

BOROONDARA

Bicycle Users Group

Newsletter July 2009

Boroondara BUG meetings are normally held on the 2nd Thursday of each month. Our next meeting is on Thursday 9th July. It will be held in the function room at the Elgin Inn, cnr Burwood Rd and Elgin St, Hawthorn (Melway 45 B10). Optional dinner at 6.30pm, meeting starts at 7.30pm.

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 Victoria, Bicycle Federation of Australia 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

We also have a Yahoo Group: Send a blank email to: BoroondaraBug-subscribe@yahoogroups.com to receive notification when the latest monthly newsletter and rides supplement have been placed on the web site and very occasional 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 this newsletter are embarked upon at your own risk.

Features

Riding the Great Ocean Road

The route of the 2004 Great Victorian Bike Ride covered much of the Great Ocean Road, and I had also ridden from Colac to Lavers Hill and thence to Warrnambool along it once years ago. But this time the plan was for an unsupported ride from Warrnambool to Geelong, almost the full length of the GOR. This would be the first time I had tackled the dreaded Lavers Hill from the west.

It was early December and we hoped to avoid both extreme heat and the summer holiday crowds and to take advantage of the prevailing westerly wind. My friend Cathy, the organiser, had initially planned to cover the distance in four days but kindly acceded to my request for an extra day, allowing more moderate distances to be covered each day – between 48 and 66km.

Four of us caught the early train to Warrnambool and uncharacteristically headed off immediately on arrival, having satisfied our coffee cravings en route. After getting off to a somewhat muddled start, hoping for an off-road track where none as yet exists, we headed out along the Hopkins Point Rd towards Allansford. As we had 65km to cover to reach Port Campbell on this first day we decided to forgo the charms of Cheese World and forged on towards our destination.

In fact with a constantly strengthening tailwind we would have no trouble at all covering this distance despite numerous short detours to view various coastal features, beginning, with a short diversion from the GOR to visit Childers Cove for a first view of the magnificently rugged coastline. Having eaten our packed lunches in a sheltered spot in the sand hills there, it was onwards once again at a gratifyingly brisk pace.

At Peterborough we stopped for a well-earned coffee and cake stop. From there, it seemed no distance at all to Port Campbell and the delightful Ocean House Backpackers. It was by no means a full house and we had our pick of several different appealing rooms with no question of needing to share with others. Despite the lack of holiday crowds there were plenty of choices of eateries for our evening meal.

The next day began in similar style bowling along the coast with a strong tail wind and making many more stops to view the sights. We agreed that there seem to be a lot more of these signed and made accessible than we remembered even in 2004, many equally as spectacular as the old favourites, and more than making up for the dwindling number of apostles.

Prinetown was our morning coffee stop, and from there we took the Old Ocean Road to Lower Gellibrand. This road is unsealed and runs through tranquil farmland providing a welcome break from the traffic. Once at Lower Gellibrand the hard slog began – nearly 20km of steady uphill through the forest to Lavers Hill. My panniers, which I'd hardly felt until now, began to drag me back so that I could barely keep pedalling. Part way up my companions kindly took some of my load or I might never have got to the top. A descent to Melba Gully State Park, though very beautiful, had to be paid for by another steep climb that I could well have done without.

However at last we were there at the Lavers Hill Roadhouse. This topographical high point on the route was also the metaphorical low point of the tour. The weather had become cold and drizzly and our accommodation was definitely substandard. Our bedding was barely sufficient to keep us warm, even fully clad, and having to trek outside to the bathroom was bleak indeed in these conditions. Dinner in the attached pub was hardly more cheering, the food also suffering from inadequate heating.

After our less than sumptuous DIY breakfast we were very happy to move on next morning. This was the one section of the route which I had never ridden before but having studied its profile in a brochure I'd obtained I was confident that that the really taxing hills were behind us. Silly me! I'd overlooked the fact that different scales were used in the profiles, and this day proved every bit as demanding as the one before. However the weather was improving, and the route was extremely scenic with breathtaking views of the coast as we finally approached Apollo Bay. We stopped for a delightful short rainforest walk at Maits Rest, where we also ate our DIY lunches. The final approach to our destination for the day was a long satisfying downhill swoop where, throwing caution to the winds I exceeded my usual limit of 50kph for once, and one of my companions exceeded 60kph.

