

# WOBBLY WHEELS

Darebin BUG Mid-week Riders' Blog



## GET WELL SOON

A number of riders are on the sick list and our thoughts and good wishes go to them for a speedy recovery. We look forward to seeing them in the saddle before too long.

Michael Barnes is recovering from a heart attack and joins other members with a cardiac history. George missed a ride with Covid and of course our thoughts are with Bruce. If I have missed anyone, my apologies and good wishes to you also.

Thanks to Sonya for the cartoon.

David



## MULLUM MULLUM 5 JULY

We had a typical cold but fine winter day with 9 or so keen riders. We rode to Camberwell Station, trained to Heatherdale and descended the steep hill down to Schwerkholtz Cottage for morning tea. Then the fun part; all the way down Mullum Mullum Creek, taking care on the damp sections. A cold but very pleasant ride with no punctures, injuries or other dramas to cause a nuisance.

Jopie

## **TWO CREEKS AND A RIVER 7 JULY**

When the inimitable George Bailey announced that the Two Creeks and a River ride wasn't going anywhere near a river, the sense of loss among the assembled group was palpable. He had intimated as much on the previous Thursday's Steele Creek ride so I was able to hide my disappointment better than most. Little did we realise what a creek fest it would become.

There were six riders assembled in South Crescent and then Sue and Dave rocked up. Little did they know they could have waited at their front gate as we rode down Clarke Street just a few minutes later towards the Darebin Creek Trail, which was creek #1. George took his first detour up the Bell Street exit, to show off his two-wheel-drive bike, and then went straight back onto the trail.

The pace was perhaps too fast for so early in the day and Sue and Dave decided to run their own race a short time later. We overshot the Crookston St exit but after hitting reverse we headed west towards Ruthven Station and Broadhurst Avenue. We were heading for a Coburg Lake morning tea, apparently, but by the time we'd missed the Edgars Creek Trail on the left and visited the panel beating district of Reservoir we'd already done 20km and got to enjoy our refreshments at the delightful facilities of Edwardes Lake. We didn't really get to ride along Edgars (creek #2) until we'd been through the Kodak redevelopment. We cracked it for the Merri waterway (creek #3) a short time later but then George dragged us away for a road ride up McBryde Street, Fawkner.

You'd think that with all the money flushing through Major Road Projects Victoria for widening the ring road they could at least fix that joke section near Jacana station, but apparently not. Several couldn't make it up the zigzag. The trail is overgrown in places and littered with ... litter. As we headed south on the Moonee Ponds Creek (#4), conversation centred on where lunch would be and it was the good old Boeing Reserve, where we'd been the week before for morning tea, so George had no trouble finding it.

The plasterers we'd met that time were still working on the community hall and one of the purple gloves I'd spotted was still at the Exeloo. It was just like Groundhog Day until the cleaner closed the toilets, then it was different. David M. told us a bit about his plans for the Epping to Hurstbridge ride on 23 July and, before you'd know it, we were heading south to Gaffney St and then up the Westbreen Creek (#5).

Much of this one is piped but there's now a lovely "lake" (stormwater retardation basin) with toilets and picnic facilities for our future dining pleasure, BBQ duck if we can catch one. By 2pm we were heading down the East Brunswick Shimmy when the skies cracked open. David headed for the train and Sue headed to her nearby home while we headed down the East Brunswick Shimmy and the Merri Creek (again), minus rain, for hot chocolate at Phil's Bakehouse.

Imagine our surprise when George stopped in Westgarth Street at a white Dodge fitted with a trailing-wheel carrier. Turns out he built himself to carry his late wife's scooter. These days it just carries his bike but it's well worth a look if you get the chance on his next Five Creeks and No Rivers ride.

Wolter

## GELLIBRAND HILL 12 JULY

Four hardened souls turned up at the starting point complete with wet weather gear on a miserable overcast misty morning for a ride into the unknown. We set off along St Georges rd but soon after Murray Rd the path was blocked, so we diverted to a side road only to reach a dead end. Back on the path to Reservoir station we rode towards Edwardes Lake and circumnavigated the lake before stopping for morning tea under shelter from the mist.

Back on the bikes again and along Broadhurst avenue to the Merri Creek trail where Roger announced that his electric power was intermittent so he would slow down on the hills. On reaching the Ring road we turned west and at Jacana station Roger decided on the sensible option of catching the train as the power had cut out completely on his 1 ton bike and it was even hard to walk and push up the ramp to the station. The remainder of the riders zoomed down the hill towards the Moonee ponds creek trail, then stopped for lunch at West meadows. Since it was drizzling we tried sitting in the Soccer coach box for lunch but then spied a much better looking shelter on the other side of the park while waiting for the drizzle to pass by.



