

WOBBLY WHEELS

Darebin BUG Mid-week Riders' Blog



DAREBIN SHIMMIES, 1 NOVEMBER

Cup Day Ride

This being Melbourne Cup Day and with a hectic social calendar, I wasn't sure what I would see as I rounded the curve towards Westgarth Station ... part of me hoped no-one. But Pam, Paul and Ian H. were already there, and Sue joined us shortly afterwards. This being an "ad-hoc" day I was keen to put my 36km Darebin Shimmies ride to the test, and there wasn't much opposition.

I started doing the Darebin and Moreland Shimmies using the 5km exercise radius during lockdown (hard to believe it happened now) and I got a little bit of encouragement when the council updated their TravelSmart map earlier this year to include a Northern Shimmy. Paul knew what a Shimmy was in a dancing context, of course, but not in a cycling one, so that sparked some interest. The fact that we weren't going near deep water and that it was overcast but not threatening sealed the deal. In the absence of our in-house weather forecaster, I should have known better. I did warn riders to wear dark glasses because of what lay ahead, but that wasn't to do with the weather.

We were already on the Hurstbridge Line Shimmy that links the Merri and Darebin

Creek Trails so we knocked that off eastwards fairly quickly and headed up the DCT briefly to hook up with the Christmas Street Shimmy via Abbott Street. We passed the Outer Circle Social Club café and admired the plaques under the bike stands for a couple of famous cyclists, although I am yet to establish the connection between the café, those cyclists and the Outer Circle Rail Trail some distance away.

We nailed the Christmas Street Shimmy as far as Croxton Station and then headed north on the South Morang one intent on exploring the new paths at the level-crossing removal projects at Bell and Preston stations but there hadn't been much progress. The rainbow panels at Preston Station certainly got the riders' attention, especially those not wearing sunglasses.

We dribbled along Railway Place and rode the new bits of path that we could ... even got to use the new shared-path traffic lights at Murray Road. More back streets got us

onto the Northern Pipe Trail and up to Reservoir Station for morning tea.

Here Paul and Pam, claiming they were still getting back to race fitness, said



they would head home ... perhaps they'd seen the weather radar. The three remaining amigos headed east to re-join the Darebin Creek Trail then north to the Northern Shimmy at Clough Pde. You following me, so far? Hopefully this bit will get easier when Dictator

Dan elevates Keon Park Station in 2024 but, for now, it's a bit of a pain getting to the Great Western Shimmy at Edwardes Street.

We had a brief lunch at Crispe Park, where they even mow on public holidays, and then headed for home. The sky let go very soon afterwards with an avalanche of hail that coursed through my prized Darebin BUG windbreaker and matching shirt within seconds. We accelerated rapidly and ducked into an empty carport that miraculously appeared on our left.

FEDERATION TRAIL 3 NOVEMBER

It was a cool, but fine morning when riders gathered for the day's ride.

David, James, Barbara and myself set off for North Melbourne Station. We had an uneventful ride along the Inner Circle Trail to the Zoo. Here we turned left and headed through Royal Park, across Elliot Avenue and past the Children's Hospital to Flemington Road.

After crossing Flemington Road we followed Abbotsford Street to North Melbourne Station. Here we found George waiting for us. After a short wait we boarded a train for Werribee. Unfortunately, this train was stopping at all stations via Altona and took

nearly an hour to make the trip. A more

It was now freezing but, once the hail stopped, we continued down the Great Western figuring we

should get home ASAP. Sue headed west on Beavers Road for the Warrk-Warrk Bridge while, to avoid frostbite, Ian and I dispensed with the rest of the shimmying. Hopefully by next time, the LXRA contractors will have finished the path under the Bell and Preston stations, which I've tentatively dubbed the South Morang/Mernda Shimmy Extension, and we get a clear run.

Wolter Kuiper

direct service not stopping at Altona would have only taken thirty minutes. After arriving at Werribee it was only a short ride beside the river to the morning tea spot overlooking the river.



