



# Pedal Update

No 161, Jul - Aug 2004

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See Page  
7 for  
details on  
Laurence's  
New  
Wheels



**It's Renewal Time see page 4!**

## Calendar

**14 July** Business meeting - All Welcome

**11 Aug** Business meeting - All Welcome

**7 pm** on the **2<sup>nd</sup>** Wednesday every month, at the Conservation Centre 120 Wakefield Street (Opposite Fire Station, entry via rear entrance) Join us at Fasta Pasta in Pirie Street at 6:00pm before the meeting.

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## Pedal Update

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**BISA on the Web: [www.bisa.asn.au](http://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**

## BISA Committee, 2004.

Committee Member	Role & Portfolio	Contact
<b>Sam Powrie</b>	<b>Chairperson</b> , Road safety, speed limits, Infrastructure, BFA.	8449 9902
<b>Alan Marriage</b>	<b>Secretary</b> , Coastal Park project.	8296 5993
<b>Ian Graham</b>	<b>Treasurer</b>	
<b>Mike Brisco</b>	Web Manager	8365 7489
<b>Ian Fisk</b>	Editor, Pedal Update.	8296 3350
<b>Laura Adele</b>	Membership secretary	
<b>Vacant Committee position</b>	BUG Coordination, ACC Bike Plan.	
<b>Rose Boyd</b>		
<b>Kath Cooper</b>		
<b>Vacant Committee position!</b>		
<b>Alan Capell</b>	Tea Tree Tourers appointed rep.	

**Note:** Vice Chair role is currently vacant, several portfolios yet to be allocated and several BISA members have been co-opted to work with the Committee on key issues.

### Chairperson's Report from Sam Powrie



Dear Cyclists,

This last month has brought home to me the serious business of bicycle advocacy. In mid-May a cyclist acquaintance was run down and killed. One more pointless death on our roads. He had ridden home from his work in the city everyday for 25 years. On this day something fatally different happened - something I suspect was quite avoidable given appropriate consideration from the motorist concerned!

It's 2004 and there is little obvious responsibility being taken by Government for effectively responding to this ongoing toll on cyclists. Looking through old copies of Pedal Update it seems that BISA is calling for the same things today that we sought 2, 3 and 5 years ago! Our call last year (together with Bicycle SA) for a 'Safety Summit' has gone unanswered and perhaps unheard. The recent recommendations of the Road Safety Advisory Council - to which we gave an extensive submission - were almost entirely focussed on motorists. It's surely time for cyclists to take more

concerted action to prevent further death and injury. I feel it's time to put a much more direct case to the Government to deliver on cycling safety and amenity, and to argue much more persuasively for specific initiatives aimed at minimising injuries and deaths in the future.

I believe it's time for BISA to devise its own clear set of strategies to accomplish this. For one thing, we need to renew our arguments for improved road and off-road cycling conditions across the city and State. To assist this process I'm pleased to let you know that Peter Good, past BISA Chair and well known bicycle builder and educator has offered to take on a role convening BISA's Engineering Committee. Peter will coordinate a number of activities including key planning responses and submissions as well as a strategy to give cycling hazards and safety issues a higher profile. I look forward to working with him!

In this issue of P.U we examine the treatment of cycling in the latest State Budget. The actual dollars allocated to cycling remain miserly, but BISA understands that a number of innovative cycling-related projects have been approved. Hopefully these will become clearer with the release of the Transport Plan.

At the initial PedBikeTrans-SA seminar on 26th May, The Office of Cycling and Walking's Peter Watts gave a rundown on his work and vision for SA's cycling future, as well as a sneak look at what might be expected in SA's new Transport Plan. We hope to report on this (and maybe on the Transport Plan) next issue.

BISA faces some major planning challenges - financial and otherwise. At the last Committee meeting 3 important documents were discussed - our Treasurer's Report and two draft Strategic Planning and Membership Strategy frameworks. These documents will have a key impact on BISA's future. As our options are clarified we'll be putting them out for consultation and comment in the pages of PU and hopefully on the web site. However, one way or another, rest assured that the Committee is committed to BISA's strength as an independent and community-based voice for the development of SA cycling!

Last but by no means least, past Chair Dr. Michael Kokkinn has resigned from the Committee due to overwhelming work commitments. Many thanks Michael for your sterling work over the last 2 years! Mike's departure now leaves the Committee with 2 vacancies. If you have any interest at all in taking a Committee role for the next 9 months please contact me on (H) 8449 9902 or by e-mail. It's fun and I guarantee appointment will be (almost) instant and painless!

Safe Cycling!,

Sam Powrie, kabir@chariot.net.au



## BISA Annual Financial Statement

At the 2004 BISA AGM the Committee neglected to distribute written summaries of the Treasurer's Report to those members present. We acknowledged this oversight at the meeting and undertook to provide a brief summary in PU (see below). Members wanting further information are welcome to attend a Committee meeting to hear our regular Treasurer's report and to view our financial statements and Auditor's report by prior arrangement with the Treasurer, or to make another time to do so with Ian Graham, Treasurer.

Sam Powrie, Chairperson.

1. Summary of Treasurer's Report 2003:-	
Receipts for 2003	\$ 19,425.55
Payments for 2003	\$ 21,190.70
Deficit for 2003	(\$ 1,765.15)

2. Extract from the Independent Audit Report to the Members of the Bicycle Institute of South Australia Incorporated.  
"I have examined the records and financial transactions of the Bicycle Institute of South Australia Incorporated for the year ended 31 December 2003. I report that I have received all the information and explanations that I have required in the course of the audit.

