



# Pedal Update

No 160, May-Jun2004

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## Your Committee



Mike Brisco, Michael Kokkinn, Ian Graham, Alan Capell,  
Alan Marriage  
Laura Adele, Sam Powrie, Ian Fisk



Rose Boyd



Kath Cooper

**It's Renewal Time see page 5!**

## Calendar

**10 May** Business meeting - All Welcome

**14 Jun** 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

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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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: 15 June .

**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.	
<b>Ian Graham</b>	<b>Treasurer</b>	
<b>Mike Brisco</b>	Web Manager	
<b>Ian Fisk</b>	Editor, Pedal Update.	
<b>Laura Adele</b>	Membership secretary	
<b>Michael Kokkinn</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.

### President's Report from Sam Powrie



Greetings to all BISA Members from your new Chairperson and Committee. Many thanks to those now retiring for all the work you have done. The BISA Committee is essentially a mechanism for representing you! Over the 12 months of our term we will be addressing several key issues, including improved cycling safety, better cycling facilities, increased government funding, much better public education, effective representation of cycling in planning processes and real Government commitment for cycling in S.A.

To accomplish these goals we will utilise several key strategies including direct liaison with the Minister of Transport and her Departmental officers, provision of a number of challenging position statements, building stronger alliances, making strategic use of our web site and using a number of tools to give our Members input to key cycling projects and policies.

We trust this program of activities will inspire you towards active involvement with the Committee's work. Some of you will be able to offer direct and invaluable input preparing and delivering Pedal Update. Some Members may be able to attend and participate in BISA Committee meetings and all Members are always welcome to do so. However what I'd also like to invite is information from all aspects of your cycling experience - no matter how personal, seemingly trivial or indeed overwhelming it might be! We need to know what is and is not working for you out there. And what inspires you to keep cycling.

Contributing to Pedal Update via a letter or article is one way of doing this. Responding to our surveys is another. You can also contact me (see below) or any of the Committee directly. Please make use of us and P.U to focus your enthusiasm for cycling. We'll make sure that your message gets through to State and Local Government and to the Community. I am confident that cycling in S.A. has a great future - one that can be realised if we work together.

Sam Powrie,  
Chair, BISA Committee.  
E-mail: kabir@chariot.net.au



### BISA Committee Vacancy

Subsequent to the recent AGM it appeared that all 10 of the Committee positions had been satisfactorily filled. However in our subsequent review of the Constitution we encountered a couple of problems. These were not serious and are certainly understandable given the relative 'newness' of Committee members and the workload that they have been shouldering. They are easily resolved!

In the first instance, what seems to have occurred is the unnecessary nomination and election at the AGM of a representative for Tee Tree Tourers.

- Alan Capell. 'Unnecessary' simply because the Constitution allows for representatives of Corporate BISA members to be appointed - not elected! The direct implication of Alan's

cont'd next page

### Contributors

Thanks to the contributors to this issue, including Mike Brisco, Sam Powrie, Gwen Pye, Danielle Cantono and Rob Wartenhorst, Helen de Martino, Peter Watts, Ben Osborne, Peter Bailey, Alan Marriage, Des Ryan, Alistair Powel and Ian Fisk



## 50km/h: Is it working?

The new urban speed limit of 50km/h is saving lives and money—but more needs to be done, says a University of Adelaide road safety expert.

Professor Jack McLean, who heads the university's Centre for Automotive Safety Research (CASR), said CASR statistics show the change has had a major effect on accident rates.

However, he said most crashes which occur in Adelaide take place on roads which have remained at 60km/h, highlighting the need for further action.

“Obviously the roads which are still at 60km/h are the major arterial roads in Adelaide and have a much higher volume of traffic travelling along them, so the rates of crashes are more likely to be higher than in the 50km/h zone,” he said. “However, because the cars are travelling at that faster speed, more damage is being done to the people and vehicles involved in the crashes.”

Professor McLean said there were at least two options for trying to reduce the crash rate in 60km/h zones.

“The first and most obvious one is for an across-the-board reduction of all the 60km/h zones in built-up areas down to the default speed of 50km/h,” he said. “From a safety point of view this would be an ideal outcome, but being more pragmatic about it, it may take some time to occur.

“The second option is a more subtle one and could be implemented straight away, and involves police reducing their tolerance for enforcing the 60km/h limit.

“For example, in Victoria, police have publicly said that their tolerance is quite low: if you travel more than 63km/h, you will be booked.

“In South Australia, the tolerance is closer to 69km/h. If our enforcement tolerance level came down and motorists were made aware of the consequences of not travelling right on

the speed limit, then I believe speeds would decrease straight away and as a result there would be less crashes and casualties.”

On the positive side, CASR figures show that there has been a flow-on effect of the 50km/h change to accidents occurring on roads that had retained a limit of 60km/h.

