



# Banyule BUG Newsletter

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

## Club contact points

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## Arctic Vortex

*The name "Antarctic Polar Vortex" sounds like it might be a new state of the art E-Bike, but no. Not a bike. However, it is the reason not much bike riding has been going on over this winter. Read on.*

The Antarctic Polar Vortex is a large-scale, low-pressure system that forms over the South Pole during the winter months. This vortex is characterized by strong, circulating winds that trap cold air within the polar region. Here's an overview:

Key Features:

### **Formation and Location:**

The vortex forms each year as the polar regions experience extended periods of darkness during winter. It is located in the stratosphere, the layer of the atmosphere above the troposphere, and can extend down to the lower layers, influencing weather patterns.

### **Temperature and Wind:**

The air inside the vortex is extremely cold, often reaching temperatures below  $-80^{\circ}\text{C}$  ( $-112^{\circ}\text{F}$ ). Wind speeds within the vortex can exceed 200 km/h (124 mph).

### **Ozone Depletion:**

One of the most significant impacts of the Antarctic Polar Vortex is its role in ozone depletion. During winter, the cold temperatures inside the vortex facilitate the formation of polar stratospheric clouds (PSCs). These clouds provide surfaces for chemical reactions that release chlorine and bromine, which then deplete ozone when sunlight returns in the spring.

### **Seasonal Cycle:**

The vortex begins to form in late autumn and strengthens through the winter. It reaches its peak intensity in mid-winter (June-August in the Southern Hemisphere). As the Antarctic spring approaches and temperatures begin to rise, the vortex weakens and eventually breaks down, usually by December.

### **Climate Implications:**

The behavior of the Antarctic Polar Vortex has significant implications for global climate patterns. Changes in the vortex's strength or timing can influence weather systems far from Antarctica.

### **Impact of Climate Change:**

Climate change could potentially affect the polar vortex. Some studies suggest that a warming climate might lead to a weaker vortex, while others indicate that a stronger vortex could be associated with more extreme cold events in the Southern Hemisphere.

The Antarctic Polar Vortex plays a crucial role in Earth's climate system and the health of the ozone layer, making it a subject of ongoing scientific research.

## Work starts on massive Greensborough underpass replacement

Work gets underway this month on the replacement of the notorious Yando Street underpass in Greensborough in Melbourne's northeast.

Long, dark and dingy, with a functional drain that adds to the misery, the underpass was nonetheless a vital connection for riders making their way through the Greensborough and the North Watsonia areas, and to the M80 Trail and beyond.

Now, with the North East Link project underway, the Greensborough Bypass will become the link between the M80 Ring Road and the tunnels taking traffic to the Eastern Freeway.

This upgrade has provided the opportunity to completely replace the old underpass with a parkland link featuring daylight, new paths separated from drainage, and vegetation. [\(BN Link\)](#)



## Could the Netherlands embrace helmets?

The Netherlands—once the gold standard for bike safety—is rethinking its long-standing opposition to bike helmets.

While the nation's streets have never been more bike-friendly, with all the safety features you would want in your neighbourhood, bike rider crash trauma has become a major concern.

Although helmets are worn by sports and touring cyclists, they are not generally used by commuters or riders on local trips. Only about 3.5% of riders use them.

And while the crash rate for bike riders can be low in the Netherlands, the injury rate can be high because riders have little protection against traumatic brain injury (TBI) when they do crash.

And crash they do. As in Australia the Netherlands is experiencing fewer bike crashes involving cars, but more that involve other bikes, or just solo riders coming to grief.

And while such incidents are less likely to involve serious injury, for those not wearing a helmet the odds of brain injury are significantly higher.

In 2022 a total of 88,000 riders ended up in a hospital emergency department, 66% of all road crash victims. About 25% of riders admitted to ED had a brain injury.



More than half of the collisions did not involve a motor vehicle and more than two thirds were over 70 years of age.

In a recent paper two of the nation's leading safety researchers, Fred Wegman and Paul Schepers questioned whether the country could truly be said to support Safe Systems and Vision Zero without addressing the problem of head injuries suffered by riders without helmets.

"It could be argued that helmets fit perfectly well in a Safe System approach," they argued.

"Modifications to cars can reduce injury in a collision, but in single-bicycle crashes, a helmet is one of the few possible measures to prevent serious head injuries.

