

CYCLE

THE MEMBERS' MAGAZINE - No. 194
MAY TO JULY 2022

COMMUNITY CYCLING NEWS

Celebrate our
40th birthday
in this special
edition

BICYCLE SA

THE NEWSLETTER OF THE
S.A. TOURING CYCLISTS' ASSOCIATION

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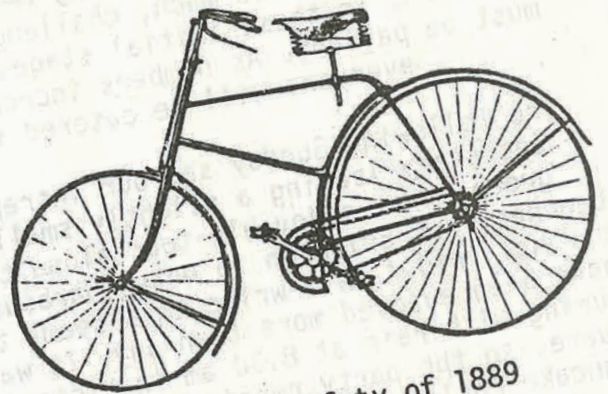
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FROM THE PRESIDENT . . .

In February of this year a group of five men - Bill Hickling, Stewart Thirlwell, Hans Penning, Bruce Marriott and yours truly - met to plan for a cycle touring club. No such club existed in S.A. and we felt that there was a need in the community for an organisation that would cater for the serious cyclist who cannot find fulfilment in the racing scene or the Cycling for Pleasure group.

We initially planned to use the Sunday Mail Bike Hike over Easter as our major publicity outlet, but when this was postponed to October, we had to think of other ways of contacting all who might be interested. With the help of Bruce Marriott, a recreation officer with the Recreation and Sport Division of the S.A. Government, we successfully applied for a grant to organise the club, provide a grant to arrange publicity.



'Singer' Safety of 1889

While we in S.A. are just starting down this road, others are a long way ahead, with perhaps the most prominent in touring organization in Australia being Warren Salomon. Warren is the Editor of 'Free-wheeling' and the National Secretary of Australian Cycle Trails, an organization that is gradually building up a network of touring roads in Eastern Australia so that eventually cyclists will be able to tour on quiet backroads in interesting country from Adelaide through to Cairns. Warren is a truly inspiring guest speaker. I saw the formation of the

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Front cover image:

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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



**Government
of South Australia**

Department of Planning,
Transport and Infrastructure



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Thanks For 17 Years — pages 8-9



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CHIEF EXECUTIVE'S NOTES

BRETT GILLETT



I want to take this opportunity to share some of my initial thoughts after my first few months in the role and some of my vision for the future.

Let me start by acknowledging the incredibly warm welcome I have received from our members - the emails, phone calls and personal introductions have been overwhelming and sincerely appreciated.

When I commenced with Bicycle SA in February, like many others, we were still navigating our way out the impacts of Covid-19. As I sit here today, I acknowledge the work that still needs to be done as part of that recovery.

My role as a leader of Bicycle SA is to set the direction of the organisation, generate trust and buy-in from my team, our members and stakeholders, put processes in place to initiate any

changes or improvements, and then together drive the desired strategies to achieve positive outcomes.

To achieve the outcomes we desire, we need a very capable team. I'd say most not-for-profit organisations punch well above their weight, and we are certainly no exception. I have inherited a dedicated and talented team of whom I am very proud and I'm confident they will continue to take us forward. Also, abundantly clear to me from the outset is the dedication of our incredible volunteers. Quite simply, we could not do what we do without them. I also get great pleasure personally interacting with our volunteers and experiencing firsthand the enjoyment they experience working as part of a likeminded network. It is my intention to make sure our volunteers continue to feel welcome and acknowledged for their significant contribution.

From a commercial perspective we have plenty of work ahead of us if we are to continue delivering on our vision of "More People Cycling in South Australia". My key focus areas beyond maintaining financial stability, include implementing strategies to deliver on the following objectives.

MEMBERSHIP

Improving membership systems, growing and retaining members by improving our value proposition and implementing strategies to engage the next generation of members.

PRESIDENT'S NOTES

MAUREEN MERRICK



On the 29th of April 1982, 40 years ago, a group of 72 people met at a public meeting to gauge the level of interest in forming a cycling club and so was established the South Australian Touring Cyclists' Association. It was incorporated in 1983 as a not-for-profit organisation and in 1993 changed its entity to Bicycle South Australia Incorporated.

To all those founding members, your foresight in working tirelessly to establish a cycling community in South Australia has brought us to where we are today; proudly advocating,

supporting and continuing to promote the many facets of cycling, including, of course, touring.

Two relationships which have endured since the very early '80s and continue to do so today are Nippy's Fruit Juices and the Office for Recreation Sport and Racing. I would like to acknowledge and thank both of those organisations for their continuing support and belief in Bicycle SA.

As we head towards our next milestone of 50 years, our focus will always be on cycling and the ways in which it is able to enhance our lives through the health and wellbeing – physical and social - of the community.

We extend a very warm welcome to Brett Gillett, who joined Bicycle SA as our Chief Executive Officer in February 2022. Brett brings with him a wealth of experience, both from the corporate and not-for-profit sectors.

Brett will continue to pursue the organisation's goals which include being a public voice for cyclists, whether they are commuters, recreational or tourers, and seeking out opportunities that can include, prioritise or otherwise benefit cycling as

OUR PEOPLE

Our staff feel safe, have fun doing what they do, and feel valued and well supported by management and other team members. They are motivated to seek improvements in all that they do. Our team remains aligned to our values and company objectives, and career development opportunities are supported.

VOLUNTEERS

To continue an inclusive environment where our volunteers feel treasured, happy and acknowledged for their outstanding contribution to Bicycle SA.

ADVOCACY

To be regarded as a trusted source by members, the public, media and government. Always be striving to deliver our community voice as part of relevant industry and government group discussions and be the first called on by media for comment on cycling issues affecting our community. Be firm, fair and respectful in all our advocacy discussions.

STRATEGIC PARTNERSHIPS

Attracting new sponsors, delivering value to existing sponsors, and aligning with corporate partners to provide additional value to our members. Generate revenue in exchange for sponsorship assets born out of Bicycle SA's extensive reach into the community

Continues Page 6 ➔

the state looks to its future mobility needs.

