

CYCLE

THE MEMBERS' MAGAZINE - No. 188
NOVEMBER 2020 TO JANUARY 2021



Frome
Bikeway



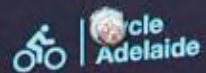
South
Terrace

0.5 km
2 min



To Halifax
Street

0.15 km
1 min



DELAIDE
CITY COUNCIL

COMMUNITY CYCLING NEWS

Driver's month a giant step backwards
Yorke's trail offers wild new places to explore
KI, Cudlee Creek on road to recovery

CONTENTS

Front cover image:

Cycling is one of many ways to get into the city other than driving

CEO and President's Notes	3, 6
Council's Driver's Month is Pure Regression as World Embraces Active Transport	4
Grand Slam 2020 Was One For the Trailblazers	7
Cyclists and Car Dooring	8
Kangaroo Island, Cuddlee Creek On the Road to Riding Recovery	10
Member's New Novel a Story For Our Times	14

MEMBER SUBMISSIONS

Is Your Next Cycling Adventure Just Around the Corner?	12
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Driver's Month Pure Regression — page 4



Grand Slam 2020 — page 7



Cyclists and Car Dooring — page 8

BICYCLE SA OFFICE

11A Croydon Road, Keswick SA 5035

Phone (08) 8168 9999

Fax (08) 8168 9988

Email office@bikesa.asn.au

Web www.bikesa.asn.au

@BicycleSA

@bicyclesa

@bike_sa

Bicycle SA

The Bike SA office is open

Mondays to Thursdays, 9am to 5pm

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BICYCLE SA EXECUTIVE TEAM

President, Maureen Merrick

Email maureen.merrick@bikesa.asn.au

Vice President, Nathan Petrus

Treasurer, Michael Killmier

Secretary, Anne Smith

Members

Chris Beauchamp

Warwick Cooper

Rowan McKeown

Carol Seely

Nick Spyrou

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

CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG



The Unconscionable SMIDSY Defence

The refrain is depressingly familiar when a motorist is at fault in a car v cyclist crash: "It's not my fault I didn't see them! Cyclists should wear hi-vis clothing"

It's called the SMIDSY defence - "Sorry mate, I didn't see you" - MATE, YOU DIDN'T SEE ME BECAUSE YOU WEREN'T LOOKING!

Recently, there was an insightful discussion on David Bevan's ABC 891 morning radio program regarding the push for a graduated licencing requirement for learner motorcyclists to wear high-visibility vests.

Not surprisingly, the conversation quickly turned to the fact that this requirement should flow through to all cyclists being required to wear hi-vis gear. One informed listener (who is a cyclist) rang in and stated - "I could be lit up like a Christmas

tree and a motorist still wouldn't see me. Why? Because they are not looking for me."

While Bevan scoffed at the suggestion that hi-vis wear does not guarantee the rider being easily seen and therefore mitigating most crash scenarios, what was most disappointing about this important road safety discussion was what was NOT being initiated by Bevan in this discussion. What was conspicuously absent was any evaluation of the behaviour of the protagonists in these incidents - the car, bus and truck drivers.

Put simply, this community conversation continues a long trend of victim-blaming of the most unsavoury nature and reflects a decades-old and deeply ingrained cultural refusal for those road users who are at fault in eight out of 10 cyclist crashes - the motorists - to be publicly acknowledged as responsible for their behaviour.



Continues Page 6 →

PRESIDENT'S NOTES

MAUREEN MERRICK



Warmest congratulations to one of our long-time members, Peter Carter, who received his Medal of the Order of Australia Award (OAM) at his investiture on 16 September 2020.

Peter's OAM is in recognition of his service, over many years, to canoeing. His significant contribution includes research and development, education and training, instruction and serving as President and Board member, as well as being a qualified Sprint and Slalom Kayak Official and competitor.

Peter has also found time to be the Editor of a few magazines including Bicycle SA's *Cycle*. He commenced as Editor in October 1992 - when the organisation was then known as South Australia Touring Cyclists' Association - and continued until November 2017. Peter has guided the evolution of the magazine through several stages from the early days of photocopying, to professional printing, and then in colour. He encouraged contributors to write in a certain style, in keeping with editorial standards, (he created the Style Guide) and in early 1996 hosted BSA on his website, until we had our own domain.