In my opinion the above Statement of Receipts and Payments is consistent with the documents and vouchers submitted to me and properly reflect the financial transactions of the Bicycle Institute of South Australia Incorporated for the above period."

Signed P A Whiting, CPA Auditor 2 March 2004



## Meeting with the Minister - Almost!

On 29th April, Dr. Mike Brisco and I had an appointment with Minister Trish White. She was unfortunately called away to Perth and so we met with her staff instead. We were assured the Minister would meet with us again but are still waiting. Below is a summary of key issues which we have put to her in writing.

1. The Cycling Constituency: Cyclists (and BISA members) are ordinary people who have made a fundamental choice to use and support 'active transport', as opposed to relying only on the car. Bike and car users are not separate constituencies. Transport development in S.A. needs to focus on the movement of people in a sustainable fashion (including via bicycle use), rather than on the movement of cars and on the choice of car use alone.
2. Adelaide's Transport Future: It has been predicted that road transport will increase by some 40% by 2020. Adelaide faces a real prospect of drowning in motor traffic and of being 'dismembered', suburb by suburb, by main roads that make little allowance for the rights and amenity of pedestrians, cyclists or local communities! BISA believes that safe and secure active transport (cycling and walking) will be needed by an increasing number in our community & that unfettered growth in car use is unsustainable and must be restrained.
3. Barriers to Cycling Development: Growth in cycling participation has reached something of a 'plateau' while motor traffic increases unabated. There are four fundamental barriers to further cycling development in Adelaide and SA.
  - 3.1. Funding: Cycling development is low-cost but it is not no-cost! It requires Government investment in a range of relatively straight forward initiatives on local, connector and arterial roads. The State Cycling Fund must be restored as a matter of urgency, and then increased to a level at least proportional to the role that cycling currently plays in SA's transport system - at least 1.2% of the 2003-04

transport budget = \$5.5 Million! Up until the 2003 budget SA spent about 70 cents annually per person on cycling development. Western Australia has spent about \$7- per person for the last 10 years with NSW spending about \$5- per capita. SA is substantially behind other States! Adelaide must constrain burgeoning car use. Every extra cyclist on the road is generally one less car. With about 80% of urban journeys being less than 10km, cycling is a real and ideal alternative for many of them.

- 3.2. Infrastructure: Cycling needs a range of facilities at all levels of bicycle use:-
  - Local Networks ensuring ready and secure cycle access for all to shops, services, schools and recreation facilities.
  - Inter-Suburban networks offering similar access across suburban boundaries (very much the role of the current Bike Direct routes)
  - Arterial cycling routes on (or paralleling) the arterial roads currently dominated by cars.

Most main roads in Adelaide are regularly used by cyclists, for the same reason they are popular with motorists - they are fast and direct. We can either recognize this and make room for cyclists on all arterial roads or we create routes that parallel them. Cyclists use of arterial roads cannot and must not be ignored! Arterial cycling routes must be at least as fast and convenient by bike as they are by car over distances of around 10 km. Currently most of Adelaide's major arterial roads are devoid of the most minimal gesture towards cycling efficiency or security.

Most main roads are also set at 60km/h or higher, which effectively means traffic speeds fatal to cyclists and pedestrians. The speed limits on all main roads must come down! Perceptions of danger from motor traffic are a major disincentive for the public in cycling uptake. BISA believes that lowered 50km/h speed limits on all of Adelaide's main roads, as well as much increased use of 40km/h (or lower) cont'd next page

## Contributors

Thanks to the contributors to this issue, including:- Mike Brisco, Ashley Campbell, Peter Good, Jeremy Miller,  
Nadia Sayer, Sam Powrie, Alistair Powell and Peter Sampson



Meeting with the Minister - Almost!. cont'd  
'precinct limits' at a local level (i.e.; on all local residential and shopping streets), would make a major contribution towards encouraging increased every-day cycling.

3.3. Legal Support: The current 'equality' supposedly conferred on cyclists in the Road Traffic Act does not in fact provide the security that those choosing to cycle require. Across Europe this has been recognized in a series of laws that acknowledge cyclist's greater vulnerability on the roads and motorist's specific responsibility to ensure their safety. Since 1998 in Holland motorists have been held responsible for the welfare of pedestrians and cyclists whatever the circumstances of their interaction. BISA believes such responsibility should be enshrined in SA's Road Traffic Act and requests that this be considered by your Government.

3.4. Planning and Consultation: There is no State Cycling Plan to guide Local Councils, State Government Departments, planners or developers, or to evaluate and guide overall planning and infrastructure across the State. This is a major constraint on cycling growth and effective infrastructure development. Following the release of the State Transport Plan, a State Cycling Plan must be developed as a matter of priority.

Active cyclists have a wealth of knowledge and experience as to what works in the cause of increased cycling and what does not. Any effective State Cycling Plan must enshrine consultation with cyclists as the basis for effective planning at all levels from State policy formation down to

development of local networks. As a starting point, both BISA and Bicycle SA have called for a 'cycling summit' with Government to identify the key issues in cycling development in SA.

4. Driving Change: All behavioural change is driven by both 'pullers' (or positive forces of attraction) and 'pushers' (somewhat less pleasant forces) that drive change, usually in the absence of choice. As well as the obvious health, pollution, safety and congestion issues, all of the evidence indicates that Oil Depletion will emerge, over the next 10 years, as a major 'pusher' and as the principal issue in transportation planning in Australia. Oil Depletion implies Oil Vulnerability, and we believe that South Australia is particularly vulnerable in this regard. We seek your assurance that your Government is seriously considering Oil Depletion and SA's Oil Vulnerability as fundamental issues in planning our sustainable transport future.

