



SPOKE

ADVICE – ADVOCACY - ADVENTURE

APR - MAY 2009

www.biketas.org.au

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Outspoken

Well, there seems to more and more happening in the Tasmanian cycling world at the moment, it is hard to know where to start.

The most important news is the largest and most successful State Bike Week ever. The Tasmanian Bicycle Council received funding from the Premiers Physical Activity Council to expand Bike Week to be truly Statewide and to take responsibility for the coordination and promotion of the week's events from Bicycle Tasmania and CyclingSouth.

Since its inception by Bicycle Tasmania in the mid 90's Bike Week has steadily grown to the extent where over the last few years it has stretched both Bicycle Tasmania's volunteers and CyclingSouth's Executive Officer Mary McParland.

The workload to organise and run Bike Week in the south made it impossible to even consider expanding the event to other areas of the State. Launceston City Council organised Ride Launceston, a short family ride utilising the city's urban trail network four years ago as a Bike Week event. This has proved very popular but has been the only Bike Week event outside of the Hobart area until this year.

The Premiers Physical Activity Council funding enabled the Tasmanian Bicycle Council to encourage and support cycling groups throughout the State to run a ride or event during the week. The TBC also coordinated promotion and advertising which included filming a Community Service Announcement with Premier David Bartlett.

There were considerably more events and rides in this year's Bike Week program than last year in addition there were a number of rides such as the Launceston Mountain Bike Club 12 Hour Enduro and the Freedom Rides that happened to be scheduled during the week.

The extra events and rides, along with the increased profile of State Bike Week, attracted an amazing number of bike riders, doubling the participation from that in 2008 to a handful under 1500 cyclists.

Such an increase dramatically demonstrates what can be achieved with a modest amount of funding, proving that a fair proportion of the Tasmanian community is ready to cycle for more often given the opportunity and incentive of a social or fun bike ride.

These riders are the tip of the iceberg, as Bike Week events will generally attract people who currently own bikes and are already motivated to get pedaling. There is a far greater proportion of the community who currently don't ride at all or perhaps don't even own a bike that may need more targeted initiatives to get them riding and participating in Bike Week next year.

A few years ago the Cycling 25 Program offered a limited number of committed five day a week car commuters the opportunity, as well as some great incentives, to cycle to work on a regular basis. The Program filled up quickly and many who were interested missed out on a place, again a moderate amount of funding achieving considerable success in encouraging a greater amount of cycling.

Events such as State Bike Week and incentives programs like Cycling 25 are very important in encouraging and promoting cycling for transport and recreation but integral with this is the development of cycle friendly infrastructure. It is disappointing therefore that the current Hobart City Council concept proposals for Battery Point Foreshore access do not cater for bicycles. The public consultation is open until April 30th. If you feel Hobart City Council have been remiss in not considering bicycle access (as well as strollers and wheelchairs) make your cycling voice heard and remind them that a shared pathway for all user groups as detailed in the Hobart Regional Arterial Bicycle Network should be considered around the Battery Point foreshore.

There is an article in this edition of Spoke with the details of the HCC proposals, how to make a submission and case studies of recently constructed shared facilities in Melbourne and Brisbane. So please read on.

Happy Pedaling.

Tim Stredwick
President
Bicycle Tasmania

Around the Councils

Bike Week has again successfully passed for another year. Again our Premier and other political leaders have been obvious in their two-wheeled support. The Premier lead the Century/Half Century ride over the Tasman Bridge. Quite a sight, with over 200 bikes taking up the left lane on the Bridge that Sunday morning. Congratulations to the organisers.

The Kingston KBUG has been busy looking at ways to improve access to the city via Taroona. They have met with the Minister for Infrastructure, Graeme Sturgess, with suggestions that some of the \$2 million Tasmanian allocation from the Greens negotiations be spent on bike lanes in the Bonnet Hill region. Money well spent I would think!

