

CYCLE

THE MEMBERS' MAGAZINE - No. 197
FEBRUARY TO APRIL 2023

A group of cyclists riding on a dirt road lined with trees. In the foreground, a cyclist in an orange jersey with number 003 is riding away. Another cyclist in a purple jersey with number 004 is also riding away. On the right, a cyclist in a black and white jersey with "TELVIO" on the back is standing next to their bike. A person in a pink shirt is standing on the path. The background shows more cyclists and a field of purple flowers under a blue sky.

COMMUNITY CYCLING NEWS

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SEEKS ACTIVE
CHANGE IN
CAR-CRAZY CITY

» ARMFUL OF
AWARDS
RECOGNISE BIKES
PALYA'S SERVICE

» KEITH ACCEPTS
THE CALL TO
SERVE AS
OUR PATRON

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The idyllic beauty of the Barossa by bike on Bicycle SA's La Grande Gita 2022.

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CHIEF EXECUTIVE'S NOTES

BRETT GILLETT



IT'S TIME FOR OUR VOICES TO BE HEARD, TIME WE SPEAK UP

Bicycle SA's commitment to cycling enthusiasts in this state is as diverse as it is total.

We want you to be safe. We want you to be free to cycle where, how and when you like and, when that choice involves one of our ride events, we put our hearts and souls into making sure it's the best experience you could have.

We want you to be equipped with the education,

infrastructure and legal protections you need to make the most of your ride opportunities.

All these things take resources that would test the creativity and logistics of a large organisation, let alone the small, not-for-profit team that we are.

To date, one of the things that has been sacrificed to comply with economic realities has been a concerted, passionate campaign of advocacy to push for change.

But for 2023, that is the first change we are focused on delivering. We want to shine a spotlight on the impediments to cycling that demand change and the changes that have been enacted that deserve our applause and support.

We want to bring front of mind in South Australian decision-makers the world's best practice in technology, infrastructure, legislation and innovation that ease the way for those who wish to switch to active transport to do so, for the benefit of all, including those who will continue to drive.

But, because the target beneficiary of our advocacy is you, our members and the broader

SA cycling community, knowing what really matters to you is a crucial step in this process. Bike SA will soon send out a survey to establish our members' priorities for raising issues with our elected representatives.

Take the survey, get involved and be a part of the strong, united voice of our membership to put the issues we care about front of mind in the public conversation. Active transport has made tremendous strides across the world in recent years but, unfortunately, South Australia – clinging grimly to the ways of the past - has mostly missed the boat on that momentum.

It is time we caught up.

Over the page you'll see our feature article on new City of Adelaide councillor, Bike Adelaide chair David Elliott. In it he clearly spells out his vision for the changes Adelaide needs and how you, the cycling community, can easily get involved to help leaders like him build the future we all want and need.

It starts with us, using what we have, here and now. Today.

PRESIDENT'S NOTES

MAUREEN MERRICK



At our November 2022 Annual General Meeting, the following members were elected unopposed to Bicycle SA's Executive Committee for the next two-year term:

Nathan Petrus – Vice President	Garry Bettison Warwick Cooper
Tom Walker – Treasurer	Nick Spyrou

Congratulations to you all.

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

Anne Smith (Secretary), Chris Beauchamp, Edytka Mizgalski, and Carol Seely.

The following awards were presented at the AGM:

PATRON

After 10 years as our Patron, Stephen Yarwood has not sought to be re-appointed.

Stephen was thanked for his support of Bicycle SA.

An approach was made to Keith Conlon OAM, an extremely well known South Australian identity, seeking his expression of interest in the honorary appointment to which he agreed. A recommendation was then made by the Executive Committee to the members present at the AGM that Keith be appointed as our next Patron. This was agreed to and received with acclamation.

In his response, Keith stated that he was very pleased to accept the honorary role of Patron and that it was a great honour.

VOLUNTEER OF THE YEAR AWARD

Des Chabrel received the Volunteer of the Year Award. As well as assisting at events, since 2008 Des has volunteered as one of our bike maintenance team members, giving up his time each week to service and maintain our bikes so that they are roadworthy. His expertise extends to mountain and BMX bikes for our Bikes Palya programme.

Des is also involved in event logistics.

The other organisation that Des has been associated with for many years is Technology for Ageing & Disability SA, where bikes are modified for children with disabilities.

Congratulations and well done Des.

Des concluded his 2022 year by successfully completing another New York marathon in November. What a tremendous effort. Congratulations Des!

GRAND/MINI SLAM AWARDS - 2022

The 2023 Grand Slam Perpetual Trophy was awarded to Ruth Battersby for her personal achievement in successfully completing the series of 80km, 100km, 120km, 150km and 200km rides.

