recommend doing as I did. Lots of online research and price checking paid dividends because I knew what to buy locally and what to buy online, but was able to be flexible when things changed.

The specs for the everyday bike

Bike name	Chimaera
Frame	Hillbrick Spirit (7005 aluminium)
Forks	Carbon, hand-me-downs from Pinarello Angliru
Wheels	Miche Race
Levers	Campagnolo Veloce
Derailleurs	Campagnolo Veloce
Brake calipers	Miche
Chainset	Miche Race (Campag compatible) 50, 34 chainrings
Chain	Campagnolo Veloce (I didn't use the Miche one provided)
Cassette	Miche 10 speed, 11-25 (Campag compatible)
Tyres	Michelin Speedium (\$20 ea online!), replaced with Michelin Pro Race 3 as they wear
Seat	Badly worn hand-me down, Selle Italia gel flow, taped up with electric tape
Seat post	hand me down Pinarello
Stem	hand me down Pinarello
Bars	hand-me-down Deda
Computer	Sigma 1009



Footnotes

1 cyclists will be aware that there is a rule: if you currently own n bikes then the number you should own is $n + 1$

2 *groupset* usually refers to the cassette, levers, chain, chainset (cranks and chain rings) brake calipers and in some cases wheel hubs or even wheels. Some groupsets also include pedals

Velo-City Global conference

by Alison Pryor



I was recently able to spend a day at the Velo-City conference in Copenhagen. It is the expanded European cyclist federation conference that has papers and presentations on cycling planning.

I attended the day that focuses on cycling and social culture.

One of the themes was 'Transport and democracy'. If your country was ruled by a dictator for decades, building a citizen-led plan, based on sustainable transport, centred on pedestrians and cyclists, with the involvement of people from the poorer neighbourhoods, especially women and families in participatory democracy - you would be in Santiago, Chile. This was a very amusing presentation with lots of illustrating images by Michael Colville-Andersen of cycle-chic blog fame.

Social anthropologists spoke about urban cycling behaviour and fashion. Essentially this was about starting with human behaviour on bikes and building infrastructure and marketing campaigns to match – not the other way around.

The Danish minister who presided over the Copenhagen meeting on the international climate change protocol, Connie Hedegaard, presented on global warming, sustainability and cycling – highlighting the impacts on cities that have focused their transportation on moving people in ways that are both efficient and low emission. She presented the agreed environmental targets that the EC had agreed to and how cycling plays a part.

Perhaps the most inspiring presentation - for me - came from Vandana Shiva, an environmental leader from India. Her story was about the battle for the hearts and minds of Indians in relation to transport – will the car rule? She told of the impact of building multi-lane highways and who wins and who loses in the process. She argued that this privileges the less than 0.7 of the population who own cars – and especially the even smaller number of families who own 3,4,5 cars. She challenged the transport planning thinking that privileges the distant over the local, speed over human-paced. The reason that this resonated for me, was that discourses of power was my main reason for being in Europe - to attend a social work conference focusing on social determinants and health.

Smaller sessions I attended were on cycling based tourism in Germany; cycling and public transport policy, and cycling, ride to work programs in Brussels and Budapest (later travelling in Hungary volunteering in community project I met the manager of a NGO whose workplace participated in the ride to work program.) See www.uitp.org/public-transport/urban/pics/ptcycling.pdf (opens in new page)

Extending your networks and learning from your fellow attendees is always part of the fun at these events: at the conference function my table consisted of a cycling / environmental journalist from Canada, a bicycle small business/transport developer from Tanzania, a volunteer activist from the Israeli cycling federation, and an academic in urban geography from New Zealand.

So where does Sydney fit? My observations are these:

- The knowledge and ideas that cycling organisations like BN / BNSW and others promote are sound.
- Getting to a point where sustainable transport (pedestrian cycling and people friendly public transport) has a reasonable proportion of transport planning and funding is a fundamental goal.
- Inherent in this is that the social engagement about cycling as a transport solution is as important as building cycling infrastructure. Working on building the political will is key (what is it that the community and those in positions of political and other decision making are going to value?) because not all are win-win solutions, improving cycling facilities may cost - parking spaces, car travel speeds, private control of foreshore or park access etc.

Tour de Blue Mountains

by Alan Corvy

Well, it can't compare to the Tour de France, however we found it to be still enough of a challenge for us non-professional cyclists!

