

CYCLE

THE MEMBERS' MAGAZINE - No. 189
FEBRUARY TO APRIL 2021



COMMUNITY CYCLING NEWS



Micromobility is the smart way forward
Bounce back into 2021 as Bike SA's
rides return
Bike lessons broaden Natalie's future

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Front cover image:

Cycling is one of many ways to get into the city other than driving. Micromobility is the change we need.

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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

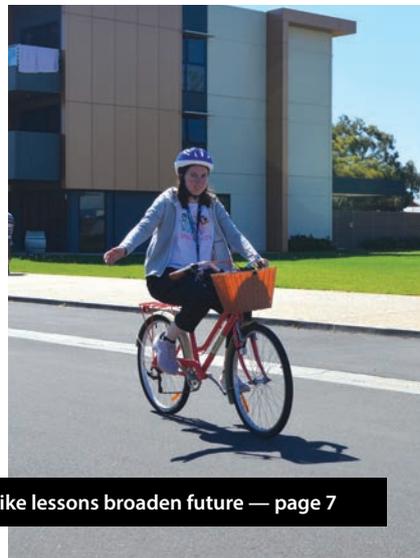


Government of South Australia

Department of Planning, Transport and Infrastructure



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CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG



Normally I use this space for my own musings on the state of cycling or the health and direction of Bike SA and its

members. But this edition I am ceding to our Patron, former Adelaide Lord Mayor Stephen Yarwood, and the excellent column he wrote for InDaily about the safe, equal and just way we should be building our transport infrastructure.

This whole "bike versus car" thing needs to stop.

If COVID has taught us anything, it's that we need to work together as a tolerant and collaborative community to solve problems and make life easier for everyone. Offering opinions that suit ourselves, at the expense of others with justifiable needs, will only undermine the liveability and productivity of our city and keep Adelaide rooted in yesterday rather than create a "better normal" that works for everyone.

The anger and angst generated by a single east/west separated bicycle lane, a bog-standard piece of infrastructure not unlike an airport, train line

or bus stop, is creating a tiered value system of citizens' rights and that's a frightening thought. Just as your colour, religion or sexuality does not define your place on society's pecking order, riding a bike does not make you a second-class citizen.

This evening Adelaide City Council will determine the fate of a bike lane about which it has been dragging its heels for years, despite the lure of millions of dollars of State Government money. To turn down funding for no-brainer infrastructure when the piggy bank is empty would be a tragedy. To suggest these millions of dollars should be handed back to the Government because it "needs more consultation" would be even more heartbreaking. Yes, community input is important, however, this essential infrastructure is years overdue and will not only create jobs, but also deliver a much-needed missing piece to the city's integrated transport system. That's why the funding was offered in the first place.

No sane person will deny that car drivers have

Continues Page 6 ➔

PRESIDENT'S NOTES

MAUREEN MERRICK



Thank you for your messages of support and well wishes during what was for us all, in 2020, an extremely challenging year.

Fortunately, we were able to hold our Annual General Meeting in November. Although all our events had either been postponed or cancelled since late March, our other activities, i.e. the Bike Ed programme and Bikes Palya were able to continue.

The following members were elected unopposed to Bicycle SA's Executive Committee for the next two-year term:

Nathan Petrus – Vice President	Warwick Cooper
Tom Walker – Treasurer	Michael Killmier
	Nick Sprou

The remaining Executive Committee members are Maureen Merrick (President),

Anne Smith (Secretary), Chris Beauchamp, Rowan McKeown and Carol Seely.

Michael Killmier has been an Executive Committee member since 2012 and our Treasurer since 2016. In November, while Michael did not seek

re-election as Treasurer he was elected as an Executive Committee member.

As Treasurer, Michael has taken us through some challenging periods, and we thank him for his unwavering commitment to the financial management of the organisation.

The following awards were presented at the AGM:

Honorary Life Membership – 2020

The Executive Committee was very pleased to approve that Honorary Life Membership of Bicycle SA be conferred on long-time member, Terry Ryan.

As the Manager of Bike South, in 1995, Terry was instrumental in assisting and supporting Bicycle SA in the establishment and development of our Bike Ed educational programme. One of the organisation's plans since 1985 had come to fruition.

He has continued to support the programme and has made a significant contribution in the direction of the organisation, including his expertise in an advocacy role within government.

Terry was elected to the Executive Committee in 2002, and elected Vice President in 2003 until 2016 when he was elected as a Committee member until 2018, when Terry decided it was time to pursue his other interests – surfing, fishing and, of course, family.

Our warmest congratulations Terry on your Honorary Life Membership.

Patron

Stephen Yarwood was pleased to continue as the organisation's Patron.

Grand/Mini Slam Awards - 2020

The first Grand/Mini Slam which was held in February. After that though, the remaining

four events were cancelled but riders who had registered for the series of five rides were given the opportunity to ride unsupported. Provided they confirmed their ride/s they would be accorded the ride. Also, all riders who had registered for the series have been given the opportunity to enter five rides in 2021 free of charge.

Congratulations to a few riders who managed to complete some of the rides unsupported.

Andrew Paine rose to the challenge and successfully completed four Grand Slams and concluded his fifth ride with a Mini Slam or 100km, a fantastic achievement.

Congratulations Andrew on being awarded the Mini Slam Perpetual Trophy for 2020.