As there had been absolutely nothing in the way of shops or cafes between Lavers Hill and Apollo Bay we headed straight for the main drag for a much needed coffee, and a toasted sandwich that tasted like manna from heaven. Just around the corner was the Eco Beach YHA. The contrast with our previous night's accommodation could not have been greater. This near new hostel is designed to be as environmentally friendly as possible, without any sacrifice of comfort and style. Both the bedrooms and the communal facilities are brilliant. We opted to eat out at the pub but felt sad not to be using the hostel's truly magnificent kitchen facilities.

The last time I had ridden from Apollo Bay to Aireys Inlet, on the GVBR, the road had been closed for us. This time we were a tad nervous about the traffic, but we need not have been. It was not heavy, and the steady trickle of cyclists in both directions was very reassuring. We had no more scares or close shaves than on many other roads we ride. The road is pleasantly undulating with the scenery alternating between coast and bush. Kennett River made a very pleasant morning coffee stop and Lorne was the obvious place to get lunch. At this time of day the schoolies seemed tame enough! Our cabin at the Aireys Inlet Caravan Park was very satisfactory, as was our dinner at a nearby restaurant.

The weather had been getting warmer ever since Lavers Hill and for our last day we faced serious heat and a strong headwind. Our start was not as early as it should have been, and given the somewhat unpleasant riding conditions we decided to take the most direct route, via Bellbrae, Freshwater Creek and the Waurn Ponds Creek Path to South Geelong Station. We stopped for a drink at Freshwater Creek, and somewhat unexpectedly found a large shelter for our picnic lunch along the Waurn Ponds Creek. It was with a huge sense of achievement and some relief that we rode up to South Geelong Station in the early afternoon, and took refuge in the blissfully air-conditioned waiting room.

Julia Blunden

Opinion

Bright Lights for Dark Trails

Each year Bicycle Victoria's Ride On magazine tests bike lights. The April/May 2009 edition includes this year's test. The article mostly evaluates lights on their ability to allow the rider to be seen. I do much of my riding on trails at night so I also need good lighting to see the trail in front. I chose to test the lights I own using a range of batteries. In all cases the continuous light setting was used. Each light does have a flashing mode which was not assessed. The results are surprising.

Each of the lights tested uses two AA batteries. Each has a slot of width 19mm to attach to the bike fitting. The batteries may be chargeable or not. Jacques Fievez of Whitehorse Cyclists recently suggested to me that chargeable batteries were a poor choice when you need high light output to see the track in front. This is because the chargeable battery may be rated as low as 1.2volt whereas the non-chargeable battery will normally be 1.5volt. The lower voltage may reduce light output.

For this test I set up each light to shine horizontally and examined the output at 5m distance. Firstly I assessed the diameter of the main beam. The results are given at the top of Table 1. If the beam is too narrow you may have trouble seeing everything on the track. If the beam is broad the intensity of lighting may be too low. The table also gives the maximum light output in the beam. Light intensity is measured in Lux. In all cases the light output was nearly constant within the main beam.

Table 1: Maximum Light Output at 5m distance: Lux

	Basta Polaris	Planet Bike Blaze 1watt		Planet Bike Blaze 0.5watt LED
		Low	High	
<i>Diameter of main beam of Light</i>	<i>1.0m</i>	<i>500mm</i>	<i>500mm</i>	<i>400mm</i>
Sunrise Alkaline Not chargeable	18	32	56	19
Grandcell 1.5volt Chargeable	10	13	16	11
Inca 1.25volt NiMH Chargeable	not tested	21	35	not tested
Varta 2100mAh Chargeable	15	27	44	16

Table 1 gives the maximum light intensity for each of the lights. It soon became apparent that the Planet Bike 1 watt light gives the highest light intensity. These lights usually come with the non chargeable Sunrise batteries which when new give the highest light intensity on the test at 56Lux using the Planet Bike 1 watt light. Of the chargeable batteries the Inca gives 35Lux and the Varta gives 44Lux using the same light. By comparison the Grandcell batteries give uniformly poor light output.