A little band of 2 eBUGgers (the Ericsson workplace BUG) joined a couple of cycling friends (Caroline & Shane) to ride UP and then DOWN the Blue Mountains in July this year.

Here's what happened

We started out at the Golf Club 'de Penrith' for the traditional flag start to a cool morning and quick blast down the motorway. All too quickly the 'Col de Lapstone' loomed. Rated a Category 1 climb (for us), it soon saw a small breakaway (Martin) pull away from the peleton. On orders from the team car Alan slowly bridged the gap to the breakaway (I think Martin had a mechanical actually), and they were soon both tearing up the hill (at 13kph).

With about 5 minutes lead on the peleton when reaching the summit, the breakaway had a brain freeze and stopped allowing the peleton to catch up. Then it was on to the Col de Glenbrook, Col de Blaxland, and finally Col de Springwood where the food station (aka coffee shop) provided a warm refuel.

With no time to waste the peleton continued the climb together. Then - calamity! - one of the riders (Caroline) had a flat tyre. Luckily, being good sports, the whole peleton assisted by watching as Alan tried to put the tyre back on inside out! (a little trick I learnt from previous races to slow the opposition - he, he, he). Damn, they noticed!

Onwards and upwards we rode, over the cobblestones (good quality RTA roads), around the chicanes (road work barriers) until another breakaway formed leaving the peleton to fix their own second flat tyre (a bit like Contador and Schleck). Finally, finally we reached Col de Katoomba to the adulation of the crowds - well, there were a few people there looking strangely at our little cycling group.

After a well-deserved lunch stop we were back on the road - but this time heading down! Down and down (and sometimes a little up) we rode, cruising along at 35-40kph as we enjoyed viewing the local fauna and flora along the (sometimes bumpy) back roads. Just as we were approaching the "final descent" the inclement weather blew in (as it often does in the Alps you know). At first few spots of rain, and then it hit quite hard. And when I say "hit", I mean HIT. As we were charging down the hill at over 70kph on this section each rain drop was like a little bullet hitting the skin.

The final cruise along the Champs E'l'M4 to the finish line saw the sprinter (Martin) take charge and take first place!

continues ...



Bike Week in Ryde



**FOCUS
ON
CYCLING
SKILLS**

Meadowbank Park, Saturday 18 September

One of the things that our local BN working groups help run is Bike Week activities. The Ryde working group has been running cycling information stalls or community bike rides. This year the volunteers from the Ryde work group are working with coaches from BN to run a cycling skills day – targeting different riding levels.

Adult Essential Cycling Skills for adults getting back into cycling: 10am-3.00pm

Adult Safe Commuting for adults with bike handling skills interested in being more confident in on-road riding and cycling for transport: 10.30am-3.00pm

Children Essential Cycling Skills requiring parents (or other suitable adult) supervising children on laid-out course of 8 skill stations: 11am – 12.30pm or 1.30pm – 3.00 pm

The day also has the involvement of Ryde Council and the local Health Promotion Unit (NSCCAHS). Because of these partners, the event is FREE to participants, with lunch included.

Booking with Ryde Council Customer Service is required
Email: cityofryde@ryde.nsw.gov.au, Phone: 9952 8222 Or visit the customer service counter at Ryde libraries. The courses are open to any one who lives, works, shops in or visits Ryde.

And for the results:

- Black jersey (most punctures) - Shane (Patch) Cridland
- Green jersey (sprinter) - Martin (Pettachi) Hodges
- Polkadot jersey (climber) - Martin (Charteau) Hodges
- White jersey (young up-and-comer) - Caroline (Schleck) Homburg
- Yellow jersey (overall winner) - Martin (Contador) Hodges

Don't worry, I know my place - I'm just one of the "domestiques"

Actually it is quite a nice ride with mostly wide road shoulders, so you can take your time on the uphill. There are plenty of cafs and nice places to stop and enjoy along the way. I'd recommend any aspiring Tour de France watchers to give this one a go!

Audax Alpine Classic Extreme

by Lindsay Harvey

Where?

Bright - Mt Hotham - Dinner Plain - Omeo - Back O'Falls - Bogan High Plains - Falls Creek - Tawonga Gap - Bright

When?

Sunday 24 January 2010

Why?

