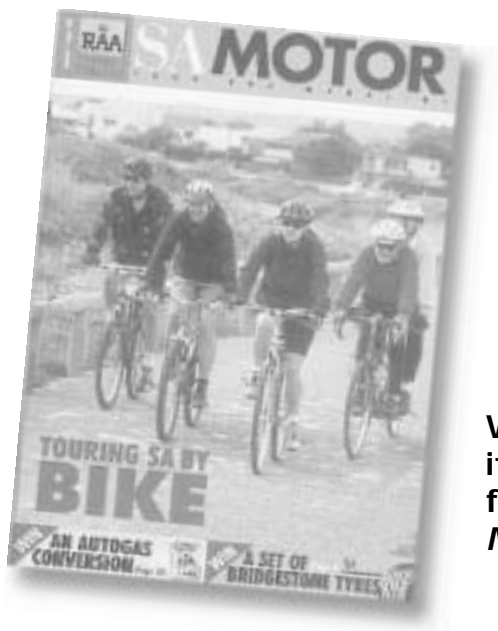




Pedal Update

ISSN 1321-1870

No 144, September-October 2001



Who'd have expected it: bicycles on the front cover of SA Motor

Calendar

- 19 September**
Business Meeting
- 17 October**
Business meeting
- 7pm Conservation Centre
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

Pedal Update is the newsletter of the Bicycle Institute of South Australia Inc., and is published six times per year.



BISA is incorporated in South Australia and is a member body of the Bicycle Federation of Australia.

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Deadline next issue: 26 October

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.

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	Geoff Findlay	8276 8652
	Pat McCrohan	8377 3281
Web Site Manager	Andy Johnstone	8293 8582
General	Keryn Hassall	8293 8582

Rides

Cycling for Pleasure

September

Sunday 2: Welcome to Spring—With Milton and Melva leading the way to North Haven. Easy cycling, no hills: about 40km. Meet at Victoria Square at 10.30am Leaders: Milton and Melva 8337 1799

Continued on page 11...

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Pedal Update

Peter Carter



Nearly Equinox: the weather must be warming up to make even better cycling weather.

The latest RAA *SA Motor* really does have bicycles on the cover, and a two-page article on cycle touring inside. The article describes the Mawson and Riesling Trails and the Torrens and McLaren-Willunga Linear Parks, and lists a number of local cycling tour businesses. That's a good sign.

Good news from the City Council is about bike parking in city car parks, and we have news of this year's VeloFest.

Not so good have been problems with vehicles parked in active bike lanes. Michael Noske and Margaret Minney explain the problem and suggest some possible actions. (My approach, if the driver is in the vehicle, is to give a gentle reminder with the AirZound.)



President's Report

Terry Leach



Progress is finally being made in the amalgamation discussions with Bicycle SA. I hope to convene a special committee meeting in early September to discuss this one issue. At this meeting it will be proposed to issue a mail out to members with full details of the proposal, and notify a special general meeting to decide the issue. There should be no surprises for members in the details, as these have been foreshadowed previously.

Members will have the opportunity to decide on a Memorandum of Understanding (MoU), which will outline the details of how amalgamation will occur. The MoU will only come into effect with the approval of 75% of BISA members. As well as approving the MoU, BISA members will need to approve the winding-up of BISA, and the transfer of surplus assets to Bicycle SA. Bicycle SA members will also need to endorse the MoU and agree to some changes in their constitution.

I believe that the proposal will enhance the advocacy effort in SA, and provide better services to members of both organisations. A final draft of the MoU cannot be supplied at this stage, as it still needs approval by both organisations' management.

When the MoU is distributed, a facility to enable members to publish their views via the Internet will be provided, in the lead up to the

SGM. Of course, all members will have the opportunity to participate in debate at the SGM.

RAA election

Due to circumstances beyond my control, I am not a candidate for the RAA Board this year. Some of the signatures collected on my behalf on the nomination form were not from eligible members, and I did not have the required 50 nominators.