In Clarence, focus is now shifting towards bike lanes on roads. Specifically, Clarence St is being assessed as a flagship project to provide this necessary cycling infrastructure to commuting cyclists in particular. The wheels are also continuing to turn with respect to completing the Victoria Esplanade to Bellerive Beach shared walk way and the bypass of the Bellerive Yacht club slip. The missing link from Symonds Park, Lindisfarne Bay to Ronnie St along the Esplanade is also being suggested as a project suitable for the Greens-negotiated Federal cycling spend.

Finally, Hobart City Council is continuing to add to its cycling and shared pathway infrastructure. There is currently a community consultation underway (finishes April 30th) for the Battery Point foreshore path. Pop in online to 'http://www.hobartcity.com.au/HCC/STANDARD/PC_1527.html.html.html' to make your preferences count. I would suggest either options 1 (elevated track) or 2 (path on top of rock revetment), with a 2m wide track (see also *Tim's comments following this article- ed*). Such infrastructure would dovetail nicely with the proposed Sandy Bay Rd cycleway. In addition, the council is also looking at extensions to the cycle lanes on Argyle St and also onto Campbell St.

All for another SPOKE – I hope that you have all had an active start to the New Year. Please funnel your area news to me for inclusion.

Evan Evans
eevans@utas.edu.au

Hobart City Council is currently asking for comments on the foreshore access around Battery Point. Submissions close on April 30th. The three concepts they have put forward do not cater for any other users but pedestrians and even then are arguably inadequate for the use such access is likely to generate, given the general community support for improved access around this part of Hobart's waterfront.

For more details please visit the CyclingSouth website:
http://cyclingsouth.org/index.php?option=com_content&task=view&id=64&Itemid=34

Tim Stredwick

Booby trap jail warning

TASMANIANS setting booby traps for bike riders should be prepared to face lengthy prison sentences, police say.

Commander Peter Edwards said it was not acceptable for people to take the law into their own hands and set traps. He urged riders to report any acts of sabotage on bush trails and said if the offenders were caught they could face a raft of serious charges for manslaughter, grievous bodily harm or setting a man trap -- all of which come with hefty jail sentences.

His comments come after cyclists said a number of lethal booby traps had been set on bush tracks in the Hobart area in recent months.

Mountain bike riders have found branches wedged between trees at head height as well as sticks and boulders placed on the ground where cyclists are likely to hit them. In some cases, wires have been strung between two trees across tracks at head height, which could injure or even decapitate riders.

On Sunday (1 Mar), a 34-year-old Hobart woman was lucky to escape serious injury when she hit such a wire while cycling downhill in Coningham State Recreation Area.

Police are investigating this incident and Cdr Edwards said they were keen to ensure it didn't happen again. "If it happens once that's concerning enough because the potential [for serious injury] is enormous," he said. "Traps of this nature have the potential to end in the death of mountain bike riders and trailbike riders and are of grave concern to police."

He warned people against taking the law into their own hands, and said any concerns should be reported to police. "It's really important for people not to take the law into their own hands ... if they have a grievance about trailbike riders or people riding on tracks they shouldn't be riding on, they should report it to police," he said.

Cycling advocates questioned whether the traps were set by angry residents to deter noisy illegal motorbike riders. Cdr Edwards said police regularly nabbed people for unlawful trailbike riding and hooning and confiscated their bikes.

To report a booby trap or to register a complaint about trailbike riding, call Crime Stoppers on 1800 333 000.

LINDA SMITH
March 04, 2009

Taken from: <http://www.themercury.com.au>

These two businesses are Corporate Members of Bicycle Tasmania so please support them

Repairs, Custom Design - **Outdoor Gear**
DR MARINE
Tents, Panniers
Marine Covers, Awnings
Yacht Rigging, Splicing
Dave Ross
26 McFarlane St
South Hobart 7004
Ph: 6224 7211
Mob: 0418 120 366
Fax: 6224 7233



Aquatic Science- Environmental Consultants, Sandford, ph: 62 488404

CYCLING GAINS AND LOSSES

ONE COUNTRY GOES ONE WAY....