Someone in Victoria had this crazy notion of surfacing the road between Falls Creek and the Omeo Highway via the Bogan High Plains. Their reasoning was that it might attract a few crazy cyclists in the summer time.

What?

Well all you need to do to meet crazy cyclists is to join Audax or participate in one of their rides. So as the last bit of bitumen was laid on the road the Audax Alpine Classic Extreme (ACE) was borne. Being an Audax member since 2006 and completing my first Alpine Classic in 2007, I had to be involved in the first ACE.

How?

Before recounting my experiences on the ACE, I divert to the 200km Alpine Classic, which is quite difficult, with the following course:

- Bright to Mt Beauty via Tawonga Gap (includes a 10km climb over Tawonga Gap)
- Mt Beauty to Falls Creek (a 30km climb)
- Falls Creek to Bright via Tawonga Gap (7 km climb)
- Bright to Mt Buffalo (22km climb)
- Mt Buffalo to Bright

A total of 200 km with 4,000 m of climbing to be completed in 13 hours and 30 minutes. In 2007 it took me 12 hours, but the faster riders were completing in 7 hours. So I thought, an extra 50 km, bit of extra climbing (closer to 5,000 m) shouldn't be a problem if I put in some extra training and aim to complete it in about 13 hours 30 mins. (The time limit is 16 hours 30 mins.) **I was very wrong!**

First, I had to ride a qualifying ride of Bright-Mt Hotham-Tawonga Gap-Tawonga Village-Oxley-Bright. This was 211 km with 4,000 metres of climbing and I finished in just under 12 hours. The alarm went off at 0320 hours for the start at 0400 hours. We needed a vest and two front and rear lights to be allowed to start. It was about 10 degrees and warm clothing was needed. (Never climb Mt Hotham without taking warm clothing. At 1,800 metres it can get cold very quickly and I nearly got hypothermia there in 2008.)

This was the largest night start for a cycling ride in Australia and it was just amazing to see about 200 cyclists leading out of Bright towards Harrierville some 22km away and the start of the Mt Hotham climb. My plan was to hook onto a peleton for a free ride to Harrierville as the road is about 1-2% uphill for 22km. This actually worked, and although I did expend a bit more energy than I would have liked on the hill at German Town it was worth it. (When riding long distances it is important not to ride too hard when you start or there is nothing left to finish.)

Mt Hotham has to be the best cycle climb in Australia and also the highest at just over 1,800 metres. Steep at the start for about 7km with the Meg at about 13% then levels out till CRB hill where you touch 10% for about the last 5km. The sunrise was spectacular with magnificent views over the Victorian Alps. The temperature had now fallen to 8 degrees.

Wonderful downhill to Dinner plain where the first of the Audax Checkpoints was located. Great cycling food and with your brevet card stamped you are on your bike again. Whilst it is downhill to Omeo there are several significant climbs but you are rewarded with great views and no traffic on the roads.



Arrived at the Omeo Checkpoint just as the first of the 0600 hours start riders caught me up. Grabbed a cup of tea, bread rolls and off again. The section between Omeo and the turn off at Back O'Falls is delightful. Follow the Omeo River - the road is cut into the hillside and lulls you to a false sense of security. Stopped at Anglers Rest for a bread roll and then found the turn off. Temperature had reached 32 degrees and the climb was 10 to 20%. By this stage I had cycled about 170km including climbing Mt Hotham so to be faced with what looked like a vertical wall was pretty daunting. It was 12% or more. Reaching for my secret weapon, my triple crank (30-40-50), I carefully selected the small chain ring and then pushed the gear lever to my 29 rear cog. Speed about 6kmh. I thought there must be something wrong with the gearing as I searched for a lower gear, but there wasn't one!

Quite a few cyclists were walking up the hill. I wondered if I should join them? I stayed on the bike for the first 1.5km to the water stop. This section totaled 8km with grades of 10 to 20%. Who was the idiot that put this road in without switchback? I ended up walking about 5km as my secret weapon did not have low enough gearing for me.

Got to the top, hoping that it would cool off and the cramps would stay away. The next section was a ripper. Still climbing as we cycled towards Falls Creek but the gentler grades and my secret weapon was working again. Reached the next water stop and had my 6th banana. I was a bit over bananas by then! It was exquisite riding through the Bogan High Plains and when you are on your own you just immerse yourself in the countryside. I cycled across the dam wall and then had a terrible cramp in my right leg on the small rise at the end. I walked about 10 metres and then let the bike have its head to Falls Creek.