To celebrate National Volunteer week (16-21 May), Volunteering SA&NT will hold their 10th Annual Volunteer Parade and celebration on Monday 16 May.

Registrations will be open at the Torrens Parade Grounds on King William Road from 9.30am, with the parade starting there at 11.00am and planning to arrive at Victoria Square at midday.

The celebration at Victoria Square will include a welcome to country performance by Kuma Kaaru, a lunchtime concert which will feature Rachael Leahcar and a gourmet barbeque by the Rapid Relief Team.

All volunteers are invited (and encouraged) to join the parade and to wear red to signify your involvement with Bicycle SA. Why not go with a friend or a group and show your support for our wonderful volunteers?

Visit the Volunteer SA&NT website www.volunteering-sa-nt.org.au or (08) 8221 7177 and register to acknowledge our volunteers and be part of the parade and celebration.



UNITED BY A COMMON PURPOSE FOUR DECADES OF PUSHING PEDALS AND STEERING A STEADY COURSE

It's April 1982 and a few score people gather at the South Australia Museum lecture rooms to discuss forming a club to share their enjoyment of cycle touring.

Seems simple enough. The minutes taken and agreements made are no Declaration of Independence but that meeting of like-minded souls has now grown to a statewide organisation with a history spanning 40 years, with thousands of members and, while still passionate about cycle touring, engaging in cycling activities, advocacy, policy and education across the full spectrum of bike riding.

Forty years. It's easy to say it's a lifetime's achievement or commitment. But in the true spirit of Bicycle South Australia, even that accolade is lacking.

Because the Bicycle SA we are all a part of today is the culmination of thousands of people's hard work, commitment, collaboration, goodwill, generosity, enthusiasm, passion and community spirit.

We may have evolved from a club into an incorporated organisation, but the true heart of Bicycle SA is and always has been our corps of dedicated volunteers – without whom we simply could not function at the level we do – and volunteerism permeates all our activities.

As our volunteer co-ordinator, Bicycle SA's president Maureen Merrick – herself a prolific volunteer – has long had a soft spot for our Red Shirt Brigade. "Our volunteers are the backbone of everything we do here," Maureen said. "From answering phones and doing our mailouts to riding the full length of the Mawson Trail as a ride marshal, they pitch in and always put others first.

And the maintenance crew work hard to keep all the bikes we use in top condition."

The early days of the SA Touring Cyclists' Association – our name from 1982-93 – was about venturing far and wide, riding, camping, exploring new routes and new destinations (as some of our most long-standing members recall on pages 6 & 7).

Events like the evergreen Grand Slam series and the Annual Tour were developed in the early '80s and have come to define what Bicycle SA offers to its members and the wider community. But two other significant developments – for the organisation and SA in general - followed in the early '90s that expanded our profile, our community engagement and the opportunity for cycling exploration to venture to new and

spectacular parts of SA.

In 1990 Bicycle SA was an intrinsic part of establishing the Mawson Trail between Adelaide and Blinman (see full story page 11) which evolved into the foundation of one of our flagship events, the Outback Odyssey, in 2002.

And in 1995 our Bike Education program was implemented, making its first steps with a volunteer crew of instructors towards the thousands of school students per year it reaches today (see full story page 14).

The Mawson Trail work was just the beginning of Bicycle SA's innovation and diversifying from road touring to include the enormously popular advance of mountain biking. It was a Bicycle SA initiative to create the Fat Tyre Festival, which



began in 2005 at MTB destination Melrose at the foot of the aptly named Mount Remarkable in the southern Flinders Ranges.

And we have long collaborated with Forestry SA to enable the development of MTB trails, particularly at Fox Creek Bike Park at Cudlee Creek which, after its bushfire devastation, is fighting back to become a world-class MTB destination.

Similar collaborations with another State Government department – The Office for Recreation, Sport and Racing – created Eagle MTB Park at Eagle on the Hill and Bicycle SA is eager to continue such work as plans emerge to expand the opportunities – and the cycle tourism potential – of cycling trails throughout the Adelaide Hills and beyond.

Achievements across the board in the realm of improvements in cycling infrastructure, safety and opportunity have involved a wide range of departments, organisations and clubs throughout the state and Bicycle SA is proud of the role it has played in working with them.

The uninitiated may think that the whole organisation revolves around long, lazy bike rides, events and celebrations of all things bike, but that would be selling us far short. Advocacy, safety and representation have long been core tenets of the Bicycle SA DNA and they remain so.

Programs like the Be Safe, Be Seen lunchtime road safety program in partnership with the Motor Accident Commission, which won the 2014 National Road Safety Award, spread the safety message and gave people the confidence to commute by bike instead of adding to the motor traffic – a double success.

Bringing the 2014 VeloCity Global cycling conference to Adelaide was similarly a multi-pronged achievement. Not only did it raise the profile of cyclists and cycling before, during and after the conference, it also brought the issues of road safety, infrastructure and modern, inclusive

city planning into the spotlight.

And sometimes the events we do run double as advocacy and representation drives, for which there is no better example than our Gear Up Girl ride which began in 2009 to encourage more women to ride.

“Bike SA and Gear Up Girl have done so much good over the years in a variety of ways to improve the opportunity for women to enjoy the health and wellbeing benefits of cycling,” GUG Ambassador and cycling coach Margaret Boylan said. “Many of my clients at First Principles Coaching have used Gear Up Girl as a training goal and have loved the supportive and fun atmosphere it has every year.

“Gear Up Girl is not just any other weekend ride. It’s an event and it has a real sense of occasion and gives more and more women the confidence to come out and ride.”

We have made every effort to change with the times while keeping our core principles resolute. This magazine was first published in colour in 2019, we have adapted to social media, websites, blogs and any other ways we can avail ourselves of modern technology to better serve our valued members. And with new CEO Brett Gillett having come on board in February this year with new energy and new ideas, we are determined to continue to pursue that agenda.

Two of our latest events – La Grande Gita, which debuted last November in partnership with the Adelaide Italian Festival, and Flinders Escape, which rolls out for the first time this May – also epitomise this finger on the pulse of change. With the enthusiasm for gravel bikes surging, both events are hybrids, catering to road, gravel or mountain bikes and offering fun and adventure regardless of what bike you throw your leg over.