- New Bike Parking Area at Amsterdam Main Station

In a measure to help reduce the constant struggle for bicycle parking at the main train station, the city of Amsterdam, Holland is building a special parking area for Bakfietsen (Dutch carrier bikes). There will be 40 new parking spaces, which is better than the zero available now. Each day 250,000 travellers pass through the station, mostly by bicycle. The problem has been providing parking for all the bicycles, as space is very limited. Cycling continues to grow in popularity in Amsterdam, recently accounting for more than 50% of trips made.

Thus, the need for bike storage always remains greater than the supply. The city plans to reach 10,000 bike parking spots within a few years. Thankfully, reaching Amsterdam Central by car has been rather hopeless for a long time.

<http://www.bakfiets-en-meer.nl/2009/02/15/new-bakfiets-parking-area-at-amsterdam-centraal/>

.... **ANOTHER GOES ANOTHER WAY**

- *Private Cars in China Up 28% in 2008*

The number of privately owned cars in China rose by 28% in 2008, making the total number of civilians owning private cars 19.47 million, according to the National Bureau of Statistics of China (probably an unreliable source).

<http://www.treehugger.com/files/2009/02/private-cars-in-china-up-28-percent-2008.php>

Hobart's Cycling Culture

As more and more people are cycling in around the city, there is most definitely a vibrant cycling culture developing, for the first time ever it is common to have a conversation with other cyclists stopped at red lights and sadly, abandoned and subsequently vandalised bikes are appearing.

This one was locked up near the end of the Intercity Cycleway for a week or more before it ended up in this sorry state.



Valet Bike Parking at the Royal Botanical Gardens for the Treadlightly Enviro Fest Sunday June 7th - Valet Bike Parking Attendant Job Vacancies - Apply Now. It's a great day, a great cause and really what more can you ask for than to talk bikes, admire and care for other riders' machines. Contact Tim Stredwick at president@biketas.org.au

Senator Duncan Kerr is running an interesting online poll on his website <http://www.duncankerr.com/>, asking whether cars should be banned from Hobart's waterfront.

The Adventures of Frank in France, Part Four

The Adventures of Frank in France, Final Part (Four)

This is a collection of emails from Frank Zuuchi who recently cycle-toured through parts of France. It is being spread over four Spoke editions. Read on and maybe you will be so lucky one day... (edited by Andrew Heard)

2 September

After yesterday it was wonderful to wake up to blue sky and bright sunshine. I headed off from St Malo via the coast road to Cancale, where the blue sky put a completely new aspect to the town, also helped by the tide being in (and thus all the boats floating in the blue sea, instead of lying on the sand!). I made my way to Tintineac, well known to the Paris-Brest-Paris Audax riders (as I was last year) as one of the checkpoints. From there, I picked up the Canal du Rance cycle way (made from the tow path), which gave me 50 km of flat riding, away from traffic, with glorious views to boot, right up to the door of the YH back in Rennes- it doesn't get much better than this, well as far as riding a bike goes anyway.

9 September

On 4Sep I had arrived in Nantes; there I had a rest day, as well as a good look around this beautiful and historic city (this used to be the capital of Bretagne - so has the required chateaux and other buildings). The Chateau du Ducs is close by the old city and YH and contains an excellent museum, where I spent some hours. After the rest day it was off to Poitiers, the longest leg of my trip so far; 190 km! Of course it rained all day - sometimes quite heavily, but always with something coming down - and this day had quite strong headwinds (at times down to 15 km/hr on the flat into the wind). I saw this as the ultimate test of how fit I had become over the last weeks. I managed to do the distance from 0715 to 1800, including having to repair my second puncture for the trip on the side of a very busy National route (in the rain!), which I regarded as a very good time. That night I could not have been very entertaining company at the table; though I did meet charming girl from Switzerland and a student from Madagascar doing his MBA in Accounting at Poitiers. The following day was the last day before meeting Penny and the children in Tours. The contrast to the day before could not have been more marked. It was sunny; the wind was at my back, and the scenery fantastic as I cycled the back roads to Tours (away from the traffic). I took time to look at Richleau, the town of the Cardinal, and also Azay le Rideau, one of the famous Chateau of the Loire Valley. After arriving in Tours via Villandry and the banks of the Loire it was time for a couple of beers before the YH opened, to celebrate the end of this riding phase of the holiday. To date it has been a total of 3170 km in 29 days of riding, from Nice to Mont St Michel and back to Tours. It was an emotional meeting on the station platform when Penny, Alex and Pip arrived on Saturday night, as it had been 5 weeks since I saw them at Hobart Airport!

