



# Banyule BUG Newsletter

April  
2022

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### Setting the (fashion) standard

Not always the fastest. Nor do we always ride the longest. However, when it comes to setting the standard for fashion in cycling attire, Banyule BUG riders are up there with the best



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



*"Goodbye, Kevin. I could look the other way with the boozing and the skirt-chasing, but I did not sign up for bicycle clothes."*



E-Scooters (link) are appearing all over the place. I have seen them on a number of our trail rides. BN has this report on the two types available for hire.

Not quite a scooter, but halfway there. This powered mono-cycle was spotted on the Main Yarra Trail just before the dog home. He was moving a fair clip when he flew by us. Modes of transport are surely changing.



## **Thursday April 21 BUG Ride – All welcome**

The Latte group have planned a ride around Portarlington going to and from via Port Phillip Ferries. Our plan is to cycle from Portarlington to Swan Bay and back (see map below) plus a short cycle around the nearby wetlands reserve.

**Dates and times are: Thursday April 21**

**Ferry to Portarlington 0930 arrive Portarlington 1040**

**Return to Docklands 1545 arrive Docklands 1655**

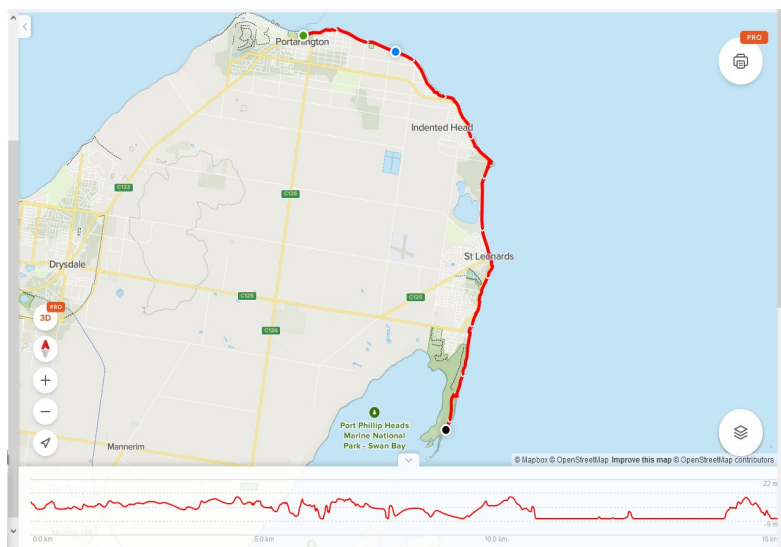
**Costs are \$32 return concession or \$36 return Adult**

**Link to [Port Phillip Ferries](#)**

This proved previously to be a successful and enjoyable day of very easy riding along mainly a beach trail.



**Click map for interactive link**



## **E-Scooter insanity (in no way related to the previous article)**

If you did not see the road rage madness that unfolded along St Kilda Rd involving a car and e-scooter riders, then watch this. It is terrifying to think that this played out on a street in Melbourne. Click the image to play the video.



## **Heathcote to Axedale (link)**

I had recently the pleasure of cycling along the O'Keefe Rail Trail with Darebin BUG. We went from Heathcote to Axedale return. It was a wonderful day and the trail is in excellent cycling condition. The trail traverses forested areas and open farmland with Lake Eppalock well in view. The only difficulty were the 7+ cattle grids that needed to be crossed. These are not normal width grids, but have quite wide-spaced railings. Safer to walk a bike across. Approaching Axedale, the Campaspe River is crossed. This (had) lots of water flowing down it and has some lovely picnic spots for a break. If you are looking for a country ride I can recommend this one to you. The video will give you a good idea of the trail condition.



# Wheely interesting

An occasional series introducing you to a Banyule BUG member

## Meet Leigh

Who rides with the Latte Group



### 1. First bike and your memory of early bike riding?

I was born at a very young age in Coburg, my very earliest memory of anything mechanical was seeing a bike that my dad bought second hand to ride to work and back, I wanted one for myself but mum and dad spent a lot of time trying to explain to me why a two-and-a-half-year-old couldn't have one. I was in love with what I could see you could do with a bike, so they bought me a second-hand tricycle and that would have to do me until I was older. I escaped from home one day now that I had mobility on my tricycle and was the subject of a search party looking for me, I had ridden a few miles away from home by myself, even crossing busy Sydney Road and the Coburg train track all the way to my Nana's place. For some reason she went into panic mode when I turned up at her place, she contacted mum on the telephone, which we were very lucky to have in those days, I thought that mum would be happy to see me, but it didn't seem like it when she came to get me.

