

# BOROONDARA

*Bicycle Users Group*

## Newsletter September 2013

Boroondara BUG meetings are normally held on the 2<sup>nd</sup> **Wednesday** of each month except January. Our next meeting is on Wednesday 11<sup>th</sup> September. It will be held in the function room of the Elgin Inn, cnr Burwood Rd and Elgin St Hawthorn (Melway 45 B10). The meeting starts at **7.00pm**. Some of us arrive around 6.30pm for a meal at the Elgin Inn before the meeting. **Note changes to meeting day and time.**

The Boroondara BUG is a voluntary group working to promote the adoption of a safe and practical environment for utility and recreational cyclists in the City of Boroondara. We have close links with the City of Boroondara, Bicycle Network Victoria, and other local Bicycle Users Groups. Two of the positions on the Boroondara Bicycle Advisory Committee, which meets quarterly, are assigned to Boroondara BUG members.

Boroondara BUG has a website at <http://www.boroondarabug.org> that contains interesting material related to cycling, links to other cycle groups, recent Boroondara BUG Newsletters and breaking news. Our email address for communications to the BUG is [boroondarabug@gmail.com](mailto:boroondarabug@gmail.com)

We also have a Yahoo Group: Send a blank email to: [BoroondaraBug-subscribe@yahoogroups.com](mailto:BoroondaraBug-subscribe@yahoogroups.com) to receive notification when the latest monthly newsletter and rides supplement have been placed on the web site and details of our next meeting, and very occasional other important messages.

All articles in this newsletter are the views and opinions of the authors and do not necessarily represent the views of any other members of Boroondara BUG. All rides publicised in the Rides Supplement are embarked upon at your own risk.

## Features

### Introducing the Dights Falls Trail

Those of us who live in the northern part of the City of Boroondara are probably familiar with the Yarra Trail, which has existed since the early 1970's and winds its way through the Yarra Valley near the Yarra River from the city to Westerfolds Park in Templestowe. Over the years the path network in the north-eastern suburbs has slowly expanded, with the addition of connections to the Anniversary Trail in the 1980's, the Koonung Creek and River Gum Walk trails in the 1990's, the Plenty River trail in the 2000's, and hopefully the Darebin Creek Trail and the Mullum Mullum Creek Trail in the current decade if governments keep their funding promises and maintain their resolve.

Historically the Yarra Trail has provided a much valued recreational outlet for an extensive catchment of Melbourne's north eastern suburbs. However in terms of use and popularity it has been comprehensively outshone by a more recent addition to Melbourne's creek valley network, the Gardiners Creek Trail, which is carrying about four times the number of cyclists at their respective busiest locations and was basically developed in the 1990's as an adjunct to the Monash Fwy. That path has proved very popular for commuters who live near the Gardiners Creek valley, and has also provided relief for motorists using the Monash Fwy, particularly in peak hours where the shared path now carries over a quarter of a freeway's lane of traffic and is growing very quickly. This prompts the question as to why the same benefits can't be provided to residents near the Yarra Valley by the Yarra Trail. After all the Yarra Trail has a better developed combination of connecting feeder routes than does the Gardiners Creek Trail.

The reasons are easy to understand. The Yarra Trail is indirect and hilly, so that the people located near it find it easier to use their cars for many journeys, and particularly their journey to work. However it has the potential to be transformed. For a number of years now BBUG has been advocating a deviation of the trail at Belford Rd. This would partly circumvent a 22m climb from the Yarra River flood plain, on grades of close to 10%, by locating the trail next to the Eastern Freeway with the trail forming part of the freeway cross section, but separated from traffic lanes by the installation of a solid concrete road barrier called a New Jersey barrier.

However it is the section between the Chandler Hwy and Clifton Hill where the greatest potential for an improved bicycle journey to the city exists. Boroondara Council has included a connection between Chandler Hwy and the Boulevard south of the Eastern Fwy in its 2008 bicycle strategy, but this connection, which would be located next to and south of the freeway cutting, would provide no more than a local connection. Proposals to eliminate the steps on the Yarra Trail near the Chandler Hwy by an off road deviation through the Yarra Bend park between the base of the steps and the Fairfield pipe bridge crossing of the Yarra River would provide some improvements for riders hoping for an improved path to the city, but much more comprehensive and effective improvement options are also available.

