



Banyule BUG Newsletter

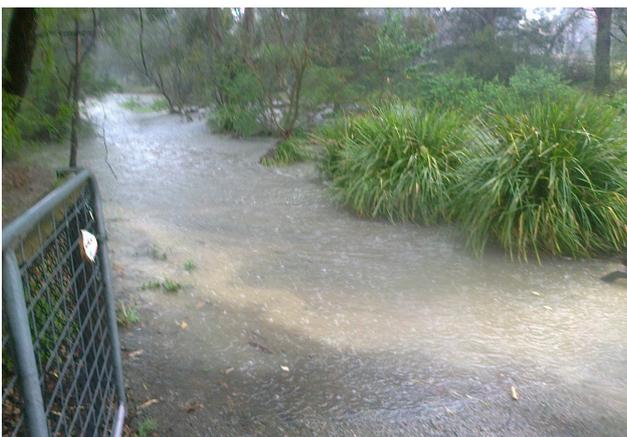
December
2018

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Tuesday November 6 was Melbourne Cup Day. It was also the day of a torrential downpour that turned our placid trails into rivers. Creeks that I had never seen flowing were bursting their banks as we rode to Ruffy Lake Par. The really bright moment of the ride was that we got to celebrate Kelvin's 91st birthday at Melissas'. Here you can see the group well seated with the birthday by at the head of the table. Happy 91st Kelvin.



It is easy to start an argument when the topic of cyclists being compelled to wear an approved helmet is raised. Anecdotally we can all bring forth our own experiences involving near misses and bumps to the helmet that may have been worse had we not been wearing a helmet. However, what does the evidence tell us? Here are a few sites that do discuss this issue at length.

Systematic reviews of bicycle helmet research

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2598379/>

Bicycle helmets reduce risk of serious head injury by nearly 70%, study finds

<https://www.theguardian.com/lifeandstyle/2016/sep/22/bicycle-helmets-reduce-risk-of-serious-head-injury-by-nearly-70-study-finds>

Wearing a bicycle helmet - Vicroads

<https://www.vicroads.vic.gov.au/safety-and-road-rules/cyclist-safety/wearing-a-bicycle-helmet>

That should be enough to reading from me. A simple search on the internet will bring forth a trove of information.

"" and for balance.

6 reasons bicycle helmets shouldn't be any government's policy

<http://irishcycle.com/2016/09/23/6-reasons-bicycle-helmets-shouldnt-be-any-governments-policy/>

The big bike helmet debate: 'You don't make it safe by forcing cyclists to dress for urban warfare'

<https://www.theguardian.com/lifeandstyle/2017/mar/21/bike-helmet-cyclists-safe-urban-warfare-wheels>

Do we need to ease helmet laws to get more cyclists on the road?