At the age of four they eventually got me a 16inch boy's bike, blue and silver and spent some time teaching me to ride it, it was the most fantastic thing I had ever been given. I rode this bike to my first year of school then they bought me a 20inch bike which lasted me until fourth grade. When I was twelve, I had saved enough money from my paper rounds to buy a second hand 26inch flat bar bike from a neighbour which I continued to ride until a mate next door and me bought between us a full-size Tandem Road bike, it had no gears and if I remember correctly may not have had brakes. It was really scary to ride, especially along Sydney Road. I recall that it was steel and very heavy. When I left Coburg Tech I started at RMIT in the city and went by tram until I was old enough for a car. Bikes were put aside for many years, then after returning from service in Vietnam and getting married, I bought a brand new car and a new bike, it was a Malvern Star road racer with gears and brakes, at this time I hadn't been on a bike for about five years and after a ride around the block and was totally exhausted I thought (stuff this) so I did the only obvious thing to do and sold it to the young bloke next door.

No more riding until I was 55 years old when I bought a Kmart Mountain Bike with 26inch rim brake wheels and dual suspension, it cost me \$126.00. I rode this into the city a couple of times and thought it was alright but there must be something better than this out there. After going to some bike shops, I started sorting out the good from the bad. I bought myself a Giant Talon mountain bike and joined the Banyule BUG, this was back in about 2003.

This is when it all started happening, the following year I purchased another two bikes, a Fuji Flat bar aluminium road bike 30 speed and a Shogun Carbon Road bike 20 speed. My addiction to bikes was starting to set in, the following year another couple of bikes and so on, from the time I joined the BUG up until 2019 I ended up having acquired 54 bicycles.

Back in 2015 I had a heart attack which gave me the excuse to start looking at the new phenomenon, Electric bikes, well this started a new addiction, a year and a bit after my heart attack I had a stroke and the year after that, stents placed in my legs. This all gave me really good excuses to start upgrading my bikes to Electric. So, it is very easy to calculate that has been seven years and so far seven new electric bikes since then.



The number of bikes I normally have on hand at any given time has been seven or eight, as I sold half as many as I acquired but not all the bikes I have had have been purchased, many I have found in the gutter or on rubbish collection days which I spend a lot of time rebuilding as a part of my hobby. Over the last year I have restricted myself to buying only a few electric bikes. So, I have learned that you can't just keep getting bikes as you run out of room to keep them.

## 2. Current (or favourite) bike?

My favourite bike is my new Focus Carbon Road bike, electric. Another bike which is my forever bike is my Titanium Lynskey, this is a road racer converted to electric which is capable of both excessive distance and speed.

\*I couldn't fit all of Leigh's bikes into this edition, so I made a short movie. [Leigh's Bikes.](#)



## 3. Favourite ride?

My favourite ride is the ride to Altona and Williams Landing and my favourite country ride is from Ballarat to Skipton on the Skipton rail trail.

## 4. Favourite café on a ride?

I am a real coffeeholic so I judge my cafés by the standard of their coffee. My choice would be Bean Counter in Fairfield, with many others pretty close to being as good.

5. **Finish this sentence 'Banyule BUG .....** I really enjoy the rides with the Banyule BUG and since joining have had the pleasure of being a ride leader, a ride coordinator, also committee member and President. I enjoy the company of the members, all good company.'

## 6. What are some of your other interests?

I have had many other interests in life with each one differing greatly from the other. I have been flying aircraft since I was 16 years old and had the good fortune to be able to own two aeroplanes, also having an interest in Classic Cars of which I have had three. I am deeply interested in science, engineering and astronomy (Cosmology) because of this I have constructed many Telescopes in my life, including an instrument that weighed 2.5 ton, the optics of which I ground, polished and figured for that instrument weighed over 50kg. My wife and I have travelled all over the world and also enjoyed flying all over Australia in our own aircraft visiting all of the out of the way places. Other than that life has been pretty boring. Always looking for something new to do.

### 24 FEBRUARY 2022

#### **Beechworth to Yackandandah Trail making progress**

The 31km extension of the Murray to Mountain Trail from Beechworth to Yackandandah is getting closer to completion with just a few sections still to be constructed.