After trying eighteen years ago, Ruth was determined this time to complete the series and did so for the first time.

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

Peter was thrilled to be awarded the trophy and thanked the other riders for their support and camaraderie.

Barry Whittington joined the Club 500 in successfully completing 570km over four Grand Slam rides.

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

The names of riders, who successfully completed either the Grand Slam, Mini Slam, or Club 500, without completing the series, is published in this edition of *Cycle* (See Page 7).

We welcome Zen Energy as our 2023 Grand Slam Challenge Series sponsor.

DAVID V GOLIATH: NEW COUNCILLOR SEEKS ACTIVE CHANGE IN CAR-CRAZY CITY



The Pirie Street zebra crossing.

New Adelaide City Councillor David Elliott.



Over the past few years, the Adelaide City Council has done little to embrace the worldwide trend of supporting the move towards active transport that you would expect of a city with the cycling exposure and reputation Adelaide has.

In fact, with decisions like Drivers' Month, the rejection of the East-West Bikeway and being one of the few suitable cities in the world to do nothing with pop-up bike lanes during the pandemic, it showed hostility to the notion of a city as a place for people, not cars.

Hopefully, however, the seeds of change have been sown with the election in November of Bike Adelaide chair David Elliott as a councillor in the Central Ward for the City of Adelaide.

It's a refreshing change for cycling enthusiasts tired of a leadership group that for so long has been so resistant to change that has seemed obvious to leaders around the world, and in fact has had the benefit of seeing the successes of those other cities.

The first thing you notice about David is that he is no radical. He doesn't even ride to work – at Parliament House as the office manager to Labor MLC Ian Hunter - because he lives so close to the office it's simpler to just walk.

He is measured, logical, sensible - passionate but not bombastic. And his goals reflect that. He doesn't want to banish cars, just slow them down a little. That may seem indirect from a layman's point of view but David contends that putting the brakes on traffic correlates directly with encouraging and increasing active transport.

"Reducing vehicle speeds is actually one of the most important things we can do," he said. "We've seen a really big increase in the rates of walking and cycling in the City of Unley which is where I started my cycling advocacy. Unley was the first metropolitan council to reduce vehicle speeds to 40km/h on residential streets and now the conversation there is starting to talk about 30km/h.

"That means that almost every residential street can be a cycling and walking street without having dedicated built or separated infrastructure. It means different forms of transport can co-exist quite easily because speed differential is the major threat to safety and it's the major thing that causes the need for separation.

"Bringing the speed down for motor vehicles is demonstrated as really getting positive outcomes for making streets safer and more conducive to a cycling environment. Identifying different parts of the city would be a great start to figure out where we could create clusters or connected areas of lower speeds and figuring out how they fit into the broader cycling network. But preferably it would be better to have a lower default speed limit on our streets. We shouldn't be trying to encourage more through traffic and more streets in the city to be sponges for traffic."

And in the city with more car parks per capita than any in Australia, he doesn't want wholesale changes to parking policy, just a less single-focused business plan for the council and to encourage people into the city via all modes of transport.

"We have people on council still who think that we need to make car parks as cheap as possible, as accessible as possible, as widespread as possible

and it leads our council to being little more than a glorified car parking manager and very much reliant on that income," David said.

"I reckon we will have some success (in diversifying transport priorities) because there are people open to exploring alternatives, knowing that the previous council really failed to deliver on any improvements. But we are stuck as an administration in relying on (car park) revenue and when that makes up 20-25% of our total revenue, we need something to replace it. For the council the very real outcome of losing car parking is there is very little to replace it (as a revenue source) right now."

Other ideas David wants to explore are rolling out continuous footpaths to increase pedestrian priority, reintroducing automatically activating pedestrian crossings that proved successful during the Covid-19 pandemic and identifying new sites for unsignalised zebra crossings like the one at the western end of Pirie Street.

"We need to flip the thinking on its head about how we approach what has priority in the city," he said.

Returning the East-West Bikeway – the project "that symbolised all the failings of the previous council" - to the agenda and getting it completed

Parking spaces are abundant throughout the Adelaide CBD.



is one of the metrics by which David would measure the success of his first term in council.

“That bikeway was orchestrated to fail by the people who had the decision-making powers. To get something like that completed would be symbolic of the improvement of the culture in the way council approaches transport.”

But he said it and the Frome St Bikeway also symbolised the flawed nature of our multi-modal transport planning because whereas every road in the city caters to motor transport, the bike path represents a message from the planners saying: “Here you go, here’s your one thing”.

“Probably only half of the streets have any indication it’s a shared space and even then you have to narrow it down further as to the roads that actually feel safe to use,” he said.

