

CYCLE

THE MEMBERS' MAGAZINE - No. 190
MAY TO JULY 2021



COMMUNITY CYCLING NEWS

DIRTY WEEKEND DELIVERS THE GOODS
THE CARS THAT ATE ADELAIDE
OUTBACK ODYSSEY 2021 – THE ADVENTURE BEGINS

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Flying high to celebrate Dirty Weekend's 20th birthday!

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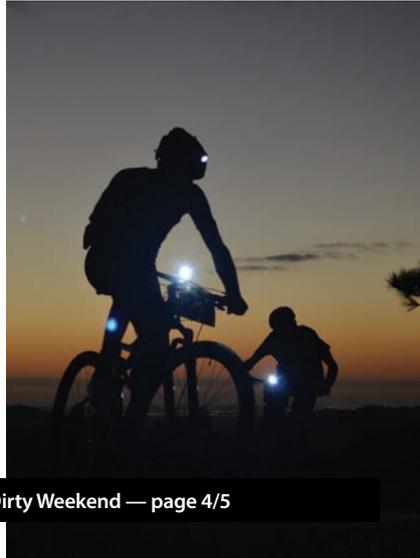
Contributing to Cycle

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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CHRISTIAN HAAG



HELP US BOUNCE BACK BIGGER AND BRIGHTER THAN EVER

Bike SA is back in action! After endless frustrating months of Covid-induced isolation and being unable to bring people together for events and celebrations of cycling and community, in the past few months we have dived back in with two Grand Slam Challenge Series rides, Coast to Coast and the 20th anniversary Dirty Weekend at the renewed and revitalised Fox Creek Mountain Bike Park.

And how we loved it! Enthusiastic, energetic, smiling riders coming together for events that, only 12 months ago, we may have taken for granted but we now must recognise for the significant and meaningful opportunities they are.

PRESIDENT'S NOTES

MAUREEN MERRICK



National Volunteer Week, Australia's largest annual celebration of volunteers is being held shortly, 17 – 23 May. This special week will acknowledge and celebrate the enormous contribution that nearly 6,000,000 volunteers make in Australia. These volunteers contribute more than 600,000,000 hours each year to help other people, organisations, and within their own communities.

The week will also recognise, celebrate and thank volunteers for all their tremendous work in our everyday lives. This has certainly been evident with what the country has experienced in the past

As the saying goes: You never know what you've got til you lose it.

The value of this community of ours takes on greater significance now that we have seen the exuberance, the energy that was on full display when we broke our drought at Grand Slam #1 at Woodside in February. Rest assured, we will not take that for granted as we push through the remaining events on our calendar – including the biennial adventure of Outback Odyssey in May and the Annual Tour in September.

But there must be more to this emergence from gloom than that. The past 12 months have been a tremendous learning experience. Nature has taken humanity down a peg or two. We had to adapt and step outside of our narrow comfort zones to be able to cope with the new reality.

In many ways cycling was a huge part of that adaptation, from the personal, individual level to changes that altered that landscapes of entire major cities. So many of those changes have reaped tremendous rewards, benefiting whole communities in ways that may take years to fully reveal themselves.

But there is so much more to do. South Australia, in particular, through political gridlock and fierce resistance to change – no matter how clearly that changed has proved itself elsewhere – has insulated itself almost entirely from the

clean, green, progressive advances that active transport and micromobility have shown themselves to be around the world.

Advances like the East-West Bikeway across Adelaide would have been. After years of inaction and delay, the Adelaide City Council finally scrapped the popular and patently beneficial project in late March in what is a massive opportunity lost not just to cyclists but to the whole Adelaide community.

We will not step back from pressing for these important changes to be enacted. From pushing for enabling those inclined to embrace active transport to lead the way to a healthier society that is not perpetually beholden to the internal combustion engine.

We have returned to the celebratory aspect of our mission – bringing you together to ride, play, laugh and socialise – and that is a great thing. But we will not let that distract us from continuing to push and pursue the vital advocacy issues that have always been with us but have been brought into sharp relief by the Covid crisis.

Join us in this. Help us make the cycling community's voice heard loud and clear and perhaps together we can make 2021 the year that drew a ray of sunshine out of the gloom that was 2020.

12 months and still continues to do so, including through Covid-19.

Over the past six years there has been a decline of 20 per cent in the number of hours that volunteers are able to donate and last year, in particular, two thirds of volunteers stopped working (Volunteering Australia 23 Mar 21).

In our ever-changing environment, it is necessary to be creative and adapt, not only to our need for volunteers but also their needs, like flexible hours of work, transport options and mental health/ wellbeing support. The ever-present challenge is to find the ability to attract and retain volunteers so that they may continue the work that they do.

I would like to take this opportunity to pay tribute to our volunteers, many of whom have supported the organisation over a long period of time.

Volunteers continue to assist us in so many ways, including bike maintenance, administrative support, event logistics, catering, route signage and support, ride marshalling, traffic marshalling, registration, and, of course, the tent team, luggage team and truck drivers.

Supporting the Rides Programme are our ride group coordinators and the many ride leaders, without whom we would not have a programme.

Thank you all for your significant contribution, which is invaluable.

As mentioned in the February/April 2021 edition of Cycle, after 12½ years as the Ride Group Coordinator of the Tuesday Traverse group, Rick Charlesworth has passed the baton on to Judy and Graham Baird, commencing with the June/August programme. We thank Rick for his leadership and wish him well for the future, which no doubt, will include cycling.

We welcome Judy and Graham and look forward to working with them in the coming days.

It is a testament to the Tuesday Traverse group that they celebrated their 30th birthday on Tuesday 23 March 2021. Congratulations and well done!

As we continue to resume our events, thank you for your support which enables us to do the work that we do; promote cycling and its many benefits both for the individual and the wider community.

