

CYCLE

THE MEMBERS' MAGAZINE - No. 204
NOVEMBER 2024 TO JANUARY 2025



COMMUNITY CYCLING NEWS

- » OUR PARTNERS IN GIVING CHANGING LIVES NEAR AND FAR
- » BIKE SA'S SHIFT TO DIGITAL WILL REAP MANY BENEFITS
- » MYTHBUSTING: SETTING THE RECORD STRAIGHT ON ANTI-CYCLING TROPES

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Front cover image:

Bike SA's Community Development Manager Antje Dietz and Peter from Blackwood Bike Shed with another load of bikes from our office for the shed men to give away.

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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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BICYCLE SA OFFICE

11A Croydon Road, Keswick SA 5035

Phone (08) 8168 9999

Email office@bikesa.asn.au

Web www.bikesa.asn.au

@BicycleSA

@bicyclesa

@bike_sa

Bicycle SA

The Bike SA office is open

Mondays to Thursdays, 9am to 5pm

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BICYCLE SA EXECUTIVE TEAM

President, Maureen Merrick

Email maureen.merrick@bikesa.asn.au

Vice President, Nathan Petrus

Treasurer, Tom Walker

Secretary, Anne Smith

Members,

Garry Bettison

Eric Chaney

Warwick Cooper

Edytka Mizgalski

Carol Seely

CHIEF EXECUTIVE'S NOTES

SUE BOWMAN



MANY HANDS MAKE LIGHT WORK OF CHANGING LIVES WITH BIKES

No man is an island, English poet John Donne wrote, and neither is any organisation such as ours. The needs of the community are often much more diverse than anyone can deliver on their own and that is why we take great pride and pleasure in supporting and collaborating with groups big and small who share our passion for helping, inspiring and empowering people through our shared passion for cycling.

Individuals and organisations across town or halfway around the world roll up their sleeves to help people and we at Bike SA jump at the chance to support and encourage them with the resources and skills we have gained in more than 40 years of promoting and advocating for cycling in South Australia.

Starting on Page 4 of this edition of Cycle, you will read about some of these wonderful, dedicated

people who are changing the lives of people in need one turn of the pedals at a time.

We are proud to be associated with such selfless contributors and we are determined to promote, advance and expand their efforts, along with our own, to improve the lives of our fellow individuals and communities by exploiting the myriad benefits of the most simple, cheap, robust, effective and efficient transportation tool known to man – the bicycle.

We take the ease of transport in our modern metropolitan environment for granted. But imagine the difference it would make in your life if, instead of having to walk many kilometres each way for basic necessities like food and water, or to get and keep a job, you were able to ride a generously donated bike instead. What fundamental differences would that make to you and your family? More time and energy to support those who rely on you, more focus to devote to education and the chance for the next generation to have the head start you were denied.

This is the kind of work that is being delivered by our partners and, because of our support, by YOUR generosity and involvement.

Bike SA bikes and personnel are also energising isolated outback communities, diverting children from boredom and trouble to enthusiasm, challenge and exploration with the donation and maintenance of bikes and the dedication of the instructors who show them how to get the most out of them.

“
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AND INVOLVEMENT.
”

And troubled youth, disengaged from the education system, are finding new passion, confidence and connection with learning by taking part in the cycle-based activities of our Bikes Active program.

On the back page of this edition, you will see a gallery of the successes our Bikes Active and Bikes Palya programs have achieved in 2024.

We will never stop promoting the health, vitality, convenience, economy and pure joy that bikes can inject into our typical suburban lives. But equally, we will never allow ourselves to forget the impact a simple transportation tool to those who would never take such an opportunity for granted.

As another year draws to a close, it is important that we acknowledge you, our valued members, whose contribution and commitment allows us to extend such support to those to whom the gift of a simple bike can be life-changing.

Thank you and may 2025 allow you to experience all the advantages our shared passion for cycling offers.

PRESIDENT'S NOTES

MAUREEN MERRICK



An article in the inaugural edition of our magazine in 1982 emphasised the importance of cycling safely. That message has been repeated many times over the past 42 years. However, unless there is a genuine attempt to change behaviour towards cyclists and all road users, the status quo will remain.

We could take the initiative, show tolerance, patience and, by our behaviour, lead by example towards other road users; they are usually larger and travelling much faster than we are.

When the legislation is passed – which is expected by the end of the year - e-scooters will also be sharing space with us. Let us take the lead and be the change-makers.

As an integral part of our planning for the next five to 10 years, and to better understand how we can provide for the needs of our members, two forums in the north and east of Adelaide were held in October, with the remaining forum in the western side of Adelaide, to be held on Wednesday 6 November, 6.00pm – 8.00pm, at the Lockleys Community Room, 362 Henley Beach Rd, Lockleys. This is your opportunity to hear of the

organisation's initiatives into the future and to be involved in the discussion. Light refreshments will be provided, and registration is free.

I would like to take this opportunity to thank our volunteers who have given so much of their time throughout the year in support of our events and activities. Your efforts are certainly appreciated.

As this will be the final Cycle issue for the year, on behalf of the Executive Committee, Nathan Petrus, Vice President, Anne Smith, Secretary, Tom Walker, Treasurer, and Garry Bettison, Eric Chaney, Warwick Cooper, Edytka Mizgalski, Carol Seely and Nick Spyrou, I extend to you our warmest wishes for the Festive Season and a very happy and safe 2025.



CHANGING LIVES WITH A BIKE, SOME HELP AND A LOT OF HEART

It would be easy to assume from a distance that Bike SA exists only to benefit its members. It would also be fundamentally incorrect.

