

CYCLE

THE MEMBERS' MAGAZINE - No. 203
AUGUST TO OCTOBER 2024

A group of five men standing on a dirt trail. From left to right: a man in a black and yellow long-sleeved jersey with "HUMAN PROJECTS" and "origins" on it, wearing a helmet and gloves; a man in a green jacket and khaki pants; a man in a black and yellow long-sleeved jersey with "HUMAN PROJECTS" and "origins" on it, wearing a helmet and gloves; a man in an orange long-sleeved shirt and dark pants; and a man in a black t-shirt with "THE BOLT" and "SUBTLETY" on it, wearing a cap and holding a shovel. In the foreground, a cyclist in a white and blue jersey with "HUMAN PROJECTS" and "origins" on it, wearing a helmet and gloves, is lying on the ground next to a mountain bike.

COMMUNITY CYCLING NEWS

THE HAPPY TRAILS ISSUE

» FOX CREEK
EXPANDS TRAIL
NETWORK
FOR ALL

» NEW TRISHAW
SERVICE A
TICKET TO RIDE
FOR ELDERLY

» FEDERAL FUNDING
A BRILLIANT
SPOTLIGHT ON
ACTIVE TRANSPORT

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Front cover image:

Elite adaptive cyclist Renee Junga hurtles around a bend on the new blue adaptive trail in front of Human Projectiles president Peter Abradovic, Forestry SA ranger Eric de Smit, Charles McNeillage and trail builders Kyle Wilkinson and Glen Potter.

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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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CYCLE

Cycle is published quarterly

ISSN: 2208-3979

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CHIEF EXECUTIVE'S NOTES

SUE BOWMAN



THE ROAD AHEAD FOR BIKE SA

It's amazing how quickly three months fly by when you've dived into a new and exciting challenge.

I told you last edition that this period would be a learning experience for me and I would come to you now with my thoughts for where we go from here.

So, here we go.

I spent the past few weeks talking to everyone within the organisation. That was an absolute must because in a ship as tightly run as this one, everyone – staff or volunteer – is crucial to our success.

In doing so, I have also learned about the passions and ideas of each person and about the way the organisation functions now, its culture and how it could do better moving forward.

My hope now over the next month or two is to engage with as many of our members as possible and get a feel for how they experience Bike SA and what most matters to them.

I think it is also vitally important for us to know how government sees us, what they understand about us and how we can best interact with government to deliver for our members and South Australia in general.

I have good relationships with local and state government and I have learned from long experience that having a positive working relationship with government, where they see us as contributing to their strategic plans, opens a lot of doors for us.

I know Minister for Recreation, Sport and Racing, Katrine Hildyard, is a very big advocate for people getting out and being physically active, which gels perfectly with our mission. But she has other portfolios – including responsibility for women and families – and working with her to benefit all areas of her responsibility will also raise our profile and create great opportunities for Bike SA while we go about pursuing our own purposes.

There is great potential here to deliver on our mission statement in new and very promising ways.

I've seen the amazing products we already deliver via our events. I see opportunities to enhance their reputations and profiles so the world knows what we do. The tourism and recreational aspect of Bike SA's work is truly fabulous and we package that together with ease and make it look easy.

Our bike education programs are terrific – a well-oiled machine with energetic, passionate staff – and I'd like to promote that more and expand our opportunities there.

I have loved so much of what I've seen but, with

fresh eyes, I also see so many more opportunities to improve.

We need to define who we are and maximise the significance of our brand. We really need to significantly increase our brand awareness throughout SA. That is quite high on my agenda.

The office staff and I have spent much of the past three months working internally on our systems, policy alignment, communications and distilling our advocacy work into a clear, significant stance and agenda. That agenda, established by our board, and our forthright commitment to impactful advocacy is something that is going to become obvious over the coming months.

We recently celebrated 40 successful years and we are looking to be here for many years to come. And the strengthening of some of our internal mechanisms, the refining of our processes and agendas, the relationship-building and profile-raising we are pursuing now will lay the foundations for us to serve our community even better for the next 40 years and more.

“WHILE WE ARE CHANGING THE WAY WE ARE DOING SOME THINGS, FOR OUR MEMBERS, SUBSCRIBERS, EVENT PARTICIPANTS AND FRIENDS, NOTHING SHOULD CHANGE ABOUT THE THINGS YOU LOVE ABOUT BIKE SA. WHAT WE ARE DOING NOW SHOULD ONLY MAKE IT SIMPLER FOR US TO GIVE YOU WHAT YOU'VE ALWAYS EXPECTED OF US.”

Continues Page 6 ➔

PRESIDENT'S NOTES

MAUREEN MERRICK



After an unusually cold winter, we are looking forward to spring and warmer cycling weather. The following rides may be just what you are looking for, and includes the BoATS rides during the Tour Down Under in January 2025.

Cycle Salisbury's Social Rides will celebrate their 11th birthday on 7 September. Several rides with

courses and distances catering to varying abilities have been organised, with all concluding with lunch at the Old Spot Hotel. Please contact Jim on 0401 984 767 for further details of their birthday ride and/or Cycle Salisbury's other seven ride groups in the Rides Programme.

Looping the Lavender have two gravel rides on the weekend of the 7 and 8 September on the Lavender Cycling Trail between Eudunda and Inspiration Point (Saturday) and the Eudunda Southern Ridge Loop (Sunday). Camping is available at Eudunda, and cabins/camping at Kapunda. Further information will be posted in the Ride the Lavender Cycling Trail Facebook group – www.facebook.com/groups/lavendercyclingtrail.org.au – or contact Helen on 0413 961 569.

On Saturday 21 September, the Unley BUG group has planned its Spring Equinox Gravel Ride up into the Adelaide Hills. This ride is for those 'who want to escape the city on some gravel roads'. The ride

does involve 'a decent amount of climbing and all sorts of surface conditions'. For further details of the September ride and Unley BUG's monthly rides, please contact Daniel on 0437 323 379.

The BoATS rides (The Bit of a Tour Series rides) return to the Rides Programme in October – January 2025. It is a series of eight rides which closely follow parts of the 2025 Tour Down Under stages. Each of the rides is a loop or out and back by the same route which will then finish, usually at a café or bakery. The start and finish location will vary from ride to ride. The ride distances will vary from 50km to 73km and the ascents from 533m to 1131m. Please contact Stu on 0493 543 503 for further information of the eight planned rides.

I would like to thank all our ride coordinators and ride leaders for their time and effort in continuing to provide such a varied rides programme.

NEW ADAPTIVE TRAILS AT FOX CREEK WILL TAKE RIDERS TO THE NEXT LEVEL

Opening new cycling trails is always something to celebrate. But even more so when those trails are not only new opportunities but bold statements that the future of trail building will be focusing on expanding those opportunities to so many more people.

