

CYCLE

THE MEMBERS' MAGAZINE - No. 193
FEBRUARY TO APRIL 2022



COMMUNITY CYCLING NEWS

COP26 COP-OUT
HIGHLIGHTS
ACTIVE TRANSPORT
BLINDSPOT

FLINDERS ESCAPE IS A TICKET
TO GRAND ADVENTURE
DEDICATED INSTRUCTORS
WORK TIL THEY DROP

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The awesome beauty of the Flinders Ranges awaits you on Bike SA's newest event, Flinders Escape.

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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



This year Bicycle SA will mark a significant milestone – our 40th anniversary.

The next edition of Cycle will feature many articles looking back at our accomplishments and camaraderie over those decades and, in that sentiment, I've decided to look back at where we were 10 years ago with a column from February 2012 that announced another significant moment for cycling in South Australia.

VELO-CITY GLOBAL 2014: THE WORLD'S MOST INFLUENTIAL CYCLING CONFERENCE COMES TO ADELAIDE

A few days before Christmas, the European Cyclists Federation announced that Adelaide had been chosen to host the 2014 Velo-city Global cycling conference.

In a tight contest between Rio de Janeiro and Vienna, the ECF were particularly impressed with Adelaide's ability to mobilise a range of powerful

South Australian and Australian partners to demonstrate the city's ability to deliver a unique delegate experience.

The bid team also demonstrated Adelaide's ambitions and strategies to double cycling participation by 2020 and the depth of political support for a successful conference. Team Adelaide comprised the Adelaide Convention Bureau, Adelaide City Council, the Government of South Australia and Bicycle SA, the Adelaide Convention Centre and UniSA.

This is terrific news, not just for Adelaide but our national partners as well, as a key aspect of the bid was to highlight that Velo-city Global 2014, while based in Adelaide, would be an international conference highlighting the Australian experience. We are grateful to Bicycle Queensland and New South Wales, the Cycling Promotion Fund and Cycling Australia for attending meetings during the ECF's site visit.

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PRESIDENT'S NOTES

MAUREEN MERRICK



Our congratulations to the following five Executive Committee members who were elected at our Annual General Meeting last November:

Maureen Merrick (President)	Chris Beauchamp Edytka Mizgalski
Anne Smith (Secretary)	Carol Seely

Garry Bettison (elected for one year to fill a vacancy).

Michael Killmier retired from the Committee at the AGM, after twelve months of his two-year term. Michael has made an invaluable contribution in the financial management of the organisation, particularly over the past two years which, for us, have been extremely challenging.

After two years on the Committee, Rowan McKeown did not seek to be re-elected. We thank Rowan for bringing a rider's and member's perspective to the meetings.

We wish both Michael and Rowan all the very best for the future.

Together with the four remaining Executive Committee members, Nathan Petrus (Vice President), Tom Walker (Treasurer), Warwick Cooper, and Nick Spyrou, we will continue to respond to the needs of our members, ensure the organisation's sustainability into the future, and maintain our position as the leading recreational and commuter voice for cycling in this state.

Stephen Yarwood was re-appointed our Patron for the next twelve months. This was received with acclamation from those members present.

GRAND/MINI SLAM AWARDS

The 2021 Grand Slam Perpetual Trophy was awarded to Bradley Mazzaferri for his personal achievement in successfully completing the series of 80km, 100km, 120km, 150km and 200km rides.

The Mini Slam Perpetual Trophy was awarded to Georgina Davison who was successful in completing her first attempt of the 40km, 50km, 60km, 75km and 100km rides.

There were four riders who joined the Club 500 members. They completed four out of the Grand or Mini Slam rides totalling 500km, 150km short of the 650km achieved by the Grand Slam riders.

Congratulations to you all for your achievements; and for some of you your personal best.

A list of riders, who successfully completed either the Grand Slam, Mini Slam (or combination of Mini/Grand Slam), or Club 500, without completing the series, is published in this edition of Cycle.

We thank Roof Rack City and Nippy's Fruit Juices who have been supporting these rides for many

years and we look forward to this association continuing in 2022.

Adelaide Superb Chauffeurs also provided their support during the year, for which we thank them.

After 16 years as our Chief Executive Officer, Christian Haag is leaving us to pursue interests of his own, and, of course, spend time more with his family. Christian has shown the type of leadership which is empowering to the staff and volunteers and has taken them on the BSA journey with him to promote and encourage cycling in the broader community. Over the past two years, his leadership has shepherded the organisation through the most challenging period of its 40-year history, for which we are deeply thankful.

