

January 2021 SARCC Newsletter



Your editor is excited by the articles, reports and poems below! Its your newsletter. More articles or comments please.

We recognise that most of us are amateur as journalists but do not let that inhibit you from writing an article

SARCC ARE OPERATIONAL From 1st December 2020:

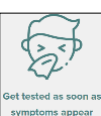
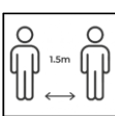
All group rides and outdoor activities are activated within **Covid constraints** of Social distancing and hygiene!

QR scanning for SARCC

- Each SARCC ride group has a QR code.
- You must QR scan and register your attendance at each ride or event. SARCC will no longer use the emailed ride card system.
- If you are unable to QR scan, please notify the Ride Leader – the Leader will email sarccxec@gmail.com with the exceptions.
- Only Exceptions are: **1. electricity or internet connection prevents its proper use** **2. the person does not have a smartphone**

A QR code will be at each ride to be scanned by all attendees. The QR scan is for the Health Department only and will be only used for your benefit by Health Dept Contact Tracing when the next outbreak occurs of Covid-19. Scanning QR gives a first-tier protection to all who SCAN – manual recording i.e., “ride card” is third tier tracing, not as reliable and responsive in protecting you or your privacy. Your data is secure. The Dept of Health record will be deleted on 28-day rotation.

SARCC received the following from The Office for Recreation, Sport and Racing (OSRS) to reassure members it is a mandated process “We are not aware of a blanket exemption being provided to recreational cycling groups outdoors under 1000 participants”.



Density Requirements
In-confined spaces
ONE Person per
2-SQUARE-METRES

We need your Sunday ride contributions for our 2021 Program please contact [Peter Roodhouse](mailto:peter.roodhouse@adelaidecycling.com.au) 0418 844 963

Sunday Rides:

January 3rd 2021 To Semaphore Beach Meet [Victoria Square](#) 10am. Flat ride to Semaphore down rail trail Brompton to Port Adelaide, Semaphore lunch and return Coastal shared path to Torrens outlet Linear Park to coffee at Troppo's, Whitmore Square. 45km. BYO or buy lunch *Eric 0402 356 796*

January 17th Leisurely Lefevre

Meet at the Ethelton Railway Station carpark western side at 10.05. The 9.42 train departing Adelaide for Outer Harbor arrives at Ethelton at 10.05 A leisurely ride around the Lefevre Peninsula mainly on cycle tracks. Lunch near Osborne House and so it is possible to buy lunch in the North Haven Shopping Centre. About 35km. *David P 0409 285 036*

January 31st Mawson Lakes to Cobbler Creek

Meet 10am at the Mawson Lakes Interchange to ride to Cobbler Creek Recreation Park via the Para River Trails for a BYO lunch. There will be a morning coffee stop at Salisbury. After lunch, we return to the Mawson Lakes Interchange. Road bikes are not recommended. 40km. **Note: No trains operating between Mawson Interchange and Gawler Central Station.** *Paul D 0427 537 836*

Thursday Rides:

January 7 th	Robyn	0401 364 019	10am Keith Stephenson Park, Flaxley Road, Mt Barker	Some unsealed roads
January 14 th	Clive	0409 492 621	10 a.m. Woodside Pool car park	Mostly unsealed roads
January 21 st	Paul	0427 537 836	10 a.m. Woodside Pool car park	Mostly unsealed roads
January 28 th	Kevin	0401 717 031	10 a.m. Woodside Pool car park	Mostly unsealed roads

PERFECT Rides: Sunday January 24th, 2021 - Under discussion with participants

Tours 2021: Your Exec Committee welcomes suggestions

FOR SALE:

A gold and yellow SARCC jersey with the kangaroo on the front & back, size XL is for sale for \$20.

This jersey has only been worn twice so virtually as new.

