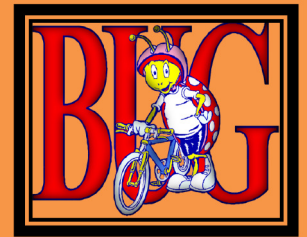




# Banyule Bug Newsletter

February 2013



## BICYCLE RALLY TAKES ON A DIFFERENT TONE

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The enthusiasm of the many riders who joined the bicycle rally held last December to push for the completion of the Darebin Creek Trail was vindicated when it was announced that the work had already commenced.

This work involves a 1.8Km stretch that will eventually link Melbourne's six main bicycle trails, two being the Main Yarra Trail and the Outer Circle Trail. 18million has been provided for the Darebin bridge part of the

project. The work will take approx. three years to complete.



*Trail works in progress passing under the Heidelberg Rd bridge*



*Works have now commenced Boulevard side of bridge*



## AND A GOOD TIME WAS HAD BY ALL

This year approx. 60 people took part in our Christmas celebrations held for the second consecutive year at the Moon and Spoon



Restaurant in Briar Hill. We were all able to look back on the good times and not so good times thanks to Allan's slide show that displayed the many incidents that have happened on our rides over the years. The event was a tad quieter this year due to our president's lack of speech (sorry Leigh) For those who haven't heard Leigh came to the Christmas night after a serious operation. He was instructed not to use his voice Maurie presented some well earned awards on behalf of Leigh amongst them the most coveted puncture award. This year taken out by Kathy



## A Big Thank You To Walkers Wheels For

Once again sponsoring our Christmas Celebrations with door prizes etc.

Address: 1/118 Para Rd  
Montmorency 3094

Phone:  
+61 03 9432 2113  
E-mail:  
[contact@walkerswheels.com](mailto:contact@walkerswheels.com)  
Shop Hours:

Monday	9 AM - 5 PM
Tuesday	9 AM - 5 PM
Wednesday	11 AM - 5 PM (gone riding)
Thursday	9 AM - 5 PM
Friday	9 AM - 5 PM
Saturday	9 AM - 2 PM

## SWOTS it all about?

At a meeting last year it was suggested we do a SWOT analysis on the club. John Perkins kindly took this on. This resulted in a committee meeting to discuss his findings. Some of the points up for discussion were:

How we welcome new people into the club. Also how we cater for riders of different riding speeds, who like to ride a bit faster than the Latte group but not as fast as the Lycra group.

A buddy system was discussed as a way to make

newcomers feel more welcome.

As well a new ride was proposed for Sunday. Starting at 10am this ride would be strictly monitored for speed and distance and any riders joining the group would be expected to respect this. This ride also is basically a byo as far as coffee and eats are concerned. Anyone wishing to ride contact Richard

## More Travelling with a bike blues

Beginning to ask if leaving your car home to lesson your carbon footprint is worth it.?

Braved Country Link once again with a folding Bike tent etc to attend the Tamworth Country



Music Festival. Last year after I undressed my bike I wasn't allowed to put my connected panniers on as booked luggage they would only take one. I had to carry the other as hand held luggage as well as my tent and sleeping mat which I had strapped together. Fine until the return journey from Tamworth where the lady weighed this same pannier and said sorry we can't take this it is not heavy enough. This year thought I had it down pat bought a candy striped bag packed my panniers tent sleeping mat and folding chair. This was all well within the 15kl limit that applies to candy striped bags. Booked it all in and didn't have a worry till return journey. Same lady as last time felt the bag "sorry no hard stuff allowed in a candy stripped bag" Had to remove the panniers. Reason given the semi rigid backing encased inside them could protrude through the pannier and the bag and rip someone else's luggage. WHAT!!! To my response, "They said it was OK in Melbourne" "Oh we always have trouble with Melbourne"

**Next Committee Meeting**

Tuesday 5<sup>th</sup> Feb  
Watsonia library at  
7.30pm.



