



Banyule BUG Newsletter

July
2020

Contents

1. Bug letter
2. Leongatha ride
3. Summit to sea

Our thanks to the Office of Anthony Carlines MP, state member for Ivanhoe, for their support in providing the photocopying facilities for this newsletter.

To say that the year to date has been “difficult” would be one massive understatement. The year has been in terms of group bikeriding and social gathering a time of adaptation as we cope with Covid 19. To paraphrase the words of that great lady, her Majesty The Queen, 2020 has has been “Annus horribilis”. However, all things come to pass and green shoots *were* appearing – until the latest suburbs lockdown. I am reminded of the phrase used in one of the “Godfather” movies. “Never fear the lion in Rome, the snake lies silent in Naples”. However, it is (had been) great to begin to cast off the cloak of isolation and be back riding with Banyule BUG in a limited sort of way.

As I was writing the optimistic narrative above, stage 3 restrictions for 6 weeks were announced and NSW closed its border with Victoria. How quickly things change!

Banyule BUG members,

The Stage 3 restrictions announced yesterday by the State Government will be applied from Thursday 9 July for the next six weeks.

One restriction requires that social groups be limited to a maximum of **two** people, or direct family members. This also applies to exercise, which means **no B-BUG group rides for the immediate future**. A great pity but a necessary step to reduce the rate of COVID-19 infections.

Our public liability insurers will be advised of the suspension of all B-BUG rides. It is hope that, as before, they will extend our current cover at no extra cost, when scheduled rides resume. If you go riding, the club's insurance will not cover you during the suspension period. Personal insurance is strongly recommended, eg, as provided through Cycling Australia or Bicycle Network membership.

Details of the restrictions are available in the press and on websites. It is well worth checking on the full list as there are significant social restrictions to be observed. Click on [this link](#) to go to the full list published by the Department of Health and Social Services.

The restrictions apply to the Melbourne Metropolitan area and Mitchell Shire. A list of all Local Government Areas affected is given below, plus a map for Melbourne Metropolitan LGAs. Mitchell Shire is adjacent to Metro Melb directly north of Kalkallo and includes the towns of Broadford, Kilmore, Seymour, Tallarook, Pyalong and Wallan.



Residents are not permitted to go beyond the boundary of Metro Melb and Mitchell Shire. There are a few exemptions, as listed in the DHSS website.

Local Government Areas

- | | | | |
|---------------|-----------------------|--------------------------|------------------|
| 1. Banyule | 9. Glen Eira | 17. Maroondah | 25. Nillumbik |
| 2. Bayside | 10. Greater Dandenong | 18. Melbourne | 26. Port Phillip |
| 3. Boroondara | 11. Hobsons Bay | 19. Melton | 27. Stonington |
| 4. Brimbank | 12. Hume | 20. Mitchell Shire | 28. Whitehoro |
| 5. Cardinia | 13. Kingston | 21. Monash | 29. Whittlesea |
| 6. Casey | 14. Knox | 22. Moonee Valley | 30. Wyndham |
| 7. Darebin | 15. Mannigham | 23. Moreland | 31. Yarra |
| 8. Frankston | 16. Maribyrnong | 24. Mornibgton Peninsula | 32. Yarra Ranges |

On behalf of the Banyule BUG Committee, please take care when exercising and stay safe.

John Perkins

Speaking of snakes. Andre Hollis had the experience of meeting a very large snake on the Yarra Trail – not during last summer, but in July of this year. They are still out and about. All it takes is a couple of days of sunshine and out they come.



One of the effects of Covid 19 has been the swing to people riding bikes. On a recent visit to a large department store in Greensborough that usually has hundreds of bikes for sale, I found the shelves empty of bikes. They had sold every one of them. In addition, a ride down any bike trail on any Sunday and you are confronted by swarms of cyclists. This swelling popularity for bike riding has seen an upsurge in making on-road cycling safer by a variety of “pop-up bike lanes”. On a recent, horror, cycle along Sydney Rd I can testify to the need for bike lanes. If you have missed out on this discussion, “Bicycle Network” had a great article on what is happening in this area. <https://www.bicyclenetwork.com.au/our-campaigns/more-space-for-bikes/>

[Riders name and shame Melbourne's worst cycling spots.](#) Interestingly Sydney Rd came in as #6 worst cycling route. My recent experience would agree with that ranking.

A recent BUG ride took us to Studley Park on the Yarra. If you have not been there recently, you are in for a surprise. It is a beautiful spot to enjoy refreshments, but it has taken on the appearance of 'Pine Gap'. From a distance, the geodesic domes take on an alien outlook. On an overcast or rainy day, they would be a welcome addition.



