


September 2022 SARCC Newsletter

RWGPS Events calendar (<https://ridewithgps.com/organizations/8122-sarcc/events>) please link

Consider other club members: If you have COVID or FLU symptoms or might be **infectious, please, don't attend SARCC rides or events**
 Subscriptions to 30 June 2023 are **\$20 Pay to:** SARCC Everyday Account, Westpac, **BSB 035 048 Act 301670.** advise sarccexec@gmail.com
 SARCC, recommend you **check the web prior to attending any ride** or event - rides, tours and events are correct at time of Print only
 SARCC promote, create a **RideWithGPS** route, then  a link to a RideWithGPS route by email to: sarccrwgps@gmail.com

MEMBERS CLUB MEETING NIGHT Thursday the 22nd of September 2022, at 7:30pm [Clarence Park Community Centre](#) in the Clarence Room, corner East Avenue and Canterbury Terrace, 72/74 East Avenue, Black Forest. Ian Fitzgerald will present to us the Reservoirs of South Australia. Several [reservoirs are now open](#) to the public for riding, walking, kayaking, fishing or a picnic. There has been a long campaign to allow access to these precious waterways. Ian is a part of the group who have made privileged access possible.

Sunday Rides:

September 11th 2022 **Scenic Hilly Ride** Meet at top end of [Druids Avenue Stirling](#). Nearest toilets at Steamroller Park Mt. Barker road near roundabout. Steep hills. First shop at Mylor lunch stop. BYO lunch. *Kath C 0429 191 848*

September 25th 2022 **Amy Gillette Bikeway and surrounds** Meet at 10am [Woodside swimming pool](#) car park ride backroads to Charleston and onto Mt. Torrens oval for lunch. Then it is all downhill to Woodside. 40km. BYO lunch. *Mary S 0408 826 282*

Thursday Rural Rides Thursday rides are regularly 20+ riders; in hill topography that creates a challenge. To compensate each ride will have a 2nd leader so we can split into 2 comfortable groups if needed. - [Sharon Moyle Thursday Ride Organiser](#)


Sep 1st	Robyn	0401 364 019	10 a.m. Gumeracha Oval	Some unsealed Roads & Tracks	Ride with GPS
Sep 8th	David	0413 390 371	10 a.m. Woodside Pool car park	Some unsealed roads	
Sep 15th	Clive	0409 492 621	10 a.m. Woodside Pool car park	Some unsealed roads	
Sep 22nd	Di	0424 957 532	10 a.m. Woodside Pool car park	Some unsealed roads	
Sep 29th	Justin	0466 104 900	10 a.m. Woodside Pool car park	Some unsealed roads	

PERFECT Ride Sunday, TBA

SPECIAL Events



① **ADELAIDE SA** Wallis Cinemas Mitcham Wed 26th October 6:30pm. Fantastic Experience if you are in Adelaide
 Don't miss this fantastic, inspiring Big Bike Film Night [Get the latest news on this event](#) and: **BOOK TICKETS**

② **RIDE: Friday Sept 9th** Gawler to Angaston and return Multimodal. Inviting all participants. [Train to Gawler Central Station](#), ride to Angaston 43km on  [RWGPS](#). 3.15hrs to Angaston and back to Gawler Central Station 2.45hrs. Angaston-Gawler return is 88km (at 14kph up and 18kph down) 6 hours riding add an hour for recreation. Start at [Gawler Central shopping Centre car park opposite the Railway Station](#). **9.35am**. This requires catching 8.08am or 8.38am Trains ex Adelaide contact *Eric 0402 356 796*




P.L.E.B.S. Please link to web site to understand the concept or contact *Peter Harrison 0448 364 138*


TOURS:

Fleurieu Cycling Tour 19th September 2022 *Retire Active Cycling invite to SARCC:* Itinerary: Day ① Train to Seaford then cycle to Normanville. (53km, +670m) Day ② Normanville - Victor Harbor - Goolwa. (68km, +460m) Day ③ Goolwa - Milang - Strathalbyn. (50km, +271m) Day ④ Strathalbyn - Mylor - Crafers. (49km, +1,000m). Freeway bike-path to Adelaide. The available accommodation is completely filled thus the Tour is unable to take on more riders. Already one person is on standby should there be a withdrawal. *Roger 0407720357 rogerpolkinghorne@gmail.com*



Goldfields Bicycle Tour from the 16th of October to the 30th of October 2022 inclusive.

