

CYCLE

THE MEMBERS' MAGAZINE - No. 202
MAY TO JULY 2024



COMMUNITY CYCLING NEWS

- » MEET OUR NEW CEO, SUE BOWMAN
- » MT GAMBIER WOMEN TAKE TO THE PEDALS IN TRIBUTE TO WWII HEROINE
- » GRAVITY GIRLS MTB CLUB FLYING HIGH

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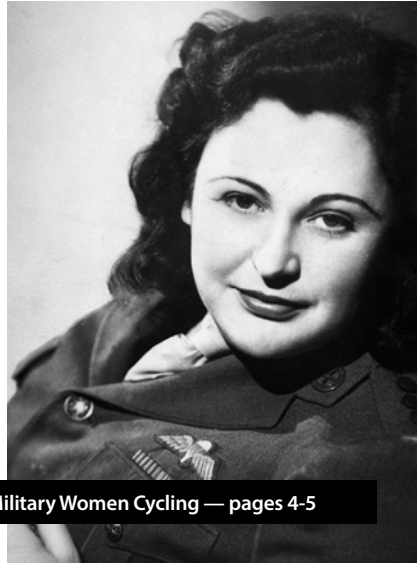
Front cover image:

Women's 24-hour solo winner Susie Green still found enough energy to launch herself into this wild jump at Dirty Weekend.

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Contributing to Cycle

Have you something you would like to contribute to *Cycle*? If so we'd love to hear about it. Please contact the Bike SA office. Email: office@bikesa.asn.au



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CHIEF EXECUTIVE'S NOTES

SUE BOWMAN



CHANGE OF MANAGEMENT BUT THE BIKE SA YOU LOVE REMAINS

Hello Bike SA members, supporters and friends.

By the time you read this I will still be dipping my toes into the shallow end of this great organisation but I am tremendously excited to be coming on board to lead the team serving this strong, diverse and passionate community of South Australian cycling enthusiasts.

Before I discuss what's ahead, I must pay my sincere respects to my predecessor, Brett Gillett, whose contribution over the past two years has been immense. He is an amazing human being whose energy will be sorely missed in the office and I am grateful for the comprehensive transition into the role that he has given me.

I have always loved sports, both as a participant and as someone fortunate enough to work in this energising and inspirational industry. While I have held roles working among elite level athletes, my passion is at the community, recreation and activity level.

So, for the past 11 years I was CEO of Little Athletics in South Australia, a role and an organisation that I adored. Their motto is "Be your best" and that's something I'll strive to achieve for the rest of my life after my time with them. It will also underpin how I will embrace the role of leading Bike SA.

After 11 years, I felt Little Aths could do with some fresh ideas. I knew my next role needed to be a community-focused organisation that had its members at the heart of it. Bike SA is that and more, and leading it is something I am very humbled to have been chosen to do.

I HAVE A VERY CLEAR UNDERSTANDING OF WHAT RECREATION MEANS TO COMMUNITIES AND I LOVE GETTING PEOPLE OUT, ACTIVE, LAUGHING AND ENJOYING LIFE.

Now I'm here, I feel very fortunate and can't wait to get involved with everything Bike SA is committed to achieving. I have a very clear understanding of what

recreation means to communities and I love getting people out, active, laughing and enjoying life.

I think this organisation is incredible. I don't believe in change for the sake of change – that will not be happening. My goal right now is to strengthen a steady ship. I love and value teamwork and I've already seen this is a strong team and a human organisation with heart, including our army of amazing, dedicated volunteers, for whom we are all tremendously grateful.

Mostly, for the next few months I will be learning. I am here now to introduce myself and share my enthusiasm for the activities and community we all share. But in three months, in the next edition, it will be a different conversation. I will be sharing what I have found and where I want us to be heading.

I want us to take that journey together and I intend to be accountable to you as we proceed. To that end, I want to hear from you and what you think about Bike SA. This will involve surveys and forums to grasp the big picture and I also encourage our members to stop by or call for a chat. This organization is a community and all members of a community deserve a voice in where we are headed.

I am very keen to understand the needs of all who call Bike SA their organisation. I hope you seize this opportunity and I look forward to meeting as many of you as I can throughout 2024 and beyond.

PRESIDENT'S NOTES

MAUREEN MERRICK



National Volunteer Week, Australia's largest annual celebration of volunteering, is being held from 20 – 26 May. This special event provides an opportunity to remind ourselves and reflect on the importance of volunteers and their invaluable contribution within the community and throughout Australia.

We would not be the country we are without our passionate and selfless volunteers who give so much of their time so freely.

As of 2020 (Australian Institute of Health & Welfare 7.9.20), one in four people aged 15 years and over volunteered for an organisation or group.

On behalf of everyone who uses Bike SA's services, I acknowledge our volunteers for the countless hours they spend in support of our organisation in so many capacities. Our volunteers are ride group coordinators, ride leaders, bike maintenance team members and administrative support staff as well as those who ensure the smooth running of our events by digging in to all manner of tasks like logistics, luggage, catering, route signage and support, ride marshals, tent logistics and security.

Thank you all so very much for your selfless and significant contribution, and for many of you it's a service you have given over countless number of years. To those of you who will be joining us as volunteers this year, know that we could not do what we do without your support.

It has been the cause of much sadness to many in our community that Brett Gillett, who has been our Chief Executive Officer for the past two years, has had to resign due to health reasons.

Brett's leadership of the organisation has taken us through significant administrative review resulting in our membership and events registration now being accessible on-line. The option remains, however, for those who prefer to do so, to call the office to renew their membership.

These changes, along with a more user-friendly website, are just some of Brett's many contributions, along with the infectious energy and enthusiasm for which he is so well known.

We wish Brett all the best for the future.

In mid-May Sue Bowman will commence as our Chief Executive Officer. Sue has worked in not-for-profit organisations for many years as a CEO and brings a wealth of knowledge and experience with her.

We extend a very warm welcome to Sue.

MILITARY WOMEN CYCLING TO CHANGE LIVES, INSPIRED BY ONE WOMAN'S EXTRAORDINARY COURAGE

When a young Liz Wheeler met World War II hero Nancy Wake AC GM in the late 1980s, she could never have imagined that almost 40 years later she would be using Nancy's incredible legacy to change the lives of female military veterans as well as entire communities in the state's South East.

Driving home to Mount Gambier from Anzac Day services in Canberra last year, Liz started talking with her friend Leanne Dunn about reading of Nancy's daring exploits in her biography, Nancy Wake by Peter Fitzsimons.