Beyond our advocacy work, our events and our education programs that affect many outside of our membership base, Bike SA also aligns with other dedicated and selfless individuals and groups who use bikes to improve the lives of people around the corner and around the world.

Here, we would like to introduce you to some of these life-changing groups and individuals. The purpose of that, firstly, is to give them the recognition that they shun but so richly deserve but also in the hope that you or someone you know will be inspired to get involved. To help them in whatever way, big or small, that will enable them to overcome the obstacles they routinely face so they can continue to help people in need.

Matt Bruer is a tireless one-man band who, inspired by his parents, continues their legacy of giving by collecting and delivering bikes, other sporting equipment and literally anything that might help to communities in need.

Because of his father Mike's love of cricket, much of his focus is on the poor and disadvantaged in

Guyana in the West Indies where he has delivered giant shipping container loads of gear over the past 15 years and is planning another next year.

But he also is determined to address needs closer to home and has been organising a delivery of bikes and equipment to isolated communities in South Australia's APY lands.

Bike SA recently gave Matt 36 of our fleet of Ofo bikes and helmets for him to distribute.

"The bikes will be going to kids and families who are struggling with life," Matt said.

"One bicycle can save a family enough money to put staples such as rice, flour, sugar or potatoes on the table. They replace the need for kids to pay for cars to get dropped to and from school and something as simple as that can save a family enough money to live better, healthier lives.

"Until you see how much difference there is in village life in Guyana it's difficult to understand. We are so fussy and wasteful in Australia, plus I love to recycle anything possible to give someone else a break. My dear late parents instilled it in me so I am just continuing to keep their legacies alive."

Matt's charitable nature is central to his life and

work. So much so that he has established his own version of the Australian Taxation Office's GST.

"It's my Giving Smiles Tax or Getting Smiles Tax, and that's 10% of my profits straight into any of my projects. Yeah, I get millions of dollars' worth of smiles.



The Blackwood Bike Shed bursting at the seams.

"Dad was so involved in cricket and loved it so much that I started taking cricket gear over to Guyana, then that snowballed into anything I could give them and bikes can make a huge difference in people's lives."

There were only seven bikes in the first shipment he took to Guyana in 2015 but people were quick to ask if he could bring more and his work has blossomed from there with 24 bikes going to Guyana in his shipment last year. And by the time you read this, Matt will have just returned from a trip to the APY lands where he will have taken another two dozen bikes, associated spares and equipment and other items like table tennis and foosball tables.

To date, across all the communities he has visited, Matt has given away more than 300 bikes.

"It is genuinely changing live and looking after families. But I've got plenty of energy to do more and there is certainly a need. I'm doing another container to Guyana next year, taking the Ofos from Bike SA as well as another 50-something bikes and more cricket equipment."

If you'd like to support Matt in his work, contact Bike SA on 8168 9999 or office@bikesa.asn.au. Sporting equipment to give away or funding to enable the giving will always be greatly appreciated.

When Covid lockdowns put Matt's deliveries indefinitely on hold, he turned to another of charitable partners, the Blackwood Bike Shed and gave them about 150 bikes he couldn't hand out.

Luckily for everyone involved, the Bike Shed has the manpower, space and talent to absorb Matt's



overflow. In operation for 26 years, it receives, repairs and gives away about 1000 bikes a year to those who need them.

"Our core charter is to give to people who need so whenever we can donate to individuals or charity groups, we'll do what we can," Bike Shed member Peter Smith said. "If they need a bike. And we're in a position to give, we will give."

There is no target audience for Blackwood's kindness. Adults, children, outback communities, charities that service needy South Australians or that, like Matt, package up container loads of help and send it overseas all benefit from the hard work of the men who spend countless hours preparing the bikes in the shed generously provided by the Blackwood Church.

The major recipient of the Bike Shed's work is another hardworking local charity called Containers of Hope. CoH was established 10 years ago by a thoughtful pair, Chris and Kerry.

While hiking in India, they saw what scant resources were available in hospitals there and they began by collecting medical equipment and shipping it to people and organisations in need. Now they collect all kind of goods, like an Op shop. But instead of selling them, they send them overseas to communities in need in places like Africa, Asia and the Pacific islands.

Also making the best use of the Bike Shed's efforts is the Australian Refugee Association. They take more than 100 bikes a year from Blackwood and give them out to recently arrived refugees, adults and children alike.



Peter Smith and David Channing hard at work at the Blackwood Bike Shed

Matt Bruer with a hard-to-find bike he donated to a very tall West Indian man



ARA youth and volunteer team leader Amber said the donated bikes were enormously useful. "They are new arrivals and getting a driver's licence is hard and expensive but everybody knows how to ride so they are using the bikes for daily living," Amber said.

"They are helping a lot. For people already faced with enough challenges, the bikes make things a little less challenging."

David Channing, another long-time Bike Shed member, said the collaboration with fellow organisations is tremendously effective in making sure that the bikes they provide get to the people for whom they will do the most good.

THIS IS SOMETHING THAT IS ALWAYS PARAMOUNT IN OUR MINDS - THAT WE'RE PREPARING THESE BIKES FOR PEOPLE WHO NEED THEM. IT'S NOT JUST THEY WANT A BIKE, THEY NEED THEM.