Right now, the trail building team from Next Level Mountain Bike, supported by Glen Potter of the Dirt Syndicate, are putting the finishing touches on two highly anticipated new mountain bike trails at Fox Creek Bike Park – one green and one blue. They are expected to be opened in spring and will dramatically increase the trail length, quality and diversity at Fox.

They are adaptive trails - wider than conventional trails and designed for two, three and four-wheeled cycles, accommodating riders unable to use a standard mountain bike. This is the same philosophy as used for Allen's Orange Whip, but these will be much more like a turbocharged AOW, according to those who have already enjoyed test runs down the new blue trail, B-rad.

"It's awesome," said elite adaptive MTB rider Renee Junga. "A fun, flowy, wide-open trail with lots of different side hits for people to play around on. It's the kind of trail we don't have yet in Adelaide. You can just carry speed the whole way down."

"It's adaptive-friendly, so everything is rollable, but it can be as chill or as gnarly as you want. It's Allen's on steroids - like if Whip was extended to 2km. Similar, but four times as long."

The green trail, Phoenix, has more work still to go, but enough has been done to show its character and the tremendous opportunities it will deliver.

"The gradient on Phoenix is a lot less than B-rad and the shapes are a bit more passive, so we don't scare people off, but there's something

there for everyone," Glen said. "There are so many switchbacks. This is the track for anyone who wants to get good at cornering."

This development is being funded through the government's Community Recreation and Sports Facilities Program – through the Office of Recreation, Sport and Racing - following a successful grant application by long-time Fox Creek MTB club, the Human Projectiles.

Forestry SA supported the HP's grant application and also provided its own funding for the new aMTB trails. FSA chief executive Tim Ryan said the organisation was "committed to including and providing access for people living with a disability, and our commitment to aMTB trail development at Fox has been a crucial part of this journey".

"We're proud that all riders can get their adrenaline hit at home in South Australia. The aMTB movement is continuing to gain momentum nationally and internationally and we're proud to be leading from the front here at Fox Creek Bike Park!"

Tim said the new trails would not only provide opportunities for novice and intermediate aMTB riders to hit the trails with confidence and develop their cycling skills but would also provide a venue for aMTB competitions and other events, helping people living with disability break through social boundaries and engage with their community.

AOW opened in 2021 to rave reviews, particularly from its namesake, Paralympic MTB legend Grant Allen. But at 554m before it narrows into Blue Groove it is only one quarter the length of B-rad. The two new trails both branch off from the start of AOW, giving riders – adaptive or not – an abundance of choice from the same start point.

And both new trails will give riders a full top-to-bottom Fox Creek experience. B-rad will merge onto Blue Groove about 200m before it exits onto



Heavy work under way on B-rad



Renee Junga and Kyle Wilkinson taking an early evaluation ride of B-rad.

The Guts fire track while Phoenix – after 2200m of fun – spills out onto The Guts just around the corner from the finish of Fox Fast for a quick roll down to the bottom car park.

Renee said the blossoming trend of expanding trail networks was heartening and exciting for the adaptive cycling community.

"Adaptive trails are expanding across Australia. Trail builders these days have adaptive access in mind when they're building new trails, but adaptive support also covers a lot more than that."

"Fox has the facilities like accessible toilets now as well. Not many trail networks have accessible facilities even if they do have accessible trail networks, so that's great that Fox has thought of those things as well."

"We are stoked to be thought of these days and it's so great to see the sport expanding like crazy. Seeing new people out all the time is just wicked," she said.

With the support of Forestry SA, the Human Projectiles also secured funding from Bendigo Bank and Adelaide Hills Council to upgrade the Fox Creek Trail Hub area to a safe and accessible space for all users. That funding also helped to pay for new interpretation signage and the installation of the hub's entrance arch.

Club president Peter Obradovic said the work to secure the grant funding to make all this year's



Set your line for a fast corner



Smooth, flowing lines





IT'S AWESOME! A FUN, FLOWY, WIDE-OPEN TRAIL WITH LOTS OF DIFFERENT SIDE HITS FOR PEOPLE TO PLAY AROUND ON. IT'S ADAPTIVE-FRIENDLY, SO EVERYTHING IS ROLLABLE, BUT IT CAN BE AS CHILL OR AS GNARLY AS YOU WANT. IT'S ALLEN'S ON STEROIDS - LIKE IF WHIP WAS EXTENDED TO 2KM.



work happen was the highlight of the Human Projectiles' 30 years of engagement at Fox Creek.

He said they relished the idea of expanding access to mountain biking to more and more people but that the trails themselves stand out as triumphs, regardless of their other qualities.

"I think it's great if we can have fewer barriers in society, but just being able to make Fox Creek a real destination for everybody and maximise useability on these outrageous trails is an achievement too," Peter said. "If a trail is suitable for adaptive riding, it's suitable for everyone.

"The impact on Fox of these new trails will be huge and, really, everything that's happened since the (2019) bushfires has been a massive boost. The biggest thing that I've seen since the fires is the booming number of kids. You go to Fox any weekend now and there's just carloads of kids getting into the sport and that can only be great for where the MTB scene is heading in SA. We might unearth a few more world champions."

Glen backs that impression of the impact the new trails will have. He says B-rad, in particular, will surprise for its three-dimensional thinking, where corners are not just sweeping sideways but diving or climbing at the same time.

"It's like nothing else in Fox Creek or anywhere in Adelaide. I think it's really going to shock people, how far we have taken it," Glen said. "The trails are better than I thought they'd come out to be. It feels almost like you're on a roller coaster and that's the feeling everyone wants, isn't it?"

"We're really trying to exaggerate the shapes so you can get that feeling out of it while still being safe enough so new blue riders will be fine on it.

"And it's still entirely rollable and appropriate for adaptives. I've ridden down it with Renee (Junga) and Grant (Allen) and, riding behind them, it's phenomenal to see what they can do with the terrain."

Weather – getting enough rain and then waiting for it to stop – will be the key determining factor for when the trails are officially opened once spring has sprung. But keep an eye out for announcements on Bike SA's social media pages while Forestry SA is also sure to announce developments via its pages and the Fox Creek Bike Park pages as the work is finalised.

For the safety of riders and trail builders, do everyone a favour and stay off these new trails until they have been declared safe to use and officially opened.

But, once you do, get ready for the ride of your life.

HUMAN PROJECTILES MTB CLUB CELEBRATES 30 YEARS

They're a small group, no more than a dozen people. But if you love mountain bike riding at Fox Creek Bike Park, you have them to thank for so many of the trails you get to shred.

The Human Projectiles, who celebrate their 30th anniversary this year, have existed only to share their love of riding at Fox and to do everything they can to maintain and improve the park.

"The club set out to improve Fox Creek Bike Park and this purpose is in our constitution. We're just a bunch of friends who've been riding there together for 30 years," club president Peter Obradovic said.