We wish Christian all the very best for the future and fulfilment in whatever lies ahead for him.

An announcement will be made shortly on the appointment of our new Chief Executive Officer.

The 2022 Grand and Mini Slam series of five on-road personal challenge rides will commence at 8.00am Sunday 20 February at Gumeracha Football Club, 42 Albert St, Gumeracha, and we look forward to seeing you there. The distance for this first ride of the series is 40km/80km, followed by 50km/100km ride on Sunday 27 March at Willunga, 60km/120km on Sunday 29 May at Meadows, the 75km/150km on Sunday 14 August at Strathalbyn and the final 100km/200km on Sunday 16 October starting from Balhannah.

We look forward to seeing you at the Grand/Mini Slam rides during the year.

COP26 COP-OUT A CLEAR WARNING ON GOVERNMENT AND INDUSTRY'S TRANSPORT BLIND SPOT

The most controversial aspect of the COP26 environmental conference in Glasgow, Scotland in November 2021 was not what was discussed but what clearly, inexplicably and unapologetically was not.

The official transport-related days of the conference made no mention of cycling, walking or public transport until a concerted effort by a coalition of hundreds of such organisations forced a last-minute addendum to the conference's transport declaration.

Until then, the only transport focus of the assembled world leaders was an unwavering devotion to electric cars!



E-bikes are being snapped up in their millions. They deserve recognition as a significant part of the Electric Vehicle revolution.

Before we discuss the politics and money behind this and the ramifications of it, a bit of background is needed. COP is an acronym for Confederation of Parties, a group of 197 nations including Australia that agreed to the UN Framework Convention on Climate Change pact in 1992. 2021 was the 26th time this meeting has been held, hence COP26.

In essence it is a climate change conference and last year's transport-led agenda could have focused on real, practical, simple and effective measure to reduce the sector's enormous impact on the global environment.

Unfortunately for the environment and the cause of genuine progress, political and business domination changed the discussions to ways to profit financially from change at the expense of pursuing the best changes regardless of business interests.

In response, a campaign backed by 350 organisations worldwide (including Bike SA and several other Australian groups) eventually and tenaciously helped achieve recognition of active travel in the COP26 Transport Declaration. This push, calling on world leaders and governments to recognise the importance of cycling to reach

climate goals, came about via a protest at the near-exclusive focus on electric cars and total absence of active mobility in the official Transport Day agenda and the draft transport declaration.

The coalition's open letter was first published on 2 November and called on governments at COP26 to boost global cycling levels to cut transport emissions quickly and on a massive scale. The conference was also followed by widespread analysis and criticism around the world.

"Instead of COP26's exclusive focus on zero-emission vehicles and car-charging infrastructure," wrote European Cycling Federation President Henk Swarttouw, "active mobility should be a

Meanwhile, Pacific delegates condemned the "monumental failure" of the "watered-down" meeting that they said that puts Pacific nations in severe existential danger.

Worldwide, the transport sector is responsible for 24 per cent of direct carbon dioxide emissions from fuel combustion, with the vast majority coming from cars, and these numbers are not decreasing. With global temperatures rising fast, humanity cannot afford to wait decades for fossil-fuel cars and trucks to be fully replaced by electric vehicles – a solution that will not help solve other problems such as traffic congestion and sedentary lifestyles.



European Cyclists' Federation President Henk Swarttouw outside the COP26 conference in Glasgow.

cornerstone of global, national and local transport strategies to meet net-zero carbon targets.

"It makes economic sense too: Cycling investments are affordable and come with a return on investment of around 800 per cent. More people riding bikes will help save our planet from catastrophic warming, relieve our public health systems from the onslaught of cardiovascular disease and stimulate our green economic recovery after the COVID-19 pandemic.

"We don't need to look far afield for new tech to cut CO2 emissions from transport. The benefits that cycling offers today can be leveraged by radically scaling up its use. Humanity cannot afford to wait decades for our fleet of fossil-fuel cars to be fully replaced by electric vehicles, nor can we wait years for new cycling infrastructure to be rolled out. To quickly cut transport CO2 emissions on a massive scale, we need to invest in much more cycling now."

Cycling, it was pointed out by many, produces zero emissions, delivers far-reaching positive societal impacts and relies on technology that is already widely available today.

Bike SA CEO Christian Haag said the agenda and outcomes of COP26 were a consequence of "the enormous political and financial power of the automotive sector".