**My new Avanti and a passing Peugeot.**

**WHATS BREWING?**



A rowdy evening was enjoyed by a few members of the Latte Group when they headed to the Mountain Goat Brewery on the last Friday before Christmas. The Christmas spirit was not only being celebrated by the group as the venue was packed to overflowing. The Mountain Goat Brewery is located in Richmond not far off the Main Yarra trail, so it is easily accessed by bike. As well they encourage riders by allowing them to take their bikes inside the venue. They offer a variety of beers which can be enjoyed with a wood fired pizza an excellent combination.

Quote from Brian after visiting the brewery

Trouble with alcohol is it makes you see double and feel single

My new BUG Bike is a bit of a mongrel designed to meet my peculiar needs established over a few years of interrogation of other Latte BUGger experts, three weeks of intense research processes in bike shops and absorbing info from articles in Ride on Magazines. In the process I visited about 7 bike shops with my bathroom scales, note book, articles and specifications and took many bikes for trial test rides over 3 weeks. I frustrated many staff in these shops when I could not 'make up my mind'. I must pay tribute though to Watsonia Super Cycles who really tried. Toward the end of a three day period in their shop, on and off, they transferred a wheel with a larger 34 tooth rear sprocket from one of their fine Apollo Cyclo Cross bikes with drop bars to another fine Apollo bike, so I could experience lower gearing and a bike set up specially for my own peculiar needs. And like many bikes before they allowed me to take it for a test ride. Unfortunately, they had not adjusted the rear derailleur travel, and at the top of a hill about 1 kilometre out...CRUNCH...the rear derailleur clipped the rear

wheel spokes and ripped off its support, wrapping itself up firmly in the rear wheel, bending spokes, etc. Not a happy group of staff at Watsonia when I carried it back and presented it to them with sincere apologies, but no admission of liability. Two of their bikes had to be repaired. In the end I had to give up on that idea of a bike specifically built for me...and after a few more days of wandering in and out of bike shops, I eventually found the bike of my specifications and of my final compromises at Ray's Bikes in High St Preston, after nearly buying a similar bike at Walkers Wheels. I guess there are quite a few bike shops around the Northern Suburbs that would not celebrate if I walk into their shops again and take up their valuable time.

Anyway, my new BUG Bike has an Avanti Hybrid frame (light weight 6061 or 7005 Aluminium Alloy?), Red (not in my original specifications, but I've been assured red goes faster), with Carbon fibre forks and seat post (wow). It has mountain bike type gearing, but Tiagra road bike Group set: 10 speed cassette (34 tooth granny gear), triple chain ring (30 tooth small sprocket), giving me a ratio of 0.88, which means I can now pedal up steep hills without too much zig zagging, and I can go slower up hills as well! One turn of the crank and my wheels do not make a full revolution. Tyres are 28 mm wide, just right for most routes we take around Melbourne and country rail trails hopefully...a sensible compromise between road bike

and mountain bike. Brakes are standard V Brakes...did not want complexity of disc brakes. Mudguards and rack were add ons, but I've already been advised by Michael R to take them off. I probably wanted drop bars like my old Peugeot so I could keep up my speed on downhills and into the wind, but had to accept flat bars...which now I realise are advantageous for watching what is going on in front with head up when riding around Melbourne in traffic, and avoiding Jim H cutting in, right in front of me.

One question though. How come my new red bike has had two flat tyres in its first week?



This should not happen with new tyres and tubes. And why in the first week did I lose my Sunday lunch? My two lovely peanut butter and cheese sandwiches were attacked by a marauding passing Labrador when I was attending the second puncture. I had just pulled out my bag's contents on the footpath to attend to

repairing the puncture and whack. The Lab had my Sunday lunch in his big jaws. I could not prize my lunch free. Proof in photo attached, taken after the dog's owner appeared from the left and told her Lab dog "Drop that man's lunch." My lunch securely wrapped in glad wrap and plastic bag with one great big Lab dog bite through the lot!



All very traumatic on a Sunday ride. Sometimes I ask why is my life so complicated with technology and mishaps!