After lunch I decided that the bad weather had gone and removed my wet weather gear, a poor decision. We headed on the wet gravel paths towards Woodlands but I soon regretted my decision as the mist drizzle started again. After going through the mystery underpass we turned north and started up the long I hill on a gravel trail with the occasional washaway ruts and tree roots as hazard. On the way up we were directly under the flight path of jets landing at Tulla. They were so low we could nearly see the passengers inside. After a long ride up we finally reached the top of Gellibrand Hill only to find that there was no view as the misty weather had set in. Time to put the wet weather gear on again before heading down the rough gravel road towards Woodlands. There were some quite steep bits going down and we also had to dodge the puddles.



Gellibrand Hill Summit

Before reaching Woodlands we turned south along the usual BUG route and headed back along the boundary fence before diverting towards the airport across a couple of very rough and washed out roads. It was a test for the other riders with their normal hybrid tyres.

It was a relief to get back on the bitumen but this was short lived as we headed through the airport with a lot of traffic on the wet roads. We eventually got onto a bike path off the busy roads and saw a place called Urban Surf. So Jopie diverted into the

area and the rest of us followed to see how he would cope with the surf in the cold wet conditions but none of the riders ventured into the artificial surf.



Urban Surf Park.

We then rode through an industrial area before riding along beside busy Mickelham Road then turning at Gladstone Park shopping centre but not before Jopie had to stop as the lens fell out of his glasses. Luckily he had one lens to help him find the lost one and then it was a struggle to put it back into the frame, so now his lens was covered with chain lube from his fingers and also wet from the mist. Not good for riding.

We reached the ring road and turned south only find that Jopie had stopped again for a mechanical problem. The wire to his front chain ring had either broken or come loose and his bike was stuck in granny gear. Eventually we were able to put a stick in the mechanism to hold it in place in the middle chain ring meaning that Jopie could ride at a normal speed and change the rear gears.

We then took quite a number of turns through local streets before heading down a steep hill towards the Moonee Ponds Creek trail. On the way down there was a sharp right hand turn but Sue was going down too fast to turn, and at the bottom decided it was too hard to ride back up the steep hill. Meanwhile the remainder of the

riders headed down and ended up at the creek trail. After a phone call we located Sue and we were eventually reunited. On the way back Sue indicated that she knew a way back through Pascoe Vale South and Brunswick to the Inner Circle Rail Trail so we followed her back Park St and then we rode back to the starting point.



It was an adventurous but interesting ride on a cool wet and misty day. Overall it was an enjoyable ride finishing at around 4pm after about 62 km ride.

Ed

### CHERRY LAKE 14 JULY

Under overcast skies three riders, Ian H, Roger and David appeared to be it. Even unvaccinated and non-members were welcome to make up the numbers. Three it remained.

Moving along to keep ahead of my two electric bikers the pace may have been too brisk heading for Williamstown so we reduced the pace and enjoyed the brightening weather on towards Cherry Lake.

Lunch was enjoyable in the warming sunshine looking over the lake and overlooking our crumbs.



Heading up Maddox St to Newport railway underpass we left David to deliver a book to family, which left the two of us riding to Dynon Road and the Lloyd Street turnoff to The Capital Trail and home.

Roger was an admirable tail, no-one was lost.

Ian Hamilton 53 kms



### CRAIGIEBURN 19 JULY

It was a glorious sunny day, no wind and no rain forecast when we gathered for the day's ride. Unfortunately, it was only about 5 degrees. There was frost still on any shaded ground and the temperature was not going to get a lot warmer.

The only way to warm up was to get moving, so I set off with Jopie, Pam, Paul, Ian, Sue and for her first ride back Nola, to Kensington Station to get the train to Broadmeadows. We took the Inner Circle Trail through Carlton, Princes Park and Royal Park. Soon after joining the Moonee Ponds Path at Flemington Bridge we turned off and onto Racecourse Road. After a short distance on Racecourse Road we turned into the back streets, taking Lambeth and Parsons Streets to Bellair Street and on to Kensington Station.

After a short wait the train to Broadmeadows arrived. Once at Broadmeadows we had a short ride along Tanderrum Way and Pearcedale

Parade to Broadmeadows Town Park where we stopped for morning tea. In the Town Park there is a very interesting War Memorial. The memorial is red brick and earthenware tiles made to represent military scenes. One scene depicts the army, one the navy and the other the airforce. Each scene represents the development and roles of each service over the years. I was able to find out that the memorial was opened on Remembrance Day 1995 but I could not find out who the artist was or how the tiles were made.