In the 60km/h zones, casualty crashes decreased by 7%, the number of injured people and hospital admissions fell by 10%, and the number of ambulance transports fell by 12%.

By comparison, the numbers were substantially better on the roads which went from 60km/h to 50km/h: casualty crashes fell by 23%, the number of injured people fell by 26%, the number of hospital admissions fell by 15% and the number of ambulance transports fell by 29%.

“What is pleasing for us at the Centre for Automotive Safety Research is that the results so far validate our findings from research we conducted more than seven years ago,” Professor McLean said.

“We were the first organisation in the world to effectively research the effect of speed in built-up areas, and as a result of that all State Governments in Australia have used our findings as a basis for lowering the default speed limit in their State.

“Interestingly, South Australia was the last mainland State to reduce its limits to 50km/h, but the benefits of doing so are showing already and we are confident that our research will continue to highlight areas where road safety can be improved.”

Story by Ben Osborne

from April 2004 - Issue 3 of University of Adelaide Adelaidean



### BISA Committee Vacancy cont'd

election was that a potential opportunity for an additional BISA member to stand for election on the Committee was overlooked. Subsequent discussion with Alan at the 14th March Committee meeting confirmed that his preferred role is indeed to represent TTT. As I felt it imperative that BISA members have every opportunity to stand for the Committee, I suggested to Alan that:

- he resign as a BISA Committee member and be immediately reappointed as the TTT Corporate Representative (his preferred role).
- the BISA Committee then call for nominations for appointment to the resulting Committee vacancy.

These suggestions were moved and agreed at the March 14th meeting. The TTT remains very satisfactorily represented on the Committee by Alan (and his worthy proxy, Gwen Pye). The BISA Committee now calls on all BISA members to consider their willingness and interest in standing for the vacant Committee position. The Committee is able to appoint members to vacancies that occur between AGM

elections and in the first instance, I ask that those interested send a note indicating their contact details and a brief resume to Alan Marriage, BISA's secretary, either via e-mail ([marriage@senet.com.au](mailto:marriage@senet.com.au)) or to BISA's postal address before the next Committee meeting (May 12th).

The second issue is the appointment of a Vice Chairperson. This is required by the Constitution but did not occur at the AGM. As Chair, I would very much prefer to have someone to stand as 'back up' when necessary and to take on some of the 'leadership' tasks. This is not an additional position and I am following up the possible interest of those already on the Committee. However most have already taken on specific roles and tasks. There seems no reason why someone interested in the new vacancy should not also be appointed Vice Chair. For those nominating themselves for the vacancy, please mention this additional interest in your note to Alan. Contact me regarding possible roles and responsibilities.

Many thanks,  
Sam Powrie



## Coastal Park Consultation Process. Ozone Street Car Park to Henley Beach Sailing Club.

A consultation meeting was held on 31<sup>st</sup> March to consider the alternative routes available from the car park on the Linear Park to the Henley Beach Sailing Club. This is intended as another link in the full extended Coastal Park from Sellicks Beach to North Haven. Four routes were considered by the consulting engineers. One along Seaview Road and three along the beach spaced between the high water mark and the houses. Only two are really practical. One running through the dunes at some distance from the houses. Problems exist here with minimising dune disturbance, sand drift and gradient. The other requires work on Seaview Road to increase the width of the road to incorporate the shared path on the side of the road. Problems here are the many

intersections with roads and house drives and the exposure to traffic noise and fumes with what is supposed to be a coastal experience. More plans are to be prepared with further public consultation. Both proposals have a safe crossing of Seaview Road and the river.

BISA will continue to have an input to this project.

Check the web site at [www.charlessturt.sa.gov.au](http://www.charlessturt.sa.gov.au) for further information on the project.

Alan Marriage.

Note: Alan Marriage will represent BISA at future Coastal Park consultations.



## News from Mitcham Hills

Regular readers of the Hills and Valley Messenger newspaper during the past two years will have been impressed by the number of articles about bikes, bike paths and bike riders. The articles are about bicycle routes from Belair to Mitcham involving New and Old Belair Roads, and the area in between. The stories are about two separate topics: down hill mountain bike riders and commuter bike routes.

Belair (in particular) and New Belair roads were unsafe for cyclists, unfortunately evidenced by the death of a cyclist on Old Belair road last year. A commuter path would likely take some pressure off traffic on increasingly overcrowded Old Belair road, and it would also form the missing link in bike paths between Mitcham Hills and lowlands. So, what about it Mitcham Council?

### Downhill riders

Anyone who catches a train from Mitcham on the weekend will find 20 or more bikes and riders elevating to Belair, from where they make a rough descent through hills face Randall Reserve, then back onto the conveyor belt. The popularity of this route and the enthusiasm of the young riders should make everyone happy that the riders have taken to cycling rather than say, smoking dope or spraying graffiti.