Other indicators he identified as ways to measure the success of his first term in council include:

- Reversing the decrease in the rates of cycling over the past few years
- Completing the long-delayed final stage of the Frome St Bikeway
- Confirming a reduction in motor traffic in the city because people are taking up the option of alternative modes of transport

“The amount of traffic creates an unpleasant atmosphere for pedestrians, cyclists, visitors, shoppers and diners, let alone the locals,” David said. “We need to consider options to reduce motor vehicle speeds, volumes and through-routes to improve visiting, living and working in the city.

“We’ve been treating the CBD like a huge interchange for cars and forgetting that people need to be able to walk in this environment. That becomes increasingly difficult when traffic is so heavy and is afforded so much priority. How can we expect people to want to visit our shops, bars, cafes, restaurants when they’re surrounded by cars?”

The good news is that everyone can join David in this challenge. The entire cycling or cycling-supportive community can be agents of change to help make our city centre a venue that prioritises people ahead of machines and bring about the changes in environment that right now are making cities around the world far more

David exploring Adelaide on his bike.



attractive for people to spend their time and money – to the benefit of the whole community, regardless of their transport preferences.

“The best thing that people can do is become a member of a cycling organisation,” he said. “Because when an organisation that you’re a part of writes to an MP or makes a submission and they say ‘on behalf of our 3000 members’ it carries some weight and it sends a clear message that there are a lot of people bound up in this and a lot of people care.

“The hardest thing for people to do the first couple of times is turn up. Come to the meetings, come to the social events, rallies or protests. They’re not scary and it’s a lot of people who care about safe cycling sharing knowledge. Turning up can feel like the hardest thing but it’s also one of the most important.”

“ WE NEED TO FLIP THE THINKING ON ITS HEAD ABOUT HOW WE APPROACH WHAT HAS PRIORITY IN THE CITY ”



The East-West Bikeway is a major priority for David Elliott in council.

KEITH ACCEPTS THE CALL TO BE OUR PATRON

Bicycle SA is proud to announce that Keith Conlon OAM - a prominent South Australian with a passion for cycling and an unmatched talent for expressing that passion – has accepted our offer to be our new Patron.

Keith, a lifelong cycling enthusiast and successful broadcaster, accepted the post at our 2022 Annual General Meeting in November where he spoke passionately and eloquently about his love of cycling and about his association with us and how our core principles align so well with his own values.

He is the organisation’s 10th patron, following a long list of distinguished South Australians that began with then-Premier John Bannon from 1989-92. Subsequent officeholders have included Justice Robin Millhouse, politicians Diana Laidlaw and Ian Gilfillan and Olympian Brett Aitken.

He takes over from former Lord Mayor of the City of Adelaide, Stephen Yarwood, who held the office since 2013. We are extremely grateful for Stephen’s long and honourable tenure in the role.

“A patron is any individual who an organisation would be proud to have as its representative to the wider community and, in Keith Conlon, we have a perfect candidate,” BSA president Maureen Merrick said. “He is a well-known South Australian who has given much of his time and considerable energy to the state in so many ways.”

Keith enjoyed the “idyllic existence” of growing up on a bike in his childhood and teen years. The burdens of adulthood put an end to that idyll but found his way back behind handlebars in his 60s, including his leadership of the



Keith out on his bike in the Adelaide Park Lands he loves so much.

popular Ride with Keith event each Wednesday that this year will celebrate its 10th year of inclusion in our Rides Programme.

“Now that I’m back on the bike it’s fantastic to feel it again. I’ve become an aficionado of the backways, the byways and the bike tracks,” Keith said.

“And riding like that, away from the major roads, you get much more of a sense of nature living in the middle of a sprawling city. The Park Lands are a wonderful gift to cyclists and walkers and they’re so varied.”

Keith said he took the role as Patron because he’d always thought Bicycle SA was doing good things for people and he has a love for volunteer-driven organisations. And with his gift for communication, he is keen to act as an advocate “when the occasion is right”.

“South Australia has a reputation as a reform state but unfortunately our reforms tend to come in bursts and then we tend to go to sleep for a decade or two,” he said. “And we have not been at the front of the wave of the cycling revolution that is necessary for cities to work effectively for their people. The advocacy role of Bicycle SA is really important to me.

“There’s a lot of work that Bike SA does that fits my general view of how we’re going as a city and how we’re going in terms of helping people enjoy their health. The thing I like about cycling is it’s good for the soul – it’s much more than a physical outing.”

It’s quite an understatement to say that Keith is a busy man. Among his considerable other roles are: playing drums in a jazz band; serving as chair of the Heritage Council, as a member of the SANFL History Committee and with the History Trust of SA and, of course, as a family man.

But still he makes time for Bicycle SA ... and we will be much better for his passion, energy and his considerable talents.

Welcome aboard, Keith.