Originally set for completion last year, the COVID outbreak and prolonged wet weather resulted in delays.

But now the \$6.2 million project is rolling again with the route through Yackandandah from High Street through to Osbornes Flat now open.

Work is underway on the section from the roundabout/underpass at the Beechworth-Yackandandah turn off, along then old railway track and then down into Yackandandah township and should be finished next month.

Section 7 is the next and final section of trail and is currently in the planning and stakeholder engagement stage.

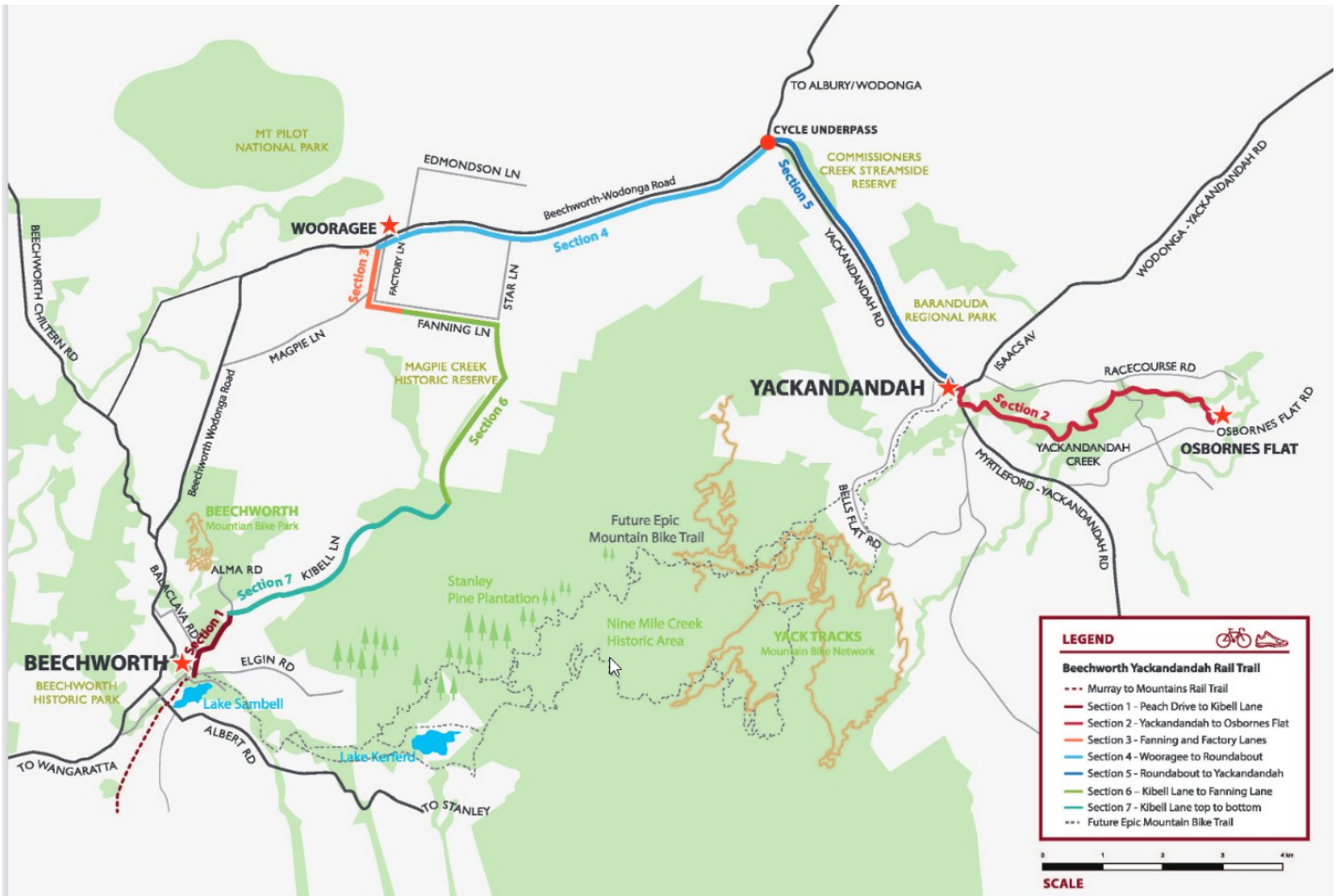
Section 1, 2, 3, 4 and 6 are now complete and open for use. Safety and Way-finding signage is still in the planning and installation stages and will be fully installed by the time the whole trail is constructed.