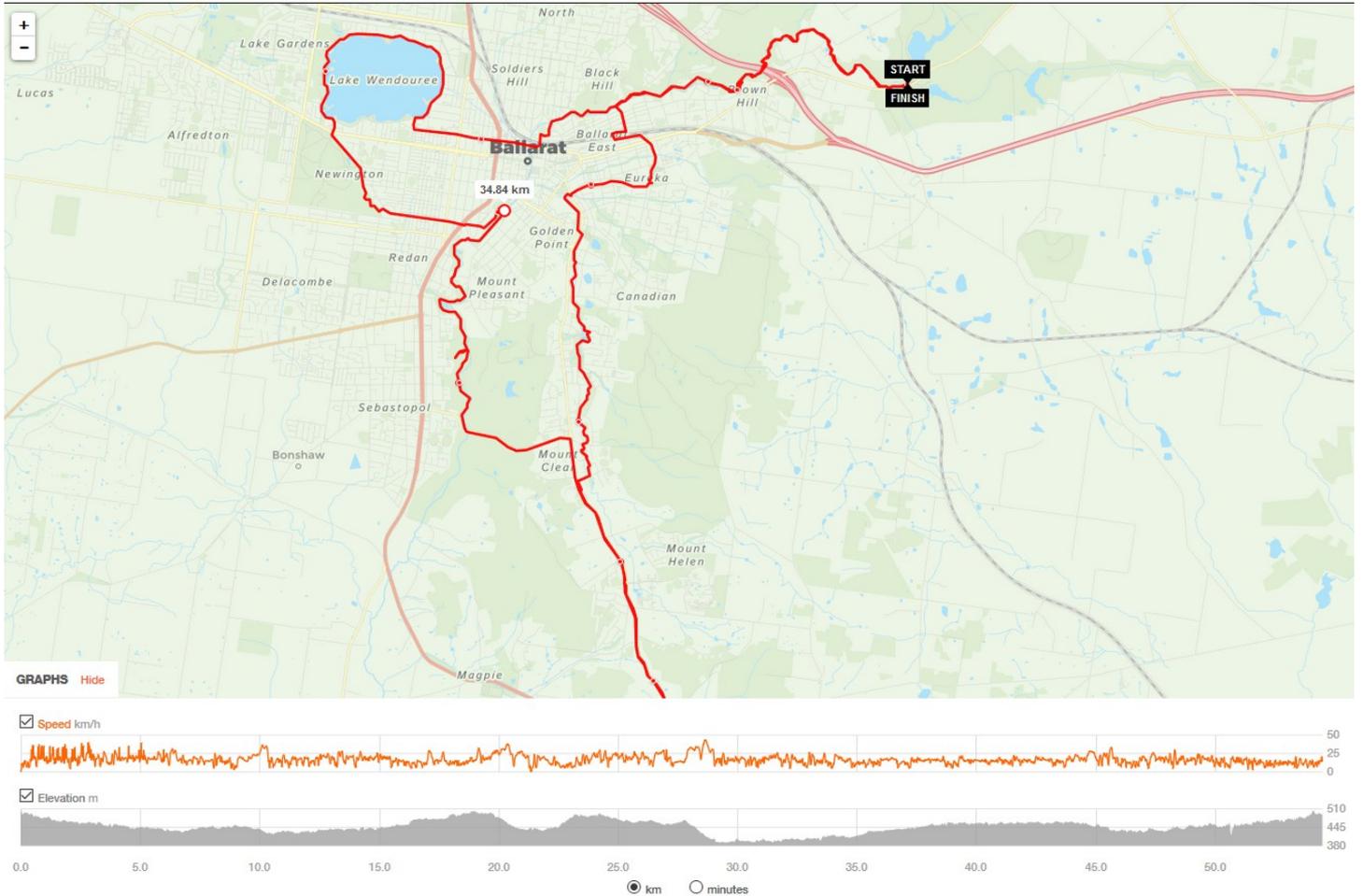
<https://www.abc.net.au/triplej/programs/hack/should-we-ease-mandatory-helmet-laws-to-get-people-cycling/9564586>



I have often had the request to place a direct link to Banyule Bug's Flickr images. Here it is.

