



Banyule BUG Newsletter

February
2021

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Welcome to the new year

2020 is thankfully behind us and it is with great anticipation we welcome 2021 as we all look forward to a year of safe and enjoyable cycling with friends.

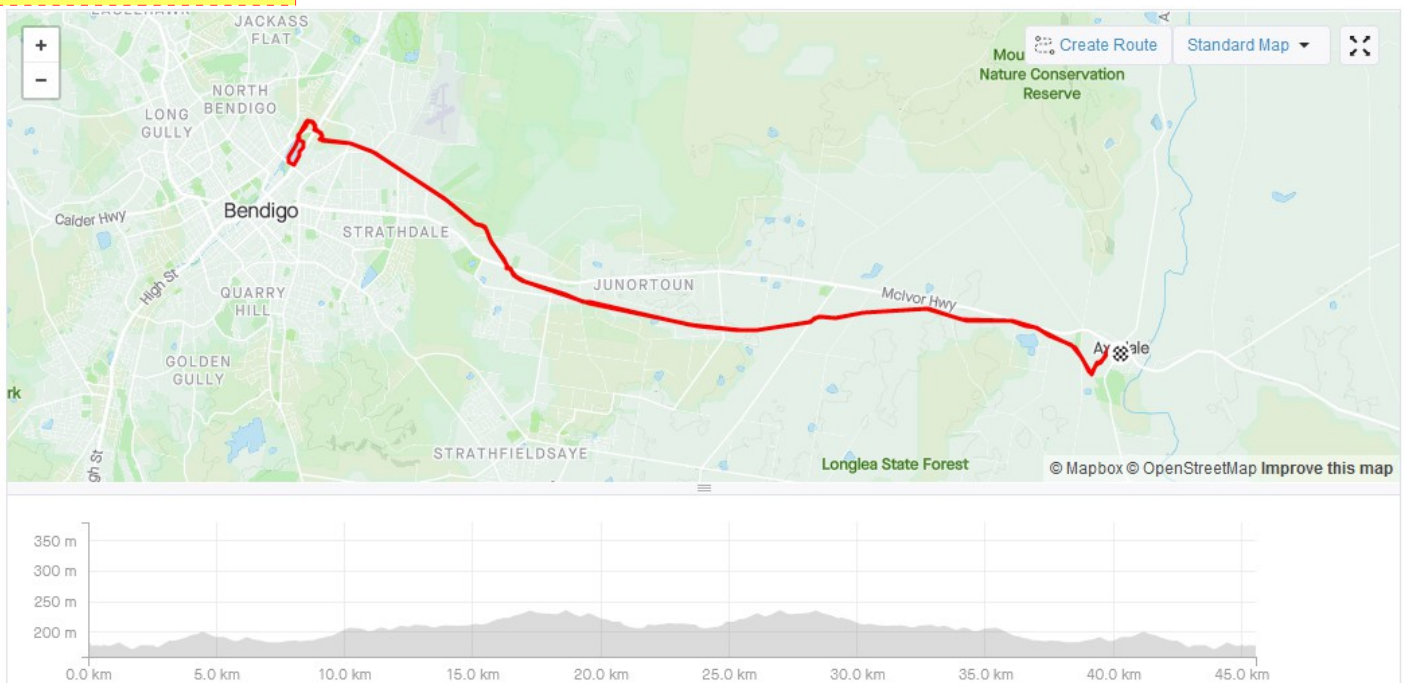
With this aim in mind, a group of 6 Banyule BUG (ers) headed north to ride the O'Keefe trail between Axedale and Bendigo. This ride had a long gestation period of discussion, but finally a date was decided. Unfortunately it was the day when temperature around Bendigo were predicted to be 37+ degrees. So an early start was in order. We all met at 0800 in the Axedale Playspace and soon were off cycling.

The trail is compacted grave for most of it's 24k length with a few sandy sections. It can be classed as being in reasonable order. ([Video of the Axedale Bendigo section](#))

The ride was to lake Weeroona, which was just beautiful. I think it is the go-to spot for dwellers of Bendigo. It was alive with people engaging in all manner of activities. Lunch over, we headed back along the trail to Axedale – slightly downhill run. We reached Axedale at the mercury reached 34 degrees.

This was an excellent day made all the better by being with great cycling buddies.

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



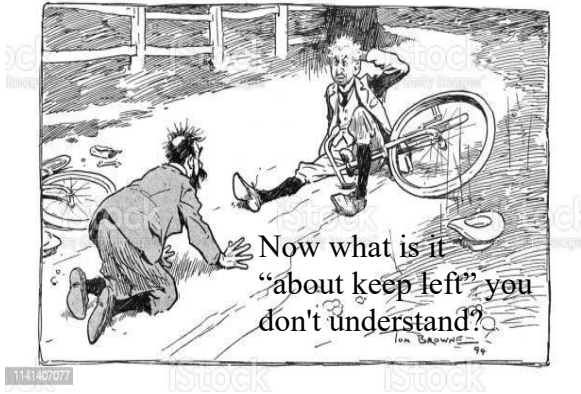
Pop-Up bike lanes.