**IN KEITH CONLON, WE HAVE
A PERFECT CANDIDATE**

– PRESIDENT MAUREEN MERRICK

Bike SA’s new Patron Keith Conlon between our CEO Brett Gillett and President Maureen Merrick.

FIND YOUR ZEN AND YOUR ENERGY WITH THE 2023 GRAND SLAM CHALLENGE SERIES

Grand Slam 2022 got off to a brilliant start in Gumeracha in February, with a large, passionate bunch setting themselves the challenge of some testing climbs sprinkled amid the spectacular scenery and quiet roads of the Adelaide Hills.

And the challenge persisted unabated through the remaining four rounds of the series while plenty of riders were more than up to the task of mastering it and achieving their personal goals for the year.

Congratulations to all who succeeded against their own personal challenge in 2022, no matter how big all small. The only real test is to be better today than you were yesterday!

Barry Whittington was the sole rider who completed four events totalling at least 500km throughout the series to earn Club 500 recognition.

Both Ruth and Peter spoke eloquently as they received their awards of how the physical challenge was only a small part of the Grand Slam Challenge Series experience for them. How it was the fellowship, friendliness and mutual support that gave the series so much of its meaning. And for that it is every rider who has ever joined us who deserves congratulations because it is you, the riders, who create that camaraderie and community spirit that make these rides so much more than another training session.



CEO Brett Gillett presenting Peter Hardy with his Mini Slam trophy.

Views like this are just one of the rewards of joining the Grand Slam series.

IT IS YOU, THE RIDERS, WHO CREATE THAT CAMARADERIE AND COMMUNITY SPIRIT THAT MAKE THESE RIDES SO MUCH MORE THAN ANOTHER TRAINING SESSION.



Three riders' commitment and discipline were second to none, though, as they completed the Grand Slam, riding the full distance – 80km, 100km, 120km, 150km and 200km – throughout the five rounds of the series.

These riders were Ruth Battersby, William Wallace and Mark Wilton.

At the Annual General Meeting in November, Ruth was presented with the Grand Slam perpetual trophy for her significant efforts. (Read more about her Grand Slam journey on P13 & 14)

The Mini Slam perpetual trophy was awarded to Peter Hardy at the AGM and he was joined by Darko Bogdanovic, Richard Charlesworth, Cameron Craig, Barry Hocking, Peter Magnisalis, Glenn Partington and Kylie Thane in achieving the feat of riding the 40km, 50km, 60km 75km and 100km distances for the year or a combination of both Mini Slam and Grand Slam rides.

We must also thank and acknowledge our generous sponsors Roof Rack City, Hammer Nutrition, Andersons Solicitors, Nippy's and Adelaide Superb Chauffers as well as our invaluable volunteers for supporting this series.

Looking forward to 2023, with our proud partner Zen Energy coming on as naming rights sponsor, the five rides will be held at Mount Torrens on 26 February, Woodside on 26 March, Yankalilla on 4 June, Williamstown on 27 August and Echunga on 24 September.

Lock in the dates now and get your friends, family, clubmates or colleagues to come out and join you. As Ruth and Peter said, the rides are great but the company ... that's what creates the memories to last a lifetime!

A long line of riders enjoying ride #1 at Gumeracha last year.



ARMFUL OF AWARDS RECOGNISE BIKES PALYA'S OUTSTANDING SERVICE



Bikes Palya instructors are dedicated to helping communities.

Bikes Palya – Bicycle SA's program supporting Indigenous and isolated children and communities – didn't need anything shiny from Santa for Christmas last year. It had already closed off 2022 with two awards and one finalist finish acknowledging its years of dedication and service.

The awards, a national honour in the form of We Ride Australia's Bike Culture Award and a state gong via the UniSA Lifelong Learning Award at the InDaily 2022 South Australian Regional Showcase, were the most prestigious honours Bikes Palya has received since it was founded in 2005. It was also a finalist for the Sports in the Community Award at the Woolworths Community Achievement Awards.

The awards gain extra significance, coming on the heels of the overwhelming challenges Bikes Palya had to overcome over the past three years to continue to deliver their increasingly popular services despite the enormous restrictions imposed by the Covid-19 pandemic.

Paul Havelberg, Regional Manager of UniSA's Whyalla Campus, said the Bikes Palya program "really resonated with the university's judging panel as a truly lifelong learning activity".

"Coupling that with the remoteness and challenges of access and equity for remote communities like the APY lands, Bike SA should be very proud of the program it offers in the region," Mr Havelberg said.

But the real highlight was accepting the national gong in Sydney at We Ride's gala awards ceremony.

"We were popular in the room that night, that's for sure," Bikes Palya's Community Engagement Manager Julia Dempster said. "There was a lot of talk about Bikes Palya and what we manage to achieve as a not-for-profit with no regular government funding. It's been a challenge this year so it's really nice to come out with some wins.