5. Summary: BISA's vision for cycling in SA is broad-based and comprehensive and focused very much on the many benefits for increased health, safety, equity, amenity and efficiency. Anyone who cycles regularly is keenly aware of the many benefits that cycling offers, as well as the great personal and social burdens that stem from over-dependence on motorized transport. The issues we have identified may demand considerable political leadership. Some require funding and some do not. All are essential for further cycling development in S.A.

Sam Powrie.



### **Bikes for Refugees.**

For several months now, Dr. Mike Brisco, BISA's Web Manager and resident numbers-man has been coordinating a project with the Refugees Association recycling unused bikes from their lonely garages into the hands of those who most need them. Many BISA members and others have contributed bikes and several members have spent many greasy hours wielding wrench and screw driver to get them running sweetly.

This BISA project is now affiliated with the Bike Mechanics course run by Hamilton Senior College. On Saturday 19th June, Peter Good, course instructor ran a special session with his students fixing some 20 bikes. The idea was to give the students practical experience in assessing roadworthiness and fixing problems efficiently and to an appropriate standard.

BISA applauds Hamilton College's and its student's support for this very positive community activity and hopes that it can continue and grow. If you would like to know more about the project or donate some unused bikes (including children's bikes) please contact Mike Brisco at [bris0014@flinders.edu.au](mailto:bris0014@flinders.edu.au). Mike is also interested in any donations of bike parts in reasonable condition, including seats, tyres, tubes, older-style chains, bar and rim tape etc (all the stuff that wears out!)



Sam Powrie.



### **Renewal Time**

It is time for membership renewal. For payment please forward your cheque, Australian Money Order, receipt from the CPS Credit Union for cash payment at one of their branches or full details of direct credit transfer by internet with your form. Direct payments should be made to Bicycle Institute of South Australia Inc to account S15 number 02274115.

To see if you are overdue, check your address label! Membership cards will be returned with the next issue of Pedal Update after they are received. If you would like yours earlier please enclose a stamped self addressed envelope.

Thank you Ian Graham Treasurer.



### **Me and My Bike 'Bike and Basket'**

The perfect commuting bike is a personal thing. And so it should be! For some it's a Repco Traveller and a kit bag. Eminently replaceable and cheap to run. For others it's a nice mountain or racing bike and a back pack. Quick and easy, as long as you have somewhere to safely store the bike, and to

get changed when you get to work!

However for every-day use I've come to dislike panniers, and a backpack just doesn't do it for me. Sick of struggling with them and my old mtb I set out to build up a Moulton APB

cont'd on next page



## Government Off At The Opera: Ring Cycle of Real Cycle?

This coming year the SA Government will spend about 10 times the State Bicycle Fund on opera. While our leaders subsidise around 22,000 seats in the Festival Theatre, those 30% of South Australians who use their bikes are left to dice it out with motorists around 8,000,000 times on our roads! Is cycling being short changed? You bet!

The 2003 cuts to the State Bicycle Fund (the SBF) more or less stopped cycling development projects across the State in their tracks. Many projects and plans went on hold. It seemed a disheartening victory for a Minister and transport bureaucracy bereft of vision for and understanding of the transport, energy and health challenges facing the State. So should cyclists all cheer up now that last month's budget has increased the SBF to \$410,000? Well it's better than nothing, but it is still far, far short of the \$5.5Million BISA has called for and the \$6Million sought by BicycleSA. Should we be grateful? Is this adequate? BISA says no!

Let's put this all in perspective. Cycling in SA - by the most conservative measure - accounts for at least 1.2% of all trips. A similar percentage of the total transport budget is about \$5.5M - what we have called to be allocated to cycling development. And this does not account for strategies to encourage more cycling - it just reflects current use. The budget's allocation of \$410,000 is clearly inadequate and makes no sense? Let's look interstate. In WA for 2004-05 alone, a total of \$8Million will be spent on the Perth Bicycle Network - that is, on road and off-road facilities within the city of Perth! This is 20 times what our Government plans to spend across the whole State of SA! WA is also spending an additional \$6.7M on building shared-use paths affording pedestrian and cycling

access to the Perth-Armadale train line. That's nearly \$7M just on one regional, integrated transport route. This is the sort of funding that signals serious Government interest in sustainable transport use and is surely what cyclists (and all South Australians) should expect. Which brings us to the opera!

The budget contains an additional \$1M for Wagner's Ring Cycle, bringing the State Opera's subsidy to \$4M. This is around 10 times the SBF. In 2004 this will subsidise around 22,000 seats at the opera. For the same period cycling will provide around 8,00,000 seats (or trips) for South Australians. Each seat at the opera is being funded to the tune of about \$150- each. Average spending on bicycles-in-use will be about \$2.00 each, or around 60cents for every South Australian. Sense something of a disparity here? Cycling is clearly being short changed along with the sustainable transport futures of all South Australians!

BISA will of course offer the Minister, Trish White some feedback on the State budget asap. However she also needs to hear from the many, many voices that make up the 30% of South Australians who use their bikes. Please write to her with your own feedback on the budget at the address below.

Dr. Mike Brisco and Sam Powrie.