"I'd always been amazed by this incredible feat of endurance, this ride through enemy territory in 1944," Liz said. And before they knew it, these two non-cyclists had started planning for the Nancy Wake Memorial Ride they will be undertaking in France next year.

By the time they arrived home, they had an initial plan despite "still not having looked at a map" and they put the idea to several other female veterans in the region.

"We aimed for women around Mount Gambier who were well over 50 and had joined the Defence Forces at a time of great change when women were allowed to go into combat-related areas so we had that common cultural background. Lo and behold, a bunch of ladies said 'Why not?' and we went from there."

There will be five women on the inaugural ride next year, all military veterans from the South East. They are:

- **Liz Wheeler**, Army truck driver and medic
- **Leanne Dunn**, Navy radio operator, including on active service in Somalia and Iraq
- **Nicky Jellesma**, Air Force pay clerk
- **Kym Prosser**, Army Reservist, Ordinance Corps for over 30 years with operational service
- **Marcia Dening-Wasson**, WRAN radio operator (special).

NANCY GRACE AUGUSTA WAKE AC GM



A LIFE OF HONOUR, COMMITMENT AND COURAGE

1912

- Nancy was born on August 30, 1912, in Wellington, New Zealand
- She grew up in Sydney, Australia after her family moved there when she was 20 months old.

1932

- She left Australia for Europe in 1932 and settled in Paris, working as a journalist.
- The 1930s cemented her opposition to Nazism and, after Germany's invasion of France, she joined the Resistance in 1940.

1943

- She and her husband helped Allied servicemen and Jewish refugees escape from France into Spain. Eventually, she too had to flee and in 1943 she reached England and joined the Special Operations Executive before returning to France in April 1944 to help organise the Resistance before D-Day.

1949

- After the war she returned to Australia in 1949 but spent years in England, Australia and England again before her death in London in 2011 at the age of 98.

- She received the George Medal, 1939-45 Star, France and Germany Star, Defence Medal, British War Medal 1939-45, French Officer of the Legion of Honour, French Croix de Guerre with Star and two Palms, US Medal for Freedom with Palm and French Medaille de la Resistance for her courageous endeavours.

20

- Feb 2004 – Awarded the Companion of the Order of Australia (AC)
- Her medals are on display in the Second World War gallery at the Australian War Memorial in Canberra and the bicycle she rode in her brave 500km cross-country trek is on display at the French Resistance Museum in Blois, France.



Kate and Brydie from Bike SA with the team after their bike maintenance course generously provided by the City of Mount Gambier

The purpose of the ride is to raise the profile of women veterans of the ADF, while celebrating the life and achievements of Nancy Wake and striving to improve the health and wellbeing of women aged over 50 living in regional South Australia.

The ride will pay a truly fitting tribute to the courage and tenacity of Nancy Wake. Plenty of people these days organise fundraising rides. But these women have planned and organised a ride on the far side of the world, covering 500km on upright touring bikes – doing their best to replicate Nancy's experience - and they all had rarely, if ever, ridden a bike before.

"Leanne (Dunn) hates riding. We have an index called the Dunn Curse index for our training ride which indicates how bad a ride has been. We



Nancy's Bike in the Blois Resistance Museum



NANCY CONQUERED THAT CHALLENGE IN THREE DAYS, IN A DRESS AND STOCKINGS WHILE FLIRTING HER WAY THROUGH THE GESTAPO CHECKPOINTS. WE WILL TAKE A MORE LEISURELY APPROACH AND WILL VISIT SCHOOLS ALONG THE WAY TO SHARE NANCY'S STORY.

Nicky Jellesma, Liz Wheeler, Kym Prosser and Leanne Dunn after a training ride



As part of that, we'll be running a GoPro throughout the ride which will allow anyone back home across Australia to join us on a virtual ride,

which will be a fundraiser for MESHSA. And the money raised will stay in SA."

Liz is now in the process of reaching out to communities along their route in France to arrange for opportunities to talk about Nancy Wake and their reason for being there.

After they arrive in Paris – shortly after Anzac Day next year – and before they begin their ride, they will head north to Fouilloy to make a presentation to the Sir John Monash Centre, a museum and interpretive centre that commemorates Australian servicemen and women who served on the Western Front during the First World War.

From there, they will head south to Blois, where the bike that Nancy rode is on display at the French Resistance Museum there.

They will finish their ride in Montlucon, where Nancy fought in several battles and where, just outside of town, her ashes were scattered after she died in 2011 at the age of 98.

would be flying first class to France if we had a fundraising swear jar on our rides," Liz said.

"But she is one staunch lady. To see how far she has come is truly remarkable. Most of us started out on the Mount Gambier City Council free hire bikes, we didn't even have our own bikes.

"Some of us are still falling off. But from our military way of thinking, this is a mission and we will complete it. That's a given. If we have to carry each other up a hill, that's what we will do."

As a Resistance fighter, Nancy sabotaged German installations, organised parachute supply drops and maintained radio contact with the Special Operations Executive in Britain. When the radio codes were lost, she cycled about 500km across occupied central France in 72 hours to organise replacement codes.

"Nancy conquered that challenge in three days, in a dress and stockings while flirting her way through the Gestapo checkpoints," Liz said. "We will take a more leisurely approach. We will be riding regular bicycles and anticipate it will take us two weeks. We plan to visit schools along the way to share Nancy's story with the locals.

"Something we really keep at the forefront of our minds is that although we are a bit older than Nancy was (she was 32) when she did this ride, she didn't train for it. There was a job that had to be done, she put herself up for it knowing that she was the person most likely to get through the enemy lines. They looked at getting a newer bike for her but she said 'No, I've got to get through looking like the average person and they're riding old bone-rattlers'. She had a basket on the front filled with stuff that would be going to market. She needed to look the part of a young lady riding around doing her chores.

"The Gestapo, who knew her as the White Mouse, were hunting her. If she had been recognised and captured at any time throughout this long journey, she would have been tortured and shot."

While it was important to Liz and her team-mates for the first ride to have the small team it does, this event has already generated significant interest across Australia as well as in New Zealand. And their hope is for the memorial ride to be an annual affair which they will open up to people of all ages and abilities who want to share the experience and keep alive the memory of those who risked everything to stand up against the Nazis.

Even before they leave for Europe, they are making an impact on their region. Their training rides, as they build from nothing to long days on the pedals, have been based around engaging and inspiring local communities.