Another load of Ofo bikes leaves the Bike SA office headed for the Blackwood Bike Shed



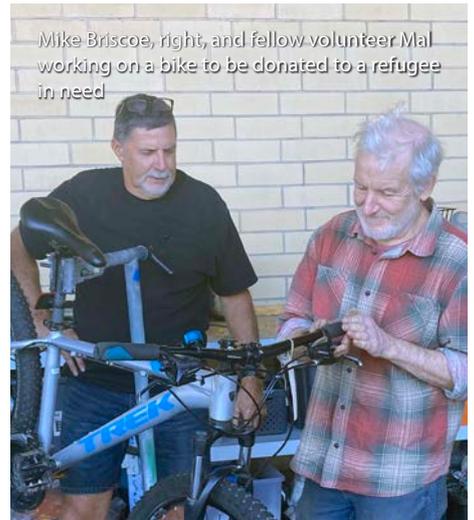
"This is something that is always paramount in our minds - that we're preparing these bikes for people who need them," David said. "It's not just they want a bike, they need them. Containers of Hope take up to 30 bikes from us at a time and they head out in their containers to where they are needed."

The Bike Shed has plenty of bikes right now and, while they will always welcome more volunteers to help work on them, right now they have no space for new members to work in.

What they really need is storage space.

"We will easily fill a two-car garage," Peter said. "And the day is coming when we will need somewhere for another couple of hundred bikes that we haven't started looking at yet."

If you can offer a storage solution somewhere near Blackwood to help the good work the shed men are doing, email them at bikeshed@aussiebb.com.au



Mike Briscoe, right, and fellow volunteer Mal working on a bike to be donated to a refugee in need

Mike Briscoe runs Bikes for Refugees which, the same as the Australian Refugee Association, works tirelessly to make life a little easier for newly arrived refugees into our communities. In fact, Bikes for Refugees also supplies bikes to the ARA.

In the years since it began in 2002, BfR has distributed more than 16,000 bikes to people who have come to Australia with nothing and need and deserve all the help they can get.

The organisation started in Mike's backyard and now works out of a space on Franklin St in the city with about a dozen regular volunteers processing and donating about 800 to 900 bikes a year.

"That gives us quite a few bikes. We sell any extra bikes we have to the public to raise more funds to do what we do and any surplus funds, we donate to other charities," Mike said.

"The Australian government sends about 1000 refugees to Adelaide each year and we also work with welfare agencies and other organisations to provide bikes for people in hardship. We're now a registered charity and our aim is to provide free bikes for people in hardship. We focus on refugees, but we can help other people as well."

While the welfare agencies have given positive feedback on BfR's work, Mike and his team don't get any feedback from the recipients of the bikes. It's part of the welcome process – giving without condition of any kind.

"Our aim isn't to get people cycling. It's to give people a bike, because refugees come here literally with one suitcase. That's all they can take. Half of that is going to be papers. They've got nothing. So, we say 'we've got lots of bikes in Australia, here's one for you. You don't need to pay for it. Good luck.'

"We think that helps to establish a bit of trust. In a new country, that's really important. They then have a bike that they can use for whatever they like."

If you'd like to help Bikes for Refugees, they are always looking for bikes and accessories. Please reach out first via email at acbwsa@gmail.com



VALE DON BILLS

Sadly, we report to all those who rode with Don Bills his passing on August 15, 2024, aged 84.



Don had been a long-time member of Bike SA and rode with Tuesday Traverse for many years. He will be remembered for his riding encouragement and his silver white hair and beard, riding his trusty bicycle all over the countryside, including Grand Slams and Annual Tours. His cheery meeting to most was "How are you, matey?".

He grew up in Whyalla and enjoyed cycling from an early age. Once, in his early teens, he rode 154km from Whyalla to Port Augusta and back.

He left school at 15 and took his bike to Adelaide to start a carpentry apprenticeship. By the time he was 21 he had explored much of the world, riding in Russia, much of the rest of Europe, South America and Central America. He continued over many years of his life to travel to many parts of the world where he enjoyed meeting people.

I met Don when I was playing football in the sixties and then again had a close association with him when I joined the SANFL umpiring ranks as a field umpire in 1969. He was a top field umpire to 1977 when he changed to goal umpiring until 1993. As a goal umpire he officiated in 165 league games and had 22 Grand Finals in various grades. His extended career was 469 games in the Adelaide Football League.

He was awarded Life Membership of the SANFL Umpires Association in 1984, a testament to his exceptional service and dedication.

During the summer he was a dedicated umpire with the South Australian Cricket Association where he officiated for 600 matches and was also awarded Life Membership.

Rest in peace, Don. You had a wonderful life and sporting career.

RICK CHARLESWORTH

AMY GILLETT BIKEWAY EXTENSION PROCEEDING QUICKLY



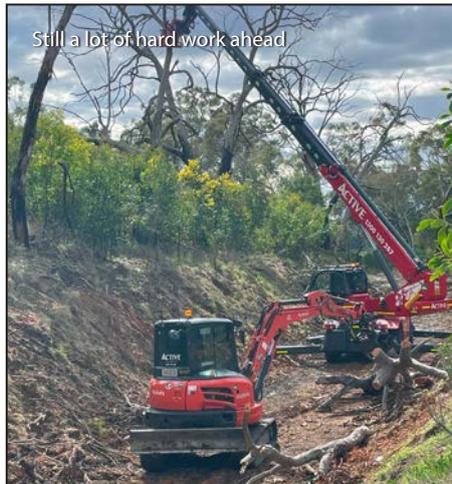
So much smooth blacktop already provided

The extension we advised you of in the August edition of Cycle of the much-loved Amy Gillett Bikeway in the Adelaide Hills has shifted straight into top gear with solid early progress.

