



Banyule BUG Newsletter

February
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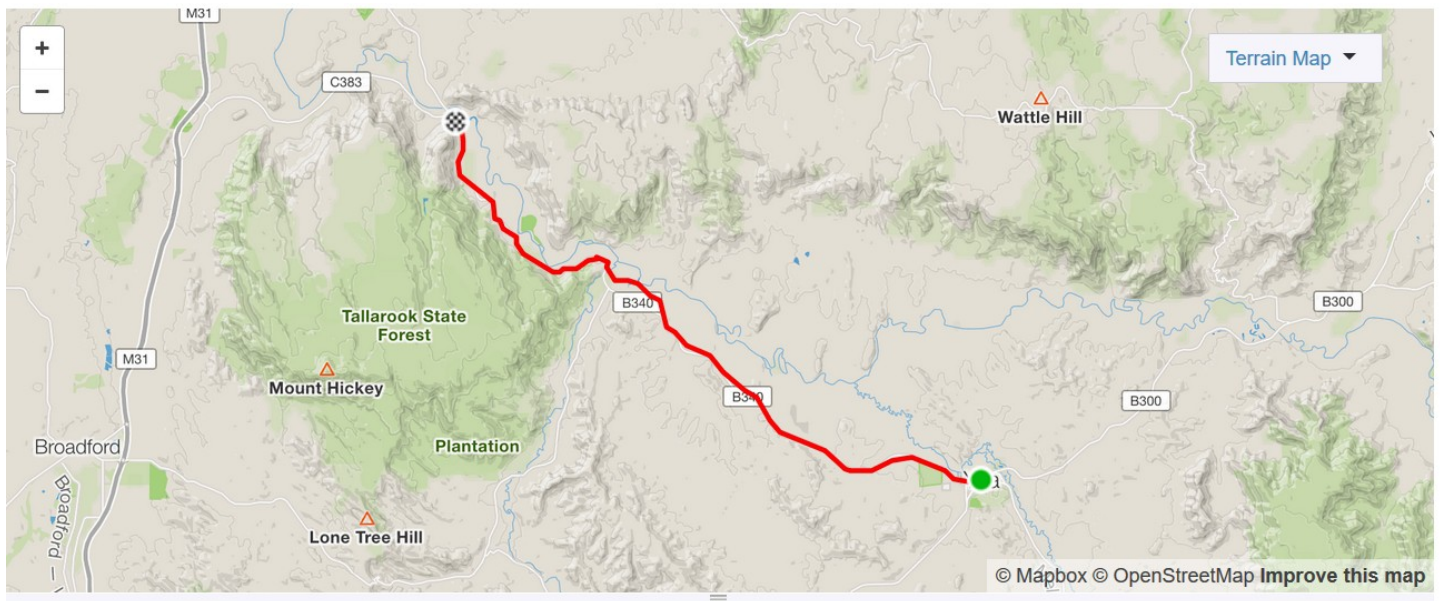
Under the capable baton of Gordon Bettenay, a ride from Yea to Trawool is being orchestrated for May, 10. The riding group will meet at the old Yea station site, in Main St. The time of arrival will be advised nearer the event. If you are interested, please advise Gordon on gkbettenay@gmail.com

This ride is along part of the High Country Rail Trail and follows the Goulburn River for much of the distance. The trail is generally firm packed gravel and has gentle gradients. It is necessary to carry ample water as (from memory) there are not many filling stations. In addition, food for lunch will need to be carried by each rider.

This is a very picturesque cycle and is suitable for all cycle-fit riders. I rode it last time on my road bike with 700x25 tyres and it proved no problem.

All are welcome on this ride. Please see the proposed route and profile on the map below.

The distance one way is about 27k – 54k return.



MAYBE ALONE ON MY BIKE

I listen, and the mountain lakes
hear snowflakes come on those winter wings
only the owls are awake to see,
their radar gaze and furred ears
alert. In that stillness a meaning shakes;

And I have thought (maybe alone
on my bike, quaintly on a cold
evening pedaling home), Think!--
the splendor of our life, its current unknown
as those mountains, the scene no one sees.