The river was very high following a lot of recent rain.

After morning tea we continued beside the river to the start of the Federation Trail. After stopping to read the information boards we headed off.

*The route of the
Melbourne outfall
sewer*



Following the trail beside the Highway we came to Skeleton Creek where the trail turns north following



On my reconnaissance ride earlier in the week I was swooped by a very aggressive magpie on this section of trail. He flew down, perched on my right shoulder and pecked at my ear before flying to my left shoulder and pecking at my left ear, drawing blood from both ears. Needless to say I directed some colourful language at the bird as well as some swipes with my arm.



Fortunately, today there were no swooping magpies. We continued towards Hoppers Crossing, crossing Duncan's Road and Sneydes Road before following Hoppers Lane past Suzanne Cory HS and the Hospital Precinct to Hoppers Crossing. After crossing the Princes Highway we rejoined the Trail.

After lunch the route got a bit complicated because of detours related to Westgate Freeway works. Fortunately, I was able to follow the map included in the DBUG Ride Schedule on my

the creek. Recent flooding had left some water and a lot of mud in the underpass below Old Geelong Road which we had to carefully navigate. At Skeleton Creek Aquaduct we turned right and started heading east again.



Continuing on our way we had a smooth run all the way to where the trail passes under the Western Ring Road. Just past here there was stinky flood water over the path. Earlier in the week I had to detour via Pipe Road and Little Boundary Road, today we managed to cross with care.

After crossing Old Geelong Road it was a short ride to our lunch stop. In the past we have stopped at Altona North Soccer ground, today we stopped at Brooklyn Reserve, which is nearby, it has a picnic shelter and toilets that the soccer ground does not.



phone which made navigating to Yarraville Station very easy. Here James, Barbara and David left us to get the train home.

George and I continued on to Footscray Station, from here we made our way to Dynon Road. After passing the rail yards we turned left onto Lloyd Street, then briefly onto Arden Street before turning onto the Moonee Ponds Creek Trail running under City Link. After passing Flemington Bridge and the Zoo we turned left onto the Upfield Trail and heading for our homes.

Andrew

MEMORIAL RIDE FOR BRUCE JAGER 8 NOVEMBER 2022

It was decided to have a memorial ride for the late Bruce Jager as he was a popular and valued member of the Darebin BUG and a regular cyclist with our group. The plan was to cycle to the Preston Cycling Club Velodrome in Reservoir where we would have lunch. This was a popular spot for Bruce to visit. Ian Singleton discussed with me where the ride could go and between us we worked out a ride that would have the riders arrive at the Velodrome at 12 noon. Fifteen riders turned up for the ride. I was the leader and Colin looked after the tail. Ian Singleton kindly drove to the Velodrome with Robert. Both Ian and Jenny provided quite a spread of cakes and biscuits which were much appreciated. Norm Appleby and a couple of Saturday riders also came to the Velodrome.



We rode up the Merri Creek trail to Coburg Lake for morning tea. Fortunately, the creek had subsided from the recent floods. After our tea break, we rode on up to Broadhurst Avenue and continued over to the bike path that headed north on Cheddar Road. Once we arrived at Tunaley Parade we rode east until we met the Darebin Creek Trail. We then headed south until we arrived at Dunne Street. After turning right, we



went through a couple of small parks and finally reached the Velodrome arriving right on 12 noon! It was in this last stretch that I was swooped by a magpie, and it seems that I was the only one that got swooped.

After lunch most of the riders did laps of the Velodrome each lap representing ten years of Bruce's life. On the way back I was swooped by the same magpie. We headed south until we

arrived at a new coffee shop called Artiga that backs onto the trail. It is about 3 km north of Alphington station.

Report by Paul Sierak

Approx distance 42 km.

REMEMBERING BRUCE BY PAM STILES

First Darebin BUG with Bruce

I am riding. I can hear someone singing. I look behind and see that it is a rider who is singing. The lyrics "Oh a biker's life is for me" is repeated several times. He has a pleasant voice. I acknowledge him. And so for many years, I hear this 'song' and ride with this fellow called Bruce.