“THE EXCITEMENT IT BROUGHT TO THEM PROVES OUR IMPACT ON COMMUNITIES IS SIGNIFICANT. WE REALLY STOLE THAT NIGHT.”

"One of the highlights was that Zibeon Fielding, one of our advocates and the 2020 SA Young Australian of the Year, flew down with a bunch of youngsters from Mimili and when I went up to accept the award there was a big hoot from them. They had never been on a plane before so that was special in itself but they all knew why we were there and the excitement it brought to them proves our impact on communities is significant. We really stole that night."

Julia also noted that "there was tremendous enthusiasm for Bikes Palya" at the InDaily awards as well and, while they didn't win at the Woolworths Community Achievement Awards, the evening triggered a meeting with the Office of Recreation, Sport and Racing because Simon Cain from ORS&R – a member of the nomination reading committee for the award - had strong interest in forging a partnership, using some of their athletes to be ambassadors for Bicycle SA and Bikes Palya.

"The biggest thing for us about honours like this is the opportunity to raise our profile," Julia said. "If we can just get more people recognising that Bikes Palya has a big purpose out there in rural and remote communities, we could achieve so much for people who really deserve it."

"It's about really being passionate about being out there with Aboriginal kids and families and connecting with communities. One little kid might not have a bike that works when you arrive and by the time you leave, he's cycling down the road waving the car off – that's exciting stuff. Our people provide the dedication, compassion and energy that are necessary to create those kinds of results."

With the right encouragement, the sky's the limit!



BIKE LESSONS GET CHARLE'S WHEELS TURNING

Way2Go Bike Ed is an enormously important program to both educate South Australian school children about road safety and bike skills and to inspire them to a life of activity, fitness and health.

South Australia's Department for Infrastructure and Transport contracts Bicycle SA to deliver the Way2Go Bike Ed program to primary schools across the state to promote safer, greener and more active travel for students and their communities. The program has been making a difference to thousands of lives for more than 20 years.

The positive impact of the Way2Go program was underlined by the progress of Seacliff Primary School student Charle during late 2022.

Charle, 12, had her beautiful, bright green bike for years, but it had been doing nothing but gathering dust because she had felt too uncomfortable to take it out on the streets with cars and other hazards around.

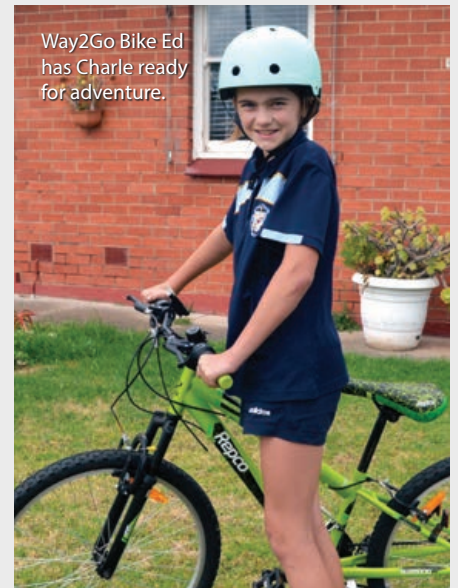
But once the Way2Go Bike Ed program came to her school for the first of seven weekly visits, she spent the rest of her time waiting for Tuesdays "to get out and have a ride at school".

By the end of the program, Charle was completely hooked and very quickly was not only venturing out on her own for regular rides but was bringing her mum Sally out to share in the fun ... and a few lessons of her own.

"After the lessons I knew how to ride on the roads and it made me so much more confident and comfortable to go out and do it," Charle said. "And then I just wanted to share the fun with mum."

"I got home one day and the bike was in the car and Charle said 'Come on, let's go' and we headed down to the beachfront and she was

Way2Go Bike Ed has Charle ready for adventure.



teaching me the road rules," proud mum Sally said. "She was telling me off".

"I loved it! We had fun and talked and played games. We went for quite a long ride together. We got lost, but it was fun getting lost."

Charle and Sally had to have a few weeks off their bikes after we spoke last November, but for an incredibly good cause and one that highlighted Charle's strength and courage.

Over Christmas the family went to Sydney where Charle underwent bone marrow transplant surgery to help her sister Madison, 16, who is battling leukemia.

After recovering from the operation, the pair were back in the saddle as soon as possible and spent the rest of the summer school holidays exploring their favourite seaside rides and planning for bigger adventures to come.

Julia Dempster receiving the We Ride Australia Bike Culture Award in Sydney.



The We Ride Australia and InDaily Regional Showcase trophies.



Charle and her mum Sally are loving riding together.

"AFTER THE LESSONS I KNEW HOW TO RIDE ON THE ROADS AND IT MADE ME SO MUCH MORE CONFIDENT."