Well, as it turns out Mitcham Council had earlier anticipated this need, and had commissioned a consultant to report on routes and costs to construct a bike path between Belair and Mitcham. The report estimated a cost (depending on the route) of (from memory) between \$500K and \$900K, starting at Belair and ending near Pasadena but the gradient would not be any less than that of New Belair Road. The Council concluded that this was a lot of money to spend on a route that was unlikely to be used by many cyclists and voted against building a bike path. This report appears to be a well-kept secret as I am not aware of it being readily available for public discussion. Regardless, as a rate payer, I can understand their decision. But I think it a pity that Council have not at least kept the concept of a bike path in their strategic development plans.

Unfortunately, everyone is NOT happy. In the absence of defined paths, downhill riders have made their own paths through the reserve and adjacent land. Bush regeneration groups complain that riders have destroyed young trees that they have lovingly planted and residents with properties adjoining the park complain of riders intruding onto their property. There are also some residents who believe they have rights to restrict access to public lands and thoroughfares. Last year, things got ugly when obstacles and mantraps were discovered on some downhill tracks.

I understand that Mitcham Council now sees the solution as widening of Old and/or New Belair roads by the Department of Transport to provide a lane for cyclists.

The meat in this particular sandwich is Mitcham Council, which has been trying to minimize flak. In 2003, Council held a number of community consultation meetings and 'identified an urgent need for legal tracks for the thousands of riders in the Hills'... Last week, Mitcham Council agreed to approach the Office of Recreation and Sport seeking \$20,000 to cover the costs of finding a site, designing the tracks and creating a management plan' (Hills and Valley Messenger, 17 March, 2004).

I understand the present position is that Mitcham Council has referred both bicycle proposals to state government departments for funding and implementation respectively. Funds allocated for cycling activities by both Departments of Recreation & Sport and Transport are becoming increasingly constipated and since there are no votes in the Hills for the present government, I predict it will be a long time before there is any progress on improving cycling facilities in Mitcham Hills. But I hope I'm wrong.

### Commuters

The Messenger has also published lots of letters requesting a commuter bike path between Belair and Mitcham. Well OK, ONE letter. And it was from me. In it, I argued that Old

Peter Bailey, Blackwood, SA

Note: BISA will write to Mitcham Council for an update on the proposed commuter bike route Peter has identified. Stay tuned.





## BISA AGM talk by Des Ryan

### Caspian's agony and ecstasy

CASPIAN Helm, a 10-year-old Willunga lad, rode his bike in the amateur event of the Tour Down Under last month, covering 150km in a twisting route from Goolwa to Victor Harbor.

"It's the longest ride I've ever done," Caspian said later. "There were times when I was just exhausted but people kept cheering me on, so that helped."

Unlike the admirable Caspian, I have never had people cheer me when I ride my bike. Were a few people cheering by the side of Port Road, I might even consider riding to work.

With a bit of crowd support, head down, holding my form, feeling the breeze, I could almost imagine being Lance Armstrong, or Caspian Helm.

Only to have some skinny girl on a Trek cruise past me. I don't enjoy that. I don't like head winds either. Hills are not too bad except for the pain and running out of breath.

The sad fact is I am not much of a bike rider. I don't look much like a rider either, in case you hadn't noticed.

My son, who has a sad sense of humour, gave me a black and yellow riding vest for my birthday. It is one size too small and hangs in the cupboard until it sags a bit, like me.

I recently bought my first pair of Lycra bike shorts with a padded crotch. The padding really makes a difference, especially the way it holds a bloke up and out where it counts.

It makes me look four times more impressive than I really am. I have taken to wearing the shorts even when I am not riding my bike.

I hit the road as often as I can, sometimes literally. Someone once advised me the way to fall off your bike and not be hurt was to keep your feet always in sight. By doing so, apparently, you somehow tumble harmlessly.

Yeah right. Remind me of that the next time I go skidding hands-first across the debris that litters roadside bike lanes.

Not just the pebbles and shattered glass, either, but an astonishingly large number of wheel nuts, engine bolts, spark plugs and other scrap metal - all of which must have shaken loose from passing vehicles. I half expect to see cars collapsing cartoon-like all around me.

The real dangers in riding a bike are not self-inflicted but are caused by idiot motorists. A couple of thoughts:

Anyone going for a driver's licence should spend a week riding a bike in the city before they are allowed behind the wheel of a car. That would bloody-well make them bike aware;

Any parked motorist who opens a car door in front of a cyclist should be made to drive for a month with the doors removed.

When Caspian crossed the finish line at Victor Harbor, he continued cycling the 17km back to Goolwa. "I didn't have a choice," he said. The family car was parked there. Bugger.

Still, who cares? As Caspian said, "When I get on my bike, I just feel free, getting away from all the chaos and stuff."

Nothing else needs to be said.