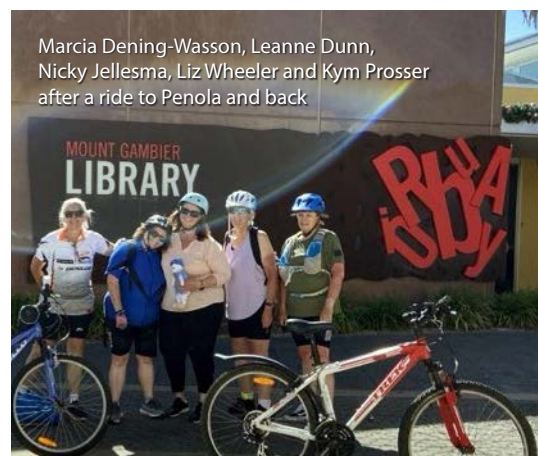
"We have caught the imagination of so many people. We ride out to small country towns and give presentations to the local communities and to schoolkids. In Kalangadoo at the end of December we had a dozen kids and adults of all shapes and sizes ride into town with us, join us for lunch and ride us out again. It was fantastic," Liz said.

"People have just been hopping on all sorts of bikes and having a great time with us. And the number of people we meet who say they want to come for a ride with us is huge. If we help one person get on a bike, that's great."

Beyond the motivation they are providing for individuals and communities to hop on bikes and improve their health, the ride itself and their preparation is serving as a means to safeguard people's health and wellbeing.

"We are doing a research project as part of this endeavour, monitoring our physical progress through the training and the ride itself. MESHSA – Military Emergency Services Health Australia – is doing a study on us with regards to our mental health and our approach to this whole mission - our training and the challenges we face to get into the saddle on any given day," Liz said.

"We are maintaining journals and they will take data from us during the ride in France.



Marcia Denning-Wasson, Leanne Dunn, Nicky Jellesma, Liz Wheeler and Kym Prosser after a ride to Penola and back

If you wish to help with fundraising for their ride, they are gratefully accepting donations at Nancy Wake Memorial Ride - Bendigo Bank BSB 633-000 Account 209 266 089.

Or follow them on Facebook - Nancy Wake Memorial Ride – and contact the group through that page. They will also soon have a GoFundMe page set up in the same name.

Bike SA will be following Liz and her friends as they prepare for their ride to pay their respects to Nancy Wake. Keep an eye on upcoming editions on Cycle, blogs on our website and our social media for updates on their courageous project.

BRIGHT, SUNNY DAYS AND BRIGHT, HAPPY RIDERS MADE FOR A FUN & FABULOUS DIRTY WEEKEND

Dirty Weekend 2024 – the highlight of the South Australian mountain bike calendar – served up another dose of cross-country awesomeness thanks to the dedicated Bike SA team and a start list of pumped-up singletrack junkies on April 27-28.

Revelling in the stunning environment and superb trail network of Fox Creek Bike Park at Cudlee Creek, our field of competitors pushed themselves day and night over the challenging 9km course, braving the Rocky Outcrops, railing bermed corners and digging deep to work up the climbs.

Not one of them will disagree that those climbs just got longer and longer as the 24 hours wore on, but still they persisted.

Battling gravity on the climbs was tough but, as you'll see in the pictures, there was plenty of gravity defying as well when both wheels left the ground and riders looked more like pilots. Bravo to all the daredevils!

Thanks must go to Forestry SA for their invaluable hospitality and support as well as to the volunteers who put so much time into manicuring those trails in the lead-up to the event. So many more hardworking volunteers were on hand throughout the weekend, and they too deserve our heartfelt gratitude.

Away from the singletrack hard charging, the Event Village was a hive of activity. Cycle Closet, Knarly, Ride Union – who also provided the mechanical support – and Gravity Girls MTB Club brightened up the area with displays while All Fired Up pizzas, Donut King's sweet treats and coffees and the sublime creations of the Union Bridge Brewery & Distillery kept everyone deliciously fuelled up.

And, as usual, Event Medical Plus was on hand throughout to render aid and Malcolm Robertson from Event Strategies Race Timing kept track of all the laps ticking over.

The much-loved Forest Fairies outdid themselves this year – and that is truly saying something – by adding a mushroom-shaped inflatable bouncy castle to their 24-hour disco, light show and all-round entertainment over at the Thomas Hill Lookout. Anyone who was struggling to stay awake on the grind up there was well and truly pumped up again as they rolled down onto Green Corps.

We love Dirty Weekend! It's a celebration of the fun, the community and the free-spirited joy of riding that mountain biking is all about. We can't wait to see all of you getting down and dirty with us again in 2025.



THE WINNERS

24HR SOLO

- M Ray Friedrich, 39 laps
- W Susie Green, 30 laps

24HR DUO

- M Team Tubeless & Clueless, 41 laps
- W N/A
- MIXED Team What the Fox, 21 laps

24HR TEAM

- M Team Late Night Trail Lizards, 53 laps
- W N/A
- MIXED Team Stump Thunk, Skunk Stunk, 49 laps

12HR SOLO

- M Brett Washington, 27 laps
- W Nicola Harford, 5 laps

12HR DUO

- M Team Cycle Closet Dynamic Duo, 26 laps
- W Team Whiteboard Warriors, 17 laps
- MIXED Team Puckerbilus, 24 laps

12HR TEAM

- M Team Dirtwork Landscapes, 22 laps
- W N/A
- MIXED Team ARC8/Ride Union, 25 laps
- YOUTH Team Rat Attack, 33 laps

6HR SOLO

- M Max Coleman, 13 laps
- W Michelle Krockenberger, 9 laps

6HR YOUTH TEAM

- Team Supernovas, 15 laps

3HR E-MTB

- M Roger Dutton, 7 laps
- W Felicity Salkeld, 4 laps



GRAVITY GIRLS FLYING HIGH AS WOMEN'S MTB CLUB TAKES OFF

Moira Love has long been passionate about encouraging women and girls to take up mountain biking and now her persistence and energy have finally paid off with the formation of Gravity Girls SA, a club "committed to creating a safe, supportive and fun community for girls who love to mountain bike".

Despite existing as a popular Facebook group for 11 years, the club is only a few months old but it is already generating huge interest and in April completed its inaugural multi-disciplinary race series.