"We see our role is to work with Forestry SA and all stake holders to make Fox Creek Bike Park a world-class cycling destination. Other clubs exist for competition. We only exist to improve Fox Creek."

For much of their first 15 years the Human Projectiles were involved in trail maintenance volunteering, but that was it. They loved spending time together at Fox but hadn't yet been struck by the notion of trail creation.

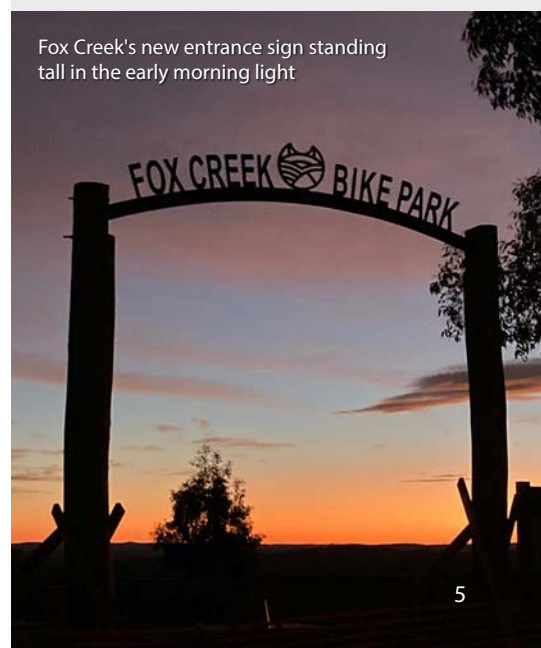
That all changed in 2009 when they first went to Forrest, Victoria to sample the extraordinary riding on offer in the Otway Ranges.

"That's when we first discovered flow trails," Peter said. "When we got home, with the firm intention of getting grant funding to expand Fox's network, Nick Bowman, who's also had a lot to do with Fox Creek over the years, said for us to achieve anything we had to get incorporated.

Continues Page 6 ➔



Charles McNeilage, Peter Obradovic, Glen Potter, Forestry SA ranger Eric de Smit and Kyle Wilkinson with rider Renee Junga.



Fox Creek's new entrance sign standing tall in the early morning light

CHIEF EXECUTIVE'S NOTES

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While we are changing the way we are doing some things, for our members, subscribers, event participants and friends, nothing should change about the things you love about Bike SA. What we are doing now should only make it simpler and more effective for us to give you what you've always expected of us.

We are exploring how we can do things better. We should never be complacent and we will always strive to deliver new and better experiences for those who trust us to do so, and ensure that we continue to provide services that are exceptional. We want more people to experience what we offer so we are working to increase our capacity without losing the essence of what we've always delivered – the personal, friendly touch that only a volunteer-driven organisation can.

I have a much better picture of the Bike SA family. There is a great spirit of willingness, energy and passion from everyone here to make Bike SA thrive and I will be doing everything I can to encourage and nurture that passion.



AMY GILLETT BIKEWAY EXTENSION WORK BEGINS

Work has begun on extending the popular Amy Gillett Bikeway in the Adelaide Hills from where it now ends at Mount Torrens a further 6km to Birdwood.

Preparation works began in July and construction of the shared pathway and the necessary bridges is scheduled to begin in September or October. The project is targeted for completion in June 2025.

The project is a \$5.7m initiative jointly funded by Adelaide Hills Council (\$500,000), the Federal Government (\$2,600,000) and State Government (\$2,600,000). It will extend the safe, sealed bitumen trail for cyclists, walkers and horse riders from 17km to 23km and open the amenities and opportunities of Birdwood to bikeway users while also bringing the trail that much closer to northern riders and walkers.

Bike SA will closely follow and keep you informed on the progress of this long-awaited extension that will add to the bikeway's already extensive benefits to tourism, health, wellbeing and recreation in the Adelaide Hills.



HUMAN PROJECTILES MTB CLUB CELEBRATES 30 YEARS

...continued from previous page

"So, through our secretary Brad Slade, we did that, and it was the crucial first step to putting great new runs in at Fox.

"That was a significant moment for us. It started our long-term relationship with Forestry SA and Bike SA and it's what eventually led to our biggest impact, securing the funding for the two new adaptive MTB trails from the Office of Recreation, Sport and Racing."

Trails they were involved in bringing to life include favourites like Ant Logic, Dirty Little Secrets and The Ducks Guts.

After the destruction of the 2019 bushfire, they were successful with applications for grants from the Bendigo Bank Bushfire Recovery Fund and Adelaide Hills Council led to the Trail Hub and its ongoing development.

Add to that the work to fund the new adaptive trails, B-rad and Phoenix, and the Projectiles' impact on South Australian mountain biking is undeniable.

Looking ahead, Peter sees "Fox Creek being a very precious asset for the SA cycling community because it has such a broad spectrum of riding to offer. There are beginner, intermediate and expert MTB trails – cross country and downhill – and miles of fire roads for gravel riders".

"WE ONLY EXIST TO IMPROVE FOX CREEK. I'D JUST LIKE TO SEE IT BECOME SOMETHING LIKE DERBY, THREDBO OR BULLER."

"I'd just like to see it become something like Derby, Thredbo or Buller," he said.

And are there 30 more years in the Projectiles' legs?

"With e-bikes, maybe. I'm 56 and I get the same sensation riding a trail now that I did when I was 10. Nothing else does that. Nothing!"

BIKE SA IS BRINGING MAINTENANCE COURSES TO YOU

It is a long-established fact of cycling that, regardless of what you ride, your enjoyment of riding increases with your confidence to handle any mechanical mishaps that may befall you.

From a simple puncture to a dropped chain or slipping gears or brakes, knowing you can quickly remedy the situation gives you the confidence to venture farther, ride longer and explore more.

That's the value of Bike SA's Maintenance Courses and now, Bike SA is making those courses even more convenient by bringing them to you.

Already this year, we have delivered courses in Mount Gambier and Mount Barker that were generously provided by their local councils.

Courses are for people 16 years and over in groups of up to 15 – taught by one or two instructors – and are perfect for clubs or groups or for local councils to offer to their residents. They run for between two and three hours and we can and do tailor them to the needs of each group.

Mount Gambier booked two courses, our Basic Bike Care program in the morning and an Intermediate-level course – focusing on gears and brakes – in the afternoon.

Mount Barker has had us working with their bike enthusiasts twice already this year and we look forward to continuing to boost the confidence of Mount Barker cyclists for a long time to come.

The biggest hurdle for most people Bike SA speaks to about maintenance issues is the ability to remove a bike's rear wheel for gear and brake servicing or to fix a rear-wheel puncture. So simply imparting that one skill can dramatically increase the confidence of cyclists to head out on longer rides, knowing they can fix a flat and be back on the road in minutes.