The volunteers were fabulous and got me food and water and another cup of tea. 30 km of mainly downhill to come; then just 7 km of 7% up Tawonga Gap. (Please note: I had now cycled about 200km without a cup of coffee.)

Arrived at Mt Beauty in good shape and stopped with another cyclist aged late 60s for a drink and bread roll in the shade alongside the river. We agreed that we had this ride beaten even if we had to walk up Tawonga Gap.

I have never cycled up Tawonga Gap with the temperature less than 30 degrees and it is a tough climb of 7km at 7%. To my amazement as it was about 1700 hours there was no sun, and despite being tired and nursing a cramp, my secret weapon got me up to the lookout in about 50 minutes. I stopped and rang the Chief to tell her I would be in Bright in about 30 minutes.

I was very careful down the descent. I had not cycled this far to ruin the ride on the downhill. When you are tired you can easily misjudge the corners and 'less speed' is the preferred option.

I arrived at the Bright Control at about 1900 hours and got cheers from all the cyclists that had already completed. Almost falling off the bike, I handed in the brevet card and stumbled to the food tent and ate copious amounts of water melon and a few custard tarts. It had taken me 15 hours 30 minutes. An extra 3 hours over the Alpine Classic for just 50km.

There were 366 starters and 360 finishers with Mathew Rawnsly finishing the course in 9 hours 20 minutes. The Audax support was magnificent and Bright remains the best cycling town in Australia. Check out the Audax website www.audax.org.au and sign up the 2011 event. I have already booked my accommodation to prove how crazy I am to have another go at the Victorian Alps.

Checkout the ride profiles on:
<http://www.cyclingprofiles.com.au/HTM/Audax/ADXIndex2.htm>

(Audax rides are very different to Bike North rides and range from 50 to 1200km. You are given a brevet card to have signed at the control points along the course and route instructions and must average a minimum of 15.5 kmh which includes your stops. Pacing yourself, eating and keeping up your fluids are very important on rides in excess of 100km.)

Calendar, October 2010 – November 2010

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.	<p>A bicycle in good working order</p> <p>SAA approved bicycle helmet</p> <p>Water: 1 litre per hour of riding</p> <p>Snacks</p> <p>Money</p> <p>A pump, repair kit and spare tubes</p> <p>For night rides, have lights fitted with batteries charged for at least 4 hrs of riding.</p>	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	Event	Information
01/10/2010 Friday	Come to Culcairn	<p><i>Grade:</i> Medium Hard [no data] <i>Distance:</i> 70 <i>Pace:</i></p> <p><i>Contact :</i> Keith Griffin 0434 496 299</p> <p><i>Starts at :</i> 00:00:00 Culcairn NSW, outside the pub.</p> <p>Come to Culcairn for several days of fabulous cycling on quiet backroads. Visit small villages and enjoy the lack of traffic controls, and traffic!NOTES: Enquiries and further information available by contacting the ride leader</p>
02/10/2010 Saturday	Come to Culcairn	<p><i>Grade:</i> Medium Hard [no data] <i>Distance:</i> 70 <i>Pace:</i></p> <p><i>Contact :</i> Keith Griffin 0434 496 299</p> <p><i>Starts at :</i> 00:00:00 Culcairn NSW, outside the pub.</p> <p>Come to Culcairn for several days of fabulous cycling on quiet backroads. Visit small villages and enjoy the lack of traffic controls, and traffic!NOTES: Enquiries and further information available by contacting the ride leader</p>
02/10/2010 Saturday	Wharves and Providores	<p><i>Grade:</i> Easy [no data] <i>Distance:</i> 25 <i>Pace:</i> slow spin</p> <p><i>Contact :</i> Alison Pryor 9874 2383</p> <p><i>Starts at :</i> 08:00:00 North Sydney station.</p> <p>Ride to scenic wharves and providores in Pyrmont/inner city area. Lots of stops to look and buy. Bring bag/panniers & bike lock.</p>
03/10/2010 Sunday	Covert Operation	<p><i>Grade:</i> Easy Medium <i>Distance:</i> 24 <i>Pace:</i> gentle</p> <p><i>Contact :</i> Darryn Capes-Davis 0406 380 862</p> <p><i>Starts at :</i> 07:30:00 Epping Station, East side.</p> <p>Ride via Macquarie Uni and Epping Rd bicycle path to Lane Cove. Return via North Ryde</p>
03/10/2010 Sunday	Come to Culcairn	<p><i>Grade:</i> Medium Hard [no data] <i>Distance:</i> 70 <i>Pace:</i></p> <p><i>Contact :</i> Keith Griffin 0434 496 299</p> <p><i>Starts at :</i> 00:00:00 Culcairn NSW, outside the pub.</p>