The most effective routes for bicycle commuters involve deviated alignments adjacent to the Eastern Fwy, with many available combinations of grade and location possible but each alternative having surprisingly quite different advantages and impacts. After a detailed assessment of these alternatives several members of BBUG arrived at the conclusion that one location concept maximises the advantages for bike riders.

Our favoured route location which is shown on the diagram below involves a similar treatment to the Belford Rd project involving the location of the path immediately next to the freeway, at road level, through the Royal Talbot Rehabilitation Centre freeway cutting and across the Yarra River. The deviation uses the redundant structure under the Chandler Hwy that was installed to allow for a future north-south freeway connection when the Eastern Fwy was planned in the early 1970's. That freeway was scrapped as the Eastern Fwy was being built and there is no prospect of it being required for road purposes in the foreseeable future. It would also require an underpass of the east-bound freeway off ramp to Chandler Hwy which we believe could be easily installed with a minimal amount of freeway traffic disruption, as the off-ramp which was implemented as a two lane exit carries only about 40% of the traffic in peak hour that a single lane exit could handle.



West of the Yarra River it is proposed that the path would revert to a full off-road facility following an existing shared path through the Yarra Bend Park north of the freeway, cutting between the fly casting ponds in Yarra Bend Park and Dights Falls.

Such a route would prompt many car commuters to switch to riding because: it would eliminate a set of 71 steps next to Chandler Hwy; reduce the overall route length by more than 1km; eliminate a hill involving a 39m climb; lessen the overall required climbing substantially; and eliminate a sub standard Yarra River crossing at the Fairfield Boathouse. It would be expected that the deviation would be at least 6 minutes faster than the existing Yarra Trail and would attract riders from on-road alternative routes such as Heidelberg Rd and Studley Park Rd.

As well as reducing traffic volumes on roads such as the Eastern Fwy, Chandler Hwy and Earl St, possibly by as much as 5%, it could save riders about \$5M per year on their car running costs, reduce end-of-trip parking costs to organisations, councils and businesses by about \$20M, provide an option to improve commuters fitness and health, reduce bicycle crash rates on alternative on-road routes, and attract a wider rider cohort to a less physically demanding ride, and a safer and more pleasurable route. It would reduce noise and exhaust emissions in the precincts through which commuters travel, particularly in the inner suburbs, and make a real contribution to reducing greenhouse emissions. We believe the project would have a very high benefit-cost ratio and should be integrated with the implementation of any major transport developments such as the Doncaster Railway or east-west road tunnel, as required by the Transport Integration Act.

In its advice to the Linking Melbourne Authority on the government proposal for an east-west tunnel Bicycle Network Victoria (BNV) has called for an investigation of a separated path along the Eastern Freeway corridor to be included should the road project proceed, but describe it as a longer term vision. We would assert that it should be included with any transport project being considered for implementation in this corridor. Their discussion calls for an investigation of routes north and south of the

freeway, and their article includes a line drawn crossing from the north to the south side of the freeway on the City of Boroondara side of the Yarra River. They comment that a path located on the south of the freeway may attract more riders. The only group of residents that would be advantaged by a southern location would be the small population that comprises the Willsmere estate, and they could be connected under the BBUG proposal by a steep ramp from the Kew Boulevard to the freeway below (that level difference is about 15m). I am sure that, if BNV took the time to examine the locations for the route in more detail, and subject to the acceptance of an at grade route being confirmed as being feasible, as cautioned by VicRoads, they would come to the conclusion that the northern route outlined in the diagram above is the best location.

The government is undertaking public consultation and finalising a design on its east-west road tunnel project. It is also preparing a comprehensive impact statement on the project to be released on the 1<sup>st</sup> November. We think the Dights Falls Trail should be incorporated into that project along with appropriate improvements to bicycle routes to the city and the Kensington Parkville precinct.

*David Farrow*

## **Cycling in and around Noosa**

As winter drags on in Melbourne, some of us more fortunate are able to head for better climes. Noosa ended up on the list this year. By night, it's all good food and drink. By day, working off these excesses. Noosa and surrounds is a wonderful place to ride a bike, with the local Council realising that good bike infrastructure is a valuable investment in the local tourism industry. By day Noosa's off road paths are plied by the hundreds of Mexicans soaking up some warmth - that's us, those from south of the Vic border. The on road bike lanes are also highly numerous. There's so much magic green paint at some intersections, they look like bowling greens.