If interested, please email Rick Charlesworth on richard@holisticbodytherapies.com.au



2020 SARCC Presidents Ride and AGM

As you may be aware our annual Christmas Lunch, President's Ride and AGM were impacted badly by Covid and the weather so had to be re planned. Sunday morning of 13th of December ended up to be a pleasant temperature in the high twenties and twelve members arrived at 10am for the Presidents Ride. Eric led this group north as far as the Torrens River and then along the beautiful foreshore to Brighton Jetty with a much-appreciated tail wind all the way. Our preferred picnic spot in the Oaklands Reserve had been taken by another party very early so we were set up under the shade of a huge oak tree for our lunch and the AGM. People began arriving and to our surprise and pleasure we had 27 members for the meeting. The best thing was that some of our long serving members, such as the Partington's, Capell's, Helen Stephens, Helen de Martino and Alan Marriage came out and we were able to catch up socially. The SARCC Annual General Meeting began at 12:20pm and was one of the shortest on record. The 2021 committee was elected as follows: Secretary, Robyn Davill; Treasurer Eric Chaney Rides Coordinator Jilden Reichardt; Members, Peter Roodhouse, Kevin Dronfield, Allison Cornish, and Rosalind Miles. As you may note we do not have a President, many people have been asked over the last few months and the question was asked again at the meeting, but the position remains unfilled. We have gone with the idea of a committee of seven and the role of President being shared amongst the group, possibly a few months for each. There was no general business, so the meeting concluded at 12.35pm and we were able to sit around and have a chat over our lunches and tea and coffee. Peter Roodhouse circulated his empty 2021 rides program and it very quickly filled up by enthusiastic ride leaders' offerings. It just goes to show that when we really want to get something done it takes more than Covid or extreme weather to stop us. Your new committee will be meeting in mid-January to plan some interesting adventures for 2021 so if you have any ideas for rides or meetings, please contact one of them. Some little, short trips away may be the way to go, in view of the uncertainty we still face with travel restrictions. It has been most encouraging to see many new people discover the joys of riding in a group and joining us this year too. 2021 will also see the club meeting in a new city location as the South West Community Centre is being redeveloped. More about that later.

Thank you for the Report **Robyn Davill**

MULGA BILL'S BICYCLE

by A.B. "Banjo" Paterson

first published The Sydney Mail 25th July 1896

'Twas Mulga Bill, from Eaglehawk, that caught the cycling craze;
He turned away the good old horse that served him many days;
He dressed himself in cycling clothes, resplendent to be seen;
He hurried off to town and bought a shining new machine;
And as he wheeled it through the door, with air of lordly pride,
The grinning shop assistant said, "Excuse me, can you ride?"

"See here, young man," said Mulga Bill, "from Walgett to the sea,
From Conroy's Gap to Castlereagh, there's none can ride like me.
I'm good all round at everything as everybody knows,
Although I'm not the one to talk - I hate a man that blows.
But riding is my special gift, my chiefest, sole delight;
Just ask a wild duck can it swim, a wildcat can it fight.
There's nothing clothed in hair or hide, or built of flesh or steel,
There's nothing walks or jumps, or runs, on axle, hoof, or wheel,
But what I'll sit, while hide will hold and girths and straps are tight:
I'll ride this here two-wheeled concern right straight away at sight."

'Twas Mulga Bill, from Eaglehawk, that sought his own abode,
That perched above Dead Man's Creek, beside the mountain road.
He turned the cycle down the hill and mounted for the fray,
But 'ere he'd gone a dozen yards it bolted clean away.
It left the track, and through the trees, just like a silver steak,
It whistled down the awful slope towards the Dead Man's Creek.



It shaved a stump by half an inch, it dodged a big white-box:
The very wallaroos in fright went scrambling up the rocks,
The wombats hiding in their caves dug deeper underground,
As Mulga Bill, as white as chalk, sat tight to every bound.
It struck a stone and gave a spring that cleared a fallen tree,
It raced beside a precipice as close as close could be;
And then as Mulga Bill let out one last despairing shriek
It made a leap of twenty feet into the Dead Man's Creek.