Come to Culcairn for several days of fabulous cycling on quiet backroads. Visit small villages and enjoy the lack of traffic controls, and traffic!NOTES: Enquiries and further information available by contacting the ride leader

05/10/2010 Tuesday	BN Executive Meeting	Contact : info@bikenorth.org.au <i>Venue:</i> 19:30 . 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.
06/10/2010 Wednesday	Homebush Fitness Ride	<i>Grade:</i> Medium Hard <i>Distance:</i> 32 <i>Pace:</i> fast <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 18:45:00 Cnr Olympic Bvd and Edwin Flack Ave, Olympic Park. A continuous, high intensity, group ride for those wanting to increase their fitness and speed.NOTES: Bike lights essential.
06/10/2010 Wednesday	Summer Hill Circle	<i>Grade:</i> Easy Medium <i>Distance:</i> 35 <i>Pace:</i> relaxed <i>Contact :</i> Bob Chambers 9449 9112 <i>Starts at :</i> 00:00:00 Meadowbank Wharf. Ride via Concord, Five Dock, Hawthorne Canal c/p. Coffee at Summer Hill then complete the loop via Cooks R c/w.NOTES: Call to confirm
09/10/2010 Saturday	Cowan to Calga for Women	<i>Grade:</i> Medium Hard <i>Distance:</i> 52 <i>Pace:</i> moderate <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 07:30:00 Cowan Station. Ride through magnificent Hawkesbury River valley on quiet roads. Return with a stop for coffee. Women only.NOTES: Cancelled if raining.
09/10/2010 Saturday	Cowan Calga	<i>Grade:</i> Medium Hard <i>Distance:</i> 52 <i>Pace:</i> brisk <i>Contact :</i> Keith Griffin 0434 496 299 <i>Starts at :</i> 07:45:00 Cowan Station. Ride through magnificent Hawkesbury River valley on quiet roads. Return with a stop for coffee.NOTES: Cancelled if raining
09/10/2010 Saturday	Carlingford Rail	<i>Grade:</i> Easy Medium <i>Distance:</i> 20 <i>Pace:</i> gentle <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
10/10/2010 Sunday	Hills and Surfside	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> fast <i>Contact :</i> Malcolm Hart 9713 1994 <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.
10/10/2010 Sunday	Lane Cove Sustainability Lane	Contact : James <i>Venue:</i> 00:00 .
12/10/2010 Tuesday	Ku-ring-gai Working Group meeting	Contact : Bob Chambers, 9449 9112 <i>Venue:</i> 19:30 . venue is 9 Greenhill Crescent St Ives. All Bike North members welcome, esp. those who live or work in Ku-ring-gai.
12/10/2010 Tuesday	Ryde Hunters Hill Meeting	Contact : ryde@bikenorth.org.au <i>Venue:</i> 19:30 . 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.)
13/10/2010 Wednesday	Homebush Fitness Ride	<i>Grade:</i> Medium Hard <i>Distance:</i> 32 <i>Pace:</i> fast <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 18:45:00 Cnr Olympic Bvd and Edwin Flack Ave, Olympic Park. A continuous, high intensity, group ride for those wanting to increase their fitness and speed.NOTES: Bike lights essential.
16/10/2010	Granny Smith	Contact : Ride Working Group

