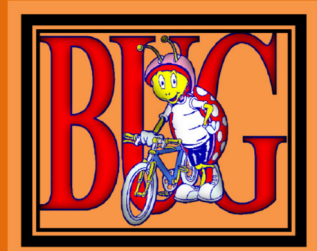




Cadel Adds Fuel To Trailblazers Fight

The Creek Trailblazers campaign was boosted this year when Cadel Evans gave support by adding his signature to the petition to extend the Diamond Creek to Hurstbridge Recreational Trail. The Trailblazers have been collecting signatures as part of a submission to Nillumbik Council to get this 8Km. trail happening. The petition was signed in **The Bridge 2 Eden Café Hurstbridge** the owners being instrumental in arranging for Cadel to be there. Helen Legg member of the Trailblazers said “We are thrilled with Cadel signing the petition –he is very supportive of the work the Trailblazers are doing and very supportive of the trail. He demonstrated this support by signing the petition- this was very substantial for such a sporting hero.” To help make this trail a reality more signatures are needed so to add yours go on line to ... Creektrailblazers.org and sign up.

Banyule Bug January 2014 Newsletter



Reg No A0036671P

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HAPPY NEW YEAR

To All

Our Christmas celebrations this year were well attended by many enthusiastic members. Having Club 106 to ourselves we were able to enjoy exclusive service for the night whilst reliving a blast from the past on the big screen. Once again thanks to Marcus from Walkers Wheels for donating prizes which included everything from pumps to bicycle computers, most people went home with something. There were several awards given including the broken spoke award(Gill Scott)As usual there were a few disgruntled people who did not get to take home an award. This led to the most sought after one the puncture award to be discontinued in 2013. Kathy was the recipient of this award last year. Unfortunately there were whispers that she really had not fully earned it, consequently during this year riders were putting others at risk trying for that patch of glass and other puncture causing situations in desperate attempts to gain this award..

The Annual Studley Park picnic was also well attended this year by a number of wine casks and some very friendly members rumor has it they mixed very well.



Casualty Report

Kathy; Burn (to ankle) we won't ask
 Arnold; Cracked rib
 Arnold's bike; Broken derailleurs; Les; Bollard problem. **Scene of Arnolds**



Accident not a speed hump or bollard in sight ????????????

Thankyou
to
Walkers Wheels



118 Para Rd
Montmorency Vic
(03) 9432 2113

**For once again supporting
 the Banyule Bug Christmas
 function**



New Arrivals To The Bug

Two of our members have taken delivery of new bikes recently. Both Leigh and Allan G are the proud owners of new machines

Leigh; I have been pondering over whether to purchase a new titanium bike for the last two to three years. The questions I had to ask myself were, is it worth it? Do they ride as well as people that already have one say they do?

The truth is, once you have ridden one you would never go back to aluminum or carbon. There are three members of the Banyule BUG that own Titanium bikes and they all are in love with their bikes.

A titanium bike is a large investment but well worth it considering that they have come down in price over the last twelve months and are now one to two thousand dollars less than they were a couple of years ago.

The main difference is the ride comfort, an Aluminum bike is firm and unforgiving, Carbon is like riding an eggshell, and I know they can build in all the flexure and firmness as needed with carbon, but it is still a bike that can be easily damaged.

I thought it might be twenty percent better than my aluminum bikes and a little better than my carbon bike, but it is twice as good. I chose the Lynskey brand which is made in the USA. After reading all the forums that I could on titanium bikes, it came down to two brands Lynskey or Lightspeed, as it turns out they are both produced by Lynskey. The only other bike to be considered was the Baum which is produced near Geelong, but the price was prohibitive, all other titanium bikes are made in China or Taiwan.

My bike is a Lynskey Vial'e a new addition to the Lynskey range this year. I purchased the bike from Bike Pro in Burwood, they only supply the bike to special order meaning you have to be measured and fitted, you then have to select the components that you want on your bike, I have chosen to have three different sets of wheels including cassettes on each set, the following is a description of my bike.

Lynskey Vial'e Medium frame with variations. The components that I selected are as follows. Wheels Mavic A719 32 spoke (Bomb Proof)

Hubs Shimano 105 Titanium

Forks Bontrager Satellite Carbon

Bottom bracket Shimano Ultegra

Chain rings Shimano Ultegra 50-34 Compact SL

Cranks Shimano Ultegra hollowtech 179

Peddles	Shimano SD 501
Front Derailleur	Shimano Ultegra
Rear Derailleur	Shimano XT
Cassette	Shimano XT HG81 11-34
Brakes	Shimano Ultegra long reach
Tyres	Schwalbe Marathon supreme 700-28c
Handlebars	3T 54cm
Tape	Lizardskins
Head Stem	3T 75mm
Shifters	Dura Ace 7800

Allan G

A Giant flatbar carbon fibre cross city RX C composite



We believe they both are over the moon



Bugs in The Community

A bike maintenance day held at The Watsonia Library was a success with a number of bikes repaired by some enthusiastic bug members.



Bike power workshop

A Bike Power workshop held at Malahang reserve over three days was also attended by the Bug. This workshop consisted of “a build your own bike” program where kids were assisted to assemble a new bike which they could keep complete with helmet etc. As well a number of used donated bikes were repaired and also given away. A barbecue lunch was provided and a fairly full on day was experienced.



Arty Farty Festival

The Bug will also be attending to the bike parking at the **Kids Arty Farty Festival** at Sills Bend Sunday 23nd March. Volunteers would be very welcome.

BUG Website Moved to New Host - URL Changed

I have loaded the current website onto a new host because our existing host, VICNET, is closing Jan 31st.

I have selected Panthur (www.panthur.com.au) as the new host and have now completed uploading all the files for the BUG website to the new host.