We thank our Grand/Mini Slam sponsors, Roof Rack City, Hammer Nutrition and Nippy's for their continued support.

Tuesday Traverse Ride Group

After being the Ride Group Coordinator of the Tuesday Traverse group of riders since March 2012, Richard (Rick) Charlesworth feels that the time has arrived for another member of the group to coordinate their rides from the next programme.

Apart from the weekly Tuesday rides, over several years, Rick has also organised successful weekend and longer cycling tours for the group.

We would like to thank Rick for his commitment to the Tuesday Traverse riders and his support of the organisation.

Our best wishes for the future, Rick and we know that cycling will continue to be a part of that future.

We look forward to resuming our events and working with our volunteers and community groups again in the coming months.

MICROMOBILITY PROMISES A MIGHTY IMPACT ON OUR TRANSPORT CHOICES

Coal was the ubiquitous fuel of the 19th century, oil and its derivatives dominated the 20th century. In the 21st century we must be smarter. We have seen – ominously – the devastation and pollution wrought by our rampant exploitation of 19th and 20th century energy sources and the threat their widespread use poses to our future.

So what is the alternative? We have learned of many: Renewable energy, batteries and hybrid technologies are now developing at an exponential rate. The Covid-19 pandemic taught us much as it caused the virtual shutdown of so many of the transport options we have taken for granted for decades and gave rise to working from home, Zoom meetings and the realisation that so much of the travelling we do is redundant.

But it also did something else. In so many cities around the world, in lockdown after lockdown when streets became quiet and safe, people realised the benefits and found the joy in another crucial aspect of our path to a cleaner, healthier, safer, more open and community-oriented future – micromobility.

Bicycles, e-bikes and scooters (whether personal or via hire schemes), walking, light electric vehicles and the planning, policies, design, education and the shared systems and end-of-trip facilities that go to support them all underpin the philosophy of micromobility. It's a philosophy that will not only address the devastating issues of pollution and climate change but transform our cities into places that prioritise people over motor vehicles.

Cycling industry consultant Phil Latz believes that most people have a far too oversimplified vision of electric cars being the silver-bullet solution to the overpolluted, overcongested, car-dominated culture we have created for ourselves.

“Media commentators and the general public believe electric cars will be our saviour in relation to climate change, air and noise pollution and the various other ills internal combustion engine-based vehicles impose upon us,” Phil says.

“But electric cars still take up the same excessive space in our ever-more-crowded cities. There are major issues around mining of elements for their batteries, burning of fossil fuels to generate the electricity they require and the huge amounts of materials needed to manufacture a vehicle weighing well over a tonne, compared to a 20kg e-bike that requires 98 per cent less material.

“Another little-known problem is that vehicle tyres are a major source of deadly microplastics that pollute our waterways and oceans. The average car tyre, even on an electric car, sheds 4kg of microplastics in its lifecycle. Micromobility vehicle tyres, by comparison, are far lighter so have a vastly lower impact.”

But even as some among us hope for a miracle solution that will deliver us from our own mess but won't require them to change at all, the

generational change in needs, tastes and priorities is already leading to the snowballing shift towards micromobility in our cities.

While the explosive growth in the use of e-bikes is not only providing healthy transport options to a much broader range of people but also creating clean, smart and efficient business innovations, our youth are clearly setting their sights on different goals to previous generations.

“Younger people's culture has changed. Many are less enamoured by car culture than their parents were back in the late 20th century. They're more open to the shared economy, more concerned about their environmental footprint and used to adopting new technology and systems,” Phil says.

“Our population is growing, becoming more urbanised and within every Australian city there

is a strong trend towards increasing density, particularly in the city centres and inner suburbs. All of this favours smaller, lighter, more space effective transportation systems – micromobility – over traditional cars.”

And the good news is that the key to unlocking all the benefits that micromobility offers is not the development of some radical, far-off, enigmatic technology. It does not require trillions of dollars in advanced infrastructure or radical, regressive change to force an austerity measure on an unwilling populace.

It requires only the leadership of our three tiers of government to follow the multitude of examples that have already been demonstrated overseas and legislate for change that so many people are already embracing. It is not about requiring every citizen to fundamentally change their





“
BECAUSE MICROMOBILITY ADDRESSES SO
MANY KEY ISSUES, IT WILL INEVITABLY
FIND A WAY TO THE TOP.”



INTRODUCING THE MICROMOBILITY REPORT

Every new activity needs a forum through which its new products and latest trends can be shared and discussed. The Micromobility Report, produced by Phil Latz, aims to be that forum, under the tag line “Go Further With Less”.

The Micromobility Report is already live with over 100 articles at www.micromobilityreport.com.au. There will be a monthly newsletter launching on Friday 12th February available free of charge to all interested members of business, government, organisations and the general public.



transport arrangements – it’s about creating the environment to allow those who are already motivated – and those who will inevitably follow – to make those changes safely and allowing EVERYONE to reap the benefits those changes have been clearly proven to deliver.

or to even commit to begin a much-needed east-west bikeway, there is cause for celebration. Last year the City of Charles Sturt’s cyclist counters on the River Torrens Linear Park and the Outer Harbor Greenway registered significant increases in bike traffic on the two cycleways.

And the evidence for that generational change is all around us. Activity and fitness app company Strava says it added more than two million new users a month throughout 2020, driven by the Covid bike boom. Bicycle company Giant – in a nod to the diversification of worldwide transport priorities – generated 27 per cent of its revenues from e-bikes in 2020.