I would like to thank BISA members for their support over the previous four years, and encourage those of you who are RAA members to continue to participate in the election, and seriously consider the merits of those seeking to change the status quo in our transport system.

Cycling in Tropical North Queensland

I have just returned from a couple of lovely weeks in Tropical North Queensland, and what a joy it was to escape the clutches of winter and enjoy the warmth of the Sun. Up there it is the peak cycling season, as well as the peak tourist season. One place where these two seasons have a happy marriage is Port Douglas.

Port Douglas is a small town that has only one industry, tourism. And while the big end of town is well catered for, many budget conscious travellers also enjoy the Sun and the sea. Judging by half-empty motel car parks with 'No Vacancy' signs out front, many visitors choose to manage without the expense of car hire. The motel we stayed at

had many more bikes than car parks, and had a thriving business hiring them out.

Driving around Port Douglas (I confess to a motoring holiday and a non-cycling wife) you need to keep a good eye out for bike riders with a distinct disregard for road rules. I saw many bikes out at night, not one with lights. Pedestrians also shared this disregard for rules. It all worked rather nicely though, as they had reached critical mass. Car drivers just drove slowly and patiently, and with no blaring of horns. There is clearly a demand for budget holidays, one that it would be good to see Adelaide cash in on (although not necessarily in the midst of our winter).

We are already planning our next visit to the area, and have planned an itinerary that should see us car-free, time-efficient, and saving money.

Becoming Car Free

Living in the hills, with no public transport, living car-free has been just a dream. Cycling to the nearest shop is a 45 minute seriously aerobic workout. A reasonably safe route to work involves a hilly 70km round trip, which hasn't been a feasible option. Until now.

I'm about to install electric power assistance to my bicycle. I've opted for a front wheel hub motor, powered by rechargeable dry cell batteries, which should give me a range of about 40km even if I don't pedal (but I intend to). I'm also going to work closer to home for a while. Hopefully by the next edition of *Pedal Update*, I'll be able to report that my bicycle has become my principal means of transport.



Bicycle SA moves

Bicycle SA has moved to new premises in the city, not far from State Association House, and looking out on to Hurtle Square. The new address and numbers:

Bicycle SA
46 Hurtle Square
Adelaide 5000
Phone 8232 2644, fax 8232 5299



Cars parked in Bike Lanes

Michael Noske

Can one of you fine educated people please give me some suggestions of how to stop cars from parking in bike lanes?

Twice in recent months I rang 000 (on a weekend) to report a car in a bike lane on Cross Roads, and were told that it is a local council matter, and they would pass the information on. Both times I said I believed it was a traffic infringement and hence a Police matter, but encountered a “brick wall” so I gave up.

It is especially dangerous on lanes such as Cross Road or Anzac Highway, where vehicles have to change lanes to get around a parked car. Any bike coming along has to either join the stream of motorised traffic or ride on the footpath. I have noticed there are usually ample vacant car parking bays adjacent. And most people who drive cars are capable of walking at least 20m. I understand the Police are busy/understaffed, and this matter is certainly not the most urgent

call they need to respond to, but if there happens to be a patrol in the area, and they are “between jobs”, an infringement notice might educate the car drivers and maybe save the life of a cyclist...

I have recently got a car-less friend mobile via a bicycle (very rewarding to see). She has also experienced this situation, and now understands my sense of frustration at these inconsiderate or ignorant car owners.

Can you suggest what I should do? Should I continue to call 000 and take the badge number of any uncooperative officer? Call the council or the Police bike unit? (Who won't be there as it usually happens to me on weekends). Call someone in BISA (do we have an “insider” in the Police force?) Leave an informative or threatening note on the windscreen? Let the car's tyres down in frustration? Sometimes I think I should just move to Holland.