The \$5.7 million project jointly funded by the Federal and State governments and the Adelaide Hills Council is extending the bikeway a further 6km from its present finish point in Mount Torrens to Birdwood, opening up all the recreation and

tourism opportunities that that entails and lengthening the trail to 23km.

Although the full distance to Birdwood is not scheduled for completion until June 2025, the construction team has wasted no time and a significant distance from Mount Torrens has been cleared and paved. Have a look at these pictures supplied by Adelaide Hills Council and whet your appetite for a new riding adventure next winter.



Still a lot of hard work ahead



BICYCLE SOUTH AUSTRALIA INC -

ANNUAL GENERAL MEETING

6pm, Thursday
28 November, 2024

West Adelaide Football Club
57 Milner Road
Richmond SA 5033

Nominations are now open for current members with the skills and interest in standing for the Executive Committee of Bicycle SA Inc. We request that nominations are made on the nomination forms available at the office or from the website: www.bikesa.asn.au

We would like the nominations to reach the office by Monday 25 November to allow for ballot papers and relevant information to be prepared for the meeting.

Please indicate which position/s you will be standing for and enclose a short profile of yourself (maximum of 200 words please) including a portrait photograph. We will publish this on the website during the week leading up to the AGM and it will also be distributed on the evening of the meeting.

Information about the roles and expectations of Executive Committee members will be forwarded to you on receipt of your nomination. This does not indicate that you have been selected but provides you with the opportunity to decide, if elected, you are able to accept your role and responsibilities.

The information is available by contacting the office on 8168 9999.

Positions available: Vice President
Treasurer
Three ordinary Executive members

MAUREEN MERRICK OAM
President

On behalf of the Executive Committee

Each of these elected positions
will be for two years

BIKE SA TURNS THE PAGE TO PURE DIGITAL COMMUNICATION

This is the final print edition of Bike SA's *Cycle* magazine.

After 204 editions over more than 40 years, *Cycle* will evolve to a faster and more progressive form of what you've known and loved as we move our communications to a fully digital format.

But that shift will enable us to deliver much more to our members and subscribers – more stories, many more pictures, more news, more advocacy, more issues and more opportunities and all of this on a much sharper and more immediate timeline than the quarterly format imposed.

Furthermore, it will allow us to do so while following the green philosophy that all zero-carbon transport organisations should adopt by eliminating tons of paper from our annual ledger while freeing up many thousands of dollars in printing costs that will be redirected to our core activities.

As our E-news has been a familiar digital staple for years, so too will the new online delivery of our major news, advocacy, issues discussions and feature write-ups become second nature as they are clearly presented on our all-new website in 2025.

Bike SA CEO Sue Bowman said this was one of the most obvious and impactful decisions she made soon after she came on board in April 2024.

"Taking advantage of all the benefits digital communications offer – speed, accessibility, innovation, flexibility – allows us to better serve our community, maximise every opportunity and elevate the impact of our advocacy to drive the change our members want," Sue said.



“**TAKING ADVANTAGE OF ALL THE BENEFITS DIGITAL COMMUNICATIONS OFFER – SPEED, ACCESSIBILITY, INNOVATION, FLEXIBILITY – ALLOWS US TO BETTER SERVE OUR COMMUNITY.**”

Going digital will also allow us the scope and adaptability to include different features – regular or occasional – that were less feasible under the limitations of print. If you have a segment or story that you'd like to see on our website's communications page, email us at office@bikesa.asn.au and take advantage of this opportunity.

Expect the new-look digital communications format to be up on our new website early in 2025.



BSA CHANGES FOR THE BETTER – STRONGER, SHARPER AND BETTER FOR 2025 AND BEYOND

Throughout 2024, the office staff have thoroughly scrutinised every aspect of Bike SA's operations to identify how we can improve them. Switching our communications to fully digital is just one of those improvements.

Two of the other key changes will be, firstly, the finalisation and implementation of the Bike SA Strategic Plan that is the central pillar of the advancements and new opportunities you can expect to see in our services over the coming year.

And the new website that will come online in 2025 will be more than just a facelift. It will offer a more

streamlined, user-friendly experience for all our members and visitors.

The new site will provide easier navigation, faster access to resources and a robust portal for event registrations, membership renewals and advocacy updates. We're also committed to improving our content, offering more tailored information, educational resources and up-to-date news on cycling initiatives across South Australia.

By moving to a fully digital platform, we're not only reducing our environmental footprint but also improving our ability to communicate with

you in real-time, making sure you're always informed and engaged.

As we transition into this new phase, we want to thank all our readers for their ongoing support and involvement with Bike SA. While this may be the last print edition of our magazine, the road ahead is full of exciting possibilities and we look forward to continuing this journey together online.

We hope you find these innovations impactful, and we are keen to hear your feedback so we can continue to evolve as South Australia's peak body for commuter and recreational cycling.

SUPER CYCLE SUNDAY HIGHLIGHTED COMMUNITY PASSION FOR BIKES



Hundreds of happy cycling enthusiasts gathered for the Kidical Mass ride

Whitmore Square was a hive of activity, energy and enthusiasm on Sunday 22 September as almost 3000 bike lovers of all ages and cycling styles gathered for the first annual Super Cycle Sunday, organised by the City of Adelaide in partnership with Bike SA.

The Lord Mayor herself, Jane Lomax-Smith, was one of the many civic leaders who joined in the festivities, along with bike-friendly councillors David Elliott, Keiran Snape, Janet Giles and Mark Siebentritt. Member for Adelaide, Lucy Hood, and Greens leader Robert Simms also lent their support to the cause.



prioritisation of active travel around schools, and e-bike subsidies to increase uptake of family-friendly electric bikes.