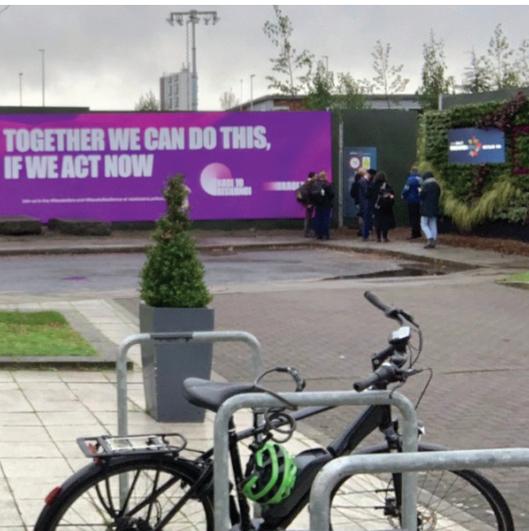
"That sector," he said, "has continued to advocate for a position worldwide where the EV market is about personal motor vehicles, road freight and nothing else. Governments are simply following suit and there is no better example of this than COP26 where, of the attendees inside the (inner forum) Green Zone, the automotive sector had more representative than any country. The enormous public transport sector wasn't even allowed in, let alone bikes – it was just motor vehicles for discussions of EVs and freight.

"Host Great Britain set the agenda and chose not to include those sectors within the Green Zone. It's telling that the UK government, which has spent billions on sustainable mobility, active mobility, didn't see fit to incorporate that sector within the COP program. So we're seeing on one hand positive policy outcomes in the UK backed up by billions spent on active mobility and then you get to COP and suddenly that's off the agenda. There's a disconnect there.

“That ricochets all the way down to Australia because we sign up to these declarations and to Adelaide because the South Australian Government is developing a future mobility strategy that doesn’t yet seem to include bikes under the definition of an electric vehicle.

“The Department of Transport needs to be really clear that the worldwide EV market has been for many years pumping out millions of e-bikes.”

Cycling’s huge impact on the Australian and world transport economy is no better demonstrated than by the launch in October by Federal Treasurer Josh Frydenberg of the Australian Cycling Economy Report which found that cycling’s direct



Protesters outside the COP26 conference in Glasgow. Notice, not a single banner calling for more cars.

industry impact – including in the booming e-bike category - on the Australian economy is a whopping \$6.3 billion. That includes \$3.4 billion direct value added to Australia’s GDP while also directly supporting more than 34,000 jobs.

“These numbers paint a very compelling case for further investment in cycling infrastructure that has a real multiplier effect on the overall economy,” Mr Frydenberg said at the time.

“The point the government needs to understand is that cars cannot be assigned complete ownership of the term electric vehicles – it diminishes and disregards a large and growing sector of electric transport, e-bikes, that has the capacity to bring about a huge societal benefit with this new technology,” Haag said.

The COP26 hypocrisy was the blatant poster child of the political and business world’s public embracing of the environment and private dismissal of it if it can’t bring about change while simultaneously maintaining ironclad continuation of current political and economic power structures.

As respected transport journalist Carlton Reid said of the conference: “It was painfully ironic that

cyclists had always been portrayed, sneeringly, as tree-hugging environmentalists but at the tree-hugging conference, the save-the-world summit, cycling wasn’t even on the agenda!”

But how does that translate to local action? How do we try to ensure active transport is not similarly given short shrift on the local agenda in South

Australia, delaying and diminishing the cleaner, more sustainable move into the future we want for our children?

“The SA Government needs to be quite robust in supporting active transport through e-bikes and e-cargo bikes,” Haag said. “It is rightly world recognised for its current carbon footprint and its

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COP26 COP-OUT A CLEAR WARNING ON GOVERNMENT & INDUSTRY'S TRANSPORT BLIND SPOT

...continued from previous page

rapid movement to a carbon-neutral position but there isn't a country in the world that is going to achieve carbon reduction targets without dealing with transport.

"Meanwhile, the Adelaide City Council is doing virtually nothing to support active transport even though they have a strong policy framework to encourage it.

"SA seems to be of the view that they don't need to worry about transport because they are doing so well with all the other areas. Our argument to the state and local governments is that they absolutely need to include transport – with active transport a key participant - to achieve these goals."

Haag said the cities and regions that are leading the world on environmental improvement via comprehensive active transport agendas – Paris, Berlin, Milan, the European Commission lifting cycling to its highest priority level and Spain making a huge commitment to a national cycling strategy – all have leaders who simply refused to repeat the same old easy, comfortable mistakes.