The Linear Park counter recorded 161,452 bike trips, a 25 per cent increase over 2019 and the Greenway’s use rose from 62,018 in 2019 to 92,100 in 2020 – almost 50 per cent higher.

And despite Australia still having a long way to go with, for example, increasingly large SUVs and dual-cab utes dominating our roadways, such statistics and changing trends are a cause for hope and confidence for Phil.

In South Korea last year, electric hire scooter trips more than quadrupled the 2019 figures – 625,866 for the first 10 months of 2020 compared to 155,216 for all of 2019. And in a double-whammy for good health, ashtray posts are being replaced by e-bike charging ports at train stations in the Netherlands.

“Change always begins at the margins. There is always a bell curve. City centres and gentrified inner suburbs will lead the way, with our vast suburban plains gradually following. Because micromobility addresses so many key issues, despite whatever legal or government lids that are imposed, it will inevitably find a way to the top, just like a bubble rising through water,” he says.

In Australia, industry data shows that e-bike sales have been growing at 50 per cent per year for the past three consecutive financial years. New micromobility-related businesses are springing up and new investment is coming in at an unprecedented rate. One recent example was Australia’s government-owned Clean Energy Finance Corporation becoming the lead investor in a \$16 million fundraising round for Zoomo, a delivery e-bike start-up.

Bike SA CEO Christian Haag is confident the current trends towards micromobility now being seen overseas are inevitable here. “In terms of cargo micromobility, it’s been around for a while - Domino’s Pizza has a fleet of bespoke e-bikes for deliveries,” Christian says. “The freight sector in general sees micromobility as good for



In Adelaide, despite the Adelaide City Council’s persistent failure to complete the Frome St bikeway

MICROMOBILITY PROMISES A MIGHTY IMPACT ON OUR TRANSPORT CHOICES

CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG

Our city must serve people who don't drive cars

STEPHEN YARWOOD

THE NEW BIKE LANE IS NOTHING TO COMPLAIN ABOUT UNLESS YOU SUBSCRIBE TO INSTITUTIONALISED SEGREGATION WHERE ONLY CAR DRIVERS HAVE ANY RIGHTS.



Stephen Yarwood

...continued from previous page

business because of the speed through traffic as well as greenhouse gas mitigation and other environmental concerns it addresses."

He says, however, that there are crucial steps required to bring about these changes and achieve maximum benefit across the community. "We need government policy settings that encourage tech start-ups and finally redefine our road networks as well as venture capitalists who see the commercial opportunities once the policy setting is appropriate.

"Ultimately, transport costs will be a defining issue in the not-too-distant future."

...continued from Page 3

important needs and that is why there are 26 east/west car lanes and more than 45,000 parking spaces in the city. That is more than any capital city in Australia and, using a "car parks per capita" ratio, it ranks near the very top of the 500 cities in the world with populations of more than one million people.

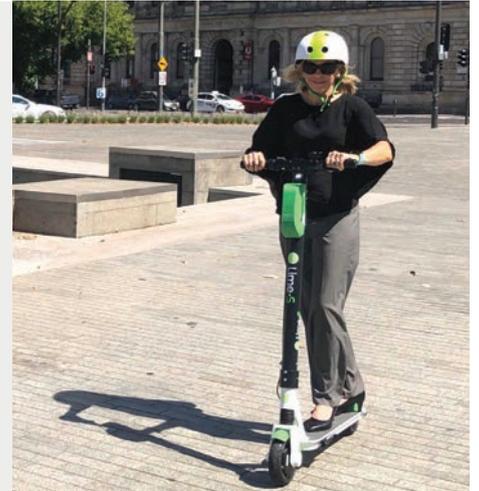
We have done an awesome job of creating a gold-plated car city, so the new bike lane is nothing to complain about unless you subscribe to institutionalised segregation where only car drivers have any rights.

The good news is pedestrians get a fair go too, with 26 east/west footpaths. There are several trendy car-free laneways in Adelaide and a popular pedestrian mall as well because people like to spend time in car-free places. That's not really surprising – a city built just for cars is not a place where more people are likely to want to spend more time and money. If anything, this conversation about the best way to move citizens often feels like we prioritise cars ahead of people.

Sadly, however, even with higher rates of bike ownership than car ownership in Adelaide, there is not one single separated east/west bike lane that encourages people to ride – particularly those who are not comfortable with sharing space with cars, buses and trucks. There are potentially thousands of additional people who could use bikes in the city, thereby reducing peak hour car congestion, improving their health, saving money and freeing up car parking spaces for those that really need them. Incidentally, both car congestion and obesity cost Australia billions each year, so there are compelling economic reasons for encouraging cycling for the everyday citizen (rather than just the enthusiast), in a fair and proportional way.

Instead, we see a media-fuelled fear campaign over the loss of just 200 car parking spaces in a downtown urban environment awash with car parks and including a retail environment where people generally walk to their destination. We are, after all, not a country town anymore; creating a narrative that people expect to drive right to the front door of an establishment in a big city is just silly.

But it's more than just silly – the debate displays



a quite confronting pseudo-scientific mindset. Encouraging hundreds, if not thousands, of additional daily cyclists over time would most likely free up more car parking spaces than it loses. Regardless, if we can't reallocate just 0.005 per cent of Adelaide's extreme levels of car parking to create just two super safe bike lanes for around 5 per cent of city users, how is that not consciously making cycling an inferior transport choice?