However, there are things to see, and so on Sunday it was off to Cheronceaux (by train!), then a look around old Tours.

Monday saw Penny and Alex hiring bikes and riding with me to Villandry for a visit to the Chateau and the justly world famous gardens, as well as experiencing the 'French Bike Culture' for themselves. Pip spent the day wandering round Tours and checking out some of the many museums. On returning to Tours, we also saw some more of the awesome main cathedral and the Musuem de Compagnoles (dedicated to preserving masterpieces submitted for entry to guilds - still an active process) – one highlight was the full sized violin and bouquet of roses made of sugar! but there were lots of other things. Today it is off to Blois for a few days, then Paris!



PostScript:

After meeting up with my family in Tours, the holiday experience turned from a solo travelogue to a different experience, where I was able to share our mutual enjoyment of new experiences. We spent time exploring Blois and Chambord, before hitting Paris and running ragged trying to see it all!

I repeat what Tim Stredwick has said: 'Riding in France ruins it for the rest of the world; nothing will ever be as good!' The people were friendly, the drivers courteous and always left me plenty of room when overtaking. Where else in the world do people (including young men! and women!!) lean out of the windows of passing cars and call out 'Bon Courage!' to people like me sweating it up hills or mountains? The wine was good (and cheap!!) and the bread to die for, and the cheese was, well, French cheese.

I met wonderful people from all over the globe, and for a few hours or so, we shared a little bit of the travel experience. If you have half a chance to do it for yourselves – take it!

Cycle chic

Cycle chic or **bicycle chic** is the culture of cycling in fashionable clothes. It is now associated with the utility cycling practised in cities such as Amsterdam, Basel, Berlin, Berne, Copenhagen, among others, where citizens practice a high level of bicycle usage. In many European cities, as well as cities in China and Japan, cycling is an everyday transport choice and many cyclists choose to wear their regular clothes, as opposed to outfits generally associated with cycle sport, such as bicycle shorts, gloves and shoes.

The phrase "*cycle chic*" in relation to bicycle fashion was coined by the filmmaker and photographer Mikael Colville-Andersen in Copenhagen in 2006. Called "*The Sartorialist on two wheels*" by The Guardian

newspaper, Colville-Andersen advocates normalising urban cycling and increasing the number of trips made by bicycle in urban centres.



Above: Cycling chic in Lodz, Poland

Cycling was especially fashionable at the end of the 19th century. The height of bicycle chic at this time was to play polo upon bicycles using long-handled tennis rackets and rubber balls. There was a considerable impact upon the clothing of the day as previous women's clothing was impractical for cycling and so some form of rational dress was required. Divided skirts, bloomers and knickerbockers were tried in various ways as fashionable upper-class ladies tried to resolve the matter without provoking too much hostility, ridicule or even violence.

http://en.wikipedia.org/wiki/Cycle_chic

The Tasmania Cycling Calendar

Keep up to date with all rides and cycling events in the State, a one stop shop for cyclists of all abilities and interests. The calendar can be accessed through <http://tinyurl.com/4vxqtv>. A link to the calendar is also available on the Bicycle Tasmania home page www.biketas.org.au. The calendar is aimed to predominately promote non-competitive recreational rides but also related events that may be of interest to the cycling community. By clicking on each calendar entry you will obtain more information on that particular event. If you are using your own Google calendar you can even add your chosen events to it. If you know of an event that should be on the calendar please email Tim Stredwick president@biketas.org.au

New RACT Service

Before embarking on a solo tour of the West Coast recently, I thought it prudent to join RACT and take advantage of their Bike Assist offer - offered as a complimentary benefit to all existing and new RACT Roadside Ultimate members. (It is a bonus that my car is covered as well – although I spend far more time on my bike).