Saturday	Festival	<i>Venue:</i> 00:00 Eastwood. Volunteers needed for the Bike North stall
16/10/2010 Saturday	North Sydney Green on Green Produce Markets	<i>Contact :</i> Caroline <i>Venue:</i> 00:00 .
16/10/2010 Saturday	Meadowbank to Bobbo	<i>Grade:</i> Medium <i>Distance:</i> 50 <i>Pace:</i> moderate <i>Contact :</i> Malcolm Hart 9713 1994 <i>Starts at :</i> 07:30:00 Meadowbank Wharf. Hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.NOTES: cancelled if raining
17/10/2010 Sunday	Fitness ride hard	<i>Grade:</i> Hard <i>Distance:</i> 100 <i>Pace:</i> fast <i>Contact :</i> Darryn Capes-Davis 0406 380 862 <i>Starts at :</i> 06:45:00 . Call for all details including distance and pace.
17/10/2010 Sunday	Sydney Spring Cycle	<i>Contact :</i> Bicycle NSW 02 9704 0815 <i>Venue:</i> 07:30 .
19/10/2010 Tuesday	Lane Cove Working Group	<i>Contact :</i> lane_cove@bikenorth.org.au <i>Venue:</i> 20:00 . Lets make cycling better in Lane Cove. Come along and let us know about your issues, come make suggestions, offer to help or just keep up to date on whats happening locally. All very welcome. 2 Albert St, Greenwich NSW 2065.
20/10/2010 Wednesday	Homebush Fitness Ride	<i>Grade:</i> Medium Hard <i>Distance:</i> 32 <i>Pace:</i> fast <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 18:45:00 Cnr Olympic Bvd and Edwin Flack Ave, Olympic Park. A continuous, high intensity, group ride for those wanting to increase their fitness and speed.NOTES: Bike lights essential.
23/10/2010 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Pace:</i> gentle <i>Contact :</i> Doug Stewart 9874 5594 <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.
24/10/2010 Sunday	Footloose in the Foothills	<i>Grade:</i> Medium Hard <i>Distance:</i> 60 <i>Pace:</i> moderate <i>Contact :</i> Malcolm Hart 9713 1994 <i>Starts at :</i> 08:30:00 MacQuade Park (Tebbutt St) Windsor. Very scenic ride through Grose Valley, Kurrajong and Freemans ReachNOTES: cancelled if raining
24/10/2010 Sunday	SMS	<i>Grade:</i> Medium <i>Distance:</i> 30 <i>Pace:</i> relaxed <i>Contact :</i> Ian Meller 0419 621 848 <i>Starts at :</i> 08:00:00 special start: Lane Cove Plaza (corner Burns Bay & Longueville Roads). Loop ride through lower North Shore suburbs utilising Gore Hill, Shrimptons Creek and Gore Hill cycle paths. River and bush views through Lane Cove River National Park.NOTES: Coffee at Lane Cove Plaza on return. Suggest you bring a snack to have with a short break in Lane Cove River National Park.
27/10/2010 Wednesday	Homebush Fitness Ride	<i>Grade:</i> Medium Hard <i>Distance:</i> 32 <i>Pace:</i> fast <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 18:45:00 Cnr Olympic Bvd and Edwin Flack Ave, Olympic Park. A continuous, high intensity, group ride for those wanting to increase their fitness and speed.NOTES: Bike lights essential.
27/10/2010 Wednesday	North Sydney Working Group	<i>Contact :</i> Caroline Minogue north_sydney@bikenorth.org.au <i>Venue:</i> 19:00 . Geddes Room, North Sydney Council. All Bike North members welcome.
31/10/2010 Sunday	Round (the) Corner to Windsor	<i>Grade:</i> Medium Hard <i>Distance:</i> 72 <i>Pace:</i> moderate <i>Contact :</i> Phillip Burge 0402 918775 <i>Starts at :</i> 08:00:00 cnr. Derriwong Rd and Old Northern Rd. A scenic route through areas of varying landuse in Sydney's outer fringe, some short hills to test the legs. Call to confirm