So where to ride? Probably best to avoid Noosa Junction as it's on the top of a rather steep hill, but the rest is pretty flat. A good start is along the river front, from Tewanin to the mouth of the Noosa River, at the west end of Hastings Street. About a 16 km loop, that will help with general orientation and facilitate locating the best eateries. For a longer ride, make a trip to the little piazza at Peregian Beach, where you'll also find good food and coffee in pleasant surroundings. With the aid of careful planning, the ride can be done mostly off road, with the addition of some back streets - about 32 km return from Noosaville. This could be extended out to Coolum. For those keen on road riding, the north-south beach road between Sunshine Beach and Coolum is pretty good, if not a little busy, with some hilly sections.

You'll find a little peace and quiet in the "Noosa North Shore" area: Pedal over to where the punt crosses the Noosa River at Tewanin. A dollar ticket will take you and your bike to the far side (and back again), and rest assured that you can bypass the long queue of four wheel drive vehicles waiting to cross. Head to Forty Mile Beach, the eastern boundary of the huge Coolool National Park. Lock up the bike and take a walk on the beach. It's a beautiful location with the beach and the azure Coral Sea extending out to the horizon, with good views of Noosa to the south. On the way back, stop at The Great Sandy Bar & Restaurant at the Noosa North Shore Retreat for a counter lunch. This 20 km loop from Noosaville can be extended by riding further north on the road paralleling the beach until the road ends - about 28 km all up. The motorised traffic is light, due to the lack of a road bridge to the area and the presence of the large national park.

Finally for something a little more adventurous: Hire a maxi taxi and ask to be dropped off at the car park up at the Mt Timberwah lookout; altitude about 255 metres. A maxi cab can fit three bikes with riders - may be four of each at a pinch. Check with the taxi company first. The trip costs about \$45 from Noosaville. Those with no sense could skip the taxi and ride up the mountain but the grades are extremely aggressive. Lock up the bike at the car park and make the short walk up to the lookout. The views are magnificent.

The ride back into town is pretty much all downhill and short, at about 10 km to Tewanin - however the terrain is challenging. Proceed from the lookout, down the very steep bitumen access road. After about 1.4 km you'll find a gate on your left that allows access to a 4WD track. The track goes directly ENE to McKinnon Drive through the Tewanin National Park with bikes permitted. The track starts as a windy steep rocky eroded dirt path that requires great care when mounted on a hybrid bike. Some points require a little walking but nothing tedious. The 4 WD track levels out to a straight dirt track that becomes progressively more sandy, but manageable. At McKinnon Drive cross the road. There amongst the bushes, you will find an off-road path that will take you into Tewanin for a well-deserved cup of coffee. While the ride is well worthwhile, it requires care. It should be completely avoided after any rain and getting lost in the dense forest is a possibility. A compass is a must and a GPS a plus. Mobile phone access is possible in places. Only suitable for those with reasonable navigation skills.

Bikes can be rented from "Bike ON" who have cornered the local market. Many hotels and tour shops act as Bike ON agents, renting out the well-maintained Trek bikes - MTB, hybrids and road bikes all available. And finally, Magpie season starts early in Qld and they are just as vicious as the Victorian variety.

*John Parker*

# Opinion

## Vote Bike in RACV Board Elections

It's likely that many if not most of our readers are RACV members. It's also likely that few of us have bothered to vote in the RACV Board elections in the past as fewer than 7% did so last time.

With over 2 million service members, the RACV wields a lot of clout in Victoria. In particular it has been a vocal supporter of the East-West link and a vocal critic of improvements to bike lanes in the CBD.

This year's election is shaping up to be a crucial one with a number of candidates challenging these positions. The Board elections start in late September. Ballot papers will be distributed in late September with the close of the ballot being 5.00pm EST on 11 October, 2013.

If enough of us who care about improving bike infrastructure in our city take the trouble to study the candidates' information, and cast our votes accordingly this year, we may be able to bring about a change in the one-eyed support for motor vehicles above other forms of transport that has prevailed in the organisation to date

*Julia Blunden*

## Trail Notes

### Gardiners Creek Trail – Works to Widen Creek East of Tooronga Rd

#### Coles comes good on creek detour

An acceptable solution to the detour of the Gardiners Creek path at Tooronga Road is close to being finalised thanks to on-going negotiations with Coles.