This was a wise move, as fate had it, on Xmas Day I was stricken with a flat tyre and a rather uncooperative pump. One call to the RACT and a cheerful serviceman arrived to inflate my tyre. The personable fellow also phoned several friends/neighbours to ask if they had a spare pump I could borrow for the remainder of my ride. I gracefully declined when one dear chap showed up with a full size foot pump! The story ended well with a rest day and Christmas lunch at the Sheffield pub and a day trip to Devonport – via Anvers Chocolate Factory of course - to purchase a new pump on Boxing Day.

Susan Bowes

Please could the Bicycle Tasmania member who contacted me in regard to legal advice send another email, sorry I have lost your email address. Tim Stredwick

Australian Cycling Conference, Adelaide 2009

On Monday 19th January this cycling conference was held at the University of Adelaide campus. Bicycle Tasmania supported me to attend, and because I was on annual leave at that time I had the free time available. The conference presentations ranged from practical examples by people involved day to day with cycling, through to very academic presentations from Universities.

Jeni Bindon from Sydney presented a paper about community bike fleets and in particular a case study of the Miller Aboriginal Cycling Project where a fleet of initially six bikes was set up. A lot of planning, organisation and paperwork went in to setting it up, and commitments required for its ongoing operating. The bikes were used for reaching appointments, for recreation, and for physical activity. This community and government partnership was successful and has led to requests for others. Paul Magarey and Peter Strang from the Bicycle Federation of Australia talked about their Bikes4Work service where they can assist workplaces set up bike fleets.

Cycle City and the “No Excuse Zone” was presented by Ann-Marie Mulligan and Damien Pericles, both urban planners in Sydney. They had identified centres that people cycle to, then on a map created a line 20 minutes average bike ride away, and called this area the No Excuse Zone. Because of the local topography this line enclosing the area was never a circle, in Sydney’s CBD example the harbour had a major impact on cycling accessibility.

The “Travel Smart, Cycle Instead” campaign was presented by Chelsey Key from the SA Government. In the past they supported cycling safety through a “Share the Road” message, but although this road safety message was targeting all road users and promoting road safety, it was felt it was not encouraging the community to choose safe cycling as a method of transport. They developed the “Cycle Instead” message as a move to motivate South Australians to give cycling a go, as well as to encourage and promote safe cycling. Their challenge was, and still is, to make cycling more appealing than other modes of travel, or to be utilised with public transport options. They are campaigning to influence positive behavioural changes related to cycling.

Gemma Kernich from the SA Department for Transport, Energy and Infrastructure presented “Preventing cycling crashes: strategies for cyclists and transport engineers”. This presented an ongoing study that involved accident research as well as investigations using video records from cameras attached to cyclists’ helmets to attempt to track where they were looking. A very interesting fact for me was the low percentage of cyclist incidents when hit from behind, reported 4%, compared to about 2/3 of incidents being from the side. This actually made me feel better about riding on the wide roadside verge beside the Tasman Highway, where there are very few potential side-on accident spots, as compared to riding through the suburbs and back roads with numerous intersections, driveways roundabouts, etc.

Thomas Stokell from Challenge for Change, UK, made a presentation titled “Getting more people cycling – how do we achieve behavioural change?”. This described a workplace cycling challenge that was being rolled out across towns in the UK, based on the success of similar programs run elsewhere around the world.