https://www.flickr.com/photos/banyule_bug/

Ride Report – Yarowee Creek Trail November 9

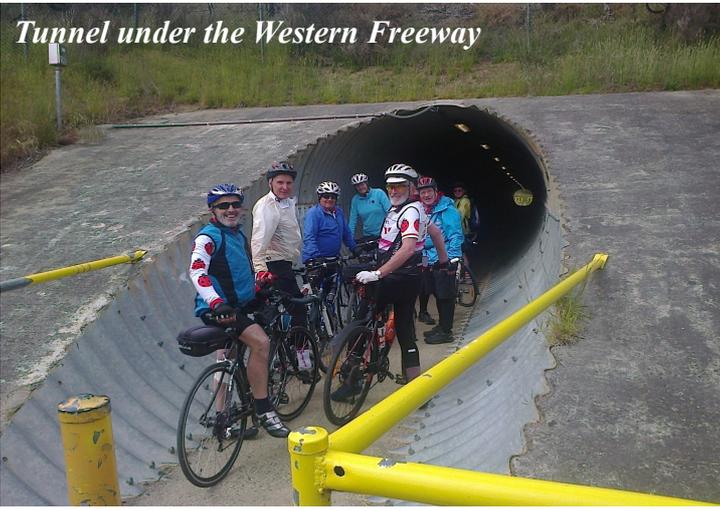


This was a terrific cycle organised by the Lycra group of Banyule BUG. Nine riders took on the, at times, challenging trail under cloudy skies, but no rain. Our route essentially followed two creek trails, the Yarowee Creek and the Canadian Creek terminating at Buninyong where we had our 'elevenths'. The return ride again connected with Yarowee Creek and took us to Lake Wendouree which we rode around, a definite highlight, to once again connect with the creek trail. Yarowee Creek flows to Ballarat on the north east and emerges on the south west sectors of the city. It disappears into a drain that must run completely under the city. The trails are generally good being of compacted gravel or asphalt. Sections of the Yarowee trail near to Gong Gong reserve are a challenge, very steep and large blue metal surface..

A wonderful day's cycling completed with no mishaps or falls. Well done to our Tour Guide, Allen Peacock, who was unerring in his directions and turn-offs. Below are a few images taken on the ride. I will pass on all images to Leigh Jukes for inclusion in our photo gallery (Allan Garbutt)



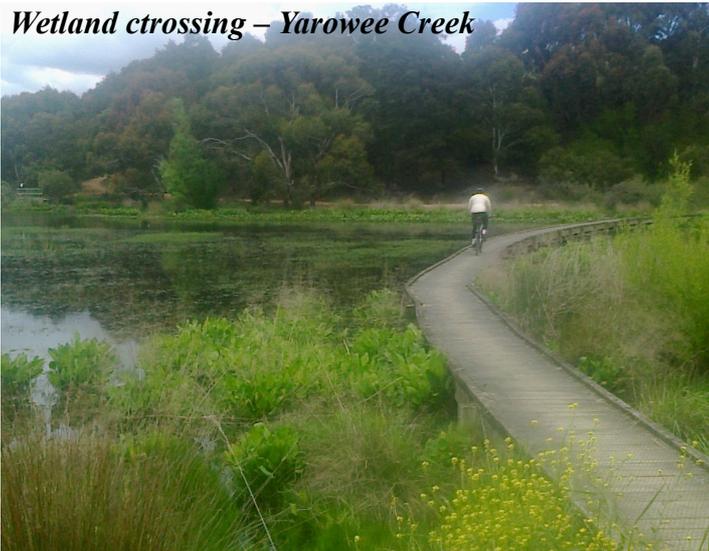
Tunnel under the Western Freeway



Eureka Park



Wetland crossing – Yarowee Creek



Pikeman's Dog



As this sign clearly didn't refer to us, we just ignored it.



I guess the intentions were good enough, but the application is just appalling. The image was reported to have been taken in Victoria.

Leongatha to Welshpool A BUG ride lead by Gordon Bettenay

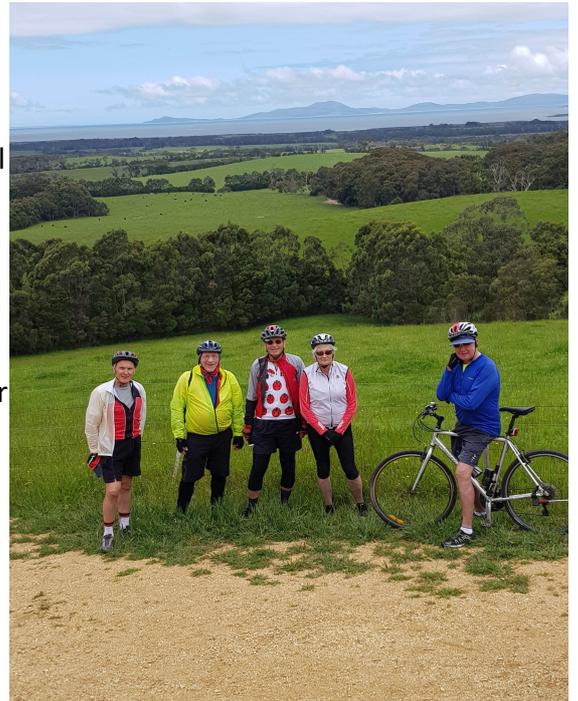
2.5hrs after leaving home saw us at the Leongatha station on Wednesday 28th October.