**EXEMPLARY AND EMPOWERING -
GEAR UP GIRL '22
WAS ANOTHER INSPIRING DAY**



Gear Up Girl 2022 on Sunday 13 November was another unqualified success. Hundreds of riders joined us at Bonython Park to be sent on their way by our special guest, Minister for Sport and Recreation and Minister for Women, Katrine Hildyard.

The Minister truly embraced the spirit of Gear Up Girl, enthusiastically meeting and encouraging participants of all ages and abilities and supporting the friendly, confidence-inspiring theme of the day.

She was also as impressed with us as we were with her, saying: "Gear Up Girl was a brilliant event. It was excellent to see girls and women participating and encouraging each other to ride with confidence.

"Sport and active recreation bring people together, provide important social connection and improve physical and mental health and wellbeing. This event was exemplary at doing all of that and at empowering girls and women to get involved in cycling and to know that they are welcome to equally and actively participate.

"Thank you to all who made Gear Up Girl happen!"

Take up that inspiration and set yourself the goal to join us in November 2023.





MP Katrine Hildyard.



LA GRANDE GITA 2022 – MY LONG-AWAITED RIDE EXCEEDS EXPECTATIONS

BY DAVID VALENTE, BIKE SA COMMUNICATIONS MANAGER

“ THIS DAY OUT – WITH ROUTES FROM 25KM TO 85KM – DESERVES A PLACE ON EVERYONE’S CYCLING CALENDAR. ”



Facing the challenge of the Trial Hill Road climb.

DON'T TAKE MY WORD FOR IT – HERE'S WHAT FELLOW RIDERS THOUGHT

La Grande Gita participants let us know their feelings about the 2022 ride. Here is a sample of their reactions to a day out amid the Barossa vines.



- *Loved it. Will be there next year.*
- *Loved it, thx so much!*
- *Superb community event.*
- *A wonderful day out with family.*
- *92.3% of riders said they would recommend the event to others.*
- *It was great fun. A terrific social event. Loved the variety in the route.*
- *Beautiful scenery, well organised ride with some challenges.*
- *I liked the greenery, perfect day. Great 85km route taking me on roads I've never done before.*
- *The route for the 60km was very picturesque.*
- *Bicycle SA did a superb job putting it all together. Thank you, Russell and the Bike SA team.*
- *Everything was great but the weather really made the whole thing an amazing event!*
- *The scenery was fantastic and it was great to ride with other people on vintage/Italian bikes.*
- *I had a great time in my first organised event. Thanks for all your hard work!*



Gaze across miles of beauty as you enjoy the rest stop at God's Hill Wines.

My first reaction to La Grande Gita on its debut in 2021 was powerfully emotional - and that emotion was ... jealousy!

After driving the 60km Grande route beforehand to scout for photographic opportunities on ride day, all I could think of as I rolled through the awesome beauty of the Barossa Valley backroads was "I want to be riding this event!".

So, when a lucky confluence of circumstances opened the door for me to ride the 2022 Gita, I jumped at it, and it was everything I'd hoped it would be.

Mother Nature could not have laid on a more perfect day if we had mailed in a special request, and the collective enthusiasm among all the riders at the start reflected that.

It's an easy roll away from the event village at Calabria Family Wines for the first event of the Adelaide Italian Festival, and that's perfect to loosen you up for the day ahead. But as pleasant as the ride through the outskirts of Tanunda is, it's when you take the turn onto Presser Road for the first stint of gravel that La Grande Gita really shows its worth. No traffic, no noise, no stress and an endless panorama of views that take your breath away!

Ride on. Past the picturesque Chateau Yaldara winery and your first view of the fast-flowing North Para River whose bubbling meanderings are a repeat companion to your ride. Past fields of wheat and the grape vines that make the Barossa so famous. And on into Lyndoch for the first well-earned rest and refreshment stop among



Leaving the event village at Calabria Family Wines.

the sweeping vistas and peerless hospitality at God's Hill Wines. Never has an ice-cold slice of watermelon tasted so good!

From there the ride becomes a bit more adventurous as the rolling hills give way to more challenging climbs on Tweedies Gully Road on the way to Trial Hill Road and the infamous pinch up to the spectacular Steingarten Lookout. The initial slopes of the Steingarten pushed many riders to their limits but it was still all smiles and enthusiasm from the people around me at the second drinks stop at the top.

Turning off Trial Hill Road onto Steingarten Road – part of the iconic Mawson Trail – is a wondrous experience. The whole valley – and far beyond - is laid out before you as you rise to the lookout and, on the day we were blessed with, it was a truly inspiring sight.