O citizens of our great amnesty:
we might have died. We live. Marvels
coast by, great veers and swoops of air
so bright the lamps waver in tears,
and I hear in the chain a chuckle I like to hear.

William Stafford



Darebin Creek bridge closure

The old Jarrah-laminate bridge across the Darebin near Fez's Wetland and the concrete plant is to close in February. It will be closed for up to 4 months for a replacement bridge to be installed. Cyclists will need to find their own alternative route.



From the web



All cyclists have one. All cyclists use them frequently. All cyclists need to read this article.

<https://www.bicycling.com/maintenance/tips/7-tips-cleaning-your-cycling-water-bottles>

Cycle Dindi

Rotary club of Yea are holding a charity cycle on April 7, 2018. The rides are along the Great Victorian Rail Trail and have a number of starting points and distances. This is a charity event so there is a charge that comes with lunch and a few other benefits. Further information at [CYCLE DINDI](#).

Uzbek nurses, firefighters told to get on their bikes

Nurses and firefighters in Uzbekistan are being issued with bicycles to provide "more efficient" services, it's reported.

US state considers new law to allow cyclists to ride through red lights to improve safety

- [Henry Robertshaw](#)
- February 14, 2018 12:20 pm

Colorado could become third US state to introduce the rules

The US state of Colorado is considering introducing a new law that would try to improve cyclists' safety by allowing them to ride through red lights and stop signs.



The Bicycle Operation Approaching Intersection bill would allow cyclists to travel through stop signs "at a reasonable speed" (which the bill recommends as being 15mph) and proceed across junction "when it is safe to do so". Cyclists will have to come to a halt at red lights, but can then proceed through when the light is still red if it is safe to do so.

The bill has been introduced into the Colorado legislature by Democratic senator Andy Kerr, a keen cyclist who hopes that his bill will not only help to keep cyclists safer, but also improve traffic flow.

"The most dangerous time is when you're stopped at an

intersection and a vehicle might or might not see you," Kerr told

"The key here is safety and making sure cyclists and motorists can get through an intersection as safely as possible. If there's no one there, let's keep the traffic moving, and the key is everyone gets to where they're going safely."

Kerr has previously attempted to introduce similar legislation in 2017, but found the bill voted out by Republicans. However his latest bill has cross-party support, being co-sponsored by Republican representative Yeulin Willett.

The idea of letting cyclists treat stop signs as give way signs and red traffic lights as stop sign was first introduced in the state of Idaho in 1982, and was then taken up in Delaware last year.

A similar rule has also been introduced in Paris, where cyclists are able to treat some stop signs as give way signs at certain T-junctions and right-hand turns in the French capital.

From [Cycling Weekly](#) (Perhaps this is something we could consider here – Ed.)

You know you are a cyclist when... you see glass on the road and alert the car behind you.

If you are considering an electric bike, this may help.

As you may know, last year I had a heart attack and it caused me to make what was previously an unnecessary decision. If I wished to continue riding I would need to consider using an electric bike. My first thought was I had no idea of what types, styles and powers I needed to look at. There are many brands and types on the market, some are very expensive and some not so much so. Almost all well-known brands but there are many other brands around that you may have never heard of so to consolidate the huge jumbled mess of what's available, the following information may be of interest. This information is in some cases fact and in others, my opinion only.

The choices for frame – Step through or Traditional triangle, should be considered before all else.

All electric bikes sold in Australia must have Pedelec (Pedal assistance) and if the power is restricted to 200Watt you are permitted to have a throttle as well = and still be legal on the road.

The choice of – Road and Trail use or off road use. If you wish to only ride on roads and bike trails around the suburbs, you only have 2 choices of power 200Watt with a throttle or 250Watt with no throttle, also the speed will be limited to 25kph, these are the legal limits and you will be asked to sign a waiver if you purchase anything more powerful. If you are going to only use the bike off road, you have many choices of power all the way up to thousands of Watts and you have a choice of having a throttle if you want one.