Margaret Minney

Michael's letter raises practical questions rather than legal ones, and therefore I think it is an arena in which BISA might use its collective force. In the next *Pedal Update* we could invite readers to forward a note of such infringements—date, time, day of the week, location, and effect on them, particularly this last point, and collect them over a period of time, say three months, then present them to Police Prosecutions in one go. If readers can supply photos, so much the better. I am not sure what the time limitation is on parking infringements, but I guess three months is soon enough. If we did this, I would take the trouble to check it.

Parking infringements are, I understand, if local traffic control, the responsibility of the local council, unless there is an offence that is likely to endanger life or limb, but if highway traffic control such as clearways, the responsibility of the police. That puts the some offences in the hands of both local councils and police, so we have to convince the police that the offence is endangering life and limb, or that where it is their responsibility anyway, that it could endanger someone. The trouble with some people who park where they ought not is that they carry the risk of a local government fine as part of their driving expense, and could not care if they were got

another notice. They would not be so happy with a police offence.

My own experience with police is that they are far and away too busy to be concerned with possibilities. I had a personal experience of cycling home one pitch dark, wet, windy and dangerous winter solstice night, and suddenly confronted the rear end of an unlit, very wide rubbish skip, almost too close to stop before potentially slamming into its steel plates and protrusions. Still in shock upon reaching home, I rang the police and was told off in no uncertain terms for wasting the officer's time. I was the baddy impeding police in the course of their duty of saving victims of real crime. I had particularly bad luck in that the copper that picked up my call had had his teen-aged daughter killed in a road accident.

The other thing we could do with the information if we get it, is tell SGIC's pub-

licity people, the ones who encourage drivers not to act so as to raise compulsory third party premiums. They might put it in their next safety publicity push. The police department's safety section might be more interested than the beat coppers too, as one area of safety and concern to publicise. Maybe their senior school liaison people could add it to the list to tell teenagers.

We might even get an article in the RAA magazine.

The legal answer is straightforward. The law is broken but the council's inspector is not allowed to work after hours or is busy surveilling barking dogs. The operational police are not interested or give it a necessarily low priority.

The practical answer is to try to get some publicity about it.



Note: For non-life threatening matters, the Police should be called on 11 444 rather than 000
-Ed

Media Release

City Council supports cyclists with more secure bicycle facilities

As many as 100 secure bicycle parking spaces will be introduced in U-Park parking stations across the City under a new initiative by Adelaide City Council.

The initiative aims to install at least 20 secure spaces for bicycle parking in each of the Topham Mall, Wyatt Street and Light Square U-Parks.

The Lord Mayor, Alfred Huang, who has keenly supported the initiative since his return from an international bicycle conference in Amsterdam last year, said it was a move in the right direction in making the



City more accessible and environmentally sustainable.

"The environmental and personal health benefits to be gained from encouraging more people to cycle into the City, rather than use their car, definitely makes an initiative like this worthwhile," Mr Huang said.

Continued next page...

Rod puts his money where his principles are



Terry Leach

We all know that Rod Munro in his quiet way is abicycle commuter hero, riding his bike virtually every day to work regardless of the weather. He didn't even ask for a lift home after committee meetings: I had to insist.

But last night I found out a bit more about Rod's environmental commitment, which typically came from a conversation that I initiated, rather than Rod blowing his own trumpet. Rod has recently installed a grid-connected solar electricity generation unit on his house. Even after the Commonwealth's \$7000 grant, this still costs what at first blush seems a hefty amount, \$14000. Rod estimates that over a full year the solar power generation will equal his consumption. Best of all his peak generation occurs on days when demand is also at a peak, the ultimate peaking power generation plant.

But when you think about it, \$14000 isn't that much. If your electricity bills were \$600 per year, this represents a return of 4.3% per annum. Not a bad guaranteed return on your investment, particularly as the return

will increase with the cost of power going up, which it will do by far more than inflation next year, by all accounts.