“OUR INSTRUCTORS CREATE A FUN ENVIRONMENT WHILE DELIVERING THE KNOWLEDGE THAT WILL TAKE YOUR CONFIDENCE TO THE NEXT LEVEL.”

We come to a suitable venue of your choosing, and we bring all the equipment you will need. You can work on your own bike if it is suitable, or we will provide demonstration bikes for you to use. Our experienced instructors create a fun environment while delivering the knowledge that will take your riding and confidence to the next level.

Speak to your local council about subsidy opportunities and go to bikesa.asn.au/bike-maintenance-courses or call our office on 8168 9999 9am-5pm Monday to Thursday for more information.



Instructors Kate and Brydie from Bike SA with one of the classes in Mount Gambier

FROME STREET BIKEWAY WILL FINALLY BE FULLY FORMED



Soon this...

The long-awaited extension to the Frome St Bikeway, finally completing the route north from its current northern limit at Rundle St to North Terrace and on to Albert Bridge, is scheduled to be finished in late October.

While that is still a while away, Bike SA – with the assistance of the City of Adelaide – visited the worksite on a wet and wild winter's day for an update.

The releveling and repaving of the footpaths between Rundle St and North Terrace was being completed when we were there on July 15 and preparations were being made to begin bike lane construction.

Jordan Wood, site supervisor for contractor SGP Civil, said work was on track for the October opening and expressed his appreciation for the patience and consideration of cyclists making their way around the works. “The end result will outweigh the inconvenience during construction,” he said.



Work from North Terrace to Victoria Drive and on to Albert Bridge is also underway, which will expand the opportunities for safe, separated cycling significantly with the link to Linear Park.

The completed route will connect Unley in the south through the city to Prospect in the north, allowing people to ride from their homes to the East End, Adelaide Botanic High School, the university precinct, Lot Fourteen, the Adelaide Zoo and North Adelaide.

The North-South bikeway is one of the busiest cycle routes in Adelaide and, this year, Frome St cycling trips are up 130 per cent from 2022 levels, with a weekday daily average of 700.

The latest work is part of a \$12 million joint project between the City of Adelaide and South Australian Government to deliver more bikeways and cycling infrastructure throughout the city and Park Lands.

Lord Mayor Jane Lomax-Smith said Council was committed to delivering high-quality cycling routes.

“We know that bikeways encourage more people to travel by bike and that's great news for our city,” she said. “Safer cycling infrastructure will help us to meet our residential and economic growth targets and the environmental and health impacts of cycling are obvious.”

Bike SA will follow developments as the project comes to fruition and will continue to advocate for more cycling infrastructure – including end-of-trip facilities and east-west bikeways - to improve access to and enjoyment of the city for everyone.

RIESLING TRAIL CELEBRATES 30 YEARS OF ENCOURAGING CLARE VALLEY ADVENTURES

The Riesling Trail – one of the most rewarding cycling opportunities in South Australia – celebrates its 30th birthday this year. And, given the opportunity and potential the trail represents, we should be celebrating it for the marvellous recreational, tourism, exploration and entertainment possibilities it delivers.

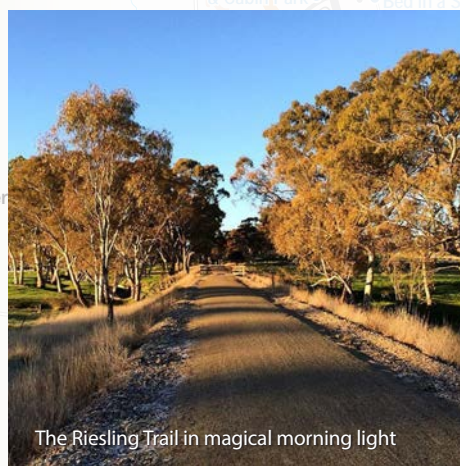
In May 1994, the first section of the trail from Sevenhill to Watervale – about 9km – was opened. Since then, it has expanded to a 33km network from Auburn in the south to Barinia in the north and including additional loops that expand opportunities to the east and west to explore more of the Clare Valley.

THE INITIAL PLANNING AND THE 30 YEARS OF ONGOING WORK THAT HAVE GONE INTO IT HAVE BEEN AMPLY AND DESERVEDLY REWARDED. ROUGHLY 100,000 PEOPLE HAVE USED THE TRAIL ANNUALLY IN RECENT YEARS.

The initial planning and the 30 years of ongoing work that have gone into it have been amply and deservedly rewarded. Roughly 100,000 people have used the trail annually in recent years.

The trail has 17 access points along its length, and a safe, flat, high-quality surface that makes it accessible to families, wheelchairs, cycles, walkers and runners. Locals appreciate it as much as the tourists do, with regular transport, exercise and events keeping the trail well occupied.

Informative signage and artwork feature throughout the trail. There is access to nearby public toilets, cafes and hotels as well as the



The Riesling Trail in magical morning light

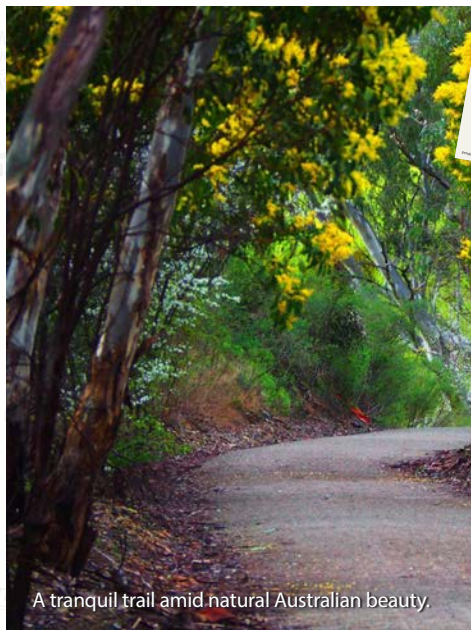


A rider rolls past the famous cycling sculpture

bountiful wineries and restaurants for which the Clare Valley is famous. Drinking fountains spread along the trail are the next upgrade in the planning.

The Riesling Trail – constructed on the old Riverton to Spalding rail line – is managed by a volunteer group chaired by Dr Allan Mayfield.

“The rail line was burned in the 1983 Ash Wednesday bushfires and never re-opened, sitting idle for many years,” Allan said.



A tranquil trail amid natural Australian beauty.

“Then, thanks to a fortuitous combination of talents and enthusiasm inspired by local winemakers Tony Brady (Wendouree Wines) and Evan Hiscock (Petaluma Wines), the chance was seized to turn the old rail line into a trail that could link with the wineries and promote the valley’s famous Riesling wine – and the now iconic trail was born.”

The trail was completed in stages – Sevenhill to Watervale in 1994, Clare to Sevenhill and Watervale to Auburn in 1998, Clare to Barinia in 2009, and the final, upgraded stretch into Auburn in 2019.