DIRTY WEEKEND: BACK FROM THE ASHES BETTER THAN EVER



We had waited so long while so many worked so hard but, in the end, Fox Creek and its trails were things of beauty and Dirty Weekend 2021, like a phoenix rising from the ashes of the devastating bushfire that ripped through the Hills, was an event, a race, a celebration that matched our wildest dreams.

The 20th anniversary Dirty Weekend on 24/25 April was preceded by a mountain of volunteer work by various clubs, groups and individuals to clear the overgrown trails that hadn't welcomed any mountain bikers in more than a year as well as expert trail restoration and construction by Nick Bowman and his team from Destination Trails.

The result was a course universally applauded by competitors as fresh, grippy, flowing and fun and which stood up to the punishment of 300 riders right to the final turn of the pedal.

Because ANZAC Day fell on the Sunday, we held our own Dawn Service – well attended by riders and supporters – in which we recognised those who made tremendous sacrifices to keep us safe, and those who continue to do so. Lest we forget.

The event village was vibrant and exciting with food and drinks from All Fired Up pizzas and Donut King, boutique beers from Union Bridge Brewery, mechanical support from Euride and the Dirty Weekend Expo with stalls from Cycle Closet, Rubber Side Down and Knarly MTB.

Topping that all of off was fabulous live music and DJs in the event village and the 24-hour entertainment of the Forest Disco DJs who not only played non-stop tunes but went above and beyond with their party light display this year. If they don't give you a boost at 4am, nothing will!

One of the great things about Dirty Weekend is that it's more than just a race, it's a celebration of riding, a gathering of friends and a chance to let your hair down.

Nowhere is this better demonstrated than in the effort teams put in to create great names for themselves. Names like Weekend at Bermies, Dirty Days of Our Lives, The Berminators, It's Just a Flesh Wound, The Thirst Responders, the thoroughly

whacky James Goes Bananas Longtime and the thoroughly brilliant Bob Gnarley and the Derailleurs. They're sometimes only seen for a moment but they leave lasting smiles.

A Dirty Weekend cannot pass without us thanking our gracious hosts and supporters Forestry SA and Fox Creek Bike Park for making it all possible. And also a big thankyou to our other sponsors and partners, Roof Rack City, Knarly MTB, Squirt Lube, Hammer Nutrition, Ground Effect, Goggleman, Rubber Side Down, Cycle Closet, Euride, Will Ride, Over The Edge Melrose, Under The Mount Melrose, Event Medical Plus, Anderson Hill Wines, Human Projectiles, Foxy Creakers, Andersons Solicitors, ioMerino, Head for the Hills, Bicycles Mount Barker and Event Strategies Race Timing.

It's amazing that two days and a night of sweat, pain, thrills, spills, fun and adventure can zip by so quickly but it seemed that, once again, no sooner had it started than it had finished. Congratulations to all the competitors and huge thanks to our generous sponsors and supporters and our tireless volunteers.



Let's raise a glass to a hugely successful event and look forward to coming back bigger and better than ever for our 21st birthday in 2022!



WINNERS:

24HR SOLO

M: Matt Hand, 42 laps;
W: Nicola Jelinek, 37 laps.

24HR DUO

M: Does Anyone Know a Bike Mechanic?, 51 laps;
MIXED: CrossFit Adelaide, 32 laps.

24HR QUAD

M: Late Night Dirty Trails, 55 laps;
W: The Dirty Birds, 31 laps;
MIXED: What the Fox, 38 laps.

12HR SOLO

M: Carlos Peixoto, 27 laps;
W: Gabrielle Todd, 17 laps.

12HR DUO

M: Cycle Closet Crunchers, 27 laps;
W: Blow Ins, 23 laps;
MIXED: Cycle Closet Crushers, 28 laps.

12HR QUAD

M: The ODBs, 25 laps;
W: Dirty Days of our Lives, 23 laps;
MIXED: Team PB, 24 laps;
YOUTH: Yeah, the Boys, 39 laps.

ROOF RACK CITY 6HR SOLO

M: Clint Draper, 13 laps;
W: Rahja Miia, 11 laps;
YOUTH QUAD: Seaview Senders, 14 laps.

DIRTY ESPRESSO 3HR E-MTB

M: Lucas Pitt, 8 laps;
W: Julia Massey, 5 laps.



STANDING TALL

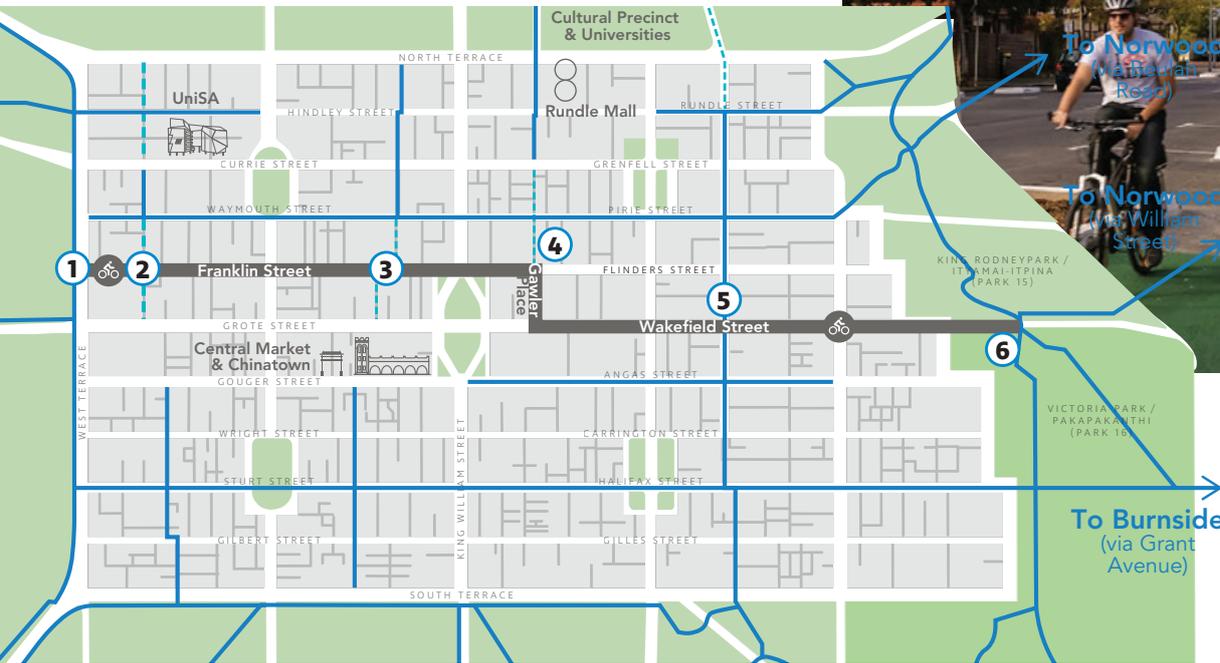
Burnt but unbroken, this trail name sign is emblematic of Fox Creek MTB Park and the community of riders who cherish it. All but destroyed, it refuses to give in.