For lighting the track ahead I plan to use fresh Sunrise batteries with the Planet Bike 1 watt light. This will give maximum output but I will need to replace the batteries occasionally. Where feasible the light could be turned to Low to reduce energy consumption. To be seen by other road users I will use the Basta Polaris (on flashing mode) with the chargeable Varta batteries. This light has a relatively broad beam (which assists in being seen) but I will use it with another flashing unit which has a particularly wide light spread.

These lights have been purchased at bike stores in recent years and should still be available.. The Varta batteries perform well in high drain digital cameras and should do well in bike lights. Do note the cost of a charger (often around \$20) when considering chargeable batteries.

Graham Ellis

Trail Notes

Wyndham's Derrimut Rd Path

The shared path on the western side of Derrimut Rd between Hogans and Sayers Roads, Hoppers Crossing (Melway 202 E9-F5) is now complete and is of a very good standard. The one real hitch is that if you ride north along this path to Sayers Rd and want to turn right along the near side of Sayers Rd to access the path that cuts across to Skeleton Creek you may have a very hard job getting across at the very busy roundabout. Roundabouts can be very awkward places for both pedestrians and cyclists and a crossing of some sort is clearly needed here.

Events

2009 Whittlesea Challenge

The Whittlesea Challenge burst onto the cycling scene in 2008 and quickly established itself as the new event of choice for Victorian cyclists. The event will return even bigger and better on Saturday 29th August 2009. The Whittlesea region provides the rare opportunity to escape the traffic and enjoy quiet roads, picturesque scenery and country charm only 35 minutes from central Melbourne.

This year sees the introduction of a 65km short course to accompany an improved version of the 110km long course. This ensures there is a distance option to suit all fitness and ability levels. Both courses feature a combination of flat sections, rolling hills and challenging climbs perfectly designed to provide you with the chance to strive to achieve your personal goals.

The event passes through Kinglake West, Flowerdale, Strath Creek, Broadford, Wallan and Wandong. Many of these towns have been badly affected by the tragic Black Saturday bushfires. The event will provide many local community groups with a much needed opportunity to raise funds to support their recovery projects.

The roads surrounding Whittlesea have long been popular with cyclists of all abilities. Australian star Cadel Evans grew up in Arthur's Creek just down the road from Whittlesea, and still rates this as one of his favourite training regions anywhere in the world. Many other European based cyclists such as Will Walker and Darren Laphorne are regulars in these parts when back in Australia.

Early bird entries are now open and offer a \$15 discount on the Standard entry price to all who enter before the 27th July. So why not take the Challenge and enter today!

Event Details

Date: Saturday 29th August 2009

Time: Long Course - 8.30 am. Short Course - 9.30am.

Start & Finish: Walker Reserve, Laurel Street, Whittlesea

Distance: Short Course -65km. Long Course – 110km

Entries: Start from \$50 for Members or \$80 for Non Members

Course: Maps and profile available from www.cyclingprofiles.com.au

Format: This is a recreational ride. It is not a race.

Website: www.cycloportifvic.com.au/Whittlesea_Challenge

Event Highlights

- Fully supported ride including medical and mechanical support and refreshment stops
- Event village with live entertainment for the whole family
- The course will be well sign posted, marshalled & traffic managed to ensure the safety of all participants
- Qualified medical professionals will provide medical support around the course
- On course photographer to capture those memorable moments
- Your chance to ride on quiet country roads located only 35 minutes from central Melbourne
- Test yourself on the Strath Creek climb
- Enjoy the picturesque views on offer throughout the ride
- Support the communities badly affected by the Black Saturday bushfires

Event Website: For full event details or to enter online please visit www.cycloportifvic.com.au

Snowy River Country! The Undiscovered Cycling Mecca

After organising the Wilderness Bike Ride “Errinundra – Snowy” event from 2004 to 2007, I have now started my own cycle tour business to give small groups a similar experience of the fantastic mountains, rivers, forests and coastline of East Gippsland, where the Snowy River carves its way through the mountains to reach the sea.

As an incentive to join me one of the four, six day fully supported tours I am running over the next year, I would like to offer your members a 5% discount each for a booking of five or more people, or 10% discount each for a booking of 10 or more people. (A maximum of 16 places is available on each tour)

You'll find more details about the tours on the Snowy River Cycling website: www.snowyrivercycling.com.au

Very few cyclists – or tourists of any sort for that matter – seem to find their way into the crumpled green bottom right hand corner of Australia that is East Gippsland. It's certainly not for the lack of scenery.