[Rides Program](#) and [Accommodation Recommendations](#) The core routes RideWithGPS  [Bendigo](#)  [Castlemaine](#)  [Colac](#)

 **High Country Tour 11th to 23rd Nov 2022.** Expressions of interest to ride a minibus & trailer tour of High-Country. I need assistance to resolve accommodation, routes, transport Please, call Eric 0402 356 796 or email eric@outlook.com.au. Your recommendations for rides and accommodation will be welcome. Outline needs organisers: Thredbo to Jindabyne 44km, Kosciuszko to Jindabyne 54km, Deadhorse Gap to Colac Colac 103km, via High Country Trail to Wodonga 70km, up to Beechworth 63km, to Bright 77km, Bright to Harrietville 82km, to Mansfield 97km, to Mt Buller & down Delatite Trail 50km, Mansfield & Great Victorian Rail Trail to Tallarook 138km, OKeefe Trail through Bendigo 43km - 11 rides 822km, 12nights

A cycling and canoeing week at Barmera Sunday Dec 4 to Friday 9 December

Local bike rides AM some dirt about 30+ km different rides each day Canoe trips PM. One trip with cars to top of lake, canoe 8k back to camp and cycling back to pick up cars. Alan & Mary are going to Barmera soon where will sort out a nice area for us to camp and speak to the managers about the dates. There are also plenty of cabins there.
 Please, contact Alan Capell on 0418 855 568 with a text message with name and contact details if interested.



New Zealand Tour **February 2023** hasn't vanished! The tour is full, and communications are direct by organisers to participants. But to be informed [link here for Tour Details](#) and Link to [Ride with GPS detail of the New Zealand Routes](#). For further information or to express a request to be a standby, contact SARCC Tour organisers [<sarccclub@gmail.com>](mailto:sarccclub@gmail.com)



Video entertainment:

- [AMAZING BIKES YOU SHOULD SEE](#) Weird bicycle creations with particular practical purpose
- [AMAZING GADGETS THAT ARE WORTH BUYING](#) same presenter as Amazing Bikes - crazy gadgets some even practical
- [15 AMAZING CONCEPTS OF THE FUTURE](#) weird concepts fun to look at
- [If it were not filmed, nobody would believe | 7 Impossible Moments in Cycling worth a look](#) it contains a bit of cycling TDU history
- [Homemade Off Road Electric Wheelchair A heart-warming experience for a disabled young lady](#) and followups: [This is 'Not a Wheelchair' - Introducing The Rig](#) and [Giving Away the Ultimate Electric Bike!](#) and [The Amazing Off Road Wheelchair! The Rig](#)
- [A Guide To Bike Lights | How To Choose Lights For Road Cycling](#) good advice from 2019 it dark and winter now are your lights good enough
- [10 Largest Buses in the World](#) Do we really need these enormous buses on the road? Only one is electric and all are dismal substitutes for fast rail travel – WHY?

Ride With GPS  try it you will not be disappointed!

Cycle touring and Bikepacking what is different? *Not much actually!*



<VS.>



Traditional cycle touring and modern bikepacking are very similar. Yet there are differences in kit and bikes. The most obvious being large outboard pannier packing versus minimalist frame packing.

Self-supported adventure cycling, long overlooked by the industry, is still alive and thriving. As more local cycling endurance trails are created ([20 epic bike trails | cycle trails Australia](#)) and across the ditch (Tasman Sea) in New Zealand we have [Tour Aotearoa](#). There are even some coming soon in our own backyard the [Great Australian Wine Trail](#) and slowly progressing cycle trail from Adelaide to Melbourne via Mt Gambier and the Great Ocean Way.