Write to Minister White at:

Trish White - Minister for Transport, Urban Development and Planning, Shop 2, Settlers Farm Shopping Centre, Paralowie, S.A. 5108.

Tel: (08) 8280 5144, Fax: (08) 8280 5526.

Email: taylor@parliament.sa.gov.au



## BISA Submission re. the Walkerville Trc. Redevelopment.

BISA Submission re. the Walkerville Trc. Redevelopment.

In May BISA got wind of proposals to eliminate the bicycle lanes on Walkerville Trc. and then the redevelopment of Walkerville Trc itself! Some of the major changes planned included the creation, East of Stephen's Trc. of a pedestrian-friendly shopping precinct with raised pedestrian refuges and roadway crossings and their re-routing' of cyclists away from Walkerville Trc onto either 'links' through car parks or along a new commuting route via Victoria Trc and Cluny Ave, across Stephen's Trc and via St. Peters and across Hackney Rd. into the city.

There was no mention of reduced speed limits in the plan nor consideration for fostering cycling use in the area. BISA provided the Council with a detailed submission focussing

on:-

- effectively integrating vehicle and cycle use on Walkerville Trc. (as Council has proposed)
- problems with the safety and efficiency of the alternative Cycling Routes proposed
- some key questions raised by BISA members currently using the Walkerville Trc. Route
- the development of local networks serving the redevelopment
- the impact of the redevelopment on BikeDirect routes.

We will try to put the entire submission onto BISA's web site asap.

Sam Powrie, Chair.



**Bike and Basket** cont'd from previous page

frame as an efficient commuter. It's got a cobbled together 7-speed drive train but everything works perfectly! The front hub is a Son-20 linked up to a B&M tail light and a BISY front. Front and rear flat racks complete the picture.

I was initially very pleased with the bike. It's comfortable and convenient



and at least as fast as my bone-jarring mtb. Much nimbler too. The dynamo lighting is very easy to live with although not quite as reassuring as powerful rechargeables on completely unlit bike paths - especially now that sunset is coming earlier. At first all my work gear (clothes, papers, lunch and whatever else I burden myself with) was tied down on the front and rear racks. But after a while

cont'd on next page 5

## “A Question Of Quality”

I have been commuting to the city now for around eight years and am now on my fourth bike. I started with a clunker” I had in the shed (which subsequently died very quickly) when Wally Watts at BikeSouth tempted me to try riding in to the city to work. I then advanced to an “opening” special mtb(Mountain Bike) when Rebel sport opened at Marion (which died at around 5-6000kms, was rebuilt and sold), and moved on to a mid grade Mongoose mtb, which after around 15 000kms or so (and 2-3 clusters/chain rings later) was in need of a total rebuild. My current bike was purchased second hand from a bike mechanic at Glenelg Cycles, and luckily had well specified componentry. I have now had this bike for three years, completed over 16,000kms,

and am unbelievably still on the original cluster/chain/chain ring. (noting, I did look after the bike’s running gear very well for the first two years, but have slackened off since, but I ride daily in the slush/rain, which usually kills your running gear ) Yes, they are currently in need of replacement (gears skip a bit), but I am going to grind them out and see how far they can go. So, as the saying goes, “you get what you pay for “, relates to bicycles as well, it is all a question of quality. I am now saving for a hybrid (a big milestone 50th birthday coming up, good excuse for a new bike), but of course have my heart set on quality componentry.

Keep pedalling,

Peter Sampson



## Bikes On Trains

### 1. Trans Adelaide

Despite many complaints, TA still fail to provide adequate signage near folding seats on trains to indicate the best location for bicycles. The result is passengers often use these seats even when other seats are available. Cyclists either have to try and shift these people or block passageways and doorways with bikes.

In a few carriages special bays for bikes, wheelchairs etc are provided and this is not a problem.

### 2. Great Southern Railway.

GSR charge an extra \$30 per bike for passengers who wish to take their bike with them. In a recent reply to my letter about the issue GSR said “GSR would like to thank you for

your suggestions regarding the transporting of bicycles, but unfortunately at this stage are not able to reconsider the \$30 fee”

We all know that reducing this charge will have negligible impact on their profits. In fact there is potential here for increasing patronage. GSR could say they are promoting tourism and healthier lifestyles!

I urge other cyclists to lobby TA(GPO Box 2351 Adelaide 5000) and GSR (PO Box 668 Marleston Business Centre 5033) to make progressive changes regarding bikes on trains.

Cheers,  
Ashley Campbell.



## Cycling and the Law: What is a Hook Turn?

When turning right at an intersection, instead of moving to the right lane to execute the turn, you can make a hook turn. To do this, enter the intersection on the left, ride just across the intersection to the opposite left corner, and wait there. Usually this means you will be waiting along with other stopped traffic, until it is safe to proceed into the road to which the right turn was to be made. When the lights change, proceed ahead, into the road you want to end up in. Make sure you follow the normal rules for intersections such as obeying the traffic lights or giving way where required.

For instance, suppose you are riding north along King William Street, and at the junction with North Terrace, you want to turn right, to get to the South Australian Museum. When the lights turn green for the King William Street traffic (including

you), the lights will be red for North Terrace Traffic. Stay in the left hand lane of King William Street, ride across North Terrace to the Parliament house side, and stop there, along with the North Terrace traffic waiting for the lights to change. You’ll probably stop somewhere near the pavement. Turn your bike, so you are ready to move east too, when the lights change. You can then ride across King William Street, with the rest of the traffic, and continue east along North Terrace towards the SA Museum.

