



Pedal Update

No 174, Sept - Oct 2006 ISSN 1321-1870



“stylish bike” see Post Card from China Fig 4 See page 6

File Name was “lol”, not sure if it was short for the bike being the fellow’s “Love Of his Life” or “Laugh Out Loud?”

Calendar

13th Sept BISA - Business Meeting - All Welcome

13th Sept Adelaide’s Transport Future - Heaven or Hell? Seminar see page 7

11th Oct BISA Business Meeting- All Welcome

7 pm Business meetings on the **2nd** Wednesday every month, at the Conservation Centre 120 Wakefield Street (Opposite Fire Station)

Join us at Fasta Pasta in Pirie Street at 6pm before the meeting. All BISA members are welcome.

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Opinions published in Pedal Update are not necessarily those of BISA. The Editor endeavours to ensure that information published is accurate, but recommends that readers contact the authors for confirmation if necessary. Editor: Ian Fisk 8296 3350 editor@bisa.asn.au Deadline for the next issue: 15th Oct.

BISA on the Web: www.bisa.asn.au

BISA’s Mission: To promote cycling for transport and to represent all cyclists at the local, state, and national levels by working collaboratively with other interest groups and governments.

Road Hazards?

Call Transport SA: 1800 018 313

Printed by ‘Copies and More’ phone 8295 7522

BISA Committee, 2006/7

Committee Member	Role & Portfolio	Contact
Sam Powrie	Chairperson , Road safety, speed limits, Infrastructure, BFA & DTUP liaison.	8449 9902(h)
Peter Sampson	Secretary, bike parking, Engineering, Technical Coordinator & Local Gov't liaison	8226 5590(w)
Ian Graham	Treasurer	
Mike Brisco	Web Manager	8365 7489(h)
Ian Fisk	Editor Pedal Update.	8296 3350(h)
Richard Bentley	Membership secretary, Ride to Work with Peter Sampson	8352-8762(h)
Jeremy Miller	BUG Coordination.	0438 837 372
Peter Sampson	BUG Coordination assistant	8226 5590(w)
Sue Carson	Adelaide Touring Cyclists appointed representative	
Scott Hamon	BUG assistant	8245 8223(w)

Chairperson's Report



Friends,

The last two months have been eventful. The Cycling & Pedestrian Task Force is paying increased attention to the safety benefits for cycling associated with lowering Adelaide's arterial road speed limits. BISA has provided a draft set of recommendations and a longer paper for the Task Force's use. BISA has continued to provide extensive input into the (lamentably) cycling-free zone of the SA State Plan and this seems to have paid off with some very interesting recommendations made for its rewriting, including the following suggested changes to Objective T3.9 Public Transport (my emphasis):

- **Add transport targets such as reduce km travelled by cars, increase km of cycling lanes and increase fuel efficiency of vehicles/increased alternative fuel vehicles in use.**
- **Change the target to 'increase public transport, cycling and walking to 20% of weekday travel by 2015'.**

I suspect that this change has also come about simply because there has been recognition that the original target of 'doubling PT use by 2018' would only occur through a doubling of buses, rolling stock etc (PT already operates at near capacity during rush hour). Hardly realistic! At present PT counts for about 6.8% of all daily trips in SA. Cycling counts for about 1.5% – 2% (I'm not sure what the walking nos. are). 2015 is only 9 years away. It doesn't take much to figure out that meeting this goal would entail an enormous increase in everyday cycling! Hopefully such an expanded set of goals will make it into the rewriting of the Plan and will provide a stronger framework for cycling development across the State. See here for more info:

<http://www.stateplan.sa.gov.au/documents/PreliminaryCommunityEngagementReport-2006.pdf>.

BISA has written a number of letters in recent weeks to Minister Patrick Conlon and his colleagues. A major focus has been resolution of key issues for cycling, walking and disability access in the Bakewell Underpass Project. Active Transport has been poorly provided for in the plans with only one off-road shared path on the Southern side, extremely convoluted access and road crossing arrangements for non-drivers and ineffective linkages with the existing cycling and walking network. A community coalition has been formed and I hope to be able to report some improvements to the plans in the next PU. This is an important issue because it will set a precedent for how cycling is provided for in the other major projects planned for South Road and elsewhere.