Take your brave pills and head down the Steingarten descent to Rowland Flat and a quick spin along Barossa Valley Way to Lou Miranda Wines for another warm welcome and wine-tasting opportunity. Then reverse course and take the excellent Barossa Bikeway past Jacob's Creek Winery and even more beautiful scenery before rejoining the backroads for the final stretch back to the Calabria Family Wines finish line and all the tastes and treats on offer at the event village.

La Grande Gita had me enthralled before I'd even turned a pedal. But once I did it just got better. This day out – with routes from 25km to 85km – deserves a place on everyone's cycling calendar. Plan now for November 2023 and see for yourself what a perfect day out looks like.

MEMBER STORIES

MY GRAND SLAM JOURNEY SPANS THE DECADES

RUTH BATTERSBY

There are so many great things I can say about being involved as a rider with Bicycle SA in either the free Rides Programme or the paid events. Going alone is not scary. Being social is a big part of what makes this organisation and its members so good. There are always people of a similar riding speed you can ride and chat with. No one is ever left behind and the support by Bicycle SA from start to finish is tremendous.

I know everybody's riding story is different. But this is my journey leading up to and completing the Bicycle SA Grand Slam Series in 2022. I hope some of you can relate. I hope some of you find motivation. I hope all of you continue to ride and love it.

My Grand Slam story started in 2001. I can't even remember how I found out about Bicycle SA but I had bought myself a road bike when I was in my mid 20s as I wanted to ride from Morphett Vale to Victor Harbor just so I could say I had done it. After I had completed that challenge, I joined Bicycle SA and loved the fact that their ride guides clearly depicted the average speed, amount of incline on the rides and whether

you were riding on roads or paths. I started to regularly ride the 30-30 Beach Streak Ride on a Thursday night and an evening hills ride that departed from a Mitre 10 near Burnside. The riders involved were welcoming and made every ride enjoyable. During this time I learnt about the Coast to Coast ride and the Grand Slam Series.

In 2001 I completed the Coast to Coast ride with my brother Scott and started the Grand Slam Series but I became too heavily pregnant with my first child to complete the final ride.

After becoming a mother, I basically gave up riding and neglected my poor bike for about 20 years. COVID came along and a lot of cycling events were cancelled, the Grand Slam series included. I am not sure what got me thinking about it, but I decided this year was the year I wanted to complete the series I started 21 years ago and enjoy the journey on the same bike I started with, my beloved Giant OCR One. I was lucky, Scott had ridden the Coast to Coast and the Grand Slam rides with me on my first attempt and he was crazy enough to join me on the challenge again this year.



I DECIDED THIS YEAR WAS THE YEAR
I WANTED TO COMPLETE THE SERIES
I STARTED 21 YEARS AGO

1

EVENT 1: GUMERACHA, 40/80KM, 20 FEB 2022.

It was a frosty start for me and about 200 other riders, but we were all excited and motivated, keen to enjoy the ride. In the first half I had a small bike malfunction with my rear derailleurs but thankfully with my bike turned upside down, numerous cyclists called out to see if I needed help and without even needing to be called, the support vehicle arrived and fixed my problem. I really enjoyed the first half. The scenery was beautiful, and my body was coping with the ride. I did, however, mentally start the countdown of kilometres as I got closer to the refreshment stand so I could enjoy a short break, have a chat with other riders and the volunteers and indulge in some fruit juice and cake. At about the 70km mark I started to struggle but I managed to dig deep, stuck with another woman who was riding at a similar pace to me and we chatted and encouraged each other over the final inclines. I was very amused when the professional photos were available online. I know we rode past the big Rocking Horse but I discovered from the photos that I totally missed seeing it.



Ruth, in yellow, on a tough climb in Grand Slam #1.

2

EVENT 2: WILLUNGA 50/100KM, 27 MARCH 2022.

Almost 200 cyclists participated on this ride, too. This day I knew I was riding solo as my brother had other commitments. I initially found that thought very daunting, coupled with the forecast 31C heat and taking on Willunga Hill to start the second loop. Thankfully, once again other riders were always willing to chat, support and simply provide company over the 100km course. At the top of Willunga Hill, I got off and took a selfie to celebrate my first pump moment as I didn't need to stop during the climb.



Ruth at beautiful Maslin Beach during Grand Slam #2.

MEMBER STORIES

MY GRAND SLAM JOURNEY SPANS THE DECADES

RUTH BATTERSBY

3

EVENT 3: MEADOWS, 60/120KM, 29 MAY 2022.

The weather had been bad leading up to this event and this affected the number of riders who participated. Thankfully though the weather gods were kind to us, and the forecast bad weather did not hit until after the ride was complete. On this ride I had my brother for company and a few riders he had become friends with through Saturday morning Cobweb rides joined in too. We enjoyed the cycle, the scenery and the chatting. Scott tried to teach me drafting on the flats as it was something he had learnt through riding with the Cobwebs group. I was not any good at it then and it is something I am only starting to feel confident doing now after many attempts.