At the Bike SA tent, we were delighted to be constantly visited by a stream of engaged, knowledgeable and passionate cycling enthusiasts. There were non-stop questions, conversations, ideas and ambitions for a cleaner, healthier, safer community throughout the day from people who could see the advantages of greater transport diversity and were forthright in asking what Bike SA was doing to make it happen.



Councillor David Elliott and Lord Mayor Jane Lomax-Smith at the event village



The free, fun and family-friendly event – the chalk drawing on the pathways were a testament to the number of happy kids – also celebrated World Car-Free Day, but with live music, great food and drinks, face painting, an extensive village of cycling-related exhibitors and a Kidical Mass demonstration ride calling for safer streets for children and families that attracted more than 400 cyclists, it was simply a celebration of all things cycling.

The Kidical Mass ride’s continued growth and popularity highlights the growing call from Adelaide’s cycling children and families, who are increasingly asking decision-makers to support children’s wellbeing and health through bike riding and the creation of comfortable, convenient and well-connected cycling routes on safe streets. Their top three priorities to achieve this goal are 30km/hr speed limits on local streets,

We thank you all for a hectic, inspiring and energising day that has given our office so many new ideas to consider. Being frantically busy has never been more enjoyable.

“Visitors to the Bike SA tent on Sunday again reinforced to us the level of passion that exists in the SA cycling community and the tremendous privilege we have in being a key voice in advocating for them,” CEO Sue Bowman said. “We have a dedicated advocacy agenda and we will be tireless in pursuing it so South Australians can feel safe whenever and wherever they ride but Sunday’s experience clarified for us that we always need to do more.”

The City of Adelaide was also thrilled with the undeniable success of the event, calling it “an unforgettable day full of community spirit, cycling fun and family-friendly activities”.



Marketing Manager Bailey Underwood manning the Bike SA stall

CAN YOUR BIKE OVERHANG YOUR CAR WHEN DRIVING?

REAR OVERHANG REGULATIONS: WHAT DOES THE LAW SAY?



BY RYAN THOMAS, PARTNER, ANDERSONS SOLICITORS

Your bike should not project more than 15cm beyond the outermost part of either side of the vehicle



Cyclists often face the challenge of transporting their bikes securely, whether it's for a weekend getaway, a race, or a group ride. Ensuring your bike is safely loaded and transported on your vehicle is crucial to maintaining safety on the road.

In this article, Ryan Thomas provides some essential tips for ensuring you comply with the *Road Traffic Act 1961 (SA)* and the *Road Traffic (Light Vehicle Mass and Loading Requirements) Regulations 2013 (SA)*.



SECURING YOUR BIKE FOR TRANSPORT

You are responsible for ensuring that your bike is securely and safely restrained when loaded onto your vehicle. When loading your bike onto your vehicle, it is important to ensure the following:

- That the load will not move or become dislodged from the vehicle;
- That the position of the load will not affect the vehicle's stability, steering, and braking performance; and
- That the tyres and axles of the vehicle are not overloaded.

REGULAR CHECKS DURING TRANSIT

It is recommended, particularly on longer drives, that you stop from time to time to check the bike and its restraints. Sudden braking or cornering can affect the stability of the bike, so it's essential to ensure that it remains securely fastened throughout the journey.

UNDERSTANDING LOAD MASS REGULATIONS

Bike and Carrier Capacity

The combined weight of your bike and the bike carrier should not exceed the maximum load capacity specified by your vehicle's manufacturer. Overloading can lead to potential safety hazards and vehicle damage.

Gross Vehicle Mass (GVM)

Ensure that the total mass of your vehicle, including the bike and carrier, does not exceed the GVM specified by the manufacturer or the GVM listed on the vehicle's registration certificate. This ensures that your vehicle operates within its designed limits.

Tyre and Wheel Limits

Check that the load on your vehicle's tyres and wheels does not exceed the manufacturer's specified limits. This information is usually available on the tyre sidewall. Properly marked and stamped wheels are essential for safety.

Your S-Works Tarmac SL8 (6.6kg) is not likely to overload your vehicle, but it is worthwhile bearing this in mind if you have your car filled to the brim for a MTB trip away for the weekend.



Side Projection Limits

The maximum width of a load is 2.5 metres. Additionally, a load should not project more than 15cm beyond the outermost part of either side of the vehicle. For example, if your vehicle is 2 metres wide, the bike and carrier combined should not extend more than 2.3 metres.

Front Projections

The bike and carrier should not project more than 1.2 metres from the front of the vehicle.

Rear Projections

For the rear projection, you are going to need to get a tape measure and calculator. There are two measurements you need to know:

- Rear overhang; and
- Rear load projection.

The **rear overhang** is the distance from the centre of the rear axle or axle group to the rear of the vehicle including any equipment. The maximum rear overhang allowed is 60% of the wheelbase up to a maximum of 3.7 metres, whichever is the lesser. The wheelbase is the distance between the centre of the rear axle or rear axle group to the centre of the front axle. For example, the stated wheelbase of a Subaru Forrester is 2.745 metres and therefore the allowed rear overhang is 1.646 metres.



Racks like these are the kind that can risk an overhang violation

The **rear load projection** is the distance from the rear of the vehicle, excluding any equipment, to the rearmost end of the load being carried.

If the rear load projection extends beyond 1.2 metres of the rear of the vehicle, or cannot be easily seen, you must use warning signals. During the day, a brightly coloured flag (at least 300mm x 300mm) should be attached. At night, use a red light visible for 200 meters, such as a bicycle taillight, to ensure the protruding load is clearly visible.