Leongatha BUG Ride

The Foster, Port Welshpool ride will take place on Wednesday October 6th returning on Friday 8th October .

There are several ways to do the ride. In the past several riders have only done 1 day of the ride, either the ride from Leongatha to Foster or the second day return ride from Foster to Port Welshpool.

A great ride starting from Leongatha rail station, ride the rail trail to Foster on day one. Day 2 ride to Port Welshpool and return to Foster.

I'm going to stay in the caravan park in town for 2 nights. Please put it in your calendars. No need to register interest at this early time.

**To make clear my dates,
Wednesday October 6th. Meet at Leongatha station and ride to Foster.
Thursday October 7th return ride to Port Welshpool.
Friday November 1st return home.
As mentioned earlier it is a long day but achievable to ride either day and return home afterwards.**

Last year we all had memorable evenings on both the first and second nights in the common area of the caravan park . The ride has been moved to an earlier date due to the hot ride home on day two, hopefully we avoid a run into a north wind with the resulting exhaustion!

More details later.

Gordon Bettenay

The Darebin Creek upgrade at the foot of Banksia St has been completed and is certainly an improvement. However, turning right when heading north is very sharp and dangerous. It is best to ride past the intersection, do a u-turn then cycle up the hill. Riding south then left is not a problem. It is a risky corner and great care needs to be exercised doing any turn.

An interesting take on cycling



Modern economics...Sanjay Thakrar, CEO at Euro Exim Bank Ltd. got economists thinking when he said: "A cyclist is a disaster for a country's economy. He does not buy a car and does not take a car loan. Does not buy car insurance. Does not buy fuel. Does not send his car for servicing and repairs. Does not use paid parking. Does not become obese.

Yes,.....and well, damn it!! Healthy people are not needed for an economy. They do not buy drugs. They do not go to hospitals and doctors. They add nothing to a country's GDP.

On the contrary, every new McDonalds outlet creates at least 30 jobs: 10 cardiologists, 10 dentists, 10 weight-loss experts apart from people working in McDonalds outlets.

Choose wisely: A cycle or a McDonalds? Worth thinking."

Walking is even worse. Those people do not even buy a bicycle.

Thanks for the contribution Peter.



Leigh has a new bike and it is a beauty. Its main feature is that it can be used as a dedicated off-road cycle that I imagine would be at home in the toughest of environments; or it is a street legal touring bike. It looks impressive.

Motor: 1000 - 1800 Watt with 180Nm Torque. Bafang BBSHD Ultra Max Crank Motor Inbuilt into frame. **Battery:** SAMSUNG Lithium Ion Battery 48Volts 18Ah 864Wh. **Throttle:** Hand Twist Throttle, included but can be deactivated.

PAS: Multi Level Pedal Assist, 5 settings for road use, 250W and 25kph speed limit, and 5 settings for off road use, up to 1800W and up to 90kph. All using torque sensor.

Walk assist mode is included. **Display:** LCD-LED 100mm full colour control screen. **Gears:** SHIMANO Alivio 9 speed cassette. Used due to greater strength, 50 percent less chance of chain breakage due to power. **Brakes:** Hydraulic 150mm Discs Front & Rear, twin piston. **Tyres:** Off road Kenda 26"x 2.6" Tubeless ready. **Frame:** Full Suspension with 100mm Rear Shock Aluminium Light Weight 6061 Alloy. Pedals, Headlight and Tail light included. **Suspension:** Monster Downhill Zoom, Drop forged 200mm Front Fork Suspension, 38mm Diameter shocks. **Saddle:** Mountain Sports, Super comfort. **Charger:** 240V 32A Smart Charger, Full charge 2 hours. Approx. **Max Speed:** 90kph (Using Pedal Assist with torque sensor) in sports mode. **Max Range:** 80km* (Using Pedal Assist with torque sensor) in Eco mode. **Max Load:** 150kgs Rider and accessories. **Net Weight:** 26kgs Including battery.

Price : \$3,999.00

Normally, but if you are willing to wait a month, \$3,699.00.

I have had it for only just over a week and I am truly impressed with the performance, but the main thing is, I always just want to get on it and go for a ride, but I don't do any of that 90kph stuff. I am lucky that I have the Plenty Gorge just around the corner from me, to give it a bit of a work out.

That's it for a while folks.

This current lockdown will be with us for a while, so send along your cycling stories and they will appear in our next edition 'sometime in the future. Keep yourselves healthy and safe cycling.