Its resilience symbolises the park's dogged return to health and the riders' return to action after we came so close to having neither for years to come when the devastating bushfire roared through the Cudlee Creek area in December 2019.



THE CARS THAT ATE ADELAIDE

(This article was published in Bike SA's enews after the Adelaide City Council voted on March 23 to scrap the planned East-West bikeway.)



There is really no surprise to this outcome at last night's Adelaide City Council meeting - sadly.

The 'Team Adelaide' majority faction of the Adelaide City Council has terminated any progression on Adelaide's East-West Bikeway. This faction remains fixated on the view that more cars in the city is the only way to activate and energise the many and varied city precincts.

This is not new - aside from Lord Mayor Stephen Yarwood's tenure, where he was able to smash through the intoxicated mindset of more cars equals more business - we still see council after council making the political choice to not look at the evidence that resoundingly shows that activation for pedestrians and bicycle riders delivers a far better economic benefit to local business than yet another car park - it is very much a case of 'The Cars That Eat Adelaide'.

Bike SA sees a city that prioritises PEOPLE as viable, sustainable and vibrant. We see a city that prioritises CARS only, to be a dead end. By their own admission, members of the Team Adelaide faction openly acknowledge that the city that they have "leadership" over is currently a dead end.

They are now accountable for the state of our CBD and the many small businesses that are folding day-in, day-out because they are not establishing innovative future-proofing strategies that will transition our CBD to the new 'normal' - strategies that encourage spaces for people, activities for people, access for people. They have had 12 months to innovate new thinking, like most other Australian capital cities. No such thinking has formed - instead, Team Adelaide's laziness in relying on Mad March to activate the city is

an insult to the small business traders who are struggling to run businesses 52 weeks a year.

At best - it's lazy leadership. At worst - it's unsavoury personal politics that hangs upon each and every member of Team Adelaide.

We are now a city well out of step with Melbourne, Sydney, Brisbane and Canberra who are all pushing forward with pop-up separated bikeways - and furthermore announcing those pop-ups will be made permanent due to the massive uptake of bicycle riders.

TEAM ADELAIDE DOES NOT WANT TO DELIVER SAFETY FOR CHILDREN RIDING TO SCHOOL. THEY DO NOT WANT TO ACCEPT THE OVERWHELMING EVIDENCE THAT WE NEED TO FIND NEW WAYS OF DOING OLD BUSINESS.

But Team Adelaide does not want to deliver safety for children riding to school or adults riding into the city that they unfortunately control. They do not want to accept the overwhelming evidence across Australia, North America and other continents in this time of COVID disruption, that we need to find new ways of doing old business.

For Bike SA, this is of course not about being anti-car (never has been) but it is about establishing a sense of transport equity and safe choices in how



the many workers, students, visitors and residents of the city wish to move in and out of our CBD for their daily business.

Three million dollars of state government funding that has been sitting in the ACC's bank account for the past four years will be foregone. City administration last night admitted that the Council has never refused/lost state funding for a project - this is a new low for Council's Team Adelaide faction and a more significant low for the needs of those who use our city.

As we have stated - at best - it's lazy leadership. At worst - it's unsavoury personal politics that rests upon each and every member of Team Adelaide. There is nothing LAZY about this sadly inevitable decision.

We expect the Department for Transport will reallocate that \$3m for cycling programs and we will be writing to the Transport Minister to ensure that happens.

CYCLING IS TEN TIMES MORE IMPORTANT THAN ELECTRIC CARS FOR REACHING NET-ZERO CITIES

BY CHRISTIAN BRAND

Associate Professor in Transport, Energy & Environment, Transport Studies Unit, University of Oxford, England

This article was originally published by The Conversation (theconversation.com.au) and is reprinted with their permission.



Globally, only one in 50 new cars were fully electric in 2020, and one in 14 in the UK. Sounds impressive, but even if all new cars were electric now, it would still take 15-20 years to replace the world's fossil fuel car fleet.

The emission savings from replacing all those internal combustion engines with zero-carbon alternatives will not feed in fast enough to make the necessary difference in the time we can spare: the next five years. Tackling the climate and air pollution crises requires curbing all motorised transport, particularly private cars, as quickly as possible. Focusing solely on electric vehicles is slowing down the race to zero emissions.

This is partly because electric cars aren't truly zero-carbon – mining the raw materials for their batteries, manufacturing them and generating the electricity they run on produces emissions.

