



Banyule BUG Newsletter

August
2025

**Our thanks to the
Office of Anthony
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Record Broken

Something of a record for our club was broken in July and is worth reporting. A scheduled Friday club ride attracted 28 cyclists to the starting grid in Warringal Park – that's right 28. Now such a large number required some readjustment to plans. Safety, enjoyment and venue convenience saw the group split into three ride groups. We must be doing something right.

The picture below shows a small subset of the total number arriving at Ceres on the



Certificate



CERTIFICATE OF APPRECIATION

Presented to

Banyule BUG

in recognition of your support for people living with
motor neurone disease

Wayne Pfeiffer
President

Kate Johnson
Chief Executive Officer

APRIL 2025

Date

MND Victoria - providing care and support to people
impacted by MND since 1981.



Certificate of Appreciation

Our club recently received this certificate for our
fund raising effort in support of sufferers of MND.

Well done to all. A most worthy cause.

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Genes or Environment?

Key findings were that environmental factors explained 17% of the variation in risk of death, compared to less than 2% explained by genetic predisposition.

"Our research demonstrates the profound health impact of exposures that can be changed either by individuals or through policies to improve socio-economic conditions, reduce smoking, or promote physical activity," senior paper author and St Cross Professor of Epidemiology at Oxford Population Health, Professor Cornelia van Duijn, said.

"While genes play a key role in brain conditions and some cancers, our findings highlight opportunities to mitigate the risks of chronic diseases of the lung, heart and liver, which are leading causes of disability and death globally.

"The early life exposures are particularly important as they show that environmental factors accelerate ageing early in life but leave ample opportunity to prevent long-lasting diseases and early death."

The researchers used data from nearly half a million UK Biobank participants to assess the influence of 164 environmental factors and genetic risk scores for 22 major diseases on ageing, age-related diseases, and premature death. The study is published in Nature Medicine: www.nature.com/articles/s41591-024-03483-9

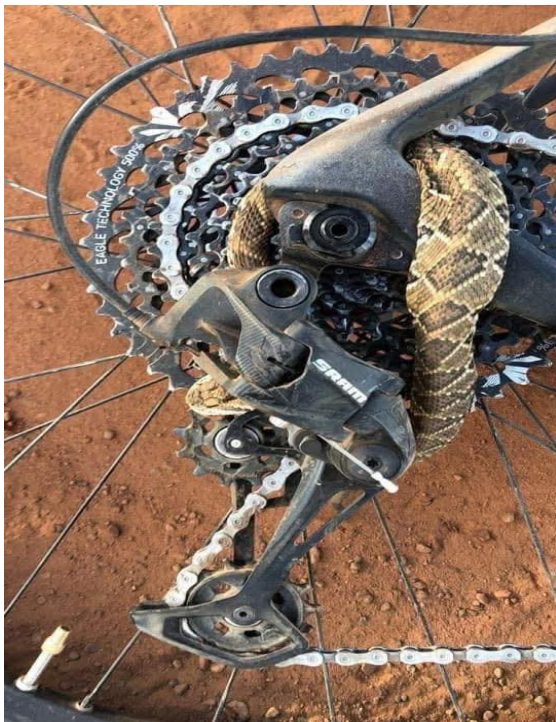
The authors used a unique measure of ageing (a new 'ageing clock') to monitor how rapidly people are ageing using blood protein levels. This enabled them to link environmental exposures that predict early mortality with biological ageing: www.ndph.ox.ac.uk/news/proteins-carried-in-the-blood-offer-new-insights-into-ageing-and-age-related-disease-risk

Dr Austin Argentieri, lead author of the study, said the approach allowed researchers to "quantify the relative contributions of the environment and genetics to ageing, providing the most comprehensive overview to date of the environmental and lifestyle factors driving ageing and premature death."

"These findings underscore the potential benefits of focusing interventions on our environments, socio-economic contexts, and behaviours for the prevention of many age-related diseases and premature death."

The research shows that while many of the individual exposures played a small part in premature death, the combined effect of multiple exposures explained a large proportion of premature mortality variation. [Return](#)

The sum of all fears



Quintessential Amsterdam



E-BIKES Leave legal electric bike riders alone

Letters

Re "All e-bikes should be registered same as motorcycles: coroner", 20/7.

Over 20 years ago, after retirement, I started riding regularly with a bicycle users' group. Normally around 12 of us ride about 40-60 kilometres around Melbourne's bike trails. We ride on roads only when necessary and to the minimum.

About 15 years ago, one or two of our older members bought e-bikes and extended their riding days into their 80s.

After my 70th birthday, I had my bike converted to an e-bike. I have to pedal before power cuts in, and it cuts out at 25km/h. It provides a much-needed boost to ride up hills and helps to keep up with the group.

At present, nearly half of our riders have legal electric bikes, some converted, some purpose-built. Some riders are well past 80. Power assistance enables us to keep exercising as pedalling is still required. Accidents are rare.