Hook turns take a bit longer, but are probably safer, since you don’t need to cross lanes of moving traffic, or wait in the middle of a busy intersection.

Alistair Powell



**Bike and Basket** cont’d from prev page  
my dislike of occy straps and approach surfaced again and I sought another alternative. I had a cheap rack basket kicking around after an unsuccessful attempt to use it on the rear of the mtb. On the big-wheeler the basket was too high and kept snagging my foot as I dismounted resulting in a ‘few awkward moments’ (I fell over repeatedly!)

I realised the basket would fit perfectly on the APB’s rear rack, probably sitting quite a bit lower too. A few big zip-ties, a bit of fiddlin’ and it was all done. The basket



covered the rear rack nicely and was several inches lower to boot.

Wait on but - had I turned my full-suspension, ‘hey, cool bike dude’, sustainable personal transport into just another basket case! Am I turning into a shopping-bike cyclist? Will I go out riding in birkies and socks next? Am I the joke of the skate ramp? Unfortunately, I already enjoy sandals ‘n socks and I’ve heard a few snickers as I’ve bunny-hopped the cont’d on page 10

## Warm-up, warm-down and rest days. Why are they so important? by Nadia Sayer

We were all taught to do these things at high school, but for so many of us the question remains - why do we warm up?

### Warm-up

Well, by warming up and stretching the muscles that we are about to use, we are sending them the message that they are being prepared for some kind of physical use (some of us will, of course, use them more strenuously than others!), which has the effect of getting more blood to flow to that area. As a result of this, the muscles have more oxygen to work with and therefore you receive a greater benefit and use from them. Stretching also keeps the muscles moving, and a good range of stretches will act to assist all parts of the body being able to move freely when required. For example, when you undertake a long bike ride you are using your muscles in the same position and motion consistently. If you do this ride without stretching immediately before or afterwards, you are effectively limiting the stretching capacity of your muscles. So, when you come to try and do something different with those muscles, like something as simple as leaning to pick up the hose in the garden, the muscles will scream and complain, because they are being used in a different motion to what they have been recently used to, and because the muscles that are being stretched are doing so to their optimum potential. However, a quick stretch before and after the ride will alleviate this problem to a great degree.

Another good reason to warm-up properly is to minimise the amount of injuries you get, due to your muscles attaining a good range of motion. By warming up, not only are you stretching the muscles, but also the tendons and connective tissue associated with the muscle. The stretches that my husband and I do before going out on a bike ride are on the hamstrings, quadriceps, back and calves. You can also include your shoulders, neck and gluteus. The main thing to remember with stretching is to never 'bounce' while stretching, as this puts pressure on the muscle and tendons, which will weaken them. Remember also to never stretch when you've just gotten straight out of bed. Make sure you have at least gone for a walk first to get the blood flowing, otherwise the muscles will be cold and will get shocked, which will not help at all!

### Laurence's New Wheels

Cerebral palsy may make walking difficult for 13 year-old Laurence Byrne but when he's on wheels he sees no barriers or boundaries - he has full mobility. Beyond being able to move with purpose and grace, Laurence likes to go fast. He can crash like the best of them too, once proudly wearing a golf ball sized lump on his forehead resulting from the same accident that bent 14mm solid steel! One 'tough customer'.

Until the end of our project, Laurence rode an upright trike with no gears and even less style. It had bad paint, uncool wheels that wobbled, a dog-chewed saddle and a frame that bore the scars of a hard life. In addition, the upright's high centre of gravity meant that it would easily topple and it was a long way to fall from that high seat. Time for 'new wheels'.

Then began a collaboration between Laurence, his father

### Warm-downs

Warm-downs should be mainly along the same principles as the warm up. You need to undertake a light cooling down period, i.e. walking or slowly riding your bike, and then stretch the muscles you have just been using. Your warm-down will vary in length depending on how much exercise you have just completed, and also on whether you are going to be riding again later that day. If you are going to be riding again the same day or the next day, then stretching is essential as it helps to release the lactic acid out of your muscles so they can again perform close to their peak. Generally speaking, the more you have exercised the longer your warm-down should be. Most elite athletes get regular massages to help their soft tissue recovery. Regular massage also helps to remove those 'knots', which are really only a build up of lactic acid within the muscle, due to usage.

### Rest days

You may be thinking at this point 'why do I need a rest day? I'm not an athlete or an Olympic cyclist - why do I need to take a day off?' You might also enjoy your bike riding so much that you don't want a rest day! Well, if you are one of the cyclists who ride to work Monday to Friday, and then don't cycle on Saturday and Sunday, you already have rest days built into your schedule, which is aiding your body in your recovery from your week's riding. Did you know that every time you ride your bike, the strenuous activity creates microscopic tears in your muscles? Only rest and stretching can provide the best method of preventing any further damage to those muscles, as it is the rest period that allows the body to heal. If you are carrying an injury, but still riding, then you really should look at having a rest day and getting the injury looked at. Massage can also be a beneficial therapy to receive on your rest day as it helps with soft tissue injuries by promoting circulation and nutrition to the damaged tissue.

*Nadia Sayer has been a BISA member for three years and is a fully qualified massage therapist, practicing at Wakefield Sports Clinic (city and Hindmarsh). BISA members receive a 10% discount off of normal rates upon presentation of their membership card.*



Tom and myself that continued happily for three months until completion. Unable to speak in the traditional sense, Laurence made his ideas and opinions clear through Tom, right down to paint colour and specific requirement for a bidon and luggage rack. Tom's input was just great - informed and definitive yet considerate of my experience. Tom's idea to use a Shimano Inter-4 (four speed) automatic transmission rear hub to overcome Laurence's difficulty using gear levers was central to the project's success.