Flinders Street Ballroom

Bruce told Carmel, a Saturday D Bug rider, this story.

"I accompanied a young lady to a dance at the Flinders Street Ballroom. The young lady was dressed in her finest. When it was time to dance we both stood up. All of a sudden I could see that my foot was on the hem of her long, flowing gown and in an instance, the inevitable had happened!!! The hem of her gown ripped!

War Museum Visits

I had the privilege of going to the War Museum with Bruce on a few occasions. One time was when only Bruce and I turned up for a Thursday ride. He suggested that we go to the War Museum.

I noticed that as we entered the building several volunteers and staff smiled at Bruce. He clearly was a well known visitor.

Darebin BUG

Bruce regularly attended Darebin BUG Committee Meetings. He actively participated throughout the proceedings; he moved and seconded motions, made sensible suggestions, acknowledged other's achievements and more.

The Bike Leader

I thank Bruce for all the enjoyable Thursday Bike Rides that he led. I will miss Thursday rides with Bruce at the helm.

Head Counts

Bruce always liked to ensure that a head count acknowledged the number of females in attendance at rides.

Very Proud Life Member

On a visit to Bruce's home I observed that his Darebin BUG Life Membership was proudly displayed in his hallway. I was so moved by this.....and no doubt it meant the world to Bruce.

Community Involvement

Recently Bruce participated in an Electric Bike Information Session run by Council at Jika Community Centre. He brought along

his electric bike and was ready to answer questions to assist others in their future purchase of an E -Bike.

The Fruit Cake Connoisseur

Bruce regularly ate rather delicious looking fruit cakes on rides. I think that he had a team of fruit cake cooks on hand.

The Last Time That I Saw Bruce

Earlier this year Phil and I went to a local cafe in Thornbury with Bruce, Carmel and Maurie. Many of you will remember Maurie. He rode with the group for many

UPFIELD PATH 10 NOVEMBER

A hot and windy spring day and a headwind any way that you want.

Six of us set off crossing Merri Creek at the Warrk-warrk Bridge from Beavers Road across to Ceres. Shimmying through backstreets in East Brunswick and North Carlton. Our morning tea stop was off the Upfield Path at a park in Manningham Reserve. Down the hill from the White's Skink (never yet spotted) Habitat.

After our break we took the long way back to the Upfield Path, along on Poplar Road and across to Park Street.

The ride north on the Upfield Path was busy in parts and striking the headwind again it was slow going. After a brief detour to Merlynston for a toilet and sunscreen break, we headed for the Merri Creek and the Western Ring Road paths.

Reports that the Darebin Creek/Ring Road underpass was flooded luckily proved to be wrong on the day.

years and Carmel still rides on Saturdays. Bruce was on the ball. He enjoyed catching up. He wanted to know what was happening with the BUG. It was a happy time and a very nice last memory of our dear Bruce.

RIP Bruce

Headwinds persisted through our ride no matter which way we headed and I for one was pleased to get to Norris Bank Parklands for our lunch stop.



David left us there to go to home.

Going south on the Darebin Creek path the wind was a little kinder to us and we made good time back. Well after I got home, a rainstorm came through, hopefully all the other riders were home by then too.

Another good ride. Distance approximately 55 km.

Report from Sue Hiscock

WOLLERT AND UPPER DAREBIN CREEK 15 NOVEMBER

Who could miss one of Jopie's lovingly crafted rides into the outback? As Melbourne's longest winter extended into mid-November only the "crem de la crem", Ian H, Sue H. and Mr Bodegraven were present for rollcall on the corner of Plant Street and South Crescent. Ralph and Nola were already scorching across town on their mighty steeds to meet us at Middle Gorge Station ... others were obviously saving themselves for the AGM later in the day, or for a more favourable weather forecast. I rode tail.