These cycle lanes are beginning to appear all over Melbourne and are a very welcome addition to the cycling safety of bike riders. Two that Banyule BUG riders have used frequently are along Heidelberg Rd and the road near Westgarth Station. With the opening up of the Heidelberg Rd lanes, it is now possible to ride in safety from Fairfield to the CBD. The cycle lanes have attracted a fair amount of criticism from other road users, but I think on balance they are to be applauded.

[Bicycle Network Article](#)

[Westgarth Bikelane](#)

[Heidelberg Rd Bikelane](#)



This dry piece of humour came from an American contributor to a forum I frequent. I hope the “walkers” appreciated the joke.

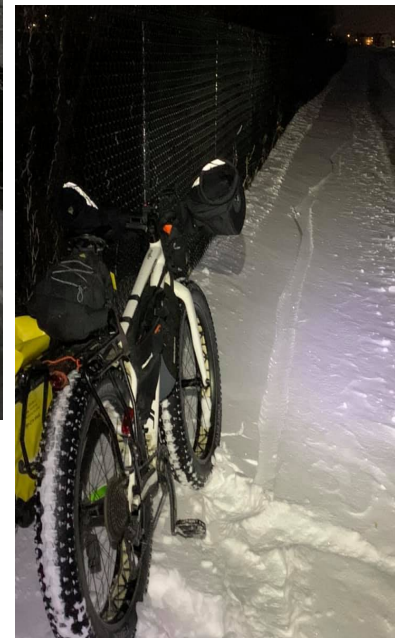
As cyclists we often complain about the heat, hill, temperature, but try riding in these conditions. From Rochester, Minnesota.



The trail is a paved cycle trail between two locations some 35k apart.



The bike is a “Fat-boy” 250w e-bike fitted with special snow tires.



A short note about Banyule BUG “ride maps”. These maps are intended to give a broad indication of destination and route travelled. On any ride, destination, distance and route may vary for a host of reasons. It is not possible to include a map for every route travelled. If further information is required. It is best to check with the ride leader before the ride. (Ed)

Castlemaine to Maldon trail is it Castlemains best or worst kept secret?

Maureen Fisher



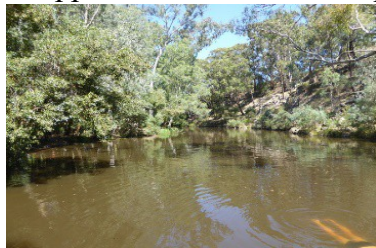
A couple of weekends ago I had the urge for a nostalgic trip. I had found out more by accident than anything about the not very publicised bike trail between Castlemaine where I attended school and Maldon my home town.

It had particular interest as well because a person in my class at school was instrumental in getting the tourist train between these two historical towns up and running .

The trail is publicised as being 17K one way so I thought it would not have been too much of a challenge to to ride it both ways in one day and also have time for some sight seeing both ends.

Looking it up on Google I felt I had a good idea of where it started but just to make sure I went to the information centre and was given both verbal and directions marked on a map. I was also told you could get to it from nearly anywhere starting at the train station. The verbal instructions also were that you could access it from a new

bike path that ran adjacent to the main road but to be sure that I took the right road at the fork or I would end up in Campbell's Creek. In fairness I may have interpreted these instructions wrongly because it seemed which ever way I went I was about to end up in Campbell's Creek. After asking several different people I still didn't make any progress until I met the same people twice who directed me over the bridge along side the road and to keep riding to where the bridge for the railway line crossed on the Maldon Castlemaine Rd which I did. Then in taking the most obvious well marked route I nearly ended up in Campbell's Creek again. I then met another young lady who pointed me across the road and said to look for Martin St which was definitely not part of the instructions I was given nor was it marked on the map. I found Martin St and eventually found what I assumed was the track. In all I was sorely disappointed with the whole process.



The track was very poorly marked example in the photo. A couple of signs mentioned Maldon but were not very clear.

Then after all this track itself looked like a nightmare and was definitely not something I would have chosen to ride. While it may have improved further along, the start was steep which would not have mattered if it hadn't been so rutted corrugated and rocky and definitely not suited to my bike. Apparently rather than being an actual rail trail it was a maintenance track which possibly

accounted for its condition . This condition may have improved further along. This photo from google shows it as a reasonably easy and doable ride. But not knowing this I found the track and its condition a bit daunting especially not knowing what was ahead. By this time half the day had gone as had my vision of expectations for the ride. At 34K there and back I saw this trail as being an asset linking two of the most historical towns in Victoria and being short enough to allow for a bit of sight seeing at both ends.

