



Banyule Bug Newsletter

September 2012



WALK A MILE IN THESE SHOES

Pictured is Jack Mitchell from the Lycra group making a fashion statement with the latest in waterproof shoes. My source says Jack found these hanging on a rack at the Coles checkout and was impressed by the price. They come in grey and white and the white ones sometimes come printed with the Coles emblem at no extra cost. Jack maintains they are water and wind resistant. The Latte group too has proven itself leaders in the cycling world of fashion. "Odd" Shoes and Blundstones are now the trend. Seems cleats no longer do it for some people.

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When the boys light up

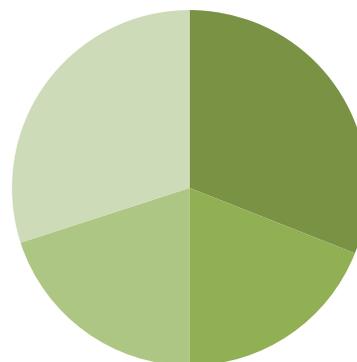
A recent study conducted by Dr. Paul Biegler Monash University found that Cyclists riding without bike lights are three times more likely to be injured in a crash than those that have lights.

The study was conducted over a twelve month period of 158 cyclists who were admitted to the Alfred and Sandringham hospitals between December 2010 and November 2011.

Using bike lights was found to reduce the likelihood of crashes with 66% of injured riders having no working lights at the time.

It was also found that most crashes were not as a result of contact with a vehicle but from such things as tram tracks potholes or debris on the road.

Some Bike Statistics



Another Loss for Cycling

This week bought the sad news that the legendary bicycle advocate and professor of environmental science Frank Fisher died. A memorial service is being arranged, probably in BMW Edge, Fed Sq, Sept 15, 11am, to be confirmed.

John Merory



Some more bike stats ;

Riders are

74% Male

99% had drivers licence

81% cycled at least 2-3 times week

62% cycled more than 3 times per week

65% cycled more than 50K per week

93% wore helmets

57% were travelling at 20K per hour or more at time of crash

Article compliments of Donna

Calculate your Cycling Speed

Dedicated to all you mathematicians out there;

Compliments of Allan Garbut

It really doesn't depend on circumstances. It's a matter of math. A comfortable and sustainable cadence of 70 rpm and gear of 77 inches will yield a speed of 12.1 miles per hour.

You can easily determine your own speed using the following formula:

$$\frac{(((((T_1/T_2)D)3.1416)C)60)/12}{5280} = \text{miles per hour}$$

Where:

T₁=number of teeth on the chain ring (attached to the pedals)

T₂=number of teeth on the cluster ring (attached to the rear wheel)

D=diameter in inches of the rear wheel (usually imprinted on the tire)

3.1416 = pi

C=your cadence - the number of revolutions per minute of the pedals

60=multiplier to change minutes to hours

12=divisor to change inches to feet

change feet to miles

5280=divisor to

T₁/T₂ is the ratio of your gears - count teeth on the rings you are actually using

Multiplying this ratio times the wheel diameter in inches gives you your GEAR in inches. GEAR is the diameter of the virtual drive wheel created by your gear system.

Multiplying GEAR by pi gives you circumference of the virtual drive wheel.

Multiplying this circumference times your cadence gives you inches traveled per minute.

The other numbers convert the result to miles per hour.



An article in gizmag promotes a new way to be visible at night. The Halo belt which is battery powered can be worn diagonally or around the waist. It has the advantage over conventional lights in that it cannot be stolen.

Social Calendar

Moon and Spoon Sept. 11

Bug Meeting Oct. 2nd

The Craigeburn Trail con



A feature to look out for is the 'Growling Frog Bog'. Although when I saw it, it was dry and bare bedrock. This rare and endangered species was discovered there as the freeway was being constructed. Its habitat lay on both sides of the freeway so a 'frog' underpass was built to allow it free access to both sides of the freeway. If you are lucky, still and quiet you might hear its cry. It really does growl – just like a dog.

The other interesting things to look for are trees. This was once a flood plain of the Merri Creek and did support a large number of River Red Gums. Sadly most have gone, but a few do remain and are worthy of paying homage to what once was.



These towering, majestic trees have now given way to other towering items – man made ones that don't look anywhere near as appealing as the natural ones. All along the trail are signs of development. In a

few years time the plains will all be gone and replaced with houses, factories and shopping centres. As I was riding along the trail, I thought of that film 'Deliverance'. This film dealt with the death of a river due to dams and a few friends wanted to experience it before it was all gone. I think this trail is much like that. It won't be long before the plains have all gone.



Looming up in the distance can be seen the blue columns that mark the intersection of the Hume Freeway with the Western Ring road. Very quickly, the grassy plains are left behind and suburbia is thrust upon you. The change is quite dramatic and very noticeable.



Soon other unwelcome images assault the eye.



This is the middle part of the trail that runs through Thomastown and is bisected by the Western Ring Road. It is an ugly and neglected part of the trail. However, this only lasts for a short distance before the Merri Creek trail begins on the Southern side of Mahoneys Road.



When on the Merri Creek trail the landscape once again becomes pleasant and well kept. The creek in places has carved deep gorges where the Silurian sediment can be seen looming over deep pools filled with reeds and wildlife. In places you cycle through a magnificent stand of she oak trees that, on a summer day beckon a rest in their shade. This is a magical spot.



In places, escaped prickly pear has infested the route. During summer, if you are game, the fruit can be harvested. It has a sweet, succulent flesh.

The trail continues on in its ancient valley to Coburg Lake. This is not a natural lake, but was formed from the hole left behind when basalt was mined to build Pentridge Jail. It is also here that the best examples of Silurian sediment can be seen.



From here, The Merri Creek wends its way through suburban backyards until it meets the Yarra River at Dights Falls.

Without doubt, the best parts of this waterway are the upper reaches around Craigieburn, and I suggest you experience them while they are still here.

Allan Garbut