Our history is proud. Our future is bright. We are Bicycle SA and we thank all of you for being part of the journey that has made us what we are.

Outback Odyssey - Bike SA's work on the Mawson Trail opened up a world of adventure.



Annual Touring in the early days.

“
OUR VOLUNTEERS
ARE THE BACKBONE
OF EVERYTHING WE
DO HERE.
”

CHIEF EXECUTIVE'S NOTES

BRETT GILLETT

...continued from page 3

BRAND & MARKETING

Implement an extensive marketing plan to increase our profile and relevance in the marketplace. Introduce a dedicated marketing resource to further develop our digital presence to grow our events, ride tours and membership base.

PROGRAMS & EVENTS

Review our current programs and events and consider any new opportunities we have to ensure we remain relevant, innovative, diverse and inclusive.

As you can see it is full steam ahead, and while we strive to deliver these outcomes, I will be clinging tight to the strengths that have served us so well for the past 40 years.

I feel honoured to be joining this organisation at such an auspicious time in its history. Bicycle SA celebrates its 40th anniversary this year and this edition of Cycle is dedicated to honouring that achievement and the thousands of passionate people who put so much time, energy and love into making this milestone a reality.

LONGTIME MEMBERS' RECOLLECTIONS

A few of our staunchest participants and contributors look back over the decades at what Bicycle SA means – and what it has meant to them.



GLENN PARTINGTON

Involvement since the first months of the SATCA and still an active Bike SA member, Glenn has seen and done it all.

Forty years ago, a group of cycle touring enthusiasts met to discuss forming a club. Unfortunately, I wasn't there but I did hear about and join the South Australian Touring Cycling Association a few months later.



I have lost track of how many Grand Slam series I have completed and how many other rides I took part in since 1982 but how different those early days were.

The original focus, as its name suggests, was on touring and day rides in the hills, and the rides had a strong contingent of British Club riders who had grown up with racing on Saturdays and club runs on Sundays which they brought to the SATCA. These included Jim and Evelyn Day (the President before Maureen), who would have us camping in their spare room at Echuanga, as well as Lionel

and Brenda Hull who were still helping on Grand Slams till recently, Tom Trowbridge (not that long passed) and his perfectly crafted Cumberland Cycles Tourer, Peter and Gwen Pye and Fred Smith, AKA Flash Pack. Fred commuted from off the Corkscrew, to Enfield High School on a fixed wheel (they weren't called fixies then) hand rolling a fag as he went. The nickname Flash Pack came on a weekend trip when Fred had the most impossibly tiny panniers. The next morning, he took almost to lunch to get everything dry and repacked.

Most of us rode light touring bikes, steel frame, mudguards and a rear rack mostly, on 27x1 ¼ tyres. They weren't slow and day rides of 100km-plus were common. Rides started from Victoria Square and while many riders would catch the train to Aldgate (yes, there was one), we younger riders would try to beat the train. Carrying lunch and a thermos in a pannier was the norm. Quite a few of us went on to Audax in the mid-90s. I achieved my Super Randonneur (200, 300, 400 and 600km brevets) in 1995 with several others including Mick Sturgis, who was a bit older than us. I was a little shamed when he repeated the feat 20 years later. I certainly couldn't have.

I rode the first Grand Slam, which also started and finished at Vic Square. Big Doug Kitchen, who recently passed away, was Mr Tea Stop for 30-plus years. In those days he was a delivery driver for West End, so he sought sponsorship for the ride. This came in the form of a couple of cartons of beer. Somewhat unsure what to do with it, he put a few beers out at the first tea stop but most riders sensibly settled for the obligatory fruit cake, finger bun and a banana. However, after the ride sitting in the sun at Victoria Square, we made short work of them.

Weekend tours were common, made easier by trains to Clare, Mt Gambier and other regional centres. On one trip from Clare one rider punctured on the ride to the train. Eddie was a fast rider on a lightweight bike and he insisted we kept going as he would catch us.

Unfortunately, he flatted again, missed the train and had to ride back to Adelaide.

Grand Slams consisted of 3 x 100km rides and a 200km ride, all single loop rides and often using a bit of dirt. For a time, you could do the 200 over two days with an overnight camp and be awarded a Mini Slam and it was common to ride to the start on Saturday and camp overnight in the Hall. Notable memories are of Jeremy (Jemery) Day riding the whole series on a track bike on tubulars and Jim Day attempting another series on his Penny Farthing only to be defeated by the 200 when the temperatures exceeded 40 degrees. The club made a killing as you used to get a T shirt for successful completion and there weren't many shirts needed that year! I managed one series with my daughter on a child seat, so they had to find a shirt suitable for a three-year-old and I also did another whole series on a tandem, with a variety of ride partners.

There was a parallel series, the Track and Trail, which duplicated the Grand Slams on dirt roads and tracks. Gravel riding, anyone? For reasons I can't remember, I rode a 100km event in the '80s on a fixie. It is interesting how today's gravel bikes are very similar to what our bikes were then and, swap panniers for frame bags, very similar in use.

A significant change has been the transition from a club to an organisation. In the '80s and '90s there were monthly club meetings, initially at a pub, later at the Caledonian Hall where we would hear about tours, technical talks and general catch-ups. I suspect that reduced access, increased traffic density and road speeds made country touring less attractive and the club seemed to tour less. As the club moved into new bicycle-related areas, the change in name to Bike SA appropriately reflected a change in purpose and the organisation we know today.

My involvement these days is with Cobwebs and Grand Slams predominantly and after 40 years I am proud to still be involved with Bike SA and will be interested to see where the next 40 years takes us.



PETER CARTER OAM

Peter was the editor of Bicycle SA's magazine for more than 25 years and as such was a significant part of how we saw ourselves and the face with which we presented ourselves to the world.

It has been said that if you want to know the state of an organisation or field you should read its magazines. These days that would extend to websites and social media postings. They all give an insight into the people, events and philosophy of the community, and that was a key principle for my time as editor of Bike SA's journal, from No 53 in 1992 to No 176 at the end of 2017.

As I wrote in my first editorial in October 1992 "This

magazine is not *Cyclist*, *Cycling World*, *Bicycling*, *New Cyclist*, or any of the other glossies, it is our very own. It is by us and about us."

Sometimes an editor must protect writers from themselves, but fortunately I did not have to do that for Bike SA contributors: It was just routine fact checking and fixing the odd typo.