Early brainstorming revealed specific requirements. The machine had to be very stable, lightweight, easy to mount and dismount, easy to brake and steer, have flexibility for Laurence's growth and have a seat that would fully support his body. We decided on a recumbent tricycle with steering

cont'd next page



## Laurence's New Wheels cont'd

via two 20" front wheels and a 26" rear wheel with automatic transmission hub driven by a continuous chain from front mounted cranks.

The seat needed to fit Laurence with some flexibility for his growth and the ability to hold his body straight with good head support. It also had to be adjustable backwards and forwards (in combination with the adjustable crank boom) for Laurence's growth and/or other riders. Tom found a moulded fibreglass seat in a go-cart shop that would fit but with some modifications. Making the seat fit Laurence, making it more rigid and adapting it to the frame with easy backward and forward adjustment were the most challenging aspects of construction.

We decided on a 'crucifix' style frame with cranks mounted on an adjustable boom in front of a cross piece holding the front wheels and a mid piece joining to the rear wheel. The frame was TIG and braze welded from Reynolds steel tubing with welded attachments for the transmission computer, brake torque arms, chain idlers, chain guard, lights, mudguards, bidon cage and rear luggage rack. The front wheels were built around Sturmey Archer drum brake hubs operated from the same brake lever. The roller brake incorporated into the rear hub was operated from its own lever.

The first layout used direct steering - handlebars that extended from the steering arms. Early tests (and crashes) revealed it to be too nervous especially at speed. This was modified to an under-the-seat style connected to the wheels via pivots and a lever adjustable for the ratio between handlebar rotation and wheel turn.

The front brake levers were not adjustable for reach and had poor action for Laurence's hands. We fitted the lever to the handlebar corresponding with Laurence's strongest hand and modified it with a reach adjuster and longer, straighter lever. The rear brake was fitted with an anti-lock device to eliminate

the capacity to do skids (sorry Laurence), one big cause of accidents. To enhance Laurence's ability to hold his hands to the brake levers, cycling gloves, colour coordinated of course, were attached to the handlebars with plastic cable ties.

The effort to sort the gearing involved Laurence riding up and down the footpath past my house to test numerous ratios. A 26 teeth chain ring proved best, fitted to a modified crank set with arms 150mm long. With only one 24 teeth cog on the rear hub, the chain line is straight with idlers supporting both the slack and tension sides of the chain, their height adjustable for chain tension.

One hot afternoon in January we knew we were close to perfection during a particular test ride. Wearing a dogged look of determination and that delightfully cheeky grin, Laurence put power to the pedals. Rear wheel spinning he darted down the driveway, turning left up the footpath so sharply that the inside front wheel lifted off the ground. After turning around at the top of the street, Laurence accelerated down the grade toward me squealing with delight, Tom running hard to keep up. I was tempted to ask Tom how many times he'd had to run like that to catch Laurence but I bit my tongue as I saw a tear in his eye. Not so Laurence, that cheeky grin had turned into a smile that said it all.

Being around Laurence Byrne has been inspirational. His determination and intelligence, immediately obvious, eclipse any perception of disability but that wicked sense of humour takes a while to emerge. I'm sure Laurence has a bright future ahead, one that will be positively shaped by his unique perspective and experience. I'm proud to have played a small part by providing him with a durable and adaptable machine that will, simultaneously, give him mobility, a means to exercise - and fun.

Peter Good. March 2004.



## A Short Memoir

This is a tale of wheels, speed, catastrophic failure and helmets.

In the mid 90's, while working at one of the larger hotels in this fine city of ours, I had one of the worst bicycle accidents that I hope ever befalls me.

The accident was a solo effort, though no real fault of my own, speed was involved, a corner, and a Bell helmet that was destroyed in somewhat spectacular fashion. It was such destruction that I am, till this day, sure that I would have been dealt the most serious of injury, if not killed, had I not been wearing it.

The wheels in question were a Kojima Eagle road bike, not a particularly lightweight machine, steel framed and entry level, but good for a fast commute from Unley where I lived.

The speed in question was a long right hand turn from Franklin Street into King William on a green light. I was probably travelling close to 40 km/ph and leaning hard into the turn when my rear wheel collapsed.

The result of this was that the bike became immediately stationary, and I flew forward with much force, the right side of my head striking the road about 5 metres from where the bike now lay, closely followed by elbow and hip. I did not even have time to put my hands out. Now I weigh 95kg, and am around 195 cm tall. I don't know the maths, but I shudder to think what force was applied to that helmet, and what may have happened to my skull had it not been secured in place.

Somewhat dazed, I picked myself up off the ground, and as occurs in these situations, tried to work out what had happened. My first thought was that a pedal had connected with the road, this I had done before, and knew too well of the catapult effect that can occur. Quickly dismissed, I knew this had not happened, and it was not until I picked up my bike and wheeled it to the kerb, the rear wheel not moving did the wheel failure become apparent. I was helped by a couple of pedestrians and one lady who was in shock. She thought I had been killed. Apparently I had lain on the road for a few seconds and in that time the worst must have passed through her mind.

cont'd next page



A Short Memoir cont'd

I unclipped my helmet which fell into 3 pieces, checked my arm and hip. The arm was badly bruised with the strangest abrasion that occurs when road meets Gore-Tex at speed. My hip, though sore, was saved by the padding of an oversized bum bag I had round my waist.