Despite their name, the club encompasses all types of mountain biking, not just downhill. Their 2024 race series started with a cross country



marathon (XCM) event at Craighburn Farm, followed by a gravity enduro at O'Halloran Hill and a downhill at Fox Creek.

The race series is about giving people the chance to learn and experience different race formats in a really fun environment. And to eliminate any perceived race stress, they have competitive categories but also a 'just for fun' division.

"Our primary goal is to bring female mountain bikers together to build a strong community of like-minded bike lovers," Moira, the club's founder and president, said. "We are for female mountain bikers aged 10 and up and of any ability. We organise club rides, shuttle days, weekends, events and races."

The club, which already boasts 65 members, began last November with a free launch event of guided rides at O'Halloran Hill that attracted more than 100 women and girls to participate.

"It was a huge success, the enthusiasm was amazing," Moira said. "So many people were stoked with the event it's something we want to try to replicate every year. We've had so much positive feedback about having a club for women."

"MTB is predominantly a male sport so I think women seeing other women participating in it is really important. Having that presence, that example set to women or girls who may be inspired by that is really special. And so is having that time to get away from the pressures of family, work, whatever, and get together as a group of women."

Gravity Girls SA became affiliated with Auscycling – which supported them with great enthusiasm – in January which gave them the insurance to cover their rides and also the connections and engagement to help the sport continue to grow.

All Smiles - Anook Simpson loving the O'Halloran Hill trails. Picture Tanya Fielding



Picture Tanya Fielding



Gravity Girls founder Moira Love launching off a jump on Shapeshifter at O'Halloran Hill. Picture Tanya Fielding



Loyal Norris takes flight at the O'Halloran Hill round. Picture Tanya Fielding

While GGSA is the only one affiliated with Auscycling, the Gravity Girls name is used by groups across Australia and Moira and her team are regularly in contact with their counterparts.

"We have all connected, especially with Western Australia and Tasmania, and down the track we would love to hold a national event," Moira said.

If you would like more information or to join GGSA, check out their website at gravitygirlssa.com.au or follow Gravity Girls SA on Facebook or Instagram.



Gravity Girls committee members Ann-Marie Chowles, Moira Love, Talia Simpson and Susie Green



Kelly Fettes having a blast at the O'Halloran Hill round. Picture Tanya Fielding

COUNCILS ARE SHIFTING GEARS IN THEIR SUPPORT OF CYCLING

In the past few months there has been a flurry of exciting activity at the local government level around Adelaide and in regional South Australia. It is encouraging news for cyclists of all persuasions and we, as a community, should be sure to both acknowledge and utilise these developments.



Save money by taking advantage of council subsidies for bike purchases



CITY OF ADELAIDE

In January, Adelaide became the first council in mainland Australia to commit to a bike subsidy scheme when it adopted a proposal to offer residents and businesses rebates for the purchase of e-bikes or standard bikes.

At its January 30 meeting, the council voted to support Councillor David Elliott's motion to develop the parameters for bike-purchase subsidies as part of the Sustainability Incentives Scheme. It also voted in favour of council celebrating World Car-Free Day in September which is a welcome development.

The details for the subsidies were announced in April. Through the Incentives for Sustainability scheme, the council is offering a 20 per cent rebate up to \$500 on the purchase of an e-bike for commuting purposes and 20 per cent up to \$1000

for an e-bike conversion kit or a cargo or e-cargo bike.

One priority of the council's draft Integrated Climate Strategy is to "triple the number of city workers who cycle to work and double the number of local residents who walk to work by 2030". Council's endorsement of Cr Elliott's motion is a huge step towards achieving those numbers.



If you have taken advantage of either of these councils' schemes, we'd love to hear about your experience. Email us at office@bikesa.asn.au

CITY OF HOLDFAST BAY

The City of Adelaide declared its intentions first but soon after, Holdfast Bay leapfrogged them

WILL EYRE PENINSULA BE THE NEXT BIG THING FOR BIKE TOURISM?

KIMBA The District Council of Kimba is in the early stages of discussions about a proposed "Outback to Ocean" cycle trail.

The vision for the project – which for now is still a feasibility study – is for a sustainable venture aimed at attracting gravel riders (but presumably also suitable for MTB riders) on a trail from Kimba through the spectacular Gawler Ranges National Park then south to the breathtaking Southern Ocean views at Streaky Bay.

The council's Economic Development Manager, Mel Garibaldi, said it had been considering the concept of the trail for some time. When we spoke in March, she said they had engaged a consultant who will ride and explore the territory, assessing the possibilities.

The plan cannot help but invoke comparisons with the 500km Walk the Yorke cycling and walking trail that is already proving enormously popular. Bike SA is excited by the possibility of another cycle tourism/adventure/bikepacking opportunity in South Australia, and we applaud the Kimba Council for their creativity and drive in proposing such a venture.

CLEVE The District Council of Cleve has identified areas in its region with great potential to host MTB events. They are investigating the possibility of developing an "extreme sports" event to attract tourists to the region from interstate and even overseas.

Already, on 20 April, they hosted a thrilling, free gravel biking event called Peak, Pedals & Pints at nearby Darke Peak. With the choice of three routes – 29km, 60km or 120km – the day gave participants the opportunity to explore a unique corner of Australia they may not have ventured into before.

Cleve Mayor, Phil Cameron, said the inaugural event was a great success and now their cycling plans are returning to the potential of MTB events. They aim to establish trails on Carapee Hill and the Darke Range, both of which they consider "idyllic locations for mountain biking".

"Carapee Hill boasts the highest point on the Eyre Peninsula, with striking scenery and rocky outcrops," Phil said. "We envision developing an intricate MTB trail network catering to riders of all abilities."

by bypassing the proposal and simply launching their own e-bike subsidy scheme.

Through the Green Living Rebate Scheme, residents can claim a \$300 rebate on the purchase of an e-cargo bike or a \$200 rebate on a standard e-bike.

E-bikes are just one of more than a dozen items that receive a council subsidy via the scheme and households and businesses can receive one rebate per financial year on one of the items on the Green Living Rebates list.