That's fine if you have the cash up front. But what if you have to borrow the money? My mortgage is currently 6.24%, which would cost me \$873.60 per year to service the increased mortgage. Overall I'd be \$273.60 out of pocket, or about \$5 per week. Not a high price to reduce your net electricity greenhouse gas emissions to zero. Obviously this would only suit someone with substantial equity in their home so that they can access cheap finance.

This is something I've thought about in the past, but haven't quite got around to. I've discussed it again with Elaine and we've decided that if we don't move this year, we'll install a similar system next year when we extend the house. If we do sell, we'll install a system on our new house.

Thanks for the inspiration Rod!



City Council supports cyclists...

...continued

"Adelaide's wide roads and flat terrain make it an ideal City for cycling and we hope that through providing better facilities for cyclists we will encourage more people to take advantage of the many benefits it offers."

The convenience and centrality of the U-

Park stations provide an ideal place to base the secure bicycle facilities. This concept is likely to be strengthened in the provision of future car parks, which are now required to provide bicycle parking as part of Development Approval.

This initiative forms part of Council's Bicycle Plan, which has recently been reviewed, and forms part of Council's Integrated Movement Strategy.



VeloFest 2001—a festival of cycling!

Wigley Reserve, Glenelg

Sunday, 4 November 9:00am–6:00pm

Come and experience the diversity and excitement of cycling!

One day: one location

What is VeloFest?

VeloFest 2001 will showcase all that cycling has to offer—on one day, in one location. Offering elite competition, 'come and try' activities, cycling demonstrations, a major interactive Cycling Industry and Lifestyle EXPO, free secure bicycle parking, innovative theatre, exhibitions, entertainment, major prizes, food and fun for the whole family!

Recognised as the only event of its kind in Australia, this national and now international, one day cycling festival promotes the benefit of cycling and encourages more South Australians to experience all that cycling has to offer, from lifestyle to spectator and elite enthusiasts.

Attracting 10000 cycling enthusiasts in 2000, VeloFest 2001 expects to attract between 15000 and 20000 spectators and participants to the new Wigley Reserve venue, located at Adelaide's most popular seaside tourist destination: Glenelg!

The VeloFest vision and goals

The vision: "A nationally recognised festival of cycling"

The goals:

- To be fun and exciting
- To be affordable and accessible
- To be family focused; and
- To facilitate participation

Draft VeloFest 2001 Events

- Major interactive Cycling Industry & Lifestyle EXPO
- BMX Dirt Jump Competition



- Triathlon Race
- BMX Track Racing
- National MTB Observed Trials
- SACF Criterium Racing
- Findon Skid Kids
- Bicycle SA Bike Ed Challenge
- Bicycle SA 'Cycle the City for Asthma' Ride
- Australian International Pedal Prix
- Scooter Spectacular
- MTB Cross Country
- Workshops
- Penny Farthings
- Fashion Parades
- Bike Repair Workshops
- Celebrity Challenge Race
- Uni cycles Bike Trail—receive stamps—win a prize
- Evolution and future of the bike display
- Cycling Industry and lifestyle expo
- Food stalls
- Static Bike Competitions
- Main stage showcasing children's entertainment
- Main stage with big name band
- SA Theatre Project's Bicycle Play

Make sure you mark Sunday 4 November 2001 in your calendar. Come and experience the VeloFest 2001 'festival of cycling!' Bring your family, bring your friends, cycle to Glenelg and enjoy this unique day of fun filled cycling!



British Inventor Gives White House More Power

Kieron Loy

A bicycle retailer from Minneapolis thought US Vice President, Dick Cheney, who has lately been widely publicised in the US cycling to get fit, could use the new, award winning, British invention 'Pedal & Power', the eco-friendly mobile phone charger for bicycles, invented by Mr Kieron Loy of Ikon Global Ltd, Birmingham England.

Kieron, who now lives in Sweden, said "My USA importer, BLC Corp, received a call from the White House, Dick Cheney's office, to thank them for the wonderful Pedal & Power product". "BLC Corp were taken by surprise by the call but quickly realised someone had the foresight to send Cheney a Pedal & Power device, which were only launched in the US two weeks ago".