It also connects seamlessly with the Rattler Trail – from Auburn to Riverton – along with the Lavender Federation Trail from Murray Bridge to Clare, the new Wine and Wilderness Trail locally and is also host to part of the Mawson Trail from Adelaide to Blinman. Taking all that into

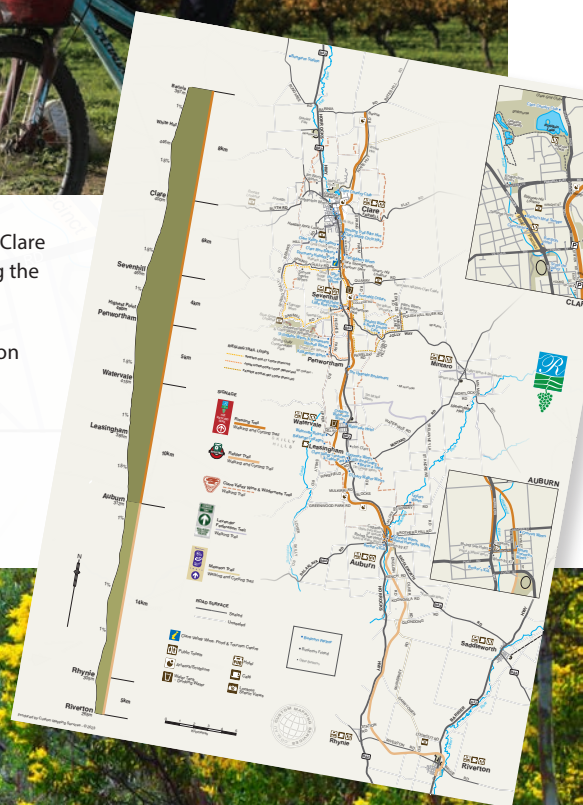
consideration, the potential experiences starting from the Riesling Trail are virtually limitless.

The trail’s construction and ongoing maintenance and development has been made possible by generous ongoing local business support, state government and local government funding as well as hundreds of hours of volunteer work.

Behind the success story of the trail over all these years has been the band of dedicated volunteers on the management committee.

“A lot has been achieved over the past 30 years, but we’re always coming up with new ideas, there’s always plenty of maintenance to be done, and we really look forward to welcoming many more trail users in the decades ahead,” Allan said.

For more information about the Riesling Trail go to www.rieslingtrail.com.au or follow The Riesling Trail on Facebook.



MATESHIP THE KEY TO MAINTENANCE TEAM'S SUCCESS



Bike SA volunteers Peter, Steve, Martyn and Greg hard at work and chatting over a cuppa.

“
KNOWING THAT A LOT OF THE
BIKES WE WORK ON END UP
IN PLACES WHERE THEY WILL
REALLY MAKE A DIFFERENCE
IN PEOPLE'S LIVES IS
ENORMOUSLY SATISFYING.”

Bike SA's volunteers give their time, energy and skills in an endless variety of ways – they are the foundation of our organisation.

Over the decades, some of the most consistent contributors have been our bike maintenance volunteers, the men and women in our workshop keeping our fleet of education, hire and touring bikes in first-class fettle.

We sat down with a few of them this issue to give you an idea of why they started volunteering, what keeps them coming back and how important it is that the next generation follows their lead.

Peter, Steve and Martyn (see more of Martyn on Page 12) have collectively volunteered for Bike SA for 70 years!

“I came here and met some great guys, helped people get into riding and I just have a great time,” Martyn said. “The company is great, the work is satisfying and we are all very different people, so we learn a lot from each other. And we're not just locked into the maintenance workshop. We get out and collect bikes around town and meet a lot of really nice people doing that.

“We work hard then sit down and solve the problems of the world over a cuppa and a biscuit.”



Peter agreed. “There's that feeling that you're wanted and needed, part of the family. The welcoming atmosphere and the purpose of helping people be active and healthy means I always look forward to coming into the workshop.”

Fellowship and friendships are a huge part of their motivation, but so is the knowledge that their work is having a tremendously positive impact on people far and wide.

“Knowing that a lot of the bikes we work on end up in places where they will really make a difference in people's lives is enormously satisfying,” Steve said. “Refugees, isolated outback communities and kids in need all end up climbing on bikes that we're repaired.”

As much as they achieve, the maintenance men are not getting any younger and they would dearly love some new friends to follow their lead.

“We're all getting on a bit and we need younger people to keep this all going,” Peter said.

If you would like to join our vibrant community of volunteers, call the office at 8168 9999 9am-5pm Monday – Thursday or email our volunteer co-ordinator Maureen Merrick at maureen.merrick@bikesa.asn.au or phone 0407 600 326.



NEW CYCLING SERVICE CHANGING LIVES AND BRIGHTENING SMILES



Tom Twelftree riding with Christine Miller and Maureen Avery at Cycling Without Age's launch

“THE AIM OF THIS INITIATIVE IS TO INCREASE MOBILITY, ADDRESS ISOLATION, AND PROVIDE THE FEELING OF FREEDOM.”

Their motto says it all: “You have a right to feel the wind in your hair”.

Cycling Without Age, a not-for-profit, volunteer-driven organisation with more than 2500 chapters around the world, recently launched its Adelaide operation with a ride demonstration in beautiful Bonython Park.

CWA uses volunteer cycle pilots in specially made trishaws to take elderly people out of their homes and into the fresh air. The organisation's goal is to promote social engagement as well as communication with their pilot, “building bridges between generations and reinforcing trust, respect and the social glue in our society”.

Now operating in more than 50 countries, CWA's work has been shown to be extremely effective, with studies concluding that the excursions reduce the social isolation that afflicts many senior citizens and improve the mood and well being of the passengers while also benefiting the pilots through the physical activity and social interaction.

Cycling enthusiast Tom Twelftree set up CWA's latest chapter after seeing the service in action in Perth and realising that – despite 40 chapters operating across Australia – Adelaide was the only capital city without one.

He started the operation with some of his own money and funds donated by his friends and family for his 50th birthday in February. At the same time, co-founder Allison Ferguson, who now works for Carinya Aged Care in Myrtle Bank, was returning from Queensland where the nursing home she worked at used the service regularly.

CWA connected the two of them and they instigated the Adelaide chapter, using Carinya

Aged Care as the pilot recipient group.

They settled on Bonython Park as the best place to run the service, with its controlled, shady environment and abundant parking and toilet facilities.

“Aged care facilities will bring eight participants on a bus to find volunteers waiting for them with two trishaws, ready to take them for a ride,” Tom said. “Four of the eight will go for a 40-minute ride along the Torrens while the other four relax in the park, chat and enjoy being out in nature. Then they switch over. The aim of this initiative is to increase mobility, address isolation, and provide the feeling of freedom.”