The daunting adventures of cycling pioneers are friendlier but with no less enjoyment of participating with GPS, Maps, more off-road trails and less traumatic no-shoulder truck dodging. On a cycle trip, you get to spend every day out in the fresh air, taking in beautiful vistas while being naturally socially distanced from your fellow humans. You can camp every night and cook your own meals, too, which gives you total independence from the workings of the “normal” travel industry. Better still, you can start your journey right out of your front door, so you don’t have to line up at the airport or stuff yourself into an overcrowded bus. Travelling by bicycle is unique it is the perfect vehicle – fast enough to feel like you’re getting somewhere but slow enough to enhance the experience every place you visit.

If you walk around any cycle show, you’ll see gravel bikes with frame bags strapped to them on every other stand. It’s encouraging to see more bikes and equipment for touring. Bikepacking is portrayed as something different, something exciting, something new.

Bikepacking is more of a renaissance. Trace your finger back down cycle touring’s evolutionary tree and you’ll find cyclists with frame bags, riding on dirt roads, more than a century ago. Many Touring cyclists used frame bags and handlebar packs in their expeditions around the world. Read [Darren Alf](#),... “since 2001 I’ve been traveling the world on my bicycle and teaching people like you how to conduct their own incredible cycling adventures” the web site includes SARCC member [Kevin Burrett](#).

Even the word ‘bikepacking’ isn’t new. It was coined in 1973 by a staff writer at National Geographic magazine, whose May issue contained the article ‘Bikepacking Across Alaska and Canada’. This covered part of an Alaska-to-Argentina expedition organised by Dan and Lys Burden and Greg and June Siple. The trip attracted other riders enroute and inspired the formation of the Adventure Cycling Association of America. The cyclists rode on gravel roads at times – as any touring cyclist might – but they used the luggage of their time: traditional racks and panniers.

Bikepacking has come to mean something quite specific. It describes a cycling trip that:

- Is self-supported, with nights spent in a bivvy bag or lightweight tent.
- Involves less luggage, strapped directly to the bike, saving weight and centralising the load to improve handling off-road.
- Luggage more aerodynamic not outside in Panniers.
- Takes place wholly or partially away from surfaced roads.
- Uses an off-road capable bike, such as a gravel bike, hybrid bike, or mountain bike.

Bikepacking is a kind of back-to-basics, minimalist touring that takes place off the beaten track, with ‘track’ being the operative word. Since racks and panniers aren’t used, there isn’t quite the same convergent evolution in style that you see with touring and trekking bikes. A bikepacker might use a hybrid bike, a Gravel bike, a fat bike, or a full-suspension mountain bike. Any bikepacking bike will invariably have stable off-road steering; a wider handlebar; wider (35mm+) off-road treaded tyres; disc brakes.

By contrast, a touring bike is designed to carry more luggage in panniers. As such, it needs a stiffer, stronger frame to carry this weight, with a longer wheelbase so that the rider’s heels don’t hit the big rear bags either side of the rear triangle. To get this heavier laden bike uphill more easily, gears are sensibly lower. There are [many gearing solutions](#) with robust internal hub gears and toothed belt drives Rohloff and Pinion being more popular for endurance touring. The lower cost derailleur and chain option for bikepacking. Since most touring takes place on roads, surfaced or otherwise, tyres tend to be lightly treaded for better rolling performance. There’s no particular expectation when it comes to touring accommodation: it might be a tent, a five-star hotel, or anything in between.

These are broad brush definitions. You can go bikepacking on any bike that is off-road capable, which includes touring bikes. You can tour on any bike that's comfortable enough and will carry some luggage, which includes bikepacking bikes. This overlap is unavoidable because bikepacking is fundamentally a subset of touring: specifically, lightweight touring that involves staying outside at night.

