

# Banyule Bicycle User Group

Web: [home.vicnet.net.au/~banylbug](http://home.vicnet.net.au/~banylbug)

Email: [banyulebug@yahoo.com.au](mailto:banyulebug@yahoo.com.au)

## Newsletter June 2012

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### Family Day at Rosanna Parklands



Once again the Bug responded to the councils request to participate in the family day at Rosanna Parklands. This event is held to promote riding in the area. Quite a few people attended including a tandem bicycle.

Our team were kept busy with safety checks, pumping up tyres and some major repairs the day cumulated with a guided ride through Banyule and McLeod and some very satisfied potential riders.

### Are we behind?



Canberra Bus with folded bike rack

### Lycra tested to the Limits



*The "Lycra" group recently headed out in glorious sunshine to The Basin in the foothills of the Dandenong's. We were led fearlessly by Robert who successfully navigated the group to Wicks Reserve for a well-earned break. Once we were refreshed and rested, and ready to resume the ride, Robert announced that according to the map there's a back way out of the reserve. At that point Les spoke up cautioning that he had been there before and that it was "bloody steep" and not recommended. With those wise words most of us turned our bikes around and began to head out the way we had come in. But our leader was not to be discouraged. "No! Come on! We're going this way", and he headed off with gritted teeth to face the challenge, with the rest meekly following. The photos show the result. Les was right. It was off your bike and onto shank's pony unless you happened to have a mountain bike with the right low gear selected.*



We have it on the best of authority that all riders returned home unscathed but rumour also has it that the Latte group now has a big influx of riders.

## Your rates at work



New bridge at Edendale farm .Bridge now straddles the highest part of the creek rather than dipping down and over it.



Work on Bike track Melbourne side of Black rock

## Moon n' Spoon

Good night was had by all at the Moon n'Spoon with approx 12 people in attendance a definitely worth while night considering that all the major problems of the world were resolved. If you too wish to be part of this solving the next occasion will be in two months mark it in your diary **NOW**.

## Crater Lakes, Sink Holes And Dry Stone Walls

Allan Garbutt

A description of 3 days cycling in and around Camperdown and Colac

The cycling group had cycled around different locations in the western district of Victoria before and had always had a good experience. So the decision was made to spend 3 days in and around Camperdown, basing ourselves at Camperdown for 2 nights.

We chose to stay at the Cascade Motel in Camperdown with accommodation being 2 adjoining rooms to sleep the four riders. The motel was clean and of modern design with comfortable beds. The cost was \$45 dollars each for each night. A little expensive, but not outrageous. Our two evening meals were had at Camperdown; a \$10 pizza one night and a self catered barbeque at the motel the other night. Really well set up for self catering.

Travel to and from Camperdown was by V/Line leaving Southern Cross at 0719. The reason for the early start was to give us time to stop off at Birregurra and do some cycling. Birregurra is just west of Winchelsea and about half an hour from Camperdown. Birregurra was once a thriving timber town, but is now a lovely town just south of the main highway.





The train ride was uneventful and we were soon at Birregurra (0909). The first sight was a wonderful station that was in largely original 1880 style. Two notable features were the original wrought iron posts and a huge water tank, both with a National Trust Classification.



The station is largely unmanned, but is looked after by a volunteer who lives close by and meets each train out of a 'labor of love.' (The station being unmanned for most of the time was remarkably free of graffiti. Perhaps a comment on values and life style.) He was interesting to talk to and had a wealth of information about the rich history of the area.



