



Banyule BUG Newsletter

October
2023

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Our thanks to the Office of Anthony Carbinis MP, state member for Ivanhoe, for their support in providing the photocopying facilities for this newsletter.

'Never give up because you never know what the tide will bring in the next day.'

So said Tom Hanks in "Castaway".

On a recent club cycle to Williamstown, we came across this beauty in almost mint condition complete with original fitting, including a pump.

Les identified it almost immediately as a second world war paratroopers bike. Bikes such as this were dropped, along with the paratrooper rider in operations.

The owner of this 'beauty' was inside the coffee shop having a break.



Original headlamp – with red globe.

Note the wing nuts to allow the bike to fold for storage before a jump.

Link: [The British Paratroopers Who Parachuted Into Enemy Territory with Folding Bicycles](#)

[Archive Imperial War Museum footage of a folding bike \(and other equipment\) use by paratroopers in WW2](#)

Thinking of buying an E-Bike. You might like to follow this article.

E-bike incentives key to cutting car use

The use of incentives for e-bike purchases is becoming more widespread as authorities move to speed up the transition to low/no emission transport.

An e-bike can be key to cutting car use, especially for short, local trips.

And governments and other agencies are calculating that it is worth subsidising these purchases because of the benefits from lower emissions.

[A new study from the United States](#) has found that people can be induced to make the switch, even in car-dependent places like California.

The National Centre for Sustainable Transportation, a consortium of leading universities, investigated three

rebate programs in northern California for the effects of e-bike ownership on travel behaviour, including changes in bike riding, driving, use of transit, and on greenhouse gas (GHG) emissions.

Rebate recipients reported an increase in bicycle use after acquiring an e-bike, which declined over time but remained above what it had been prior to getting an e-bike.

Two months after getting an e-bike, most recipients reported shifting from riding “never” or “1–3 times per month” to riding “1–3 times per week”, with a few increasing to “daily.”

This finding suggested that programs were successful in creating an increase in bike riding in the short-term. Daily bicycling rates were lower one year later, but “1–3 times per week” riding remained elevated with a more than 20% increase compared to bicycle use before the acquisition of an e-bike.

Most e-bike rebate recipients replaced driving with their e-bikes “1–3 times per week” or “1–3 times per month”.

A large share of respondents, 82%, reported having replaced at least one car trip with their e-bike.

Over time, fewer car trips were replaced by e-bike trips. Still, nearly 40% of respondents said they replaced at least one weekly trip, even though daily driving replacement fell by about 50%, one year after acquiring an e-bike.

In a departure from the findings of similar studies in Europe, Californian participants were more likely to use their e-bikes for recreation than commuting or destination-orientated travel.

Greenhouse gas (GHG) reductions were estimated to be 12–44 kilograms of CO₂ equivalent (CO₂e) per rebate participant per month.

Based on self-reported car trip substitution with an e-bike and the distance of substituted trips, the researchers calculated that each program spent approximately \$9.50–\$18.00 per kg of CO₂e reduced.

This result suggests that low fixed rebate amounts (\$150–\$300) are more cost-effective than large percentage rebates (50%–80% capped at \$500–\$800) at reducing GHGs.

However, because this study did not include a measurement of participants’ intent to purchase an e-bike regardless of the rebate, more research is needed to evaluate this possibility.

It is likely that some recipients of small rebates would have purchased their e-bikes even without a rebate, which would reduce the GHG reductions attributable to the program, the researchers reported.

[READ THE FULL REPORT](#)

Round The Bay

Congratulations to all of our club riders that took part in RTB either by doing the full circuit or parts thereof. There were many stirring efforts, but the stand-out was Jacques C who completed some 310k at an average speed of 27kph in 11+ hours. This was an effort of note. Well done Jacques.

Bike law: a bicycle rider's guide to road rules in Victoria (link)

This booklet explains road rules for bicycle riders in Victoria. It has information about how to ride safely and responsibly and covers:

- road rules
- riding in traffic
- riding with children
- accidents, fines and insurance
- safety tips.