Des Ryan



## Traffic Management and Amenity Improvements for Gorge Road

Transport SA and the Campbelltown City Council are proposing changes to traffic management on Gorge Road between Lower North East Road, Campbelltown and Ryan Avenue, Athelstone. The changes include:-

- \* Installation of a painted median from Rasheed Avenue Newton to Ryan Avenue Athelstone where no raised median presently exists
- \* Installation of marked cycle lanes from Lower North East Road to Ryan Avenue to operate from 7.30 am to 9.00 am and 3.00 pm to 6.00 pm Monday to Friday on both sides of the road. Kerbside parking will not be permitted during these times. Three bus stops will be relocated (stops 26A, 30 and 31).

Changes will include:-

- a painted median to separate opposing traffic flows and

provide safe stopping for right turn vehicles

- one lane in each direction for unimpeded through traffic movement
- marked bicycle lanes during peak periods, improving the safety of cyclists using Gorge Road.

The Federal Government Black Spot Program is funding the project and work is scheduled for completion by 30 June 2004.

Questions or comments to: Claudio D'Agostini, Transport SA \* 8226 8233 or to:- Gorge Rd Painted Median, Attention: Claudio D'Agostini, Transport SA, Metropolitan Region, PO Box 1000, WALKERVILLE SA 5081.

From: Peter Watts, Manager, Office of Cycling and Walking

## Renewal Time

It is time for membership renewal. A pink renewal form is enclosed for those members due to renew in May 2004 and for who complete this by 30 May there will be a draw for 30 prizes.

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

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by internet with your form. Direct payments should be made to Bicycle Institute of South Australia Inc to account S15 number 02274115.

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.



## IS DRIVER RE-EDUCATION THE ANSWER?

For this issue of Pedal Update I've compared driver behaviour with the Road Rules for a situation I encounter many times a day.

If you cycle the Adelaide Hills you'll be familiar with white dividing lines down the middle of all but the narrowest of single-lane sealed roads. They come in various styles: single continuous, single continuous to the left or right of a broken one, and double continuous. The continuous lines are used at bends, crests and other limited visibility locations to prevent overtaking manoeuvres that involve crossing to the other side of the road. So how do motorists overtake a cyclist in such locations?

I ride in the Hills about 200km per week and I'd be very generous in saying that only 5% of motorists wait behind me until the continuous left or double lines change to a broken one before overtaking. The remainder do not wait or only temporarily, and either overtake by squeezing between my bicycle and the dividing line or overtake by crossing the line.

Because continuous line locations have limited visibility, these latter drivers are often forced to cut back in quickly if a vehicle is seen approaching around the bend. I've been forced off the road by trucks that overtake awfully close to me and allow their rear end to swing back in too soon.

So what do the Australian Road Rules say on this? I've used the Transport SA publication "The Driver's Handbook" as my

source for the relevant law. Firstly, it is an offence to overtake if doing so results in any part of the vehicle crossing a dividing line that is a single continuous line, a single continuous line to the left of a broken one, or two continuous parallel lines. A driver may cross these lines to move around an obstruction, but a slow vehicle (such as a bicycle) is not deemed to be an obstruction. The Handbook puts the onus on the driver to make sure it is safe before doing so.

Regarding cutting back in after overtaking, the Handbook states that "before overtaking another vehicle you must be sure you have sufficient distance to return to the same lane without endangering the vehicle being overtaken, and you must not return to the lane until you are far enough past the other vehicle to avoid a collision."

And what about the drivers who squeeze by and barely give you room to breathe? They haven't crossed the continuous dividing line but the Handbook states that an overtaking vehicle "must give at least 1 metre clearance when overtaking a bicycle. If this clearance is not possible, do not overtake until it is safe to do so."

So only 5% of motorists are getting it right and the other 95% are endangering the lives of all road users, not just cyclists. Is it time for a driver re-education program?

Alistair Powell



## 30 tips to keep a bicycle running

At BISA's 30<sup>th</sup> anniversary celebration, each table was asked to share their recommendations regarding '30 places to travel with a bicycle', '30 tips to keep a bicycle running well' and '30 best bicycle accessories'. In this PU article, we combined together each table's wisdom in order to produce a comprehensive list of '30 tips to keep a bicycle running well'. Some of the tips are easy to perform. Others are more difficult like stealing someone's husband.

The top tip was to check your tyres before every ride for the right pressure and for thorns. If your tires are not filled to the right pressure, then you will use up a lot of energy when they deform over every bump in the road instead of rolling lightly over. The big question is what is the right pressure? Someone suggested 50 psi. But Rob always has them filled to at least 100 psi in order to decrease rolling resistance as much as possible (If you know Rob, he likes to cycle fast!). Removing thorns before they are allowed to create a puncture will also saves you time and energy in the long run, because you do not have to pull out the patching kit as often. There was even one suggesting of inflating tyres with helium in order to make the ride even lighter! Something that adds weight to your ride but may keep it going longer is slime which you can put in your tyres to seal punctures automatically.

