



A footnote From History

We ride under it often and we frequently admire its construction. Thousands of cars a week pass over it but never know of its beauty. Its construction is largely bluestone and concrete and was designed by John Clime CE. It was built in 1864 to replace an earlier wooden bridge (1852) that was falling apart. The money for the new bridge came from a toll gate. Henry Holloway, the toll keeper would charge one farthing for a pig and eighteen pence for a four horse carriage. It was widened in 1937 by the CRB.

It is one of the oldest surviving bridges in Melbourne and one of the largest stone arch bridges in Victoria.



LATTE ON CUP DAY

The Latte ride on Cup Day was due to go to the Glasshouse Cafe in Research and home via the aqueduct path. Nine of us gathered. Allan G came over – said he'd like to suggest a detour. Kathy said "but I'm in charge today! Where do you want to go?"

So instead of going to Research, we went to Victoria Dock and Port Melbourne to see the four big cruise ships docked there for the Cup. And of course we had a cup sweep – Les B had the winning horse and took home the price of a small wine!

Banyule Bug

Newsletter

December 2015



Reg No A0036671P

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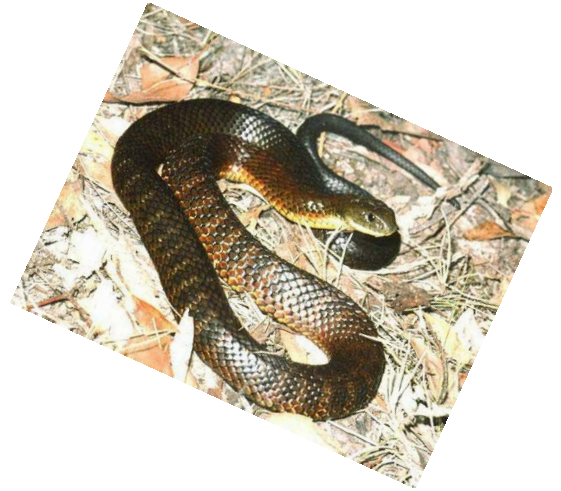
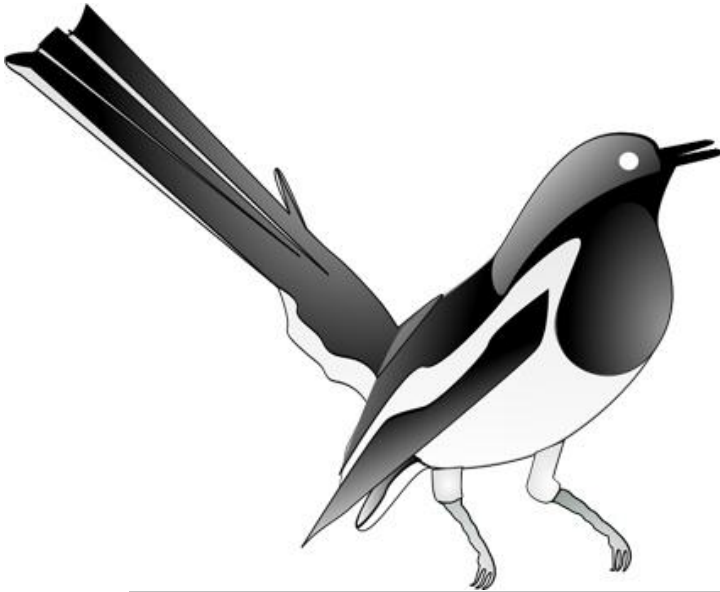
“When the birds stop swooping, the snakes start slithering”

This could be one ‘measure of the seasons’ of a cyclist. On a recent cycle down the Mullum Mullum Creek from Park Rd, I cycled near to two large tiger snakes just laying on the path sunning themselves. Cyclists like to believe that you will see a snake in plenty of time to take evasive action – not so. I was on these snakes before I realized they were there. I did, however, have time to warn the lady pushing her pram with toddler trotting in front.

This got me thinking; “what would I do if I was bitten or someone else with me?” So, with that in mind, I did some research.

***Disclaimer**

The following document is from St Johns and is the latest information regarding snake bites (Sept 2014) It is included here as a ‘guide only’ and to be read as ‘general information’. It is not intended as being specific medical advice. (Ed.)



Even Shakespeare had a word to say about snakes.