Riding on this occasion was 3 Lycra riders, 2 visiting riders and myself.

Morning tea was at Meenyan in a small cafe (Meenyan store) full of local produce, they like to see riders and have an entrance directly onto the bike track, not so easy to find but worth finding. At this stage we had travelled around 16kms through swampy bush and across several bridges, beautiful countryside.

Lunchtime was at Fish creek 17kms further on. Finding the designated cafe closed for the day we crossed the road for a rather basic lunch. The countryside was a mixture of bush, open fields (grazing country) and a 50 metre climb over several kms followed by a great downhill bit the last few kms into Fish Creek.

Leaving our lunch spot we faced a 6km solid climb, 100 metres to wonderful view of Wilsons prom.(see photo). The final run approx 5kms, was into Foster downhill virtually all the way, yahoo! On arrival in Foster a car was sent back to Leongatha to fetch the cars.



As 2 our intrepid travellers were returning home they left poste haste leaving 4 of us to have dinner in the Foster Hotel, mostly a well deserved steak washed down with the obligatory beverages.

A great day for all concerned with a total of 52.5kms, total climb of 384 mtrs at an average of 13.4kph. Thursday saw us off to Welshpool. We had 5 riders at this stage with my wife Fran happy to ride the flatter of the 2 days. A little scotch mist as we left Foster, quickly drying and out into flat dairying country. Morning tea was held in Toora after John showed an interesting detour through Port Franklin. After yet another detour to view a 100year old pear orchard (still producing), thanks again John , we had a coffee at Latte Dah cafe on the Welshpool Rd.

Returning to the track we rode another 15odd kms to Welshpool for lunch. Ready made sandwiches, several pies later, a cafe on the highway and a drink we said goodbye to John who had guided us so well for the day. He rode off, seeing a very large tiger snake on his way back to pick up his car at Foster and return home. After a conflab we looked across the fields with a little scotch mist and decided to leave out Port Welshpool and head straight home to Foster.

The final days ride consisted of 53.9kms, a total ride of 204mts at an average speed of 13.2kph . A lovely hot shower at our lodgings, great meal, a little Bacchus worship concluded a great 2 days of riding. Would recommend it!

Wildlife encounters consisted of several kangaroos , an echidna and mother and baby koala who decided , after 30seconds , not to cross in front of us but return to the safety of a cyprus tree, very cute. We'll do the same ride in October next year all welcome!

Gordon Bettenay

Think everyone loves electric bikes – think again?

Copied and pasted from Electric Bike Forum

The long slow drone of a pack of electric bicycles (e-bikes) approaches us from behind. They sound like a swarm of bees gathering into formation - ready to strike. As they get closer the volume increases and my nerves jangle with anticipation of their attack.

Struggling slowly uphill in the midday sun I glance around, desperately searching for an escape route. The bike path is narrow. To my left a tight, winding road is hostile with traffic. It runs through yet another wonderfully picturesque town, but I have no time out from ensuring my own survival to appreciate its beauty. Medieval buildings rise up on my right, built as close to the street as possible and leaving no room to swerve. Ahead, another swarm of e-bikes hurtles toward me down the hill. I try to hold my line, concentrating on the space ahead, hoping the pack behind will overtake before the ever diminishing gap in front of me closes. They begin to overtake - two, three, four six in all. The last of the group cuts in just millimetres from my front wheel and with only seconds to spare before the downhill pack shoots pass. Both disappear into the distance. I am safe for now. I have a few precious moments before another group of e-bikes attack.