This is a very well-deserved award, Peter.

In some way this year we have all been affected by COVID-19. Since our Coast to Coast event in March the remainder of our events to date have been postponed until 2021 and/or cancelled. However, to the few Grand/Mini Slam riders who chose to continue to ride the events during the year unsupported, we commend you on your dedication and loyalty.

Congratulations and well done! (Turn to Page 7 for a report on the intrepid souls who did ride the 2020 Grand Slam Series/Mini Slam).

We look forward to resuming our 2021 events with the first Grand/Mini Slam of 40km/80km on Sunday 21 February at Woodside Netball Club's premises, Onkaparinga Valley Rd, Woodside.

This edition of *Cycle* is our final one for the year. On behalf of the Executive Committee - Chris Beauchamp, Warwick Cooper, Michael Killmier (Treasurer), Rowan McKeown, Nathan Petrus (Vice President), Carol Seely, Anne Smith (Secretary), Nick Spyrou, Christian Haag (Chief Executive Officer) and staff, I wish you all a very happy Christmas and a safe 2021.

COUNCIL'S DRIVER'S MONTH IS PURE REGRESSION AS WORLD EMBRACES ACTIVE TRANSPORT

By the time you read this, the Adelaide City Council will have begun an absurd and counterproductive policy which also runs completely contrary to the worldwide prevailing trends in government during the 2020 coronavirus crisis – Driver's Month.

As the world has faced the breathtaking challenges that have dragged on throughout this year of pandemic, hundreds of governments around the globe at local, state and national levels have moved in precisely the opposite direction than the ACC in their efforts to address the health and economic challenges and the environmental opportunities posed by this crisis.

And they have done so to great effect and success on all three fronts.

As we showed in the previous edition of Cycle, cities from Paris to Bogota to Sydney and Melbourne have this year installed thousands of kilometres of pop-up bike lanes to create healthy, practical alternatives to Covid-unfriendly public transport, provide social-distancing-friendly exercise opportunities during times of lockdown, accelerate the pollution-busting, air-purifying effects of lockdowns and avoid the unmanageable and unsustainable results of populations moving en masse to private vehicles for transport.

While all of these points have proved beneficial to cities interstate and overseas, the last one – discouraging rather than encouraging the already prolific use of the private motor car – is the most baffling aspect of the council's decision to embrace the motion by Councillor Jessy Khera to give the car even greater primacy of place in Adelaide's transport hierarchy.

According to the 2016 Census, Adelaide is already the Australian capital city with the highest rate of people who drive to work (80 per cent, significantly exceeding the national average of 69 per cent) and has more city-centre car parking spaces per city-centre worker than any other Australian capital city.



Pedal power in Paris

So hell bent is the council on pursuing this questionable course that the idea survived not only considerable dissent from councillors and outright mockery in the media and public commentary when it was proposed in August but council was also not swayed by a motion late last month to change the focus of the initiative to encourage visitors to the city by ALL modes of transport.

The clear counterpoint to this is that while Sydney, Melbourne and Brisbane and a plethora of cities around the world have been spending this year adding kilometres of cycle lanes to great effect and benefit, not only has Adelaide done nothing to

follow this trend but it continues to dither over the East-West cycle lane that has been on its books for years and is now in its THIRD planning stage!

The Australian capital city most conducive to healthy, sustainable and congestion-busting cycle transport is not only doing nothing while so many around it are taking the opportunity to act and reap the rewards, it is actively embracing the antithesis of the prevailing philosophy and encouraging more motor traffic into its already noisy and congested city centre.

It beggars belief!



Biking instead

If the council's intention is to increase trade for local businesses, why do they not pay attention to the many studies that have proved conclusively that when areas of a city discourage high-speed, heavy vehicle traffic and encourage active transport like cycling and walking, people come to those areas more often, stay longer and businesses increase revenues and profits?

This isn't guesswork. After San Francisco, California, closed Market St to private motor vehicles in January this year, the results presented clear advantages in raised levels of active transport, raised use of public transit, buses running up to 12 per cent faster, reduced air and noise pollution and increased trade at local businesses.

Businesses just like here who in the lead-up predicted economic doom and gloom but, once the change was made, quickly realised they were benefiting from people enjoying a cleaner, quieter, safer place to stay and spend time (and money).

of the long-term benefits that will be reaped by cities around the globe.