CITY OF BURNSIDE

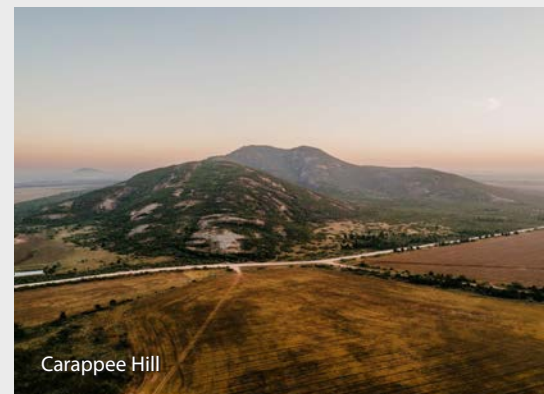
In April, Burnside finished the public consultation phase of its citywide Bicycle Network Plan. The intention of the plan is to deliver a safer bicycle network and encourage more people to ride their bikes.

Importantly, Burnside is putting together an overall long-term vision that can then be gradually implemented. Considering active transport support across the whole council area, the plan also includes a focus on inter-council connectivity.

Bike SA will closely follow the progress of this work.



Gawler Ranges



Carapee Hill

PORT LINCOLN

Port Lincoln mountain bike enthusiasts face the prospect of losing their most popular MTB venue – Fort Hell – to development with few opportunities available to them to ride elsewhere. Bike SA has had productive contact with the Port Lincoln City Council and we will keep you updated about any developments as they occur.

BEFORE YOU RIDE, KNOW YOUR RISKS AND RESPONSIBILITIES



As much fun as mountain biking is, there can be consequences – physical, legal, financial – for getting things wrong. It's best to know before you go

Ride at your own risk: Most off-road riding (MTB parks, off road trails like the Mawson Trail etc) though they have been created and are maintained usually by government, are “ride at your own risk” options. Should you suffer loss or damage using such a facility, do you have any recourse? And also, what are the consequences including facing hefty costs for rescue/recovery should you ignore legal warnings or directions that apply to such venues?

BY SARAH VINALL, PARTNER AT ANDERSONS SOLICITORS



South Australia is a great place for bike enthusiasts to get out and explore nature in the many off-road trails around the State. The trails offer varying grades of difficulty and associated risk for those choosing to ride them.

All riders must be aware that they are responsible for their own safety and must take steps to minimise the risk of injury to themselves and others. This can include wearing protective equipment including a helmet that is fitted correctly and complies with the relevant safety standards and ensuring their bikes are well maintained and suitable for the terrain they are riding on. It is important to consider the difficulty of the trail and whether it is suitable for their level of experience.

Many trails that are on public land will have signs erected showing the level of difficulty of the trail and level of experience and fitness required to ride on the trail. However, it is important to note that the state of the trail can change quickly depending on many factors including weather conditions, recent rain, fallen trees, wild animals etc. Accordingly, a cyclist cannot simply rely on the signs, and needs to make their own assessment of the trail and its suitability on the day for their equipment and abilities.

If a bike rider is injured while riding on a trail, there is the possibility of making a personal injury claim for their injuries, but only if you can establish negligence against the landowner or another person. Negligence in these situations

can be hard to prove and the courts will always look at what steps were reasonable for the landowner or other person to take, in all of the circumstances. In almost all cases there will be an allegation of contributory negligence, that is that the injured rider acted in a way that contributed to their injury.

It is important to note that the nature of off-road bike riding means it carries a real risk of injury. This inherent risk will be taken into account when determining whether it is possible to make a negligence claim for the injury.

If you are injured and believe that your injuries were caused by the negligence of another person, it is important to seek prompt legal advice with a lawyer experienced in personal injury claims. They will be able to provide advice on whether you can make a claim and what evidence you will need to establish a claim.

You should ensure that you have adequate personal insurance to cover the expenses associated with being injured on an off-road trail such as hospital and ambulance cover, income protection insurance and total and permanent disability insurance to cover any medical bills and time off work arising from a bike accident. Income protection and total and permanent disability insurance is often linked to your superannuation. If you are unable to return to work, you may be able to make a claim for total and permanent disablement, as part of this insurance.

When engaging in off-road riding there is also the very real risk that you could cause injury to a person or damage to property. If this occurs, compensation may be sought from you, so you need to ensure that you have adequate public liability insurance that would cover you in these circumstances.

Bike SA offers insurance cover to its members that applies whenever and wherever members are riding their bikes. That's 24/7, anywhere in the world. Coverage includes third party property damage & bodily injury insurance cover, personal accident insurance, death & permanent injuries cover, some medical expenses and more. Contact the Bike SA office or go to bikesa.asn.au/ membership to find out more.

Andersons is a proud partner of Bike SA and provides Bike SA members with a host of benefits including a free 30-minute initial interview, 10% off legal services, free simple wills, and no-win, no-fee on most personal injury matters. If you need advice or would like to find out more, please contact the team at Andersons on 08 8238 6666, email enquiry@andersons.com.au or see www.andersons.com.au



CITY COUNCIL'S PLANS DEMAND A COMMITMENT TO SAFE BIKE LANE NETWORK

There are some things that – no matter how important or advantageous – are pointless to embark on unless you're going to go all the way.

People won't use half a bridge. No leader would declare intent to double the size of a town without first providing the power, water, roads etc to enable it. Piecemeal progress is not always progress and, in some ways when it comes to cycling infrastructure, it can actually be detrimental.

When state or local governments reach out to Bike SA to seek our input on proposed cycling infrastructure on only part of a street, road or network, the prevailing view in the wider community is that we should jump at it and be grateful for whatever we get.

But if that cycle lane segment proceeds only to sit empty because at either end it dumps cyclists back out into the less safe environment that was there before, the backlash of "no demand", "wasted money" or "focus on motor traffic" will leave active transport worse off.

Incremental improvements in driver behaviour, end-of-trip infrastructure, and active or public transport incentives are admirable and welcome. And most infrastructure improvements are always going to be section-by-section, but these major works are almost always preceded by announcements spelling out in detail the planned end result.

More than 60 per cent of survey respondents say they would cycle or cycle more if they felt safer doing so. Incremental infrastructure does NOT achieve that feeling of safety. In fact, in some ways it can have the opposite effect. People who take to new infrastructure only to emerge into a surprisingly exposed environment when it ends may have their confidence crushed and give up.

If Adelaide really wants to reap all the benefits that a threefold increase in the number of commuters cycling into the city will deliver, we need to announce such a bike lane network to encourage that level of increased participation on the day the facilities are ready.

The sky will not fall, businesses will not go bankrupt and the city will not become a ghost town.

These fearmongering tropes dredged up to argue against any type of active transport development are not only wrong, they stand diametrically opposed to the lived experience of every city worldwide that has switched priority to people over motor vehicles in recent years.