[Allan Garbutt](#)

The Saga of the Summit to the Sea

Friday 20 March was an auspicious day for the Banyule BUG Lycra Group. Third Friday in a month means *Big Bi-monthly Ride* and the schedule had promised a Magical Mystery Tour. Turned out to be a plan to tackle the absolute highs and lows of the Mornington Peninsula. Geographically speaking, of course — some highs and lows are best avoided!

Drove to Rosebud early on a foggy morning passing the high Target A (**Arthurs Seat**) on the way, shrouded in mist. Laurie Baressi was the consummate morning host, offering coffee, tea and eggs cooked to your preference when we parked at his Rosebud residence. What a shame I'd eaten on the way!

The mountain assault team was split into two groups. Always a good idea for dangerous missions, providing backup should one team succumb to altitude sickness or fall down a bottomless crevasse.

Real Heroes

The hard men were tackling Arthurs Seat head-on, following the steep front switchback road to the peak: Laurie Baressi, Jacques Chaperon, Randall Dehnert, John Pietka.

Groaning Grinders

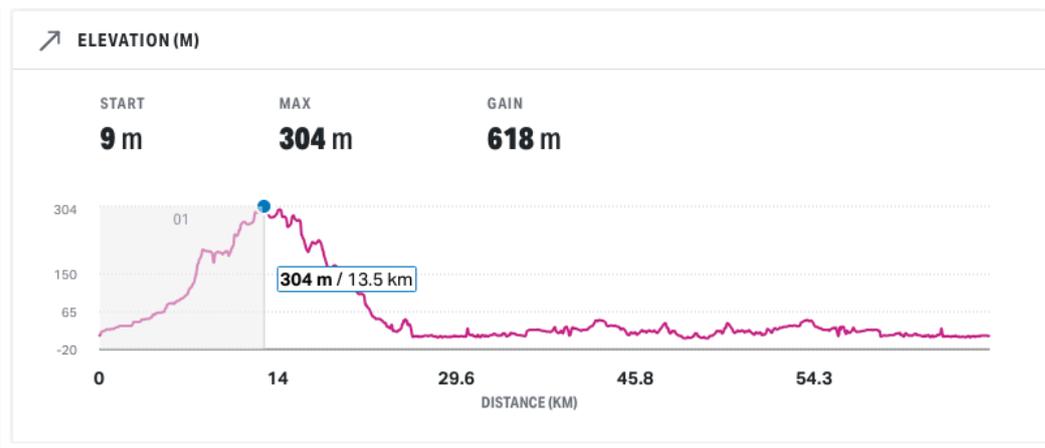
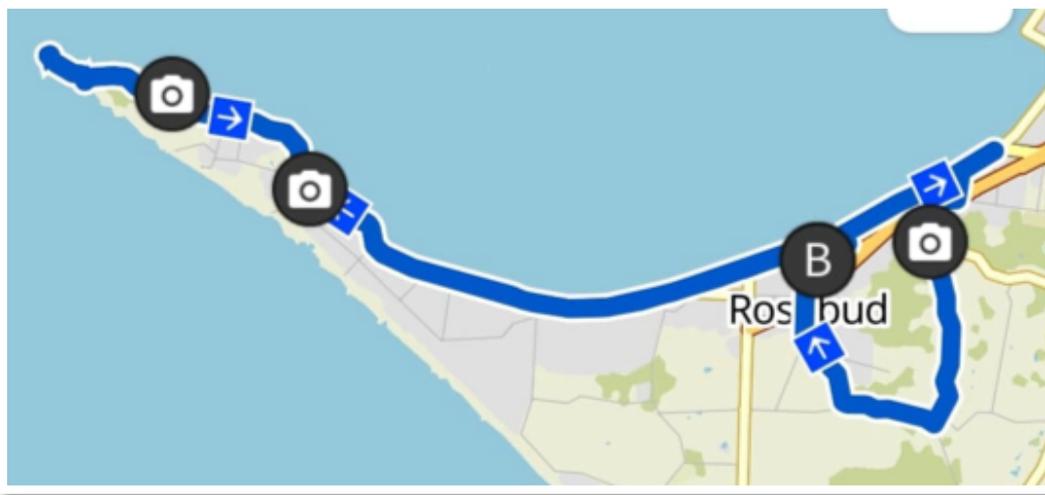
The hard men with soft centres plumped for the back route to the top. After all, we'd arrive at the same place but would enjoy more kilometres, gentle views and less muscle damage: John Mitchell, John Perkins, Steve Tsagnas, Bob West.