The number 2 tip BISA experts recommended to keep a bicycle running well was to oil it. There apparently seems to be quite a range of products which can do this for you, although there was not much of a consensus about what

product was best. The following oil products were mentioned: Kero, ProLink Chain Lube, White Lightning, Teflon Oil, The Right Oil, and WD-40. The quantity suggested was lots of lubricant!

The number 3 tip that was shared was to Use It! We guessed the reasoning behind this was so that it (and you) do not accumulate dust and rust.

Another very important tip mentioned was to maintain your bicycle on a regular basis. According to our experts, the focus of the maintenance should be the following parts:

- Brakes (so you can stop if a car cuts in front of you)
- Chain (a worn chain and sprocket wastes energy)
- Bottom bracket
- Spokes (keep your wheels true so that they don't hit the brakes)
- Check for loose bolts and nuts (Or else you might risk losing essential bike parts and also cause someone else to have an accident)
- Check gears (this actually is a big safety factor, when riding you should not have to give your attention to the gears but to the traffic instead)
- Clean it (Unfortunately, like everything else, a bicycle needs cleaning as well)

Related to maintenance is the recommendation to love your bike. So don't abuse it by partaking in the following activities:

- Finding the really big bumps

### 30 tips to keep a bicycle running cont'd from prev page

- Hopping with it
- Jumping kerbs
- Leaving it outside in the burning sun or pouring rain
- Riding in the sand(dunes). Leave that to the kids
- Storing in the shed as opposed to the house (We wondered where in the house the rider suggested keeping it?)

Instead, do the following and your bike will know that it is loved:

- Avoid cows
- Avoiding creeks (but what if you have a mountain bike? They are made for creeks)
- Avoid deep wells
- Avoid trucks
- Riding on the bicycle lane
- Having an early night before the ride
- Stay sober
- Avoid accidents

As psychologists tell us, however, it is impossible for us to truly take care of our bicycles without first taking care of ourselves. This means that we need to watch out that our seat height is correct so we don't ride too low and injure our knees. It also means we need to get an adequate supply of energy when cycling. Suggestions for doing this were to eat plenty of cream buns, mars bars and in the summer, ice cream. Of course the rider also needs to be lubricated as well. There were no suggestions as to what the best drinks were for lubrication, so we figure you may choose whatever you like. As with what was recommended for your bike, lots of lubricant for you was suggested!

Less practical tips to keep your bicycle running are to only ride downhill, leaving Rob to wonder how one would get uphill. (Danielle, however, sees the wisdom in this and suggests taking the train to Belair!) Another suggestion is to add a motor. But that defeats the purpose of having a bicycle. Then you might as well buy a motorcycle. Being married to a fanatic takes away the burden of maintenance. But fanatics are difficult to find (If anyone has any suggestions, we recommend writing an article for the next PU). Equally difficult to achieve is being related to Graham Day, unless of course, we can all convince him to adopt some new children. We also noted that one of BISA members seems to have a prolific money tree in the backyard because his/her tip was to regularly buy a new bike. We hope that this person will soon be giving out grafts of his/her tree so we can all donate regularly to BISA's bike for refugees program. Another wish we have is to be introduced to a guy name Bruce... Apparently, he is THE guy to have to fix up your bike. Danielle is also secretly wondering if this happens to be THE same Bruce who is known for his hard working style and leads up a world famous rock and roll band. Only a bit more feasible than Danielle meeting Bruce is the recommendation to only ride with tailwind. Rob guesses that is what you can do if you have unlimited time on your bike holiday.

So now you know. The experienced cyclist needs to make sure that his/her tyres are pumped up and that their chain is lubricated. Some are lucky and have their husband check on this, are related to Graham Day, or know Bruce personally. But most of us need to make this part of the morning start routine.

Rob Wartenhorst & Danielle Cantono



### DID YOU KNOW?

Alistair Powell has provided the below. As space permits these frequently asked questions (FAQs) will be included in this and upcoming issues of PU.

Test your knowledge of the law with the following frequently asked questions by beginner cyclists. To check your answers go to the BISA web site and select the "Cycling and the Law" option in the FAQ page. The answers are in draft form at this stage and your feedback re content or accuracy would be appreciated.

1. What laws apply to bicycle riding?
2. What equipment must my bicycle carry?
3. What signals must I give?
4. Where should I position myself on the road?
5. Can I ride on the footpath?
6. Can I carry someone on the crossbar, handlebar or rear carrier?
7. Can I ride through an intersection using the pedestrian crossing?
8. How close behind a motor vehicle can I ride?
9. Must I wear a helmet?
10. Can I overtake vehicles driving slowly or banked up before intersections?
11. How should I cycle through roundabouts?

12. Must we cycle in single file?
13. What must I know about carrying my bicycle on a car rack?
14. What is a Hook Turn?
15. Are there any roads I cannot cycle on?
16. Can I drink and ride?