The trishaws are stored just 100m away at Anglicare, which has six aged care facilities of its own and will also use the service.

“We are very grateful to Anglicare,” Tom said. “And to the City of Adelaide which gave us an \$11,000 grant to help purchase the two trishaws.”

Councillor David Elliott, representing the council at the launch, said the long-lasting trikes would be “a real long-term investment in ageing well”.

“It's also an amazing way to encourage intergenerational social activity through a shared joy of cycling, or just through the shared time outdoors,” David said.

The custom-made machines cost \$22,000 each, which is a huge initial commitment, but still the service is free. Funding comes from donations and grants and Tom is already looking into grant opportunities to bring in more trishaws and expand the service.

“We are hoping to add two trishaws every year and we'd like to end up with six so that we could run this service two to three days a week,” Tom said.

The only thing that would cancel the outings is rain. Even in summer, Bonython's shade mean heat would not be a concern.

Volunteers – both as pilots and the concierges who get the passengers safely and comfortably settled in the trishaws – are also crucial to the service but Tom has been delighted by the more than 40 people who've already stepped up.

More are not only welcome but needed so, to volunteer, or to request the Cycling Without Age service, contact Tom at tom.twelftree@cyclingwithoutage.org.au

Or you can make a donation at <https://chuffed.org/project/111140-cwa-adelaide>

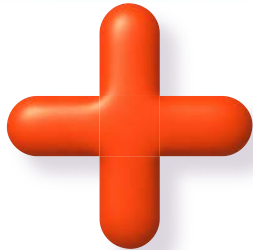


SCAN TO DONATE



NATIONAL ACTIVE TRANSPORT FUND A VITAL SPOTLIGHT TO DELIVER CHANGE

this



federal attention



more of this ➡

The \$100 million the Federal Government committed to active transport projects in the 2024 Budget does more than just provide for those who want or need safe, effective and accessible active transport infrastructure.

It's more than just recognition of the need to protect the environment on which our very lives depend by encouraging emissions-free transport.

It is, as an unprecedented allocation to walking and cycling in the transport budget, a stark acknowledgement of the reality of active travel as a key plank in our transport foundations and recognition that the long, myopic focus on motor vehicles is no longer valid.

Even though the money – for new as well as upgraded cycling and walking paths – will not begin to be spent until mid-2025, the flurry of applications, announcements, planning and public discussion from now and for years to come will shine a spotlight on a transport segment whose expansion will benefit not only participants but all Australians. The health, economic and environmental advantages of more people swapping SUVs for pedal power are indisputable.

It will kickstart a national conversation about how we can and should develop our cities and towns with a focus on moving people, not cars. About how we can make our streets, precincts and suburbs cleaner, quieter, safer and friendlier places.

Designing for the movement of cars instead of people for the past 75 years has led to the ludicrous situation where about 50 per cent of all car journeys in Australia are of only 5km or less.

Elevating active transport to a much stronger position in our national planning conversation will not force a single person into a sweaty trip they are not willing or able to take. But by making it safe and attractive to those who are willing and able – but who are not prepared to brave existing facilities –

we improve the road environment for everyone, including those who will continue to drive.

Bike SA CEO Sue Bowman welcomed the move as a crucial first step to a future where the national transport conversation is one of innovation, cooperation and diversification instead of endlessly repeating the same mistakes of the past, hoping for a different outcome.



**IT'S GOOD NEWS TO SEE THE FEDERAL
GOVERNMENT TAKE SUCH A PROACTIVE
STANCE TO SOLVE AUSTRALIA'S
TRANSPORT PROBLEMS.**



"It's good news to see the Federal Government take such a proactive stance to solve Australia's transport problems," Sue said. "But the great news is that that money will be paid back in spades thanks to the proven cost savings that active transport delivers in health, pollution and congestion reduction, and minimising road surface damage.

"Areas with more active transport and less traffic noise and danger have also been proven to be more economically successful – further showing this money to be a savvy investment."

This is a golden opportunity where serious government action has highlighted the opportunity to break away from the status quo and join the worldwide movement of places diversifying their transport options.

We must not let it slip away from us without showing the wider Australian population that enabling clean, green active transport benefits everyone regardless of how they travel.





Martyn - wearing his protective kevlar sleeves - being treated after his crash

MEMBER STORIES



His bike before the crash

His helmet is now ruined but it did its job

A PRICE ON YOUR HEAD

BY MARTYN AMES

My question here for you all, is what value do you place on your life?

I should say this article is written following a crash, the third I've had in my cycling life, that I had on 6 March while on the way home after a day volunteering at BikeSA.

Being helmeted in a crash is good for your head and your hip pocket, so carry on reading. Helmets are lifesaving. We wear them for much more than just legal compliance or to fend off magpies. So, what are the differences between a supermarket cheapie or an often much dearer one from a bike shop?

DESIGN CONSIDERATIONS 101...

You will have already noted that supermarket helmets are basically shells lined with polystyrene foam which upon impact, crush and absorb those forces. This is all well and good, however, once that foam approaches full compression its hardness increases rapidly which will have an adverse effect on your neck muscles.

More expensive designs are arranged to first absorb impact forces but - once that initial compression is taken up - the shell itself starts to sacrifice itself, meaning that it distorts and then splits. While this does not sound like a good thing to do, the helmet is designed that way. At the limit, the helmet would be totally destroyed but the benefit of this design is that the helmet sacrifice guards against those neck wrenching forces and your head remains attached with its contents intact!

THE CIRCUMSTANCES OF MY THIRD CRASH

I'm a rider of some 65 years' experience on public roads here, in the UK and in Europe and my serious crash this year was my first since I was a youngster at ages 13 and 20. All this, of course, is additional to the normal, minor incidences such as toppling off and forgetting to unclip from the pedals that pretty well everybody has done.

I have worn a helmet from those heady days in the mid-80s when they looked as though ET had landed on your shoulders. Since that time I have always bought moderately expensive ones and never from a supermarket since better helmets absorb impact in the extreme through sacrifice.

In the picture of my favourite helmet following the crash and you can see the fractures in the foam structure. Quickly after than impact, I was kindly picked up by a motorist who took care of both me and my bike. I remember very little of the incident and can only remember "seeing stars"!

It could have been worse... I was attended by a Rapid Response Paramedic called Steve who checked me out in readiness for a full-size ambulance which scooped me up and took me to the RAH. There I was assessed in very short time and seeing that I had bone chips coming off from the thigh bone, they decided upon replacing the whole hip joint purely due to my age and being an active rider.



Unfortunately, the list of operations that evening was very busy and so instead of that, they processed me as a public patient who would be attended to the following day at nearby Ashford Hospital. There I arrived just after lunch time but no lunch for me. They placed a cannula in my arm and I woke up 2-3 hours later not knowing what had gone on but in far less pain than before. Apparently, the operation had taken just 1 hour, amazing... I was in hospital for 6 days.