31/10/2010 Sunday	Motorway Madness	<i>Grade:</i> Medium Hard <i>Distance:</i> 80 <i>Pace:</i> relaxed <i>Contact :</i> Darryn Capes-Davis 0406 380 862 <i>Starts at :</i> 07:30:00 Meadowbank Wharf. Dash down the cycleways along the M4 and Aqueduct to Prospect Dam. Motor 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.NOTES: For today's ride we will start the loop of madness at Eastwood. We will use the M7 cycleway for the whole M7 route.
02/11/2010 Tuesday	BN Executive Meeting	<i>Contact :</i> info@bikenorth.org.au <i>Venue:</i> 19:30 . 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.
03/11/2010 Wednesday	Homebush Fitness Ride	<i>Grade:</i> Medium <i>Distance:</i> 32 <i>Pace:</i> fast <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 18:45:00 Cnr Olympic Blvd and Edwin Flack Ave, Olympic Park. A continuous, high intensity, group ride for those wanting to increase their fitness and speed.NOTES: Women training for Tour de Femme are encouraged to come on this ride! Bike lights essential.
06/11/2010 Saturday	Parramatta Park Parade	<i>Grade:</i> Easy Medium <i>Distance:</i> 35 <i>Pace:</i> relaxed <i>Contact :</i> Doug Stewart 9874 5594 <i>Starts at :</i> 08:00:00 Meadowbank Wharf. Ride along the PVC to Parramatta Park. Do a lap or two of the park before coffee, then return via M4 c/p.
06/11/2010 Saturday	Pie in the Sky (Extended Version)	<i>Grade:</i> Hard <i>Distance:</i> 46 <i>Pace:</i> fast <i>Contact :</i> Keith Griffin 0434 496 299 <i>Starts at :</i> 07:15:00 Hornsby Park, opposite Coronation St, near pool. Ride along the old Pacific Highway to the cafe overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.
07/11/2010 Sunday	Tour de Femme Training Ride	<i>Grade:</i> Medium [no data] <i>Distance:</i> 20 <i>Pace:</i> brisk <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 08:30:00 MacQuade Park (Tebbutt St) Windsor. Practice ride for Tour de Femme (women only event) by riding at own pace on easy to medium ride. All welcome.NOTES: Cancelled if raining.
07/11/2010 Sunday	Sydney to the Gong Ride	<i>Contact :</i> MS Australia <i>Venue:</i> 00:00 .
09/11/2010 Tuesday	Ryde Hunters Hill Meeting	<i>Contact :</i> ryde@bikenorth.org.au <i>Venue:</i> 19:30 . 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.)
10/11/2010 Wednesday	Homebush Fitness Ride	<i>Grade:</i> Medium <i>Distance:</i> 32 <i>Pace:</i> fast <i>Contact :</i> Fran Griffin 0414 187 427 <i>Starts at :</i> 18:45:00 Cnr Olympic Blvd and Edwin Flack Ave, Olympic Park. A continuous, high intensity, group ride for those wanting to increase their fitness and speed.NOTES: Women training for Tour de Femme are encouraged to come on this ride! Bike lights essential.
13/11/2010 Saturday	Meadowbank to Bobbo	<i>Grade:</i> Medium <i>Distance:</i> 50 <i>Pace:</i> moderate <i>Contact :</i> Doug Stewart 9874 5594 <i>Starts at :</i> 07:30:00 Meadowbank Wharf. Hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.
13/11/2010 Saturday	Breakfast Point Punt	<i>Grade:</i> Easy <i>Distance:</i> 17 <i>Pace:</i> gentle <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.