"Using the mantra 'we're not Amsterdam' to justify inaction on the polluted, congested, car-dominated cities that are choking us is the most potent statement of stupidity for elected members. When they say that, the implication is they have no capacity to come up with anything to make life better for their citizens," he said.

"The reality is that people in Milan (who recently committed \$285 million to radically increase the city's cycling infrastructure) didn't think they were Amsterdam either. Amsterdam, Copenhagen, Paris and now Milan are breaking the same barriers that we have here.

"They've broken through them with citizens because it's the people power that makes governments stand up and listen, in the absence of strong evidence based political leadership ... something in short supply in SA.

"This all comes back to the state election. Who are we going to elect who understands that perpetuating the status quo is not the way forward to a brighter future?"

UK Prime Minister Boris Johnson speaking at COP26. The narrow transport agenda was a wasted opportunity for real change.



CHIEF EXECUTIVE'S NOTES

CHRISTIAN HAAG

...continued from page 3

Locally, more than forty-five stakeholders participated in a series of conference theme meetings, which represented an unprecedented show of support for the state strategic plan target to double participation by 2020.

Over 1,000 delegates are expected to tackle the big issues over four days in January 2014. Leading practitioners in the transportation, health, tourism, education, research, environment and sustainability sectors will be looking at how the humble bike will help shape our communities through this decade and beyond.

And with over 4,400 bed nights and a \$3.4M injection into the SA economy, Velo-city Global 2014 will highlight that the "business of cycling" has never been stronger.

The bid process to secure this conference took over eighteen months and as is so often the case with this form of high level (and often

commercial-in-confidence) advocacy work undertaken by Bicycle SA, public discussion is simply not possible. So, when success comes our way, it's intensely gratifying.

Over the next 24 months, the pre-conference work for Velo-city Global 2014 will see Bicycle SA well placed to better represent the longer-term interests of commuter and recreational cyclists across the state.

That conference in 2014 was a resounding success and helped to lay the foundations for many of the changes we see being made around the world today in terms of the pendulum swinging in favour of active transport and fractionally away from the default of motor vehicles holding unchallenged primacy in our transport planning.

But there is still much more work to be done in that sphere, as we discuss at length in this edition's main story.

GREAT GRAND SLAM ACHIEVEMENTS IN 2021, NOW PLAN FOR 2022

Despite all the extra challenges that tested the resolve of our riders, 2021 was an outstanding year for Bike SA's **Grand Slam Challenge Series!**

At Bike SA's Annual General Meeting on 26 November, **Bradley Mazzaferri** and **Georgina Davison** were presented with the Grand Slam and Mini Slam perpetual trophies by our President Maureen Merrick for completing all five rounds of the Grand Slam Challenge Series.

For Bradley and Georgina it was their first attempt at riding the series and, proud of those significant efforts, Maureen said the trophies were "a testament to the determination and perseverance they showed through the long and testing year".

The five events were over distances of 40km (Mini)/80km (Grand), 50km/100km, 60km/120km, 75m/150km and 100km/200km.

Daniel Brown, Steve Huish, Jarrod Edmondson, Davis Elston, David Otto, Mark Gomez, Dave Symonds, Steven Holland and **Geoffrey Tolcher** also completed the Grand Slam.

And **Gary Ashby, Ann Ireland, Di Badenoch, Barry Hocking, Andrew Beattie, Andy Kavanagh,**



Darko Bogdanovic, Heng Tard Lee, Rick Charlesworth, Peter Magnisalis, Alvin Cheong, David Richards, John Richards, Neil Fitzgerald, Alphonse Roex, Michael Potter and **Jenny Symonds** also achieved the Mini Slam.

Michael Blake, Eli Courtney, Steven Courtney and **Carol Seely** joined **Club 500** for having completed at least four events totalling at least 500km.

Congratulations to all of you!

We must also offer our sincere thanks to our generous sponsors **Roof Rack City, Hammer Nutrition, Andersons Solicitors, Nippy's** and **Adelaide Superb Chauffers** as well as our dedicated army of volunteers. Without all of you events like this simply would not happen.

But now it's time to look forward to this year and the first ride in the Grand Slam Challenge Series is just around the corner!