It was not all serious, for there had to be some levity. Much of that came through Don Hatcher's seemingly endless supply of cartoons, and there was the 'Tailwind' column with occasional appearances of Bicycle Lizard making facetious comment.

There were the usual ups and downs along the way, and changes of name. When the SA Touring Cyclists' Association became Bicycle SA, the publication became *REcycle*, later *Cycle!*, and now simply *Cycle*.

The 1990s were a time of technological change as

the internet appeared. Bicycle SA's first appearance on the web was a page on my own personal site before the organisation had its own domain name, bikesa.asn.org, and its own site, that I maintained for a time.

My interest in cycling was mainly as a commuter and advocate. I didn't participate in any of the competitive events, but I did attend one Easter Cycle, and spent a couple of years as a Bike Ed instructor. These days I'm doing much more paddling than pedalling.

Although I'm no longer editing *Cycle*, I am still busy in the editing and publishing game, working on Paddle SA training resources and SA Sea Rescue Squadron's *Searchlight* magazine and other documentation.

Long may *Cycle* continue to inform members and promote the club, and cycling in general, to the wider community.



DES MURRAY

A long-time member, treasurer and committee member, Des, from Bordertown, is also a perfect example of Bike SA's membership spreading broadly beyond Adelaide and the extra effort those country members put in to contribute to the organisation.

I took up cycling in 1990 due to lack of fitness, carrying weight in the wrong places, thinking there must be more to life than working in the business which I had started 15 years previously, and a busy family life. I remembered as a youth I enjoyed riding my bike and I happened to read an article in *The Advertiser* that a chap had ridden his bike to Darwin. This really intrigued me, so I contacted him, I think through the office of Bike SA in Sturt Street at the time.

The result was getting a touring bike built by Phil Mittiga on Norwood Parade, my first ride to Horsham to buy panniers etc and then off to Darwin, arriving 21 days later. That started me touring all over the place and overseas, with many great memories.

In 1992, a Bike SA committee member suggested I should nominate for the committee and that led to a relationship with Bike SA that continues today. It wasn't long before I was nominated to the treasurer's position, which I filled until 2005, after which I continued as a committee member until 2016.

I have really enjoyed my time with Bike SA and a few highlights have been -

- Working with then-President Evelyn Gray and her husband Jim until our current President

Maureen took over in 1998. I would often knock off work at 4pm, drive 300km from Bordertown to the meeting, have a coffee with some of the committee members afterwards, then drive 300km back home. It made for a long day.

- We have had some very good CEOs in Cormack McCarthy, Peter Solly and then Christian Haag. They led us through some interesting times, with new events organised, Bike Ed programs created, and a high-profile event supporting the Tour Down Under was very successful. During these times membership grew strongly with a strong take-up of cycling.
- I participated in most of the rides over the years and a highlight was the Tour de Roo of Kangaroo Island in the '90s which I helped organise and may have been Tour Leader. I remember landing on KI in a misty rain and after climbing away from the landing point we stopped for a snack and drink. A rider was complaining how tough his finger bun was - I suggested he should remove the gladwrap first!
- On the Southern Ports Tour one year one of my vehicles was being used as the sag wagon and I gave the driver, Jim, my mobile phone (a very new thing at the time) and he was complaining at a coffee stop that he couldn't raise me - I explained that would be because he had my phone in his hand!
- The annual tours were the greatest fun, with friendships made and maintained for many years. It was an event I looked forward to each year. There was always much fun and merriment at the tour dinners, which sometimes made for a slow start the next morning.
- I did a bike ride round Australia in 2002 and I remember I was camping at a remote

campground on the WA coast. The AGM was due in a few days and I was being reminded that my treasurer's report was required. So, in the light of my headlamp and looking at some reports that had been sent to me, I knocked out my report and surprisingly I was reappointed treasurer. I concluded that Bike SA must have had few other nominations.

- My job as treasurer was always made easy by the efficient office work of Ling, who mastered the MYOB software and presented very accurate reports. When I was working in Adelaide, it was easy for me to drop in sometimes and help Ling with some accounting questions.

I have retired in recent years and my cycling is now mainly doing the annual charity ride for our local hospital. We joined the Murray to Moyne annual cycle relay in 1994 and continued to 2020, then in 2021 we started the B2B (Bordertown to Beach) to Kingston which we just completed on 26 March. Over this time, we have raised \$850k in an annual event strongly supported by our Bordertown community. All our riders are members of Bike SA which is a condition of participation.

Mention must be made of the strong leadership of our President, Maureen, who I have had the absolute pleasure of working with during the whole of my time with Bike SA. Maureen has always provided a strong guiding hand, and I commend her for her hard work and dedication to the organisation over so many years.

Bike SA continues to meet the changes and challenges of today and, in my view, it has become a positive part of the fabric of our society. It strives to improve our lives and for this I am proud to be part of Bike SA.



DON HATCHER

An obsessive cyclist then and now and also a fine cartoonist who lent his talents to our publications for many years

Where did that time go? It doesn't seem that long ago that I arrived in South Australia to take up a spot at the University of SA ... well, 39 years ago, actually. And it didn't take long to seek out the local touring organisations.

I have many fond memories of Evelyn and Jim Gray and the lovely folk involved within the organisation, along with great recollections of Annual Tours, Grand Slams, Night rides and all the other types of events we tried over the decades.

I had lots of early involvement with graphics and endless cartoons which were great fun as the client was perfect (nothing beats a free rein!) and it's been great to see the organisation flourish.

I think bikes must be classed as an obsession



by now as I had my first track race at the age of 10 and won that. My last one was at the age of 81, four years ago in the New Zealand Masters Games and I won that too, but as I like to say, I lost all the ones in between!

These days it's still a reasonably regular occurrence for me to go riding up in the hills with friends but I must say that, at 85, the distances we manage have dropped and the hills seem to have become a lot steeper! But isn't that just life!

I wish the organisation all strength and many thanks for the memories!

THANKS FOR 17 YEARS OF LEADERSHIP AND INNOVATION



It's impossible to properly celebrate the 40-year history of Bike SA without setting aside significant space to the man who steered our ship longer than anyone else, our recently departed CEO, Christian Haag.

Christian, who left in February, handing the reins over to Brett Gillett, came on board in 2005 as Operations Manager. Twelve months later he was appointed General Manager and in 2008 after an organisational restructure he began his long stint as CEO.