'Twas Mulga Bill, from Eaglehawk, that slowly swam ashore:
He said, "I've had some narrer shaves and lively rides before;
I've rode a wild bull round a yard to win a five-pound bet,
But this was the most awful ride that I've encountered yet.
I'll give that two-wheeled outlaw best; it's shaken all my nerve
To feel it whistle through the air and plunge and buck and swerve.
It's safe at rest in Dead Man's Creek, we'll leave it lying still;
A horse's back is good enough henceforth for Mulga Bill."

Thank You **Kevin Dronfield** for reminding all us of the **Mulga Bill Classic Poem**

“PEDAL PESTS” versus DISTRACTED DRIVING

Weapons: 25kg @ 20kph

versus

1800kg @ 60+ kph

Two second Distance travelled: 11 metres

versus

33 metres

Distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, fiddling with the big screen entertainment or navigation system — anything that takes your attention away from the task of safe driving. Cellular device use while behind the wheel is one of the most common forms of dangerous distracted driving. What are the risks of distracted driving? Distractions that divert attention from driving increase your risk of crashing. Recent research suggests that at least 14% of all crashes involve the driver being distracted by something inside or outside the vehicle. As many as one in ten fatalities have been directly attributed to driver distraction. It is a potential to be prosecuted as vehicular manslaughter i.e., killing an innocent person through extreme negligence.



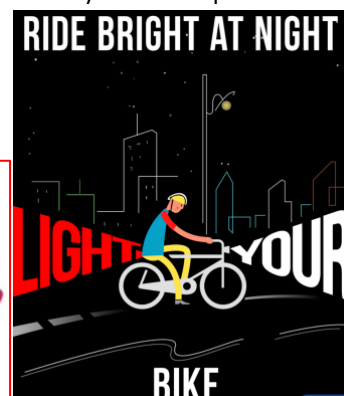
“Pedal pests” were recently implied in a newspaper front page by a sensationalist journalist to be those who take their life as unimportant. By riding bicycles without helmets and inadequate lighting. It is a form of desire to self-harm through minor negligence or perhaps riding a “borrowed” bike, or a pathetic protest of a bureaucratic removal of a freedom. If you don’t want to wear a helmet or be lit at night, then walk or run but don’t ride its illegal and unsafe.

The sensationalist Journalist who put together a front-page article headed “PEDAL PESTS” at the start of our Festive Season sadly did so with intent to inhibit cyclists from riding our roads. He deliberately linked the infringements to our right to safely ride footpaths and the removal of the ambiguous “safe passing distance” now a defined 1 Metre to 1.5 Metre. Positive focus on the increased numbers choosing to ride bicycles for their health, the environment and economic wellbeing would have been more appreciated. The average fine has increased \$142.39 to \$154.36 at a time where individual traffic fines have increased substantially maybe the offences were considered only very minor – certainly not worthy of front-page news.

Why not Focus on motorist’s behaviour particularly the distracted driving and the 1M passing rule?- The number of fines or cautions issued for breaches would have been a greater stimulus to more healthy cycling – making the vulnerable feel safer that our policing system is caring for their safe passage. **Then again!** maybe it is the other way round we are less well protected with only 152 caught infringing by driving in bike lanes and a miniscule 33 failing to keep a safe overtaking distance. As a driver the driving in bike lanes is a deceptively difficult task to get right – timed bicycle lanes are random and only small signs are posted – if we had permanent bike lanes the problem would cease to exist and we all would be safer plus traffic would flow better without, yet another billion dollars spent. I witness daily at least one passing vehicle inside the 1M passing clearance including Busses and Trucks. Some of that is the result of, Truck, Bus, Car focused traffic management that force cyclists into the path of cars by the prolific use of curb extensions and roundabout exit triangles. The challenge of timed cycle lanes and parallel parked cars is characterized by the assumption that “no cyclists ride Anzac Highway on weekends” REALLY?

We need Campaigns not policing for the minority of cyclists who really are Pests!

BE SAFE BE SEEN & NO HELMET NO RIDE & RIDE BRIGHT AT NIGHT.