The next section is as recollected, with some or no degree of accuracy, by Randall Dehnert. Accordingly I, John Perkins and being of sound mind, take no responsibility regarding the authenticity of this Real Heroes account of the frontal assault on Target A. Randall — scribe on:

The Heroes' Tale

Laurie led the Front Group to Safety Beach first, to get some "*km into the legs*" before starting the climb. Given the whole ride was to be around 80km and having the full impact of Target A in direct view — plus being fearful of the coming ascent — I felt this was not unnecessary but, rather, not necessary. However, bowing to local knowledge, did it we did.

With legs fully warmed we head to the base of Target A, stopped and looked at the proposition confronting us. At this point I envied the Groaning Grinders.



Laurie felt obliged to give us a pep talk. Not quite John Kennedy's immortal "*DO! Don't think, don't hope, DO!*", more along the line of "*OK, ready to go now*".

Nevertheless now pumped full of enthusiasm it was going to be all uphill from here, or "downhill" depending upon your perspective of riding up a steep piece of land, which hits 11% 3 or 4 times.

The camber¹ of the switchbacks made middle of the road on bends the A1 position, UNLESS there is a car coming the other way!!



It didn't take Jacques long to show his climbing chops. He hit the summit first with the rest us being placegetters, albeit, in my mind, not that far back.

¹ *camber*: a tilt built into a road at a bend or curve. So **cool** to use this word.

The view at the top was worth every bit of sweat and pain we endured as we pedalled up the steep, winding front of Target A.

After 10 minutes or so, and without a Groaner in sight we started our descent via the back route. We knew the Grinders would be close to the summit and, yes, shortly into our descent we passed them, a couple of whom actually appeared to be groaning.

Our descent was simply fast, fun and fantastic and in no time we were back on the Nepean and on our way to meet the Happy Chappies.

The Grinders' Story

Steve Tsagnas is a friend of Bob's — they've ridden together many times Rye to Point Nepean — and he took us out of Rosebud on Jetty Rd then east along Browns Rd. Gradients weren't too steep, apart from one haul half-way along Browns Rd. Beautiful weather and great views across paddocks and farms.

To the serious stuff — north onto Purves Rd and start the climb. Luckily it's not too steep: head down, smile and grind on. The Real Heroes shot past us on their descent (of course) singing out and laughing. Or were they jeering?



Then we were there, in the carpark under the cable cars. Brilliantly sunny, blue sea and great outlooks. My first time there — really enjoyed it.

And now the descent. Steep with switchbacks — Exciting! Frightening! No pedaling needed but great brakes are essential. Some of the corners are steep and tight — rush into them, clamp on the levers and heel over hard. What an



adrenalin rush! Had to stop for a picture across the Bay, then back for more. A highlight of the day! Through Dromana and Rosebud to meet up with the final Fab Four for the day and head towards **Target B (Point Nepean)**.

(For anyone interested, the front route is 3 km long with average gradient 8.3%. But that's the average — as Randall said, there's stretches of 10-11% and it can top 20% on the inside of the switchbacks. I think Chris Froome set the current record in 2016 — 9 min and 31 sec!)

Happy Chappies

No heroics, no sweat, no pain — just sit on the bike and enjoy a fabulous, flat (mostly) pedal. Welcome to Meg and Chris England, Geoff King and Angie Cameron. Meg and Angie took comfort one pedal push further, riding immaculate e-bikes (switched on only for the hills, of course).

Straight along the Nepean Highway through Tootgarook, Rye, Blairgowrie, Sorrento with the wind in our faces. Quite a strong wind, in fact — pant, shove, push! And then **that** short sharp climb at the left-turn into Sorrento. Enough reason to stop for refuelling. We enjoyed a nice break but enjoyed the coffees more. And the loo. It was early days in the “*Toilet Paper Hoarding Pandemic*”, so this was a most comforting sight.



Back onto the Nepean, discover more hills than expected then turn left at Defence Rd and follow it to the tip of the Peninsula. Fascinating rolling landscape, grass, shrubs and trees bent sideways by wind.



My first visit to the Fort and some good news — bikes can get right to the end. Cars and buses have to park early and walk in, or wait for a shuttle bus. Many things to see — bunkers, buildings, cannons, gun emplacements, tunnels. We didn't have the time to do it all but I'll be back.

And what do you do if you have a big cannon? Sit on it, of course — no time like showtime!

Some things never change!



A last run through the post-WW1 quarantine area with its buildings and history. The first COVID-19 lockdown would be starting very soon, of which we were quite unaware: coincidence! A couple of cheerful echidna strolled the lawns.



And after that, we turned round and pedaled back to where we'd started. Great way to spend a Friday.