My old \$20 second hand Peugeot really served me well for about 3 years with its old simple two levers to push up and down to change gears. Just a simple 10 speed, and so much easier to work the gears than my new 30 speed really. The new bike requires a lot more attention to the detail of changing the many gears up and down all the time. I sometimes get the gear selection wrong and I have to hunt up and down to correct mistakes. But I do love my new new red Avant! bike! But my

old Peugeot complains. It rests quietly mournfully neglected unriden under my house, beside my spritely new new red Avant! bike taken out every Friday.

But how does my new bike go...well it's smooth and reasonably comfortable. It looks fine and brakes work well. It stops and starts no problems. And it goes up steep hills nice and slow when I want it to. To most who look at my new bike, it is just an ordinary hybrid, but I know a lot more than that has gone into choosing 'it'. However, I was expecting my new bike would go faster than my old Peugeot, and be easier on my legs and lungs. But I must say if it does go faster it is only marginally faster perhaps. Hard to tell really. I'm still up the back a lot. And I still breath heavily when going up steep hills. Oh well, I guess I've got the same old engine and fuel and my pistons have not been upgraded. Michael R assures me if I ride further and more frequently my engine and pistons will strengthen. Maybe one day I will, but then there is nothing quite like pottering along at a slower pace in light rain or sunshine with a group of BUGger friends enjoying a chat up the back!

Arnold

## Cycling and Insurance

**We all love our Banyule BUG cycling and the fun, freedom, fresh air, friendships and fitness that go with it. It's therefore easy to forget that cycling is an activity which involves inherent risks, and regrettably there have been some falls during BUG rides in recent months.**

A bad crash can leave a rider with significant injuries which, apart from the pain and suffering, may result in medical expenses, disability, and loss of income through being unable to work. On top of that there is the damage that may be done to the rider's bike and equipment.

If the accident involves another party, there could be injury to another person or damage to someone else's property for which the rider might become legally liable.

With this in mind, it is timely for all riders to consider the potential consequences of an accident and whether they have adequate insurance protection.

Insurance policies are unfortunately complex documents. In most cases there will be a summary of the cover, but it is important to also read the fine print. You need to check the conditions and exclusions and make sure the policy suits your needs.

### **What Insurance Cover Comes with Banyule BUG Membership?**

Banyule BUG carries **Public Liability Insurance** which provides the BUG, its officers and members up to \$10 million

cover for legal liability to pay compensation in respect of another's injury or damage to someone else's property. The policy also provides personal accident cover up to \$10,000 per member but only for death or permanent disablement. And the cover only applies while engaged in BUG activities.

The cover is therefore quite limited for riders. It is there to protect the **club** first and foremost. A cyclist that has a typical fall is not covered for his or her own injuries or damage to the bike. In addition, there is no cover for the rider who has an accident while **not** participating in a BUG ride. For these reasons the BUG always recommends that riders have their own accident and ambulance cover.

### **Victorian Transport Accidents**

If your cycling accident involves a motor vehicle, tram or train, the Transport Accident Commission (TAC) will provide medical expenses, income assistance and the services you require as a result of your injury. Contact TAC or their website for full details.

### **Bicycle Network Victoria**

Members of Bicycle Network Victoria (BNV) receive personal injury and third party liability cover while riding as part of their membership. This cover includes loss of earnings up to \$1000 per week and some medical and disability related expenses. There are also lump sum benefits for permanent injury and death.

BNV describes the policy as "Australia's Premium Bike Crash Insurance" and it is well worth considering. For full details of the benefits, conditions and the excesses that apply, contact BNV or their website.

### **Other Clubs and Associations**

Cycling Clubs and Associations that promote competition often provide personal accident and public liability insurance as part of the membership. These policies typically provide benefits including loss of earnings, some medical and disability related expenses and lump sum benefits for permanent injury or death. Cover may only apply to activities directly related to sanctioned events and this aspect should be carefully checked.

### **Conclusion**

**This article is intended to raise general awareness of the cycling risks that can be reduced through insurance. Individuals will need to consider their particular needs and circumstances before deciding if a particular policy is right for them. If uncertain, it would be wise to seek professional advice.**