Transport is one of the most challenging sectors to decarbonise due to its heavy fossil fuel use and reliance on carbon-intensive infrastructure – such as roads, airports and the vehicles themselves – and the way it embeds car-dependent lifestyles. One way to reduce transport emissions relatively quickly, and potentially globally, is to swap cars for cycling, e-biking and walking – active travel, as it's called.

Active travel is cheaper, healthier, better for the environment, and no slower on congested urban streets. So how much carbon can it save on a daily basis? And what is its role in reducing emissions from transport overall?

In new research, colleagues and I reveal that people who walk or cycle have lower carbon footprints from daily travel, including in cities where lots of people are already doing this. Despite the fact that some walking and cycling happens on top of motorised journeys instead of replacing them, more people switching to active travel would equate to lower carbon emissions from transport on a daily and trip-by-trip basis.

WHAT A DIFFERENCE A TRIP MAKES

We observed around 4000 people living in London, Antwerp, Barcelona, Vienna, Orebro, Rome and Zurich. Over a two-year period, our participants completed 10,000 travel diary entries which served as records of all the trips they made each day, whether going to work by train, taking the kids to school by car or riding the bus into town. For each trip, we calculated the carbon footprint.

Strikingly, people who cycled on a daily basis had 84% lower carbon emissions from all their daily travel than those who didn't.

We also found that the average person who shifted from car to bike for just one day a week cut their carbon footprint by 3.2kg of CO₂ – equivalent to the emissions from driving a car for 10km, eating a serving of lamb or chocolate, or sending 800 emails.

When we compared the life cycle of each travel mode, taking into account the carbon generated by making the vehicle, fuelling it and disposing of it, we found that emissions from cycling can be more than 30 times lower for each trip than driving a fossil fuel car, and about ten times lower than driving an electric one.

We also estimate that urban residents who switched from driving to cycling for just one trip per day reduced their carbon footprint by about half a tonne of CO₂ over the course of a year, and save the equivalent emissions of a one-way flight from London to New York. If just one in five urban residents permanently changed their travel behaviour in this way over the next few years, we estimate it would cut emissions from all car travel in Europe by about 8%.

Nearly half of the fall in daily carbon emissions during global lockdowns in 2020 came from reductions in transport emissions. The pandemic forced countries around the world to adapt to reduce the spread of the virus. In the UK, walking and cycling have been the big winners, with a 20% rise in people walking regularly, and cycling levels increasing by 9% on weekdays and 58% on weekends compared to pre-pandemic levels. This is despite cycle commuters being very likely to work from home.

Active travel has offered an alternative to cars that keeps social distancing intact. It has helped people to stay safe during the pandemic and it could help reduce emissions as confinement is eased, particularly as the high prices of some electric vehicles are likely to put many potential buyers off for now.

So the race is on. Active travel can contribute to tackling the climate emergency earlier than electric vehicles while also providing affordable, reliable, clean, healthy and congestion-busting transportation.





The requirement for “due enquiry and search” exists as the law requires the injured road user to make some attempt to identify and locate the driver in question. As a bare minimum, the incident should be reported to the police, and a “Witness Wanted” ad should be placed in a newspaper of wide circulation, such as *The Advertiser*, at the earliest possible opportunity.

WHAT HAPPENS IF I DON'T LODGE A CLAIM WITHIN SIX MONTHS?

If early action to prepare a claim is not properly carried out, the insurer representing the Nominal Defendant may successfully argue that they have been disadvantaged and prejudiced.

For example, if the insurer is first made aware of the accident 18 months after it happened, the matter becomes “stale”. The insurer may argue that the accident is too hard for them to investigate properly.

This is why we emphasise that it is crucial to obtain advice at the earliest possible stage following an accident if you find yourself in a hit-and-run incident.

If you've been in a hit-and-run accident and need to seek 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 BikeSA member to ensure you receive your membership benefits.

BY MATTHEW FUSS,
PARTNER IN PERSONAL INJURY



ANDERSONS
S O L I C I T O R S

CAN AN INJURED CYCLIST MAKE A CLAIM FOR COMPENSATION IN A HIT-AND-RUN ACCIDENT?

Hit-and-run accidents affect cyclists not only physically, but also emotionally as they might feel powerless in believing that they cannot hold anyone accountable for the accident and therefore are not able to claim for compensation. This can also cause confusion, as cyclists don't know what they can do or what is available to them in these situations.

The simple answer to this question is: Yes, injured cyclists can make a claim for motor vehicle accident compensation.

However, to ensure maximum chances for a successful claim, action needs to be taken early. A claim must be lodged with the insurer within six months of the incident occurring.

WHAT IF I DON'T HAVE THE DETAILS OF THE DRIVER?

In situations where the driver's details are unknown, the law contains a special category of a legal person known as “the Nominal Defendant.”

Nominal Defendants are commonly used in the following situations:

1. In situations where the driver in question is not known and/or cannot be identified (eg. a hit-and-run);
2. In accidents where the driver who caused the accident does not survive the accident; and
3. In cases where the vehicle in question was not insured at the time of the accident.

The latter two situations mentioned above that relate to drivers passing away and uninsured drivers are technical examples where the law allows the Nominal Defendant to “fill in the gap” regardless of whether or not the driver's identity is known.

In cases where an unknown driver has hit a cyclist, a normal claim for compensation can proceed in the same way as other claims where there is a known driver who was “at fault”.

The normal requirements for hit-and-run claims would apply, but it is essential to obtain legal advice as soon as possible. This is because the law requires a “due enquiry and search” to be carried out in these cases.

