

CYCLE

THE MEMBERS' MAGAZINE - No. 191
AUGUST TO OCTOBER 2021



COMMUNITY CYCLING NEWS

SEA OTTER FESTIVAL A
CRUCIAL STEP FOR BIKE SA
RUPERT'S CROSS-
CONTINENTAL EXPRESS
IT'S TIME FOR REAL ROAD
CONGESTION SOLUTIONS



CONTENTS

Front cover image:

Elite racing will be on show at Sea Otter Australia.

CEO and President's Notes	3, 7
Sea Otter Festival is a Vital, Exciting Step For Bike SA	4-6
Congestion Busting Starts with Busting the Old, Failed Model	7
Cross-Continental Express – Rupert's Ride for Health and Hope	8-9
Outback Odyssey 2021	10
Join The Ride For Fun, Friendship and a Better Future	11
Riding Their Way to a Rare Achievement	13

MEMBER SUBMISSIONS

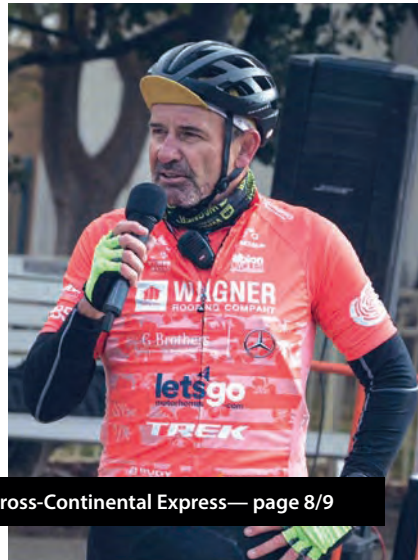
After A New Cycling Challenge? Try Velogaine	12
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Contributing to Cycle

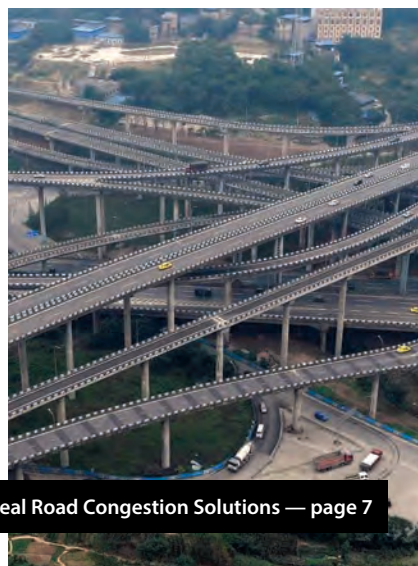
Have you something you would like to contribute to *Cycle*? If so we'd love to hear about it. Please contact the Bike SA office. Email: office@bikesa.asn.au



Sea Otter Festival Crucial — page 4-6



Cross-Continental Express— page 8/9



Real Road Congestion Solutions — page 7

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CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG



HOW TO REALLY ACHIEVE CONGESTION REDUCTION

A state election is on the way so, unsurprisingly, our elected members are out in public boasting about their achievements over the past four years. And that is perfectly reasonable, achievements should be applauded.

But how should we respond if these achievements, no matter how impressive, shiny and new, are taking us in completely the wrong direction?

What should we say if these achievements, which will dominate our infrastructure and behaviour for decades to come, fly in the face of established patterns that are proving successful for the wealth, efficiency and personal and environmental health of communities around the globe?

On Page 7 of this edition we discuss with you the ways our Minister for Transport and Infrastructure Corey Wingard has been boasting of "congestion-busting" achievements on our roads that are neither truly congestion-busting nor helpful in the long-term for a modern 21st Century society.

Here then, we will point out what could and should be done, backed up by evidence of what is being done in cities and countries where people are prioritised over motor vehicles and their societies are reaping the benefits of that wisdom.

Firstly, ask yourself who is meant to be the beneficiary of all this infrastructure? The answer should be "the people" but if you take a dispassionate look the true answer is "motor

vehicles". The simple fact is if you plan for cars, you get more cars – the congestion status quo remains. But if you plan for people, across the full spectrum of transport modes with an eye to living, not just fast moving, everyone benefits, including drivers.

Amsterdam, a city that already has a better balance of transport priorities than most, is committed to removing 10,000 more parking spaces from its streets while Paris is redesigning its world-famous boulevard – the Champs Elysees – to favour people over vehicles to the tune of 140,000 fewer car parks. The notion of removing so much as a handful of parking spaces in enough to induce apoplexy in Adelaide political circles.

Nationally, France has a bill in the works to offer people 2500 euros to scrap older, dirtier cars if they use the money to buy an e-bike instead. Such an idea could offer a multitude of benefits here. And Spain has approved its first national cycling strategy with its top priority as "to pursue sustainable mobility through a modal shift to cycling".