It's curious that bikepacking is where the industry sees the potential for growth in the adventure cycling market. Touring bikes on sale are low in numbers compared to gravel bikes, cyclocross bikes, hybrid bikes plus any new type of bike manufacturers invent. A tourer stripped of racks and equipped with different tyres is a capable bikepacking bike, whereas a bikepacking bike may struggle as a loaded tourer due to frame angles that are too steep, gears and a bottom bracket that are too high, and a luggage capacity that's insufficient.

Perhaps it's simply that manufacturers of bikepacking bikes and equipment are doing a better job of selling the sizzle. They're tapping into a demand for adventure cycling that has always been there, and they're doing so by focusing on an appealing idea. Bikepacking and traditional cycle touring is an adventurous, traffic-free escape, on quieter roads... Fortunately in Australia, you still can. Albeit the dedication of roads to humongous, over-entitled trucks creates an undesirable, uneconomical, and unnecessary hazard. The growth in the bikepacking segment of the cycling market is good news for anyone who travels by bike – or who might be considering it. We're getting more choice in cycling luggage. We're seeing more bikes with clearances for bigger tyres, i.e., Gravel bikes which should lead to a wider range of comfortably wide tyres. One of the defining features of gravel bike geometry is a longer wheelbase and slacker head tube angle. The longer wheelbase helps 'stretch out' the frame, which improves handling and stability on rough terrain. This differs from cyclocross bikes and some road bikes which have much shorter wheelbases for quick handling in tight corners. Most gravel bikes have drop bars, disc brakes, relaxed geometry, and 40mm tires – but not all gravel bikes are the same.

Touring or bikepacking you really need to be comfortable with your **bike fitting**; the 2 most important numbers to look at when it comes to fit are [Stack and Reach](#). Riding a bike that does not fit is uncomfortable and you risk injury from being too cramped or too stretched out. Other aspects that affect this are stem length, handlebar height, and saddle positioning; these are all adjustable. Essentially Reach determines how much you sit up and Stack is your leg length. Most Reach and Stack is predetermined by the frame Size and type. It is vital you buy the right frame size. A bike frame with drop bars will often have a longer reach and lower you riding position, a MTB will mostly have a shorter reach and sit you up higher. The majority of bikes top tube has more slope stem to seat tube to give a greater stepover and protect your bodies undercarriage better in unscheduled dismounts.



The way a bike handles (i.e., **handling dynamics**) is determined by many factors. **The Trail:** More trail results in more stable steering and a greater ability to hold a line on rougher terrain and Less trail makes for a bike that steers more sharply, but too little can result in a twitchy feel. A longer trail will result in a bike that "self corrects" more as you steer, thus providing better handling at high speeds.

Examples: Road bikes 31 to 59mm, Gravel bikes 59 to 79, hard tail MTB 74 to 94mm, full suspension MTB and Fat bikes 85 to 122mm.

The Wheelbase: The horizontal distance between the centre of the front and rear axles. The wheelbase affects steering speed, stability, and responsiveness. A longer wheelbase allows natural flex and compliance, resulting in a more comfortable and stable frame. Bottom Bracket Drop (**BB Drop**): = A Gravel bike BB height is lower, boosting stability over more varied and extreme terrain. With touring and MTB BB Drop has compromises to overcome because a Low Bottom Bracket offers Stability at speed, Less susceptible to being knocked off line, corners better, Feels like you're sitting 'in' the bike, on the negative side less rock clearance, Harder to move the bike around.

The following lists are suggestions only:

Bags & Racks for Bike Touring:

Extra Water bottle mounts
4 Panniers 2 front 2 rear (20 - 40-litre)
Frame bag
Handlebar bag Trunk bag
Racks front & Rear

Bags for Bikepacking:

Extra Water bottle mounts
Backloader saddle bag 15Litre
Frame bag
Handlebar bag
Top tube bag

Accessories for either:

Rain covers and/or plastic bags
Headlight, Flashing taillight and Reflectors
Daypack (collapsible not on back riding)
Bungee Cords
Bike Lock & Mirror (on handlebar)

OK! Now what do I put in those bags?