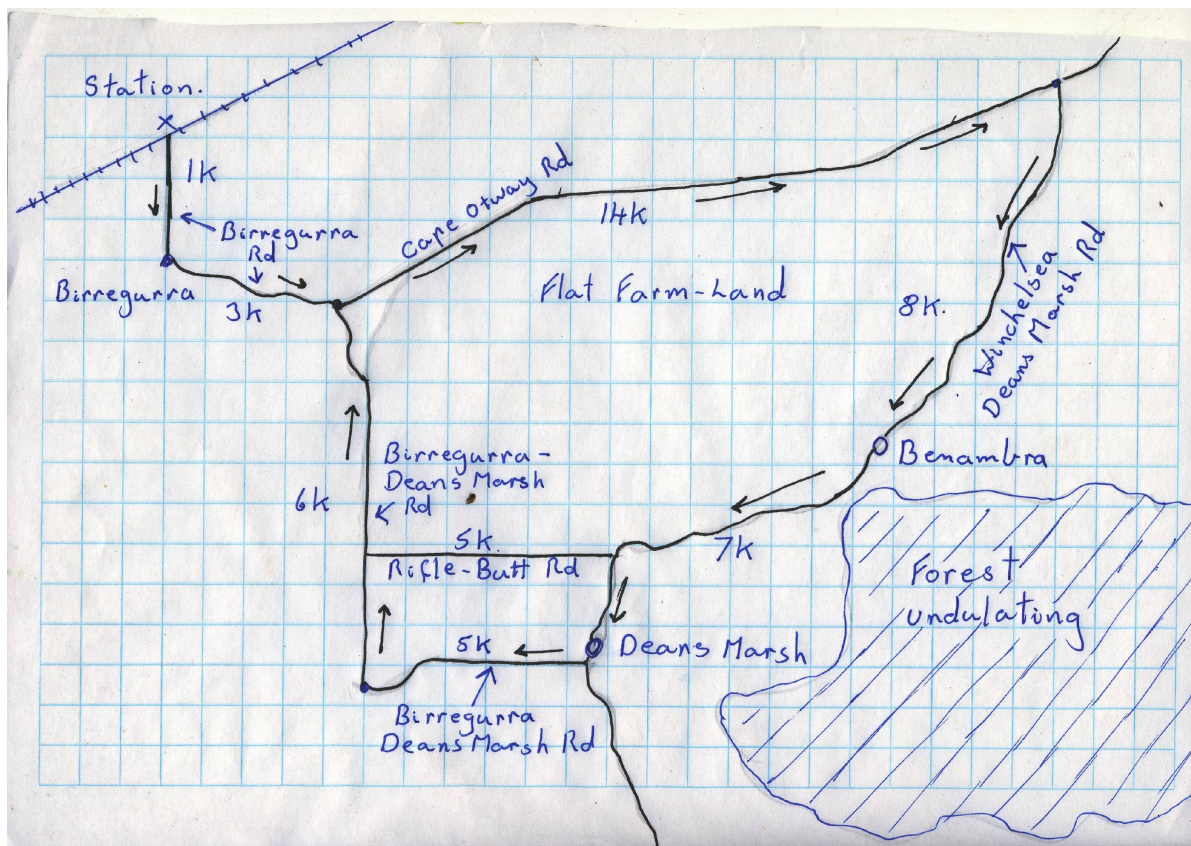
The plan was to do a three (See cycle map. Ignore town **Benambra** and insert **Bambra**. I had a brain spike here. The rest is accurate.)

hour loop ride around Birregurra in time to catch the 1441 train to Camperdown.

The rout we planned was some 60k in length and was a mixture of flat farmland and undulating roads that passed through state forest. There were a few hills, but none were too steep. All the roads were excellent with little Traffic.

From Birregurra Station the route was Cape Otway Rd turning right onto Deans Marsh Rd. From the town of Deans Marsh the Birregurra Road took us back to the station. The route passes through Bambra (gone in a blink) and Deans Marsh where we had lunch. This is a lovely town with a few art galleries and tree sculpture lining the main road. This (chain-saw) art work is done by a local artist who also drives the local school bus. The Cafe where we had our meal was \_ adequate.





We completed this excellent ride in plenty of time to be on the 1441 train for Camperdown arriving at 1525.

The second days cycling adventure was from Camperdown to Colac then back to Camperdown by train. A distance of around 80k.

We left the Cascade Motel early with a mist blanketing the cold Camperdown, but with the promise of a great day... Breakfast at the loacal bakery was terrific and completed by 0800 and we were on our way to Colac.

The start of this ride was a 5 k (nervous) cycle along the main highway. Sharing a road with B- Doubles is not really to my liking. However, we soon turned south and left the highway behind us. The ride was all south of the highway and took us through the (towns) of Tesbury, Carpendelt, Irrewillipe, Tomahawke Creek and finally Colac. All quiet backroads with the exception of 30k that was on the Colac - Timboon main road. The road did have a wide shoulder.

Our first stop was Lake

Purrumbeet near Tesbury. This is one of the many crater lakes that dot this area and was, for the first time in years, full to the limit. There is a lovely camping ground and park area here so this was morning tea. At the caravan park we noticed that there were a lot of cabins available and this would be a good place from which to base a ride.



Leaving the lake behind us, we were soon on our way through the

Stony Rises. This area is an old basalt plane with the ancient lava flow close to the surface. Hence there are more rocs than dirt. The area is punctuated with sink holes, stone buildings and fabulous dry - stone walls. Speaking to one farmer about the sink holes, he informed us that they were caused by the collapse of lava tunnels and were common in the district. Another farmer spoke of the dry stone walls and



said contrary to common belief, they were not built by convict labor, but by skilled stone masons from Ireland and England. They are indeed a work of great skill. Amazingly, none of them are heritage listed. This ride is worth it just for the stone walls.