The project is a result of the North East Victoria Cycling Optimisation Masterplan, which aims to

optimise cycling opportunities throughout the region to drive growth to the local visitor economy. Funding included \$1 million from Indigo Shire Council and \$5.2 million from the Victorian State Government through Regional Development Victoria. More details are available here.

<https://www.indigoshire.vic.gov.au/Residents/Infrastructure/Current-projects-works/Beechworth-to-Yackandandah-Rail-Trail>

[https://www.bicyclenetwork.com.au/newsroom/2022/02/24/beechnorth-to-yackandandah-trail-making-progress/?utm\\_medium=email&utm\\_campaign=In-the-Loop--TAS-27-Jan-2022&utm\\_content=bicyclenetwork.com.au%2Fnewsroom%2F2022%2F02%2F24%2Fbeechnorth-to-yackandandah](https://www.bicyclenetwork.com.au/newsroom/2022/02/24/beechnorth-to-yackandandah-trail-making-progress/?utm_medium=email&utm_campaign=In-the-Loop--TAS-27-Jan-2022&utm_content=bicyclenetwork.com.au%2Fnewsroom%2F2022%2F02%2F24%2Fbeechnorth-to-yackandandah)



**Darebin following the last great downpour.**

We have all seen many images over the years of the M80/Darebin Creek tunnel in flood. This is the first image I have seen from above. It shows clearly the magnitude of the flooding problem at this point in the creeks flow. I wonder if this will ever be fixed?

Image by Samantha FB (with permission)



## Meet Cheryl, avid cyclist and occasional ride leader for the Lycra Group

I have been a member of Banyule Bug since 2014. I don't have the pleasure of joining many Banyule Bug rides because I work full time. I mainly ride on Sundays with the Lycra group. After 40+ years of gainful employment, I am looking forward to retirement at the end of 2022. I have been a dual member of Whitehorse Cyclists and Banyule Bug and have led rides for both clubs.

### What do you enjoy about leading rides?

Leading rides forces me to learn the ride route! When following the ride leader, I blindly turn left or right without ever committing the route to memory. Leading a ride is different. It often takes several hours of studying the ride map; or performing a reconnaissance ride ahead of ride day. It is a bit like preparing for an exam. Once I have learned a ride route, I have the confidence to ride it on my own, when social options are not available. Leading rides gives me more independence on my bike. I am a better cyclist because of it.

I also love to share different experiences and sights with my fellow cyclists. It is rewarding when someone says, "I haven't been here before" or "I didn't know I could take this particular path." It's such a pleasure to broaden the horizons of other keen cyclists.

### Is there anything you don't enjoy about leading rides?

Leading rides is about leadership. It's an important skill. What I like the least is when I call to turn left and someone down the middle of the pack calls to turn right. This can be very disruptive. As the group splits, often one group wastes time trying to connect with the other group. It is important that ride followers are supportive of the ride leader. Maybe the ride leader will make one or two wrong turns, it really doesn't matter. If the ride is going completely off-track, all it takes is a quiet, and respectful word in the ride leader's ear. The bigger picture is that the ride leader is learning the ride route and learning how to be a good leader. Also, the ride leader is gaining enjoyment and satisfaction in sharing new experiences with their cycling friends. It would be great if everyone appreciates the ride leader's effort and affords them unanimous support. All-in-all, I would encourage everyone to step-up to lead a ride or two. The benefits far outweigh any negative. It's all about being part of, and supporting, a fantastic team.

\*In addition to Cheryl's excellent contribution it is worth reminding riders that Banyule BUG has established "Guidelines" relating to rider and leader conduct etc. It is perhaps worthwhile that these guidelines be revisited by riders. They can be viewed at:

[Lycra Group Ride Guidelines](#)

[Latte Group Ride Guidelines](#)

\*(Editor)

Bob West organized a Sunday Special cycle to try out the (expected) newly completed Hurtstbridge section of the Diamond Creek Trail. It was a beautiful sunny day and some 16 eager cyclists turned out to complete the ride. Unfortunately, the last 2k of the ride was closed off – some additional work needed to be done. This was a wonderful cycle and the trail is a 'joy to ride'. Thanks to Bob for leading the ride. (A stunning class photograph)



**Banyule BUG members,**

Here is your chance to have some input into active transport connections and landscape/open space along the length of the Hurstbridge rail corridor from Darebin rail station to Montmorency rail station.