Essentials

- Water bottles & water purifier
- Smartphone and GPS or route map
- Sunglasses or clear lenses
- Sunscreen
- Emergency contact info

Nutrition

- Electrolyte powder
- Energy bars
- Nuts
- Fresh fruit

Repair Items

- Spare tube & Spare tire (s)
- 2 extra spokes & a spoke wrench
- Spare disc brakes/brake pads
- Spare brake/shift cable
- Patch kit & Pump or CO2 & Tire levers



- Multi-tool • Bike cleaning wipes
- Spare chain & Chain tool
- Chain lube
- Spare cleats
- Spare nuts, bolts, and washers
- Repair/Duct tape
- Shop rag/wipes

Clothing

- Bike Helmet
- Cycling jersey
- Cycling layers – windbreaker, rain jacket, sleeves, leggings, etc. (weather?)
- Bike shorts (a tube of chamois cream)
- Bike Shoes
- Socks (wool or synthetic)
- Bike gloves
- Sweat bands/caps/bandana

- Fingerless & winter gloves (weather?)
- Fleece/wool hat (weather?)
- Waterproof rain booties/gaiters
- Post-ride shoes or sandals
- Post-ride clothes - shirt, shorts/pants, underwear, socks, etc.
- Swimsuit

Documents

- Bank Card & Cash (local currency)
- Driver's license & Passport
- Photocopies of passport & credit cards
- Travel Insurance card

Misc

- Toilet paper/tissue
- Basic first aid kit
- Camera + accessories

MEMBER Contributions or Questions:

Credit Card Bike Packing (CCBP) a beginner's type of Bike Packing– Kevin D

Benefits of CCBP:

- Stay in accommodation (cabin, AirBnB, 5 star) each night. Stop at cafes, shops, restaurants maybe pack lunch.
- Don't have to carry sleeping gear, tent, stove, food.
- Bike is lighter, more aero and therefore rugged terrain and hills do not detract from the ride.
- Can travel further each day have or have more time at the end of the ride to play tourist
- You are faster and don't have to set up camp and prepare food.
- Comfy bed and shower.

Drawbacks...

- Having to plan trip around availability of accommodation and to a lesser extent food limits the possibilities.
- It costs more, so what it gets you out there to meet interesting others and see things in perspective.
- Pressure to get to accommodation if you are delayed (mechanical, physical, mental!).
- Derision from real Bike Tourers – (not really, they are encouraging to anybody who gets out there on a bike).



Wisdom from Kevin Burrett. One of our club members who has toured many parts of the world on a bicycle.

The friend Darren who Kevin Burrett refers to is the World-Famous [Darren Alff, the Bicycle Touring Pro](#)

Hi Eric & thanks for including me in the discussion.

Bike 'touring' and 'bikepacking' are two aspects of the same coin I reckon. There's all the sensory and philosophical stuff in common of being out there, seeing places, meeting people, facing challenging physical/emotional/social 'pop-ups' etc, and sure as eggs, you're going to get some! I don't think there's a 'right' or 'wrong' way to do it...better to be out there than sitting at home because of some (sometimes) imagined limitation. Darren has the same advice...do what you can with what you've got. If that means one night out in a hotel, yep, ok. If it's a bit more 'out there' over days/weeks, then ok as well. The main point here is to be flexible and not stuck or stubborn...there's nothing to prove. Darren & I've arrived in some small town somewhere with 4 panniers full of sodden gear, taken a look at the first hotel and headed straight for it, put the feet up in front of the fire and imagined ourselves in the 'Ritz'. Did we ever doubt the decision...nah..."another glass of this fine red wine s'il vous plait, merci". The night before we were in a forest in the rain and too windy to cook.

The one difference I do notice is that 'bikepackers' often seem constrained by time and many conversations I've heard seem to revolve around getting it all done 'fast', sort of head down arse up. The 'touring' cyclist on the other hand seems less restrained by time and deviates, meanders, has a day sightseeing, often has only a vague idea of where they might end up that night, changes their plans on the route and goes off in a different direction, happy to say "I've had enough" after a hard climbing day, having a reasonable map, (these days on the www) will show alternatives if main'ish roads are a bit hectic and you feel like a bit of gravel. Cooking your own food in the middle of nowhere is one of my favourite bits of touring...I daydream about food from 2pm onwards!