My own attendance was partly motivated by the fact that I had scoped a ride in the same neck of the woods and wanted to see how much overlap there was ... quite a bit as it turned out. We boarded at Merri Station and, for most, it was their first trip on the elevated line through Preston. It was nice to see there'd been some progress on the associated shared path between Oakover Road and the Northern Pipe Trail since our Darebin Shimmies Ride two weeks before. This will link up with the "South Morang Shimmy" further south, but the Miller Street crossing remains an issue.

Our amazing Metro service beat Ralph and Nola to Middle Gorge. This was known as South Morang Station the last time they built a railway line out this way but, naturally, the LXRA called another new station South Morang and was going to call this one Marymede, after the nearby college, but was not allowed.

By this stage it was raining, so we had time to add wet gear while we waited for Ralph and Nola. Ralph has been making good progress since his hip surgery, although his method of dismounting is a bit alarming the first time you see it. They brought news that the ring road underpass to the Darebin Creek Trail was under a lot of water but

there was a route available via Plenty Rd that was mainly on paths.

As you all know, the City of Whittlesea is very pro-active in providing shared paths (but not toilets) and TravelSmart maps to help people get exercise. Jopie was using a more dispensable photocopy, in fashionable black and white, to lead us along some of these paths and around some flooded areas towards Epping. Evidence of the unrelenting rain was all around us, with areas of grass that had been cut showing lots of tyre marks from the tractor mowers and others sporting weeds a mile high. There were also lots of shrubs obstructing the sides of the paths.

We were spared some of the soggy Henderson Road Drain Path as the council was in the process of concreting over the old crushed granite, and not before time. After a toilet stop at Epping station, we headed north via the Darebin Creek Trail to the Findon Creek Linear Park for morning tea. Epping North's toilet alternatives, the BP servo and Maccas in Harvest Home

Road, shone in the distance. Ralph decided to head home from here, in the opposite direction.

After taking lunch at a new picnic area in Narina Park, after 26km, we continued south via the Childs Road duplication project, hopeful that the DCT underpass would be finished next time we came through.

Approaching Sycamore Reserve, I started hearing a noise from my tail (no, not that) and thought a branch must have got stuck in the wheel, but it was the tube poking out of the tyre, which had split along the bead. I dropped the pressure, but it went bang within five minutes as the group headed off into the distance. As Charles Dickens once wrote in a *Tale of Two Cycles*, "It was the best of tyres, it was the worst of tyres." My phone rang very soon afterwards, and I urged the group to go on towards home because of the lousy weather, as I tried changing the tube.

I could see that a \$5 note inside the tyre would not work because of the location of the tear. With our chief technical officer still at home recovering from his trip to Germany (welcome home, Roger), I decided to risk fitting my spare tube at low pressure. That popped straight away, so I walked off into the blinding snow and was never ...

The Interior Minister turned up after half an hour at the conveniently located carpark (toilets also not open there) and I went almost immediately to consult our acting chief technical officer, Mike Barnes, as I'd never seen this kind of damage to a tyre.

Turns out I might have been a little brutal fitting the Michelin Protek a few months back. It could have been a faulty tyre from Thailand. I have ended up with a Vittoria, which is also made there.

Wolter Kuiper

SUNSHINE KORORIT CREEK 17 NOVEMBER

Once again under gloomy skies six riders arrived at the Maribynong river for morning tea. This seems the normal pattern, either rain or the likelihood of it as we zig zagged around the puddles along the way.

Refreshed we headed past the once glorious Franco Cozzo emporium, through the wilds of diverse Footscray, following the bike path all the way to Sunshine station. After a small navigational misstep we crossed the railway line to head for the Kororoit Creek path. From there we enjoyed the pleasant countryside until our noses smelt the familiar pungent industrial

odours as we turned onto the Federation trail.

Heading through Brooklyn we crossed the West Gate freeway over our scaled down Brooklyn Bridge footpath found by Sue. After a few back streets we found the lower Kororoit Creek Path with its row of humorous statues. Through Altona North we navigated the Bermuda Triangle backstreets to Newport Lake for lunch.