### CYCLING and the LAW

Frequently asked questions from beginners.

The following answers have been based on information contained in the Transport SA publications "The Driver's Handbook" and "Cycling and the Law".

#### QUESTION 1.

What laws apply to bicycle riding?

#### ANSWER

The Australian Road Rules are made into Regulations under the Road Traffic Act (SA). Bicycles are defined as vehicles under the Rules and most rules apply to bicycle riders in the same way as they apply to drivers. Part 15 of the Rules lists those rules that have exceptions for bicycle riders and also contains additional rules that apply only to bicycle riders.

The law gives cyclists the same rights and responsibilities as other road users.

A cyclist can be charged with a traffic offence in the same way



## Cycling for Pleasure Rides

### May 9 Lenswood to Lobethal

Some bitumen, some flat.  
Meet at the Lenswood Cold Stores on Cold Store Rd,  
Lenswood at 10.00am.  
Phil Ph: 8390 3005

### May 14 to 17 Long Weekend Away

3 days cycling around the the Mt Gambier area.  
For details phone Jilden on 8370 8011

### May 23 Kanmantoo Loop

Scenic ride through Monarto and Callington on mostly dirt roads.  
Meet at the parking area adjacent to the Kanmantoo Store at 10.00am. BYO lunch. Gwen Ph: 8538 5221

### June 6 Athelstone and Tea Tree Gully

Explore the north eastern suburbs. Some hills and bike paths.  
Meet at Drage Reserve, Felixstowe at 10.00am. About 40km Clive and Marcia Ph: 8264 8067

**Camping Weekend May 15, 16 & 17** – Strathalbyn Caravan Park - Saturday – Follow the Sandergrove Railway Line (good dirt). Sunday – Ride to Mount Barker Jazzfest (bitumen). Monday - Short ride around Strath before going home (bitumen and dirt). Dinner at a pub on Saturday night. Ph Gwen 8538 5221

**Sunday 30 May** – MOUNT BOLD LOOP - Meet at 10.00 am, Mylor Oval - Distance about 45 km. Lunch at Clarendon Bakery, return via Razorback Road. Lots of dirt roads and steep hills involved. Some bitumen. Ph Jilden 8370 8011

### June 20 Down South Again

Meet at Noarlunga Station at 10.00am ( 9.02 train from Adelaide) for a leisurely ride in the south.

You can expect some hills and maybe a dirt road or two. 40km.  
Dennis F Ph: 8186 1943.

### 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

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



## Tea Tree Tourers Rides

**Saturday & Sunday 10 & 11 July** - Cycling, Camping, Folk Singing and Eating at McLaren Vale  
Further details to follow.

**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.

## DID YOU KNOW? cont'd from prev page

as a motor vehicle driver. This includes incurring demerit points against your Driver's Licence, if you hold one. See the Transport SA publications "The Driver's Handbook" and "Cycling and the Law". The Department's web site on [www.transport.sa.gov.au](http://www.transport.sa.gov.au) contains publications available for download in PDF format.

### QUESTION 2.

What equipment must my bicycle carry?

### ANSWER

Your bicycle must have:

- at least one effective brake (but obviously two would be safer)
- a bell, horn or similar warning device in working order.  
If riding at night, or in hazardous weather conditions causing reduced visibility, you or your bicycle must display:
- a white light that is clearly visible for at least 200 metres from the front of the bicycle;
- a red light that is clearly visible for at least 200 metres from the rear of the bicycle, and

- a red reflector that is clearly visible for at least 50 metres from the rear of the bicycle when light is projected onto it by a vehicle's headlight on low beam.

### QUESTION 3.

What signals must I give?

### ANSWER

You must give a hand/arm signal when preparing to turn right, diverge to the right, or when changing lanes to the right. Although you do not need to give a signal when making left turns or stopping, it is considerate to let other road users know what you are doing.

### QUESTION 4.

Where should I position myself on the road?

### ANSWER

You must keep as close as reasonably practicable to the left side of the road, except when making a right turn, where the road is divided into lanes, or when overtaking.  
On a length of road with a bicycle lane, you must ride in that lane unless impracticable to do so, but you may move out of the lane to avoid debris, potholes, an obstacle, or to overtake

cont'd next page



## New SA Rail Trail: Australia's first public railway (1854), at Goolwa

South Australia now has the oldest Rail Trail in Australia! This year Goolwa celebrates the 150th anniversary of the railway linking the river port to the seaport at Port Elliott, to get produce brought down the River, to the sea coast. As part of the celebrations, the old rail bed has been restored, and you can now explore about 1.5 km of the line route, starting at Goolwa Wharf, leading through areas of historic buildings, and including a playground and picnic area. As rail trails go this is a bit unusual, in that some sections of the line subsequently became park and you have to wheel your bike on the footpaths; and other sections are too near the current line and there is instead a detour by some historic nearby streets. Though as it's in the centre of Goolwa, it should be a great ride, and gives a unique view of SA history, in the 1850's.