You Spotted Snakes By William Shakespeare (1564–1616)

From “A Midsummer-Night’s Dream,” Act II. [Scene 2](#)

YOU spotted snakes, with double tongue,
Thorny hedgehogs, be not seen;
Newts and blind-worms, do no wrong;
Come not near our fairy queen.

....

The Victorian Law Foundation has just published a new handbook on cycling rules The [new handbook](#) sets the record straight on Victoria's often misunderstood cycling road rules and aims to take the confusion and maybe some of the heat out of driver-cyclist interactions.

If you are interested, PDF and video on the Victorian Law Foundation website <http://www.victorialawfoundation.org.au/publication/bike-law>

Snake bite



first aid

In a medical emergency, call Triple Zero (000) for an ambulance.

Warning

DO NOT wash venom off the skin.
DO NOT cut the bitten area.
DO NOT try to suck venom out of wound.
DO NOT use a tourniquet.
DO NOT try to catch the snake.

- **Signs** are not always visible but may be a puncture marks, bleeding or scratches.
- **Symptoms** developing within an hour may include headache, impaired vision, nausea, vomiting, diarrhoea, breathing difficulties, drowsiness, faintness, problems speaking or swallowing.

What to do

1. Follow DRSABCD.
2. Reassure the patient and ask them not to move.
3. Apply a broad crepe bandage over the bite site as soon as possible.
4. Apply a pressure bandage (heavy crepe or elasticised roller bandage) starting just above the fingers or toes of the bitten limb, and move upwards on the limb as far as can be reached (include the snake bite). Apply firmly without stopping blood supply to the limb.
5. Immobilise the bandaged limb with splints.
6. Ensure the patient does not move.
7. Write down the time of the bite and when the bandage was applied. Stay with the patient.
8. Regularly check circulation in fingers or toes.
9. Manage for shock.
10. Ensure an ambulance has been called.



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SAVE A LIFE – BE FIRST AID READY
WWW.STJOHN.ORG.AU 1300 360 455

Version Sept. 2014.

I wrote recently to VLine regarding the carrying of bicycles on VLine Coaches. Their response is below.

Dear Mr Garbutt

I acknowledge receipt of your comments regarding the carriage of bikes on Vline coaches (specifically to the Mansfield region) received on 22 August 2015. I apologise for the delay in responding to you.

Please refer to the Victorian Fares and Ticket Manual (link below) for information regarding the carriage of bikes on public transport:

<http://ptv.vic.gov.au/tickets/victorian-fares-and-ticketing-manual/>

I have referred to the Vline website to obtain the following information regarding bikes on Vline coaches .

Bicycles can be carried for free on V/Line trains, if there is space available

Bicycles can be carried for free on the following V/Line scheduled coach services, if there is space available and will be accepted on a first-come first-served basis only:

Beechworth - Wangaratta ·
Bright - Wangaratta ·
Corowa/Rutherglen - Wangaratta
Mulwala/Yarrawonga - Benalla ·
Wangaratta - Bendigo ·
Woodend – Daylesford

Bikes are not permitted on any other timetabled V/Line coach services with the exception of folding bikes .

I have been advised that the above services operate High deck coaches which have been designed to accommodate bikes. They are equipped with anchor points in their holds; while other services such as Mansfield, are not.

Sometimes it is necessary to replace trains with coaches. If a rail replacement coach operates bikes can be carried, subject to space in the luggage area and will be accepted on a first-come first-served basis only.

Note: the owner of the bicycle is to load/unload it to/from the coach. Bicycles are carried at the owner's risk.

Bike lockers are available at selected V/Line and Metro stations and can be rented free after paying a bond.

These lockers can be used to store your bike and items including helmets clothes and shoes. Bike cages are gradually being installed at stations across the state. More than 20 bikes fit in these cages which require swipe cards to enter and exit.

To find out where bike cages are available, call V/Line on **1800 800 007**.

PTV appreciate you seeking clarification of the current policy .