In May, the City of Sydney and Transport for NSW announced 10km of new pop-up cycleways in key areas around the city to give inner-city commuters returning to work an alternative to reduced-capacity public transport services. And Transport for NSW is now looking to implement more, including another 20km in Greater Metropolitan Sydney and 15km of paths in regional NSW.

In conjunction with the cycle lanes, Transport is also planning speed-limit reductions from either 60km/h or 50km/h to 30km/h to further enhance the safety and confidence of riders and encourage even more people to opt for cycling over motor vehicles. And even in only the first few weeks of the first stage of Sydney's pop-up bike lane initiative, the decision had proved successful. The first 10km batch of lanes attracted almost 15,000 weekly trips and use of five pop-up bike lanes has increased approximately seven per cent week-on-week.

“
IF SUCH RESULTS CAN BE ACHIEVED IN AUSTRALIA'S MOST CONGESTED CITY, IMAGINE WHAT COULD BE ACHIEVED IN AN EMINENTLY BIKEABLE CITY AS ADELAIDE.
”



A prolific number of studies, including one this year by the New York Department of Transport, have concluded that improvements to the public realm resulted in an increase in retail sales and economic activity.

The study also noted that people who walk or ride to dense urban areas spend more per capita at local businesses.

That is borne out by what we can see right here in Adelaide. The beating heart of our retail trade in the city is Rundle Mall, a boulevard that was once open to traffic but now, as a pedestrian-only area, thrives as a retail space. If that can work in one street in Adelaide (and elsewhere), why not another? The traders shouting that a lack of parking would be the death of their business would no doubt love to have the kind of street traffic Rundle Mall traders enjoy.

While the ACC has acted alone with respect to Driver's Month, both it and the State Government should take ownership of the absolute failure to construct pop-up cycle lanes and take advantage

If such results can be achieved in Australia's most congested city so quickly, just imagine what could be achieved in such an eminently bikeable city as Adelaide.

The Victorian Government announced in October that – as part of a \$13 million initiative – it would construct more than 100km of pop-up cycle lanes across Melbourne's inner city while it also decided at long last to join the rest of the nation in introducing minimum-passing-distance legislation for drivers passing cyclists on the road.

In May, the United Kingdom announced a £2 billion Post-Pandemic Plan to boost cycling and walking while France has plans in place to construct 650km of cycleways across the nation.

We stand at a crossroads and, with all the information available to us, the voice of Google Maps is screaming at us to head in the right direction. We could either take the evidence-based approach and follow the example of other cities within Australia and around the world which have seen the polluted, congested, dangerous

DRIVER'S MONTH IS NOT THE WAY FORWARD

CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG

The Unconscionable SMIDSY Defence



“WHETHER OR NOT A CYCLIST WILL BE SEEN BY A DRIVER DEPENDS ON WHETHER THAT DRIVER IS ACTIVELY LOOKING OUT FOR ROAD USERS OTHER THAN FELLOW MOTOR VEHICLE DRIVERS.”

...continued from previous page

transportation policies that have stood for decades and wisely seized on the unprecedented opportunity to shift to policies that have undeniably made them safer, cleaner, healthier and commercially successful places to live, work and shop.

Or we could do a U-turn and charge headlong into the past as the ACC proposes and hope – against all evidence and logic – that doing the same thing we’ve done for ages will somehow, miraculously, produce a different result.



...continued from Page 3

We have heard it all so many times – “the bike rider wasn’t wearing bright-coloured clothing – how could I see them. It’s their fault I hit them”.

It’s a bit like the magistrate who lectures a young woman assaulted by a man at a hotel – “If you didn’t wear such revealing clothing, you wouldn’t be in this situation”.

The victim is responsible for the perpetrator’s illegal behaviour.

When we look to the evidence, this proposition is something that has been repeatedly and undeniably disproved by a slew of scientifically rigorous studies.

In a November 2017 article from Cycling Weekly, Dr Graham Hole, senior lecturer in psychology at the University of Sussex, said: “Those who advocate hi-vis clothing think of it in terms of cyclists being small and therefore hard to see but the real problem is when someone pulls out in front of a cyclist.

“Under those sort of conditions cyclists are very large on the retina of the person who is pulling out. It’s not that the person is hard to see in terms of physical characteristics, it’s that people aren’t expecting to see them.”