Thousands of kilometres of "pop-up" bike lanes around the world have been made permanent when leaders saw how popular, effective and advantageous they were. Adelaide is alone in eschewing such a policy and instead voting to promote a "drivers' month" to actually encourage more cars into a car-centric city.

Continues Page 7 ➔

PRESIDENT'S NOTES

MAUREEN MERRICK



Dr David Sutton, until recently the chair of the Unley BUG group, has for the past two years been the Ride Coordinator of their rides. Through his leadership the following two rides were introduced into our Rides Programme:

In September 2019 David conducted leisurely monthly Cycle Unley heritage tours through the historic areas of Unley including a coffee stop at La Scala Café after the ride.

Also on offer was the opportunity to have bikes serviced.

Then on 2nd March 2021 the Unley BUG group introduced a second ride, on this occasion exploring the cycleways of Unley and beyond, again at a leisurely pace with coffee to follow.

This ride is held weekly on Tuesdays, commences at 9.30am and leaves from the front lawns of the Unley Community Centre, Arthur St, Unley.

The group is run together with the Unley Community Centre and the Daily Moves Programme.

The ride is led each week by Unley Councillor Monica Broniecki who may be contacted on 0415 042 468 for further details.

David has also been responsible for facilitating some bike maintenance courses which have been very much appreciated by those who have attended.

We would like to acknowledge and thank David for the way in which he has raised the level of awareness, interest and social aspects of cycling and in also the ability to locate those unexplored areas in one's own suburbs.

From September, Jennifer Bonham will be responsible for the monthly Cycle Unley Heritage

tours and may be contacted on 0420 858 263.

We would like to welcome David Elliott, the incoming chair of the Unley BUG group. David may be contacted on ubug.secretary@gmail.com for further details of the ride and cycling activities in the Unley area.

Congratulations on another year of cycling go to the Cycle Salisbury Social Ride group, who will be celebrating their eighth birthday with a social ride on Saturday 4 September.

A variety of rides commencing at 9.00am will leave from the Shelter Shed, Carisbrook Park, Main North Rd, Salisbury Park. There will be fast and lower-paced rides along the Little Para and/or Dry Creek trails and mountain bike rides to Cobblers Creek. At the conclusion of the rides, lunch (at the riders' expense) will be at the Old Spot Hotel, Salisbury Park.

Please contact Jim Binder on 0401 984 767 for further information.

SEA OTTER FESTIVAL IS A VITAL, EXCITING STEP FOR BIKE SA

In this article, Bike SA CEO Christian Haag explains why the organisation has made the bold move to launch a unique and significant new event onto the Australian cycling landscape, why it is crucial to take this step and why its location – Canberra – was the best available option.

After a false start last year thanks to the Coronavirus, Bike SA is on the cusp of launching a new event that is a step beyond anything the cycling industry and community has seen in Australia before.

Sea Otter Australia, a huge cycling festival and expo at Canberra's Stromlo Forest Park from October 1-4, is taking the Sea Otter Classic that has run successfully in Monterey, California for 30 years and bringing it to the Southern Hemisphere for the first time. It is big, it is diverse, it is ambitious ... and it is also very necessary to keep Bike SA performing at the level of engagement, advocacy and service to the cycling community that we want it to be for years to come.

"For many years now we've seen that traditional events have been attracting fewer and fewer participants. This is not just a local issue, it is reflected around the country, affecting all our fellow state associations - we are all feeling the pinch," Bike SA CEO Christian Haag says.

"So this, combined with the consumers' voracious appetite for new styles of events where they can use new products put out by the industry, means that for organisations like Bike SA to rapidly create new events and sell them to the community is a great challenge and an expensive one.

"For this reason, some years ago we were looking for an event format that would be unique for Australia and one that gave us an overarching brand but allowed us to be agile and nimble to create new event styles and formats that reflect the shifting interests of consumers and the bike industry. We saw that Sea Otter Classic has been just such an event for 30 years, and recently started to move across the world with offshoots in Canada and Europe and we saw this as the great opportunity we were looking for," he says.

Bike SA successfully competed for the rights to run Sea Otter Australia and has locked in those rights for 10 years. We are in this venture for the long haul!

"We saw us securing those rights as a coup for South Australia," Christian says. "We would always time the event in September/October because it coincides with the traditional release of the bicycle industry's new products. Sea Otter has always been the US season-opener for the



industry's new products and we saw that an SA presentation of Sea Otter in September/October would not only deliver the presentation of all the best bike bits that riders anticipate each year but also comfortably bookend the cycling season for SA with Sea Otter opening in spring and moving through to the Tour Down Under and beyond."

In terms of location, we are producing this in Canberra this year and this has repeatedly begged the question of why an SA organisation would locate such a major event interstate instead of at home.