The same general rules apply to both bikepacking and touring, vis, be courteous and kind to everyone, don't pack too much, give stuff away if you've got too much, generally don't overload with food, keep the water up and refill at EVERY opportunity, stay calm in a foreign country whatever the situation...a smile makes a big difference, [don't drink beer for breakfast](#) ^{Editor added link*1}, (I have out of courtesy twice, once was nearer lunch, sort of, and it ain't nice), have fun, don't be a purist, invest in 100% waterproof gear. You could add any number of dos and don'ts.

Having said all that, I hope I (we) can all get back out there soon, and it's a good topic for the newsletter.

Cheers, Kevin Burrett.

Note *1 Editor is not urging abstinence of alcohol per se, merely informing of its impact on exercise from a reasonable web source, the linked article is intense and needs to be read objectively with an open mind.

Barossa Trail 2km Extension from Sunnydale Avenue, Gawler East Bike Path completed 31 July 2022. The Barossa Trail Extension has completed the connection between the 40km Barossa Trail and the streets of Gawler Town. The Barossa Rail Trail extension between Gawler East and Kalbeeba is now open. The hotmix seal provides a smooth path of good width which has been constructed alongside the railway line. Whilst the line hasn't been used by a train since 2013, it is still regarded as 'operational' and can't be removed.

The new beginning (or end for riders) of the Barossa Rail Trail at Sunnydale Ave East Gawler still means weaving through Gawler Town from the northern end of Stuart O'Grady Bikeway Trail or Gawler Central Railway Station to Bright Tce zigzag to Eucalypt Drive which connects a shared path alongside Barossa Valley Way to Sunnydale Ave.

[Hopefully the proposed Gawler Town cycling connection](#) will be completed soon linking the trails together smoothly and safely albeit it is functioning now. The 2 km extension successfully removes the need for cyclists to travel via the busy Calton Road in order to access the Barossa Rail Trail. The 2km project was jointly funded by The Barossa Council (\$464,000) and the State Government (\$336,000 from PIRSA Regional Growth Fund).'



From Ian Fitzgerald: "ALDI Bike Gear Sale Commencing 3 Sept 2022"

When your heavy eBike falls or gets crunched against a pipe bike stand or crashed into by other falling bikes your unprotected delicately positioned and finely tuned rear gear shifter derailleur arm alignment gets potentially damaged or at worst broken. For the price of a Hamburger there is a simple device that can protect that from happening. A Metal Arch Bike Rear Derailleur Protector for eBikes, MTBs and Road Bikes. A single fixed hole is easy to mount on your bike. A note of caution the device does not fit all bikes so you do need to check first and there are various models and mounting methods.

[Bike radar forum](#) has a debate on this device: from praising it, to why did someone create this?

The negative 📢: Replaceable rear hangers were invented to stop frames getting damaged by impact. This undoes that whole advantage and puts your frame at risk, which for super light aluminium and carbon frames could be terminal... for the same weight penalty as this device, you would be better carrying a spare hanger.

The positive 👍: If adding 75grams is a problem the mandatory bicycle bell and reflectors were probably disposed of long ago. If you are riding a long way from civilization yes, carrying a spare hanger is a better solution. For the rest of us commuters and recreational cyclists the Rear Derailleur Protector is a desirable solution for those minor mishaps. Maybe not on carbon or ultralight aluminium frames – you are likely to be more careful with your investment in that bike anyway. *Thank you, Ian, for a great recommendation.*



A Question from an anonymous member:

What is the **origin of "flipping the Bird"**?

We all see the gesture simply because we ride bicycles.