He took over from Peter Solly (Executive Director 2000-2006), a man for whom he had great respect.

"(Peter) was very entrepreneurial and creative in how he saw the role," Christian said. "In the short period of time I worked with him, he showcased the extraordinary capacity for the humble bicycle to build a better world and provide a positive benefit not only in every capacity of our lives but also every aspect of government agency. "The bicycle does plug in to a whole range of areas that provide a great opportunity to grow a business."

For the next 17 years, it was Christian who took that extraordinary capacity and leveraged it to take the steadily expanding popularity of Bike SA's events and not only expand the organisation but its reach and influence on a broader community traditionally chilly in its attitudes towards cycling.

"We were very fortunate in my early years where our event participation was increasing 20 per cent year-on-year.

There was incredible growth and interest in the breadth of events that we did, from one-day mass-participation rides to tours and everything else in between. We were also successful in tendering for the Way2Go Bike Ed contract, which was a real feather in the cap for the team.

Ride on, Christian.

"From my point of view, it was about building capacity in the organisation and using the increasing revenue from events to fund an increase in staff and use those folks to develop innovative programs to expand what we do and get more people riding bikes.

"My early days were about maximising the impact of new events and behaviour change programs. The team was taking a very creative approach across the board. Everyone brought tremendous focus to that aim of creativity in what we offered and that was very much reflected in the organisation's growth and the recognition it received."

Nobody takes on a role with the plan of staying for the better part of two decades and Christian is no exception. He'd stayed no longer than five years in any previous job. But some roles just have a way of working into your blood.

"It became a case that, year-on-year, we were opening more doors to government, to commerce and communities – not only in SA but nationally and even overseas – and every time a new door opens, before you know it, there's another year down and it kind of gets away from you.

"As of last year, we were engaging in areas and thinking that, in my view, was extraordinarily high-level and highly relevant. And it wasn't all necessarily specifically cycling-related – our work in the area of mobility as a service would deliver transport equity to all consumers by providing affordable and safe options to assist them in how they transport themselves through their daily lives. Here, cycling provides a potent solution to truly affordable transport as well as delivering on the inevitable need to decarbonise the transport and freight sector."

Unsurprisingly, when asked about his achievements, Christian turned the attention to the team of staff and volunteers. "It's been a really great team! Early in my tenure we took a very deliberate view that we would invest in R&D business and program development with the right team and it's really through that process that the greatest achievements of the organisation have come."

He's referring to successes like the partnership with the Motor Accident Commission for the Be Safe, Been Seen lunchtime road safety program, winner of the 2014 National Road Safety Award. Delivering a successful bid program that led to Adelaide hosting the 2014 VeloCity Global conference was also a great achievement, not just for the organisation but also for SA – courtesy of then Lord Mayor Stephen Yarwood's progressive thinking. Securing a federal government grant to fund a cycle tourism resource kit for regional communities was a ground-breaking 'how-to' resource in Australia at the time, initiated by Peter Solly. And the Adelaide Free Bikes program, a passion project for Councillor Richard Haywood, was a great success for the Adelaide City Council and strengthened our partnership with them.

"Free bike hire within a city was pretty revolutionary back then and was certainly commented upon by my international colleagues," Christian said. "It was well known around the

world that Adelaide had this pretty cool scheme when it was initiated back in 2005. Free two wheeled transport for city residents, workers and visitors – what’s not to love about that?

“If we just look at the numbers, we produce more events, more programs and more activity than any other state-based cycling organisation. Our turnover for many years matched or exceeded our east coast sister bicycle-advocacy organisations who have five to six times our population base.

“All that just shows how creative and entrepreneurial the entire team has been and how passionate to grow the business and get more people on bikes.”



Setting an example with an Adelaide Free Bike on Carrington St.



“**I’M KEEN TO CONTINUE MY INVOLVEMENT, BE A VOLUNTEER AND SUPPORT OUR EVENTS. AND HELL, NOW THAT I’M NOT CEO ANYMORE, I MIGHT EVEN GET TO RIDE ONE!**”

A further innovation - a recurring theme in this story - was the media partnership with The Advertiser newspaper that from 2009 to 2015 produced seven issues of Bike SA’s annual Love Your Ride liftout in The Advertiser that went out to 250,000 South Australians, dramatically broadening the organisation’s reach and redefining the media narrative of bicycle riders from being annoying obstacles or victims to being recognised as mainstream members of SA’s transport, sport and recreation, tourism, health and sustainability environments. Again, an outcome that would not have achieved without the support of Advertiser editor Mel Mansell.



Christian speaking at National Ride to Work Day in Hindmarsh Square.

You can’t tell the story of Christian’s time leading Bike SA without addressing his final two years. The imbedded uncertainty that the Covid-19 pandemic delivered was enormous. Navigating a way through to the inevitable “other side” to ensure that Bike SA would celebrate a further 40-year anniversary was a challenge to say the least.



The Love Your Ride magazines were a huge success for Bike SA.

The Bikes Palya program, which, like Adelaide Free Bikes was also first delivered in 2005, was a personal passion project of Christian’s (See the full Bikes Palya story on Page 11). Initially incubated by an equally passionate Peter Solly in supporting indigenous health and education, the program is innovative, expanding, nation-leading best practice and highly responsive to the needs of individual indigenous communities across SA, WA and the NT. It is one of the successes of his leadership that Christian looks back on most fondly but, predictably, he passes on the credit.

“While our entire world went through the darkest of times together, what struck me was that every individual’s story was deeply personal and unique. As CEO, it was a truly humbling experience to see the extraordinary dedication and passion of all the volunteers and especially staff that they were so supportive in working together to ensure that BSA would continue into the future. That very much played a role in the organisation being able to be sustained through that period. For us to go into the pandemic and come out of it with basically the same staff, even adding staff in recent months, is an extraordinary testament to our staff and volunteers.

“I’m extremely pleased to see Brett come on board, he’s going to be an extraordinary leader and advocate for getting more people riding bikes. Post Covid, it’s time to get back into the core business of what BSA is and wants to be. I’m very excited and very confident for the organisation moving forward. I’m keen to continue my involvement, be a volunteer and support our events. And hell, now that I’m not CEO anymore, I might even get to ride one!”