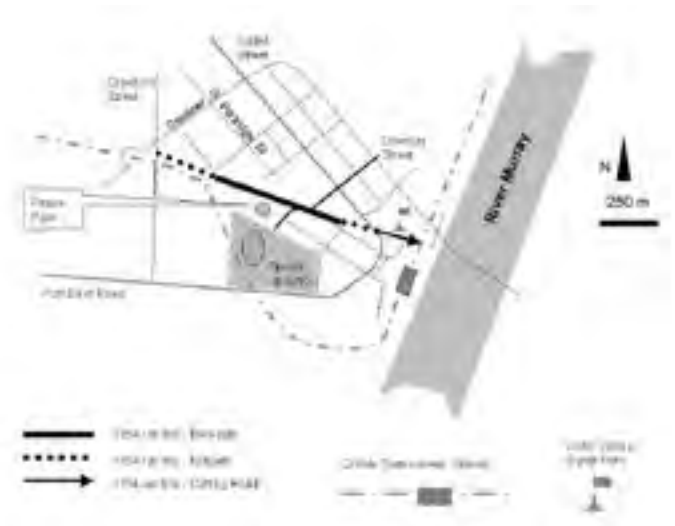
This is quite separate from both the Encounter Bay Bikeway, and the line operated by Steamranger, though all three routes meet at Goolwa Wharf. The 1854 route is still in existence, though you wouldn't know it was there unless you were standing on it.

The historic railway was one of the first major developments at Goolwa. Much of the original town plan was laid out around the railway, and following the line route, you can see historic buildings, and imagine how Goolwa looked to the first South Australians, in its heyday as a river port.

The Historic Railway trail follows the bed of the railway line, from Goolwa Wharf, through the town, to where it meets the current line about 1 km away. The on-road section starts at Goolwa Wharf, at the current station. Head up Cutting Road - Australia's oldest example of a railway worksite, from the early 1850's. From there, head to Hays Street, on the town's main street. The post office was planned around the same time as the railway, and a small plaque in the grounds gives details.

The rail line bed continues across Hays St as a small footpath, through a small park with play equipment, leading to Dawson St. Please wheel your bike through this section.

Across Dawson Street, 400 meters of the original railway embankment has been restored and is surfaced with fine dolomite. This section passes through the Peace park, as far



as the current Victor-Goolwa line near Crocker Street. From there a small footpath (please wheel your bike) follows the E side of the current line, to Crawford Street/Foster Place. This was where the two rail routes met, and from there the 1854 line continued to Port Elliott, along the route of the current line. Cyclists can detour through Partridge Street and Gardiner Street, past some fine cottages built around the time of the line. From the Foster Place crossing, you can look back along the rail route to Goolwa Wharf. As the original town layout and many buildings are preserved, you can see what the town was like in the 1850's, when it was the major port on the River Murray.

The off road section would make a good ride for young children, and there is a picnic area, and playground, right on the route. I suggest you park near the sports oval, perhaps on Dawson Road., and from there explore the Historic Railway in both directions. Some of Goolwa is now State Heritage Area, and a leaflet's available locally. The National Trust Museum, and Signal Point Visitors Centre, are worth a visit. More energetic cyclists can follow the well marked Encounter Bikeway to Victor (22 km)

For more information on the Historic Railway, telephone 08 8555 3488, or check the website [www.visitalexandrina.com/firstrailway](http://www.visitalexandrina.com/firstrailway).

Mike Brisco; Mike thanks Goolwa Visitor Centre, and Frank Tuckwell, for background information on the 1854 line.

### DID YOU KNOW? cont'd from prev page

another bicycle. Some lanes are bicycle lanes at all times whereas others operate at certain times only. You would not be required to ride in a bicycle lane when it is not operating, and this could be impracticable anyway if it is dotted with parked cars.

An edge line is a line marked along a road at or near the far left or far right side of the road and vehicles may cross it only under certain circumstances. Slow moving vehicles such as a bicycle may cross a continuous edge line, thus allowing cyclists to ride on the 'shoulder' to the left of the edge line on some roads.

You may ride in a bus lane but should not obstruct a bus using

the lane. A bus lane is a lane denoted by signs and which is set aside for the exclusive use of buses, emergency vehicles and bicycle riders during the times stated on the signs. The white "B" signal is for buses only and you must not proceed on that signal.

You must not cause a traffic hazard by riding into the path of a vehicle or pedestrian. For example, you should only move out to pass a parked car when it is safe to do so after checking behind for other road vehicles.



## BISA Membership Database

When I first joined the Cyclist Protection Association of South Australia Inc. (later to become Bicycle Institute of South Australia Inc.), in the seventies, the membership list was done manually. Groups of volunteers manually addressed envelopes from photocopies of the pages of the membership data.