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- 2 10% OFF LEGAL SERVICES**
Andersons Solicitors are proud to offer a 10% discount to all Bike SA members. Be sure to mention your membership and this brochure!
- 3 FREE SIMPLE WILLS**
Having your personal affairs in order will help you and your family when the need arises. Have your circumstances changed? Consider updating your will.
- 4 NO WIN, NO FEE***
*conditions apply
When accidents happen, the future can look uncertain for you, and your family. Get advice early and let us help you navigate the process. We offer a 'no win, no fee' option on most personal injury matters.*

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BIKES PALYA UPDATE: FAR-FLUNG FUN AND MOTIVATION FOR VULNERABLE YOUTH

BY JOEY FAGAN

While most of the country went into lockdown, Bikes Palya increased its capacity and delivery to meet growing need for youth mental and physical programs in South Australia.

In June 2020, Bike SA and the Bikes Palya team raised \$11,000 mostly through member donations as well as via a small Department of Human Services grant for adaptation to deliver remotely via development of video and written resources. We began with five instructional videos and 90 new bikes to support remote youth programs in the APY lands and neighbouring regions. Further to that, we gifted more than 100 refurbished bicycles to school and youth programs.

In SA's remote Outback areas, including six APY communities as well as Ceduna, Oodnadatta, Marree and Leigh Creek – as well as Coober Pedy which we visited for the first time just this April, our team members trained local engagement staff through bike mechanics courses and in bike loan delivery and continue to provide support. We recruited five brilliant new instructors and increased our capacity to deliver multiple concurrent programs in peak holiday periods.

After taking April 2020 off to adapt delivery methods, we went back to these locations in July and October last year as well as in January and most recently in April and the responses and growth we saw from the children each time was heartwarming and inspiring.

BIKES PALYA



Ceduna's Healthy Towns Challenge wrapped up in October 2020 after we had provided 25 bikes and worked with 75 youth over the previous 12 months. We established a mechanics' workshop and painted bright yellow donated Ofo bikes with the help of a local artist, so they could be used as a community loan bike scheme while also being maintained by youth and youth shed staff.

Just this April, Coober Pedy commenced a curriculum-focused road safety program for students in Junior Primary through to High School. This pilot program - which not only offers increased engagement and attendance at school but provides vital road safety education where no other exists - will be offered to a broader range of regional centres as we progress through this year.

In Adelaide, Bikes Palya has begun working with Elizabeth Flexi Centre school to overhaul their fleet of mountain bikes and produce curriculum-linked school resources linked to bike maintenance which can now be used to engage hard-to-reach youth in other schools.

And in May 2021 we will commence an initiative partnered with Wellbeing SA to engage indigenous youth via Port Adelaide schools with cycling and other healthy activities. Over nine weeks instructors will work with small groups, focusing on healthy eating and active transport to access a range of local community activities. The hope is to engage wider family members and promote increased cycling activity through the gifting of 50 refurbished bicycles.

Bikes Palya's outreach and effectiveness is continually growing, yet we continue to rely on short-term funding arrangements. We are constantly applying for grants which takes significant time away from actually delivering our much-needed services. To realise the program's potential, we seek long-term sponsorship and partners to ensure our vital service continues to reach the most vulnerable in communities spread across the far reaches of South Australia.



Oodnadatta youngsters proudly show off their artwork on one of the donated yellow Ofo bikes.



Jumps and bikes add up to big smiles for kids in the recent April school holiday program in Coober Pedy and Mimiili.

OUTBACK ODYSSEY 2021 – THE ADVENTURE BEGINS



As you receive this edition of Cycle, another group of intrepid riders will have just begun the cycling adventure of a lifetime – tackling the 900km of the spectacular Mawson Trail on Bike SA's Outback Odyssey 2021!

Our biennial trek from Adelaide to Blinman is as challenging as it is rewarding as the riders, staff and dedicated volunteers on the May 1-16 ride negotiate the famous trail that winds through regions of awesome beauty and rugged resistance.

We will follow their progress and keep you updated on social media and blogs on our website so those of you who have yet to take the plunge can see for yourself the breathtaking experience

that awaits when next we head north in 2023.

This year's Odyssey will be a triumph of persistence, not only for those who proudly complete their challenge, but also for the team at Bike SA who have brought this event to fruition in the face of the enormous challenges and uncertainty of the past 12 months.

That will make the experience so much sweeter for all involved as so many trade lockdowns for the endless stunning vistas of the Flinders Ranges, the Adelaide Hills, the Barossa and Clare valleys and the Mid-North in the company of friends new and old.



FRONT



BACK



MEMBER STORIES

INAUGURAL BORDER TO BEACH RELAY A HUGE SUCCESS



The bunch heads off from Bordertown.



The team's invaluable support.

BY KAREN HUNT

An enthusiastic team of 29 riders hit the bitumen for the 120km journey from Bordertown to Kingston in the inaugural Border to Beach cycle relay, raising more than \$25,000 for the Bordertown Health and Community Foundation.

Proposed by avid Bordertown cyclist Des Murray, the March 27 ride generated a huge response from the cycling community of the South-East town, with a large contingent of migrant workers from the local meat processing facility swelling the number of riders taking part.

"It was a terrific effort by the JBS team," team captain Des said. "Some of the riders had just recently purchased their bikes and only done some short training rides but they all managed to complete the entire distance."

"It was apparent that they enjoyed themselves immensely and we hope that next year a larger team will make the ride."

For the past 25 years, the well-established Murray to Moyne cycle relay has been the major fundraiser for the foundation, which raises money for the local hospital. However, uncertainty around crossing the Victorian border due to potential Covid outbreaks and a declining number of riders willing to commit to the three days of the event, prompted the foundation board to rethink.

In February, a shorter, but still challenging, one-day ride was decided upon and, although it involved a huge amount of work by board members, the event was held some six weeks later.



We made it! The team at the Kingston jetty finish line.

Board chair Leanne Mastrangelo said it had been a great team effort.

"All the board members, both those who were riding and those who formed the support crew, put in a lot of hours organising routes, rest and meal breaks, food, publicity and sponsorship," Leanne said. "It was all worth it though, this first event went so well and was so well supported that we are very confident we'll have an even bigger and better ride next year."