Having seen and studied the cities of the world, I can only conclude this cold hard truth: we are holding ourselves back from creating the most efficient way of moving hundreds of thousands of people via an integrated, choice-oriented and equitable transport system, for which all modern, intelligent cities strive.

We do not always ask permission of the community to expand airports, repave roads, plant trees, electrify rail or put in bus lanes. Leaders just do it because it needs to be done, despite popular opinion because the majority want to drive. Everyone knows consultation on a separated bike lane will only result in anger versus admiration, yet what we can all agree on is that, right now, people just want stuff done for the "common good". Hopefully, that means we can rise above our own needs and share our city spaces with respect and dignity to ensure all citizens get access to basic, safe infrastructure.

If you want to drive, that's fine, but building infrastructure and running a city is not all about you.

The city is awash with university and high school students, low-paid workers, healthy citizens and those who cannot afford or choose not to own a first or second car. None of these people are second-class citizens; they deserve infrastructure just like car owners do.

The 2020 catch phrase we'll all remember is "stay safe" – and this is an excellent opportunity to deliver on that principle and see in a new year with better choices for everyone.

Stephen Yarwood was Adelaide's Lord Mayor from 2010 to 2014. This column appeared in *InDaily* on Tuesday, December 15, 2020.

ONE-ON-ONE BIKE LESSONS EXTEND NATALIE'S HORIZONS

So often the vision of Bike SA's impact on South Australia's bicycling community is of large community activities like the Fleurieu Fondo, Outback Odyssey or Gear Up Girl.

But our organisation's impact can also be just as powerful, just on a far more personal level.

Such is the case for Natalie, a 25-year-old who has been expanding her world and her opportunities with the help of Jarro Davis, Bike SA's qualified Disability Support Co-ordinator.

A resident of Minda at Brighton, Natalie enjoyed riding her bike around the Minda campus but needed help with her cycle skills and awareness. So in April, 2020 her support co-ordinator contacted Bike SA and booked a series of personal coaching sessions with Jarro late last year.

The results speak for themselves.

Not only is Natalie now more capable and confident riding around campus, she has improved her skills, knowledge of the road rules and situational awareness to the point she is now taking her rides off-campus and safely venturing into the community.

"I've been riding my bike to the social club and also to Hungry Jack's at Brighton and along the beach to Glenelg," Natalie said. Her long-term goal is to ride to her mother's house at Glenelg North and she is well on her way to achieving that.

Jarro said he was impressed with how far Natalie had improved her safety skills, including using her bell and navigating the often complex environment on the roads.

"I'm amazed Natalie can navigate the roads so well. We've also been doing a lot of work on giving way, scanning and signalling," Jarro said.

"We focus on riding on the footpaths because it's the safest, but these skills have translated into all environments."



Natalie learning skills and safety from Jarro Davis at Minda, Brighton.

**I'M AMAZED NATALIE
CAN NAVIGATE THE
ROADS SO WELL.**

**Bike SA Disability
Support Co-ordinator
Jarro Davis.**

Throughout the sessions Natalie achieved her goals and increased her independence and confidence, building self-worth, involving herself in the local community, showing a marked improvement in her communication and decision-making skills and feeling empowered to make her own decisions.

Bike SA's goal is to have more South Australians riding safely more often and doing that writ-large is important. But sometimes, making that same difference in just one person can perfectly demonstrate why we do what we do.

Love your ride, Natalie!

BIKE FUN BRIGHTENS SCHOOL HOLIDAYS IN MOUNT GAMBIER



Mount Gambier kids enjoying a fun day on their bikes with Bike SA instructors Claire and Kate.

A team of Bike SA's education instructors ventured to the state's South East to run a school holiday program in Mount Gambier on December 14.

Youngsters from the Reidy Park OSHC group came along and enjoyed a full day of riding around, learning new bike skills and playing games on bikes with instructors Claire and Kate, gaining important knowledge about safety and the road rules while still keeping a very firm emphasis on fun!

About 80 children took part in the program, which made for a boisterous, energetic event, and the YMCA OSHC Staff were on hand to help assist run the course.

It was a hot and windy day but that didn't deter anyone's spirits and the kids enjoyed decorating "Reidy Park tiny town" with chalk and making their road course very interactive with a service station and various shops included. They invented so many things to see and do as they rode around "their" town.

Those children who brought along their own bikes also received a free Bike SA Safety check and learnt how to check their own bikes and make minor adjustments.

Bike SA offers its sincere thanks for funding provided by the City of Mount Gambier that helped make this service to the community possible. We were able to deliver Bike Fun to Reidy Park and we hope that we see them again soon.

Anyone who wishes to inquire about arranging a community school holiday program should contact Bike SA on 8168 9999

JOIN US FOR BURRA EASTER CYCLE

When Covid-19 forced the cancellation of Bike SA's popular Easter Cycle event in 2020, there was no question that the 2021 getaway would stick with the same classic destination – the beautiful, idyllic and welcoming town of Burra.

Easter Cycle is our long weekend (2-5 April) holiday experience of relaxed fun to share with family and friends. From long day-trips chasing the horizon for committed roadies, to little loops for little tackers on training wheels - as well as our famous Night Ride – this gathering of bicycle buffs has plenty in the program to keep your entire mob occupied throughout the four-day break.