In 2018 the same website reported on a study by a psychologist at the University of Bologna and published in the March edition of the *Journal of Transport & Health* which looked at legislation making hi-vis clothing mandatory for cyclists and compared this with accident statistics over a 15 year period between 2001 and 2015.

It said the findings by professor Gabriele Prati were conclusive, with his study finding “the implementation of legislation imposing high-visibility clothing for cyclist did not influence the number of bicycles involved in road crashes as well as its proportion in the total vehicles involved in road crashes.”

The study also found that there was no impact on the number of crashes whether you looked at the period immediately after the legislation was

introduced, or in the longer term.

The results were, Cycling Weekly wrote, the latest in a string of studies to cast doubt on the idea that making cyclists wear hi-vis clothing has an impact on making cyclists safer.

The fact is that, regardless of whether a cyclist or pedestrian is clad head-to-toe in matte black or lurid hi-vis, the determining factor of whether they will be seen by a driver is whether or not that driver is actively looking out for road users other than fellow motor vehicle drivers.

We live in a time where the idea of “might is right” is fast being consigned to the dustbin. No one would dare walk down a footpath with the attitude that anyone smaller or more vulnerable than them does not deserve equal rights and consideration for safety and space.

Our roads are no different and it is now time our federal, state and local governments acknowledge, more than ever, that our Covid-safe transport response policies must reflect this.

We continue to call for a commitment for 5% of transport budgets, across state and local governments, to be dedicated to targeted safe and separated bicycle infrastructure across metropolitan and regional road networks.

Depending on where you live in South Australia, there is little to no equity in access to our state’s transport system – the “car is still king” in the eyes of elected members, a fact that is outdated and must change.

All levels of government have a fundamental responsibility to provide their citizens with safe and equitable choices for how they choose to transport themselves through their daily lives. Our governments continue to fail in this respect.

Why do we still live in an environment where our choice to ride our bicycle for transport, health, recreation or the simple joy of the ride is inherently fraught with risk? It is simply not acceptable.

GRAND SLAM 2020 WAS ONE FOR THE TRAILBLAZERS

Bike SA's ever-popular Grand Slam series this year started off normally enough with 214 riders lining up for the start of Round 1 at Mount Torrens on 23 February for 40km or 80km rides.

From there, however, it was anything but normal for the remainder of 2020 as Covid-19 stopped events in their tracks across the world.

But no sooner had we announced the cancellation of Round 2 at Willunga in March than we received calls and emails from dedicated Slammers wanting to know if we would still be uploading the route maps so they could complete each leg of the series on their own.

And, refusing to be limited by the virus (though still with a nod to social distancing), they did just that.

Five riders – Daniel Brown, David Burn, Andrew Hill, Andrew Paine and Rob Searle – completed GS2 at Willunga over 100km.

At Meadows (60km/120km), Rob Searle and Andrew Paine also confirmed their performances for Round 3, while Andrew also let us know he rode the Williamstown (75km/150km) course for Round 4.

We are still waiting to hear if anyone has completed Round 5 at Balhannah, the final challenge of the progressive series at 100km/200km.

If you have completed any of the 2020 Grand Slam Series on your own, please let us know so that we can acknowledge your efforts.

Also, in recognition of the difficulties of 2020, anyone who registered for this year's series will receive complimentary entry into Grand Slam for 2021, which begins with Round 1 (40km/80km) at Woodside on Sunday 21 February.

The rest of the dates are as follows:

GS#2 – Sunday 28 March
Mt Torrens

GS#3 – Sunday 30 May
Williamstown

GS#4 – Sunday 22 August
Echunga

GS#5 – Sunday 17 October
Mt Pleasant



The Mount Torrens event offered some challenging climbs for the participants.



Riders get ready to head off from Mount Torrens to begin Round 1 in February.

**BICYCLE SOUTH
AUSTRALIA INC -**

**ANNUAL
GENERAL
MEETING**

**6pm
Thursday,
26 November
11a Croydon Rd,
Keswick**

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

We would like the nominations to reach the office by Monday 23 November to allow for ballot papers and information to be prepared for the meeting.