Bernie’s Matzac’s comment to the **PEDAL PEST ARTICLE:**

Flying a flag horizontally 425mm to 500mm to the right of your bicycle from your carrier rear rack works as a marker for motorists to stay a respectable distance away from a cyclist. “I usually get 2m+ clearance or cars even switch lanes”

Editor’s note: A bicycle handlebar extends equally from the centre line up to 400mm both sides and the widest accepted bicycle trailer is 850mm wide. Assuming the benchmark is the widest accepted trailer, extending a flag off to your right out to 425/500mm from your rear bicycle rack does not encroach on any legal or implied legal dimensions of a bicycle. It does mean when legally riding two abreast the flag bearer should be the outside rider of the pair. **It does very work well**, particularly if you are also wearing be safe be seen Fluro clothing, it is a cheap and effective way of invoking the 1M clearance – try it.

Christian Madsen’s comment on Ebikes Article December:

Eric missed LEITNER (www.leitner.com.au) off the list of e.bikes. “Mine cost \$1250. came partly assembled. took me about 2 hours to do the assembly. Very happy with it. I reckon it is better than the MERIDA at more than double the price.”

Trevor Cakebread's response to Ebikes Article December

I notice in the December 2020 SARCC Newsletter there was a in depth article on electric bikes, being a recent convert to electric bikes I thought I might share my experiences with you. A little history about my bicycle history with you first.

As with most children of my time as soon as I possessed a bike, I rode it to school, however when I finished year 11 (leaving certificate) in 1956 and I started work in early 1957 that was the end of my cycling for 40 years. In the intervening years I played competitive squash for almost 34 years but toward the end of my squash playing years, I found that my knees were starting to protest, and I looked for an exercise which would be kinder to my body, especially the knees. Cycling was the answer and in 1997 I purchased a Shogun Hybrid bike, my first ride being on 13th January 1997. I found cycling not only good for the knees, but it was a whole new very enjoyable experience.

I rode my Shogun Hybrid for a total of 17,500kms much of those kilometres on Bicycle SA rides. In 2000 I purchased a Touring bike in Bremen Germany, which I rode for a total of 30,500kms, noting that in 2005 I joined the Adelaide Touring Cyclists Club (one of the foundation members of SARCC). In 2001 I purchased a Shogun Mountain bike, which I rode for a total of 25,000kms (I still have this bike) and in 2005 I purchased a Bike Friday Pocket Llama which I rode for a total of 20,000kms.

In May this year I turned 80 years old and I thought it was time to take the next step and seriously look at purchasing a pedelec bike. Even though I could still tackle most hills that confronted me I was starting to suffer from back problems, so anything which could make cycling more comfortable would-be a plus. In September 2020 I took the plunge along with my wife, who also wanted a small wheel electric bike. The experience has been a revelation, it is like I have just started riding a bike again, my enjoyment levels have gone up, I only ride on the lowest power setting, but you don't have to worry about wind direction and that steep bloody hill that you are about to have to ascend. I find my bike the most comfortable bike that I have ever ridden.

What did we buy, my bike is a Tern Vektron Q9 it is a folding bike (very easy to fold much easier than the Bike Friday) with 20" wheels it cost \$5,320 it has all the features that you would want, hydraulic disk brakes, Bosch Mid motor, front and rear lights, Schwalbe puncture resistant tyres, a substantial rear rack, Shimano 9 speed derailleur gears, aluminium frame and a sturdy kickstand. My first ride was on the 13th September 2020 and so far, I have done 1,330kms.

My wife wanted a lower step-through, so she purchased a Tern HSD S8i semi folding bike, 20" wheels again. Her bike cost \$6,545. Extra to my bike her bike has a Shimano Nexus 8 speed hub gears coupled with a Gates carbon drive CDX belt, plus telescopic front forks. Previous to this bike she rode a Gazelle Orange C7 step through with Bosch Active Line mid motor. This bike had the larger 700c wheels.

Which brings me to a comment in your article that "Small wheels are not as dynamically stable, and you are travelling faster." I have ridden 20" wheel bikes for over 20,000kms and I have found them as stable as any large wheel bike that I have ridden. My wife agrees with me, she finds her 20" wheel bike much more rideable than her previous large wheel Gazelle.