Bike SA's would have dearly loved to have held this event in SA but a lack of critically needed support forced our hand.

"While we were able to demonstrate a very significant economic return on the presentation of SOA in SA, unfortunately the SA Government rejected this funding proposition on the basis that SOA would compete with the TDU," Christian says. "We find this notion quite disturbing and frankly mystifying. Current policy within the SA Government for tourism events clearly speaks

to a lack of interest for the government to fund world-class events that may be perceived to compete with a government-owned event like the TDU.

"The cycle tourism sector is massive worldwide and opportunities abound, but such a policy effectively means that there can be no other world-class events in the cycle tourism arena while the SA Government owns the TDU and refuses to support additional major international cycling events in SA.

"While such an exceedingly narrow focus persists, lucrative opportunities in this burgeoning sector will continue to go begging in SA.

"The fact that an SA non-profit organisation secured the international multi-year rights for what is arguably the world's largest cycling participatory and consumer expo speaks volumes for the reputation of Bike SA and the capacity for the state to deliver outstanding cycle tourism experiences. It therefore beggars belief that the State Government would choose not to jump at the chance to fund such an activity."

Tasmania, Victoria, NSW and Queensland all presented very strong expressions of interest to host this event but we settled on Canberra purely because the Stromlo Forest Park precinct not only has world-class MTB trails and experiences but also the criterium track, the cyclocross area, jumps, 4cross and soon to be dual slalom facilities all within one quite intimate area.

The experiences in Monterey have shown that the intimacy of the venue is really important so that everybody can experience everything that's going on at the same time, regardless of whether you're on the mountain coming down and see the expo on at the expo looking up and mountain and hearing the cheers of the fans and seeing the riders. Canberra is the current destination of choice.

As a key focus for Sea Otter, the format includes an industry expo as well as a whole swag of participatory cycling events of all forms of cycling that hang off that industry expo.

There is no other event in Australia where such a vast range of bike riding styles can engage in a participatory activity. So, whether it's your fixie, your hybrid city bike, your gravel bike, downhill, pump track, road race bike or whatever, there is something for everyone at SOA.

One of the points of difference between SOA and Sea Otter in the US is what we call the broader festival activation program. We see the opportunity for food and wine, local produce, film and fashion among other things as a curated experience to run alongside the traditional Sea Otter event. This event, called Romp! (FYI, a group of Sea Otters is called a romp!), is so named because it sums up the wonderful, fun experience of having the opportunity to not

only have a great ride but also to kick back and relax in the event village with some of the great produce that the community has to offer.

"Sea Otter is an event for everybody aged eight to 80 and our children's programming activities will deliver not just riding opportunities for kids but also the chance to learn about better and healthier food with our festival chefs doing some crazy foods programs with kids that will certainly be fun, funny and messy experiences," Christian says.

"As a family event, it is open, participatory, safe, fair and fun for everyone to jump on and ride, whether competitively or just with family or friends. It's a great opportunity for cycling enthusiasts to get amongst it with 20,000 like-minded people and experience something unique.

"The downhill and the dual slalom tend to be marquee events in all Sea Otters because they're so great for spectators and we're pleased we will be building a dual slalom track at Stromlo to cater to the event that will be Sunday evening's highlight. Up to 10,000 people cheering on the amateurs right up to the pros tearing down the custom-built track.

"Having a dual slalom track built which will remain at Stromlo will be a terrific and important legacy of Sea Otter, reinforcing it as not just another commercial event but one that engages with communities to encourage more people to ride.

"So you don't have to be mad keen riders to enjoy this event. The whole family can come and enjoy the diverse range of attractions and opportunities on offer."

Bike SA wanted to run Sea Otter Australia not just for the opportunity to run an event that would

Continues Page 6 ➔



The pros will be there, but so will swarms of amateur enthusiasts.

“**SEA OTTER IS AN EVENT FOR EVERYBODY AGED EIGHT TO 80.**”



Elite racing will be on show at Sea Otter Australia.

SEA OTTER FESTIVAL IS A VITAL, EXCITING STEP FOR BIKE SA

...continued from previous page

Thrilling racing in the dual slalom.



add so much to the Australian cycling landscape but also because of the long-term strength, security and opportunity such a broadly attractive and commercially viable event will provide to the organisation as a whole.

The financial modelling showed that Sea Otter had a capacity to consistently generate significant revenues, which would then allow us to reinvest into areas of limited funding with Bike SA such as broader advocacy, community outreach, events, support and education as well as, obviously, a far more financially sustainable organisation moving forward.

“The potential from an event such as this is not easy to quantify. It can strengthen Bike SA across the board in addition to everything it offers to the whole Australian cycling community,” Christian says.