BISA has also written to the Government regarding recognition of their Green Travel Corridor plans in land development processes. Recently the Islington Rail Yards were sold by tender for housing, our enquiries suggested that there was little or no awareness that one of the proposed 'GreenLinks' went through the middle of the area. We have asked that – as a 'first step' - key reserves be set aside for future GreenLink development.

BISA is negotiating a media training package with the Cycling Promotion Fund and a local provider. We envisage this being open and free to all BISA and/or BUG members and it may be possible to extend it to the cycling community generally. I suspect such input is long-overdue in SA and could go a long way to helping us all become stronger advocates for cycling at all levels.

Regular readers will be aware that I have for sometime been an advocate of more attention to the prospect of oil-depletion and 'Peak Oil' as a 'driver' for cycling development. I believe that our increasing local petrol prices are but a precursor to the more direct impact of Peak Oil in coming years. The world's overall oil production is depleting at a steady 5% p.a. and

demand is increasing. At some point something has to 'give' and someone, somewhere will go without! Given that most of SA's fuel comes from Singapore and the bulk of oil refined and shipped out of Singapore goes to China, it's not hard to figure out who we might be competing with! If you would like to understand the prospect of Peak Oil better please attend the free Hawke Centre seminar (supported by BISA) with Richard

Heinberg and David Holmgren (<http://www.unisa.edu.au/hawkecentre>). This seminar has been advertised widely and I very much hope it will assist Adelaide towards a better appreciation of the value of everyday cycling!

Ride safe,
Sam Powrie, Chair.



Up-date on the McGee case

As BISA members may recall, the Kapunda Road Royal Commission recommended charges against McGee and his brother Craig. As the SA media had been fairly silent, on 14 August, I contacted the DPP's office, on behalf of BISA, to ask about progress.

They said the matter is currently before the courts. The case is proceeding before the Adelaide Magistrates Court, corner of Angas St and King William Street, with hearings every few weeks, since Oct 2005. The next hearing is scheduled for 28 August, and there will be others after that.

BISA members interested in following progress can check the Wheels of Justice blog site (<http://www.woj.com.au>), which has press articles from here, and a large number from interstate.

According to the Wheel of Justice website, Eugene Norman McGee, 51, and 55-year-old Craig Patrick McGee were charged after recommendations made by the Kapunda Road Royal Commission. They were accused of conspiracy to pervert the course of justice, and charged under section 256 (1) of the Criminal Law Consolidation Act.

Also on 14 August I contacted the South Australian Law society, on behalf of BISA, to see if McGee was still listed as a lawyer in SA. The Law Society has only one listing for the name Eugene McGee in S Australia: Director of McGee Solicitors, on Goodwood Road in Millswood. The 2006-7 White Pages lists a firm McGees Solicitors at the same address.

So it seems that things are moving, but slowly.

I should not omit to mention the name of the cyclist McGee killed – Ian Humphrey, nor the name of Humphrey's widow, Di Gilchrist. Di is often reported as feeling let down by the justice system, and she has worked hard, to see justice done. We hope that with the case proceeding through the courts, she will eventually be able to feel that justice has been done.

Mike Brisco.

Update :- On Monday (28/8) it was announced that prominent lawyer Eugene McGee and his brother, Craig, will stand trial on charges of perverting the cause of Justice. in the Advertiser and in Wheels of Justice Media Release.

BISA Supports Black Spot Bicycle Funding Allocations 2006-2007



BISA was advised that the Cycling Targets for the State Black Spot Program have now been approved and

released by the Minister for Road Safety, the Hon Carmel Zollo. This special cycling fund was established in 2005 following major protest action from the cycling community and has thus far committed \$1.2 million to improving conditions for cyclists across South Australia. To view the media release regarding the metropolitan program please see:-

<http://www.ministers.sa.gov.au/news.php?id=441>
and for the regional program see:
<http://www.ministers.sa.gov.au/news.php?id=442>.

I was honoured to represent BISA in the Office of Cycling & Walking's selection process. There were a wide range of projects to choose from – many more than available funds would cover. The projects had been scored on a range of issues including recent crash stats and as a result some of the decision making had been completed prior to the consultation. There were many projects that I thought were worthy of funding. Assurance was given that many would also be eligible for funding from alternative sources. The projects that were funded all met the selection criteria that were set. Funds were split on a country/city basis because

it was unlikely that country projects would otherwise be funded.