To save the day I decided I may as well take the Campbell's Creek option which turned out to be the better choice. A great ride some of it along bike tracks, but also some through fairly rugged bush land before emerging at Campbell's Creek on to the main Rd that runs between Castlemaine and Daylesford. Campbell's Creek also had its own bit of history with some very old buildings and this post box.(don't know if it still accepts letters.) But as well it also opened up possibilities for further rides if you were prepared to combine the track with of a bit of footpath and road riding. Vaughan Springs was one place I would have liked to have made, 9.9K out of Cambells Creek my childhood



memories include a giant slide down the side of a hill and beautiful river with stepping stones. There was also the little town of Guildford just a short ride down the highway so I could have easily filled in another day had I had the time .

For me the Castlemaine to Maldon option was disappointing. It just seemed that for the price of a grader, better signage and some serious publicity would have resulted in better ease of access to the trail which would have made my ride had I made it a lot more straight forward. I also thought that in these times with covid taking its

toll on small business these improvements would be helpful in attracting a wider range of cyclist rather than just the ones with a death wish. A survey from a few years back showed that on the Murray to the Mountains trail which is well serviced, the average cyclist spent \$140 per day on their ride so perhaps the cost of these improvements would be money well spent . Then also with the increased usage these improvements would bring it may one day turn the trail into one of Castlemaine s better known assets and not have to be kept a secret.



Here is a third party video of the trail Maureen describes. This is completely independent of Maureens report and was just sourced from Youtube.

[Castlemaine to Maldon bike ride](#)

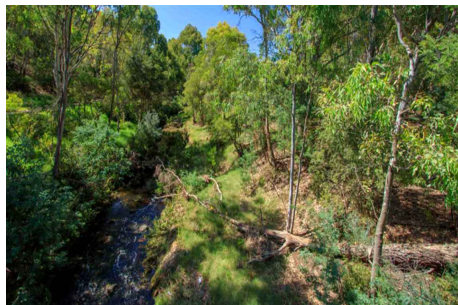
Bianchi E-(road) Bike

We all often lust after the latest carbon fiber beauty that seem to come along every second day. However, this latest offering from Bianchi is an example of just how far e-bikes have come. Weighing in at some 11kg (all up) with a 250w battery concealed in the downtube driving a 36v 250w rear hub motor, is a beauty. If you have a spare \$8000 or so tucked away, this might be for you. I am saving up.



[You can see it in action here.](#)

[Darebin Creek Reserve](#) (From Banyule City Council)



Darebin Creek Trail is a shared use path for cyclists and pedestrians. It follows Darebin Creek through the inner and outer northern suburbs of Melbourne. Banyule's Bushland Management Unit manages 8km of the park. Council shares the management of this water course with Melbourne Water, Darebin Council and Darebin Creek Management Committee. The reserve forms an important wildlife corridor connecting the Upper Darebin Creek in Whittlesea to the Yarra River.

If you are interested in helping out, join the [Friends of Darebin Creek](#).

History

European style agriculture in the Darebin Creek valley provided food for Melbourne residents during the 1800s and early 1900s. A government surveyor investigated the Darebin Creek area in 1837, declaring land to the east of the creek Keelbundoora, and to the west, Jika Jika (both local Aboriginal names). The two sides of the creek were developed separately as government orders prevented land grants on both sides of a watercourse.

Flora and Fauna

This stretch of the Darebin Creek is in the Victorian Volcanic Plains bioregion, and has many ecological vegetation communities listed as endangered under the *Flora and Fauna Guarantee Act* and the *Environment Protection and Biodiversity Conservation Act*. Its vegetation communities are escarpment shrubland, riparian woodland/stream bank shrub land mosaic and plains grassland.

The trail is lined with indigenous plants, including austral indigo, cut leaf daisy and common everlasting.

[Video](#)

Connected – Yarra Ranges Integrated Transport Strategy 2020 – 2040

This is indeed good news for cyclists. The report recognises cycling as an important and integral part of its transport plan.

"Developing a suite of actions that make it easier for people to leave the car at home and jump on a bike or take a stroll to the shops will help replace many of the ~1,000,000 car trips under 3km that take place every week in Yarra Ranges."

[Full report here.](#)

[Eels of Dandenong Creek](#)



This is a fascinating video about the eels that live in our abundant creeks. Whilst the video centers on the Dandenong Creek, its content applies to all of our fresh water creeks. It explains the importance of eels to the ecology, the types of eels to be found and their breeding/life cycle.

Watch this video and it will give you a new appreciation of the next creek you are cycling beside.

"Thanks to "First friends of Dandenong Creek"

Kelvin at "Clear as Mud" Eltham.

Here we can see Kelvin enjoying his coffee on the verandah of Eltham Library at the Latte Group's refreshment stop on our regular Friday ride.



That's it for this edition folks. Please send your contributions for inclusion in the next edition to allang@bigpond.net.au Any item that relates to cycling will be of interest to our members.

I will leave you with this.
The first verifiable claim for a practically used bicycle belongs to German Baron Karl von Drais, a civil servant to the Grand Duke of Baden in Germany. Drais invented his Laufmaschine (German for "running machine") in 1817, that was called Draisine (English) or draisienne (French) by the press.