Plenty River Trail

The proposed (and funded) trail when completed will be a shared user trail that follows the Plenty River from Bridge Inn Rd (Mernda) to (almost) the M80 Ringroad at Uni Hill. This will be a major development that will have a significant impact for us on a number of our rides. For example. Our current rides to Turners Bakery will be able to return along this new trail to the M80. What a wonderful ride that will be.

The map appears to show a link from the Western side of the Plenty River, over the old pipe bridge to the eastern side. This will allow for direct connection to the existing PRT connecting the Yarra Trail and the developing Greensborough/Eltham trail to the Diamond Creek trail. These are exciting prospects.

You can read more about this exciting development here. [\(Link\)](#) Second [\(Link\)](#)

Secure your bike securely

On a sad note. One of our members has had his much loved e-bike stolen from outside a local shopping precinct. Rotten things do happen to good people. The bike was secured using a good locking system, but these were cut through in a matter of minutes. A reminder that thieves are everywhere and no bike is safe unless you are sitting on it.

The only things we can do when leaving your bike is to lock it and keep it under observation. We might need to think about designating a 'bike guard' while we drink our coffee. (Leader, Tail-end Charlie and Guard) Ed.

A chance meeting

This would be an unusual experience on a ride.

We have all had 'chance meetings' while out on our bike rides, but this would have to be one of the best. [\(Link\)](#)

Cargo bikes. Oh what a feeling!

Toyota dealers across France now have a cargo bike on the showroom floor, and it's not just for show: they'll sell you one instead of a car.

The electric-assist model comes in two configurations, one aimed at the family and the other at trade and logistics users.

Leasing deals and insurance packages are offered, as is a service every 1500km, in which a Toyota mechanic plugs software into the bike that diagnoses and tunes its motor, battery and tyre pressure, and even checks that only authentic replacement parts are being used.



The move shows that car makers around the world have sniffed the wind and decided there is an e-bike in their future markets.

Toyota has sourced its bike from French cargo-bike maker Douze.

The selected model, the Douze Verso, can take two or three children in family mode for up to 100km. The tradie bike can lug 100kg of tools with its cargo tray fitted.

The bikes are made in France and fitted with electronics from Yamaha and components from Shimano. The bell comes from Melbourne's Knog.

Toyota has a finely tuned sales pitch for the new product: "Today, with urban traffic constraints including traffic jams, parking, the cost of gasoline and greenhouse gas emissions, the cargo bike is reappearing in cities and has even been widely democratised in recent years.

"The cargo bike has become a choice to replace a car.

"For families, the cargo bike facilitates and enriches their daily lives: shopping or equipment, dropping off children at the nursery or school, going to work by bike, and transporting dogs."

In France, companies can obtain subsidies of \$1500 for each electric cargo bike as the nation pushes to get polluting diesel vans off the road. And many cities offer subsidies for families wanting to replace the second car.

France is the first country to see the Toyota initiative, which will be rolled out further if successful.

This article was made possible by the support of [Bicycle Network's members](#) who enable us to make bike riding better in Australia.

Bike Spot

You maybe interested in participating in this cycling safety initiative.

BikeSpot 2023 has launched across Australia - it's time to make your mark!We've expanded the BikeSpot map so that every Australian has the opportunity to say where they feel safe or unsafe while riding their bike.

With your support and input, the [BikeSpot](#) map will create a detailed picture of where people love to ride, and where upgrades are needed to make cycling safe for everyone.

**Go to the
BikeSpot map**

We want to hear from people who ride their bike to work, parents who do drop-offs on the bike, folks who ride for fun or fitness, kids who ride to school and delivery riders. No matter the reason, we want to hear about your ride.