Nowhere else in Australia can you take in high alpine meadows surrounded by snowgums, deep river gorges (Victoria's deepest in fact), rainforest on high mountains and in hidden valleys, wild rivers and a coastline populated by more seals than people, over just a few days of pedalling. Total traffic in this time might consist of six cars, ten wallabies, a dozen lyrebirds and a mob of cattle.

Facilities such as motels, lattes and souvenir shops are admittedly few and far between, and it takes a fully equipped and experienced cyclist to explore this wild country on their own.

I have come up with the accommodation (such as camping on farms that range from a very traditional cattle station to a very alternative organic farm), will make the coffee, carry the luggage, put up the tents, negotiate with the mob of cattle and introduce the locals, making this undiscovered area accessible to anyone who is a reasonably fit (but not superhuman) cyclist.

Down the track I will be offering supported day cycling trips in the same area, so keep an eye on my website for further developments. A day ride taking in say, rainforest gullies and coastal tracks, or some wild and woolly mountains and the Snowy River would nicely complement a tour of the East Gippsland Rail Trail.

I'm more than happy to chat to anyone interested in cycle touring in this area, whether or not they are planning on doing one of my organised tours. Some local, cycle experienced info is invaluable in planning your own trip and I am happy to share my knowledge of the area.

Liz Mitchell

Boroondara News

About CDGBR – Camberwell Downhill Gourmet Bike Riders

This group was organized by a Minister of Religion in Camberwell (Rev. Neil Toliday), who knew some of his parishioners cycled and decided to announce during a service that he proposed to hold a cycling day after Church and invited families and their friends to join. His idea was to enjoy cycling, utilize the Bike Paths provided by the Victorian Government, enable everyone to have an easy form of exercise “so one can smell the roses on the way”.

A wonderful attendance on the first ride lead to many others for approximately 30 to 50 riders (including children and grandchildren) riding 15kms using the bike paths around Melbourne. Naming the group was decided upon between Neil and some of the more regular riders thus becoming known as the Camberwell Downhill Gourmet Bike Riders (CDGBR for short). Why this name - because they preferred going downhills and enjoyed ‘cuppa’ breaks along the way!

As it would happen just when everyone was enjoying themselves, Neil was relocated to Anglesea where he retired with Margaret his wife and their beautiful old Labrador. So the organization of rides was handed over to Maureen and Gerry Gibson. When Maureen became ill, it was decided to ask riders to volunteer to organize a monthly ride - it was then stipulated that two people “Host” the monthly ride - one to lead and the other at the tail. This would ensure no-one getting ahead of the leader or being left behind. A pre-ride by the “Hosts” prior to the monthly ride was essential to ascertain the route and again ensuring that both “Hosts” knew exactly where they are going.

Of the original Riders from day one, there are four namely Elva Parker, Val Staley, Jack Simpson and Don Calwell with approximately eight others who ride when their busy schedules permit but always attend the two dinners held during and at the end of each year. Today CDGBR has 22 riders listed of which approximately 12 to 15 are regular riders.

So if you enjoy a stress-less pace of riding, that guarantees little, if any hills and a “cuppa” or two, then come and join CDGBR on the third Sunday of each month. Families, children and grandchildren – no age barrier nor is ability - whether getting back on a bike after a long break or just learning, it does not matter – come and have some fun with us. Most rides are now between 25km to 35kms using bike paths as much as possible, have easy access to the railway (though sometimes this is not possible). CDGBR rides are not “pace-setting” rides but instead are rides that have been organized as Neil originally announced to be leisurely, to enjoy and “smell the roses on the way”.

Please contact Elva Parker (9836 6392) or Val Staley (9836 4548) or email Geraldine & David Powell (dgpowell@internode.on.net) who will make you most welcome in joining the Camberwell Downhill Gourmet Bike Riders.