After lunch we once again crossed over the West gate freeway by another footbridge past Kingsville, Yarraville, Seddon to Footscray where afternoon tea was out voted (sorry Ed).

A big thanks to Jopie, we all enjoy this route.

Through North Melbourne, Royal Park and Carlton we hit the Capital City trail to home leaving most riders along the way.

Ian Hamilton
50 km or so

DJERRING TRAIL 22 NOVEMBER

With only 9 days before summer, you could be forgiven for wondering why we were all rugged up in our winter gear at this time of year, although Colin and Steve were in shorts and Robin wore three quarter pants. Ian H and I offered to substitute for Glenys who was unavailable. Ralph volunteered to be tail, and Colin took over after our morning tea stop.



I led off to the east and once in Darebin Parklands noticed bird calls of magpies, lorikeets, and crows. Along the trail in Alphington, we were shocked to see the height of the Yarra and a large tree chopped up leaning against the fence. Perhaps it had recently blocked the path. Most walkers on the path were friendly and appreciative of me saying, there's 10 more after me. One lady with at least one dog was heard to say I can't get any further off the path! No one had asked her to do that. We were simply ringing our bells to let her know we were passing! We joined the Anniversary Trail and cycled towards morning tea at Frog hollow without further

incident. Ralph left for home and George stopped at Ashburton station, so now we were 9. At Alamein station, I signaled to Ian, and he took over as leader.

After East Malvern station, we crossed Waverley Road into the Urban Forest, followed by Boyd Park to Hughesdale station, where we turned west into the headwind onto the Djerring Trail. Ian followed Glenys' usual route around Caulfield racecourse and then down Bambra Road to join the Rosstown Rail Trail. At one point Robin asked Ian how much further to lunch and he replied 5 minutes. Let's just say it was a tiny bit longer and everyone was happy to finally arrive at Elsternwick Park for lunch. Still no sun to be seen and it seemed even colder after our lunch break.



The Elwood Canal was higher and rougher than usual. Rain caused a stop to don our wet weather gear. It was high tide, we discovered, once we were on the path beside the sea. The wind was blowing, and the waves were crashing against the sea

wall with such a force that I copped a big splash all over my glasses.

Ian wisely rode up the far west path in Albert Park, as it was better protected from the wind. Steve left us here to coach some young people in sailing. Sue headed for

home in the city and the remaining 7 of us enjoyed coffee at Beddgood café in East Melbourne. By now the sun had finally appeared. A good day's ride of roughly 55km.

Report by Nola

FERNY DANDENONG BLIND CREEKS 24 NOVEMBER

They say every cloud has a silver lining, but is that true, and who are "they"? Pre-running this ride on Monday, 21 November, to check for fallen trees, mudslides and flooding, I discovered that my exciting route from the Ferny Creek Trail across the Dandenong Creek Valley downstream from the Tirhatuan Wetlands in Rowville had been blocked off on both sides with new chains and locks. Flash flooding was clearly expected and although I could throw my bike over the fence, this did not seem like a good plan for an organised ride.

So I was forced back to using the Ferny Creek Trail as far as it goes and then the shared paths on Stud Road and Ferntree Gully Road to get to the Dandenong Creek Trail. My disappointment was huge, but not as huge as the amount of water at the Wellington Road bridge, where even the concrete walls of the DCT underpass were submerged.

Three days later, I was hoping that there'd be no more little surprises and that some of the fallen timber would be gone. Ed texted that he would meet us at Richmond Station, then Sue did as well. David and James were meeting us at Jolimont, which left only Ian H. waiting on the platform at Westgarth. Love it when other people's plans work.

From Upper Ferntree Gully, the recently resurfaced Ferny Creek Trail took us west to Wally Tew Reserve for morning tea before we braved Stud Rd to get to the Dandy Creek. Jells Park was a little early for lunch so we kept going to Norton Park, but not before discovering that you can't get through from Shepherds Bush. The access track was a bit muddy but there was a pair of black sulphur-crested cockatoos to admire for those who didn't need to concentrate, and we still arrived three minutes early for lunch, at 11.57am.