Add to that the advantages of the Canberra location in the ability it provides to directly influence our Federal Government decision-makers and the enthusiasm for the event becomes obvious.

“Sea Otter provides us with a very strong capacity to advocate to the Federal Government for better investment in cycling across the country.

What’s most distinctive about Sea Otter is that it’s the only event in Australia that really defines the entire bicycle economy in all its forms. So it provides a terrific opportunity to invite federal decision-makers to come to the event and really see just how broad and expansive the bicycle economy is, not just from a rider point of view but also the business of the industry.

“And never more so than now as we’re moving through Covid and seeing booming bicycle sales and the fact that more and more people are choosing to get on bikes, not only for exercise but also for transport in a significant shift in mindset from so many people in relation to health and the priorities for health. So there is an extraordinary opportunity for the federal government to step up funding, to mandate percentages of transport funding to be invested into better cycling facilities across the country and we would certainly be looking to leverage the delivery of Sea Otter in Canberra to get those outcomes.”

In that context, ambassadors for the event are really important and we are delighted to announce that Caroline Buchanan, multiple BMX national and world champion and Olympian is supporting Sea Otter along with adaptive cycling ambassador Hank Duchateau and elite young riders Cassie Voysey and Baxter Maiwald.

There’s something new and exciting for everyone at the Expo.



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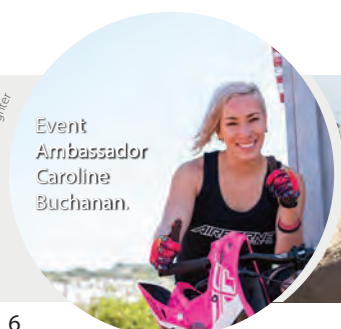
LATE UPDATE



Sea Otter Australia has now been postponed because of the significant impact of the Covid-19 Delta strain.

It is now set for
**September 29 –
October 3, 2022**

LATE UPDATE



Event Ambassador Caroline Buchanan.



For more information or to book tickets for Sea Otter Australia, go to seaotteraustralia.com.au

CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG

HOW TO REALLY ACHIEVE CONGESTION REDUCTION

...continued from page 3

It's no coincidence these decisions to promote more multi-modal transport have come during the Covid-19 pandemic when lockdowns have shown people the world over how much cleaner, quieter, safer, healthier and more liveable their cities can be without the virtually permanent state of gridlock to which we have sadly become accustomed.

And it can be a win-win situation – cleaner, healthier, more inviting cities and a better bottom line to boot. The Dutch invest 595 million euros annually on urban biking, in the process saving 19

billion euros in health care costs alone.

We are not saying there should be no provision for cars. Just that current infrastructure policy is so monomaniacally biased towards a single transport mode it leaves no room for innovation or motivation that could bring about the kind of beneficial changes that are already proving themselves so successful elsewhere.

CONGESTION BUSTING STARTS WITH BUSTING THE OLD, FAILED MODEL

Let's not beat around the bush here. Congestion-busting is not achieved by creating infrastructure that allows dirty, polluting vehicles to move faster with less hindrance.

Congestion-busting – as so many cities around the world have already proved, particularly in the past 18 months – is achieved by encouraging more and more people out of private (usually single-occupant) motor vehicles and into mass or active transport.

South Australia's Minister for Transport and Infrastructure Corey Wingard has spent a lot of time on radio recently touting the "congestion-busting success" of north-south tunnels, expressways and other major billion-dollar infrastructure investment projects.

But after more than 70 years of continuously producing transport infrastructure exclusively prioritising dirty, dangerous and ever-enlarging private motor vehicles, at what point will we actually start busting congestion by switching focus and changing this woefully inefficient and unhealthy transport hierarchy where the car is king?

It is generally accepted that the definition of insanity is doing the same thing over and over and expecting a different result. But in transport infrastructure, no such thinking has managed to penetrate our slavish devotion to private motor transport at the expense of all else.

The tired old mantra of "one more lane will fix it" - when it never has as the certainty of induced demand has always filled that extra lane – has become "one more layer will fix it" as in recent years the Chinese have instead gone up, putting one and then two tiers of elevated roadway above an original highway. Tiers which, unsurprisingly, became just as choked with traffic as the original road.

Induced demand is analogous to Parkinson's Law, which asserts that work expands to fill the time available for its completion. Instead, traffic multiplies to fill the space provided for it. Always has, always will.

You can only keep going out or up for so long before you must accept that eternal expansion of infrastructure devoted to individual rather than mass transit is unsustainable, counterproductive and destructive – both to the environment and our communities.

And that is before you take into consideration the horrendous financial cost to South Australian families of the virtual necessity of owning at least

one car – expensive to buy, run and maintain – because our infrastructure is exclusively geared towards individual motor transport.