The recent fatality involving an illegal electric bike has prompted the suggestion that all e-bikes should be registered, insured and presumably riders

licensed. This will put an end to the riding days for people like myself. I strongly urge that the current law be enforced to control more powerful machines, and that legal e-bike riders be left alone. David Maunders, Hurstbridge

Riding without plates and helmets dangerous

Victoria Police, the state's Department of Transport and VicRoads are recommended to consider a "radical" measure requiring all e-bikes to be registered following the death of a Melbourne cyclist.

There is nothing "radical" about that proposal. It is a radical departure from common sense that motorised electric bicycles and scooters have to date not been recognised by the law for what they are. They are motorcycles. Allowing untrained and unlicensed drivers, including children, to ride them on public roads without proper crash helmets and number plates for law enforcement, is dangerous and stupid. Lawrie Bradly, Surrey Hills

An excuse for another tax

So, now they are considering registration fees for e-bikes. Most push bikes are capable of far exceeding 25km/h, are they next? Common sense and edu-

cation should be first and foremost. No doubt, the state government would love to pursue another tax.

Ian Anderson, Ascot Vale

Crackdown on sellers of illegal e-bikes

Speaking as an owner of a legal e-bike, the solution to the problem of illegal e-bikes does not lie in punishing owners of legal e-bikes by forcing all e-bikes to be registered, but in cracking down on riders and sellers of illegal ones.

You have only to walk through the Hoddle grid in

Melbourne to find many illegal e-bikes. Generally, if an e-bike has a throttle, i.e it can be ridden without using the pedals, it is illegal. It should not be difficult to mount a police operation to fine riders and impound the bikes.

At the same time, there needs to be a crackdown on importers and retailers of illegal e-bikes. A possible strategy would be to use "secret shoppers" to identify illegal e-bike sellers. This strategy was used with success to identify retailers selling cigarettes to minors.

James Proctor, Maiden Gully

Registration a disincentive to reduce car usage Registration of e-bikes would involve a whole

Sunrise TV

This was a fairly balanced discussion about the banning of e-bikes/scooters from trains. The presenters attempted to differentiate between those modifying battery packs and other sensible users. They also discussed the risks/benefits of reacting to one fire. [\(Link\)](#) [Return](#)

administrative system for collecting the money, issuing the display, auditing the money collectors, create an industry for compliance checkers, and worse still, add yet another load on police and the magistrates court.

Motorcycle-class helmets for cyclists, as recommended by the coroner, are an overkill. As well as being heavier and more expensive, they have much poorer side vision than a cycle helmet. They also add to the cost of cycling and hence, an inhibiting factor to reducing vehicle usage on our roads.

Laurie Comerford, Chelsea

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Read the article BUGsters.

OK e- bikers and cycling friends, get busy contacting your local MP and the Minister for Public and Active Transport, Gabrielle Williams. She is also the Minister for Transport Infrastructure. e: gabrielle.williams@parliament.vic.gov.au , or receptionminwilliams@transport.vic.gov.au

There is virtually no risk of having e-bikes on trains. One faulty bike battery of all the many thousands of e-bikes carried on trains over the years poses a negligible safety risk. More information on the actual cause of that fire would be useful.

Any such ban would have huge ramifications for Banyule BUG, other bike clubs and commuters who cycle-train-cycle to work or studies thus reducing cars on the roads.

I will send an email from Banyule BUG president in the next few weeks.

***Get those keyboards clicking.
Cheers,
Peter Gurney, aka Pete de Prez***

Annual General Meeting

You are cordially invited to the 2025 Banyule BUG Annual General Meeting.
20th August 2025, 7:00 pm

Community Meeting Room, Watsonia Library, 4/6 Ibbottson St, Watsonia

This meeting gives you the opportunity to have your say about the administration of Banyule BUG. There will also be elections for the club's executive and committee position for 2025/26. Please - put your hand up to participate.

The Bike Show



If you are looking for some very interesting listening, go no further than "The Bike Show", presented by Jack Thurston. "Podcasts that are dedicated to the art of, science, politics and transcendental pleasure of cycling..." From Resonance FM – out of London and available however you get your podcasts. Just search for "The Bike Show" ([Link here](#)) [Return](#)

15 July 2025

Historic trail bridge to reopen (From BN)



The Dee Slip Bridge on the O'Shannassy Aqueduct will be repaired and opened early next year, restoring direct access to one of the most spectacular riding trails in the country.

Located in the Yarra Ranges National Park, the O'Shannassy Aqueduct once carried Melbourne's water supply, but is now the route of a magnificent 30km bike and walking trail from Warburton to the Don Valley.

The Dee Slip Bridge was no less impressive, a timber trestle structure built in 1947 after a section of the aqueduct collapsed, serving as a key access point to the aqueduct and trail.

But in 2021, a massive pine tree collapsed on the bridge, wrecking it and forcing trail users onto a temporary bypass track.

The repairs will preserve the heritage of the bridge by following the same design and retaining as much of the existing timber as possible.

A new timber deck and handrail will be installed along with new horizontal steel beams to ensure the structure is durable and safe for visitors to cross.

Repair work will get underway in the spring.