In order to undertake necessary creek bank repairs, Melbourne Water had to close a section of the Gardiners Creek Path between Burke Road and Tooronga Road. However, the initial on-road detour plan proved problematic for path riders.

Melbourne Water and supermarket giant Coles have been working through a new plan for the temporary diversionary path. The alternative detour (pictured right) will take riders along the southern edge of the Coles property, up to Tooronga Road and then back down to the Gardiners Creek path adjacent to Tooronga Road.

Bicycle Network has reviewed the detour plans and can see no significant issues with the proposal. When implemented we will be out on site to inspect before opening.

*Information and map from BN's In the Loop*

## Events

### Women on Bikes

Sun 15/9, 9am -Waterfront City forecourt, Docklands

Invite your mum, your daughters, your friends, your neighbours! Supportive blokes also welcome. Explore Melbourne via a 20km easy course map provided which we'll email and put on Facebook.

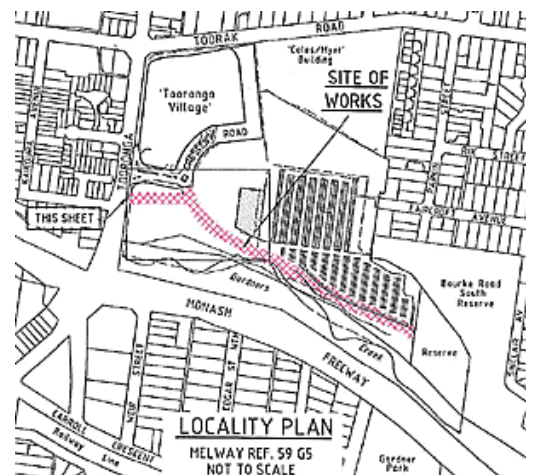
We want everyone to enjoy the day, but at the same time show the media the strength of Melbourne's women on bikes!

For more information and to register-

<http://www.wheelwomenustralia.com/#!/events-/cmsj>

<https://www.facebook.com/RideWithMeMelbourne?ref=hl>

*Tina McCarthy, Wheel Women*



## Bicycle Training Courses

Bicycle Training Australia Ltd is the leading bicycle training organisation in Victoria. For over 4 years BTA has been offering accredited training in bicycle mechanics for the bicycle industry as well as for individual cyclists with a passion for the industry.

In addition to its accredited programs, BTA is now offering a range of short bicycle maintenance courses for riders from 18 to 80! These courses are aimed at all standards of riders and mechanical experience, from the introductory 3 hour Basic Bike Mechanics to our 5 week in-depth Advanced Bicycle Mechanics course.

**Where:** All courses are held at our well-equipped training and workshop facility at **Unit 5, 60 Stubbs St. Kensington 3031**. Close to the Moonee Valley bike path, Macaulay and Kensington railway stations and the Racecourse Road tram (57). Free parking is available in Stubbs Street.

### Basic Bike Mechanics

When: 3 hours, Monday evenings 5.30-8.30pm. Cost \$75.00.  
September 30<sup>th</sup>, October 28<sup>th</sup>, and November 25<sup>th</sup>. Dates for 2014 TBA.

### Bicycle Gears and Brakes

When: 3 hours, Monday evenings 5.30-8.30pm. Cost \$75.00.  
September 16<sup>th</sup>, October 14<sup>th</sup>, November 11<sup>th</sup> and December 2<sup>nd</sup>. Dates for 2014 TBA.

### Advanced Bicycle Mechanics

When: 3 ½ hours each Sunday afternoon for 5 weeks, 1.00pm - 4.30pm. Cost \$395.00.  
Course dates are - Sunday October 6<sup>th</sup> – Sunday November 3<sup>rd</sup>  
Sunday November 17<sup>th</sup> – Sunday December 15<sup>th</sup>  
Dates for 2014 TBA.