Metro Area projects will include:

- Cross Road (Anzac Highway to South Road) – Bicycle Lane - \$55,000
- North East Road (Sudholz to OG Roads) – Bicycle Lane - \$35,000
- Payneham Road (O.G. to Glynburn Roads) – Bicycle Lane - \$30,000
- Greenhill Road (Portrush to Glynburn Roads) – Bicycle Lane - \$30,000
- Sir Donald Bradman Drive (Marion Road to Airport Road) – Bicycle Lane - \$16,000
- Park Terrace (Port to Torrens Roads) – Bicycle Lane - \$15,000

The infrastructure that will result from this funding will make an important contribution to the cycling network. The task of building an acceptable cycling environment in all of our suburbs and country towns is far from complete and will require significantly more investment in coming years if we are ever to achieve levels of cycling similar to modern European countries such as Denmark, Holland or Germany. Please have a look at the projects listed and contact BISA or the Office of Cycling & Walking with any further suggestions you may have.

Richard Bentley, BISA Committee.



BICYCLE SECURITY – SECURE YOUR CYCLE!

We all know that cycling is an excellent way to get around Adelaide. As a result more and more people are discovering the freedom and convenience cycling brings, not to mention the benefits to your health, your bank balance and the environment.

Therefore, as temperatures continue to rise along with the price of fuel the number of people cycling to work and for leisure is on the increase. With this in mind it is worth stopping for a moment and considering current trends in bicycle theft as well as some simple strategies to reduce the

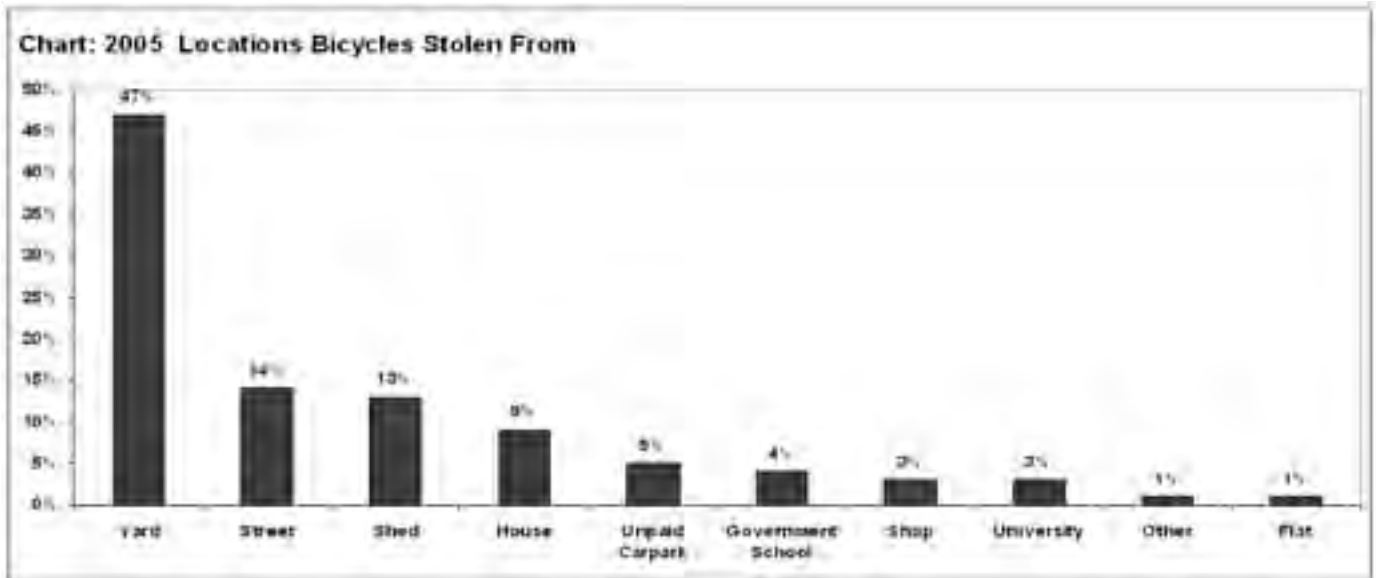
likelihood of having your treasured and valuable bike stolen.

Why are Bicycles stolen?

- For long term personal use
- As a temporary means of transportation
- As a source of money

Where are bikes stolen from?

Recent analysis indicates that 47% of all bikes reported stolen were from the 'yard' at home followed by 14% from the street and 13% from sheds.