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

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

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

Positions available:

Vice President
Treasurer
Three ordinary Executive members

*Each of these elected positions
will be for two years*

MAUREEN MERRICK OAM
President

On behalf of the Executive Committee



CYCLISTS AND CAR DOORING

TODAY'S WRITER IS MATTHEW FUSS,
PARTNER IN CIVIL LITIGATION

The number of cyclists riding for recreation or commuting in Adelaide and South Australia continues to increase. Roadside bicycle lanes and dedicated bicycles paths also continue to expand throughout South Australia.

Incidences where a driver who parks their car on the side of the road and opens their door without checking for oncoming cyclists and other traffic continue to present a significant risk to cyclists and other road users. There have been numerous situations where a cyclist has struck a car door that has suddenly opened in front of them leaving the cyclist with no way to avoid a collision. This is referred to as a cyclist being "car-doored".

Cyclists have suffered wide-ranging severity of injuries. While some have escaped with grazes, bumps and bruises others have suffered broken bones, head injuries and required periods of hospitalisation. There have also been reported instances of a cyclist suffering fatal injuries from being car-doored.

Can I claim motor accident compensation for injuries from a car dooring?

While each case will depend on its circumstances, in most car-dooring incidences, a cyclist would be successful in making a claim for compensation. In instances of "car-dooring", the driver of the car and the cyclist both have a duty to look out for the welfare of others and themselves.

The most common reasons why these incidences occur are due to the driver's inattention and failing to check and keep a proper lookout for vehicles or cyclists approaching them from behind. While this is the case, cyclists also have a duty to keep a proper lookout and approach parked cars with caution. If the cyclist is able, they should allow sufficient space to pass parked cars safely.

If you are a cyclist on our roads and you have sustained injuries after coming into contact with another vehicle, whether by car-dooring or otherwise, you should promptly seek legal advice about your rights and entitlements under Motor Accident Compensation through the compulsory third-party insurance scheme, as time limits apply for making claims.

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Image Credit: Chris Southwood

KANGAROO ISLAND, CUDDLEE CREEK ON THE ROAD TO RIDING RECOVERY



When last we spoke with members of the Kangaroo Island Bicycle Users Group, 13 of their members had shared their story of an epic ride to explore the beauty and cycling opportunities of Melrose on an idyllic weekend in November 2019.

Sadly, not long after that adventure which we shared with you in the February – April edition, KI was ravaged by the bushfires which destroyed so much of that spectacular island and the Adelaide Hills, including another cycling Mecca, the Fox Creek mountain bike trails at Cudlee Creek.

So, with nearly a year passed since the tragic fires, we thought it time to see how those communities are recovering and how the cycling communities are both enjoying and assisting with those recoveries.

Kangaroo Island Bicycle User Group president Manfred Meidert said, although the fires were devastating, their location meant the group's monthly rides were not affected at all.

And, with the island now emerging into the beauty

of spring and summer after winter rains that have helped to regreen the blackened earth, he said now is the perfect time for locals and visitors alike to enjoy the spectacular scenery and fresh air of KI.

"Everyone is welcome to join our monthly rides," Manfred said. "We'd love to have more people join us to explore the beautiful island by bike."

"Already plenty of people are taking local holidays here because of the travel limitations brought on by Covid-19 and it's great to see so many people coming to share this area with us." KI BUG's monthly rides are always listed in Bike SA's quarterly Rides Programme, in print or on our website at bikesa.asn.au

The downside, he said, were the changes being made to the island's natural charm by the effort to mitigate the risk of a future firestorm.

"Our members are more upset now about the bulldozers coming out and clearing firebreaks and the damage that is getting done after the fires," he said. "It's going too far. The fire did a lot of damage

and now more damage is being done with the overclearing. We live on a tree-lined road and the council has just gone through and removed 1.5-2m of trees and remnant vegetation from either side. KI is known for its roadside vegetation."

At Cudlee Creek, the result was exactly the opposite for the cycling community – both local and far-flung – who have revelled in the first-class network of mountain bike trails in the area that the fires devastated.

But, as Forestry SA chief executive Julian Speed notes, "the once grey ash-bed is now teeming with vibrant green hues of fresh new life".

The swift regeneration, however, masks the serious underlying environmental damage and the considerable risk involved to anyone entering the area.