I realize that everyone may not be able to afford what we have outlaid for our new bikes and there are some good ones around that are cheaper than ours, but I live by the idiom that you only get what you pay for. As you can tell my wife and I are delighted that we took the plunge to purchase our pedelec bikes.

[Tern HSD Video](#)⇒



⇐[Tern Vektron Q9 Video](#)

Regards

Trevor Cakebread

[Tern HSD S8i](#) 25.4kg

[Tern Vektron Q9](#) 21.9kg

From Editor Ebikes Carried on Aircraft

We need to address an issue where many of our members are asking how we can take our pedelec bicycles on an aircraft both interstate and international. The rules: [Lithium ion batteries on Aircraft](#) read the details, essentially the main limitation in taking your electric bike on a plane is taking the battery. Airports and air carriers have strict limitations on the size and capacity of batteries taken on board a plane – whether through carry on or checked baggage. Battery capacity, or Watt-hour (Wh) rating, is **generally limited to less than 100Wh to be allowed on board**. Batteries may also be allowed on board with watt-hour (Wh) capacity of between the table below gives an overview of these general restrictions: Most electric bike batteries are larger than this, in the range of **300Wh to 600Wh+**. **These ebike batteries will most likely not be allowed on any aeroplane.**

Spare or in device	Watt-hour (Wh) rating [Watt-hours (Wh) = Volts (V) x Amp hour (Ah)]	Carry-on	Checked
In device	<100Wh	Yes	Yes
Spare	<100Wh	Yes	Permitted only with air carrier approval
In device	100-160 Wh	Yes	Permitted only with air carrier approval
Spare	100-160 Wh	Maximum of 2 individually protected spares per person with air carrier approval	Permitted only with air carrier approval
In device	>160Wh	No	Permitted only with air carrier approval
Spare	>160Wh	No	Permitted only with air carrier approval

Your maximum for air travel: The maximum allowed with air carrier approval is an in-device 160Wh and two spares 160Wh each a **total of 480Wh**. BUT that is not readily achieved because you can't split your battery in 3 blocks of 160Wh and you still need air carrier approval for all flights each journey.

There are however a few options that you have when planning to fly with an ebike, and still have power at your destination. An alternative available is a system of hiring a battery at your destination – Bosch are doing this but trace the retailer and book prior. The more permanent solution is one adopted by [Bike Friday](#). The Secret is LiGo™ Batteries that currently are the only electric bike battery you can legally enter a plane with. So, I went exploring and found the [LiGo team in Canada Grin Technologies Ltd](#). Grin's modular LiGo battery was born in response to the massive transportation restrictions placed on large lithium ebike packs. Properly certified batteries under 100 watt-hours are allowed aboard passenger aircraft with your carry-on luggage. Why not use this as the building block that can be easily re-assembled into a large battery? After much design consideration Grin decided to implement this as a flat 10s x1p 18650 cell layout, with every battery having its own independent BMS circuit and each pack being potted to protect against the elements. Each battery has two pairs of + and - leads on them, which are terminated in Anderson Power-poles. That allows you to easily plug several packs together in parallel, and when you are done you have two Anderson connectors left over. Typically, one goes into the controller and the other could run lights or act as a charging port. Batteries sent this way are considered to be packed with equipment and are shipped under [UN3481](#), which allows up to 5 kg of LiGo batteries (8 pieces) to be sent with a kit without any dangerous goods fee.

Jilden has explained there is a **DIY solution** to use DeWALT power tool batteries. The system would of course work with any other brand of power tool battery of say 18V 5Ah capacity, just you purchase/carry a different number of spares. Plus, a charger of course. Adaptors are available on ebay for around \$20 - \$25, [example of these that Jilden bought](#). Wire two adaptors in series and fit two batteries, carry two spares. Jilden's 18V 9.0Ah batteries weigh just under 1.5kg each, the 6Ah batteries just over 1kg. Prices are of course extremely variable depending on point of purchase. There are also 12Ah versions available, currently fetching premium prices on ebay due to desirability. Herewith the LINK [how to create a power bank for an ebike of power tool batteries](#). Why do this complex process? – it could be your solution to carry your eBike on a plane interstate or international.