As can be seen current trends show that you are most likely to have your bicycle stolen from in and around your home such as driveways, front and back yards etc. This further supports the idea that thefts are generally opportunistic, with an assumption bicycles left out in driveways and front yards are less likely to be secured.

Anecdotal evidence suggests that the number of bikes stolen in South Australia is significantly under-reported, with many people choosing not to report because they are unable to describe or indeed identify their bicycles.

Therefore, it is essential bikes aren't left unsecured in the front or back yards of homes. Make sure you secure your bicycles in a locked shed or inside your home or office. (Many insurance companies will only cover more expensive bicycles if you store your cycle inside overnight.)

What is being done about bicycle theft?

The South Australian Police (SAPOL) in partnership with the State Government, local councils, bicycle retailers and cycling bodies such as BISA, and BikeSA are working to reduce cycle theft. Measures include promoting increased secure bicycle parking, CCTV cover and bike and foot patrols to discourage thieves.

What you can do?

- Secure your bicycles in and around home – At home, keep your bicycle locked or securely stored in a locked shed or garage. Try to avoid leaving unsecured bicycles in driveways and in front yards.

- Lock your bicycle - There are many ways you can deter would-be thieves. The simplest and most important is that you have a good quality lock for your bicycle. Above all, never leave your bicycle unlocked in a public place. How you lock your cycle can make a big difference to how easy it is to steal. It is worth taking these simple measures. - Always lock your frame and both wheels to an immovable object – Take all accessories and easily removable parts with you, and be aware that quick release levers can make seats and wheels very easy to remove
- Secure your bicycle correctly – It is vital that you lock your bicycle to something that cannot be removed or the bicycle lifted off and that you park it in a place that is well lit and is in full view of the public.
- Record your bike details - It is also advisable to take a photograph of your bicycle and ensure that you keep a record of the make, colour, size and serial number in a safe place. Your local police or bicycle retailer can assist by providing a 'Help Prevent Bicycle Theft' brochure which has a bicycle particulars form on the reverse side. Simply fill in your bicycle details and keep it in a safe place. In the event that your bicycle is stolen, hand the form in to your local Police Station when reporting.
- Be able to identify your bicycle – Consider identifying your bicycle by engraving or marking it with your driver's licence number prefixed by the letter 'S' for

South Australia eg. S123456. Also consider marking all your bicycle accessories, including helmets, lights, pump, saddle etc. with your driver's licence number. As a suggestion, if you do not have a driver's licence number, borrow your parent's or a trusted friend's licence number so that the bicycle can be traced to you.

- Insurance – Bicycles can be insured against theft and damage. Enquire about insuring your bicycle as part of your home contents insurance policy.

Report all thefts of bicycles – Police need to know where and when thieves are operating to prevent crime, you can help by reporting any theft or suspicious activity to police.

by J Hack (SAPOL)



Message from the treasurer

A number of members have paid their renewal fee via the internet or direct payment and have not submitted a renewal form. I need a form to be submitted before I am able to

process your renewal. You are now able to forward a form by email from our website. Please note any changes to your details.



Winter Cycling

“Hot Ears” were the first product of Heiko Müller und Markus Riese, who subsequently enlisted as the “riese und müller” company and produced the first birdy in 1993. You can still find them on European websites or easily make them yourself.

For each ear, cut two pieces of fleece the size and shape indicated on the photo plus a 1.5 cm seam allowance on all sides. Seam the top and bottom side of each piece of fleece by folding the seam allowance over.

Cut 4 cm from a 20 mm wide strap of Velcro and separate the two parts of the Velcro. Centre each part of the Velcro just above the bottom seam (seam facing you) on each of the two pieces of fleece and stitch into place.

Lay the two pieces of fleece on top of each other with the top and bottom seams facing outside. Stitch the left and right sides together and finish the seams.



You

should now have a hollow sleeve like bit that fits over your two helmet straps and is held in place by the Velcro.

If these instructions refuse to make sense, feel free to contact me on tanja.lenz@gmail.com

Tanja Lenz



Pedal Prix News: Round Two a Thumping Success

Gerry Geue, Business Manager with Australian International Pedal Prix writes “throw away your cliché book – Round Two of The Australian Human Powered Vehicles Super Series was so successful that descriptions aren't going to do it justice.”