"Many trees remain unstable and the risk of falling trees, as well as excessive soil erosion, means the site remains closed to visitors and bike riders alike. The salvage operation to harvest fire-

The start of the Green Smoothie run at Fox Creek



KI BUG stopping at Beyeria Conservation Park on one of their recent rides



“THE CYCLING COMMUNITY HAS ALREADY VOLUNTEERED HUNDREDS OF HOURS TO CLEAN-UP AND RECOVERY AT FOX CREEK BIKE PARK.”

damaged plantation pine trees at the site has also contributed to the need to keep the area closed,” he said.

The cycling community has already volunteered hundreds of hours to clean-up and recovery at Fox Creek Bike Park. Local mountain bike clubs, the Human Projectiles, Gravity Girls, Foxy Creakers and Gravity Enduro SA have made a substantial impact into damage assessment and clean-up work as part of the first steps towards reopening, but there is still a lot of work ahead.

“It’s thanks to the efforts of our valued volunteers, clubs and Local and State Government, that ForestrySA can look forward to reopening the site

in the near future,” Julian said.

The plan is for Fox Creek to be reopened bigger and better than ever and ForestrySA is continuing to seek community feedback on its new Cudlee Creek Forest Trails Fire Recovery Strategy to accomplish that aim.

More than 700 individual responses contributed to development of the draft strategy document, which aims to establish how the forest can contribute to the community and recreational economic wellbeing of the Adelaide Hills Community into the future.

The strategy development was funded by Bike SA,

the Adelaide Mountain Bike Club, Gravity Enduro SA and the Human Projectiles MTB Club, through grants from the Office of Recreation, Sport and Racing.

In the meantime, the Cudlee Creek Forest Reserve and the popular trail network remain closed, as on-site fire salvage harvest and broader fire clean-up operations continue.

Harvest operations are expected to conclude by January 2021. Once the site has been made safe again, ForestrySA will reopen trails where possible, while re-establishing the commercial pine plantation.

KI BUG stopping at Western Cove on one of their recent rides



MEMBER STORIES

IS YOUR NEXT CYCLING ADVENTURE JUST AROUND THE CORNER?

CYCLING THE YORKE PENINSULA
BY NIGEL BARKER



The trailhead at Port Wakefield

Ever since I heard about the Walk the Yorkes trail, I knew I just had to give it a try. Marketed as a marked walking/cycling trail that circumnavigates the Yorke Peninsula starting at Port Wakefield and finishing at Moonta, covering nearly 500km, it sounded like the perfect way to see this glorious part of our state. Besides, images on the website showed families on normal bicycles cruising along bitumen tracks with ease and smiling and laughing as they went – how hard could it be?

So it was then, that in mid-September I left Adelaide on a bike loaded with enough equipment to ensure my survival (I planned to bush camp most of the way) and feeling nothing but optimism about what lay ahead.

The trailhead at Port Wakefield, which is found away from the main road, on the edge of town, next to the caravan park, is a lovely spot to start the trail. This excitement was soon dampened once I found myself bogged after several kilometres due to the rains from the night before. This left me stuck and staring at about five kilometres of sticky, impassable mud. The bike simply would not move - it was too heavy and the mud too thick. The only option was to strip the bike and transport everything over to an unused railway line I had found on the map. It worked, and what with the 50km headwind, I managed to cover 8km in two

hours! The adventure had begun but it was not fast. Never fear, I thought, get onto the peninsula proper and the headwind will be gone and the trail will be more stable.

Once you turn the corner onto the peninsula the trail mostly hugs the coast and you really start to appreciate the beauty of cycling (often away from main roads) in this part of the country. The trail on this coast passes Port Clinton, Port Vincent, Ardrossan and Edithburgh and is often a gravel walking path, which can have stiles, or other traffic-limiting devices that can make life VERY interesting for a touring cyclist. When the path is not suitable for cyclists, you are directed onto minor, often unsealed roads, which can be difficult to cycle at times. The signs are fantastic and very regular, but it is easy to miss some turns when you are cycling and I found the maps you can purchase direct from the Yorke Peninsula Council to be invaluable.

As you carry on down the coast the scenery becomes more impressive and the feeling of remoteness more tangible.

Passing the wind farms on the southern coast you realise that the location of these War of the World style contraptions has been perfectly chosen - the wind was immense, but the coastline remote, spectacular and glorious. The roads are not the

easiest to cycle but the effort is worth it.