“Gender, bikes and clothing: an investigation into the behaviour of commuter cyclist sub-groups at signalised intersections”. This was a study undertaken by Marilyn Johnson, Judith Charlton and Jennie Oxley during ongoing PHD studies at Monash University. The sub-groups they used were defined by three observable characteristics: gender, bicycle type and the presence or absence of cycling specific clothing, typically cycling shorts and jersey. The most frequent unsafe cycling behaviour was riding through red lights. Three distinct behaviours were identified: (i) *racers* who accelerated towards an amber signal but entered the intersection on the red signal; (ii) *impatient*s who approached a red light, stopped and waited, then rode through the red signal; and (iii) *runners* who approached a red signal and rode through without stopping. Across all these groups, the worst offenders were male riders in non-cycling specific clothes and riding flat handle-bar bikes. This is an ongoing study and the results will focus on the behaviour of sub-groups of cyclists in comparison to all cyclists.

“Pedalling hatred: representations of cyclists in the online news media” was presented by Adrian Emilsen from Macquarie University in NSW. This paper was focussed on an incident in May 2008, when a training group of fifty Sydney road cyclists were brought down in a collision with a car, and that was considered an unprovoked act of road rage. News of the event dominated the Sydney news for over three days. Despite many media reports being sympathetic to the position of the cyclists as victims of road rage, this event ignited a much larger public debate on the status of cyclists on Sydney’s roads. This paper identified the many objections to cycling that emerged in the wake of the incident, considered how a “hatred of cycling involves many complex psycho-social processes as well as particular discourses of perceived spatial and legal illegitimacy” (and that mouthful I had to quote directly from the paper’s abstract!).

Jennifer Bonham from the University of Adelaide presented ‘Normalising cycling – cyclists in popular culture’. This was an academic talk that “... question whether the subject position of the cyclist, discursively constituted within transport texts as deviant (slow, disorderly and disruptive), can be rehabilitated and filled with new content”.

“Relatively speaking: bike lanes and bike paths” was presented by Ian Radbone from the University of South Australia. He had found that Australian governments spend far more money building off-road paths and facilities for cyclists than they spend catering for cyclists on road. They do this because it is politically popular, because it is widely assumed that off-road separation of cyclists is safer than having cyclists share the road with motorised traffic, and for other reasons as well. This presentation discussed the wisdom of this. The safety record suggests that cyclists are safer on road than off of it, particularly if off-road includes riding on footpaths. On-road facilities are also vastly cheaper than off-road paths. However there are obviously many circumstances where it makes sense to cater for cyclists off-road.

Paul Corcoran and his supervisor Peter Karas of the University of South Australia presented “The Quantitative Grading of Mountain Bike Trails”. This study was a University undergraduate exercise and intended to create an electronic grading system for mountain bike trails that was repeatable, consistent and meaningful. The grading system presented was a quantitative method that is not subjective, so irrespective of the trails graded, a constant grading was achieved.

Peter Watts from the SA Department for Transport, Energy and Infrastructure, presented “South Australia’s Safety in Numbers strategy”. South Australia’s second cycling strategy is *A Cycling Strategy for South Australia, 2006-2010*. The Strategy is based on the premise that the more people that cycle the safer cycling will become and the safer cycling becomes the more people will choose to cycle. This presentation reviewed progress after the first three years.

“The Brisbane Cycling Story” was presented by Matt Burke from Griffith University. This presentation explored the changes in bicycle policy and planning in Brisbane since 1998. Although many challenges remain, he claimed that Brisbane is now a leader for cycling policy, and may be on its way to being Australia’s leading cycle city.

Ambrose Canning.

Sunday May 3rd 2009



You are invited to join us in the **5th Anniversary
Human Powered Vehicle 6 Hour Endurance Trial**
around Hobart's famous waterfront!