Burra, in the state's Mid-North, 162km from Adelaide, offers a breathtaking array of activities from high-energy rides or hikes to slowly soaking in the town's history and tranquillity and enjoying everything the local gourmet regions have to offer.

Our campsite will be at the Burra Community Sports Club and there will be rides of varying distances to challenge and reward roadies and mountain bikers. Rides have also been planned for those looking for a more leisurely time out on their bikes, and, of course, the younger members of the group always revel in the ever-popular Easter Egg Hunt.

Time off the bike over the weekend offers an excellent opportunity to explore the unique heritage of the historic copper mining region around Burra. Clare - and its renowned food and wine region - is only a half hour drive from there and the oft-photographed Burra farmhouse is only 3km north of town.

Burra was Declared a State Heritage Town in 1994 and the town and the surrounding area also provide a variety of bike riding options, which include:

- Shorter rides along the riverside paths and tracks;
- Longer bitumen rides to the well-known Clare Valley cellar doors;
- Mountain biking along sections of the Mawson Trail, and maybe even up to Dares Hill;
- Exploring Burra Gorge;
- Riding out to where copper was first discovered, and, of course,
- Easter favourites like the Easter Egg Hunt and the family night ride (don't forget your lights!).



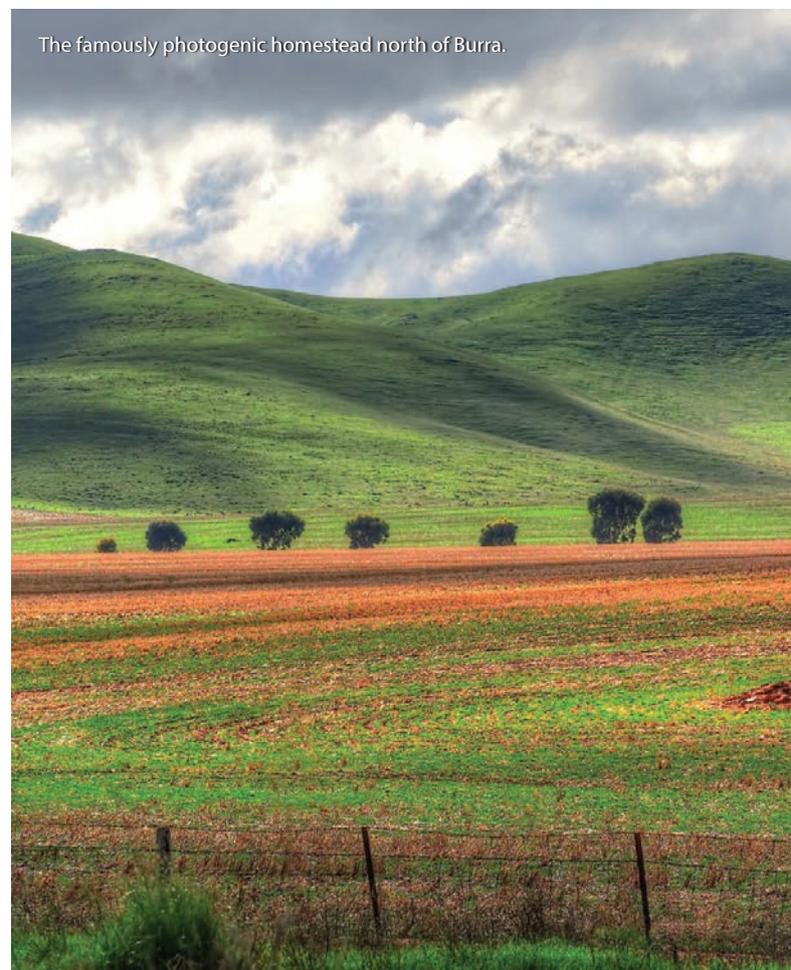
A warm welcome to an idyllic town.



Breathtaking views on the Mawson Trail between Clare and Burra.



Burra from above – scenic splendour over far horizons.



The famously photogenic homestead north of Burra.



Natural beauty meets heritage beauty.



Paula McManus Photography

“
**BURRA BOASTS GOURMET
RESTAURANTS, HISTORIC PUBS,
HERITAGE BUILDINGS AND
THE FAMOUS SELF-GUIDED
HERITAGE TRAIL, ALL WAITING
TO BE EXPLORED.**

”

In between riding your bike, reading a book or just relaxing, you'll find Burra boasts gourmet cafes, restaurants, historic pubs, beautifully preserved heritage buildings and the famous self-guided Heritage Trail, all waiting to be explored.

Whichever way you want to spend your long weekend, the 2021 Burra Easter Cycle has much to offer.

Round up the family, get your mates together or just bring yourself along - it's a great way to meet people and make new friends, all while sharing a mutual love of cycling and revelling in a truly delightful corner of South Australia.

You can ride as much or as little as you like - it's your weekend to enjoy!

For more information and to register, go to <https://www.bikesa.asn.au/EasterCycle> or call Bike SA on 8168 9999.