The 2022 dates and locations to lock in are:

- Gumeracha 40/80km on 20 February
- Willunga 50/100km on 27 March
- Meadows 60/120km on 29 May
- Strathalbyn 75/150km on 14 August
- Balhannah 100/200km on 16 October

We also have a new Grand Slam jersey to offer (pictured), highly visible, safe and stylish, it's a great new look for you for the new year. The sizing details are available on our website (bikesa.asn.au/events/road-rides/grand-slam) or sizing samples are available to try on at the Bike SA office, ph: 8168 9999.



FRONT



BACK

We can't wait to see you for another Grand Slam Challenge Series! Bring your friends, set your goals and achieve them together, all while having a great time on some of the finest riding roads South Australia has to offer.



JOIN THE FLINDERS ESCAPE, BIKE SA'S NEW OUTBACK CYCLING ADVENTURE



Flinders Escape is Bike SA's new road and gravel tour that takes all the knowledge and experience we've accumulated over decades in the northern Flinders Ranges on our Outback Odyssey adventures and distils it into the very best of road and gravel-riding enjoyment.

The 14-22 May expedition - starting and finishing in Port Augusta, the "Gateway to the Outback" - will be the first time we have ventured to the area on road bikes since 2010. But with the explosion of interest in gravel riding in recent years, it's the perfect time to return to this jewel in South Australia's scenic crown.

If you've loved our Annual Tour adventures, our Outback Odysseys or even our single-day rides, this is an opportunity not to be missed. Small group touring with only around 200 riders, fully supported and with a road option every day and gravel options of varying intensity most days, you have the best of both worlds.

Throw in the spectacular, sweeping vistas of the iconic Flinders Ranges and the rugged beauty of the Outback, the tranquillity and the abundance and variety of the region's stunning wildlife and you're sure to head home with memories to last a lifetime!

Leo and Tracye from Victoria were among the first to jump at the opportunity and lock in their places for Flinders Escape.

Neither of them is familiar with the region, having not visited the Flinders since childhood. But they are excited to return to take up this challenge and also use this event as a stepping stone to Bike SA's Outback Odyssey down the track.

"We've done Bike SA's Annual Tour three times and we like the small numbers at your events," Joe said. "They're well organised and the local

community involvement is a real positive to promote cycling."

“ I LIKE RIDING FOR THE FITNESS AND THE SOCIAL ASPECTS SO LIMITING THE NUMBERS MEANS YOU CAN DO THINGS REALLY COMFORTABLY AND YOU CAN SOCIALISE WELL. AND THIS IS A REALLY GOOD OPPORTUNITY TO SEE THE FLINDERS RANGES, A PART OF AUSTRALIA I HAVEN'T SEEN CLOSE UP.



Fellow Victorian Richard has been following Bike SA since he rode the 2011 Coorong and Lower Lakes Annual Tour and was attracted to the idea of the Flinders Escape as "a really good opportunity to see the Flinders Ranges, a part of Australia I haven't seen close up".

Small-group touring and engaging with local communities were also factors that strongly appealed to Richard. "I like riding for the fitness and the social aspects so limiting the numbers means you can do things really comfortably and you can socialise well," he said.



With 600 million years of secrets waiting to be shared, the Flinders Ranges is one of SA's most popular destinations for exploring. The May timeframe makes for mild autumn conditions for riding and for enjoying the many opportunities for exploration along the way.

Among those many points of interest, you can:

- Marvel at the ancient landscapes of SA's iconic Flinders Ranges
- Cycle through the picturesque Pichi Richi Pass or enjoy a relaxing ride on the heritage Pichi Richi railway
- Visit the regional towns of Quorn and Hawker
- Experience the vastness of the Willochra and Morolana Plains
- Enjoy overnight stops in Parachilna and Alpana Station, Blinman
- Experience Ikara-Flinders Ranges National Park and be amazed by the spectacular grandeur of Wilpena Pound

This tour is no slogfest, no survival of the fittest. Over the full nine days you'll cover about 450km so you can exert yourself for half the day, then relax with a coldie and share stories as the sun sets over Outback plains and mountain peaks. Tomorrow is always just another beautiful day and another great ride with your mates.

There are limited spaces available and tickets are already selling fast so book early to avoid missing out. Join us for the ride of your life!

For more information or to book, go to [bikesa.asn.au/event/tours/flinders-escape/](https://www.bikesa.asn.au/event/tours/flinders-escape/) or call us on 8168 9999 9am-5pm Monday to Thursday.



Vistas, challenges, winding trails and the awesome spectacle of Wilpena Pound – just a taste of the delights you'll find with us on Flinders Escape.