Riders could choose to ride the entire 120km, or shorter distances, with trailers available to convey the bikes of those resting up to the next designated stopping point, while the riders could enjoy some downtime on buses driven by support crew members. A rest stop at the 30km point and a lunch stop about halfway along gave riders the chance to 'refuel' with plenty of drinks and snacks available.

All riders met up 5km from the end of the relay to enable the entire team to complete the final stage together. Reaching the end of the ride, at the jetty at Kingston, was a feat celebrated by all those who took part, riders and support crew alike. After a very welcome R&R break, the team joined up again to enjoy some 'wind-down' drinks followed by dinner at a local hotel.

Team captain Des Murray, a veteran of many Murray to Moyne and other epic rides, said the event, although new, had certainly proved how much interest and enthusiasm existed in the South East for cycling.

"The teams that put their hand up for this inaugural relay have come from both experienced and long-time cyclists, as well as those who are new to the sport," he said.

"The foundation board thought there might be a strong show of support for this ride, but we were amazed at the number of cyclists who signed up in

a very short time – I think we had a full team within days of us announcing the event."

"The money we've raised will enable the board to continue to support our local hospital though the purchase of equipment and facilities they are unable to have funded through other means, which helps the community immensely," Des said.

The Border to Beach Cycle Relay was also supported by Bike SA who provided liquid refreshments, hi-vis vests and fluorescent ankle bands for the riders. Many other local businesses and individuals also supported the event, a full list is shown on our facebook page <https://www.facebook.com/bhcfoundation>



Wow, that hurt!



The JBS team riders.

MEMBER STORIES

MANFRED'S MELROSE ADVENTURE - KI TO THE MID-NORTH BY BIKE

BY MANFRED MEIDERT

In November 2019, Kangaroo Island Bicycle User Group members, and some of their city friends, gathered in Melrose for the BUG's annual off-island bike ride. The President of KI BUG wanted to impress his flock so decided to cycle from his home near Kingscote all the way to Melrose for this always fun-filled get-together. He also wanted to find out how his e-bike would perform for touring purposes. El Presidente is not new to this kind of travelling, having started bicycle touring in 1980 including riding his bike around Oz in 1987. Only a few months before this mid-north adventure, he and his partner came back from a five-month tour in Europe, cycling from Rome to Birmingham – as one does! Anyway, here is his travel diary account of the nine-day journey.



Manfred and his trusty steed.



DAY 1: KINGSCOTE TO PENNESHAW - 65KM

Small panniers, handlebar bag, tent and water bottles packed, and battery fully charged, I pushed through the gate of our property and within a short time all domestic issues were forgotten. Of course, the first day was on familiar terrain. I took a short rest at the Cygnet River, and again at the American River turnoff. With a light tailwind, I made it in good time to lunch at Island Beach, catered by fellow KI BUG members Jean and Dave. Two other members joined us and, after a good feed, they accompanied me as far as Sunset Hill. Soon I reached the plateau and rode on through the famous 'cathedral' (arched corridor) of narrow-leaved gums. I emerged to be rewarded with the spectacular vista of Backstairs Passage and the mainland and a long downhill run into Penneshaw. I still had a bit of power left in the battery when I reached my friend's house. I was so lucky with this tour because at all three of the next overnight stops (Goolwa, Callington and Palmer), I was also able to stay with old friends and spend some quality time together. A pattern emerged for my arrival at each destination. First and foremost, look for a power point to charge the battery, which takes about five hours.

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”

DAY 2: PENNESHAW TO GOOLWA - 80KM (145KM TOTAL)

After a bit of shopping in Penneshaw, I sailed across the Passage. Riding out of Cape Jervis to the top of the range was no problem. Skirting around Deep Creek National Park, I took Range Road, which has great views to the Southern Ocean and inland towards Yankalilla. I lunched at the Parawa community sports field which, unfortunately, had no power point although one is allowed to camp there. From then on, the landscape was undulating but mainly downhill and, with only a slight headwind, I made it to Victor Harbor in good time. After a rest and a pint, I pushed on along the coastal cycle path towards Goolwa. About 8km before my destination my battery tank was empty. Combined with the headwind, at first it felt like hitting a brick wall, but after a short while I got used to it. After all, I still had 21 gears.

DAY 3: GOOLWA TO CALLINGTON - 61KM (206KM)

In the morning I checked out the wharf and cycled along the waterfront for a while. By the way, I'm cycling on a Bike Friday (New World Tourist) that was converted about 3.5 years ago

into an e-bike (250W motor, 36 V/13-amp battery (= 468 W/h)). Anyway, as I was cycling along, I met another BF rider (there are not many in Oz) whom I got to know a few years ago at an Australian BF club gathering. Of course, we had to have a coffee together, catch up and exchange addresses etc. The road out of Goolwa was very busy but had good shoulders and I pushed on via Finnis to Strathalbyn. I had lunch in the park near the old railway station, where I met a young English touring cyclist crossing our continent from the west to the east coast. The landscape changed from green to brown and the big trees disappeared as I traversed the rain shadow country of the Mt Lofty Ranges for the next few days. I cycled on through Woodchester, with its old sandstone houses, to my friends' place just south of Callington. They live on a large piece of land near the junction of the Bremer River and Mt Barker Creek.

DAY 4: CALLINGTON TO PALMER - 53KM (259KM)

The next morning, I explored the old mining town of Callington - sadly, the pub had closed down. I said farewell to my friends who were busy at the oval helping to set up for the fair. I pushed on a bit along the Old Princes Hwy, with a short stop

MEMBER STORIES

at the Monarto Cemetery. I noticed most of the older headstones were from German settlers and inscribed in German. In country SA, cemeteries, churches and meeting halls are often located at crossroads and offer quiet resting spots for touring cyclists, sometimes with water and toilets! With the Mt Lofty Ranges to the west and my shortest cycling day, I arrived in Palmer in good time and went straight to the beer garden for a rest, some shade and a refreshing drink. Here in Palmer, my friend is building a house in the foothills overlooking the town with a great view over the Murray plain.