On Sunday with teams and managers poised for the Le Mans style start, Councillor Anne Moran waved the Australian flag, and a unique day began to unfold. A record field of vehicles – 145 – burst into action and wowed every person at the track. There was even a remote controlled car running behind the pedal-prix vehicles, filming the start of the race. The holeshot was won by #38 The Calais (Westminster) (The **holeshot** is a term used primarily in motorcycle racing for the rider who is the first one through the first turn. *From Wikipedia!*). ... and then there was all the off-track action... *The Beast Riders* and *Sun of the Beast*, both from Murray Bridge North Primary, could be heard all around the venue, yelling their encouragement from the pits. Smiling masses chanted encouragement not only for their own teams, but for teams they had never met ... it was that kind of day! “The spirit of everyone involved was sensational,” said AIPP Chairman Andrew McLachlan. “It always is. We're forever impressed by the participants and their supporters. They're true ambassadors for their schools and groups and for the Series as well, as demonstrated by the kids who spoke on television. They should all be very proud of themselves.”



Councillor Anne Moran and Gleeson College Students Tim Irving, Justin Trinne (seated), Chris Willoughby, Paul Anderson)

Without any doubt the event was a huge success. Congratulations to all the staff & volunteers. For full results see <http://www.pedalprix.com.au/news.php>.

With the 24 Hour Event approaching, the championship is still up for grabs in every category. Murray Bridge (Round 3, 15-17th September) will field over 230 entrants. Where will you be when the chequered flag falls?



Port Adelaide/Enfield Bike Strategy to be Reviewed

The Port Adelaide/Enfield Council has received a \$30,000 grant from the State Bicycle Fund for developing and reviewing its local strategic bicycle plan. BISA is aware that there is a great deal of community interest in the cycling corridor between Adelaide and the Port, as well as developing options for more cycling activity across the Western suburbs in general.

We very much look forward to opportunities for input to this review and for any improvement in cycling facilities that may

result. We are told that the review is likely to commence early in 2007 and take up to 6 months or more. BISA and the Port Adelaide Bicycle User Group will be key stakeholders and input from residents, cyclists and other interested parties will be invited. The officer coordinating the review at this stage is Megan Fink. She can be contacted at: megan.fink@porten.sa.gov.au. Stay tuned!

Sam Powrie



Opportunity for Bicycle Users Groups to Register Nationally

Kathy Brunning from the Cycling Promotion Fund (www.cyclingpromotion.com.au) recently contacted BISA with an opportunity for BUGs to register their contact details on a National CPF database. The CPF have a new web site with a search function that allows people to look for others to ride with. It appears to work extremely well. The CPF would love to have heaps of BUGs and cycling clubs from South Australia register (currently we're told they have no BUGs online!) BUGs can input their own details at www.cyclingpromotion.com.au/component/option,com_cpf. They then 'own' their listing and can update it as often as they like. Questions can be directed to:

Kathy Brunning, Executive Assistant, Cycling Promotion Fund, Ph. 03-9818-5400, e-mail: office@cyclingpromotion.com.au

.com.au.

BISA sees great potential for this scheme - in fact it models something that we had in mind for our own web site. We hoped that new cyclists seeking routes to work or elsewhere might be able to use such a tool to 'buddy up' - if only temporarily - with other more experienced everyday cyclists from whom they might acquire first hand knowledge of the best routes, cycling hazards and riding tips etc. This CPF scheme has heaps of potential and we would encourage all South Australian BUGs, cycling clubs and less formal cycling groups to register now! To see some of the possibilities 'click' on Sydney on the CPF's map at their web site!

Sam Powrie, Chair.



A Post Card from China

My last visit to Beijing was ten years ago and the change is staggering. The city is now a frenzy of construction of new roads and buildings driven by the forthcoming Olympic Games. Even in far flung Tibet "Beijing 2008" banners are everywhere. In Beijing the cycle traffic is much lower in the gridlocked streets but there are many folding bikes about. I presume people are now using the train system with a folding bike to complete their daily journey.

Shanghai, the futuristic city of 400km/h Mag Lev trains, exotic skyscrapers and three level clover leaf roads is very cycle unfriendly. Many streets forbid cyclists or restrict their use. Fig 1. In Xian a "village" of 7 million people there is a lot of cycling on the wide streets and the bicycle has evolved so that about 25% of the traffic is now electric powered. The old Rod Braked Flying Pigeon, Fig 2, has been replaced by an Electric equivalent, Fig 3. Because the change has happened so quickly, all models of the evolution from a simple bike with a motor bolted on to stylish designs of bike Fig 4 (Page 1) to a full electric scooter Fig 5 can be seen.