“This success is testament to the ongoing efforts of our dedicated staff who continue to deliver transformative outcomes for communities in what can occasionally be difficult circumstances - challenging but extraordinarily rewarding,” he said.





Clockwise from top left;
 A weary bunch finds something to lean against.
 Penny farthings on patrol.
 Time out on tour for a group shot.
 Cycling makes the front page of *The Advertiser*.
 Bike SA rides are always best shared.
 It's not all about the bike - the magnificent sights cycling can take you to.
 Bikes on parade in Rundle Mall.
 The opening of the Southern Expressway veloway.
 Love the ride but ooh, the pain!



SNAPSHOTS OF BIKE SA OVER THE YEARS

Celebrating 40 years 1982 - 2022



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HARNESS CLUB'S NEW \$2M LOAN [PAGE 2]

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AUSTRALIA'S NEW OBSESSION WITH THE GARDEN [STARTS P21]

TWICE AS POPULAR: Michaela Roe and Tom Kelly stop for a rest while riding along Linear Park yesterday. The number of riders, walkers and joggers using the trail has doubled in the past 12 months. See report, PAGE 6. PICTURE: MARK BRAXELIAP



**EXPANDING HORIZONS
– BIKES PALYA'S
HISTORY IS THE
HISTORY OF
BIKE SA**



“THE POSITIVE RELATIONSHIPS DEVELOPED FROM RIDING TOGETHER AND THE EMPOWERMENT GAINED FROM MAINTAINING BICYCLES STRENGTHENS COMMUNITIES' SOCIAL FABRIC.”

Sam Drummond and Matt St Jack in front of the Bikes Palya 4WD with Event Manager Russell Miatke and Bike Education Manager Kay Davis in 2013

Palya is a Pitjantjatjara word meaning great – among other things - but great is a wholly inadequate word to describe what our Bikes Palya program has evolved into since it began in 2005.

From a bare bones operation with the noble goal of improving the lives and potentials of isolated Outback and indigenous children and communities by using bikes as an instrument of motivation and change, it has become one of Bike SA's flagship programs, employing 10 people and reaching more than 500 remote-area people a year.

Former CEO Christian Haag has long had a passion for learning from and supporting Aboriginal communities and he nurtured and supported that passion throughout his 17-year leadership at BSA. He is immensely proud of the work our Bikes Palya staff have achieved in their own expressions of belief towards our First Nations people.

Isolation and the absence of facilities breed boredom and hopelessness but, back in '05', then business development manager Sam

Drummond and bicycle education staff Matt St Jack and Amanda King realised that bikes – simple, affordable and fun – could be a huge and ongoing mechanism for change, inspiration and opportunity. This began the pilot program with Anangu schools that continues to inform the programs delivered today.

It's a story that has not changed since the bike was first invented: From the first pedal strokes with new-found balance on a two-wheeler, the bicycle has delivered to generation after generation the key to a larger world, new horizons and endless possibilities. The script is the same with Bikes Palya's work, only the effect they are creating is over entire communities among those who need and deserve that change the most.

Bikes Palya's vision is to use bikes as a vehicle to create healthy and united indigenous communities. To provide every child with a bike, to give them the freedom to move independently within their community, facilitating easier access to community services and replace boredom with healthy, productive physical activity. The physical and social nature of the opportunities Bikes Palya provides boosts physical and mental health and improves the skills, confidence and self-esteem that broadens horizons across a lifetime.

At this they have been eminently successful.

Bikes Palya veteran and BSA community engagement manager Joey Fagan is still awestruck by “the power of the bicycle”.

“From the engagement achieved at a young

age right through to adulthood, the positive relationships developed from riding together and the empowerment gained from maintaining bicycles strengthens communities' social fabric,” he said. “Now we have a generation of participants on the APY lands, taking the lead and applying the program on a whole new level. The benefits realised in wellbeing terms, from physical and mental health, education and reduced crime are tremendous and further compounded by opportunities in employment pathways that follow.”

The dedicated organisers and instructors have spent the time it takes to forge strong relationships, creating an environment where confidence and success thrive. And Outback community leaders have heaped praise on them for their cultural sensitivity, obvious energy and enthusiasm and genuine commitment to the program and its goals.

Through the struggles of Covid, the Bikes Palya team refocused and adapted, creating session plans and online resources for remote delivery and engaging more with indigenous youth online.

Now, as we emerge from that crisis, they are looking to the future and exploring new funding opportunities to ensure the program's security long-term while also aiming to expand its reach to ever more communities across the vastness of the Australian Outback.

Softly spoken and more interested in results than credit, the Bikes Palya team has carved its own niche into the history of Bike SA and epitomises the community spirit with which it began 40 years ago.



Learning, laughing and growing with APY Lands communities in 2013.

40 YEARS OF CYCLING AND THE LAW

BY RYAN THOMAS, PARTNER,
ANDERSONS SOLICITORS

Over the past 40 years there have been significant changes to cycling laws in South Australia. Of those 40 years, I have been a cyclist (of some sort) for most of them. These changes have been introduced to make the roads a safer place for all users, including cyclists. Milestone legislative changes include the introduction of mandatory helmets, Random Breath Testing laws, a minimum passing distance for drivers and changes allowing cyclists to ride on footpaths, as well as new mobile phone legislation. All of these legislative changes have ultimately contributed to saving lives, and making cycling a fun, safe and enjoyable activity for all riders.

MANDATORY HELMET LAWS



In July 1991 mandatory helmet laws were introduced to reduce head injuries resulting from cycling accidents. The law requires cyclists of all ages to wear a helmet whenever and wherever they ride a bike. This requirement is outlined in section 256 of the *Australian Road Rules* under the *Road Traffic Act 1961*, which states that “the rider of a bicycle must wear an approved bicycle helmet securely fitted and fastened on the rider’s head”. These mandatory helmet rules also apply to bike passengers and ultimately help to keep cyclists safe. I personally know of several cyclists who have had nasty bike crashes, hit their helmet on the ground and cracked the helmet. For those people and many more, these mandatory helmet laws have most likely saved their lives.