DAY 5: PALMER (REST DAY)

After a very cold night in the shed (since the house is not finished), my friend and I drove to Mannum for food and hardware shopping, laundry, shower, sightseeing and a picnic lunch near the river. Plus, we had quality time catching up, since we had not seen each other for a very long time.

DAY 6: PALMER TO EUDUNDA - 100KM (359KM)

My longest day plus an e-bike test! I pushed back up into the ranges to Tungkillio, with a bakery stop at Mt Pleasant. Some of this area I had cycled through before when I did the Kidman Trail a few years ago. Past the springs of the young Torrens, and on via Springton, Eden Valley, Keyneton and Mocolta to the much drier Truro district. During my lunch break, I topped up my battery at the nearest power point in the public toilet. This increased my range by 20km! Again, east of the range there was large-scale farming and very few big trees. My route took me via small Dutton and around bare Mt Rufus to arrive in the hot afternoon at Eudunda. The new caravan park at the showground was too exposed for me, so I checked into the Light Hotel

– a plain room with a bathroom at the end of the corridor. One can't complain for \$50 (including brekky), and it was nice to be out of the elements. The Light claims to be the hotel with the most guest rooms in SA's mid-north. However, most shops in this once proud town are closed. Once the car arrived, its residents started to shop further afield (it is happening everywhere), hastening the decline of their own community.

DAY 7: EUDUNDA TO BURRA - 70KM (429KM)

With a hot day forecast I was up early and pushed out of town on the World's End Highway. I passed through small Point Pass where the only houses were those lined along either side of the main street. In Robertstown, I rested in a small, well-kept park next to the community health centre and bought a drink in the old grocery store. Still 45km to Burra, not much cropping anymore, only a few old, deserted farmhouses as salt bush country starts. I had a short rest at the Burra Creek crossing, where I spoke to a young farmer. Of course, he has relatives on KI! On to the caravan park with a good camp kitchen next to the Burra Creek.

DAY 8: BURRA TO JAMESTOWN - 82KM (511KM)

Early start again, followed by a short stop at the Midnight Oil house. Detoured via Booborowie to Spalding, landscape now a bit greener with a return to cropping due to higher rainfall. I followed the water pipeline, concrete channel and railway corridor. Spalding is holding on but would benefit from having the Riesling Rail Trail extend to the town, especially as it is the end of the line. The next 35km to Jamestown were hard; I was exposed to strong head/cross winds, so I was glad when I spotted the silos. Jamestown is probably the



On an effort this big, even the bike needs a beer.

most prosperous place in the mid-north. I walked around town for a while then had a pub dinner.

DAY 9: JAMESTOWN TO MELROSE - 71KM (582KM)

Next morning, once I had pushed around Mt Mary, I could see my destination, Mt Remarkable, still 50km away. I spent a bit of time in the nearly ghost town of Appila, and had lunch in Boolaroo Centre, with its impressive two-storey pub. Again, the last 20km to Melrose was a bit of a struggle, with winds coming from all directions. But all was forgotten after a cool drink on the verandah of the North Star Hotel! I said hello to the people who run the Over the Edge bike shop and checked into my cabin at Under the Mount, created and run by cyclists. That evening the first KI BUG members arrived and the rest on the following day, but of course all by car.

After 40 years of bicycle touring, this is the first time I have used an e-bike. It was fun, I managed well with the battery range of 65-75 km, arrived at my destination early and not as tired or sweaty as usual. But I always needed a power point at the end of the day!



Arrival in marvellous Melrose.



In the home stretch

MEMBER STORIES



CRUISING AND OVERSEAS TRAVEL IN A TIME OF PLAGUE

BY JESSICA LOVETT

Yes, dear readers, in the past (pre-vaccination) year, I found it still possible to fit in a cruise and an overseas jaunt, although as far as Covid is concerned, I'm in one of the most vulnerable age groups and very cautious about my health. But during these travels, I've been sure that I've been as safe from infection as one can be in these uncertain times.

I should perhaps explain that my cruise was on the Proud Mary paddle steamer from Murray Bridge to Blanchetown, last October, enjoyed with a fun group of 34 South Australians and my overseas travel was to Tasmania on a Bike Odyssey tour, with an equally amicable group of 20 Australian cyclists!

I can thoroughly recommend both of these journeys for everyone who still wants to engage in active travel but in safety and with interesting, like-minded companions.

The five-day Proud Mary cruise (www.proudmary.com.au) offered all (chef-prepared) meals and accommodation in 18 spacious ensuite river-view cabins, which were serviced daily. Each had a balcony area, comfortable twin or double beds, individually controlled air conditioning units and tea/coffee making facilities and there was a spacious dining and lounge area. I enjoyed the chance to get to know Old Man Murray from a different non-land aspect while leisurely cruising along, but I also really enjoyed the frequent opportunities for activities ashore. These included

nature walks, night cruising, on-shore trips to meet the children at a primary school, an almond farm, a bush barbecue, visit to an archaeological site, etc. While there was the chance to just relax and unwind, fishing tackle, bikes and kayaks were available for use and having just 34 passengers aboard enabled one to get to know everybody and make new friends, so there was never any opportunity of becoming bored.

As for my overseas travel, I was able to fly directly from Adelaide to Hobart and back in February of this year to join the cycling trip organised by cyclist and archaeologist Sam Wood and Isabel Hofman, who are based in Berry, NSW (between Nowra and Wollongong). Bike Odyssey are noted for their historically themed overseas cycling trips (e.g. Hannibal, Marco Polo, Che, The Odyssey), but of course during the pandemic, like so many other companies, they have adapted and offer tours for cyclists of all abilities within Australia (www.bikeodyssey.cc).