I think that this transport system could be a model that would be applicable to Adelaide as a move to two wheeled electric transport is not physically demanding or polluting and offers all the convenience of point to point commuting travel of the conventional bicycle.

Alan Marriage.



Fig 1



Fig 2



Fig 3



Fig 5

The 2006 24 Hour Australian International Pedal Prix

The stage is set for a world record field to do battle in this year's highly anticipated 24 Hour Australian International Pedal Prix.

Murray Bridge again plays proud host to the highly celebrated event, at Sturt Reserve, Murray Bridge, from **September 15 to 17**.

There are over 230 teams entered, and close to 30 000 people will attend the Sturt Reserve during the weekend.

Teams are from South Australia and interstate, and are divided into four age-dependent categories:

- Category One (Primary School)
- Category Two (Junior Secondary)
- Category Three (Senior Secondary)
- Category Four (Open)

The action begins with lead-up events on the Friday, culminating in an all-important timed practice session in the evening. Then, after an edgy sleep, the excitement escalates sharply on Saturday morning. The teams awaken to a unique atmosphere which has to be experienced to be believed. Sturt Reserve takes on the feel of a carnival, and the air literally hums with expectation – the emotions of over 3 000 dedicated competitors are completely laid bare, with their dreams on the line ... a year's work is about to be realised.

Between 9am and 10am on Saturday morning, the Top 12 Shootout takes place between the top three teams in each category (decided by Friday night's practice). The Top 12 Shootout decides the all-important Pole Position, and is a massive crowd favourite that sets the flavour of what is to come.

By 11am, the atmosphere will be palpable. With only an hour to go, we will witness the grandest Opening Ceremony in the event's 21 year history, full of music and excitement. Then comes something to behold: at 11:53am, completely choreographed to music, the massive field of colourful vehicles will be sent on their pensive Rolling Lap ... and as



2005 Start by Formula 1 Grand Prix Starter Glen Dix

we await their return for the start of the race, the music builds ... and builds ... and *builds* ... until, at its climax, the vehicles will hit the starting line at precisely 12 noon – and then they'll be racing!

And so begins the ride of their lives, a 24 hour odyssey that's been a year in the making, and something they'll remember forever. Non-stop until midday Sunday, they'll race like there's no tomorrow, finding their legs on Sunday morning as if they've only just begun.

If *you've* never seen an Australian International Pedal Prix before, then you're in for a weekend of amazing colour, camaraderie, excitement and energy. The racing is thrilling, the atmosphere welcoming, with plenty of good vantage points and lots to see, hear and do. It's a family friendly event, with plenty of good vantage points - and a good time is guaranteed, and admission is only \$5. The event is drug and alcohol free, with an emphasis on health, community, new technology, excellence and plain old good fun!

We look forward to seeing you at the Sturt Reserve, Murray Bridge, on Friday September 15 through to Sunday September 17.

More information at <http://www.pedalprix.com.au>



Summary of Holdfast/Marion BUG meeting Wednesday 2 Aug

Holdfast Bay Issues:

The group has lost the very efficient Ken Bragg. His replacement Neil Phillips, has some big shoes to fill! Neil had not been in the job long, so did not have much to report.

Marion Issues:

Craig Cooper advised of a new bicycle to be located at Depot, more employees are riding to work due to petrol

prices. Craig is investigating 'End of ride facilities' to be included in the Depot and Administration building refurbishment.

BUG Calendar.

Next Meeting to be held at 6:30pm, Wednesday 4th of October at the Marion Council Chambers

Thanks to Craig Cooper for an email copy of the minutes.



Adelaide's Transport Future - Heaven or Hell

Australian Institute of Traffic Planning and Management Incorporated (AITPM) SA Branch One Day Seminar – "Adelaide's Transport Future - Heaven or Hell" will be held on 13 September 2006 at Adelaide Convention Centre, North Terrace.

The state of Adelaide's transport infrastructure has been receiving a lot of media coverage over the past several months, from the standard of public transport to the traffic

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congestion on our roads.

Are the comments justified, or do we have things under control?