**For more information :** checkout our website under “Short Consumer Training Courses”, enrol online or ring us if you have any questions. [www.bicyclertrainingaustralia.com.au](http://www.bicyclertrainingaustralia.com.au) or ring: Philip on 0412 167 640 or 9347 8699

## Minutes of Boroondara BUG Meeting, Thursday 8<sup>th</sup> August 2013

### 29 Elgin Street, Hawthorn

#### Attendance and Apologies

**Present:** David Farrow, Mal Faul, Peter Campbell (Chair), Julia Blunden, Graham Ellis, Glennys Jones, David Leong, Alister Huth, Ken Parker, Hank van Apeldoorn

**Apologies:** Jenny Henty, John Parker, Ken Morrison, Gordon Macmillan, Betty Weeks

**Guests:** Cr Phillip Mallis, Nicola Harvey, Lou Will

#### Correspondence:

##### In

- Request for donation from 3CR (Motion moved **Mal F**, seconded Julia B, passed unanimously, to send \$100)
- Response from David Powell to our request to close BAC meetings to observers (It was noted that David Powell has recently died, and agreed that a condolence letter should be sent from the BUG to his family)
- Invitation to meetings re Tooronga Village plans forwarded by Tooronga Action Group (see New Business 2)
- Response from Parks Victoria to David Leong’s letter re sealing of path between Pipe Bridge and Kew Boulevard
- Email from Lou re organised protests against Jacka Trail
- Letter from Matthew Guy re government’s actions to enable Darebin-Yarra link to proceed
- Email from Amie Ying, Boroondara Family, Youth and Leisure Services re survey of activity providers
- Email from Noel Jacobs re fencing of Hawthorn velodrome
- Email from Jill Young enquiring about BUG meetings
- Email from Melanie Gardiner, *Progress Leader*, re North Balwyn Trail

##### Out

## Matters Arising:

1. **Hawthorn to Box Hill Trail:** David F raised the issue of reconstruction of the path at Cookson St, Camberwell. This has the potential to be part of the trail but is currently being treated as a normal footpath. **David** will draft a letter to Council suggesting improvements and circulate it to the group for approval.
2. **Golfers Choice and Urban Bush Path:** Nil to report.
3. **Gasworks Site Redevelopment:** Glennys J reported that new signs have been erected inviting Gardiners Creek Trail users into the Masters Store, though the bollards are still in place. This item to be dropped from the agenda.
4. **Darebin-Yarra Link:** Julia B reported that the Community Coalition is currently pursuing the issue of access to the trail from Alphington with VicRoads. This was part of the original project but the original route was dropped when Parks Victoria did a deal with Latrobe Golf Club to get the main trail through. It was always intended that an alternative route would be identified and included in the project.
5. **Belford Rd Underpass:** Nil to report
6. **Dights Falls Trail:** David F reported that he had attended a meeting on the East-West Link run by the Linking Melbourne Authority and raised the need to include a bike path in the project. It was noted that BNV are also pushing this. It was agreed that **David** will write a submission on this but that it must make clear that BBUG does not support the link. David will also write a piece for our next newsletter.
7. **Stonnington Matters:** Nil to report.
8. **Domestic Animals Management Plan:** Glennys J reported that the code 'Sharing the Roads and Paths' which is supported by VicRoads, Vic Police, AGF, BNV, RACV and VicWalks. includes the words 'keep dog(s) on a short leash to your left on a shared path'. The link to this document is <http://www.amygillett.org.au/assets/Sharing-roads-and-paths-accessible-online-document-050713-FINAL.pdf>
9. **Invitations to New Councillors to Attend BUG Meetings:** It was agreed that Jane Addis should be invited to our next meeting and that we should focus on the Hawthorn to Box Hill Trail as a topic relevant to her ward. Judith Voce should also be invited to a future meeting (check with Alister?)
10. **Bollards v. Post and Rail:** Nil to report.
11. **Outer Circle Trail at Harp Junction:** It was noted that a row of poles has been put in here but the reason for this is not obvious. VicRoads owns half the old Dunnings site. Alister reported that he is still trying to find out who owns the other half.
12. **Leonda Link:** At the last BAC meeting Jim Hondrakis agreed that paint would be used to discourage parking on the loading bay which runs across the path. No-one present knew if this had happened as yet.
13. **Treasurer's Report:** Mal Faul presented the annual financial statement showing that at the end of June the BUG had a bank balance of \$4,867.45.