Attracted by the luxurious accommodation, gourmet food and a visit to one of my favourite Australian states that has so much to offer, I spent a magical three weeks on their 'Under Down Under' circumnavigation of Tasmania. The group of 17 riders plus guides, two support vehicles and a masseur comprised a harmonious and eclectic group of Aussie cyclists, ranging from the seriously fit and fast who were provided with alternate route challenges, through the whole range of abilities to the e-bikers who were delighted to achieve

riding milestones as far as distance and effort were concerned and to other riders who didn't want to ride everywhere or every day and finally to me who had to hang up my pedals en route due to a deteriorating knee replacement. However, Bike Odyssey's philosophy is to offer the maximum enjoyment to everyone, and I certainly relished my time travelling in the support vehicle with frequent stops to appreciate the surroundings that one would never get on a normal tour and enjoying the company of active, interesting and vibrant companions. Plus, there were plenty of other non-riding activities in which to participate, including hiking in the Cradle Mountain area, kayaking at Freycinet, boat cruises and visits to wineries, honey, and cheese makers, the Mona museum, etc.

Next on my list of trips is a Bike Odyssey Escape in July to Byron Bay which will get me away from our Adelaide winter to sea, mountains, rainforest and sunshine!

As for future cruising and overseas travel, in spite of still having to live with a modern-day plague for some time, I could very easily be persuaded to embark on another, perhaps longer, cruise of discovery along the Murray. And I'm very ready to join Bike Odyssey for a couple of other adventures - further away from home this time! - that they have planned and are hoping to run (provided riders' safety is assured) sometime this year; with a travel bubble likely to open up for cycling in New Zealand and the possibility of an even more exotically secure ride later in New Caledonia.



SUPPORT ORGANISATIONS WHO SUPPORT US

Avanti Plus Semaphore	Shop 4/135 Semaphore Road, Exeter 8449 8199	Little Black Bike	100 Gilbert Street, Adelaide 8221 5067
Avanti Plus Woodville	820 Port Road, Woodville 8268 6404	Macpac	399–403 Main North Road, Enfield 8359 5866
Bicycle Centre Mitcham	21-23 Belair Road, Kingswood 8271 0692	Megabike	187 Rundle Street, Adelaide 8223 3315
Bicycle Express	124 Halifax Street, Adelaide 8232 7277 138 The Parade, Norwood 8431 5711	Micycles	32A George Street, Thebarton 0424 569 317
Bicycle Fix	33 Onkaparinga Valley Road, Woodside 8389 7495	Mike Turtur Cycles	55 Main North Road, Medindie 8342 1882
Bicycles Mount Barker	12A Walker Street, Mount Barker 8391 4777	Moonta Cycle & Sports	49 George Street, Moonta 8825 3222
Bicycling Australia Magazine	17-21 Bellevue Street, Surry Hills, Sydney NSW 02 9281 233	Mulga Bicycle Tours	mulgabicycletours.com.au 0412 309 711
Bike About (hires and tours)	33b Onkaparinga Valley Road, Woodside 0413 525733	My Ride Salisbury	15/1700 Main North Road, Salisbury 8258 8885
Bike Society	274 Weymouth Street, Adelaide 8262 5449 391 Brighton Road, Hove 8358 1500	My Ride Unley	80b Unley Road, Unley 8271 8001
Bio-Mechanics	260 Weymouth Street, Adelaide 8410 9499	North Adelaide Cycles	1 Ward Street North, Adelaide 0448 567 788
Brooks Cycle Depot	63 Bridge Street, Murray Bridge 8532 2868	Norwood Parade Cycles	216 The Parade, Norwood 8332 1889
Cluster Cycles	4/60 Liverpool Street, Port Lincoln 8682 3468	Over the Edge	6 Stuart Street, Melrose 8666 2222
Complete Cycle	45 Cliff Avenue, Port Noarlunga 8327 0200	Reid Cycles	230 Pulteney Street, Adelaide 8227 0011
Euride	637 Lower North East Road, Campbelltown 8336 4490	Ride Union Bike Co	11/220 Mount Barker Road, Aldgate 8131 0237
Flinders Cycles	1 Hospital Road, Port Augusta 8641 0269	SA Remedial Therapy Clinic	Level 3 55 Gawler Place, Adelaide 8221 6262
G&D Cycles	7 Badenoch Street, Mount Gambier 8725 6002	South Coast Cycles	125 Beach Road, Christies Beach 8326 1664
Gawler Cycles	4/1 Theen Avenue, Willaston 8522 2343	Standish Cycles	Shop 1/290 Unley Road, Hyde Park 8271 6989
Giant Adelaide	2–3/53–67 Hindmarsh Square, Adelaide 8223 5978	Standout Cycles	195 Henley Beach Road, Mile End 8443 5435
Glenelg Cycles	754 Anzac Highway, Glenelg 8294 4741	Star Cycles	5 Barfield Crescent, Edinburgh North 8255 1979
Goggleman	1/495 Brighton Road, Brighton 1300 464 453	Super Elliotts	200 Rundle Street, Adelaide 8223 3946
Hey Bikes	2/353 Anzac Highway, Plympton 0452 232 453	Supreme Pro Cycles	32 Cadell Street, Goolwa 8555 5100
International Cycles	70 Payneham Road, Stepney 8362 2609	Tailwind Cycles	81 Main South Road, O'Halloran Hill 8322 6714
io Merino	183 Melbourne Street, North Adelaide 8201 4198	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.



COAST TO COAST 2021

Hundreds of riders with bright, happy faces joined us for a picture-perfect day out in the saddle, rolling with friends old and new from Stirling to Victor Harbor.