"In case of a fall or crash, the use of a bicycle helmet was found to reduce serious head/brain injury by 60% and fatal head/brain injury by 71 % on average, while it is found that the protective effect is the same for children and adults."

Studies in the Netherlands have calculated that if the Dutch wore helmets the annual number of bike fatalities would be reduced by 85 and serious injuries would be reduced by 2500.

"In summary, wearing a helmet while cycling reduces the risk of head and brain injuries, and this reduction is higher for more severe injuries," Wegman and Schepers said.

"For safety reasons it is recommendable to wear a helmet while cycling and this intervention fits well into the Safe System approach, especially to prevent head/brain injuries in single-bicycle crashes.

"A helmet obligation could be more effective than encouraging voluntary wearing.

"Perhaps the latter may be needed to increase support in the Dutch society for an obligation. Helmet use by cyclists seems to be a very relevant contribution towards ZERO cycle casualties in the Netherlands."

From BN May 2024

### **Lael Wilcox**

On a world record attempt, Anchorage cyclist Lael Wilcox makes hometown pit stop before the final stretch. This week she passed 12,000 miles of the 18,000 miles completed to break the Guinness Records mark for fastest woman to circumnavigate the globe.

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By Wednesday morning she was already heading north. The last third of her journey will take her through British Columbia and across much of the United States. Wilcox spent nearly all of July riding across Australia and the early part of August in New Zealand. ([Link](#)) ([Guardin Link](#))



Irene Gerrard is feverishly bringing together and typing up a concise history of our club. She would be delighted to receive any contributions of your recollections about our club from over the years. Send to [allang@bigpond.net.au](mailto:allang@bigpond.net.au)

This image is of a statue of King Arthur from Tintigal Abbey, Cornwall



## Banyule BUG

Join Banyule BUG as we cycle along the Bellarine Trail for two days in October. Here are the details.

## Banyule BUG 2 day cycling trip to Point Lonsdale

**Dates:** Wednesday 23<sup>rd</sup> October to Thursday 24<sup>th</sup> October 2024

We will cycle along the Bellarine Rail Trail from South Geelong to Point Lonsdale, about 35 kms one way, along a fairly easy and flat track with a few gradual climbs. Lunch in Drysdale both days.

### • Wednesday 23<sup>rd</sup> October

Meet at Southern Cross Station to catch the 10:30 am train to South Geelong Station. Train only carries 6 bikes. If we have more than 6 bikes, we will make plans in advance, for some people to catch an earlier train.

If you miss the 10.30 am train, catch the next train in 40 minutes and someone will wait for you at South Geelong Station and ride with you to lunch at Drysdale.

From South Geelong Station, we will ride to Drysdale for lunch, which is about half way. Café Zoo in High St is good option for lunch. Following lunch, we will ride onto Point Lonsdale / your accommodation.

• **Thursday 24<sup>th</sup> October** – we will ride back to South Geelong Station, having lunch at a café, probably in Drysdale again. It is likely we will be back in Melbourne around 3:30 pm or bit later.

**Accommodation: please organise your own accommodation, here is an option:**

Point Lonsdale Guest House (motel) ph: 03 5258 1142

<https://www.pointlonsdaleguesthouse.com.au/> There are some family rooms available for sharing; comprising 2 bedrooms and shared bathroom.

**Wednesday night dinner about 6 pm ish**

Lonsdale Links (Point Lonsdale golf club dining room), about 1.7 km from the township. Ensure you have bike lights to ride back from dinner, or walk, or find someone with car.

**Thursday morning breakfast / first coffee, about 9:00 am ish** (please ensure you have checked out of your accommodation by this time)

Point Lonsdale has a number of cafes for breakfast / coffee.  
We could start riding about 10:00am on Thursday.

**Bring:**

Money, MYKI card if needed, usual cycling gear, dry clothes, rain gear, toiletries, medications, phone charger etc.

**Car travel:**

If you would prefer to travel by car to the Bellarine Peninsula; you could park somewhere and meet us at the South Geelong Station or beginning of the rail trail.

**Issues with train travel:** It seems there are only 6 spots for bikes on the Geelong train during the day. And occasionally trains turn into buses, buses will not carry the bikes.

**Interested:**

Please indicate your interest to Sue @ [suegriff@tpg.com.au](mailto:suegriff@tpg.com.au) ASAP. No, do not tell her on a ride, email her.