Sections of cities made quieter, cleaner, safer and calmer by limiting or eliminating motor traffic in favour of walking and cycling have consistently proven to be places where businesses thrive because people are more inclined to visit, they stay longer and they spend more.

and Flinders/Franklin and Sturt/ Halifax where bike lanes already exist and only need enhancement. Don't forget that plenty of time and work went into the planning of the East-West Bikeway before it was abandoned in 2021. These routes would offer huge incentive to ride and would virtually guarantee the 2030 goal will be met.

It should be noted that the council is undoubtedly raising the bar with its long-term plans around transport, the environment, pollution and safety and we have confidence that the leadership that has been moving in a clearly sustainable direction under Lord Mayor Jane Lomax-Smith will set down a bold agenda to enable their goals.

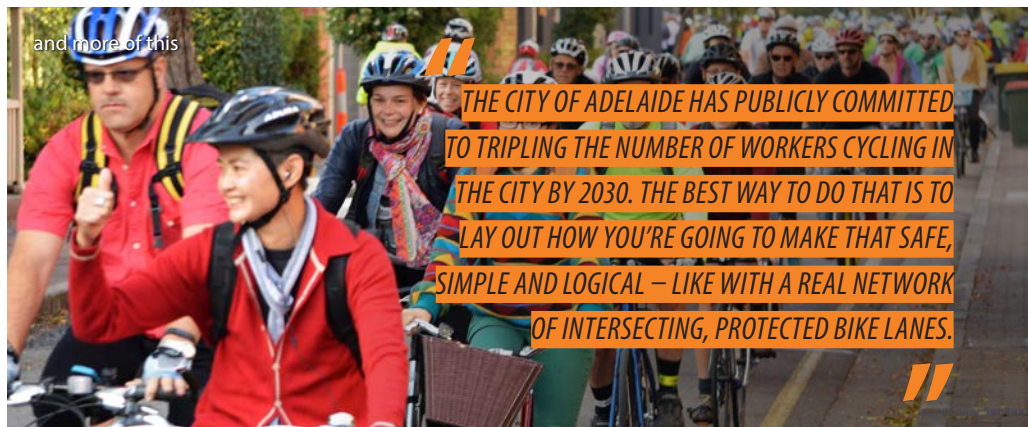
No administration should be judged by the actions of its predecessors but, in recent years, active transport and environmental advocates have had to swallow City of Adelaide actions like Drivers' Month, the East-West Bikeway cancellation and doing nothing to join the worldwide movement of installing pop-up bike lanes during the Covid-19 lockdowns.

We have earned the right to seek a redress of this imbalance.

Following on from the council's announcement to achieve goals in keeping with its Integrated Climate Strategy, such a declaration of a commitment to action as building a full, protected cycle network would inspire in people the



Less of this ...



and more of this

THE CITY OF ADELAIDE HAS PUBLICLY COMMITTED TO TRIPLING THE NUMBER OF WORKERS CYCLING IN THE CITY BY 2030. THE BEST WAY TO DO THAT IS TO LAY OUT HOW YOU'RE GOING TO MAKE THAT SAFE, SIMPLE AND LOGICAL – LIKE WITH A REAL NETWORK OF INTERSECTING, PROTECTED BIKE LANES.

Such announcements inspire confidence, certainty and motivation, which, for encouraging active transport, are priceless.

The City of Adelaide has publicly committed to tripling the number of workers cycling in the city by 2030 as part of its admirable Integrated Climate Strategy.

Doing so would require encouraging many new cyclists to leave the car at home and ride to work and the best way to do that is to lay out how you're going to make that safe, simple and logical – like with a real network of intersecting, protected bike lanes.

If you don't believe the overseas examples, consider Adelaide's own prime test case. Rundle Mall used to be open to traffic as Rundle Street and when the decision was made to pedestrianise it in 1976, the doomsayers of the day warned of ruination for us all.

It is now Adelaide's most lucrative retail precinct and only a lunatic would consider returning it to a vehicle thoroughfare.

The Frome St Bikeway already exists and will soon be extended north to the River Torrens. Now imagine another bikeway further west and two running east-west. Perhaps the likes of Morphett Street

confidence that would make its goals a reality.

Piecemeal planning and action would virtually guarantee the opposite.

One bold, forward-looking step deserves to be followed by another and may just lead to dominoes of action that truly moves us on from the long-stale status quo into a brighter future.

We have been sitting at a tipping point of history for years just watching on the sidelines while cities all over the world have led the way. It's time for Adelaide's moment in the spotlight.

It's time to act.

MEMBER STORIES



The Grapevine

Newsletter of the Wine Guild of SA (Inc)
www.wineguldssa.com

CAROL SWITCHED BOTTLE CAGES FOR A WINE RACK ON THE 2023 TOUR

Bike SA board member Carol Seely has many passions and – quite sensibly – two of those are cycling and wine. Although never too much of both at the same time.

And now, with her pedals, elbow and keyboard she has managed to combine those two, mixing the subtle hints of earth, spice and wood with

chain lube and the intoxicating sounds of whizzing gears and rubber meeting the road.

In the November 2023 edition of *The Grapevine* – the newsletter of the Wine Guild of SA – Carol wrote a two-page spread on the 2023 Bike SA Annual Tour and its journey through the heavenly wine country of the state's southeast, starting and

finishing in Mount Gambier and roaming through the vineyards that are spread throughout the Limestone Coast region.

Read Carol's article in *The Grapevine* below and, if you share her love of a fine drop, check out the guild's website at wineguldssa.com.

NOT THE ULEYBURY FUNCTION

Sure, some of you visited a winery in October... meanwhile, others of us were on a fully-fledged tour of an iconic SA wine area. I speak here of the SE of SA, which plays host to Mt Benson, Robe, Wratonbully and Coonawarra - to name but a few of its wine regions.

Okay, so it wasn't really a wine tour - it was actually a cycling and camping trip. But the principle's still the same, isn't it?

Starting at Mt Gambier, Day 1 was a ride over the Victorian border to Nelson. Typically, given that it's Victoria, it rained! In fact, it was very definitely cold, wet and windy! Makes you wonder why Victoria bothers to exist. In fact, I've always thought that the only reason to have Victoria at all is so we can get our cars through to the Spirit of Tasmania Ferry.

The return to Mt Gambier also made me speculate on another fact: given that Mt Gambier's entire industry seems to be based on planting trees, haven't they ever heard of windbreaks? Having ridden out of the pine plantations the open, flat, treeless areas surrounding the mount itself were, on that day, an almost endless windy suffer fest!