CONCLUSION

Transporting your bike on your vehicle requires careful planning. By following these guidelines, you can ensure you travel safely and comply with the law. Don't forget when your bike is transported on the roof of your vehicle to be extra careful not to leave it on when you enter the garage, or you could be in for a nasty surprise!

Enjoy your ride, and safe travels!



TIME FOR A DOSE OF REALITY TO BUST CYCLING MYTHS

Bias, resistance to change and fear and loathing of outgroups. These unfortunate human characteristics are the fertile breeding grounds where comfortable myths are embraced at the expense of unwelcome but valid realities.

And nowhere do these traits overlap in an almighty Venn diagram of inaccuracy more so than in any public discussion of cycling.

So, in an effort to put to bed some of the most pervasive myths so we can move on to discuss genuine issues, we have chosen to highlight here eight of the most pervasive cycling myths and spell out the scientifically, legally, economically or just factually backed realities.

Some bike paths are awesome, some not. But either way, bikes can still use the roads.

MYTH 1: CYCLISTS MAKE TRAFFIC WORSE.

REALITY: The argument goes that bike lanes means less space for cars and therefore cause more congestion. This is wrong on more than one front. Firstly, in a well-designed, multi-modal road design, catering for bikes does not have to dramatically reduce the provision of space for motor traffic. And, secondly, from the other direction, the worn-out old policy of “one more lane will fix it” has never worked to relieve congestion in the long-term. In general, congestion is nothing to do with cycling but is a direct function of the volume of motor traffic on the roads. If this were not the case, we wouldn't see traffic backlogs like there are on South Road where bike traffic is virtually non-existent.

Reallocating space on roads for cycling will actually make roads more efficient at moving people because bike lanes, despite being much narrower, can move many more people per hour and every person encouraged into a safe bike lane is one fewer car in the traffic jam.

MYTH 2: CYCLISTS ALWAYS BREAK THE LAW.

REALITY: Consistently, legitimate scientific studies over the years have found that, regardless of transport mode, people break the road rules at much the same rate. And, of those that have found a disparity, more have come down in favour of cyclists than against them.

The bias mentioned in the introduction is what perpetuates this myth. People see one infraction from a member of a group they don't like and use it to condemn the whole group. But among their own tribe they see the rulebreaker as a lone outlier.

And it's so obvious it's scarcely worth mentioning but cyclists are more motivated to follow the rules because – much more so than motorists – their lives depend on it.

MYTH 3: CYCLISTS HAVE NO RIGHT TO THE ROAD/ROADS ARE FOR CARS.

REALITY: The first roads were made thousands of years ago for walkers, wooden carts and maybe someone well off enough to have a donkey or

a horse. Regardless, no matter what the mode used, they all shared. And it remains the same today. Aside from specific instances like freeways where bicycles are prohibited, the law and general common decency dictate that a bicycle, a motorcycle or scooter, micro car, tractor, cement truck or tourist bus has the same right to use public roads as a Ferrari.

MYTH 4: IT'S A ROAD NOT A PLAYGROUND/GO RIDE ON A TRACK.

REALITY: Bicycles are NOT toys. They are the most efficient, effective and certainly the most egalitarian transportation machines in human history. And even if some of the cyclists you ride past are riding for fitness or fun, that is still no reason why they can't use the road. Motor vehicles are allowed to use the roads whether their purpose is business or pleasure and the same applies to non-motorised vehicles.

MYTH 5: WE SPEND MONEY ON BIKE PATHS AND YOU STILL USE THE ROADS.

REALITY: Bike paths are not the transport Nirvana that motorists assume they are. They are often strewn with debris and those on the edge of roads often are full of parked cars, potholes or broken glass. Furthermore, bike paths or lanes are not designated areas to which cyclists are restricted. They are safe havens designed to protect vulnerable road users from dangerous, fast, heavy vehicles but they do not restrict riders from using the rest of the roadway as needed. Roads were



Making their way, doing nothing to make traffic worse

not made for cars, they are for general use. Only freeways and expressways restrict cyclists from using them.

MYTH 6: CYCLE LANES INSTEAD OF CAR PARKING WILL RUIN BUSINESSES.

REALITY: The opposite is true!

Real allocation of space to active transport has been overwhelmingly successful overseas. Despite the doom-and-gloom forecasts of business owners, a reduction in car parking does not ring the death knell for local commerce. To the contrary, areas that have changed to no- or low-traffic environments – in a variety of cities worldwide – have financially benefited businesses as more people come, they stay longer and they spend more. Cycling infrastructure and traffic-free areas can actually make streets with shops on them nicer places to visit, increasing footfall and overall demand.

The evidence is plentiful that cars are not singularly and irrevocably linked to spending. If they were, why is Rundle Mall Adelaide's premier shopping precinct?

It's a popular myth that people who arrive by car spend more. People who get to the shops by cycling may spend less per visit, but they will visit more often, and they will spend more money overall.

MYTH 7: CYCLISTS ARE A BUNCH OF LYCRA-WEARING FREAKS.

REALITY: The public obsession with what cyclists wear while they ride is unique. Runners, swimmers, even gymgoers wear clothes that are just as revealing, if not more so. And their outfits are often made of the same stretchy material that draws such derision when it is worn by those who choose to ride a bike but they suffer none of the same abuse. Not everyone wears Lycra and for those who do it's not for ego, to fit in with the cool kids or because they have delusions of pro racing grandeur. They wear it because ... IT WORKS! It wicks away sweat, it doesn't flap around in the wind, it prevents chafing and is extremely comfortable. There are plenty of circumstances where it is not necessary and therefore not worn but the haters don't notice that. But equally, there are plenty of times when it is of great practical purpose and so we wear it. Get over it!