The choice of – Motor and Battery location on the bike, sometimes one will dictate the other. The most common is the front hub motor, this is also the least expensive, kit price will be \$500.00 to \$1500.00. It will give you the feeling of being pulled along. The battery will usually be mounted on the down tube or on a bike rack to help keep balance. The rear hub motor is like the front hub motor except the feeling is you are being pushed along, the battery will nearly always be mounted on the down tube again to keep the bike balanced. Rear hub can be purchased as a finished bike or as a DIY kit. Kit Prices range from \$600.00 to \$2000.00. Motors mounted in the bottom bracket have become very popular for a number of reasons; they have the lowest centre of gravity with many choices of where to mount the battery, however nearly all bottom bracket motors are only supplied in finished company manufactured bikes at a very expensive price point, commonly \$4000.00 to \$8000.00 utilizing -Bosch -Toshiba or something similar. There is however a couple of Chinese motor kits available at reasonable prices, 250Watt Bafang with Panasonic battery 36Volt 15Ah at about \$1200.00. They seem to be OK and worth trying. The big advantage of this layout is that it gives the rider the normal feeling of riding the bike, for instance the power is being supplied through the chain ring, you only achieve power by peddling, the difference is your legs now perform more like Cadel Evans.

The choice of Power of the motor and battery life, sometimes one will dictate the other. Battery choices must match the motor and are commonly 24Volt, 36Volt and 48Volt. They can be supplied in a variety of Amp hour choices and are commonly 8Ah, 10Ah, 13.8Ah 15Ah and 19Ah. The thing you will be looking for here is how far can you ride before the battery runs out of energy, you will need to do your sums, but to help, these are approximates. A 36Volt battery with 10Ah = 360Wh, this will give you about 2 hours riding using just the battery, with Pedelec could carry you about 45km. On the other end of the scale a 48Volt battery with 19Ah = 912Wh, this will give you about 5 to 6 hours riding with a range of about 110km using Pedlec.

My Choice for on road use would be = Use an old bike, preferably an aluminium frame and fit a Bafang 250Watt BB motor with a Panasonic 48Volt 19Ah battery. This will give you enough power and range for most rides.

I now have the luxury of owning three electric bikes, the first I purchased from Ivanhoe Cycles it is a Giant brand Mountain bike called a Giant DirtE it has a 36Volt 13Ah Panasonic battery and 250Watt Yamaha motor. This is by far the most comfortable bike to ride, nice wide tyres can ride over gutters and through pot holes, no effort, but very heavy at 27Kg.

The next one I bought was a REEF road bike Panasonic battery 36Volt 10Ah 250Watt Kedy Motor. This does not look like an electric bike, no visible battery or motor, very light for an electric bike at 11Kg.



My last acquisition was a Kit with Panasonic 48Volt 15Ah battery and Bafang 750Watt motor for off-road use. This is my favourite bike, I already had the old titanium bike from many years ago and was not riding it since my heart attack, so I had it electrified, before modifying 9kg now 23kg, it is fantastic fun to ride.

Attached are photos of my electric bikes.

May the wind be always at your back; well actually it really doesn't really matter anymore with an electric bike.

Leigh.



This excellent article by Leigh gives a very good insight into what can be complex and involved issues regarding e-bikes. An example of what is entailed comes from [Rev-Bikes](#) . This is an Australian company dedicated to converting/selling e-bike solutions. They have a youtube site that delves into and explains many of the issues involved with electric bikes. If interested, have a look at:

<https://www.youtube.com/channel/UCmtojaX0SteHieBQ8H9utUg/videos>

ED.

Please remember that contributions to our newsletter are always needed and very welcome. So, if you have cycling experiences or interesting photographs of your travels to share, send them to allang@bigpond.net.au

“May your cycling be safe and bring you great satisfaction.”