As part of this change I also had to get a new domain name allocated for the new website. www.banyulebug.org.au is the new url.

The old site is still operational and I will not remove it until I am happy that the new site is fully operational.

(www.vicnet.net.au/~banylbug/)
Vicnet will provide redirection to the new website when it closes.

Would you all give the new website a test run and check that it is working ok for your use. www.banyulebug.org.au/ to access the new website.

Delete your old BUG website bookmarks/favourites and insert the new one.

Let me know what you think.
Maurie

A Tale Of Two Cities?

“It was the best of times, it was the worst of times....” So began Charles Dickens’ “A Tale Of Two Cities. That opening sentence could have been written to describe my cycle ride on Monday 13th January. Let me narrate “... the best of times...”

Learn To Ride



**Do you live within the 3081 neighbourhood?
Would you like to learn how to cycle or gain confidence in cycling for free? Or are you an experienced cyclist that would like to share your skills within your community?**

Date: ongoing

Time: flexible (as per teacher-learner arrangements)

**Place: throughout 3081
cost: FREE!**

**Contact for bookings:
(Greta) starfishkeeper@hotmail.com**



It was to be a very hot day so I started early from Rushall Station intending to ride to Altona and back – or perhaps get the train back if it all became too much. However, on reaching Altona after cycling past the Zoo, Docklands, Williamstown and the lovely wetlands just before Altona, I was feeling pretty good. A cool sea breeze was blowing so the decision was made to cycle on up Skeleton Creek to, perhaps, Williams Landing.



The ride was going really well. This is a lovely ride. Cool trailing breeze and an almost deserted cycle trail except for the huge tiger snake that reared up before me and plainly advertised that this was his trail and I needed to find another route. I did. Having navigated around the friendly neighbourhood reptile, on I travelled still feeling like a happy little cyclist as Williams Landing came into view. The ride to this point had been enjoyable in every respect. Here I made a fateful decision; still feeling fresh I decide to go on into Hoppers Crossing and look for the Federation Trail.

Now comes “... the worst of times...”

I could almost feel the ghost of Dickens looming over my shoulder as I tried to find a way over Geelong road at the only crossing for kilometers in any direction. There was a broad shoulder, but I felt sharing it with the B-Double and its Cummings diesel, was to tempt the fates. So onto the footpath I went. It was then I had a mishap. It was my fault, I was so keen to leave the road and gain the relative safety of the footpath that I failed to see the two Chinese cycling in my direction. I picked myself up from the footpath apologizing profusely in English when what was needed was a phrase or two in Cantonese. I think the phrase or two they threw my way in Cantonese was not “hello, can we help you!” I think they were questioning my parentage.

Mistake Two! Wanting to redeem myself in their eyes and perhaps repair Sino/Australian relationships, I managed to get them to lead me to Hoppers Crossing and the Federation Trail. They must have felt really good about leading a fellow cyclist into the jaws of hell.



Hoppers Crossing is like a planned mixture of light/heavy industry. Car yards, repair shops, retail outlets etc. All serviced by a thousand greasy parma-joints squeezed in between hamburger joints. I say planned, but the person doing the planning realized what a mistake he was making and quit

leaving the planning to the demented fool that almost ran me down as I crossed with the green cyclist in full colour. I pointed this out to the driver and he obliged by pointing out in a profuse tirade that indicated where I should go. Hoppers Crossing is like a wild-West town from the 1850's – the sheriff has left town and there is no law and order. Every road has either a B-Double



ran me
pointed
profuse
sheriff

screaming its right to be there or a car parked across the footpath/cycleway. By now I was beginning to think that William's Landing station should have been my destination. However, dutifully following my Chinese tour guides, I was led, eventually, onto Federation Trail. Never was I so happy to be leaving a town.



Federation Train sits to the North of the Geelong Freeway and more or less parallels it. So for those who like their B-Doubles, you are never very far from them. The trail is well formed, signposted (except where the signs have been knocked over by a truck) and generally flat. It has to be flat as it traverses those never ending flat plains of the Western suburbs. On a hot and blowy day, it is indeed a forbidding sight. As you move further in towards the city, on either side of the trail are the places where all of our rubbish is recycled, melted, mixed and rebirthed. It is also the place where what is left of your Big Mac is finally rendered into "something" – you can 'smell the serenity'. Now, all of this industry needs to be accessed and accessed it is. At many points along the trail are major crossroads to be crossed. It is along these roads there thunders all the machinery of a modern, sophisticated city. There are crossing light, but I learned very quickly that the needs of the needs of a modern sophisticated city take precedence over a lonely cyclist. A green light is no guarantee of safe passage.

My next surprise along this trail was that being a 'bike path' is no impediment to trucks using the trail as well. I encountered 6 vehicles using the bike path as a means of carrying out their daily work.



Gradually the city skyline comes into view and houses appear alongside the trail as well as factories. I knew houses were close by because along the trail were the contents of hundreds of these homes. All manner of household goods were scattered close by. Finally after following the signs and crossing some major roads I found myself at Millers Road. Here the trail ended. I now

realized that the Federation Trail was not a trail, but a funnel to hell. Here I was confronted with all manner of trucks ether making their way to a container depot or the Westgate Bridge. This was no place for a cyclist. This was 'trucking hell'. Only a fool would cycle along these roads. Eventually, after many heart stopping moments, I found myself on familiar territory and on the relative safety of a shared pathway free of the juggernauts.

The rest of the trip, through Docklands (where I avoided the crowds rushing to the wheel), up Swanston St, through Carlton and back to Rushall Station where without incident.

84.7 km of cycling. 42 of them totally forgettable. A long as I have wheels on my bike, I will never venture onto the Federation Trail again.

Allan Garbutt