I am very pleased and impressed that the Banyule Council is taking this strong action looking to the long term for active transport and use of open space in the rail corridor that passes through Banyule.

A six-week community and stakeholder consultation process will take place from Tuesday 15 March 2022 to Friday 22 April 2022. The primary consultation mode is through Council's consultation website [shaping.banyule.vic.gov.au/HFS](http://shaping.banyule.vic.gov.au/HFS) . You will find more information on shaping.banyule and multiple opportunities to provide feedback.

Maurie Abbott

Secretary - Banyule BUG Inc.

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----- Forwarded message -----

**From:** Michelle Herbert <michelle.herbert@banyule.vic.gov.au>

**To:** Michelle Herbert <michelle.herbert@banyule.vic.gov.au>

**Sent:** Tuesday, 15 March 2022, 09:13:13 am AEDT

**Subject:** Fw: Draft Hurstbridge Rail Corridor Feasibility Study - Public Exhibition

Good Morning,

I would like to introduce you to the draft Hurstbridge Rail Feasibility study which is available for public exhibition between 15 March and 22 April 2022.

In 2021, Council engaged the services of a consultant to develop a high-level understanding of active transport connections and landscape/open space along the length of the Hurstbridge rail corridor from Darebin rail station to Montmorency rail station. The purpose of the study is to:

- Look to achieve safe, direct and legible active transport facilities that connect a wide range of users to the network of places along the Hurstbridge rail corridor and adjacent activity centres;
- Look at options to provide attractive and welcoming places through improved urban design and landscaping aspects along the rail corridor; and
- Support Council's advocacy activities.

The study found a disjointed and incomplete active travel network along the rail line, with few formal crossing points. The land abutting the rail line is not being used to its maximum advantage. The study also captured a community desire and potential for residents to use the land abutting the rail line to make vital transport and recreational connections.

For each section of rail line, between adjacent rail stations, the study identified:

- Baseline conditions – issues and opportunities for improvement,
- Corridor arrangements – maps detailing the type of active transport treatment which could be utilised, and which would be best suited to the road and land conditions. The treatments include shared user path, quiet-ways (lightly trafficked local roads) and protected cycle lanes.

- Urban design and open space typologies which could be used for different road and nature strip conditions,
- Opportunities for indigenous infill planting and creation of biodiversity corridors, and
- A set of maps detailing potential cycling route options for each section of the rail corridor with an accompanying comparison of their safety and usability.

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If you would like any more information please contact Michelle Herbert on 9457 9824 or via email [michelle.herbert@banyule.vic.gov.au](mailto:michelle.herbert@banyule.vic.gov.au)

Kind Regards

Michelle

**Michelle Herbert**

Senior Transport Planner

**Banyule City Council**

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@BanyuleCouncil | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as Traditional Custodians of the land and we pay respect to all Aboriginal and Torres Strait Islander Elders, past, present and emerging, who have resided in the area and have been an integral part of the region’s history.

*Our community is made up of diverse cultures, beliefs, abilities, bodies, sexualities, ages and genders. Council is committed to access, equity, participation and rights for everyone; principles which empower, foster harmony and increase the wellbeing of an inclusive community.*

### Warringal Park to Hurstbridge

Banyule BUG completed their first “official” ride over the newly opened Wattle Glen to Hurstbridge section on the Diamond Creek trail. We now have a sealed trail all the way from the Yarra to Hurstbridge. Apart from the temporary detour (big hill climb) due to bridge replacement, it is a fantastic bike ride. We road the trail on a Tuesday and there were many other people using the shared trail. This trail has been a very long time coming, but I am sure it will be a great advantage to the people of Hurstbridge and appreciated by all who use it. Congratulations to all the people involved in bringing this about.

You can view a video of our ride from Diamond Creek to Hurstbridge here. [Hurstbridge Club Ride](#)  
[Nillumbik Media Release](#)



Memorial Park Hurstbridge



Her: You smell wonderful tonight dear. An expensive perfume is it?

Him: Premium unleaded 98.  
Inspired by a post from Les B

Another reason to get on your bi

Thank you to all the contributors to this edition. Your story will be read in our next edition if you send it to [allang@bigpond.net.au](mailto:allang@bigpond.net.au)

Safe cycling