David had a meeting to go to on Zoom, so we zoomed up the Blind Creek Trail before turning onto the Belgrave Rail Trail towards Boronia, where he and James caught the

train. Sue was tempted to catch one at Bayswater, but we talked her into riding through Heathmont and catching the train at Ringwood with us. If they'd finished the level-crossing removal project at Bedford Road we wouldn't have missed one by minutes but the service on the Belgrave line is pretty good, so we managed to catch up with Ed, who had ridden on ahead, at Mitcham. He'd obviously been keeping an eye on the train times.

Wolter

WILLIAMSTOWN BEACH 29 NOVEMBER

We were fortunate to have a dry day for the ride. Twelve riders turned up, including Roger who had just returned from his overseas trip to Germany. Roger felt at home again when he was asked to be on tail for the day's ride.

The ride was on the regular Capital City trail which took us down to Footscray Road. While riding along Footscray Road we stopped for a short while and gazed at all the road and bridge works that were taking place along this stretch of Road. We continued on to Footscray Gardens for our morning tea break. After a pleasant break we continued on to the Williamstown shops and continued around to Williamstown beach (which had quite

strong winds) and had lunch in the pavilion there.

After lunch we rode North through Newport, along Hyde Street, and then across to the Footscray Arts Centre for a pleasant afternoon coffee.

After our coffee break Sue took over as leader to take us back through the old stockyards in Kensington and bring us out back at the capital City trail, and this is where I took over again as leader to get us back to Westgarth.

Report by Paul (Approx. distance 50km)

SATURDAY RIDES

Saturday 5 November

The first ride of the month fell on Guy Fawkes' Day, but we couldn't think of any suitable way to mark the day. Instead, we went to Williamstown, via the Kensington stockyards, returning along Dynon Rd.

The weather was sunny and warm, turning cloudy. There were 11 riders: Reg, Stephen and Robyn, Octavio, Carmel, Ivan, Alf, Costas, George and Chris, and Sandra (who caught the punt and joined us at Williamstown).

The path was clear of floodwater all the way, though we passed a certain amount of wrack beside the path along the Maribyrnong River and on the path along the Moonee Ponds Creek

on our return. At the bridges across the Maribyrnong on the way back, however, we met some diversions from the path which had been badly considered and worse signposted.

(If you want to cross the Shepherd Bridge, try to find out if the path is open. We had to use the Dynon Road Bridge. The path on the north side was fine, but there is also a path on the south side, which is no good for bikes.)

There were no serious holdups, but the ride was a tad longer than usual and we probably spent longer over morning tea than we should have done, so we returned rather later than usual.

George Durbridge

Saturday 12 November

This would be our regular ride Rushall Station to Port Melbourne via Southbank and return via the MCG. Forecast was 16 deg. to mid 20s. We started with 8 riders at Rushall Station and picked up one more at Royal Park.

The weather was overcast and quite cool and time was made, getting to get to our coffee stop at Caps, where refreshments were enjoyed. Here we were joined by 2

more riders. Heading back, the sun came out as we neared the city and it started to warm up.

Two riders left us at Birrarung Marr and the rest returned to Rushall without further incident, in warm sunshine.

David Downing

Saturday 19 November

Forecast was for max. 25 deg. and wind and rain in the afternoon. Our regular ride Rushall Station to Port Melbourne and return. Once again it was cool with gusty winds. At Rushall we had 6 riders and 2 at Royal Park.

Under skies ranging from grey to black we made our way to Port Melbourne and our coffee spot at Caps where we were joined by 2

more riders, who supplemented our refreshments with a large block of chocolate.

As we headed back the rain came. Not enough to shelter from but enough to warrant shower jackets. At the city we lost 4 riders and also the rain. The ride back to Rushall was dry but with fierce winds. Nevertheless, we got back without further incident.