14/11/2010 Sunday	Hills and Surfside	<i>Grade:</i> Hard <i>Distance:</i> 80 <i>Pace:</i> fast <i>Contact :</i> Malcolm Hart 9713 1994 <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.NOTES: cancelled if raining
14/11/2010 Sunday	Bays and Bridges	<i>Grade:</i> Medium <i>Distance:</i> 45 <i>Pace:</i> relaxed <i>Contact :</i> Ian Meller 0419 621 848 <i>Starts at :</i> 07:30:00 St Leonards Station, concourse. Scenic loop ride via bridges and bays around Sydney Harbour. Gore Hill cycle path, Gladesville Bridge, Iron Cove, Blackwattle Bay, Walsh Bay, SHB and return to St Leonards. Cycle paths, quiet and a few busy streets, some hills.
14/11/2010 Sunday	Tour de Femme	<i>Contact :</i> Canberra Cycling Club <i>Venue:</i> 08:30 . A wonderful participation event for women of all ages and fitness levels. Bike North always sports a big team and a wonderful cheer squad - males - that's your job, and also bring the cameras!
15/11/2010 Monday	Hornsby area advocacy meeting	<i>Contact :</i> Alan corven <i>Venue:</i> 19:00 . Held at the Blue Gum hotel (for the moment). Discussion of various advocacy issues affecting the Hornsby Council area. All welcome to come along and put your suggestions forward, and hopefully take an active part in improving cycling facilities in Hornsby shire.
17/11/2010 Wednesday	Mirambeena Magic	<i>Grade:</i> Medium <i>Distance:</i> 72 <i>Pace:</i> relaxed <i>Contact :</i> Bob Chambers 9449 9112 <i>Starts at :</i> 00:00:00 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 PlazaNOTES: Call to confirm
20/11/2010 Saturday	BSW Ride Leader Training	<i>Contact :</i> BNSW <i>Venue:</i> 08:30 . Ride Leader Training course hosted by BNSW, but the course is largely designed and delivered by experienced Bike North ride leaders.
21/11/2010 Sunday	Northern Beaches and Back Roads	<i>Grade:</i> Hard <i>Distance:</i> 86 <i>Pace:</i> brisk <i>Contact :</i> Malcolm Hart 9713 1994 <i>Starts at :</i> 07:30:00 Eastwood Station, East side. 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.NOTES: cancelled if raining
21/11/2010 Sunday	Northern Beaches and Back Roads (tortoise)	<i>Grade:</i> Medium [no data] <i>Distance:</i> 45 <i>Pace:</i> moderate <i>Contact :</i> Phillip Burge 0402 918775 <i>Starts at :</i> 07:30:00 Turramurra Station, East side. Ride via Terry Hills, Church Point and beaches to Manly. Ferry and train to start. Some hills and traffic.NOTES: Riders can choose to train back to Turramurra from North Sydney (the usual option) or a continuation of the ride via Chatswood to Turramurra. This longer ride option is likely to extend the grade to medium hard.
21/11/2010 Sunday	Merrylands Brickies	<i>Grade:</i> Easy Medium [no data] <i>Distance:</i> 38 <i>Pace:</i> relaxed <i>Contact :</i> Alison Pryor 9874 2383 <i>Starts at :</i> 08:00:00 Meadowbank Wharf. Parramatta valley cycle way route to Rydalmere Rail Station and UWS, through Harris Park with a look at historic houses before crossing to the western side of Church St. Complete a circuit of Holroyd using a number of cycle paths - OllieNOTES: Bring a snack to eat at the brickworks picnic area (there is no coffee on the ride) - join the optional coffee fix at the end of the ride back at Meadowbank
27/11/2010 Saturday	A to C and Back	<i>Grade:</i> Medium <i>Distance:</i> 30 <i>Pace:</i> relaxed <i>Contact :</i> Graeme Edwards 9436 0969 <i>Starts at :</i> 07:30:00 Artarmon Station, East side. Hilly ride to Balmoral and Middle Head. After coffee return to Artarmon.
27/11/2010 Saturday	Olympic Park Ride	<i>Grade:</i> Easy <i>Distance:</i> 25 <i>Pace:</i> gentle <i>Contact :</i> Doug Stewart 9874 5594 <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.

28/11/2010 Sunday	Naremburn to Cronulla	<i>Grade:</i> Medium <i>Distance:</i> 46 <i>Pace:</i> relaxed <i>Contact :</i> Alison Pryor 9874 2383 <i>Starts at :</i> 08:00:00 Naremburn Shops, Willoughby Rd and Rohan St. An interesting ride across Sydney using mostly quiet roads and Cycleways. Lunch in Cronulla before catching train home.NOTES: Same start, same destination - but for this occasion the route will go through sydney CBD / Alexandria(rather than inner west) to join the Botany Bay foreshore cyclepath to cronulla on standard route.
28/11/2010 Sunday	Brooklyn Brunch	<i>Grade:</i> Hard <i>Distance:</i> 90 <i>Pace:</i> fast <i>Contact :</i> Darryn Capes-Davis 0406 380 862 <i>Starts at :</i> 06:45:00 Eastwood Station, East side. Ride Bobbin Head, then Brooklyn for brunch. Return via Hornsby & Turramurra. Fit, experienced riders only.
28/11/2010 Sunday	Concord for Cake	<i>Grade:</i> Easy <i>Distance:</i> 28 <i>Pace:</i> gentle <i>Contact :</i> Debbie Edwards 9436 0969 <i>Starts at :</i> 07:30:00 Meadowbank Wharf. Ride along the Parramatta Valley Cycleway, over Silverwater bridge to Sydney Olympic Park, then on to Concord for coffee. Return via Brays Park and the John Whitton bridge.