BOUNCE BACK INTO 2021 WITH THE GRAND SLAM CHALLENGE SERIES



GRAND SLAM SCHEDULE

- #1 Woodside (40km/80km) 21 February
- #2 Mount Torrens (50km/100km) 28 March
- #3 Williamstown (60km/120km) 30 May
- #4 Echunga (75km/150km) 22 Aug
- #5 Mount Pleasant (100km/200km) 17 October

OTHER SIGNIFICANT 2021 DATES

- Coast to Coast: Sunday 14 March, Glenelg to Victor Harbor
- Easter Cycle: 2-5 April at Burra
- Dirty Weekend: 24/25 April, Fox Creek Bike Park
- Outback Odyssey: 1-16 May
- World Bicycle Day: Thursday 3 June
- Annual Tour: 18-26 September: Clare Valley, Barossa Valley, Adelaide Hills, McLaren Vale
- National Ride to Work Day: Wednesday 20 October



World Bicycle Day



#June3WorldBicycleDay



It's hard to imagine any of us wouldn't have a goal in 2021 to be far more active and to pedal many more miles this year than we did through the turmoil of last year.

And if that's you or your friends or family or all of the above, one of the best, safest, most organised, fun and friendly ways of doing so is with Bike SA's ever-popular Grand Slam Challenge Series of rides.

Starting off short and progressing through five events until you're finishing with a genuine long-haul challenge to your fitness and fortitude is the perfect way for you to set and achieve goals. Add to that the thrill of finding new and beautiful rides through the Adelaide Hills and making new cycling friends along the way and you've got an event series tailor-made to tick off plenty of items on your 2021 life agenda.

The series begins this year with Round One starting and finishing at Woodside on 21 February with a 40km test set for the Mini Slam and 80km for the Grand Slam riders.

It then ventures to Mount Torrens (50km/100km) a few weeks later before progressing through steadily extending events at Williamstown and Echunga on the way to the final test of endurance with the choice of either the 100km Mini Slam or 200km Grand Slam at Mount Pleasant on 17 October.

Enter for the whole series or one ride at a time, switch from a Grand to a Mini or vice-versa depending on how strong you feel – it's entirely up to you. Whatever you choose, you'll have the confidence and security of knowing you're on a fully supported ride and your entry fee includes a delicious lunch.

And if you sign up for the series and are a Bike SA

member, you also go into the draw to win a \$250 Roof Rack City voucher www.roofracksa.com.au

Also, whether you're a Grand Slam veteran who wants to look the part, a jersey-loving cycling fashionista or a newcomer who wants to add some extra motivation towards achieving your challenge, Bike SA has created a new jersey design (pictured) for 2021. However, there are limited sizes and numbers for Round 1 so first in, first served!



FRONT



BACK

A supplementary order will be placed on 24 February, with jerseys available in time for Grand Slam 2. Orders for that batch must be received by midday on Wednesday 24 February.

Size samples are available to try on at Bicycle SA's office at 11A Croydon Road, Keswick and a sizing chart is available on our website at www.bikesa.asn.au/event/road-rides/grand-slam/ then click on

the Grand Slam Jersey tab.

Bike SA is also returning from last year's hiatus with all the other events we can put on for you. Old favourites like Coast to Coast, Easter Cycle and Dirty Weekend are listed and ready for your entries while this year also offers the double grand adventures of the Outback Odyssey in May and the Annual Tour in September.

Other ride events and opportunities including our highly regarded bike maintenance courses will be announced as soon as possible.

Make 2021 a truly great year for all things cycling in your life. Join us and make every day a great day to ride!

BIKING AND BARKING AROUND BURRA - IT'S A DOG'S LIFE



James with Archie and Luna on his e-bike.



One of the great things about writing about cycling is that because it's such a widely loved activity, great stories come from virtually anywhere – sometimes even the most unlikely sources.

So it was with this story – about James and Ros and their bikes – which came not from Bike SA's wide membership nor cycling social media, ride groups or clubs but from a shared love of schnauzers!

We found these great pictures of James and his beloved pooches Archie and Luna on a Facebook page for schnauzer lovers that is also followed by a member of our Bike SA management team.

However they came to be, we simply could not pass up on the chance to share pictures that so clearly show the joy that can come from sharing a ride – or sharing your bike – with your besties, be they two-legged or four.

Self-employed property maintenance worker James lives in Burra with his wife Ros. He's always had a love of bikes and motorbikes but sharing their adventures with their dogs has been a more recent development.

A few years ago the couple rode electric bikes on a tour in Bali and enjoyed them so much they bought two on their return home. "We bought the E-bikes because Burra is fairly hilly. It's nice to go for a ride somewhere but then you've got to get back up the hill," James said.

Their previous dog Diego used to love bikes but, without the carriers they have now they couldn't

take him along. James built a trailer to carry him but they only used that occasionally.

Diego died at 14 years of age and, after a while, Archie, now two, and Luna, one, joined the clan.

"When we got Archie we thought it would be good to be able to take him on the bikes and I saw this thing called the Buddyrider online" James said. "Eventually, we got one and he loves it. As soon as I get the bike out, he just goes crazy, barking and carrying on.

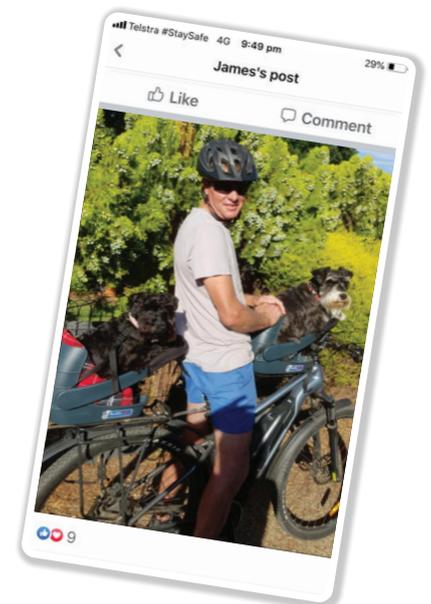
"Luna took a while to get used to it, she used to just want to jump out straight away but as she got a bit older, she loved it as well.