As long as we continue to refuse to see the writing on the wall that so many nations have already provided to show us the way, we will continue to dig ourselves deeper into this hole of cost, pollution, inequality and destruction. Nations like France, which is to offer the owners of old, inefficient, polluting cars the chance to hand them in for scrap in return for a 2500 euro grant to buy ... an electric bike!

"For the first time it is recognised that the solution is not to make cars greener, but simply to reduce their number," said Olivier Schneider of the French Federation of Bicycle Users.

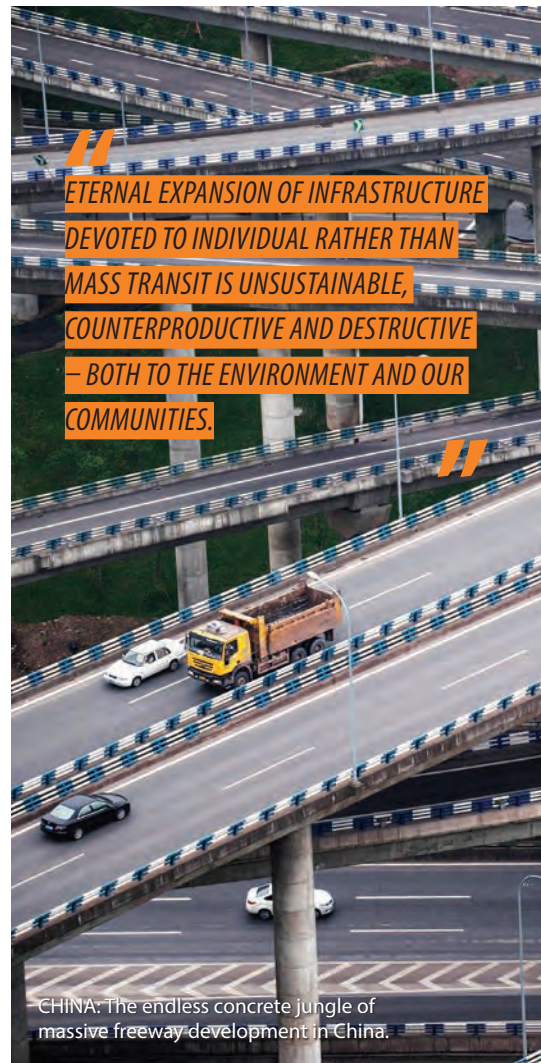
Just imagine if such initiative and novel thinking were adopted here. Except it doesn't have to be novel because others are already doing it for us and proving that it works! Like Paris planning to spend more than \$400 million upgrading and greening its famed Champs-Elysees boulevard including the removal of 140,000 on-street car parks while here the Adelaide City Council dithered for years and finally refused the much-needed and relatively cheap East-West Bikeway over the loss of a mere handful of car parks.

And we no longer have car manufacturers in Australia to pander to. Driving our transportation bias towards bikes and away from cars would actually help the nation's balance of payments with fewer expensive cars flooding into the country.

Car-centric thinking is not the way of the future. These infrastructure projects are looking decades down the track with a singular devotion to private motor traffic with no consideration for the clear worldwide trends of how future commuters intend to transport themselves.

And lumbering around in 3-tonne SUVs is not the way the next generation in Europe, Asia or even America, the land of the pointless urban pickup truck, is envisioning their transport choices. Even closer to home, 24 per cent of Victorian 16-24-year-olds do not have a driver's licence – a statistic that would have been unthinkable as little as 20 years ago.

Infrastructure is crucial and those who provide it with foresight and genuine leadership should be applauded. But endlessly repeating the sins of the past is not the stuff of legend.



ETERNAL EXPANSION OF INFRASTRUCTURE DEVOTED TO INDIVIDUAL RATHER THAN MASS TRANSIT IS UNSUSTAINABLE, COUNTERPRODUCTIVE AND DESTRUCTIVE – BOTH TO THE ENVIRONMENT AND OUR COMMUNITIES.

CHINA: The endless concrete jungle of massive freeway development in China.



PARIS: The inviting vision of a redeveloped Champs Elysees – fewer cars, more people, space, trees and liveability.



Rupert is all smiles after a brief recovery roll to Glenelg following his finish in Victoria Square.

CROSS-CONTINENTAL EXPRESS – RUPERT’S RIDE FOR HEALTH AND HOPE

On the Sunday of the June long weekend an extraordinary ride rolled to a finish in Adelaide’s Victoria Square.

This ultramarathon solo ride was extraordinary in its ambition, scope, determination, in its obstacles and challenges and finally in the rider’s purpose and generosity of spirit.

Peerless Australian cycling reporter and author Rupert Guinness had set off from Darwin only 12 days earlier with the aim of riding up to 20 hours a day in a true test of courage and persistence that aimed to draw attention to the mental health issues that such a vast number of Australians are struggling with now – and too often in silent, lonely torment.