DON'T WAIT – BOOK NOW FOR OUR EASTER CYCLE GETAWAY TO BURRA

If you're anything like us you're itching to finally get the chance to enjoy the Easter long weekend in Burra with all your cycling family and friends that we've all been waiting for for so long.

Twice (2020 and 2021) we have tried and twice we've been denied.

So, third time's a charm ... and so is Burra! It's a wonderful, idyllic and welcoming town with so much to offer so book early, book NOW and help us organise a fabulous holiday for people of all ages, abilities and interests.

Easter Cycle is our long weekend (15-18 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.

In between riding or relaxing, you'll find Burra boasts a wealth of history of the Ngadjuri people, whose land extends from Angaston in the south to Yunta in the north, including art in various locations around the area.

Clare - and its renowned food and wine region - is only a half hour drive away, offering a wealth of different opportunities to explore and enjoy.

Burra offers gourmet cafes, restaurants, historic pubs, beautifully preserved heritage buildings and the famous self-guided Heritage Trail, all waiting to be explored to give you a much deeper insight into the historic copper mining region centred around Burra.

This trip is a great way to enjoy the company of family or friends - or to new friends, all while sharing a mutual love of cycling and revelling in a truly delightful corner of South Australia.

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



The famously photogenic homestead north of Burra.

BIKE EDUCATION'S PASSIONATE INSTRUCTORS WORK TIL THEY DROP

Bicycle education is a calling. The instructors who work this job are passionate, energetic and enthusiastic – so much so that when the day's work is done, what you often see is ... this.

Education co-ordinator Kate Irvine has a hobby based around years of knowing just how hard her colleagues work. On every trip away, every chance she gets she takes pictures of her workmates sleeping – whenever, wherever and however unusually they may be doing so.

She certainly doesn't lack for opportunity, and with good reason.

"Teaching kids to ride bikes and gain confidence, safety and road awareness is great – we love what we do," Kate said. "But it takes a lot of energy to be constantly on the lookout and keep them safe when we're riding so when we switch off, we really switch off!

"After a while it just became a fun thing to notice and then start taking photos of."

Kate's seen her friends nod off in vans driving on rough country roads, on the floor, in empty offices. In fact, pretty much anywhere you can imagine they've snored ... oh, slept, make that slept ... there.



Kate Irvine.



Bike education's philosophy is to always be creative, practical and positive, giving the children real life skills whether they're on a bike or not. Combine that with avoiding barking dogs, potholes, garbage trucks and badly parked cars and you can understand why coffee is the fuel the team runs on.

As the co-ordinator, Kate tells her instructors that they've finally made the grade once she's snapped a picture of them catching some shuteye.

"It's all good fun and it's a great part of enjoying working together," Kate said. "But the most important thing is doing this job.

"This is by far the most rewarding job I have ever had. Watching children enjoy riding and learning about the world they live in from the best view around, on a bike, you just can't beat that."

Instructors deliver bicycle education programs through the school terms and during holidays, educating and upskilling children aged 5-13 through practical bike riding skills and games. Bike SA is now taking bookings from vacation care centres for the 2022 school holidays. Please call Kay on 0438 400 267 for more details or email kay@bikesa.asn.au

Exhausted, hard-working instructors get some rest wherever they can.



“
IT TAKES A LOT OF ENERGY TO BE
CONSTANTLY ON THE LOOKOUT AND
KEEP THEM SAFE WHEN WE'RE
RIDING SO WHEN WE SWITCH OFF,
WE REALLY SWITCH OFF!”



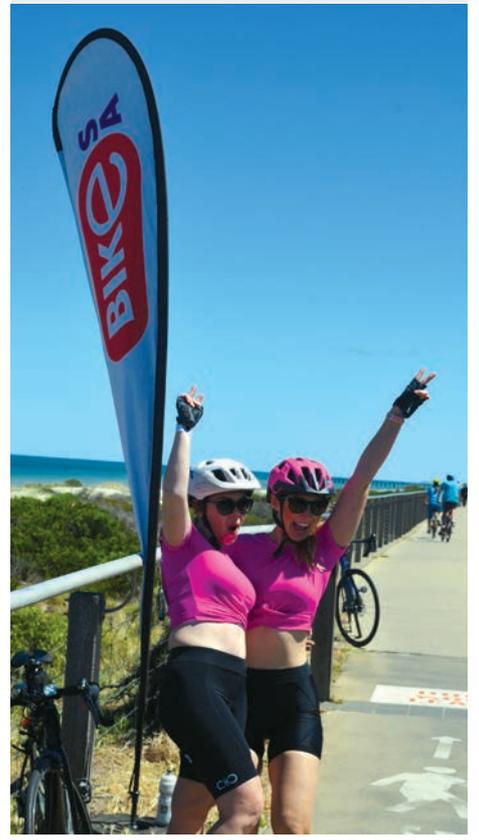


MILES OF SMILES BRIGHTEN GEAR UP GIRL '21

Gear Up Girl on Sunday 21 November was another success story as women and girls of all ages joined us for a fun day out in perfect spring weather to ride with friends new and old.