Now let me tell you in more detail about those earlier crashes, either of which could have ended my life.

CRASH NUMBER 2

Early one evening in the summer of 1965 in the town of Hatfield, near London, where I was a student apprentice, a car swerved across my path as I was riding home. I had nowhere to go and bounced off the windscreen and onto the road, narrowly missing wheels etc. The driver removed his car from the road and eventually wandered back to ask if I was okay! I dragged my broken bike back to my flat on foot then drove to the police station to report the crash. The sergeant there knew this fellow and was extremely sympathetic, offering to interview him early the next morning! The driver fought the case and lost.

I was at that time a member of the Cyclist's Touring Club, the British Cycling Federation and my local cycling club, Verulam CC - the name derived from the Roman name for St Albans, Verulamium. All these organisations gave some measure of legal support as well as insurance - does that sound familiar?

During cross examination, the defendant's solicitor tried to claim that I was riding dangerously at my stated 40km/h but the magistrate got annoyed at this line of questioning and asked me how far I rode in a year (c 12,000km) and at what speed (averaging 34km/h all day if necessary). I was awarded costs and received a court cheque for £80 which I spent the next weekend on a superb Reynolds 531 limited edition touring bike that I took through France, Switzerland and Germany just a month later.

So other than a few knocks and bruises, all was well and I had my brand new 531 touring bike to go with the 531 racer I bought the year before.

CRASH NUMBER 1

In the English winter of 1958, I apparently came off my bike while delivering newspapers in the snow. I say apparently because I have no knowledge of this as I was out cold for some 45 minutes and woke up in the local medical centre. I then spent a week in the nearby general hospital lying flat

on my back, being restrained from moving as I had suffered a severe concussion - [footy players pay attention here](#). I was released after that week

and spent a very quiet time at home the next week before returning to school. The hospital gave me a letter instructing the school that I would not be involved in energetic activities for the next year, which was okay but boring.

Other than the bump on my head, the downside of this was that my short-term memory had disappeared, I had difficulty learning new things, I could not spell and my writing was awful. I had changed from a bright 13-year-old who had passed an important entrance examination to a big private boys' school. It took me a further 3 years to manage to pass my first formal exams, an additional 2 years to pass university entrance exams and then at technical college another 4 years until I graduated as an engineer. The long-term effects of that crash remain with me.

SO, WHAT IF THERE WERE HELMETS BACK IN THOSE DAYS?

No doubt crash number 1 would have seen me injured but not as badly as I was and perhaps without the forehead bump. Crash number 2 would have probably had the same outcome as it did as, being tall, I would have bounced off the windscreen anyway. But in both cases there would not have been any question of a concussion.



Martyn was an enthusiastic cycle tourist in his youth

NOW MAKE A CHOICE AND DECIDE WHAT YOU WOULD DO NEXT?

You can buy a supermarket helmet and survive most tumbles. It will not, however, protect you from head injuries through hitting the ground such as I survived - three times.

As for me, I will be out very soon to get a really decent replacement helmet once my new hip allows it and I will continue riding with my Kevlar knitted sleeves. Mine saved me losing skin on my arms and - in this crash - from some heavy lacerations, blood loss and bruising.

Knowing how crucial this detail is to cyclists, I am happy to report that damage to my bike was only superficial!

Finally, to all bike riders, please ride safely, be aware of others including cars, behave and enjoy!

Martyn Ames, BikeSA Member since 1999, Volunteer since 2004

MEMBER STORIES

TUESDAY TRAVERSE'S THREE DAYS IN THE BAROSSA.

A WONDERFUL RIDE IN WILD WEATHER

BY CANDY FLEMING

DAY 1: GAWLER TO KAPUNDA 46KM

Arriving at Gawler Central Railway Station on April 29, a group of 20 cyclists from Tuesday Traverse, of whom seven were on standard and 13 on electric bikes, headed out at 10:15am for Kapunda via Roseworthy, Templers and Freeling.

We had an early introduction to the dirt roads we would be encountering - corrugations, bull dust, dry creek crossings and hills - which made it an interesting and challenging ride at times, but we were all riding to our own capabilities. Fortunately, the only vehicles on the roughly 40km of dirt roads were a quickly glimpsed hay truck and a huge vine tractor that drove past as we were stopped, looking at the old Ford Railway Station.

Before Freeling, we stopped to look at the pet cemetery where treasured dogs and cats and even a horse are buried with headstones. It was a bit concerning that the rabbits had burrowed under a few graves, but it was to be expected out there in the wilderness.

We arrived for lunch at the park in Freeling where we first really appreciated our two support drivers who had not only transported our bags and had welcoming smiles, but had scones, slices and swirls laid out for us to eat. We were impressed and very grateful.

After lunch we continued on dirt roads and had our first and only flat tyre. The pause in riding proved to be a pleasant aside for some of us who appreciated the remoteness, silence and scenic beauty of the land.

At one point we met up with bitumen, but it was to be a tease for a few of us who thought we'd be making a right or left turn but instead crossing over it onto another dirt road, to the old Ford Railway Station. We continued our ride on a variety of dirt/



Windmill cottages at Kapunda

gravel roads and again it tested our riding skills, but we all rode safely and competently.

As we neared the Kapunda Caravan Park, we crossed the Vivian Bullwinkel Road. Hers was just one of the names we recognised, along with the likes of Mary MacKillop, underscoring the historic significance of this town.

At the caravan park, we found some cabins did not have running water or hot showers - the managers had been trying for hours to fix a burst water pipe. Alternative showers were found and enjoyed and we were ready for dinner at the Sir John Franklin Hotel in Kapunda. The size of one rider's pizza was a sight to be seen. It was a great day with good camaraderie.

DAY 2: KAPUNDA TO NURIOOTPA 52KM

As we left the caravan park at 9am, we were unaware of the challenges the day would bring - gale-force winds, very steep and difficult hills just out of Kapunda on the Truro Road, trucks, and roads with no shoulders for us to retreat to when trucks and cars came roaring past.

In Angaston, we feasted on chunky beef pies and pasties at the Angaston bakery, which were especially warming and tasty on a chilly day.

Heading back to Nuriootpa afterwards was an absolute delight on the designated bituminised rail trail. Its first-rate surface was a match for the stunning scenery we enjoyed. From there we rode to Maggie Beers for hot drinks - no room for more food after that lunch - then rode back to Nuriootpa Caravan Park for the night.

We all walked or hitched a ride with our support team into town that evening to have a very enjoyable, lively, friendly and tasty meal at the Vine Inn. You had to love the bangers and mash and the giant-sized schnitzel of two riders. We reflected on the day and there was a common thread to our feedback on the ride - freezing, windy, annoying, tough, too many trucks, horrendous headwinds and hills - but we were still happy to have had a ride.