From Editor Bicycle carrying Trailers

A member of Uncool Cycling Group in Clare asked had SARCC thought buying the commercial bike trailer by Shingleback (I forgot the name of the Company for weeks – then I saw a lizard). So, I looked up their trailers, they have constructed a great system, but they start at AU\$9,690 through to AU\$11,400 plus freight and statutory costs, spending another \$1000 or more on refinements makes our trailer still a bargain. [Custom Mountain Bike Trailers - Shingleback Off Road](#)

From Trevor Cakebread: Editor note: how to change a tube without removing the wheel

Another tip that I can pass on to owners of electric bikes. Electric bikes are heavy and fixing a puncture when you are out on the road may not be an easy task, especially the rear wheel, where you may have a hub motor, or hub gears which complicate the issue. I have found by experience that fixing a puncture is a whole lot easier using Gaardi two ended inner tubes. You will need to be able to remove the punctured tube by using a knife or scissors to cut it in half and then it is easy to feed in the Gaardi two ended tube into the tyre, pump it up and away you go. There is a shop in Canberra that sells these tubes called Mitas and you can contact them and order your tubes by using this link: [GAADI Tube \(mitascycling.com.au\)](#) These tubes are available in the following sizes, they are specifically designed for use in electric bikes. *Editor: Video, albeit German language announced ⇒ [GAADI Bicycle Tube 1 - YouTube](#)*

●700 x 32-37; ●700 x 38-47; ●26" x 1.9"-2.1"; ●27.5" x 1.9"-2.1"; ●29" x 1.9"-2.1"; ●20" x 1.9"-2.1"

Make sure that you order the right valve type as they come in Presta, Dunlop and Schrader.

I have used these tubes to fix punctures on my wife's previous electric bike which was a Gazelle with 700c wheels, and it made fixing the puncture extremely easy. The tubes cost around \$25.00 plus postage but worth every cent. Of course, having good puncture resistant tyres such as Schwalbe Marathon Plus keeps the punctures at bay but does not guarantee no punctures, as I found out on the Gazelle which had the Schwalbe tyres but a defective original inner tube.

From Phillip Warren re Cycle gearing

All those calculations about speed, or rate of sedate. Good fun. Here's another story. Can this be confirmed?

Once upon a time when things were different one rode an 80 gear or a 90 gear on the track. So, our 18 speed bikes would have a range of combinations from maybe 32 to 111. What is an 80 gear? *Editor: most likely refers to 80 or 90 inches gear*
Simple: - The ratio of chain ring to rear cog multiplied by the diameter of the wheel in inches. (Or as my father-in-law, ex pro rider, would say, "The heighth of the wheel." So, a 44-ring gear and 12-rear cog ratio is 4 multiplied by 27 = 108 (Which no track rider could turn for an entire race). What does the number mean? I have no idea other than the setup for a bike was different for each track, length of race and fitness/size/speciality of the rider.

From Alan Marriage re Cycle gearing

The start of the old British system is the High Wheeler or Penny Farthing. The velocipede craze ended in about 1870 and these had a direct link wheel to crank so only low speeds were possible. The High Wheeler gave a bigger diameter and thus "higher gear" especially if you were tall with long legs. The Safety Era came about 1880 with smaller wheels but geared up to be the equivalent of a penny farthing for a giant of long legs and also less distance to fall when you came off the machine. Thus 46 chain wheel and 17 cog give a multiplier of 2.7 times a wheel diameter of 27 inches gives 73 inches gear. This is the diameter of the penny farthing wheel. Now it is more common to give the distance travelled per revolution of the crank, so you need to multiply by 3.14 and turn it into meters.

In the 1950's I had a double-sided hub with 19 cog (65 inches) for winter and 17 cog (73 inches) for summer riding.