We are grateful to Adelaide Lord Mayor, the Right Honourable Sandy Verschoor, for joining us as our Event Ambassador and to all the riders and volunteers who continued the long history of Gear Up Girl standing as an important and popular event on the SA cycling calendar.

See you at Gear Up Girl 2022 in November!





THE INAUGURAL LA GRANDE GITA – BAROSSA BIKING NIRVANA

Passion, energy and enthusiasm are the defining characteristics not only of La Grande Gita but of the event it supports (The Adelaide Italian Festival), the region it explores (The Barossa Valley) and those who developed and participated in last November's inaugural ride on Sunday 7 November.

More than 120 riders joined us at Calabria Family Wines for the exciting new ride day adventure. The event was a mix of gravel and tarmac riding and the field reflected the same diversity, with participants sporting everything from the latest hi-tech mountain bikes to vintage roadies – and, of course, many embraced the retro theme and dressed in vintage outfits to complement their historic bikes.

The day's riding and the engagement throughout as bikes old and new and the wide-ranging routes suitable for all ages and abilities sparked conversation and delight meant the event lived up to all expectations. Such a successful debut has reinforced determination to build La Grande Gita throughout many years to come to become a festival ride event to draw visitors to the Barossa from around Australia and the world.

Great ride routes, wineries to visit, wine tastings, gourmet offerings and the unrivalled beauty and tranquillity of the Barossa embracing you throughout – no wonder La Grande Gita's first offering was such a runaway success! Plan now to join us in spring this year when it will undoubtedly be bigger, brighter and better.





MEMBER STORIES

COMMITTED CAROL CONQUERS COVID CLIMBING CHALLENGES

A friend sent me details about this challenge from his home in Auckland in early September. Essentially, the challenge was to gain 1000m of ascent on one ride and within the Covid lockdown restrictions placed on Auckland residents at the time. Being, fortunately, completely free from any form of restricted movement I thought I should do the challenge as an act of solidarity. So, I checked out the details.

Level 4 restrictions apply: Climb start and finish must be within 5k radius of home. Must be completed by repetitions of a single climb. Ride can't be a loop. (The descent must be the same as the climb.) No elevation can be gained on the descent to avoid "free meters" (don't pick a climb with downhill sections).

Okay, so that's fairly straightforward... not exactly an Everesting – in fact, not even a Kosciuskoing. Still, it should be quite a... well, challenge. I set forth to select my route – something that proved rather more difficult than I thought it might. I live in the north-east of Adelaide, in the foothills, so there are plenty of roads with a slope to them. In fact, they're mostly like that. However, the requirement to come down the same road inevitably necessitated a couple of U turns and most of the roads I considered would make such a manoeuvre difficult – and, in some cases, impossible. After some anguishing, I selected a relatively quiet road only about 500m from home.

Challenge day dawned and I set out feeling "ready". My "hill" is only about 600m of road so it wasn't going to be a long ride. How hard could this be? Well, quite hard as it turned out – mainly mentally!

My first issue, though, turned out to be my choice of road. Strangely enough, given that it was within 500m of home, I'd never actually ridden up it! I'd had a quick look on mapmyride and determined that it was definitely a hill, with a rise of about 26m from roundabout to roundabout. What I hadn't realised is that the lower parts of the road were only gently sloping – of course, that meant that the upper reaches ramped up quite a bit. Initially, I thought this was going to be a problem but, in the long run, it turned out quite beneficial. Getting all the elevation in a relatively short distance meant that I had a bit of distance in which to recover for the next "burst".

Let me describe a circuit, commencing at the top of the hill:

Make a U turn in the pedestrian refuge, just before the roundabout. No pedalling on the way down to aid climbing recovery – but remember to take the left-hand bend very wide to avoid the significant dip in the road. Coast down to almost the bottom roundabout then make a U turn at the discarded rusty drill bit. Take the first part of the climb slow and steady with hands on the bar-tops to

complete recovery, ready for the portion that's less flat. Eat and drink, as necessary. As you come out of the first shadow, hands onto the hoods. Out of the second shadow come out of the saddle. Make eleven pedal strokes then jink left to dodge the tek screw on the road. Another seven, make a U turn in the pedestrian refuge and ... repeat!