Still, back at camp and, eventually, dried out and warm again it was time to try some wine! Our hosts, and bar, for the evening were the South Gambier Football Club and I quickly got the impression that they haven't sold a wine for quite some time... perhaps ever! Upon enquiring about the Wine List I was directed to the other end of the bar. Still unable to find it there I asked again - and it turns out that I wasn't going to find a Wine List but "the wines themselves" instead. So peering to the back of the bar I discerned the three choices on offer - Zema, Zema and Zema. Oh well, at least it's local. I chose Zema

Day 2 turned out to be another cold, wet and windy suffer fest to find, eventually, Beachport. Still no vines to be seen - hardly surprising, I think they would have shrivelled up and died in these conditions. BikeSA provided this evening's bar

service with a choice of three different locals - Di Giorgio, Di Giorgio and Majella. Oh dear, I'm not very good with decisions.

Day 3: Finally, some sunshine and finally, some vines. Today took us through both Robe and Mt Benson with beautiful vine-vistas to either side as we cycled through to Kingston (SE) (with a pause, on the way, at Wangolina Station for afternoon tea). Guilders may remember Wangolina Station, as we visited them as part of our tour in 2013. My overriding memory was of the Winemaker, Anita, suggesting that Gin and Moscato is the breakfast of champions.

Despite being only just outside the Mount Benson Wine Region, Kingston Football Club seemed no more familiar with pouring a wine than the previous Footy Club had been. At least, though, there were so many to choose from that I can't even list them here. However, after selecting a Wangolina Station Tempranillo I was asked if I would like a small pour or a large pour. With a view, solely, of avoiding unnecessary wear to the floor, I opted for the latter. However, the Sommelier was unsure what to charge for the large pour so he asked his colleague - only to receive the reply "I don't know, we don't do large pours!" After some spirited negotiation we settled on a price acceptable to all.

Day 4 proved very interesting on the wine front as we cycled back inland to Naracoorte. What made vines and wines such a focus today is that there basically wasn't any! I was genuinely surprised that between the coastal districts and those of Wratonbully and Coonawarra there seemed no appetite for sticking the odd row of vines into the earth. It seemed good growing country, mind, just maybe not for vines.

Day 6 saw us heading down to the famous Coonawarra - via a somewhat inland route to keep us off the main highway as much as possible. Lunch was served on the lawns of Wynn's Estate where, much to my surprise, there had been set

up an impromptu wine tasting table. With a small selection of Wynn's staples to sample with lunch, it was one of the best lunch break settings we'd seen.

Naturally, on leaving Wynn's, it was practically mandatory to take a picture of the now almost iconic Coonawarra Railway "Station". Interestingly, the railway line for the length of the Coonawarra (from the first wineries in the north all the way south to Penola), with the exception of about 100 metres in front of the aforementioned iconic "Station", has been converted into a "rail trail" for bikes and walkers. There you are, everyone, a new way to explore the Coonawarra – don't drink and cycle!

On arrival in Penola I checked out the town. Feeling that I was insufficiently devout to visit the Mary MacKillop Interpretive Centre I opted, instead, for the Koonara Wines Interpretive Centre (and Cellar Door). Again, Guilders may remember this from our 2013 visit. With free shipping at Koonara on orders of six or more it was a task lacking in any difficulty whatsoever to find six that I liked! Incidentally, the place was packed - mostly with people who appeared to have arrived by bicycle!

Finally, Day 7 saw us riding back into the cold, wet and wind on the return to Mt Gambier, where, that evening, I discovered that the South Gambier's had added another option to their wine portfolio - Koonara. Have they been following me?

That evening, and overnight, a tempest of almost biblical proportions settled upon us... perhaps more of us should have visited Mary and less Koonara!

Post Script:

Of course, it wouldn't be a Guild function without having access to a viticulturist or a winemaker. On this particular trip Jon, of Banks Thargo Wines, filled both roles eminently. Jon is a fellow cyclist and he regaled us, throughout the trip, with information on local grape growing and winemaking - as well as general tourist knowledge (being a local). Jon sells some of his fruit locally and that which he does make into wine he sells mostly through boutique wine stores in Victoria.

MEMBER STORIES

GAWLER WHEELERS – A VERY WELCOMING GROUP WITH RIDES TO ACCOMMODATE MOST TASTES

Each week, the Gawler Wheelers organise three rides, usually starting from Gawler. The rides are chosen and posted weekly on Facebook so that people can decide which ride they'd like to join.

The ride classifications are simple:

- **A Rides** – These are becoming more popular. They're over a shorter distance (roughly 50km to 60km) and proceed at a more leisurely pace.
- **B Rides** – Our most popular rides, these are usually a little further and a bit quicker, with some more climbs thrown in to offer a challenge.
- **C Rides** – Test yourself with these, they are longer, harder and faster.

Once a month we throw in an additional gravel ride that takes in the wonderful scenery of the Barossa Valley and surrounding areas. These are a great way to get some kays into the legs while minimising the bitumen and cars.

All rides return to the Exchange Hotel for a catch-up, coffee, beverage and breakfast burger. Two riders are chosen to receive a bottle of wine award – generously donated by the Exchange Hotel.

Each ride has a Ride Captain, who ensures that we don't get lost and keeps everyone safe. A report is posted on Facebook for each ride, along with some photographic evidence. A TEC (Tail End Charlie) is provided for the B ride to ensure no one is left behind.

Come along and join in. We'd love to have you.

Gawler Wheelers Two Wells



VALE GRAHAM HILL

It is with sadness that we must report to all those who rode or volunteered with Graham, that he passed away late last year.

Graham had been a long-time Bicycle SA member, having been involved from the early years up until a few years back, when his wife became ill and he had to scale back his generous efforts to care for her.

Before that, he was a hardworking volunteer for many years on Bike SA tours and also worked alongside another much-loved member, Jo Smet, maintaining and repairing parts of the Mawson Trail.

I, myself, had the pleasure of riding with both Graham and Jo on a number of tours, back when the Tuesday Traverse group was called the Tea Tree Tourers. Graham was a great comrade with a wicked sense of humour and he will be missed. Graham's own health took a downturn not long after his wife passed and he too died last September.