We are cycling the paths around Lake Constance (The Bodensee) one of the largest lakes in Europe. Bordered by Germany, Switzerland and Austria it is, or ought to be, a cyclist's delight. The path which circumnavigates the lake passes through quaint Medieval towns, market farms and lush fields. It meanders beside railway lines, across historic bridges, along back roads and sometimes next to busy highways. From time to time it dips down to the shore for scenic views across the water. There are places to picnic, hills to climb, views to appreciate and architecture to marvel at. Sadly there are also e-bikes, hundreds and hundreds of them, in great marauding packs swallowing up the kilometres like locusts in search of food.

Where once Europe's bike paths were the preserve of a hardy and adventurous few, now sexagenarians, septuagenarians and even a few octogenarians charge up their machines, pull on their lycra and hit the pavement. In our early sixties, David and I feel very much in the younger cohort of cyclists. With almost no effort on the part of their riders the bikes sail up hills, roar along flats and become kamikazes on the downhill. They approach from behind like teenage snowboarders, recklessly indifferent to wiping out anyone who stands in their way. Without the slightest decrease in velocity they duck and weave between other cyclists, cars and pedestrians. Worse still they use the size of their groups like battering rams forcing others to make way by sheer weight of numbers.

They never slow down. They don't have brakes - at least none that I can discern. Perhaps they are terrified speeding up again will run down their e-batteries. Nor do they seem equipped with bells or voices. There is never a warning signal, neither the tinkle of a bell or the polite call of 'on your left' as they pass. There is only ever the buzz of electric motors to warn of impending danger.

They arrive at their destinations untroubled by effort or sweat. With no need to stop and catch their breath at

the crests of hills, they are strangers to the camaraderie among pedal-powered cyclists who have conquered the kilometres.

In our recent travels around Lake Constance and south-western Germany we found e-bikers everywhere. Priding themselves on their 'green' credentials their impact on everyone around them is enormous. To give some idea of the scale of the problem, in 2017 [720,000 e-bikes](#) were sold in Germany alone and the [European Cyclists' Federation](#) estimates that by 2030 there will be 62 million electric bicycles in the EU. Cities are overrun by them and towns, villages and previously quiet country paths are blighted by them.

Some e-bikes go as fast as 45 km/h (28 mph). In others the power assist cuts out at 25 km/h (15.5 mph). Some require the rider to pedal, others can be operated purely by throttle. Whatever the type e-bikes are capable of speeds normally associated with cars, yet the caution with which the average motorist approaches blind crests and curves seems almost universally lacking amongst the operators of these mechanical beasts.

The problem is exacerbated by the plethora of e-bike tour companies feeding the demands of an older generation to whom the idea of cycling even short distances was previously out of reach. No longer do cyclists need to start slowly, gaining fitness, and learning balance and other cycling skills before heading out on long treks. Now they jump on an e-bike and go, posing a danger to themselves and anyone else who happens to be in their path. "

Author unknown

Austin A30 Convertible

Nothing to do with bikes, but well worth including here. Fred is well known for his bike riding with our BUG. He is a regular rider with the "Latte Group" and turns up on a variety of interesting bikes – his latest being a belt drive creation. However, Fred is also a very keen and skilled car restorer. His latest fine accomplishment is the completion of an Austin A30 convertible. This is a replica of the original A30 convertible of which only two were made – they were sort of concept cars of their day. This fine piece of work by Fred is all hand done and pieced together from two Austin bodies to create as close as possible the original A30 convertible.

A fine piece of work by Fred.



I wish you all a very happy Christmas time and keep safe on our roads. Perhaps we shall meet on rides over the remainder of the year. See you all in 2019. Save up your ride stories and contribute them to our newsletter in the new year. Merry Christmas to you all. (Ed.)