Cyclists can camp free anywhere along the trail but I had decided I would use specified camping spots (all shown clearly on the maps). These were lovely but had varying levels of facilities that stretched



The track from Port Wakefield became impassable

MEMBER STORIES

from nothing up to a drop toilet and shelter (often with a rainwater tank attached).

All too soon, I was arriving at the magical Innes National Park. Even on a wet and windy day, as it was for me, this is a glorious spot and a lovely place to cycle and stay a night or two. Taking the trail through the park meant cycling along a bushwalking track, which was tough but rewarding.

Heading north to Corny Point is a lovely ride and as you continue in that direction on the western side of the peninsula you become more and more affected by sand. Much of the trail on this side is on small tracks, some with gravel but often with significant amounts of sand. With a heavy touring bike, falling off becomes inevitable, but not the end of the world (as long as you don't break anything).

Glorious spots such as Port Rickaby, Port Victoria and Balgowan are great places for a picnic or a bit of a rest and soon after these picture-perfect peninsula fishing towns you reach Moonta. The cycle trail brings you into the centre of this charming rural town (the walking trail into the bay) and I decided to officially finish the trip at the town hall with a coffee and cake in the café opposite (that's what we cyclists do!).

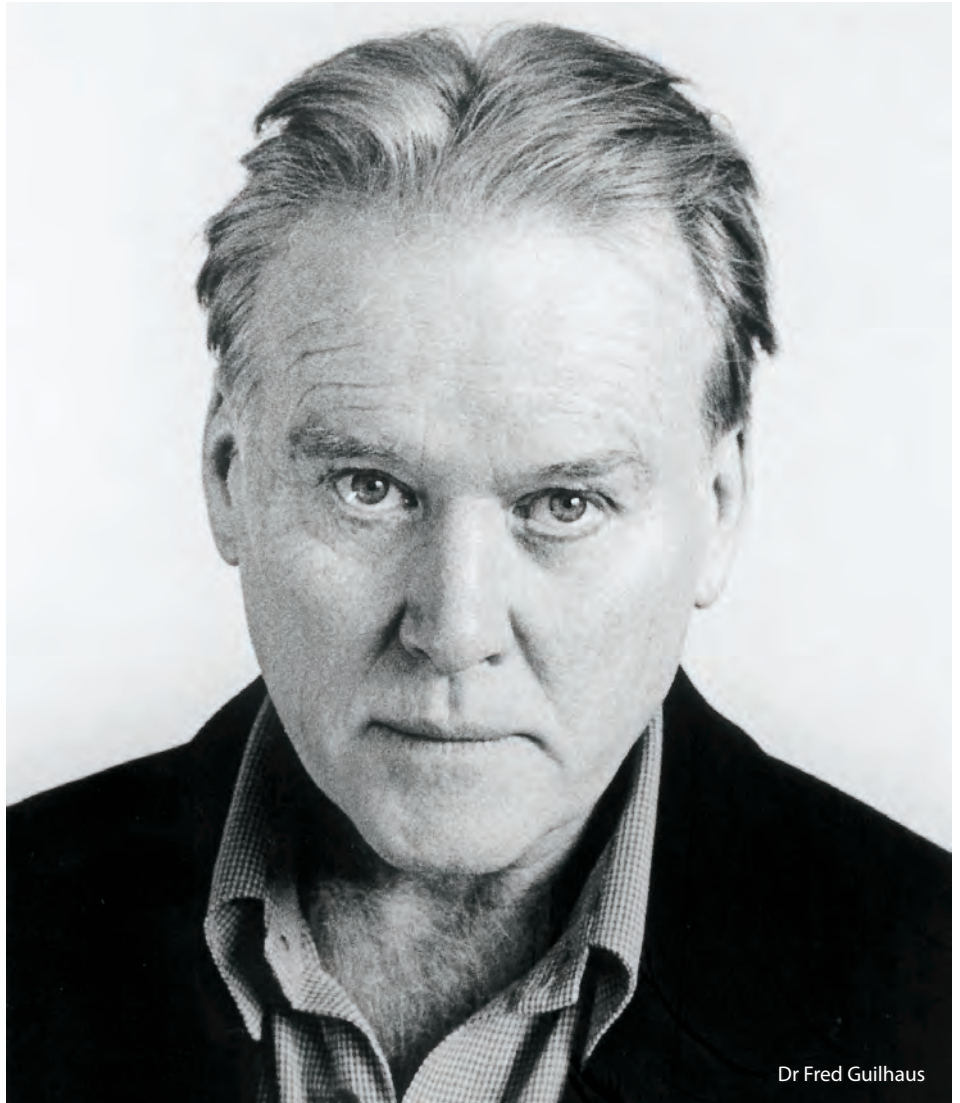
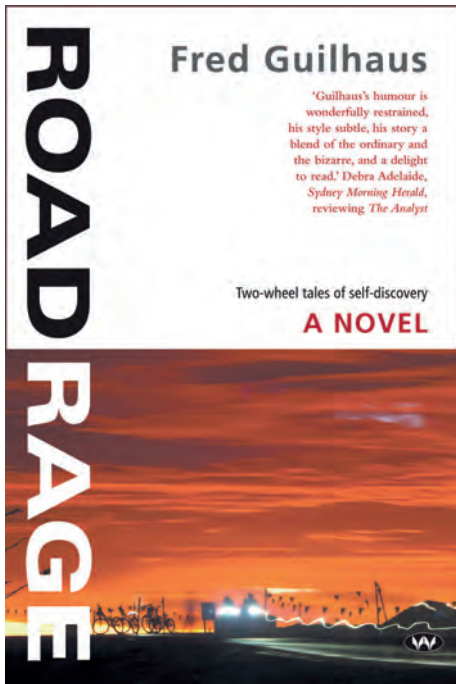
As I sat there, I reflected on my week-long trip. With the wind and terrain, it had not been easy. It had definitely been a challenge and a lot tougher experience than I had expected. It had, however, been a magical odyssey - the feeling of remoteness was glorious, the beauty of the coast was a joy and the challenge of the trails had been so exciting.