Yours sincerely

Arlene Smith
Customer Liaison Officer
Public Transport Victoria
Ref: 2015/154258

Public Transport Victoria (PTV) may collect personal information in the process of providing customer feedback. PTV may then use this information to contact customers as part of a survey of the feedback process. Any information collected by or on behalf of PTV is subject to PTV Privacy Policy www.ptv.vic.gov.au <<http://www.ptv.vic.gov.au>>

If you are not satisfied with the outcome and wish to take this matter further, you can escalate your complaint to the Customer Advocate at Public Transport Victoria for review by phone on Freecall 1800 800 007, by email at <customer.advocate@ptv.vic.gov.au> <<mailto:customer.advocate@ptv.vic.gov.au>>, or in writing to: Customer Advocate, Public Transport Victoria, PO Box 4724, Melbourne Vic 3001. Please ensure that you provide your case reference number for administrative purposes. Further details are available at <www.ptv.vic.gov.au> <C:\Documents and Settings\resadmin\METLINK\Desktop\COPY of Template Backups\www.ptv.vic.gov.au>.

Alternatively, you may raise the matter directly with the Public Transport Ombudsman by phone on Freecall 1800 466 865, by email at <enquiries@ptovic.com.au> <<mailto:enquiries@ptovic.com.au>>, or by fax on 8623 2100. Letters can be addressed to the Public Transport Ombudsman at PO Box 538, Collins Street West, Melbourne Vic 8007. Further details about the Public Transport Ombudsman's role and services are available at <www.ptovic.com.au> <C:\Documents and Settings\resadmin\METLINK\Desktop\COPY of Template Backups\www.ptovic.com.au>.

My Peugeot passed on.

I have to report that I separated from my old 10 speed Peugeot Bike. I rode her for 3 years with Banyule BUG. My old Peugeot has been sitting mournfully and neglected under my house for nearly the last 3 years since I purchased a shiny new hybrid flat bar Avanti bike. The old Peugeot was pining to be taken out. I intended not to neglect her. I intended to take her out occasionally, but I never did. I even had her partly repaired with a new gear lever cable a couple of years ago; but she never got to venture forth again on Banyule BUG rides. I got used to the 30 gears on the new Avanti, the shiny new red paint and chrome and the lower gear ratios for going up hills more slowly. I love going slow up hills.

Oh well I reluctantly decided to part with my old love. Quite an effort finding a new caring home for the old girl. Many photos were taken, including all the best profiles, and a spicy write up to place on EBay. *"The bike you always wanted in the 1970's"*. A top class road bike back then. *"Beautiful curved butt joints"*. *"Lovely non indexing gear levers"*, easy to adjust for maximum gearing effectiveness. *"Beautiful Peugeot drop bars"*. I even mentioned the tricky *"Ageing Issue"*; the issue of the 'loose' screw holding the chain rings and crank on the right side working loose all the time.

I uploaded the sassy photos and spicy text to EBay and waited. Started with a Reserve of \$50. Not bad for the old girl whom I rescued from a local Opportunity Shop for \$20 about 10 years prior. Nothing happened with the bidding for the first 6 days and I began to despair. But late into the last day bidding took off like a rocket with about 50 bids. Final bid was \$106. Not bad. The new purchaser arrived at my door a day or so later. A fit young bloke with a pocket full of cash, strong legs and a cheeky grin who was so excited to see the ageing Peugeot beauty and quality. He was pretty confident he could fix the old girl's loose screw, and get her travelling well again. Good news. And he promised he would ride her every day to and from his work and on the flats around Albert Park. Wonderful.

My story ends well. Or so I thought. However, I have recently noticed, my newer Avanti is increasingly creaking and groaning from her chain when going up hills despite heavy and repeated chain cleaning and lubrication at the behest of Leigh Jukes and others. No one can work out what is wrong with her. Why is she creaking and groaning so? My only current theory, is it may be related to my Peugeot passing on. Perhaps my newer Avanti is missing the companionship of the old Peugeot under my house. After all they have been close companions under there for 3 years now, and who knows what they got up to together late at night. What do you think?

Arnold Wheeler



AUSTRALIAN MOUNTAIN BIKE ORIENTEERING (MEBO) CHAMPIONSHIPS 2015

Kathy Liley was involved in the organisation of the Aust MTBO champs in the Torquay-Anglesea area in early November 2015.

There are three disciplines: Sprint, with a winning time of c 20 minutes; Middle Distance (c. 50 min) and Long Distance (c. 100 min). The competition is conducted in age groups – teenagers in 2 year groupings, ‘open age’ (21-39) and then veterans in 10 year age groups. The youngest competing were 12 year olds, the oldest were over 80 (one man, one woman).