To ensure safe and efficient construction, there will be no access over the bridge or via the bypass track during the construction period.

Due to heavy vehicle activity, including the transportation of materials, partial closures along the O'Shannassy Aqueduct Trail will be required between Dee Road to the west in Millgrove and Sussex Street to the east in Warburton.

The trail will remain open east of Sussex Street. [Return](#)

Tour de France

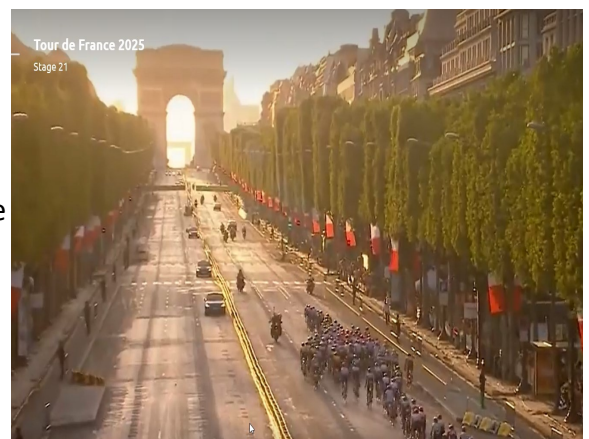
The final stage of the race into the centre of Paris is always something special. It is normally a gentle roll for the rider, but this one was a little more than that. Apart from the riders, the views of this beautiful city are memorable and the ending at the Arch de Triumph is a world premier view.

If you have missed it. Here is stage 21 of this truly great event

[\(Link\)](#)

<https://www.sbs.com.au/ondemand/watch/2429823555892>

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Rolling Resistance

Are you ever in a quandary as to which brand of tire would suit your bike and riding style? Well, read on.

This site was sent to me that has a detailed review of the suitability of a large number of tires for a variety of bike types using a large number of selectable parameters – i.e.: MTB, rolling resistance, puncture resistance etc.



Many of the tires suggested are readily available in Australia. It also contains a number of other bike related reviews. [\(Link\)](#) [Return](#)

What is a legal e-bike in Victoria? (AI Overview)

In Victoria, electric bikes (e-bikes) are legal on public roads and paths as long as they meet specific criteria. These bikes must be pedal-assist (pedelec) with a maximum continuous power output of 250 watts or a throttle-assisted bike with a maximum ungoverned continuous rated power output of 200 watts. The motor assistance must cut off at 25 km/h. If these limits are exceeded, the e-bike is considered a motor vehicle and requires registration, licensing, and insurance.

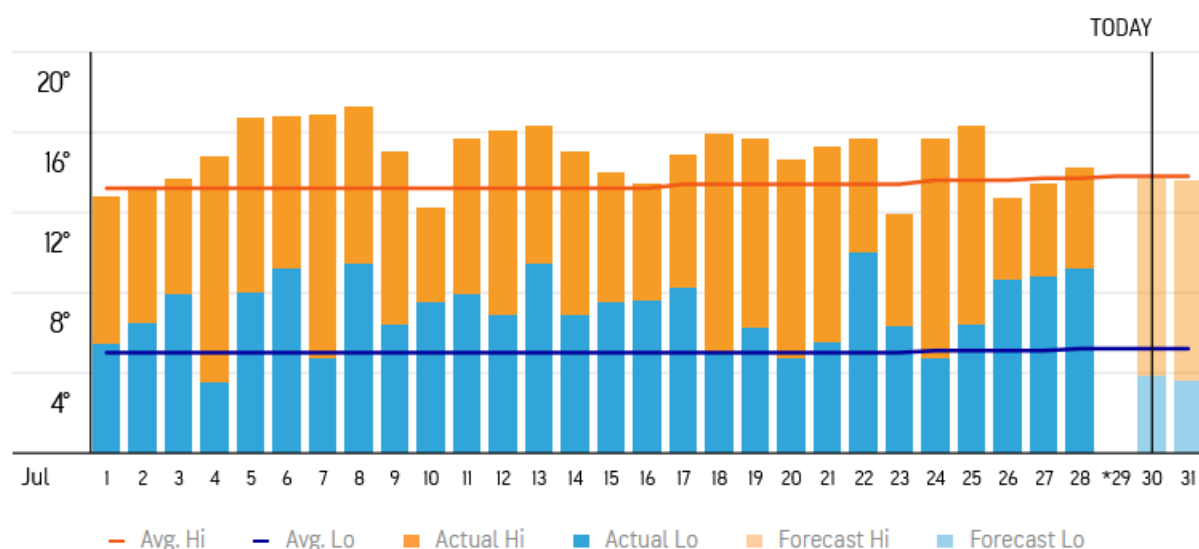
[Detail explanation here from Transport Victoria.](#)
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July Temperature Chart

Do you think it has been cold in July? Well it has been.

TEMPERATURE GRAPH

°C



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Safe riding for August and beyond as we all look forward to warmer weather.
Take notes and photographs and make comment for the next edition of our newsletter.
Send your contributions to -
allang@bigbond.net.au