After morning tea we had a rapid ride down Dimboola Road to join the Broadmeadows Valley Trail and to start our ride up the valley to Craigieburn. The trail follows the valley uphill and goes through some very pleasant scenery. It rises steadily and includes a couple of steep pinches. The trail ends in the back streets of Roxburgh Park. I had spent some time studying maps and reconnoitring to find a route which would take us through quiet streets to our lunch stop in Craigieburn Gardens.

The table at the lunch spot was still covered in dew so we sat on the nearby rocks in the sun like a group of little skinks.



After lunch we rode along the footpath beside Craigieburn Road before crossing at the lights into Hanson Road. We made our way along Hanson Road then turned into Kingswood Drive.

This brought us to the bike path beside the Hamilton Street, thus avoiding the busy roundabout at Craigieburn shops. From here we proceeded north and after a little detour along Malcolm Creek arrived at the start of the Galada Tamboore Pathway.

We had an uneventful ride down this rather unattractive path to the rusty bridge at Whittlesea Gardens. The facilities at the gardens are undergoing a major renovation and everything except the toilet block has been demolished. Jopie had planned to use the gardens as a lunch stop on an upcoming ride. He left us here to go exploring for an alternative lunch stop.



Continuing on, we reached the pedestrian bridge over the Ring Road. Here Nola left us to head home on the Ring Road path. After crossing the Ring Road and joining the Merri Creek Path the scenery improved and we made our way down to Coburg Lake. Here we had a conference about where to stop for afternoon tea - Boot Factory, Ceres, Islamic Museum, other? The decision was Islamic Museum, which has the huge advantage of being right beside the trail. It was quite a long way from our lunch stop to our afternoon tea stop with not much in between so we enjoyed our afternoon tea very much.

Andrew

## EPPING TO HURSTBRIDGE 21 JULY

Zero degrees when I left home. Only Wolter and George gave notice of their intention to join the ride. I boarded the Epping train at Clifton Hill and Wolter got on at Rushall. George was waiting at Epping Station as we arrived and that was the group. It was a little warmer by now. We had three on last Thursday but no Roger or Ian this week. Roger is in Broken Hill also with Ed on an outback jaunt.

We set off for Turner's Bakery in Mernda and arrived after about 40 minutes. We were steered away from the car park which had workmen and took the bikes into the garden. There were hardly any other customers so we enjoyed coffee and portuguese tarts (2) and cupcake (1).



We continued on through Laurimar. The dirt road at the end of Laurimar Drive was very muddy but we were soon through and into the Yan Yean Reservoir Park for lunch.



Most of the park is fenced off for the road rebuilding though very little work seemed to be happening. After lunch we continued up the hill and through the undulating countryside to Arthurs Creek and then Hurstbridge. No one had the urge for another hill to my place for coffee so I delivered them to Hurstbridge station in time for the 1.20 train. I had 31 km, Wolter claimed 34.

David

### **THE BRAVE SOULS RIDE 26 JULY**

Three brave souls turned up for the cancelled ride Sue, Ian W and Ian S. Paul also turned out by car in case potential riders had missed the email cancellation. The weather looked promising and it was quickly decided to use the route that had been planned.

We set off for Darebin Parklands to the Darebin Creek Trail and then to the Anniversary Trail. Morning tea was at Riverdale Park as there is a shelter over the seats and tables thus avoiding potentially wet seats and tables at Frog Hollow Reserve. Continued on the Anniversary Trail to Gardiners Creek Trail. Lunch was at the Patterson Reserve in the shelter adjacent to the Hawthorn Velodrome.



After lunch continued on the Gardiners Creek Trail to the Capital City Trail. It was agreed to not stop for afternoon tea. This was a wise decision as it meant the ride, which had been in the dry all day, was just completed prior to some rain.

Ian S.



## SUNSHINE AND KOROROIT CREEK 28 JULY

Four of us rode off from Jika Jika to explore the industrial wilds of Sunshine and Brooklyn. We took our morning break next to the Maribyrnong River at Footscray Park in the sun surrounded by very muddy, sodden parklands. When we got to Sunshine railway station the trek across the railway footbridge must be a very long walk for Sunshine locals. The Kororoit Creek trail was lovely in the sun with birds darting across our path. At the Federation Trail we turned east and rode towards Geelong Road. Our turn off from Brooklyn at DN Duane Reserve and Primula Avenue took us across a newish footbridge over the Westgate Freeway to Altona North (Rosala Avenue). Continuing through the quiet streets of Altona North we shortly met the Kororoit Creek Trail again. (With the statues).