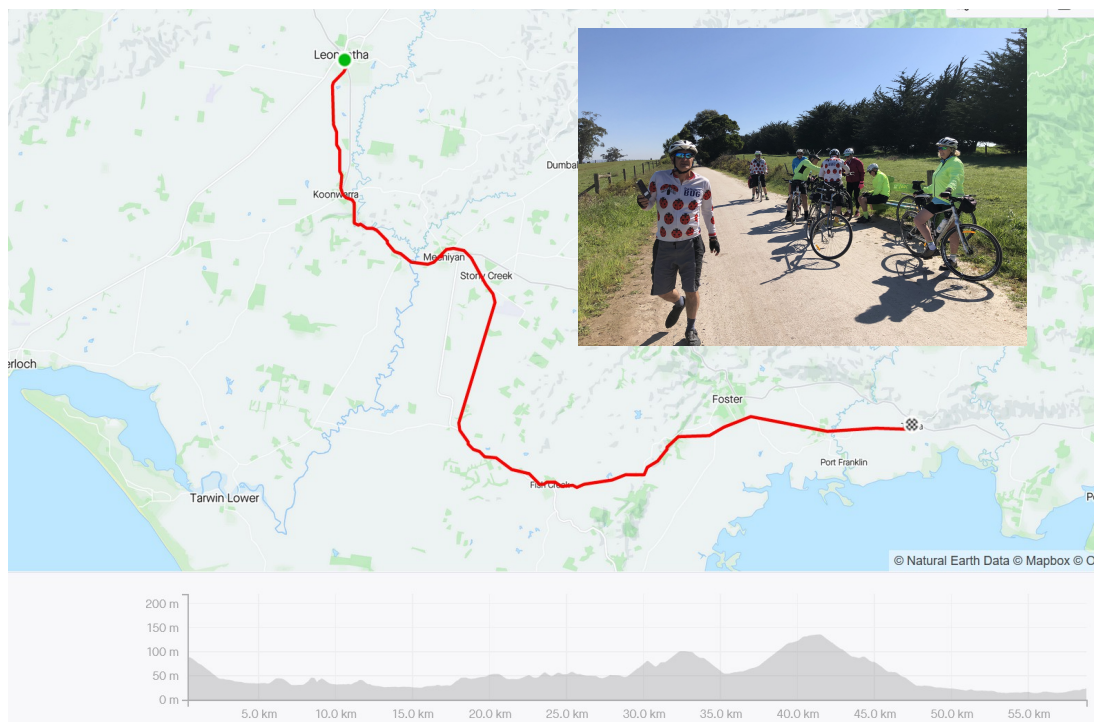
The data generated from the project will be made publicly available to help ensure BikeSpot insights have the biggest impact possible in making cycling safe for everyone.

The Amy Gillett Foundation will also work with your local government to make sure they see the BikeSpot map. We'll connect them with tools and resources so they can fix your local bike routes and make cycling safe for everyone in your community.

BikeSpot is only open for a limited time, so go to bikespot.org and add your spot to the map

Leongatha to Poet Welshpool Rail Trail

Recently, Gordon B, lead a most successful ride along the Gippsland Rail Trail. It was a mixed bag as far as the weather goes, but such is life when on a bike. Here is his report.



Banyule Bug South Gippsland Ride October 11th 2023.

Following a reconnoitre to Toora some 4 weeks prior, checking out facilities, conveniences, pubs and cafes for the inevitable coffee, Gordon found the Toora tourist caravan park met the needs for our scheduled ride for the Banyule BUG

Thus on Wednesday 12 October a lovely day dawned, at 10a.m. 10 keen cyclists met at Leongatha railway station. [no trains had passed through this station for some decades].

Chris was even more keen, at 8a.m. he began his ride at Korumburra enjoying the scenery along the way through Kardella and Ruby. That was a 50 minute ride to Leongatha.

Deb, Don, Gordon, Peter, John, Elaine, Geoff and Greg all eager to begin the ride, however Carol was the most keen having left some 15 minutes earlier so she wouldn't hold anyone up. That's Carol! She was fast, the group caught up with her at Fish Creek

Car parking on the north side of the station provided all that was required for those leaving cars there for the day or for Don 2 days.