**Australia's E-Bike Moment**

*“Australia’s transport emissions are on the rise and on track to become our biggest contributor to the climate emergency by 2030.*

*Federal and state governments have taken commendable steps to facilitate a shift to low-carbon transport, through the National Electric Vehicle Strategy, new regulations for fuel efficiency, purchase incentives and tax credits for electric vehicles”.... read more.*

This is a lengthy article about the benefits of using an E-Bike produced by BN, but it is well worth reading and I recommend it to you. ([Link E-Bike Moment](#))



## Murray to Mountains Rail Trail reaches Yackandandah

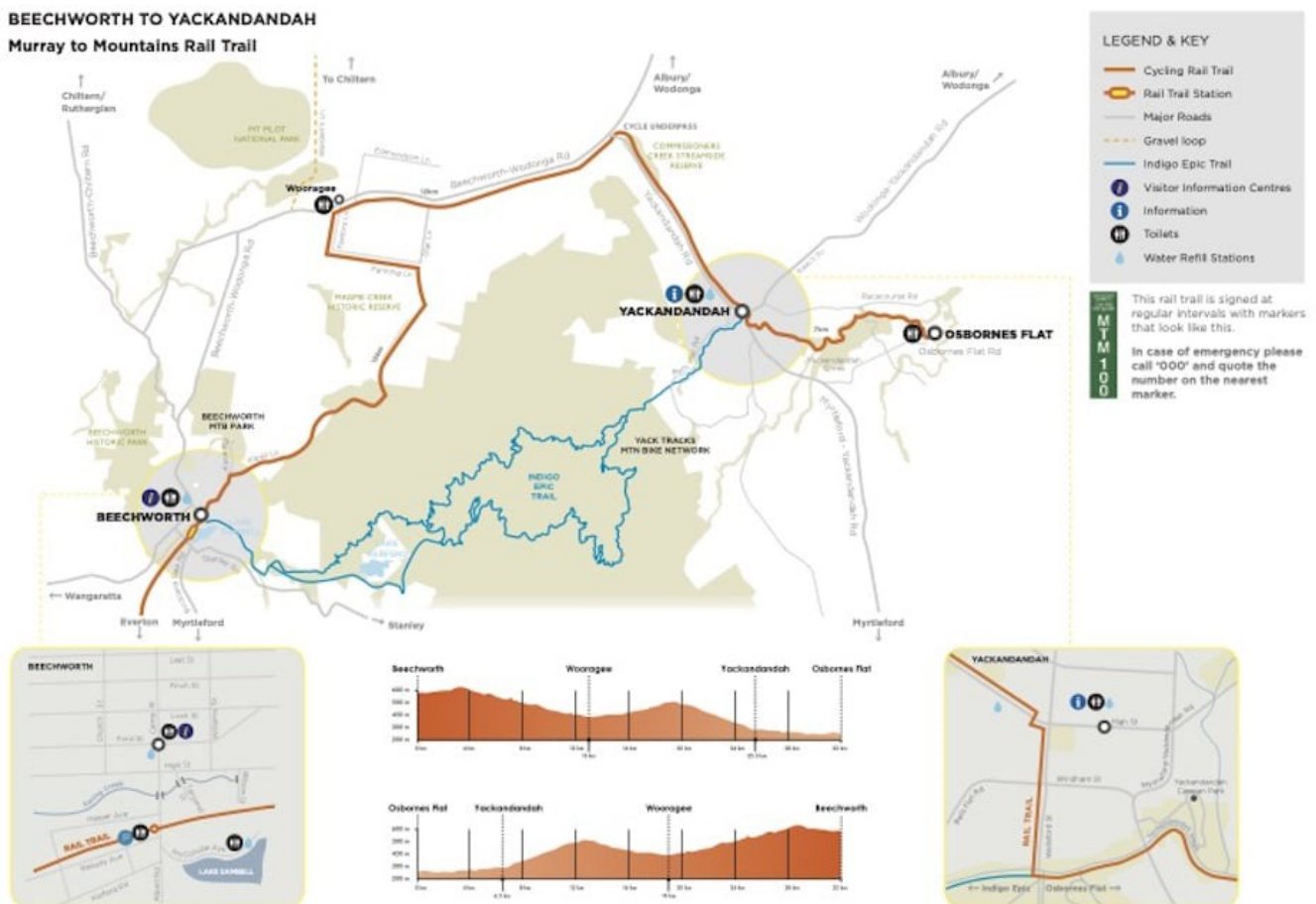
Looking for a new reason to ride the magnificent Murray to Mountains Rail Trail in Victoria's High Country?