DAY 3: NURIOOTPA TO GAWLER 44KM

We left Nuriootpa at 8:30am with some very hungry cyclists among us. Fortunately, the wind from yesterday was not on the radar despite the chilly 8 degrees.

After a 30-minute ride on a designated bike trail, our first stop was at Tanunda's Black Bird Café for a cooked breakfast and coffee. The selection was impressive from egg and bacon sandwiches to scrambled eggs, croissants, muesli, and raisin toast, enough to sustain us on our ride back to Gawler.

We continued to Lyndoch along the Jack Bobridge Trail (old rail trail) which was a bonus after the main roads that dominated Day 2. It was an easy ride which had many downhill sections, so freewheeling was on the cards. Rick, our tour leader, had revised the route so we wouldn't have to travel up the steep hill at Jacob's Creek - to the relief of many who had ridden it before.

Lunch was at Lyndoch where the last of the home-cooked scones were available or food from the bakery. We tried to repair the broken derailleur cable on a rider's standard bike, but it was not to be. Middle gear was selected as the best gear to be stuck in. It was a Thomas the Tank Engine moment for those of us who watched when he had to scale the one steep hill before Gawler Central - "I think he can! I think he can! I know he can! He can!!". Apart from that, it was a very pleasant, mainly downhill ride back to Gawler Central.

Once there, we went our different ways home, with the train being a popular option.

It had been a very enjoyable, friendly, supportive and social trip, riding 140km throughout the three days.

Thank you to Rick who did an amazing job at organising the trip and driving the route two days beforehand to be completely up to date with the road conditions. The weather was out of our control and apart from the gale-force winds on that one day, it was perfect.



On the dirt road to Kapunda

MEMBER STORIES

A steep and very rocky climb over a medieval bridge in Spain.

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

“EVERY DAY I THOUGHT ‘I’VE HAD ENOUGH OF THIS’ BUT ON THE SAME DAY I’D HAVE INCREDIBLE MOMENTS OF JOY, SO I JUST KEPT GOING.”

... continued from last issue

It's overwhelming to consider the sheer diversity of the experiences Geert enjoyed throughout this monumental journey. As a writer and an artist, he documented so much of what he saw, heard and felt. But ask him about his highlights and it's that very diversity that struck him the most.

"The highlights were the wondrous variety of nature and culture I was so lucky to experience. You go over a border and everything changes – the people, the food, the cafes, the culture, the roads and buildings all change," Geert said.

He often camped alone – wild camping where it was allowed or in campgrounds or hostels – but he also greatly enjoyed the hospitality of many who opened their houses to him.

"I'm part of an organisation called Warm Showers, which is like couch surfing but only for cyclists. You go online and contact a host to see if they'll have space for you when you expect to reach them.

"They offer you a bed or space to pitch your tent in the garden. They cook for you and will often show off their town to you. It's wonderful. When I'm home in Adelaide, I'm a Warm Showers host myself."

He made very few mistakes but one in particular, early on, sticks firmly in Geert's mind.

"I'm very experienced with camping but this was a real rookie mistake. In Sweden, I was camping next to this beautiful river and I made a fire to cook on. I put the pan on the fire and went to the other side of the tent to sketch the river. I got up to check on the water for my tea and I saw a line of dry grass that went from the fire to the edge of my tent, which, by then, was on fire.

"The whole corner of the tent burned, as did my air mattress. I patched the hole with a piece of ground sheet but by the time I woke up in the morning my elbow was sticking out of the tent and 5000 mosquitoes were attacking me. It was two days before I reached a town where I could

get a new tent."

There was so much Geert loved about the European Divide Trail but there is one fact that is undeniable.

"This was the hardest ride I've ever done. In places this trail was brutal," he said.

"I've done a very similar trail in the US, the Western Wildlands Route from Mexico to Canada but in America the climbs were longer and gentler. On the EDT it was a continuous rollercoaster and much steeper, which was really exhausting.

"Every day I thought 'I've had enough of this' but on the same day I'd have incredible moments of joy, so I just kept going.

"It was steep and a rough, rugged surface and I was forced to walk so often. My clothes and equipment deteriorated in front of my eyes, everything just fell apart so in that sense it was the hardest trip I've done."

Just 15km from the finish line in Sagres, Geert found himself unable to get his rear tyre to seal and stay inflated. To make sure he could properly finish the ride, he had to call a bike mechanic who drove out him, took the wheel back to his shop to fix it and then returned it.

Less than an hour later his epic undertaking was complete.

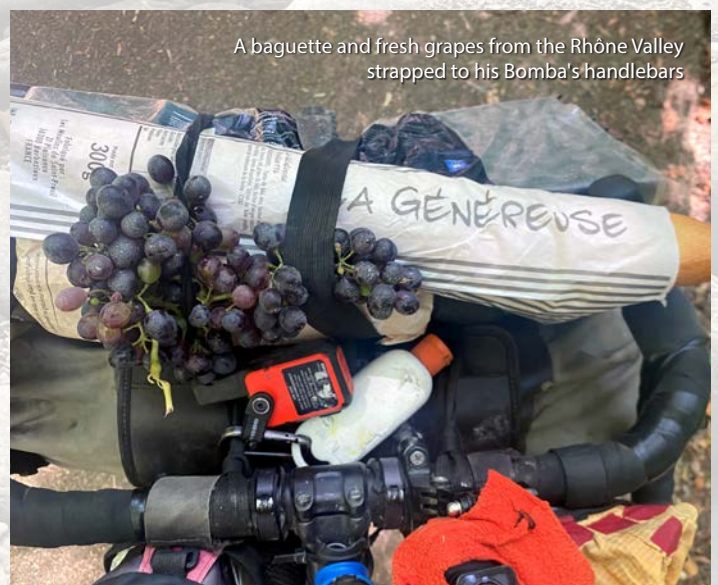
"Because of the difficulty, this ride wasn't as much fun as my previous adventure in the US. But it was still enjoyable and at times very enjoyable," Geert said.

"But this route only became available in 2020 and then Covid struck so it was closed for a year. So, I'm now the 26th finisher of that ride. In three years, they've had 26 finishers, and I was by far the oldest.

"I certainly take a degree of pride away from this ride because of that. But I love volunteering for Bike SA and, for now, I just want to get back to that."



Geert hard at work as a Bike SA volunteer



A baguette and fresh grapes from the Rhône Valley strapped to his Bomba's handlebars

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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.





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Our second Flinders Escape adventure was a roaring success! More than 140 riders – almost double our inaugural field – were treated to picture-perfect views of the spectacular Flinders Ranges on the immersive nine-day on- or off-road trip from Port Augusta to Blinman and back, taking in all of the region's most sought-after experiences.

To view the full album, head to the Flinders Escape page on our website:
bikesa.asn.au/flinders-escape