## New Business

1. **Support Needed for Jacka Trail, North Balwyn:** There was extended discussion of this issue. Nicola H and Lou ?, both North Balwyn residents, had attended the meeting specifically for this item. They indicated that there is strong local support for the trail to be constructed through the Gordon Barnard Reserve and for the new pedestrian crossing at Balwyn Rd, especially from parents of children wishing to ride to Balwyn HS. They are concerned that the project has been put on hold because of a campaign by a small number of locals opposed to what they perceive as an unwelcome intrusion into their park. Cr Mallis confirmed that while Council has received a number of complaints about the path there have also been a greater number of positive comments. Glennys J pointed out that the project is in line with many of Council's own strategies including the bike strategy. It was agreed that speed, and safety generally, are genuine concerns that need to be addressed through the path design. The following actions were decided on. **Lou W** will prepare a petition to demonstrate community support for the link. Peter C offered to assist with this if necessary. **Julia B** agreed to draft a letter to go to Council advocating for the path and raising the possibility of a referendum to gauge support for it. This letter would be cc'd to the local member Andrew McIntosh, VicRoads officer Tony Barton and Jason den Hollander, BNV.
2. **Tooronga Village Plans:** Glennys J reported that she attended a meeting where information was provided about future developments on the site. Coles plan to build a multi-story car park. St Kevins have bought the land currently used for car

parking and will be converting this to sports fields, with synthetic surfaces which will hopefully resolve the silting issues. The Gardiners Creek Trail will be re-aligned to the north and the access path from the trail to the village will be widened. At the meeting Glennys suggested that students could use the GCT to ride from St Kevins to the sports fields, a distance of only 3km. She also pointed out problems with the pram ramp linking Tooronga Rd to the access path, the too-short cycle of the traffic lights, and the need for separate pedestrian and cyclist access path from the GCT given the expected high volumes of both types of traffic.

3. **Another Recipient of BBUG Emails Needed:** Julia B explained that emails to the BUG's gmail address have been going only to herself and Graeme Stone. As Graeme no longer lives in Boroondara another recipient is need for those times when she cannot answer the emails. **David F** volunteered.
4. **Victorian BUGs Meeting Tuesday 10<sup>th</sup> September:** Julia B explained that the meeting has been moved from the previous Wednesday because of availability of the venue.
5. **Change of Meeting Day to 2<sup>nd</sup> Wednesday:** It was agreed that this change should happen effective immediately. It was also agreed that meetings should start at 7pm instead of the current 7.30pm in the hopes that they will finish earlier. We will continue to meet for dinner at 6.30pm prior to the meeting.

#### **Other Business:**

1. Alister H commented that Council deserves thanks for clearing vegetation from the new bike path on the north side east of East Camberwell station. (Have I got this straight?)
2. Ken P raised the problem of holes in roads which are hazardous for cyclists. Suggestions included ringing 000, or using one of various apps, eg Bike Blackspot, to report this. He also asked whether any progress has been made re riding on footpaths, and the short answer is 'no'.
3. Hank V passed out a flyer for a Public Climate Forum. For details see <http://www.lighterfootprints.org/>
4. Cr Mallis stressed the importance of sending Council positive emails as well as complaints.

**Next meeting:** Wednesday 11<sup>th</sup> September

*Notes by Julia Blunden*

# Contacts for Rides

There are many BUGs, clubs and other organisations, several of them local, which organise rides. Below are some of their contact details. A separate supplement contains details of many of their forthcoming rides.

## Ashburton Riders Club

Contacts:

Tony Landsell - email: [tony@diacher.com](mailto:tony@diacher.com)

Justin Murphy - email: [murphjj@au1.ibm.com](mailto:murphjj@au1.ibm.com)

website: <http://www.ashburtonridersclub.asn.au/>

## Banyule BUG

email: [banyuleBug@yahoo.com.au](mailto:banyuleBug@yahoo.com.au)

website: <http://home.vicnet.net.au/~banylbug/>

contacts: Richard phone: 9459 8648, or Les phone: 9459 2701

## Boroondara Bushwalkers

contact Julia Blunden

phone: 9853 5095

email: [jblunden@bigpond.com](mailto:jblunden@bigpond.com)

website: [www.keypoint.com.au/~bbwinc](http://www.keypoint.com.au/~bbwinc)