Seminar enquiries to:- John Willbery
Seminar Convenor, Tel 8273 3100
john.willbery@tonkin.com.au

check <http://www.aitpm.com>



Cycling for Pleasure Rides

September 10, 2006 Progressive Lunch

Meet in Victoria Square at 10.00 a.m., Soup at Days. Main Course at Linqvists and Dessert and Coffee at Marriages, This ride will finish at Brighton
Coordinator:- Jill 8296 5993

September 24, 2006 Torrens Linear Park

Meet at Henley Sailing Club (beach end of Burbridge Road) at 9.00 a.m.
Bring your own lunch but coffee will be provided at lunch time. 74 kms.
Helen 8356 1607

Adelaide Touring Cyclists Inc.

We are principally about loading up our bikes with panniers and all gear for touring locally and the rest of the world too. We do day rides: bitumen and dirt at various paces. And weekends and extended tours, generally unsupported. Monthly club meetings at Thebarton, 1st Wednesday of the month, with talks and discussions on cycling related topics. Check out activities on our website at 'adelaidetouringcyclists.org' for more information and contacts.

Tuesday September 05th, 12th, 19th, 26th The Southern Vales Loop

Come and join us for some Fun, Fitness, Chit Chat and Excellent Scenery. The ride commences at Darlington and a leisurely ride down to McLaren Vale where we stop for morning tea (don't forget the Tim Tam's). The ride meanders through the Southern Vales and winds its way through McLaren Flat, Brukunga, Blewitt Springs. A fast downhill into Clarendon with a pleasant lunch available at the Clarendon Bakery. A gentle climb up the easier of two hills out of Clarendon and downhill all the way from there to Darlington.
Contact Malcolm on 8246 9469 or Paul on 8277 4094 the night before for more information and meeting point.

Wednesday September 6th, 13th, 20th, 27th ATC Southern Wheelers Ride

Meet 10.00am At The Hackham West Community Centre, Corner Majorca Rd, Warsaw Cres, Glynville Drive Hackham West. A leisurely ride of Approx 30kms through the Southern Suburbs along the bike paths and quiet roads. Mainly Bitumen Although May Have Dirt In Patches. Arrive early at the community centre and have a coffee, tea etc. There will be a coffee stop along the way and perhaps lunch dependent upon the group on the day.
Leader David Ph: 8382 9709 Jointly Led By Joan and Helen

Thurs. September 7th, 14th, 21st, 28th Thursday Rural Ride

October 8, 2006 A Ride in the Hills

Meet at Verdun Hearing Dog Centre 10.00 a.m. Hilly and bring lunch.
Liz 8390 1638

October 22 to 28 Spring in the Grampians

October 22-25 at Halls Gap Uniting Church Campsite "Alinga"
October 26-28 at Dunkeld staying at "The Bunkhouse"
Check www.cyclingforpleasure.org



About 50 km, Meet Woodside swimming pool. 10.00am, BYO lunch, There will be a coffee stop, Leader: Di, All bitumen.
Ring Liz. 8390 1638 for more information.

September 10 - Final Round of the A and B Series 100 & 200 Km
Start: 7.00am Cudlee Creek Caravan Park, **A Series** - 200 km Gumeracha, Mt Pleasant, Sedan, Keyneton, Nuriootpa, Kapunda, Greenock, Lyndoch, Williamstown, Kersbrook, Cudlee Creek, **B Series** - 100 km Over towards Eden Valley returning via Williamstown & Gumeracha.

Sunday 17th September Sunday Morning Hills Ride, Approx. 40km. may be some dirt and bitumen, The aim will be to arrive back at Aldgate by 12, for coffee and lunch for those who wish to stay, 09.00am Aldgate Bilo Carpark, BYO morning tea.
Leader Liz Ph. 8390 1638.

Sunday September 24th Sunday Leisure Ride, Train from Adelaide 9.34am Arrive Noarlunga Centre 10.16am. Ride to McLaren Vale on the trails/paths for lunch then back to Adelaide by bike or train depending on the elements and fitness of the group, BYO lunch or purchase. Distance about 30km to 50km at a leisurely speed
Leader: Sue. ph 0419 833 602

October Long Weekend

Friday Evening 29th September To Monday 2nd October Interested people should have contacted Peter before the end of July to allow planning to be completed!
Mobile 0408 738 322 email pdharris@bigpond.net.au
Sunday. October 15th, 29th Sunday Leisure Ride more information to follow

ALL OTHER RIDES PLEASE SEE
WEBSITE www.adelaidetouringcyclists.org



Cycling for Pleasure Group and Adelaide Touring Cyclists are corporate members of BISA. They provide great cycling experiences. However the accuracy of this information and the safety of their ride programs are entirely their responsibility.