A slight misdirection in my route notes still had us in Newport Lakes for lunch.



The next leg of the ride was to cross over another Westgate Freeway footbridge from Muir Street. Successfully navigating the streets through Yarraville and Seddon with help and discussion, we kept on through Footscray, North Melbourne and Royal Park. David Maunders had left us in Yarraville but Ian H, Wolter and myself continued on to the Capital City Trail via Arden Street and Royal Park.

The rain and hail held off until Royal Park when some light rain started then stopped once we put on our rain coats. Once I was home it came down again like the clappers.

A nod to Jopie whose ears may have been burning. The ride route was based on a Jopie special (with some tweaks) that had been enjoyed so much last time that it got a Thursday run.

Another good ride. Distance 56 km approx.

Report from Sue Hiscock

## SATURDAY RIDES

### 2 July

The forecast was maximum 13 deg. and 10% chance of rain. Being the first ride of the month, we decided to ride to Bundoora Park via South Crescent, Wingrove Street and Darebin Creek Trail and return through Reservoir and St Georges Rd to Rushall Station.

At start time, the sky was overcast and it was really cold but no rain. We had 10 starters including one visitor and picked up 4 more along Wingrove Street. Making our number now 14 at our toilet stop in Darebin Wetlands. A steady ride along the Creek Trail bought us to Bundoora Park, without incident. Electing to take our refreshments at the Visitors Centre as the Homestead was undergoing repairs, having been attacked by cockies.

It was nice and snug in the Visitors Centre and we lingered over our coffees to good avail, for when we emerged the sun was shining and UV was really nice. Not warm enough to shed any garments but it improved riding conditions considerably. On to the Darebin Creek Trail again then through the back streets of Reservoir, down High Street, then the Railway Reserve Bike Path to St Georges Road. A few regrouping stops due to the traffic lights breaking up the group.

We lost riders along St Georges Road, as each turned off to their homes and 5 arrived back at Rushall Station. A rather arduous ride out but an exhilarating ride home.

### 9 July

This Saturday was to be our usual ride from Rushall Station to Port Melbourne and return.

The Friday before there was a torrential downpour, a chancy forecast for the Saturday with showers later in the day. 9.30 start time at Rushall we had 7 starters and picked one more at Royal Park. The weather was overcast and cool.

Heading off we found some water in the under passes, but not enough to warrant detouring, our usual toilets at Docklands were closed for some reason and as no one had a pressing need, we found comfort at the Westgate Park facilities.

On to Caps where we took refreshments and 2 more riders joined us. Having had our fill we headed back the sun occasionally showing itself but not contributing much to our comfort. 10 riders arrived back at Rushall without further incident.

### 16 July

This was to be the regular ride Rushall station to Port Melbourne and return via the MCG. Forecast was for a cold and windy day with 50% chance of more than 1mm of rain. At start time we had 5 starters at Rushall Station, it was overcast, windy and very cold. At Royal Park we were joined by 2 more riders.

Now 7 of us we headed off to Port Melbourne. As we passed under Westgate Bridge we were greeted by the sight of the biggest container ship I've seen on the Yarra, going under the bridge, being restrained by a tug at the rear. At Caps we were joined by 2 more riders and all except one we huddled inside the warmth of the café.

Having had our fill we headed back. There was a North wind blowing, as we rode along the foreshore, it was as if someone was opening a freezer door with a fan inside as we emerged from the shelter of each building. 2 riders left us in Fitzroy and the other 7 arrived back at Rushall. I can't remember being so cold in my hands, feet and face but we all survived.



**23 July**

Total washout, no ride.

**30 July**

The ride was to be our usual Rushall Station to Port Melbourne and return via the MCG. Forecast was for a cold but sunny day with a maximum temperature of 14 deg. The ice on the parked cars indicated how cold it was at the start. Come start time we had 4 riders at Rushall, we picked up 2 more at Royal Park.

With only 6 riders we moved along quite briskly but it was indeed very cold. After our toilet stop at Docklands, 2 of our riders decided to leave. By this time the wind had picked up quite a bit and the remaining 4 riders headed down the Lorimer Street wind tunnel. Through Westgate Park to Caps, where we huddled inside over our hot cuppers. At Caps we were joined by 4 riders, 2 of whom had started late and had just caught up. Now we had doubled our number to 8.

Heading off on our return ride, it had warmed up a little but the wind was still very strong, notably along the foreshore in the shade of the tall units. 2 riders left us in Fitzroy and the remaining 6 riders arrived back at Rushall station by now warmed in good cheer.

David Downing