MAGDA MILLER

FAREWELL TO A FAITHFUL FRIEND

Many readers/riders have met my faithful friend Skye either at Grand Slams or on tours. Sadly, in the early hours of Wednesday 6th December 2023, I had to make the heartbreaking decision to let Skye pass over the Rainbow Bridge as a result of a very sudden decline in her health. She was 12 years old.

I rescued Skye from an animal shelter in September 2012 when she was 10 months old. At the time

she was a very quiet dog but was easily trained to become a great companion. She was at her happiest when she was by my side. When I was providing route support on Grand Slams, Skye would just lie down and snooze on the back seat of my ute, doing the same when I started to bring her on tours in 2018. She was a great camping dog, who enjoyed meeting new people (and other dogs) wherever we went.

Skye enjoyed her pats and cuddles with riders on tours and the scraps she received from riders at dinnertime but there was one thing she didn't like - loud noises. For example, thunder, Rory banging out the coffee grounds on his knock box and the sound of firewood crackling in a fire.

Skye was a beloved member of not only my family but her cycling family as well and will be sorely missed by all. RIP Skye.

NIGEL GRIFFITHS



Skye Outback Odyssey 2019



Nigel and Skye Lake Bonney April 2021

MEMBER STORIES

RIDING THE EUROPEAN DIVIDE TRAIL WAS GEERT'S CHALLENGE OF A LIFETIME

One of the many steep and very rough trails in Germany's forests



Geert volunteering for Bike SA



Geert, a proud finisher of the EDT, at Cabo Saint Vicent near Sagres, Portugal



In the November 2023 edition of Cycle, we published an update on the adventures of Bike SA volunteer Geert van Keulen. Geert sent us his highlights via email when he was in north-east Spain, just over halfway through his latest bikepacking challenge, the awe-inspiring European Divide Trail.

He arrived home in Adelaide in early March and we caught up with him again to get the full story of a truly remarkable achievement for one man alone on his bike.

The European Divide Trail (see panel for more details) is the longest predominantly off-road bikepacking route in the world. From start to finish it is more than 7500km from Grense Jacobselv on the Arctic Ocean coast of north-east Norway to Sagres in south-western Portugal (Europe's most southwesterly point) and that's without any detours and side trips. Once you add in all the diversions you'd take on such an epic exploration, Geert ended up riding 8000km including 85,000m of climbing over 125 days.

Not bad for a 65-year-old!

AFTER REACHING SAGRES AND BECOMING JUST THE 26TH PERSON (AND BY FAR THE OLDEST) TO COMPLETE THE TRANSCONTINENTAL EXPEDITION, GEERT STILL HADN'T HAD ENOUGH TIME ON THE PEDALS.



After reaching Sagres – the trail's finishing line is at nearby Cabo St Vincent – and becoming just the 26th person (and by far the oldest) to

complete the transcontinental expedition, Geert still hadn't had enough time on the pedals.

From there he headed north along the Portuguese coast because he wanted to see Lisbon, but that brought up a whole new series of challenges as he switched between dirt tracks and sealed coastal roads on his way north.

"The difference between Portugal and any other country I had ridden in was that it was really dangerous on the roads. The traffic does not have any time for cyclists so it was really quite scary," Geert said.

"And then I decided to ride back to Holland, which was another big ride but this time on bike paths," he said. "I rode four days east across Portugal and back into Spain then I started to ride on the Via de la Plata, the longest route of the Camino de Santiago. I stayed on that for four or five days through beautiful towns like Salamanca and Zamora and then in Valladolid I was hit by a really serious Atlantic storm and I was stuck there inside for four days.

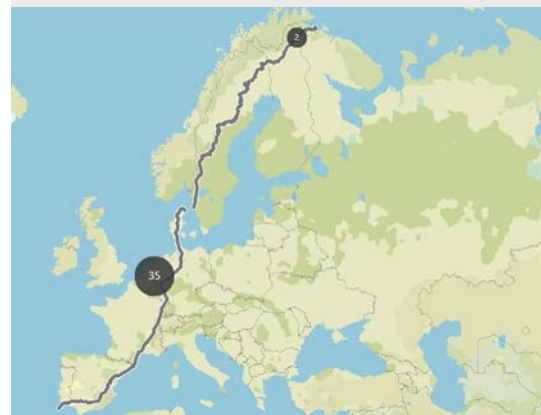
"Finally, it eased and I rode on to San Sebastian and over the Pyrenees to Bordeaux, France when a second storm hit which caused tremendous damage. By the time a third storm hit me in Tours (240km southwest of Paris), I cancelled the ride - it was getting too crazy.

"I took a bus to Paris and into Belgium then rode from Brussels on into Holland. And it kept raining for the three months I spent in Eindhoven, Holland enjoying a wonderful catch-up with my brothers and their families who I haven't seen for eight years."

Geert had lost about 15kg on his long, arduous rides and his family looked after him very well, helping him put some of that weight back on. After a grand total of 11,500km and 90,000m of climbing over 140 days, he'd certainly earned it.

To be continued...

THE EUROPEAN DIVIDE TRAIL – A SNAPSHOT



- **7800+ kilometres** from end to end.
- Allow **2 to 5 months** to ride the whole trail.
- Created by linking a **collection of trails** across Europe - following off road tracks and trails, traffic-free cycle routes, small bits of single track and minor country roads along the way.
- Passes through **Norway, Finland, Sweden, Denmark, Germany, Switzerland, France, Spain and Portugal.**
- **Highest point:** Mount Javalambre (2019m), Spain.
- From the **Arctic Ocean** at its north eastern end to the **Atlantic Ocean** at the south western end.
- Country the trail **covers the most** territory in: Sweden.
- Country the trail **covers the least** territory in: Switzerland.
- **Best cakes** (according to Geert): Denmark.
- It is also popular to ride the **trail in sections.**
- More information: europeandivide-trail.com



SUPPORT ORGANISATIONS WHO SUPPORT US

Bicycle SA's partners are helping us achieve our goals and deliver the best possible service to our members.

Support them as they support you and our vision for a better, brighter future for cycling in South Australia.



ZEN ENERGY

BIKE SA KICKED OFF 2024 IN *Grand Style*

Ride #1 of the Zen Energy Grand Slam Challenge Series for 2024 was a runaway success thanks to a perfect summer's day in and around Gumeracha and to the army of high-spirited riders who joined us for 40km or 80km jaunts through the Adelaide Hills.

The almost 300 participants made for the biggest bunch we've had for a Grand Slam ride since 2018! Thank you all for creating such a fun and exciting atmosphere.