The ride was held under the Power of the Pedal - Connecting People ... Connecting Minds initiative that Rupert founded and now plans to grow and diversify into a lifelong campaign for mental health and a community philosophy to nurture it. It is a response to his own issues with self-esteem and bulimia as well as his keen awareness of the issue that is relentlessly spreading across the nation but is still swept under the rug.

The purpose of the ride, he said, was to create a platform for the message.

“The best measure of our success that we’ve had, one that reflects the purpose of our mantra ‘Connecting people, connecting minds’, was the response from people we met along the road. And it built up over the days and that gives you an indication that the message is spreading.

“Power of the Pedal – Connecting People ... Connecting Minds – goes back to that message of talking and how that can actually benefit mental health. In an age where we’re so reliant on social media and all that impersonal sort of stuff, I just think that talking is the first major step to healing. We forget about the power of talk,” Rupert said.

The reason for the furious pace and endurance was simple. As well as being a campaigner for mental health, Rupert, 59, is also a competitive ultramarathon cyclist and his ride doubled as a preparation for the brutal Race Across America (RAAM) in 2022.

The challenges arose almost immediately as Rupert rode through kilometres of bushfire conditions – flames and thick smoke – from backburning operations on his route on the first night.

After passing Alice Springs, Rupert took a short (550km) detour on day five off the Stuart Highway and onto Lasseter Highway, as only an ultra-endurance rider can, to visit Uluru the next day and recharge his spirits with a short break in the shadows of the magnificent spectacle.

Upon returning to the Stuart Highway on day seven he edged closer on the South Australian border. Along the way, he rode through three consecutive days of strong, relentless headwinds which, on the first day of the torment, gusted up to 50 knots, sapping both his physical strength and emotional durability.

Soon after, he crossed the border and was struck by vistas of far northern SA.

“Northern South Australia was so much more remote and barren than the NT but it was also a landscape you couldn’t help but see the beauty of,” he said.

Ordinarily, that would have been less than the halfway point of his epic challenge. Rupert’s ride was originally meant to stretch from Darwin to Hobart but a resurgence of Covid-19 border restrictions affecting Victoria put paid to that idea.

After so much effort on a ride more than a year in the planning, it was an emotional blow for him and his eight-member support crew that included his wife, Libby.

“I learned we couldn’t go to Hobart at about 8.30pm on the day when we were coming into Port Augusta,” Rupert said. “The crew chief, Troy Grice, had already known for a couple of hours that our travel to Tasmania had been cancelled but hadn’t told me because I was in ride mode. When the time came to tell me he was very emotional about it, he was in tears.”

To understand how hard this eventuality must have been for all involved, you must understand the level of commitment involved to get to that spot on the road outside Port Augusta. Mike Tomalaris, SBS sports presenter, avid cyclist and friend of Rupert’s who followed the whole adventure with acclaimed film maker Anthony Gordon to produce a documentary about it, puts that commitment into perspective.

“Rupert had been riding six or seven days a week, every week for a year to prepare for this. He’d ridden about 34,000km, more than most people drive in 12 months. His life revolved around this, going from Darwin to Hobart. I saw how disappointed he was when he got the news (that he couldn’t get to Hobart). He was adamant he had to finish on top of Mount Wellington so when our flights were cancelled, he was shattered but even then he wouldn’t reveal too much,” Mike said.

Still as stoic as when he heard that news, Rupert chipped in: “I had this dream of climbing Mount Wellington as being a perfect finish. But not everything is attainable when you want it, you may just have to work a bit harder and longer at it.”



Unsurprisingly, this sounds like a backbone philosophy of the mental health issues he did this ride to support.

“There will be another time to hopefully do that,” he said. “And I found there was a big positive in coming to Adelaide, which means a great deal to me. Sometimes the success you look for in a challenge you take on is not always the success you come away with. Sometimes it’s better.

“So, coming to Adelaide, once I got my head around missing Hobart, was a reminder of how much time I’ve spent here over the years, covering the Tour Down Under as a journalist and competing in two IndiPacs (Indian Pacific Wheel Races) as a rider. The poignancy of this big event finally ending in Adelaide is fitting, in a way, in the whole narrative of what I’m trying to do.

“In 2019 at the TDU I decided to see what the event was really about after covering it for 20 years and I just rode around the stages. Seeing the countryside hit by bushfires really hit me hard and showed the importance of what cycling and tours can do for communities and people and mental health. I go away from this ride thinking it’s really cool that we did finish in Adelaide.”

Soon after getting the bad news outside Port Augusta, Rupert rolled into SA MTB heartland Melrose during the annual Fat Tyre Festival that massively swells the Mid-North town’s population of bike enthusiasts. He had an opportunity to speak to people about his ride and why he was doing it and it was a situation that was beneficial, heartwarming to all involved.