RANDOM BREATH TESTING

October 1982 marked the emergence of Random Breath Testing (RBT) laws, allowing police to test the blood alcohol reading of road users, including cyclists. The laws relating to this were then updated with the reduction from 0.08 to 0.05 blood alcohol concentration in July 1991 and with mobile RBTs in 2003. Today, South Australia

considers cycling while intoxicated to be an offence under the *Road Traffic Act 1961*, under the same offence as drink driving. As such, ‘drink riding’ puts both the cyclist and other road users at considerable risk and these legislative changes allowing for RBT, have aimed to mitigate accidents caused by cyclists riding under the influence.

MINIMUM PASSING DISTANCE LEGISLATION



In October 2015 significant legislative changes occurred and one of these changes was the new minimum passing distance for drivers overtaking cyclists. These regulations require motorists to keep at least 1 metre from a cyclist where the speed is 60km/h or less and 1.5 metres when the speed is over 60km/h. This gap is measured from the widest point of the bicycle or cyclist and the left-hand part of the car which is usually the wing mirror. Motorists found to be breaching the minimum distance rule now face significant fines and the loss of 2 demerit points. I recall this was a hard-fought change to the legislation and aimed at making cycling on our roads much safer. I know from personal experience that cars continue to regularly pass cyclists well within this distance and that it is difficult to do anything about it. Anecdotally, I have heard that bike cameras such as GoPros have been used to report such incidents to police with some success.

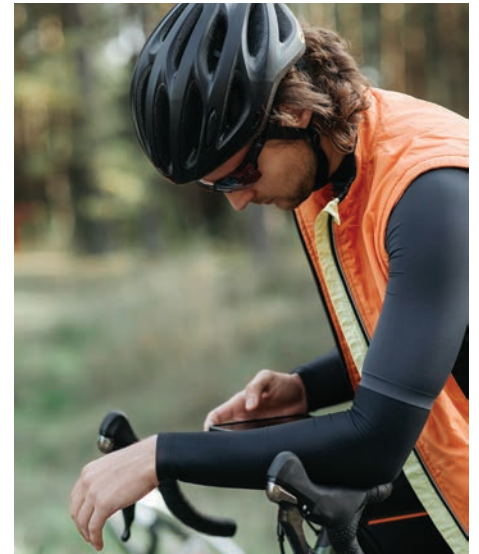
RIDING ON FOOTPATHS

October 2015 also brought about changes to rules relating to cyclists riding on footpaths. The legislative change means that riders of all ages are now permitted to ride on footpaths unless there is a ‘no bicycles’ sign displayed. Prior to this change, cyclists were only permitted to ride their bikes on footpaths if they were medically exempt, were a child under the age of 12 or were riding with a child under 12. Therefore, these rules allowing all cyclists to ride on footpaths were a welcomed change.

MOBILE PHONE LEGISLATION

In 2012 new rules were introduced relating to mobile phone usage while operating a vehicle. A bicycle is defined as a vehicle under South Australian Law, which means that cyclists are subject to the same basic road rules as motorists.

South Australia has adopted the *Australian Road*



Rules which includes laws for the use of mobile phones while driving (or riding). Therefore, it is an offence to use a mobile phone while riding a bicycle.

A West Australian case in July 2018 provided some clarity around this, with a Police Traffic Inspector confirming that motorists and cyclists were treated the same when it came to mobile phone usage. He went on to say that it was not illegal to use a phone with headphones while cycling “as long as you are not holding the phone up to your ear or you have got it on loudspeaker”. Therefore, the restrictions on using a mobile phone apply both to drivers of cars and riders of bicycles, and ensure cyclists are focused on their surroundings while riding a bike.

Unfortunately, this probably means that most of those selfies posted on Strava by cyclists while cycling are in breach of this legislation. So, it is best to stop cycling before taking your Sunday morning group ride photo.

Ultimately, there has been necessary law reform over the past 40 years to accommodate cyclists on our roads. All of these milestones have contributed to making cycling safe in South Australia.

Anderson Solicitors are proud to have supported Bike SA over the past 12 years!



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If you’re involved in an accident or road traffic dispute and need legal advice, our personal injury team at Andersons Solicitors is here to help.

Contact us at enquiry@andersons.com.au, and let us know that you’re a Bike SA member to ensure you receive your membership benefits.



THE MAWSON TRAIL BICYCLE SA'S CREATION NOW A FIRM FAVOURITE OF ADVENTURERS

Songwriter Paul Kelly said it best: From little things big things grow.

The mighty Mawson Trail – 900km through some of South Australia’s most spectacular territory from the Adelaide Hills to Blinman – originated from a meeting of just a handful of cycling enthusiasts in 1990.

That was when representatives of the SA Touring Cyclists’ Association (now Bicycle SA), the Cycling Protection Association (now Bicycle Institute of SA), the Cycling for Pleasure Group and the Mountain Bike Club (now Adelaide MTB Club) met in June to plan and create the new Off-Road Cycling Trail – later named after Antarctic explorer Douglas Mawson – that would meander through some of SA’s most spectacular countryside from the capital city to the northern Flinders Ranges.

Volunteer weekend trail marking work began the next year and continued until the mid-90s, establishing the trail that comprises little-used country roads, state forest and national park fire

trails, farm access tracks and unmade or unused road reserves. The Mawson avoids traffic and bitumen roads and leads cyclists into the remote areas of the Flinders Ranges.

Beginning near the top end of the Linear Park track that runs from West Beach to Athelstone – meaning you can in fact ride from sea level to SA’s second highest town of Blinman (615m) - the trail takes riders through the Adelaide Hills, traversing forests, farmland and historic towns such as Lobethal and Birdwood. It passes the world-famous Barossa Valley wine region to the mid-north towns of Kapunda and Burra then winds past Hallett and Spalding through the Bundaleer Forest and into the Flinders Ranges including Melrose, Hawker, the awesome spectacle of Wilpena Pound and finally to Blinman.

Six members of SATCA - John Bassett, Peter Woolford, David Wilson, Margaret Day, David Cook and Jim Gray – were part of the original group who rode from Blinman to Adelaide in early 1990 to test out the intended route with a feasibility ride. Jim Gray said of that first ride: “I do feel that some parts of the route will only be used



by a very few very experienced off-road cyclists”.

Fast forward to 2002 and the first of our biennial Outback Odyssey adventures riding the full length of the Mawson and people of all ages, ability and experience have taken on that trail and fallen in love with its beauty AND its challenges.

Certainly, the Mawson is no armchair ride. However, spectacular views, abundant wildlife, unique flora and extensive vistas always reward the hard physical work.