MYTH 8: CYCLIST DON'T DRIVE SO THEY DON'T KNOW.

REALITY: Almost all adult cyclists are also motorists.



No cars, no worries for businesses

INNOVATION, DEDICATION AND PASSION DRIVE THE CONTINUING SUCCESS OF WAY2GO BIKE ED

BY KAY DAVIS
EDUCATION DEVELOPMENT MANAGER



students at inner-city schools face challenges like heavy traffic and parked vehicles, while lessons for schools in the Adelaide Hills focus on skills such as using gears and brakes to navigate hilly, undulating roads.

All these skills are taught through fun and games, as we find this to be the most effective way to create a safe and supportive learning environment. Delivering the program can be challenging but it is incredibly rewarding.

We accommodate all learning styles and many students who may struggle in a traditional classroom setting thrive in our outdoor, practical 'classrooms'. Over the years, we've honed our skills in working with newly arrived students who have little or no English, using hand signals alongside verbal instructions. Students with disabilities also participate using their own modified bikes and even non-riders can learn how to ride.

We also teach students how to navigate road hazards and draw from real-life experiences during the on-road component to help them better understand how to safely interact with their environment on many different levels.

Our instructors bring a wealth of knowledge and experience, often using teaching techniques that inspire classroom teachers. We hope that all students and teachers who participate in Way2Go Bike Ed not only remember the experience but build on the knowledge and skills gained to become more responsible road users.

For more information on Way2Go Bike Ed, visit https://www.dit.sa.gov.au/way2go/bike_ed

OUR TALENTED, ENTHUSIASTIC AND PATIENT INSTRUCTORS WORK CLOSELY WITH STUDENTS TO OVERCOME FEARS AND HARNESS THEIR ENTHUSIASM.

Bike SA continues to deliver the Way2Go Bike Ed program in regional and metropolitan primary schools across South Australia, following a successful recent tender. The experienced and professional team of instructors provide fun and engaging educational programs that promote safer, greener and more active travel for primary school students and their communities.

Funded by the Department for Infrastructure and Transport (DIT) and brought to life by an extraordinary group of vibrant instructors, Way2Go Bike Ed remains a highlight for many schools each year.

Schools participating in the Way2Go program are invited to apply for inclusion in the Way2Go Bike Ed initiative. Each year, 50 to 60 metropolitan and regional schools across SA are awarded funded placements, enabling around 3000 to 4000 students to take part annually.

Primary school students in years 4 to 6 learn essential bike-handling skills through fun, practical riding sessions held on school grounds. As they progress, they develop traffic awareness to safely navigate both off-road and on-road environments. Over several weeks or sessions, instructors focus on building confidence and

teaching road rules, enhancing students' ability to make safe and responsible decisions as cyclists.

Our talented, enthusiastic and patient instructors work closely with students to overcome fears and harness their enthusiasm, delivering nurturing, inclusive programs that empower while promoting safety awareness.

Just as each student is unique, so is each school and although the programs follow a common model, they are tailored to suit the specific needs of each demographic and location. For example,



REVIEWING ANOTHER SUCCESSFUL YEAR FOR BIKES PALYA & BIKES ACTIVE

Bike SA takes great pride in the Bikes Palya and Bikes Active programs for the tremendous impacts they have on people and communities who most need and deserve it.

It was another rewarding year throughout 2024 as more and more young people boosted their self-confidence, resilience, skills, fitness and general wellbeing under the guidance of our passionate and dedicated instructors.

Bikes Palya teams visited Port Augusta, Fregon, Oodnadatta, Coober Pedy, Leigh Creek and Copley. The first four were for school holiday programs while Leigh Creek was an in-school initiative like we delivered there last year. In Copley, we collaborated with the Copley & Districts Progress Association to help community members repair their bikes.

Oodnadatta and Coober Pedy hosted our team in April and October. Additionally, we send some parts to both communities that allowed our partners in community to maintain and fix the bikes, so they are accessible over the long-term by the young people in community. All has been possible because of the immense financial support from Complete Personnel.

In the school holiday programs, our teams not only provided recreational opportunities but also increased confidence through achievement and encouragement, promoted responsible biking habits for future riding and fostered a sense of belonging among participants.

Community rides as part of the program give children a great sense of pride to show off where they live, connect them with their environment and encourage them to venture further afield and expand their horizons.

A September delivery that included new tubes, spare parts and a big red tricycle for the Oodnadatta Anangu school was a huge hit. Since its arrival, two boys have been riding it every recess and lunchtime for an hour each day and loving every minute of their newfound independence and mobility.

Providing remote outback communities with bike repair skills during school holiday programs, along with access to necessary parts, ensures that people in these communities have equal opportunities to ride their bikes. This initiative increases physical activity and enhances overall wellbeing.

Bikes Active celebrated its first anniversary in July. In that year the team worked with more than 1100 students across 12 schools, encouraged each of them to ride more than 30km through each program and donated 120 bikes and helmets to kids in need. By the end of the year, those numbers will have risen to 1700 students and 190 donated bikes and helmets.

Apart from boosting confidence and fitness, the program has had a marked impact on school attendance and engagement by Bikes Active students.

Dani Dutschke, Bikes Active Program Coordinator, said it had had a huge impact on the confidence of the students involved.

“One of the other pleasing benefits is that, through the co-operation and encouragement inherent in Bikes Active sessions, they have also improved their social skills. For some of the students this program is designed for, socialising can be difficult and building friendships through Bikes Active boosts their motivation to attend school.”