A quick pitstop to talk to the crowds at the Fat Tyre Festival in Melrose.

“**THE POIGNANCY OF THIS BIG EVENT FINALLY ENDING IN ADELAIDE IS FITTING, IN A WAY, IN THE WHOLE NARRATIVE OF WHAT I’M TRYING TO DO.**”

“I knew it was an MTB town, that it had a great bike shop. Riding into town, obviously I wasn’t on fat tyres so culturally speaking I was the wrong person on the wrong bike but they were really cool.”

“Tommo (Mike Tomalaris) had gone ahead and alerted them. It was a nice privilege to be able to talk to them there and if someone took something of the Power of the Pedal message from it, it was worth every minute.”

When Bike SA spoke to Rupert the day after he finished his transcontinental mission, he was – as always – already looking to the future.

“The Power of the Pedal is something I really want to take further - I want to commit myself to it,” he said.

“I don’t want it to be just something that’s based around a ride from Darwin to Hobart. I want it to be a standalone entity from which we can gather support to further extend communication among people and encourage communication, no matter what groups they are – they don’t have to be just cyclists. I’d love to make that my future, get this project going further.

“I’ve been touched by the response to this tour but there’s so much more to do so I really do need help to take the next steps. I’m going to keep my focus on developing Power of the Pedal to where it’s an existing platform, an active platform seven days a week, 52 weeks a year.

“I find it helps to talk about my issues with self-esteem and bulimia but that talking helps other people as well.”

It appears as if one marathon ride is morphing into a lifetime marathon of dedication to helping people. That dedication is Rupert’s real achievement to applaud.

For more information on mental health awareness and the vision, purpose and upcoming events of Power of the Pedal, go to rupertguinness.com.au

All photos courtesy of Nathan Roderick. Nathan and Rupert will be releasing a book in the coming months covering their Darwin to Adelaide adventure.



Rolling down Spear Creek Road on his way south to Wilmington in the Mid-North.

OUTBACK ODYSSEY 2021

Odyssey '21 was an exceptional event! Blessed with perfect weather, heartwarming hospitality along the way and a dedicated support crew, our full complement of fun, enthusiastic adventurers achieved their goal of conquering the mighty Mawson Trail.



JOIN THE RIDE FOR FUN, FRIENDSHIP AND A BETTER FUTURE

Bike SA members have always been enthusiastic about new cycling adventures, particularly ones that involve beautiful places, new friends and supporting a worthy cause.

Well, here's one that ticks all those boxes.

The Neil Sachse Centre for Spinal Cord Research is looking for riders for its sixth annual Project Discovery Classic three-day tour to raise money to support their important and groundbreaking research.

This year's ride, led by the pros from Mondo Cycling Tours, is from November 18-20 from Adelaide to the beautiful McLaren Vale and back, with all the food, wine, scenery and tranquillity that goes with that area as well as the enjoyable ride.



Ready for the start.



Happy snack time.



Dr Ryan O'Hare Doig.

The three stages are each just over 100km and the group, which averages about 30 riders but can accommodate more, trains together in the months leading up to the ride, to build both fitness and friendships to make the tour as much fun as possible.

Director of the Neil Sachse Centre, Sarah Boucaut, said that rapport from the training rides was one of the key features that keeps people coming back year after year to this event.

And because of that, the Discovery Tour rides have raised more than \$500,000 in their first five years – money that is significantly advancing the cause of spinal cord injury research and giving hope to people around Australia and the world living with those injuries.

No one knows more about that hope - and the fun of the Project Discovery Classic - than the head of the centre's spinal cord injury research

and cycling convert from riding the Classic, Dr Ryan O'Hare Doig.

The neuroscientist, 30, will be riding his third Classic this year.

"The big thing for me about this ride to see everyone getting around Neil Sachse. A lot of the riders are everyday people who love to be on the bike and don't know much about spinal cord research but they all love getting behind Neil and know that it's for a good purpose," Ryan said.

"But, beyond that, it's the camaraderie that comes out of a ride like this. I was by no means a cyclist when I first joined in. I'd trained for only four weeks and probably shouldn't have done the ride but everyone was really supportive as they always are and they got me through it. Over the three days everyone sticks together and that's the most important thing.

“**EVERYONE ALWAYS HAS A CHAT AND GETS TO KNOW ONE ANOTHER – ON THE ROAD AND OVER A MEAL – AND THAT'S ALWAYS GOOD FUN.**”

"And, of course, I love the McLaren Vale ride. It's just beautiful and in November it'll be nice and warm and for anyone who likes a challenge we're doing Willunga Hill. Everyone always has a chat and gets to know one another – on the road and over a meal – and that's always good fun."