Being very lazy, I found that very tedious. These were the early years of microprocessors. I had a SDK80 Intel 8080 development kit, very little memory, tape interface to save data and programs etc. I spent a lot of time entering the information into the system and writing a machine language program to very crudely print out the addresses on a Model 15 Teletype machine in post code order. The sorting was very very crude. It looked through the data for post codes starting low, say 2000 and working up to the highest, it was slow but it worked. Obviously much more time was spent getting it going, than it would have taken to hand address many more envelopes, but it was much more fun! Remember this was before the time of assemblers, disk drives, data base programs, let alone operating systems like Windows etc.

Later as a project for my Graduate Diploma of Computing Science I managed to be able to do "Home Computer and Applications". I did this back in 1979.

I had a wonderful time killing a number of birds with one stone, getting my computer going, processing the Cycling Association's membership list and doing my project!

The computer had slowly evolved to one with floppy disks (they held all of 70k bytes of data!), old TV set as monitor, I acquired an used IBM selectric typewriter with a computer interface. The computer later even had an operating system, CP/M (Control Program for Microprocessors). A lot of time

was spent getting it all working, the hardware and software.

In those days there were not many word processors around. One had been published in Dr Dobbs. POW, or Processor Of Words. I got a copy of that, and added some routines to enable files to be read and written to the floppy disks.

There were no Database programs around either. EBasic came with the operating system. The documentation was terrible. In time I was able to write programs in EBasic to process the membership list as required i.e. print a membership list out, address envelopes (in post code order) by sequentially putting them in the typewriter and print out some statistics.

Out of interest, in 1979, we had 208 member entries, 17 were hand delivered, 197 personal members, 55 associate members, 8 organization members, 3 school members. The membership fee was \$3.00 for personal members, \$10 for Organization members, \$3.00 for School members!

In 1982 before our around the world trip I passed the membership list handing to another member, Bob Daniells. Bob used my programs for a while, but later processed the list using a commercial Dbase program. He did that for a number of years. When I took the membership list on again most had graduated to IBM clone computers. I used the Dbase routines Bob had developed. (with mods!)

At some stage, our hard working member, Clive Palfrey took over, initially processing the membership on a Commodore 64 computer. Clive has been looking after the processor for many years now.

For many years Margaret Day has been given a paper copy of the membership and reminded many of us when the fees are due!

Ian Fisk



## Old Mt. Barker Road Redevelopment - Opportunity for Comment.

TransportSA have announced a draft plan for the Old Mt. Barker Rd (Devil's Elbow to Eagle on the Hill) aimed at facilitating safer joint use by cyclists, cars, trucks and pedestrians! The plan is basically for:-

- a two metre wide, one-way, sign-posted and shared-use (bike and pedestrian) track on the up-hill side, separated by a solid median strip from double up-hill car lanes
- double down-hill car lanes, possibly with large on-road bicycle symbols in the left lane. There will be a solid median separating the up and down car lanes.

The plan seeks to minimise the current dangerous use of the

road by many drivers and motorcyclists while continuing to accommodate the needs of all concerned - notably pedestrians and some B-Double trucks (these use the road for driver training and as an alternative to the main Mt. Barker Rd). Although there will be some contentious issues in this proposal, it's certainly positive that a plan has been developed! We plan to have details up on the BISA web site shortly.

TransportSA invites a submission from BISA. Please send comments to Sam Powrie (kabir@chariot.net.au) before the end of May.



## INSTALLATION OF BICYCLE LANES ON MARION ROAD BETWEEN STURT RD AND CROSS RD

Transport SA and the City of Marion will soon be installing bicycle lanes on both sides of Marion Road between Sturt Road and Cross Road. These will replace the existing Clearway. Work will commence April 2004. The new bicycle lanes will not affect the existing parking conditions along Marion Road and will have the same conditions as the existing Clearway - "No Stopping" from 7:30 am until 9 am on the western side

and from 4:30 pm until 6 pm on the eastern side.

Existing Bus Zones, No Parking/Standing areas and timed Parking Areas will remain unchanged. Any questions regarding installation of these bike lanes should be directed to Mr Dariusz Fanok, Metropolitan Region, Transport SA on 8226 8337. Received from: Peter Swift, Acting Regional Manager, Metropolitan Region, Transport SA.



## 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	Keneatha Pick	8364 6451	
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 fall 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.)			





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**STOP PRESS**

BISA Committee reps. will meet with the new Minister of Transport, Ms. Trish White, on April 29th to discuss a number of issues central to the future of cycling in SA.

Have a look at the the below URL, a test version of a bike route search engine!  
[www.bisa.asn.au/searchengine/Quickwelcome.html](http://www.bisa.asn.au/searchengine/Quickwelcome.html)



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