The downhill run to Koonwarra was easy, then onto Meeniyar. Gordon had warned the group about the swooping magpies, particularly at Meeniyar, Fish Creek and Toora, recalling the attacks experienced on last year's ride. Lunch and coffee was purchased at bread and pickles Meeniyar which sated the riders appetites.

Onwards to Fish Creek, due to the inconvenience of the renovation of the conveniences at Meeniyar, a wayside stop at Buffalo where there is a lovely picnic spot. Carol was just leaving Fish Creek as the group arrived. It was here that Elaine shouted 4 riders an ice cream from the general store, koala and wombat flavours. Yummo!

By this stage the sun was high and a gentle breeze, optimal conditions for a 54 Km bike ride. The rail trail surface was in good condition all the way. The group made their way up the Hoddle range. A photo opportunity here taking in the wonderful views of Wilson's Promontory, across to Yarram and the end of the Strzelecki Ranges.

Many herds of cattle both dairy and beef, as well sheep grazing in the paddocks. Farmers take many measures to keep the stock contained, often resorting to an electric fence. They tick away, usually a sign advising of an electric fence is obvious. Not this time! Greg is keen to get the best angle for snap, backed into the fence. It



got him right in the buttocks! that kept his heart ticking along for the rest of the ride. Wildlife must have been taking a siesta, however a rabbit was seen as well as a beautiful golden hued snake lying on the path. John took the head end, Elaine the tail end. All 3 were surprised it seems! So far not a swooping magpie to be experienced by anyone. Foster was bypassed, the rail flat and easy to Toora, although cows heading in for milking pass over the trail leaving a trail of manure, no fun to ride through. The last 12 Kms were easily traversed by all. The caravan park a welcome sight to enjoy a swim in the pool, the showers and the late afternoon. All agreed the day was perfect for weather, track conditions all in all enjoyable. A meal at the Royal Standard Hotel was enjoyed a good selection of food and beverages, then home for an early night.

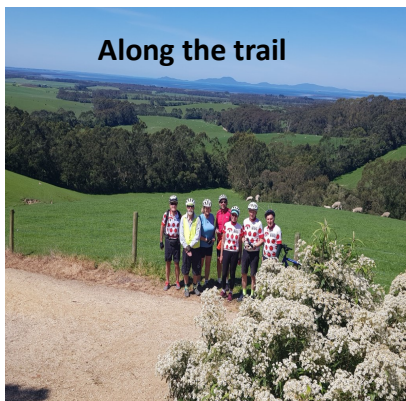


Much discussion about the weather, that's always a good topic. Forecast of rain, rain, rain and wind! Hmmm! most thought they would give it a go. Thursday dawned, rain and wind! 4 riders took the challenge, Geoff, Carol, Don and Gordon headed for Welshpool. The track became soft, challenging the cyclists but they did have a tail wind. Taking in the Long jetty and then heading for shelter at the general store for Fish and chips. A welcoming party consisting of Deb and Greg, Elaine and Peter who applauded the saturated cyclists. See photo.

Homeward bound, the ride from hell, constant wind and rain with a head wind too. Deb and Greg headed home, Peter and Elaine went sight seeing - Agnes Falls Toora wind farm and surrounds

Back at the ranch, read camp park Drinks at 5 p.m. hosted by Gordon, providing warmth and shelter from the inclement weather allowed much conversation about the conditions and having survived the challenge of a very wet day.

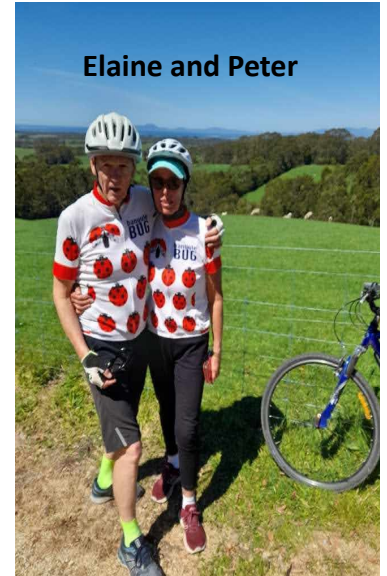
Friday morning the rain continued, absolutely bucketing. Don mounted his steely steed and cycled back to Leongatha in the rain. there he got into his car and motored home. He says it was "OK. It had to be done".