Thirty-nine repeats, in fact. After about twenty I could identify every twig on the road by size, colour and botanical genus. People walking along the street thought I was lost. Or mad. Or both! To describe the endeavour as boring would be to do injustice to the word boring. The guy doing a lot of work in his front garden looked incredulous – I think he wanted to ask me what the hell I was doing but was too polite. The group at the bus stop did ask me what the hell I was doing... I suppose they were less polite, or maybe just more curious. I passed them four times so I guess the bus was late – they should have bought bikes!

Initially I had no idea exactly how many repeats I would need to do. In any case, that turned out not to matter one jot as, after about half a dozen, I lost count. Towards the end, though, I managed to get myself into a countdown rhythm so, although I didn't know how many I'd done, I did know how many more I'd need to do. Five went down to four, to three and so on down to zero – at which point I realised I was still about three metres short. Accordingly, zero went back to one again. Oh well, I was getting used to it by then!

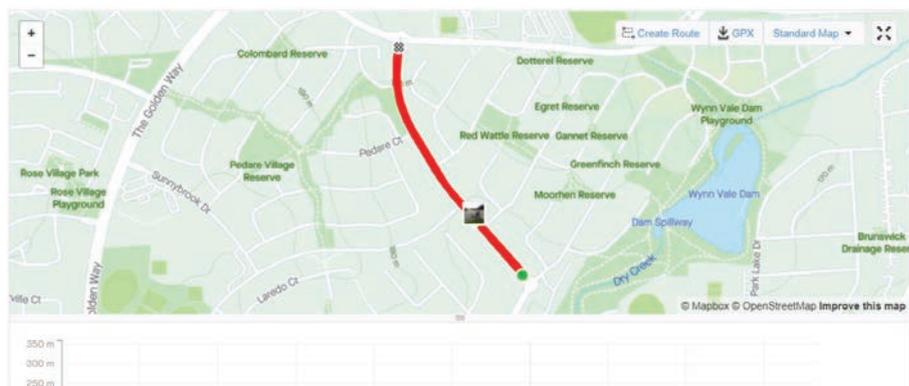
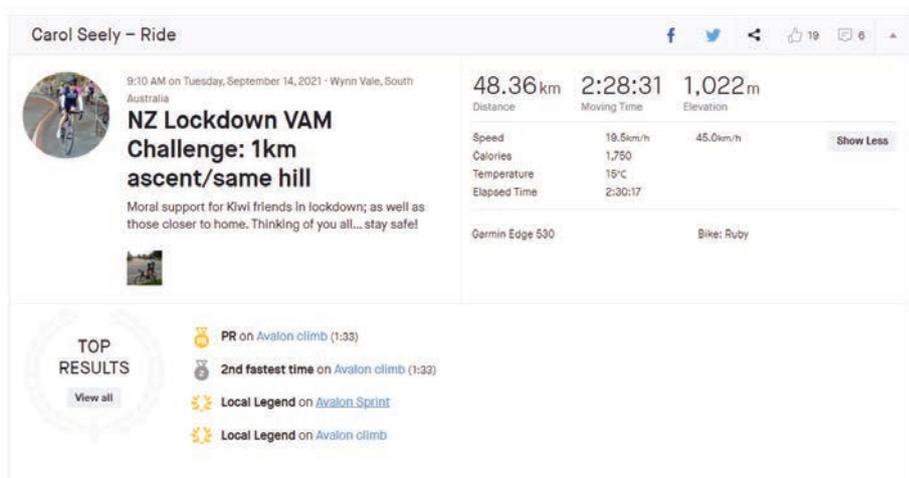
Smashed it!



Corollary: Another challenge passed my way a few weeks later. In this case, one had to ride the equivalent climb of Mt Ventoux in one ride (not in any way restricted as to where or what to ride – so long as you did 1476m of ascent). Being slow to learn, I decided I might as well just do Avalon Drive again. After 58 repeats, I wished I hadn't! Having said that, at least I now have the "Local Legend" status for that Strava segment.

By the way, the abandoned drill bit is still there. The tek screw is gone. The gardener, if he saw me, obviously decided to stay inside on my second attempt rather than have to watch the mad woman again.

CAROL SEELY



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