The Mawson is now an important part of SA’s heritage. It embraces our history, tourism industry, environmental celebration and protection and the extraordinary cultural diversity of all the many communities it passes through over its vast length.

And you can’t write the history of the Mawson without Bike SA. It’s part of our DNA and we a part of it – at the beginning, now and as long as people love to explore on two wheels.



Images from Bike SA's most recent Outback Odyssey in 2021.



A LONG COMMITMENT TO INSTILLING THE LOVE OF SAFE CYCLING

Bike Education ticks all the boxes when it comes to Bicycle SA's purpose and principles.

Teaching the next generation of children to ride safely is the definition of achieving "more people riding bikes".

The Bike Fun program – bike-themed games and activities days for kids of all ages aimed at schools and vacation care centres – is self-descriptive in what it achieves in opening eyes, hearts and minds to the sheer joy of riding.

And our Bike Maintenance courses, Commuter Cycling series and Cyclesafe programs – completing the education spectrum – give people the all-important confidence to take their cycling further afield, assured in the knowledge that they are self-sufficient to cope with almost any situation that may come their way.

Our advanced maintenance courses even prepare participants for careers in the bike industry, supporting not only their long-term love of cycling but giving them the opportunity to pass that love on to others.

And when it comes to Bike Education's origins, it also encapsulates the organisation's spirit and values as well.

In the initial years of Bicycle SA's Bike Education venture the instructors were all volunteers, continuing the theme of so many aspects of the organisation's activities.



Bike Fun games – learning road safety while they play.

OUR INSTRUCTORS ARE DEDICATED AND PASSIONATE ABOUT THEIR WORK.



That was FUN!



The hardworking education van goes everywhere with bikes for everyone.

Now 16 employed education instructors teach more than 5000 students each year – most of them nine to 13-year-olds – venturing to the far reaches of the state. Schools in Mount Gambier, the Riverland, Roxby Downs and Streaky Bay have taken part in Bike Education programs over the years.

This shows the commitment of our instructors, whose work often also includes long hours of travel and extended stretches of living away from home.

"Our instructors are certainly dedicated and passionate about their work," Education Development Manager Kay Davis said. "Shaking off long country road trips and still showing all the energy they do to engage and captivate the students is always impressive."

All of Bicycle SA's education programs are detailed on our website with instructions of how to book in to take advantage of them.



Spanner time at Bike Fun - helping and teaching rolled into one.

Avanti Plus Semaphore	Shop 4/135 Semaphore Road, Exeter 8449 8199	Hey Bikes	2/353 Anzac Highway, Plympton 0452 232 453
Bicycle Centre Mitcham	21-23 Belair Road, Kingswood 8271 0692	International Cycles	70 Payneham Road, Stepney 8362 2609
Bicycle Express	124 Halifax Street, Adelaide 8232 7277 138 The Parade, Norwood 8431 5711	io Merino	183 Melbourne Street, North Adelaide 8201 4198
Bicycle Fix	33 Onkaparinga Valley Road, Woodside 8389 7495	Little Black Bike	100 Gilbert Street, Adelaide 8221 5067
Bicycles Mount Barker	12A Walker Street, Mount Barker 8391 4777	Macpac	399–403 Main North Road, Enfield 8359 5866
Bicycling Australia Magazine	17-21 Bellevue Street, Surry Hills, Sydney NSW 02 9281 233	Moonta Cycle & Sports	49 George Street, Moonta 8825 3222
Bike About (hires and tours)	33b Onkaparinga Valley Road, Woodside 0413 525733	Mulga Bicycle Tours	mulgabicycletours.com.au 0412 309 711
Bike Society	274 Wymouth Street, Adelaide 8262 5449 391 Brighton Road, Hove 8358 1500	My Ride Salisbury	15/1700 Main North Road, Salisbury 8258 8885
Bio-Mechanics	260 Wymouth Street, Adelaide 8410 9499	My Ride Unley	80b Unley Road, Unley 8271 8001
Brooks Cycle Depot	63 Bridge Street, Murray Bridge 8532 2868	My Ride Woodville	820 Port Road, Woodville 8268 6404
Cluster Cycles	4/60 Liverpool Street, Port Lincoln 8682 3468	North Adelaide Cycles	1 Ward Street North, Adelaide 0448 567 788
Complete Cycle	45 Cliff Avenue, Port Noarlunga 8327 0200	Norwood Parade Cycles	216 The Parade, Norwood 8332 1889
Cycle Care Centre	Shop 1/32 Glynburn Road, Hectorville 8342 1882	Over the Edge	6 Stuart Street, Melrose 8666 2222
East End Cycles	Shop 1/290 Unley Road, Hyde Park 8271 6989	Reid Cycles	230 Pulteney Street, Adelaide 8227 0011
Easy Ride Bikes	19 Macquarie Street, Moana 0433 669 301	Ride Union Bike Co	11/220 Mount Barker Road, Aldgate 8131 0237
Euride	637 Lower North East Road, Campbelltown 8336 4490	SA Remedial Therapy Clinic	Level 3 55 Gawler Place, Adelaide 8221 6262
Flinders Cycles	1 Hospital Road, Port Augusta 8641 0269	South Coast Cycles	125 Beach Road, Christies Beach 8326 1664
G&D Cycles	7 Badenoch Street, Mount Gambier 8725 6002	Standout Cycles	195 Henley Beach Road, Mile End 8443 5435
Gawler Cycles	4/1 Theen Avenue, Willaston 8522 2343	Star Cycles	5 Barfield Crescent, Edinburgh North 8255 1979
Giant Adelaide	2–3/53–67 Hindmarsh Square, Adelaide 8223 5978	Super Elliotts	200 Rundle Street, Adelaide 8223 3946
Glenelg Cycles	754 Anzac Highway, Glenelg 8294 4741	Supreme Pro Cycles	32 Cadell Street, Goolwa 8555 5100
Goggleman	1300 464 453	Tailwind Cycles	81 Main South Road, O'Halloran Hill 8322 6714
		Treadly	Shop 5/4–10 Ebenezer Place, Adelaide 8232 0158
		Victor Harbor Cycles	victorharborcycles.com 0407 048 324

Members please note: discounts offered to Bike SA members are at the discretion of respective organisations and may not be available in conjunction with other offers.



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www.bikesa.asn.au/event/road-rides/gear-up-girl