Contributors

Thanks to the contributors and proof readers for this issue, including:- Richard Bentley, Mike Brisco, Craig Cooper, Pam Fisk, Gerry Geue, Ian Graham, J Hack, Alan Marriage, Harry Owen and Sam Powrie



Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Johan Louw		8203 7405
Adelaide Institute of TAFE	Yvonne Ladd		8207 8623
Burnside			
DSTO Edinburgh			
Flinders Medical Centre	Mike Brisco		8204 4105
Glenelg/Brighton(Holdfast Bay)	Neil Phillips		8229 9922
Marion	Craig Cooper	0402 335 911	8375 6636
Mitcham	Trudy Wellby		8372 8853
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Vinh Ngo		8384 0536
Option West(Regency Park Centre)	Sam Powrie		8348 6000
Port Adelaide	Brian Acland	8242 0866	
Regency Inst of TAFE	Michael Southren		8348 4549
Stirling	Kath Cooper	8339 3049	
Transport SA	Peter Larsson	8364 5212	8226 8214
University of Adelaide	Environment Officer		8303 5182
Unley	Ashley Campbell	8297 6249	8303 7260
Waite Campus, Uni of Adelaide	Jelle Lahnstein	8362 8223	8303 7260
Westpac TMC	Rod Munro		8369 1642
Women's and Children's Hospital	Kevin Duffy		8161 6455

**Reminder: Subscriptions fell due in May. Subscribe and help BISA work towards better cycling in SA
Do it Online, check our website**

BISA membership form:- Bicycle Institute of SA Inc., GPO Box 792, Adelaide SA 5001

Yes, I want to join BISA. My membership will include free legal advice on cycling matters, subscription to Australian Cyclist magazine and Pedal Update newsletter.			
Membership renewal (please include any corrections to your address, etc.)			
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Number of persons (if Household)			
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Send cheque or money order. Overseas prices on application Other Payment option details on Web site.		Signature	
What knowledge or skills do you have that could be of use to BISA? (e.g. engineering knowledge, letter writing, political skills, etc.)			
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Letter

Hi,

I've recently returned from Portugal – whilst in Lisbon I came across this mark on a number of walls. The sentiment behind the graphic is quite clear but I was unable to ascertain who was painting them or why. I wonder if any other readers of PU know any background?

Harry Owen

Picture to the right: Spray painted mark about 2 metres high on a building on the RUA DAS PORTAS DE SANTO ANTÃO



Making workplaces “cycling friendly” - Hon CARMEL ZOLLO MLC - Press release

August 23, 2006

Workplaces around Adelaide are being encouraged to become “cycling friendly” as part of a State Government initiative providing benefits to both employers and their staff.

Road Safety Minister Carmel Zollo says a free brochure, “Creating Cycling Friendly Workplaces” is now available to businesses.

“Cycling is being taken up by more and more people, as an economical way to get around, as well as for its environmental and health benefits,” says Minister Zollo.

In February the Government released Safety in Numbers – A Cycling Strategy for South Australia with one of its core goals to “increase the number and convenience of parking facilities for cyclists”.

Minister Zollo said the Government is committed to leading by example.

“Many government workplaces already have facilities for cyclists and we will further improve them where needed. We encourage other workplaces to follow suit,” says the Minister.

“While we are keen to promote the benefits of cycling, many

workplaces simply do not have a secure place for employees to store their bikes.”

“Those who ride a short distance to work need secure bicycle parking; others who ride further also appreciate showers, lockers and changing facilities.”

“The brochure will help businesses plan for and implement a cycling friendly workplace.

“Providing these facilities at the workplace is a small price to pay for a healthier, happier and therefore more productive workforce.”

The Government is also participating in a national study on implementing workplace bicycle fleets.

The study will investigate how riding to meetings and between worksites can be incorporated into doing business in the future.

Creating Cycling Friendly Workplaces can be downloaded at the Department of Transport’s Bike Direct website:

http://www.transport.sa.gov.au/personal_transport/bike_direct/index.asp