All in all then, it had been one *truly amazing adventure*.

Further information on the Walk the Yorke trail can be found:
<https://yorkepeninsula.com.au/walk-the-yorke>



MEMBER'S NEW NOVEL A STORY FOR OUR TIMES



Dr Fred Guilhaus

“**YOU DON'T NEED TO BE A CYCLIST TO ENJOY ROAD RAGE. BUT FOR THOSE WHO ARE, IT GENERATES AN EXTRA DEGREE OF INTENSITY.**”

Dr Fred Guilhaus is a Bike SA member, cycling enthusiast and novelist who – as all good writers do – writes about what he knows.

His latest novel, *Road Rage*, is out now and in telling the story of conflict, pain, suffering, compassion and redemption, Dr Guilhaus draws on the true story of a dramatic mass collision of a vehicle with a training peloton on a Sunday morning in Sydney in March 2014.

Dr Guilhaus described the crash and the subsequent media coverage of it as a “bombshell” for cyclists. What followed for him was several years spent at coffee stops with friends to come up with the plot for *Road Rage*.

“Cycling isn’t going away. Nor is road rage. So, the plot evolved to contemplate how a catastrophic event affected the friendship dynamic. How otherwise bonded, close friends grapple with the perpetrator. Revenge collides with forgiveness,” he said.

“The media feeds us constant images of disasters. When these disasters affect our own lives, how do we cope?”

As an avid cyclist himself, Dr Guilhaus says that so much of the story is drawn from his own life experiences it is virtually autobiographical and the way he expresses the scenes involving cycling and its rituals certainly gives the reader an eerily realistic feeling of being out turning pedals with friends.

With the focus of the book extending to the complex strata of the Australian culture and the emotional interplay of all those involved in the story’s central event - the physically, psychologically and emotionally devastating crash - you don’t need to be a cyclist to enjoy *Road Rage*. But for those who are, it generates an extra degree of intensity.

This is Fred Guilhaus’ fifth novel. Two of his previous works – *The Devil You Know* and *Musth* - have been optioned for movie adaptation.

***Road Rage* is published by Wakefield Press and is available at wakefieldpress.com.au and all good book stores.**

RRP \$29.95.

SUPPORT ORGANISATIONS WHO SUPPORT US

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io Merino	183 Melbourne Street, North Adelaide 8201 4198	Treadly	Shop 5/4–10 Ebenezer Place, Adelaide 8232 0158
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