Minutes of Boroondara BUG Meeting Thursday 11th June 2009

Elgin Inn, Hawthorn

Present: Julia Blunden, Glennys Jones, Graeme Stone, John Parker, Graham Ellis, Malcolm Faul, Alister Huth, Peter Campbell

Apologies: David Leong, Jason Den Hollander, Phil Crohn

1. **Correspondence:**

Letter from VicRoads in response to email to Tim Pallas re Belford Rd Underpass (note concerns re term 'Veloway' – we agreed to change this on the BUG website)

Email from Council re Glenferrie Oval, Grace Park and LE Bray Reserve Concept Master Plan - Report to Services Special Committee meeting Monday 22 June 2009

Email from Council re HA Smith Reserve Concept Master Plan - Report to Services Special Committee - Monday 22 June 2009 (**Julia B** and hopefully others to attend this meeting)

Letter from council re Amendment to Boroondara Planning Scheme to implement the West Hawthorn Urban Design Framework

Invitation to attend opening of Glen Iris Wetlands Saturday 4/7 (**Julia B** and hopefully others to attend.)

Matters Arising:

1. **Gardiners Creek Missing Link - Golfers Choice Shared Path:** John P has written to Stonnington Council querying budget items over several years concerning claimed and planned expenditure on cycling. Glennys J has written independently to Minister Tim Pallas re the Golfers Choice path.
2. **East Malvern Station Bridge:** Glennys J reported that construction is proceeding apace and that she intends contacting Donna Mongan at Monash Alliance to check on the expected completion date.
3. **Anniversary Trail at High Street:** Glennys J reported that cyclists have recently been forced to use the road at High St due to obstruction of the footpath by building works. The possibility of one or more doors opening directly onto the path alongside the new building was raised. Graeme S reported that a ute had backed right onto the shared path from a lane. Council have promptly fixed the problem by erecting a rail.
4. **Business Cards:** Peter C distributed boxes of the new BUG business card and was reimbursed the cost of cards and delivery, \$123.95, by Graeme S. Thanks to Peter for this very satisfactory conclusion to a somewhat extended project.
5. **Web Site Copyright/Licensing Issues:** John P requested that **Peter C** look after this and Peter agreed to do so.
6. **Trail Names:** Jim Hondrakis called an extraordinary Bicycle Advisory Committee on Friday 15/5 to hear from the Arup consultant engaged to investigate the issue of off road trail signage. John P, Glennys J and Julia B attended. The question of a short way of identifying trails was raised. Jim and the consultant favoured numbering trails but BUG members present were unanimous in preferring an alphabetical abbreviation of some sort, at least until trail numbers can be standard across Melbourne/Victoria. Since that meeting Julia B has emailed BUG members asking for their views on both trail names and abbreviations to be used as well as the preferred type of signage. A few members have responded and though there is a fairly general view in favour of blue and white signs and alphabetical abbreviations for trail names, there is much less agreement on the actual names and abbreviations to be used.

Julia B offered to draft and circulate a letter to go to Parks Victoria, VicRoads, Bicycle Victoria and the Emergency Services Telecommunications Authority urging that one or more of them take the initiative in developing and registering a standard set of trail names for the state as a matter of some urgency.

7. **Next Boroondara Discovery Ride:** The date set for this is Sunday 6th September. Phil C was not present to report what insurance cover can be provided for visitors if it is run under the auspices of the Melbourne Bicycle Touring Club. The proposed route for the ride was along the Yarra Trail from Studley Park Boat House to Burke Rd. **Malcolm F** proposed that the route extend beyond Burke Rd to take in the Koonung Creek Trail and that it include discussion of the proposed Belford Rd Underpass, the Darebin Creek link at Willsmere Park and a look at the Hyde Park – Victoria Park Trail. John P suggested looking at the possible route alongside the Eastern Fwy from Dights Falls. Malcolm will liaise with Phil on route details.