"They carry on and bark when they see people when we're riding, they get really excited. They love it, like dogs putting their heads out of a car window when you're driving.

"They're fairly popular around town. A lot of people get their phones out and take photos of them."

James and Ros mostly ride with the dogs on the weekends and sometimes after work on weekdays and, after some early teething problems, they are now starting to ride with one dog on each bike.

In these pictures, James is heading out to ride with friends on a Sunday afternoon. "I got so many hits and likes when I put it on the Facebook page," James said. "The way people responded to them was incredible!"



“THEY'RE FAIRLY POPULAR AROUND TOWN. A LOT OF PEOPLE GET THEIR PHONES OUT AND TAKE PHOTOS OF THEM.”

MEMBER STORIES

GRAND ADVENTURE OF YOUTH FIRES LIFELONG LOVE OF CYCLING

BY STEPHEN DONKERSLEY



At the beginning of 1962, when I was eleven years of age, I joined Scouts at Colonel Light Gardens. The chatter with a group of older boys sounded like my life was entering a great adventure.

An invitation was extended for me at that first meeting to me to join them on a bike ride the next day. The plan was for a ride to Clarendon in the Adelaide Hills; not the average bike-ride for an eleven-year-old on a 24-inch bike with a single gear. As soon as I got home from Scouts, I pleaded with my parents to let me go the next morning. They couldn't see any reason for not going; besides they didn't really know where I was headed. At that age my long rides had only been to the city and Glenelg beach.

The group of about a dozen Scouts met at the Scout hall early on the Saturday morning. Initially, progress was slow as we walked our bikes almost to the top of Grandview Drive (then Goodwood

Road) where we met another couple of riders who lived amid grassy paddocks opposite the water storage tanks.

From there we rode down the hill to South Road and on to Darlington. In 1962 there were only two lanes on South Road as we cycled past vineyards before crossing the Sturt River. In the days before conglomerates controlled the petrol supply, every brand was represented over the next 500 metres, starting with Neptune and followed (in alphabetical order) by Amoco, Ampol, BP, Caltex, Esso, Golden Fleece, Mobil and Shell.

At the Flagstaff Hotel corner, we turned left to follow a steep gravel road in a southerly direction. Once again, I walked my small bike up the incline. I had a fearful moment when someone found a snake skin in the grass near the road. I was suddenly aware of the possibility of snakes. We endured slow progress along the seven kilometres of dirt road before we returned to a bitumen surface on Chandlers Hill Road. Once again where the incline was steep, I walked the long incline with my 24 inch a single-gear bike to the top Chandlers Hill. I found that every effort had its reward as we sped down the winding road for four kilometres into Clarendon. It was my first exhilarating

At Windy Point we stopped briefly to admire the sprawl of Adelaide's suburbs where I discovered that I had a flat tyre. However, I pumped up the tyre and rode like the wind down the steep road to Clapham. Once again, I pumped up the tyre and pedalled like fury down Springbank Road. A couple of more pumps and I got home, sunburnt and exhausted. It was my first great cycling adventure. The journey was a total of 48 kilometres. A respectable achievement for an adult on flat roads and I did it through the hills on a small bike without gears.



“ I FOUND THAT EVERY EFFORT HAD ITS REWARD AS WE SPED DOWN THE WINDING ROAD FOR FOUR KILOMETRES INTO CLARENDON. IT WAS MY FIRST EXHILARATING EXPERIENCE ON TWO WHEELS. ”

experience on two wheels. At Clarendon, tired but not exhausted we ate sandwiches for lunch by the banks of the Onkaparinga River.

After lunch we had our return journey to tackle. We walked our bikes along Potter Road (which in those days was a dirt track) to the top of the hill overlooking Clarendon. It seemed to take an eternity. Once we had reached the crest, we enjoyed the undulating ride through farmland to Coromandel Valley. On we pedalled (and walked up the steep stretches) through Blackwood and Belair and then down the Belair Road.

A couple of years later I rode with other Scouts to Woodhouse near Piccadilly and back (44 kilometres) on a Saturday afternoon. The thrill of riding down Mount Barker road was pure exhilaration as I barely turned a pedal from Crafers to Fullarton.

Because of the excitement from those first rides, I have continued to enjoy cycling. On one bike or another I have ridden throughout the Adelaide Hills, Barossa Valley, Tasmania, Canberra and the Murray to the Mountains Rail Trail in Victoria. In recent years I participated in three Tour Down Under Challenges.

It is now almost 60 years since that first big ride and I still ride similar distances thinking little of the achievement while experiencing the joys of careering on a downhill ride.

MEMBER STORIES

KI BUG'S MARVELLOUS MISSION TO MILANG

BY TONY AND MANFRED

Day 1

The KI Bicycle User Group's 'overseas' trip for 2020 was in mid-November to Milang on the western shore of Lake Alexandrina. The first day's ride to Langhorne Creek was led by Sue and Tony, ex-KI residents and former Milang residents, who knew the district well.