I was taxied home from work that night, having walked down to North Terrace dragging my bike behind me. A visit to the doctor's revealed whiplash, with anti-inflammatory drugs and a tetanus booster applied for good measure.

I have thought about this accident over the years, it haunts me somewhat, what happened to that wheel, the bike and me. The helmet was sacrificial, ending its life and doing exactly

what it is designed to do, probably saving mine, or preventing a nasty brain injury. I can still hear the sound my head made as it hit the road, I can still feel myself going over the handle bars, and wondering what I had done so wrong to have had this happen? It took a while to ride again. Confidence is shaken, but somewhat surprising you might find, I did not then become overly cautious or hesitant in my riding style. However, I did become aware of a physics of failure, and how this can impart and eliminate a great deal, I felt not at fault, but cheated of the expectation that my bike would not fail, and that injury was unthinkable.

Jeremy Miller.



## Cycling Sydney

As I climb the hill once more, a cyclist racing down towards me gives me short wave. I look up and try to discern a familiar bike or body shape in the whirl of metal and lycra. No luck. I don't know many cyclists here anyway. A friendly wave to a fellow cyclist just like the wave on remote country roads? The suspicion is confirmed over the next days. Cyclists here often wave to each other; something I never would have expected it in the largest Australian city. Another difference between cycling in Sydney and in Adelaide, where I lived for ten years with cycling as my major form of transport. I thought of myself as an experienced and fearless commuter. When faced with a move to Sydney I boasted that I would continue to commute by bike; hills, traffic and weather notwithstanding. What follows are entirely personal impressions of the first few weeks of cycling in suburban Sydney.

My commute is just under five kilometres, between West Ryde and Macquarie Uni. It looked like a maze of small residential streets in the street directory. With the exception of a couple of minor stretches these streets have turned out to be densely packed by buses, commuters and school traffic in peak hours. There is a small stretch on a main road, just before getting to the university. No bike lanes or other facilities along the way, but a bike locker and a shower once I get there. The commute includes one major climb for the first kilometre or so and then several more ups and downs. I hadn't seriously cycled hills in a long time and the first few weeks were tough. Previously unknown muscles remained permanently sore for several weeks and at the weekends I literally sneered at the thought of recreational cycling. Even a ride to the closest decent bike shop became a half day chore. I still miss how close everything is in Adelaide. Also I miss the company of other cyclists. Few here cross my path. I see the odd regular commuting cyclist and recreational rider on the weekend. Occasionally I see kids on BMX bikes, or people on their way down to the shops. Rarely do these wear helmets or have lights at night. It reminds me of cycling in small-town Europe, where fit lycra-clad helmeted cyclists on fancy bikes are rare and people of all age groups just hop on their bike to run errands.

Gradually I notice other differences: the overwhelming

presence of drains with grids that run parallel to the kerb and are designed to catch bicycle tyres; the lack of bike lanes or bike racks, the narrow, winding roads not planned to cope with 21st century suburban traffic. I ponder on contacting the relevant authorities but my first call to the council requesting bike maps advertised on their website was entirely unsuccessful. They denied any existence of such maps and seemed prepared to deny the existence of bikes. Later I receive a Sydney Cycleways map from another source and realise that on-road bike lanes are pretty rare. A few off-road bike lanes connect some suburbs but not conveniently so for my commute. The narrowness of the roads leaves some roads without space for foot paths, let alone for bicycle lanes. Shoulders seem to be similarly rare. While the less busy roads without shoulders or bike lanes are rideable, the main roads without any shoulders will take some more getting used to. The lanes are all pretty much car width wide; any buses or 4W-Drives get uncomfortably close. Taking up a whole lane is only an option on downhills. On steep narrow uphill I occasionally take to the pavement; once even encouraged by a sign to do so.

Of course there is also another side to riding in Sydney. There are some fantastic off-road tracks, beautifully designed, laid out and signposted. The Blue Mountains are just a day trip away and await to be explored. Bikes are free on trains on the weekend and the rail network is quite extensive. There are the Critical Mass rides that need to be checked out and I while I have walked, bussed and trained across the Sydney Harbour Bridge I haven't ridden across yet. But the most interesting difference is that the attitude of drivers is slightly more professional here. There are still drivers who squeeze past, space permitting or not, and drivers that ignore basic road rules. But on the whole there appears to be more predicability and courtesy on my commute here than in the city in Adelaide. I am not sure whether this is backed up by numbers, but I am keen to see the next round of statistics for around Australia.

Happy & safe cycling,

Tanja Lenz.



**Why can't a bicycle stand up on its own? *Because it's too tired!***  
(Try doing a google search on Cycling jokes!)

## Cycling for Pleasure Rides

### July 4 A Leisurely Winter's Day

Along some bikeways to the beach. Lunch at Kingston Park.

Meet at Victoria Square at 10.00am. Gordon Ph 8276 9453

### July 18 Progressive Lunch

Soup at the Days, main course at the Duttons, dessert at the Marriages.

Meet at Victoria Square at 10.00am.

There will be a charge of \$5.00. Margaret Ph: 8271 5824

### August 1 Hills and Buns

Ride the unsealed hills along Razorback Rd to Meadows Bakery for lunch. Steep hills and wonderful views. 40 km. Meet at the Kangarilla Hall opposite the school at 10.00am. Alan M Ph: 8296 5993

### August 15 Cycling into

#### History

Meet at Victoria Square at 10.00am, the starting point for an historic adventure. About 30km.