- RACV event rules and vehicle specifications!
- 6 Hours of non-stop racing on a flat concrete track with a Le Mans style start and a 100 metre dash at 9:15am!
- No need to bring a pit tent - pit lanes are all under cover in our big waterfront shed -135 metres long!
- Compete for the prize in the fastest lap for all 5 divisions at the High Noon Shoot Out, lots of other prizes and trophies!
- Each team entry will be in the draw for a new mountain bike!
- Scrutineering will be at Rosny College - Saturday 2nd May.
 - Scrutineering Check List is available, contact the College (www.rosny.tased.edu.au)
- 20 teams entered the event in 2008, we are expecting 30 plus teams for 2009.

Calendar of Upcoming Rides and Events

*Note that Bicycle Tasmania insurance covers **members only** on social rides.* There is a ride fee for non-BT members to cover administrative costs.

Please contact the Ride Coordinator listed for a particular social ride if you intend coming on the ride otherwise it may be cancelled.

Let the Ride Coordinator know if you wish to assist with a ride or have a suggestion for a different ride that should be in the calendar for 2009.

Family Ride - Tinderbox loop

When Sunday, May 10, 2009

Where Blackmans Bay to Tinderbox

Description Tinderbox loop - about 28kms starting at Blackmans Bay, hilly with great views and some gravel. Bring your tennis racket for a hit at the Pierson's Point tennis court. Contact Andy Semmler (asemmler@bigpond.com or 6224 6261).

Family Ride - Intercity cycleway

When Sunday, May 24, 2009

Where Hobart to Claremont return

Description Ride Hobart's Intercity Cycleway - about 30kms return from the Cenotaph with a stop for ice creams at Cornelian Bay on the way back. Great for young kids on their own bikes. Contact Andy Semmler (asemmler@bigpond.com or 6224 6261).

Social / Family Ride - Deloraine

When Sun, May 24, 10am – 2pm

Where Deloraine to Montana

Description Another try at the Montana loop. Runs 40k from Deloraine thru Montana. Some gravel roads. Meet at the Train Park, Deloraine 10:00. Bring a sandwich! Co-ordinator : Tony Cullimore 0419387556

Family Ride - Hobart's Eastern Shore

When Sunday, Jun 21, 2009

Where Eastern Shore Bike Track

Description Eastern Shore bike ramble - about 20-25 kms on the Eastern Shore bike paths. Start at the Sunshine Sports Centre at Howrah and head up river as far as we feel like and then return. Lots of parks and maybe a fort to explore for those who want to. Great for kids on their own bikes. Contact Ian Terry on 6234 9979 or ianerry@netspace.net.au

Social Ride Deloraine area

When Sun, June 21, 10am – 2pm

Where Westbury to Hagley to Westbury via a Lake

Description The first part of the ride will be on back ways to a Lake and down to Hagley. The return to Westbury will be on the "old" road. Meet at the Westbury Common (not Green) car park. Ride leaves at 10:00. Co-ordinator: Tony Cullimore. 0419 387 556

How to Contact Bicycle Tasmania

Email address: info@biketas.org.au

Postal address: Bicycle Tasmania c/o GPO Box 1814, Hobart, 7001

Executive committee:

President: Tim Stredwick, president@biketas.org.au

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Ride to Work Coordinator: Tim Stredwick, president@biketas.org.au

Social Rides Coordinator: Ian Terry, rides@biketas.org.au phone 62 664582

Bicycle Federation of Australia Representative: David Edwards

Cycling South Committee Representative: Tim Stredwick

Tasmanian Bicycle Council Representative: Tim Stredwick

Clarence Bicycle Committee Representative: Evan Evans

Kingborough Bicycle User Group Representative: Richard Nichols, rn2019042@gmail.com

Hobart Bicycle Plan Advisory Committee: Ambrose Canning

SPOKE Editor: Linda Baldock, newsletters@biketas.org.au

Bicycle Tasmania will be holding its next meeting at the 1st floor above EcoHaven 71 Murray St, just down from the State Library. There is off-street bike parking available at “near ground floor” just inside the Sustainable Living Tasmania door. Meetings are held on the third Thursday of each month at 5.30pm unless otherwise advised.