The group of 26 cyclists set off from the Milang Caravan Park where most had stayed the night before and enjoyed a shared dinner in the outdoor camp kitchen with mosquitoes. Repellent kept them at bay, ensuring a sociable get-together for participants, many of whom hadn't seen each other for months because of Covid-19. The weather was perfect as we cycled, with a gentle breeze coming off the lake, clear blue skies and mid-twenties temperature.

First stop was Newman's Horseradish Farm on Lake Plains Road where Ann and Brian Meakins run this wonderful enterprise in the heart of the Bremer River flood plain surrounded by lush vineyards and paddocks of horseradish. Many of the group took the opportunity to stock up on the Newman's brand condiments, as well as their wines under the Rusticana label. Rusticana is the scientific name for horseradish.

A few kilometres away on the Strathalbyn to Wellington Road was the historic Bleasdale Winery where the group called in to see the huge River Red Gum grape press constructed by pioneer Frank Potts. He also had a KI connection, being a boat-builder on KI in the early years of settlement. A short ride into Langhorne Creek township finished at a shady park where the riders settled in for their picnic lunches.

Langhorne Creek is a magnificent wine-making district and so picturesque with the gum-tree-lined

“
**THE WEATHER WAS PERFECT
AS WE CYCLED, WITH A GENTLE
BREEZE COMING OFF THE LAKE
(AND) CLEAR BLUE SKIES ...**
”

Bremer River, verdant vineyards and other irrigated crops. Wineries large and small offer excellent wines and beautiful settings.

Lake Breeze was one such winery on our route back to Milang. It was founded by the Follett family who also have a KI connection with False Cape Wines on the Dudley Peninsula. At Lake Breeze some of the group purchased wines and enjoyed an afternoon coffee under the spreading gum trees. The ride back to Milang via back roads was quite easy as the regular sea breeze was still gentle.

On Saturday night the group dined at a small café, Artisans at Heart, run by Karyn Bradford and family. The varied menu provided choices for all tastes as well as local wines and beer. During the pandemic, Karyn decided that since international travel was off the plans, she would focus on recipes from around the world for her menu. It is worth checking the café's website to see what food is on offer if ever you are travelling that way.

Day 2

For the second day of our Milang adventure, we had planned to cycle to the small settlement of Finniss and return via the Finniss River Estuary (the site of a canoe tree) and Clayton Bay. Unfortunately, a hot day was forecast but, since we had travelled so far for this once-a-year event, we decided to go ahead with the ride.

In the cool of the morning, Manfred led his flock of 15 cyclists out of downtown Milang, followed at a safe distance by Kenita driving the sag wagon. Luckily, we were able to cycle on a well-maintained dirt track with roadside vegetation providing some shade and a windbreak. We were a bit more exposed during the last 3km to Finniss but were rewarded at the café with two reserved tables in the shade. It seemed to be Finniss's big day, with a vintage tractor meeting, a plant sale and the SteamRanger heritage train going past the deserted railway siding only a few metres away.

Because of the heat, we decided to shorten our route and cycled the same way back to Milang, although three of our toughest riders (Wilma, Jean and Dave) completed the planned tour. On the way back we overtook a few of the tractors (one of which had broken down) and some of the brave cyclists were supported by our sag wagon.

Back at the mighty lake we settled down in one of the nice picnic shelters for a late lunch. Some riders treated themselves to a refreshing swim or two, and we all waited in the shade for the predicted cool change to arrive.

As usual we ended this very pleasant weekend with a shared BBQ in the camp kitchen, fortunately with fewer mozzies this time! We talked about future rides on our lovely north island, perhaps in the mid-north somewhere.



MEMBER STORIES

BROKEN GADGETS ARE ALL GEARED UP FOR A FREEWHEELING 2021



Planning for 2021 has already commenced for the Broken Gadgets riding and social calendar. What?, I hear you say while reaching for the revivatives. That's a bit early for the ad hoc nature of usual BG carry-on! True, but the whispers convey that booking accommodation for the Adelaide Cup Weekend, Friday 5 to Monday 8 March needs to start sharpish.

So, what is planned?

The Lairds of Laura, Wayne and Debi Gifford (whom many of you have ridden with previously), are keen to show us around their patch of SA; and there is a lot more to be had in that patch than just a pleasant trundle north on the old cycling trail to the Stone Hut bakery (as pleasant as that is). Though most of the riding is of the gravel giggle variety, there is some single-track in the ranges to the west of the town and there is the longest and smoothest gently sloping dirt descent you will find anywhere to be enjoyed also. Wayne informs me that there are a couple of climbing challenges on some of the routes and that, of course, means there will be some downhill to help whistle air through your helmet.

Of course, for those with an uncontrollable hankering for the Melrose meanderings not too far up the road, no doubt a bunch will scoot to that funderland of single-track at some point over the weekend.

As an accommodation starter, there is the Laura Community Caravan Park on the main street (Victoria St). Bookings are by phone (8663 2296) with managers Peter White and Mandy Black (a beer at the North Laura Hotel awaits anyone that can tell me which one changed their name by deed poll).

As always, for the rides you will be responsible for having enough nutrition, fluids and spares and for being furnished with appropriate clothing and sunscreen.

Wayne, Debi, myself and Glen look forward to spending a weekend with a cluster of you in Laura in March.

Stu & Glen: 0439 311 294



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.



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