Sprint events are often held in urban areas and this year was no exception – on the foreshore parks at Torquay. Fast and furious, avoiding the dog walkers early on Saturday morning. But the local Council was supportive and we had their big ‘Event in Progress’ signs, as well as numerous ‘Cyclist on Road’ signs – though most of the riding was off-road. For the busiest road crossing, we recorded the time it took riders to get from one side to the other and deducted that from their overall time.

All these events were conducted as ‘time trials’ with riders starting at intervals and riding individually (though unlike a road cycling time trial, if you catch up with someone and choose to use their presence to help you find the next marker, then good luck!) We have boards on the front of our bikes with the map on it (see the photo) – the map shows the locations we must visit to complete the course. Each control location is marked on the ground with a red/white marker with an electronic device where we record our visit (using a small e-tag on our finger).

The Middle Distance event used the Eumeralla Scout Camp near Anglesea and ventured onto the adjacent land. We gradually climbed up to the lookout in the photo, and then straight down a rough track to the right of the photo – our next control point was on the edge of the oval below.



If anyone wants to try MTBO, we have a series of late Saturday afternoon Summer events in the new year. The first at Lysterfield Lake Park on 30 January, the next at Westerfolds Park on 13 February. Put those dates in your diary if you are interested. Or check out <http://vic.orienteeing.socialfx.net/mtbo/>

*Requested by a BUG Member. The url of the ‘Latte Group’ images.

<https://www.flickr.com/photos/buglattegroup/>

Ride Report - Bellarine Rail Trail.

On a recent sunny, but wind Tuesday in November, a group of 12 set off to ride the Bellarine Rail Trail taking in Queenscliffe and Point Lonsdale. Some riders arrived at Drysdale and waited for those who travelled by VLine to Geelong South. By 1000 we were all assembled, answered our names as the ride leader checked the roll and gave riding instructions. That done, the ride began.

The trail runs from Geelong South Station to Queenscliffe Station and is regarded as being a 'flat' ride. From Geelong South to Drysdale, the trail is in excellent condition and is mainly sealed. There is one section on this part of the trail that is hard-packed fine bluestone which is generally very smooth. Leading up to Drysdale, there are a number of roads to be crossed and care needs to be taken at all of them. In particular, two main highways that carry high speed and high volume traffic are to be negotiated. There are traffic lights at each of these two roads, but experienced cyclists know the folly of presuming too much about a red light. In fact, on this ride one car did run the red light at very high speed.

From Geelong South, the trail gradually rises to Drysdale, the high point on the trail, with Leopold Hill being the first perceptible climb (still gentle). At Drysdale there is drinking water and amenities available. Usually, in the morning a coffee van 'Bean Cravin' sells what is said to be, by locals' as the best coffee on the Peninsula.

From Drysdale, the trail drops down to Queenscliffe and is firm, unsealed, but rideable. However, care needs to be taken as there are several soft 'sandy' sections to watch out for. The scenery for the most part is undulating farmland of cows, wheat, vegetables and grapes. It is an attractive ride.

At Queenscliffe, the group of 12 visited most of the main tourist destinations and settled down for a very pleasant lunch on the foreshore park overlooking the bay. Here there are a number of 'information' boards that are well worth reading. The same is true throughout the historic town. Following lunch we headed off to Point Lonsdale.

The route took us along the main road, with wide shoulder, for a way, but then onto a cycle track. Eventually making our way down to the foreshore and along a magnificent shared trail the followed the water's edge all the way to Point Lonsdale. The ride was worth doing just to experience this section of about 3 kilometres.

Once at Point Lonsdale, we cycled up to the point and had magnificent views across the 'Heads' to Portsea. Many more information boards to be read here. The lighthouse on this point has a long and very interesting history, and is a very important 'sign post' for the, over 10 000 ship movements a year through the heads. It is well worth doing a bit of reading.

Our trip back was almost a retrace of the trip down. By this time, the wind had changed and we were helped up the hill by a southerly. This was a terrific day along a well formed and easy riding trail with the additional advantage of cycling through a very historic and visually beautiful part of Victoria. I can recommend this trail to any cyclist.

For the train travelers, it was a long day. I caught the 0602 from Montmorency to meet the 0710 for Geelong South. Coming home it was 1622 from Geelong South, 1730 from Southern Cross that pulled into Monty at 1810. I was tired, hungry, leg weary, but very happy and content with the day's events.

Allan Garbutt