## Kew Neighbourhood Learning Centre Bike Riding Group

Contact: Robin Kendrick, phone: 9853 3126

## Council on the Ageing (COTA) Cycling Group

contact Janet Bennett

email: [janpeter@bigpond.net.au](mailto:janpeter@bigpond.net.au) or COTA,

phone: 9654 4443

website:

[http://www.cotavic.org.au/\\_data/assets/pdf\\_file/1006/cota\\_cycling\\_brochure\\_jul-dec\\_2007.pdf](http://www.cotavic.org.au/_data/assets/pdf_file/1006/cota_cycling_brochure_jul-dec_2007.pdf)

## Darebin BUG

Rides and Events Coordinator

Doug Morffew, phone: 9499 7325 (AH)

email: [dougmorf@alphalink.com.au](mailto:dougmorf@alphalink.com.au)

website: [www.darebinbug.org.au](http://www.darebinbug.org.au)

## Surrey Hills Neighbourhood Centre

Phone: 9890 2467

Email: [info@surreyhillsnc.org.au](mailto:info@surreyhillsnc.org.au)

Website: [www.surreyhillsnc.org.au](http://www.surreyhillsnc.org.au)

## Knox Bicycle Touring Club Incorporated

email: [Mikeaatleisure@aol.com](mailto:Mikeaatleisure@aol.com)

website: [home.vicnet.net.au/~knoxbike](http://home.vicnet.net.au/~knoxbike)

## Manningham BUG

email: [seball@netlink.com.au](mailto:seball@netlink.com.au), [H.Edwards@bom.gov.au](mailto:H.Edwards@bom.gov.au)

website: [www.vicnet.net.au/~mannbug](http://www.vicnet.net.au/~mannbug)

## Maroondah Bushwalking Club

To obtain details of how to book on a walk and a copy of the current walks and activities program Contact information officers:

Sandra, phone: 9728 3833, Aileen, phone: 9876 1104

website: [home.vicnet.net.au/~mbush/](http://home.vicnet.net.au/~mbush/)

## Melbourne Bicycle Touring Club

email [info@mbtc.org.au](mailto:info@mbtc.org.au) (Note that this email address doesn't get checked every day - so don't expect an immediate response!) website: [mbtc.org.au](http://mbtc.org.au)

## Whitehorse Cyclists

email: [ejhopper@vicnet.net.au](mailto:ejhopper@vicnet.net.au)

website: <http://www.whitehorsecyclists.org.au/>

## Finbar Neighbourhood House Rides

Contact Deb in the office on 9428 7668 or 0403 028 200

## YHA

contacts: Ride Co-Ordinator Kathy

[rides@yhacycling.org.au](mailto:rides@yhacycling.org.au) or mobile 0425-792 574

or Secretary Voula on [secretary@yhacycling.org.au](mailto:secretary@yhacycling.org.au)

website: [www.yhacycling.org.au](http://www.yhacycling.org.au) has free registration



## Boroondara BUG Contacts

Membership Secretary & Treasurer:  
Malcolm Faul  
Phone: 9853 1369  
Email: [malfaul@alphalink.com.au](mailto:malfaul@alphalink.com.au)  
Address: 38 Grove Rd, Hawthorn, 3122

Media Contact: Peter Campbell  
Phone: 0409 417 504  
Email: <http://greenlivingpedia.org>

Newsletter Editor & Secretary:  
Julia Blunden  
phone: 9853 5095  
email: [jblunden@bigpond.com](mailto:jblunden@bigpond.com)

### Boroondara Bicycle Users Group

#### Membership Application Form

Name \_\_\_\_\_

Address & Postcode \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone (H) \_\_\_\_\_

Phone (M) \_\_\_\_\_

Phone (W) \_\_\_\_\_

Email \_\_\_\_\_

Member of Bicycle Victoria? Please circle: Yes / No

Membership requires a payment of \$15 per household which covers 3 years. Please send cheque (made out to Boroondara Bicycle Users Group) along with this form to:

Malcolm Faul  
Phone: 9853 1369  
Email: [malfaul@alphalink.com.au](mailto:malfaul@alphalink.com.au)  
Address: 38 Grove Rd, Hawthorn, 3122