John K. Ph: 8449 5513

### August 29 Unley to Crafers

Up the hill to Belair, through the Park to Crafers. Lunch at Jimmies' cafe. Lots of hills but it's downhill all the way back.

Meet at Heywood Park, Unley, at 10.00am.

Anne Ph: 8278 7321

Website :- [www.cyclingforpleasure.org](http://www.cyclingforpleasure.org)



## Tea Tree Tourers Rides

### Camping Weekend and Folk Night July 10<sup>th</sup> & 11<sup>th</sup> - MCLAREN VALE

Saturday – A dirt road ride around the Southern Vales, or a gentle ride to Willunga for coffee.

Saturday evening – Dinner and folk night at McLaren Vale.

Sunday – Start about 10.00 am for a dirt road ride to Mount Compass – good dirt roads and magnificent countryside.

Ph: David O'Loughlin (folk night and dinner) 83792171 or Gwen Pye (rides) 85385221.

### Sunday 25<sup>th</sup> July – RALPH'S RIDE

Meet at 9.30 am at the car park behind the Stirling Hotel.

Distance about 50 km. Hilly and scenic, an all bitumen ride which I have borrowed from Ralph until he becomes a member of TTT. Not many shops so BYO but can buy refreshments at Summertown deli later in ride.

Ph: Gwen 85385221

### Sunday 8<sup>th</sup> August - MACCLESFIELD/STRATHALBYN CIRCUIT

Meet at 9.30 am Macclesfield Oval.

Distance about 45 km. Mostly dirt with some undulations and challenging hills. Gourmet snacks at Strathalbyn or BYO.

Ph: Gwen 85385221

### Sunday 22<sup>nd</sup> August – COAST AND COFFEE RIDE

Meet at 9.30 am The Brewery, cnr. Adam Street & Port Road, Hindmarsh

Distance about 40 km. A leisurely ride to Outer Harbour with stops for coffee and/or cake.

Ph: Sue 82341449

### Club Meetings First Wed Each Month- Meet 7.30pm Linden Park Primary School, 14 Hay Road Linden Park

If you have a favourite ride or would like to lead a ride near your home please contact the rides co-ordinator Ph: Gwen Pye 85385221

ALL OTHER RIDES PLEASE SEE WEBSITE

[www.teatreetourers.com](http://www.teatreetourers.com)



Cycling for Pleasure Group and Tea Tree Tourers 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.

**Bike and Basket** cont'd from page 6  
berms. So I figure I can live with the 'shopper basket' bit!

Seriously, the basket works very well. No longer do I have to struggle with occy straps and awkward over-stuffed bags of papers, books and clothes. I just dump my courier bag (clothes and lunch) and small office bag (papers and phone) into the basket and I'm off. Nothing falls out and I've got room for bolting on an extra light or two behind. Any awkward or last-minute items I just stuff in somewhere. I haven't lost anything yet - apart from some street cred. But it all works extremely well.

So there you have it - the perfect commuter! I'm a convert - for riding to work, baskets (and small wheels) rule!

Sam, Port Adelaide.

\*\*Listen up! This is a new column, loosely titled 'Me and My Bike', which we'll repeat given enough weird and wonderful

contributions. Let's hear from you, but make it interesting! The idea is to share a bit of your own approach and inventiveness in using your 'everyday' bike - even if it involves olive oil can panniers and string, or a home made cello carrier! The best submission - and most creative title - each month wins a prize (so include your return address)!

A Basketful!



## Bicycle User Group (BUG) Contacts

Council Area/Organisation	Contact Person	Home	Work
Adelaide	Phil Hewitt		8203 7676
Adelaide Institute of TAFE	Yvonne Ladd		8207 8623
Burnside	David Wilson	8379 5682	
DSTO Edinburgh	Andrew Messner		8259 6168
Flinders Medical Centre	Mike Brisco		8204 4105
Glenelg/Brighton(Holdfast Bay)	Janet Kelly	8294 9374	
Norwood, Payneham and St Peters			
Marion	Craig Cooper		8375 6636
Mitcham	Ben Wilson		8372 8853
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		0403 312 447
Port Adelaide	Brian Acland	8242 0866	
Regency Inst of TAFE	Michael Southren		8348 4549
Stirling	Kath Cooper	8339 3049	
Tea Tree Gully	Clive Palfrey	8264 1545	
Transport SA	Peter Larsson	8364 5212	8226 8214
University of Adelaide	Environment Officer		8303 5182
Unley	Ashley Campbell	8297 6249	
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

**Want something done/fixed/repaired on your local bike routes? For your voice to be heard, contact your local BUG!! If there isn't one, get one going!**

**Reminder: Subscriptions fell due in May. Subscribe and help BISA work towards better cycling in SA**

### BISA membership form

Bicycle Institute of SA Inc., GPO Box 792, Adelaide SA 5001

Membership includes Third Party insurance.

	Yes, I want to join BISA. My membership will include third party personal and property insurance, 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.)		
(tick box)	1 year	2 years	Name
Individual	\$35	\$68	Address
Household	\$45	\$85	Post Code
Organisation	\$50	\$95	Phone(w) <span style="float: right;">Phone(h)</span>
Concession	\$30	n/a	Email :-
Send cheque of money order. Overseas prices on application		Signature	
What knowledge or skills do you have that could be of use to BISA? (e.g. engineering knowledge, letter writing, political skills, etc.)			



Bicycle Institute of South Australia Inc



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