Kieron added, "Let's hope Dick Cheney not only proves to the world that he's fit to be second in command, but is environmen-

tally aware and in contact, even when out cycling to stay fit".

The idea for Pedal & Power came to Kieron while travelling around the world and invariably finding himself in places where electricity supply was unpredictable. With around 715 million mobiles globally, Kieron said, "that's a lot a juice to charge and recharge phones". Pedal & Power is ideal for anyone with a bike and phone, short trips for top-ups and longer trips for a full recharge. Pedal & Power will also charge other devices such as MP3 players, GPS, Palm PDAs: most low-power devices. Pedal & Power is available direct from Ikon Global via the Internet at <www.ikonglobal.com>.

For the Australian market we are in discussions with Basta Australia and Import Australia. Consumers are able to purchase direct from our Web site until distribution is sorted in Australia.



Rather the sign than a cyclist...

Seen on Sir Donald Bradman Drive

BUG Contacts

Council Area/Organisation	Contact Person	home	work
Adelaide	Bart van der Wel	8267 5112	
Adelaide Institute of TAFE	Dexter Palmer	8337 7060	8207 8277
Burnside	Brian Dalton	8332 9953	
Flinders Medical Centre	Mike Brisco		8204 4105
Gawler	Darren Mik	8524 3141	8418 9628
Glenelg/Brighton	Janet Kelly Tony Hansen	8294 9374 8358 2401	8204 3085
Norwood, Payneham and St Peters	Matthew Harding	8333 2106	
Marion	David Hayes		8375 6837
Mitcham	Margaret Day	8271 5824	
NRG-Flinders/TerraGas HQ	Gerry Velatis		8372 1904
Onkaparinga	Darran Hampstead		8384 0666
Port Adelaide	Dave Hemmings	8242 4129	8449 6777
Prospect	Ruth Beach	8269 5052	
Stirling	Kath Cooper	8339 3049	
Tea Tree Gully	Clive Palfrey	8395 2363	
Telstra	Ian Turvey		8308 0144
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	Evan Evans	8271 3184	8303 7286
Westpac TMC	Rod Munro		8290 4333
West Torrens	Frank Siow		8364 1351
Women's and Children's Hospital	Kevin Duffy		8204 6455

Road Hazards?

Call Transport SA: 1800 018 313

Rides

...continued

Sunday 16: The Big Bold Loop—45 km in the Mt Bold area. Lunch at Clarendon. Hills and 30% gravel. Not for the faint-hearted. Meet at Mylor Oval at 10.00am Leader: Jilden 8339 2420

Sunday 30: Eastern Suburbs ramble—A 30km ride through parks in the eastern suburbs. Waterfall Gully for lunch and then downhill all the way to town. Meet at Victoria Square at 10.30am. Leader: Ian 8296 3350

October

Sunday 14: Historical Graveyards Adventure—Stroll among the tombstones in three of Adelaide Hills' oldest cemeteries. Morning tea at Hahndorf, lunch at Littlehampton. 35 km undulating, some dirt. Meet at CFS Depot Main Street Balhannah at 10.00am. Leader: John K 8449 5513

Sunday 28: CPG Fleurieu Peninsula Great Escape—The CPG annual week away based at Normanville will be held this year from 25 October to 1 November. Go for the full week or a day's ride. More detailed written info will be available nearer the event. Organiser: John T 8358 4245



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, a subscription to <i>Australian Cyclist</i> magazine and <i>Pedal Update</i> newsletter.		
	Membership renewal (please include any corrections to your address, etc.)		
(tick box)	1 year	2 years	Name
Individual	\$28	\$56	Address
Household	\$33	\$66	Post Code
Organisation	\$38	\$76	Work Phone
Concession	\$25	n/a	Home Phone
Send cheque or 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, event organisation, political skills, etc.)			
Where did you get this application form?			



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