Look a little further than Beechworth to the charming village of Yackandandah, where opening celebrations have been held for a long-awaited extension adding nearly 32km of world-class, off-road riding.

Funded through a \$5.2 million in investment from the Victoria Government, the new branch of the Murray to Mountains Rail Trail connects Beechworth to Yackandandah, with an additional offshoot to Osborne's Flat.

Completed section-by-section in seven phases, the extension features a mixed-surface trail across nine new bridges and an elevated boardwalk, for riders to breeze over the water and enjoy the views. Those travelling from Beechworth to Yackandandah will also enjoy a gentle downhill journey, and bike shuttles are available for the return if you'd like to park and soak up the local food and drink scene. The Murray to Mountains Rail Trail now spans 180km and is one of the country's premier off-road paths. The start point at Wangaratta is accessible by train, and visitors can opt for detours to Milawa, Beechworth and Yackandandah, or pedal straight through the rolling farmlands and picturesque valleys to the stunning township of Bright.

"The North East is quickly growing its reputation as a top destination for trail cycling through Ride High Country, and this extension to the High Country's Murray to Mountains Rail Trail will strengthen that reputation and bring even more visitors to the region," says Member for Northern Victoria Jaclyn Symes. (From BN)



## Calling on council election volunteers to help create streets that people love (BN)

Bicycle Network is supporting a new Streets People Love statewide local government election campaign to contact and score candidates in up the upcoming October council elections – and we are calling for community support.

The campaign has been designed to encourage local government candidates to consider and commit to create safe and pleasant streets for people to live, work, play and move in.

Community groups are encouraged to join the campaign and will be supported with candidate surveys and social media material via an upcoming [streetspeoplelove.org](https://streetspeoplelove.org) website, which will be launched on 5 September. [\(BN Link\)](#)

The following letter appeared on social media (FB). It gives an interesting breakdown of recent riding trends.

#### **From FB**

Just finished summarizing some market research for a client who mfgs bikes. Here are some key findings;

- The number one thing keeping people from riding is fear of vehicle traffic.
- ebike usage is gaining momentum. Two different segments. One that uses e-bikes for commuting, one that uses e-bikes for exercise via pedal assist. Prices are coming down but not fast enough for enthusiasts.
- Biggest growing demographic segment of riders 55+
- Rail trails are gaining in popularity but more are needed
- Consumers would rather buy their bikes at a local shop than online so they can test ride and ask questions. They cited bike shop employees as number one source of trusted information
- Definite shift to wider tires and gravel bikes in all segments except upper end enthusiasts. They want better protection against flats that don't slow them down.
- High interest in safety devices like rear lights and radars.
- Number one reason to ride was enjoyment followed by fitness

#### **Waverly Rail Trail**

This Rail Trail Development will not immediately impact our club's cycling, but it is great to see ANY cycling development taking place.



*“We have received funding from the Victorian Government to build the missing section of the Waverley Rail Trail, connecting Jordanville and Mount Waverley stations.*

*We are working on a preliminary design, and will be seeking your feedback soon.*

*The design will feature a shared path for walkers and bike riders, lighting, and safety measures at driveways and road crossings. Construction is expected in 2025, subject to funding and approvals”.*

[\(Link City of Monash\)](#)

## **Two cycling items I have found very useful**

### **Parkiteer**

Secure bike parking at railway stations. The sign up process is easy and thorough. It (did) cost \$50 deposit, but this requirement has been removed and it is free to use. While access to the secure cage gives a measure of security, it is advised and advisable to also chain lock your bike as additional security. I have found it useful on a few shopping trips to my local station and once on a bike ride. It's free – give it a go. [\(Link\)](#)

### **Edit GPX**

If you are at all like me, you will occasionally need to edit a gpx file. These are the files created by your cycling computer software. You might need to remove part of a track because you forgot to switch it off on the train. Or you might need to alter the time element of your ride. This piece of online software, GPX Suite, is excellent and free to use. I have found it works very well and has a lot of features. [\(Link\)](#)

***That's about it for this issue. I hope to see you out on a trail now the weather is improving. Safe riding and keep moving.***

***Send your contributions for the next newsletter to [allang@bigpond.net.au](mailto:allang@bigpond.net.au)***