Along the trail



Leongatha Station



Elaine and Peter



Photographed outside a shop in Williamstown. A small lemon tree. I did wonder at the time if the human variety was acceptable?

Kath Liley is a keen trail bike rider and has cycled over many a trail in states other than Victoria. She headed north in September for mtb orienteering events in northern NSW and Brisbane. What to do on the days in between the event weekends?

Ride the Northern River Trail

Kath's report below.

MORE ON RAIL TRAILS

Kathy Liley headed north in September for mtb-orienteering events in northern NSW and Brisbane. What to do on the days in between the event weekends?

Northern Rivers Rail Trail

<https://www.northernriversrailtrail.com.au/>

At present, this new trail (The Tweed Section) heads south from Murwillumbah, 24km to Crabbes Creek. We were staying at Brunswick Heads, only 10 km from Crabbes Creek. Sounded like a plan.

Some of the group had planned to do a return trip on the whole trail, but the main tunnel – Burringbar Range Tunnel – 10 km from the southern end, was closed for a few days of maintenance so we made do with a shorter ride. The GPS measured 90m of climb through this section.

The trail has only been open since March. Most of the surface is good/fairly smooth gravel with some bitumen and some concrete. There are some new bridges over creeks, but mostly the track dips beside the old bridge. We were riding mountain bikes, but hybrids would be OK. Much of the trail is shaded.

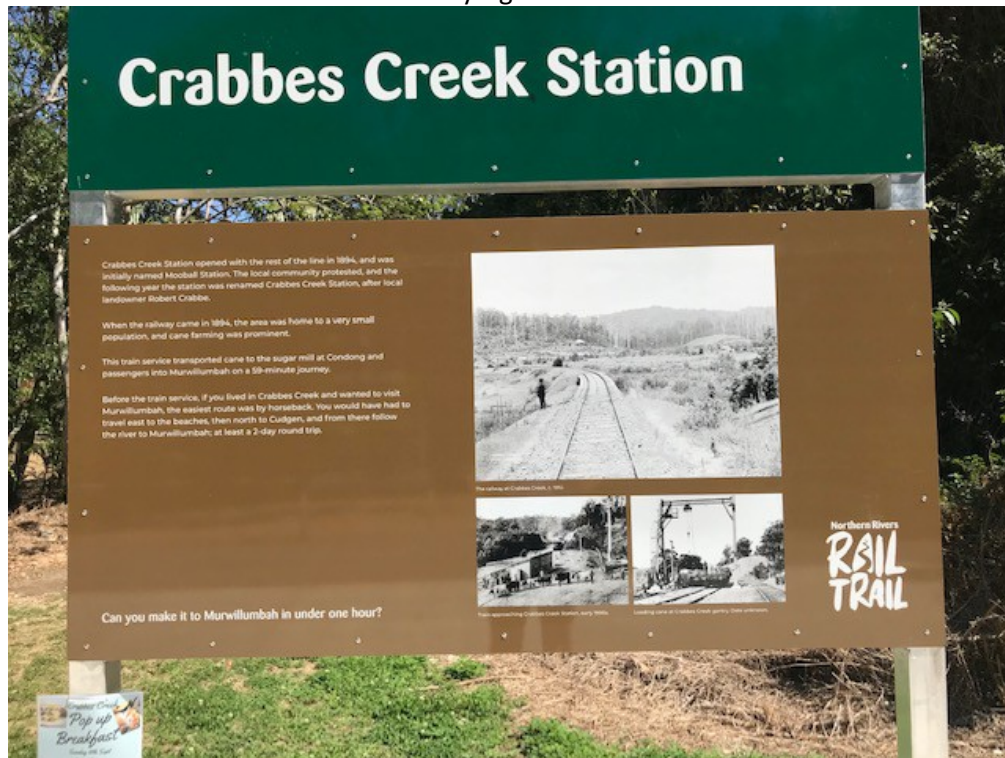


There are several villages along the way, with toilets and cafes benefiting from the new tourists and offering good food options.