4

EVENT 4: STRATHALBYN, 75/150KM, 14 AUGUST 2022.

This was physically the most challenging ride for me. I have osteoarthritis in my back and hips and although it had not flared up in years, it decided to prior to this ride. I finished up being tail end Charlie but the volunteers along the course were nothing but supportive and encouraging. At the final refreshment stop they shared stories of rides they had been on when they finished last and encouraged me to dig deep and just keep going. Thanks to them and a brother who tolerated my complaining I managed to cross the line, last, but still completed.

Des with Bike SA CEO Brett Gillett and President Maureen Merrick.



5

EVENT 5: BALHANNAH, 100/200KM, 16 OCTOBER 2022.

This was the ride that mentally challenged me the most. As I had completed all the other ride distances 21 years ago, mentally I felt capable of doing those distances. The 200km ride, however, was an unknown entity. I was a little apprehensive about how my back and legs would hold up knowing I was adding another 50km and roughly 2 hours onto my previously longest ride. The 6:30am start was frosty in the hills, but it was so beautiful. If it weren't an organised ride, I could have spent so much time taking photos. The dew-covered cobwebs on the farm fences, the fog lying in the gullies of the hills, small lambs in the paddocks with their mothers, occasional rabbits darting across the road. Enjoying all of that was a beautiful distraction and the kilometres passed. When I got back in after the first loop to sign out for the second, Maureen remembered me and how much I struggled because of my back on the previous ride. She made sure I was confident in my fitness levels before I headed out again.

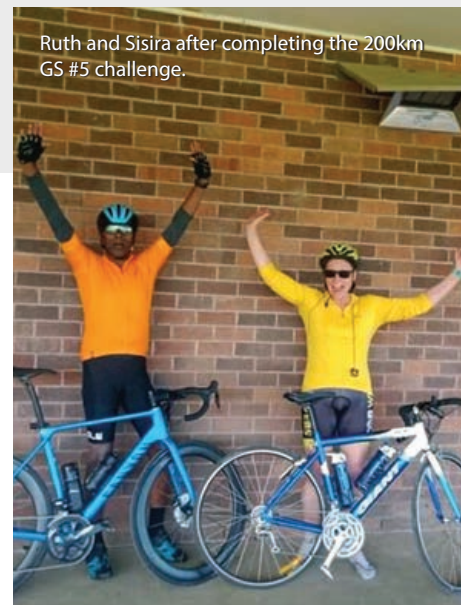
Ruth receiving her Grand Slam award from CEO Brett Gillett.



...continued from previous

Scott decided not to complete the second loop but thankfully when I approached another rider I had never met he was happy to complete the second loop with me. Although I had no chance of keeping up with Sisira on the hills, I could typically catch him on the flats and declines, and we could encourage each other simply by that presence. If I couldn't catch him, he was kind enough to wait and check up on me. My back did start hurting towards the end. My legs were definitely fatigued. I was incredibly tempted at about the 180km mark to call my brother to pick me up, but I knew in the back of my mind if I didn't complete the series this year I would sign myself up to complete it in 2023. I started to count down the kilometres and celebrated every incline I managed to conquer that took me closer to the end. Entering the car park at the end of that ride felt amazing.

Ruth and Sisira after completing the 200km GS #5 challenge.



It may have been 21 years in the making but it happened. If you are tempted to ride the series or even just some of the rides, I hope you do it.... even if like me, it takes you more than 20 years to finish.

DES DELIGHTED WITH VOLUNTEER OF YEAR HONOUR

It is with great pleasure that I accept the Award for Volunteer of the Year for 2022.

I joined the group of workshop volunteers just after the move from Hurtle Square to Franklin Street and so I have worked at Franklin Street, Carrington Street and now Croydon Road, Keswick.

I enjoy my Friday mornings in the workshop at Bicycle SA. The variation in makes and models of bikes throws up many challenges. I find I never stop learning, especially now that we are working on the "Yellow" bikes with their

unusual nuts and bolts. Russell often has some tasks up his sleeve so that I don't get bored and there is always the opportunity to help with loading the vans for the Grand Slams.

It is nice to know that even though I work mostly on my own or with John Tanner, what I do in my few hours each Friday morning is noticed and appreciated by the staff and by the Board of Bicycle SA.

Thank you once again for this award.

DES CHABREL



SUPPORT ORGANISATIONS WHO SUPPORT US

Bicycle SA's partners are helping us achieve our goals and deliver the best possible service to our members.

Support them as they support you and our vision for a better, brighter future for cycling in South Australia.



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BIKEe SA

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WEEKEND

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bikesa.asn.au/dirty-weekend