We will work with the 10 enrolled schools again next year and are enthusiastic to expand to new schools in 2025 and beyond.



T3, 2024, Marissa, Woodville



The big red tricycle



New skills really take you places

“THE CHILDREN HAVE GAINED A SENSE OF ACHIEVEMENT AND PRIDE IN HOW FAR THEY HAVE COME WITH THE BIKES ACTIVE PROGRAM.”

“The children have made it very clear – and their teachers have recognised – that they have gained a sense of achievement and pride in how far they have come with the Bikes Active program,” she said.



MEMBER STORIES

THE 'UNCOOLIES' LAVENDER TRAIL NORTHERN TOUR

BY DEBORAH D'AVIGDOR

For some time, I've been wanting to ride the Lavender Cycling Trail. It's got so much going for it: varied terrains and scenery, lots of interesting historical sites and it's close to Adelaide.

There are some logistical issues, though, which can inhibit the enterprise.

Does one bikepack? Take tents, sleeping mat and bag etc. It all adds up to a lot of weight. It's doable but then the weather also come into consideration.



About to take a fast descent from the top of Quinn's Gap



The locals were thrilled to see us



Awesome art on the Riesling Trail



A view to savour from Spring Gully Conservation Park.

What about flashpacking? Not a bad option, though still gear to carry and the distances between available accommodations can present additional difficulty.

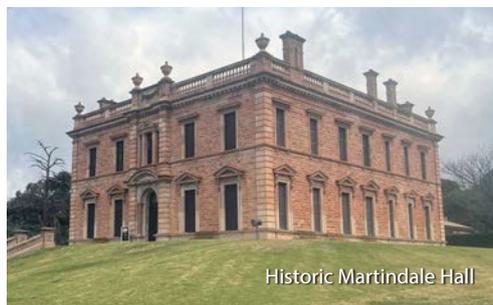
So the enterprise has been on a backburner until the inestimable Helen Dominish of the Uncool Cycling Club came up with a great plan! A post appeared on our Facebook group – "was anyone interested in a shuttle bus arrangement which could mean we could stay in pub accommodation and be driven the start point and from the finish of each day's ride?"

Brilliant! I was definitely interested and so, as it turned out, were 17 others.

Helen proceeded to make arrangements with Escapegoat Adventures and for a very reasonable cost they were able to provide the required transport for bikes and people.

I felt rather sorry for Ian Fehler that he had to manhandle such a large number of e-bikes (man, they're heavy!) onto his trailer three days in a row but he coped in a very good-humoured manner (and probably skipped the gym last week).

The four-day ride in September was to be from Truro to Clare in four legs of roughly equal length with the final day being a loop ride from Watervale. Many of the participants stayed at Riverton but I, with a couple of others, stayed at Watervale. I reasoned that this would minimise the amount of driving I would need to do and I am familiar with Watervale.



Historic Martindale Hall

Day 1: We started from Truro and rode to Eudunda. The weather was not great - cold and windy - though it has to be said that the wind was switching directions and so, blissfully, was not always a header. The ride was a pretty cruisy one with heaps to look at along the way.

Day 2: Rolling from Eudunda to Waterloo, we had a little more of a challenge as we took on Inspiration Point, Webb's Gap and Quinn's Gap. Webb's Gap in particular had us working, even on e-bikes, the Garmin registered 21% gradient and the surface, though not rutted, was fairly loose gravel. Pick a line Deb and keep the cadence up. Phew! The descent was nice and Quinn's Gap was tame by comparison but the descent was faster.

The weather was even more atrocious than Day 1 - windy and with stinging cold rain - but it was a fabulous ride, the best leg of the tour for me.

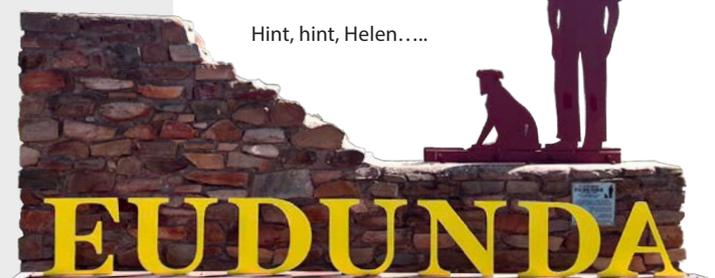
Day 3: We rode from Waterloo to Watervale, passing through Mintaro along the way. There was a lot to see including a very nutty alpaca, emus, lambs and a mob of roos! Martindale Hall and the Magpie and Stump pub were great places to stop.

Day 4: Finally treated to much-improved weather, we pedalled a loop from Watervale to the Lavender trailhead at Clare, taking in Spring Gully Conservation Park along the way and then back to Watervale via the Riesling Trail.

We gathered for a final photo of the group at the trailhead and then beetled back to Sevenhill for food and coffee.

A grand time was had by all and we all greatly appreciated the hard work and organisational skills of Helen Dominish, who enabled us all to enjoy such a fine trip. Many are now keenly anticipating a possible reprise doing the southern half of the trail.

Hint, hint, Helen.....



SUPPORT ORGANISATIONS WHO SUPPORT US



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.





IN 2024, BIKE SA GUIDED MORE YOUNG PEOPLE INTO A BIGGER, BRIGHTER WORLD

Bikes Palya and Bikes Active – Bike SA's two key programs for inspiring disadvantaged and disengaged youth through the power of the bike – enjoyed tremendous successes this year. The smiling, daring, confident results in this picture spread speak for themselves.