The rest of the ride was past farm fields, crops and surprisingly, a well maintained speedway. This was most unexpected. Closer to Colac the farming becomes mainly milk production and some of the old milking sheds are worth a stop.

This ride was free of incident and arriving in Colac we had lunch in the main central park. After a bit of shopping at the local op-shop (I bought a \$1 T-Shirt), we cycled to the train station to catch the 1456 for Camperdown. The fare was the kingly sum of \$2. The train ride took about 40 minutes and looking out of the window at the passing basalt plains was a fitting way to end a most enjoyable days riding.

Self catered barbeque for tea was beckoning.

Our final morning before catching the 1223 for Southern Cross was spent cycling in and around Camperdown. It is a wonderful town with wide safe streets and many historic building dating back to the 1860's.

We arrived back in Melbourne at 1454 feeling that we had done something worthwhile.

The things you see on a bicycle track this one compliments Alan Garbutt on the path heading towards Eltham . The council obviously did not appreciate it as a sculptor as it was removed very quickly



With great humility I must apologise to Allan Preacher



I do believe the correct name for these D rings are shackles

### Did you know?

Cyclists are not permitted to ride across a road on a pedestrian crossing, children's crossing, or marked foot crossing. This includes pedestrian crossings situated at traffic lights. You must dismount from your bike and walk across such crossings

## What is your Warranty Worth?

*Have you ever wondered what a lifetime warranty on a bike frame really means? Is it the lifetime of the owner or of the frame? I first asked about this when I bought my beloved Gary Fisher mountain bike 10 years ago. Aluminum frames were relatively new at the time and there were suggestions that these frames might not last. The bike shop staffer had assured me that I had nothing to worry about since the frame came with a lifetime warranty.*

*Fast forward 10 years and 49,000 km, and while replacing the brake pads I noticed a small crack at the base of the seat tube where it was welded to the bottom bracket. Closer inspection showed another more serious crack in the chain stay just behind the bottom bracket. Dismayed I rummaged for the paperwork that came originally with the bike. There it was in black and white. The frame was guaranteed against defects in materials and workmanship for the lifetime of the original owner. Still, I had some doubts. Would Trek who handle the Gary Fisher brand consider cracks, doubtless caused by the stresses of riding, defects? Or would they consider them normal wear and tear which is not covered? As warranty claims have to be handled by the dealer network, I decided to ring the nearest Trek dealer and test whether the warranty lived up to the promise.*

*The dealer's initial reaction was decidedly cool. In fact he suggested I might do best by going back to where I originally purchased the bike. Not to be fobbed off, I persisted and he reluctantly agreed to have the Trek rep have a look at it since one would be calling at the shop the next day.*

*After several days and some "umming and ahhing" at the Trek end, I was offered 2 options. A new frame or 25% off the list price of a new similar Trek bike. The catch with the replacement frame proposition was that changes in frame design would mean that many of my old components would not fit. Seat post, bottom bracket and possibly forks, in which case I would have to pay for*

*any necessary upgrades. Given the age of my bike and knowing many of my components were quite tired, I decided to opt for the discount off a new bike.*

*The last detail to be resolved was about my old bike. Trek needed evidence that the frame has been destroyed in order to honor the warranty but the rest was mine to keep if I wanted. The dealer agreed to strip the frame, cut it up and send photos to Trek, and to give me the box of remaining bits when I picked up the new bike.*

*My new bike is another Gary Fisher, a Dual Sport 8.4. It has the design features that Gary Fisher developed in the US that deliver handling and climbing characteristics that made his bikes famous. Am I happy with the outcome? Yes, the new bike is great, and my old bike had done a lot of work and I felt it owed me little. However, I might have been less satisfied if the failure had occurred much earlier in the bike's life and Trek had been unable to provide a replacement frame to which the old components could have been transferred. Thank goodness I had the paperwork. Without the original receipt all claims would have been denied.*

Editor's comment : Congratulations on your bike Alan as there is probably a good chance you will now be able to keep up with the Latte Group where you will be most welcome



The new smart EBike as seen on Gizmag  
Compliment Les

The bike's 250 watt brushless wheel hub motor is integrated into the rear wheel and is powered by a BionX lithium-ion battery that smart claims will supplement your pedal power for up to 100 km (62 miles), depending on the lay of the land. The smart ebike is due out by mid-year for around US\$3,800.