Day One of the ride leaves from the Arakaba Hotel and heads up through the Adelaide Hills to wind its way to McLaren Vale. Day Two explores the Fleurieu Peninsula through towns including Willunga, Myponga, Yankalilla and Carrickalinga before the peloton makes its way home on Day Three by the best route depending on weather and weary legs.

It is a ride for true enjoyment, beyond the merit of its important fundraising purpose.

"I see the value in the fundraising but the success of this event is more than just that," Ryan said. "Raising money for this research is vital but we also see the benefit of the ride itself – people getting fitter and healthier for this event or simply enjoying the nice getaway over the three days and making friends. We want to provide as much enjoyment and success for those who ride with us as we can."

To register or to learn more about the Project Discovery Classic and the Neil Sachse Centre, go to <https://www.mycase.com.au/events/projectdiscovery6>

MEMBER STORIES

AFTER A NEW CYCLING CHALLENGE? TRY VELOGAINE

BY BRUCE GREENHALG

The 'something for everyone' thing is always a big, and dubious, claim. A bit like those movies that are advertised as 'fun for all the family' when you know that Mum and Dad are unlikely to be totally enthralled by chipmunks or lego characters. It is true, however, that the Velogaine does offer a wider range of experiences than most cycle competitions. If you are a competitive type, the Velogaine accommodates you going your hardest and testing your limits. If you are after a more recreational ride and a chance to appreciate some beautiful countryside, then the Velogaine is also for you. Not only that, the 'Velo' offers a cerebral dimension not normally part of competition.

What is the Velogaine? It's a cycle navigation event where teams of between two to five riders navigate to specific locations or control points using a topographical map that's supplied to all participants. The controls are given different point values and the team who collects the most points in the time limit is the winner. There is no set course as such; you determine which controls you'll visit and in what order. It's up to you how far you ride. Teams intent on winning will be looking to cover as much of the map - perhaps 70km or more - as possible. The less driven entrants can choose a route that explores country they haven't seen before and gets them back to the finish with plenty of time to enjoy the lunch that is provided as part of the entry fee.

One of the great things about the Velo is that it doesn't only test your cycling abilities. The course selection, map reading and time/distance calculations that make for a good ride mean that the Velo exercises mind as well as body.

The terrain on offer varies from bitumen roads and paths to gravel and dirt roads and a few rougher tracks. As such it's suitable for riders of MTB, CX and hybrids. There's even a class for E-bikes.

The Velogaine runs for four hours, this year in the hills around Mount Torrens on Saturday 16 October. If you're interested, more information can be found on the South Australian Rogaining Association's website - <https://sarogaining.com.au/> where you can also sign up for SARA's newsletter by clicking on the envelope symbol in the 'follow us' section of the site.

The Velo is in its fifth year and has grown each year. We're hoping for an even bigger and better event in 2021 and that you'll be part of it.



Riders gather for the start of another challenging velogaine event

RIDING THEIR WAY TO A RARE ACHIEVEMENT



The Duke of Edinburgh group with Peter Stickland 3rd from left and Lily and Jess at far right

The Duke of Edinburgh awards are a prestigious achievement and recognition of personal development, dedication, service and perseverance in a young person. And when those qualities are demonstrated through a love of cycling, Bike SA is only too excited to acknowledge the young people involved, in this case mountain bike enthusiasts Peter Stickland, Lily and Jess.

As a keen mountain biker, Peter was more than eager to lead a bike-based journey to earn his Gold Duke of Edinburgh's award and decided to do so by cycling 200km of the Kidman Trail over five days.

The Kidman Trail runs for approximately 268km from Kapunda to Willunga, but Peter's group

omitted 68km by starting at Keynton. They then made their way down to Willunga, camping each night at a different location, sometimes even off the trail.

Eight riders were involved in the venture, each covering different distances according to which award they were pursuing, backed by two support vehicles.

Peter said the team was "hugely proud to be sponsored by Bicycle SA", with the provision of two spare bikes (with spare inner tubes and tyre levers), a small tool kit, and a plentiful supply of water.

"We were also grateful for the additional security that was provided by the two bike locks also provided by Bicycle SA," he said.

His group was made up of girls and boys ages 13-17. Two of those were young pair Lily and Jess, who were working to achieve their Duke of Edinburgh Bronze award. Although they were worried that they might not manage the entire journey, they embraced the challenge, succeeded and are now excitedly looking forward to their Silver Award journey.

Given that teenage boys like to 'challenge' themselves, the spare bikes certainly came in handy "as some would not have been able to finish the ride without these".

"We had five days of ups and down, hard uphill, exhilarating downhill. We learnt a lot and had tremendous fun along the way. Thanks again to Bicycle SA for their valuable support," Peter said.



Peter Stickland - 1st from left



Bronze Award - Lily and Jess

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