New Business

1. **Anniversary Trail – planned improvements to crossing:** On Friday 29/5 Jim H and traffic engineer Wadi Mati met with local residents, Graeme S, Glennys J, John P and Julia B to consider how best to improve the trail crossing just south of Alamein Station. The plan agreed included moving the crossing east to within one car length of Ashburn Gv where the gradient is considerably less than at the present location. The roadway will be narrowed and a raised zebra crossing installed. A new overhead light will be installed. Mounding adjacent to the crossing will be reduced and bushy vegetation replaced with ground cover. The short fences currently blocking half of the path on each side of the crossing will be used to block the old route and there will be no barriers on the new sections of path. Signs warning motorists of the crossing will be installed on both sides in both Ashburn Grove and Laurel St. Graham E proposed that the next crossing to be improved should be that on the Anniversary Trail immediately south of Frog Hollow. **Graeme S** agreed to keep a record of our new priority projects.
2. **Willsmere Rd – proposed pedestrian crossing for Outer Circle Trail near roundabout at Earl St:** Graeme S showed the detailed plan of what is proposed. Issues of concern were the use of bluestone in kerbs, continuity of the Exclusive Bike Lane, provision for on-road cyclists' passage through the crossing and the roundabout, problems with the car park adjacent to the trail, and vegetation that blocks vision at the roundabout. **Graeme S** will draft a response to Jim and circulate. A site meeting is an option if our concerns not accepted.
3. **Boroondara Bicycle Advisory Committee meeting Friday 26th June – agenda items:**
 Status of current detours on Gardiners Creek Trail and Anniversary Trail
 Top ten worst chicanes - **Graeme S** to supply list for updating
 Trail names
 Stop lines at Belford Rd and Anniversary Trail (**Can Alister or someone else provide a brief account of what is proposed here and why?**? Not being a real road rider I didn't entirely follow this)
 Process of consultation with the BUG on issues such as new crossings
 East-West link (Peter C queried the current status of this project given that the consultants only looked at routes as far as East Camberwell. Liaison needed between Whitehorse, Boroondara and Yarra on this.)
4. **New Councilors:** Cr David Bloom representing Cotham Ward has been invited to our next meeting and has accepted. Phil Meggs will be invited to our September meeting.
5. **Next meeting:** Thursday 9th July.

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

Justin Murphy - email: murphjj@au1.ibm.com

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

Banyule BUG

email: 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

website: www.keypoint.com.au/~bbwinc

Camberwell Downhill Gourmet Bike Riders

contact Elva Parker, phone: 9836 6392

Kew Neighbourhood Learning Centre Bike Riding Group

Contact: Robin Kendrick, phone: 9853 3126

Hawthorn Cycle Tours

contact Hawthorn Aquatic and Leisure Centre

phone: 9815 0988

email: lexbishop@bikerider.com

website: <http://www.geocities.com/perften/Hct.html>

Knox Bicycle Touring Club Incorporated

email: Mikeaatleisure@aol.com

website: home.vicnet.net.au/~knoxbike

Manningham BUG

email: seball@netlink.com.au, H.Edwards@bom.gov.au

website: 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/

Council on the Ageing (COTA) Cycling Group

contact Janet Bennett

email: 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

Darebin BUG

Rides and Events Coordinator

Doug Morffew, phone: 9499 7325 (AH)

email: dougmorf@alphalink.com.au

Download the Darebin BUG rides flyer, with details of rides (Word doc)

website: www.darebinbug.org.au

Surrey Hills Neighbourhood Centre

Phone: 9890 2467

Email: info@surreyhillsnc.org.au

Website: www.surreyhillsnc.org.au

Boroondara BUG Contacts

Membership Secretary & Treasurer:

Graeme Stone

16 Jervis Street, Camberwell, Vic 3124

email: graeme_stone@optusnet.com.au

Newsletter Editor & Minutes Secretary:

Julia Blunden

phone: 9853 5095

email: jblunden@bigpond.com

Melbourne Bicycle Touring Club

contact Touring Secretary, Dave Cash, phone: 9817 3269

or email 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

Whitehorse Cyclists

email: 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 or mobile 0425-792 574

or Secretary Voula on secretary@yhacycling.org.au

website: www.yhacycling.org.au has free registration

Media Contact & Webmaster:

Jason den Hollander

phone: 0407 118 891

email: fdutch@gmail.com

Meeting Chair:

Phil Crohn

email: philcrohn@ozemail.com.au

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 one-off payment of \$15 per household. There is an additional charge of \$10 per annum for delivery of a hardcopy newsletter. Please send cheque (made out to Boroondara Bicycle Users Group) along with this form to:

Graeme Stone
16 Jervis St
Camberwell
Vic, 3124