David Downing

Saturday 26 November

It was sunny, cool, with a light breeze when 7 of us turned our backs on the election and set out for Port Melbourne: Reg and Georgie (tandem), Octavio, Mary, Ivan and David, with George leading from behind (well behind, after a couple of phone calls). Pam joined us shortly, for the first time in many months, and we found Alf and Costas in Royal Park.

We made good time to Docklands, where Reg and Georgie left us for an early morning tea at Mad Duck (recommended). The rest of us pushed on to Caps, which we reached without further incident, for

morning tea, to arrange the future of the world and to make minor bike adjustments. No politics.

Resolve and bodies strengthened, we headed back, uphill, into a gathering warm northerly. Everyone made it, though Pam disappeared into Flinders Street Station. If there were any complaints, at least nobody listened to them.

Ten riders, 4 electric bikes, 5 old-fashioned puff power; 1 recumbent, 8 upwrong. Yes, the numbers do add up.

Andrew Dunstall sent us this entry from the Banyule BUG Newsletter.

It is my unpleasant duty to reveal to you the extent of depravity and corruption in the international cycling circus. No, I'm not talking sex, drugs or rock 'n' roll. This is far more insidious. We stand at the edge of an abyss into which, at any moment, the world's whole cycling community could so easily tumble.

Let me offer some background before laying bare this sad and squalid saga. As you'd know, the 2022 World Road Race championships were recently held in Wollongong. The winner of the Women's Elite Road Race was a Dutch rider, Annemiek van Vleuten, who had also won in 2019. A tough rider who started the race with a fractured elbow, Annamiek burst to the lead one km from the finish and crossed the line just one second ahead of a closing group.

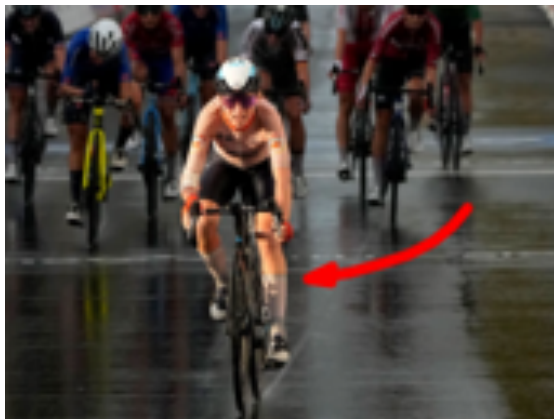


Brilliant riding! **BUT** — an announcement was made shortly after the race that sent shockwaves through the cycling world.

The *Union Cycliste Internationale* (UCI) is the world governing body for sports cycling and oversees international competitive cycling events. Wearing a top hat, frockcoat and spats, a very

important UCI dignitary confronted a throng of media officials and made a solemn and sober announcement. Annemiek van Vleuten had broken Article 1.3.033 BIS of the UCI

Technical Regulations. The new 2022 World Champion would not be stripped of her title but was issued a €500 fine for her appalling breach of the laws. And what, you may ask, lay at the root of this evil? See for yourselves:



Yes – her socks were too long!

Article 1.3.033 BIS clearly states, “Socks and overshoes used in competition (or Banyule BUG events*) may not rise above the height defined by half the distance between the middle of the lateral malleolus and the middle of the fibula head.” UCI also provided an explanatory diagram.



To avoid being our members being exposed to the temptation of over-long socks, the Banyule BUG Committee has authorised the purchase of two pairs of heavy duty shears and sets of digital Vernier callipers.

Accredited shearing officers will be appointed among the Latte and Lycra groups, invested with the power to measure any doubtful sock lengths and lop the tops of any which exceed the

permitted lengths. Riders are advised to remove their shoes and socks before lopping commences.

Banyule BUG proudly stands behind UCI’s determination to “*guarantee the proper and ethical application of regulations, and. assert the primacy of humans over machines, and facilitate fairness and safety during B-BUG’s weekly rides*”. Fines might apply!

* author’s interpretation