If you "flip the bird" to someone, you're extending your middle finger while making a ball with the rest of the digits. It's a common gesture made by people worldwide as an alternative to an explicit insult. The gesture is usually used to express contempt but can also be used humorously or playfully. *Flipping the bird* has become almost casual. But with its varied history, how it is received is generally up to the viewer. Typically, the gesture is made out of frustration, anger or annoyance at another person's words or actions. Flipping the bird to another person will always get a rise out of them and could start an argument with the other party involved in the perceived transgression.

The first known use of "flipping the bird" was in ancient Greece. The **Greek** philosopher Diogenes, born in Sinope in 412 BC, was one of the founders of Cynicism—and a bit of a troublemaker from the start. While he didn't invent it, the middle-finger gesture was very much around at this time. Diogenes made what was probably the first famous usage of the gesture, presenting it derisively when he heard mention of Demosthenes (a statesman whom he deeply disliked) and proclaiming. "There goes the Demagogue of Athens!"

In **Rome**, the middle finger was not only a nasty gesture, but it was also an outright threat! It had a Latin name: the *digitus impudicus*, or unchaste finger. Giving someone this sign wasn't the frivolous bird of today, it was an **angry threat**. Read, I censored the description in Classical Era.

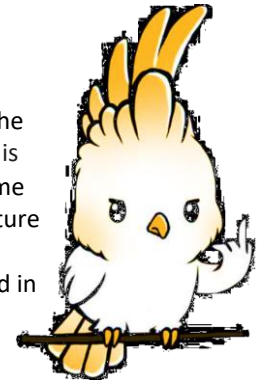
A popular "origin myth" for the middle finger has to do with the **Battle of Agincourt** in 1415. The story goes, the French were fighting with the English and had a diabolical (modern social media publicised) plan of cutting off the middle fingers of any captured English archers so they could never taunt the French with arrows plucked in their general direction. This sounds suspicious enough to begin with for a number of reasons, but the icing on the cake of this story is that the English triumphed that day; presented their middle fingers to the French, and even hollered "Pluck Yew!" (Basically, saying they could still draw their bows, which were made from Yew wood). While it's a fun and a hilarious story to share, **there's not a shred of truth to the tale**. For one thing, mutilating captured soldiers was not generally the practice of the day. You didn't want them to do it to your own soldiers, and you would likely get less ransom paid to you for returning mutilated soldiers. Finally, the whole "Pluck Yew" chant doesn't hold together linguistically, and there is no historical record of anything of that sort occurring in the [Battle of Agincourt](#). Which was carefully documented by at least 7 contemporary heralds, three from eyewitnesses.

While people had been using the finger gesture for millennia, it was only between 1940 to 1970 and onwards that people referred to the practice as "flipping the bird" or to "flip the bird".

My research has not found conclusively why the "Bird" 🐦 is used to describe the gesture except the following loose link: The slang meaning of "the bird" began in the 1860s with the phrase "give the big bird." The big bird referred to a goose, 🦢 and in those days, audiences would hiss at a performer that they didn't like. So "giving the big bird" meant to hiss a performer like a goose. At some point, it began to be interpreted as meaning to give somebody "the finger". Somewhere between 1940 and 1970, "give the bird" became "flip the bird," since "the finger" is "flipped" to make the gesture.



Why not try to explain the phenomenon.



'We birds had nothing to do with a one finger salute!'



From Peter Roodhouse:



This unique bicycle hitch mounted on a ute was spotted by Peter on their West Australian odyssey. It has great potential for those driving "Yewts". **But wait there is more** – this rack type works on [your SUV](#) and it holds up to six bikes including eBikes. Your light-&-number-plate bar are extras. The racks are expensive if made by [Single Trail - Hitch Mounted Vertical Bike Rack](#) prices are near or more than \$2000 and hold 4 to 6 bikes the [assembly video](#) gives a good view of this type of rack. [Check the review of Vertical Rear bike carrying racks](#). The 5 bike rack is most popular simply because that's the maximum seats in most vehicles. Oh! how I wish we had surplus funds for a 5-bike vertical rack on the rear of SARCC trailer that would give us a 14 bike capacity and a heavy duty rack for donation borrowing to club members.