The railway initially joined Murwillumbah and Casino and closed in 2004, though trains ceased stopping at the smaller stations in the mid 1990s. The first section of rail opened in 1894 south to Lismore and eventually through to Sydney in 1932. Before all that, most of the longer distance travel in this part of NSW was by coastal ships. The new railway enhanced transport opportunities for sugar cane to the mills.

There are plans to continue the rail trail further south – the Byron Shire Council had been holding out, but have now agreed to participate.

Each station has an informative history sign.

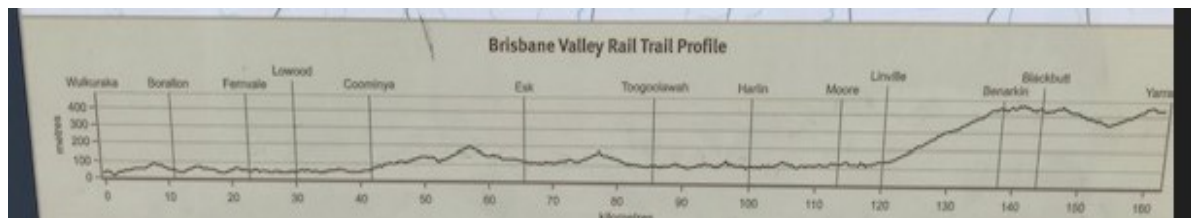


A pleasant few hours!

Brisbane Valley Rail Trail

<https://www.brisbanevalleyrailtrail.com.au/>

This one is a rather more serious undertaking, following the disused Brisbane Valley rail line built between 1884 and 1913. It extends 161 km north from near Ipswich to Yarraman. There is a significant altitude change on the northern section to Harlin, so if you're planning to do the whole length, it's better to start in the north and travel southwards.



South

North

There is a shuttle bus company Out There Cycling – park at the southern end and catch a lift to Yarraman, then ride back with overnight stops on the way. Or I met a couple who were staying about a third of the way from the top end and picked up the north-travelling shuttle in the morning to ride back to their accommodation. I guess they had a plan to attack some of the trail further south, the next day.

There are links from the website to trail maps and shuttle information etc.

I drove to and stayed in a small motel in Esk. On the first day I rode north for 20 km, and return. I had planned to take a foray south the next day but at the end of 2 weeks of cycle events, my legs needed a break. Instead I drove north to Yarraman, calling in at the old stations along the way: the trail is closer to the highway in this northern section than it is further south.

It's a different proposition to the Tweed Valley. Open grazing country, at least in the middle-southern section. Very little shade. Nice views to the hills on either side of the valley. (Possibly more shade in the northern section.) The trail surface varies from loose to smooth gravel with concrete through the towns. But the towns are further apart than on the Tweed trail and the only facilities between towns are tanks/water troughs for horses. (There was recent evidence of horse riding.)

As the trail crosses property boundaries or side roads, there are frequent narrow cattle grids. I was initially wary of these, but found them OK if you got up a bit of speed. All have alternative gates – but they need dismount, open-shut.



Some rougher than this.

I didn't get a good photo of a grid. This one led off the trail to a nice picnic spot down along the creek under the new bridge.



Some much smoother. This is the location of Ottaba Station.



They recommend mtb or gravel bikes. E-bikes are permitted and the blurb says that most local cafes will allow plug-in charging while enjoying a meal. There is a mtb hire place near the southern end of the trail.

Again the old stations have historical signage – though this trail has been opened longer than the Tweed Trail and some of the signs have some damage.