**COVID-19**

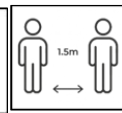
# JUNE 2021 SARCC Newsletter

## SARCC RIDES ARE ACTIVE

All SARCC activities are operating 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/event. SARCC only use ride card system for exemptions.
- RIDE LEADERS:** Please go to [SARCC website](#), select your ride group, select your Covid Safe plan and print QR code for scanning. If you forget to print QR code, with smart phone get the QR image from web - participants can scan from your smart phone image.
- If you are unable to QR scan, notify the Ride Leader – the Leader will email [sarccexec@gmail.com](mailto:sarccexec@gmail.com) with the exceptions.
- Only QR Exceptions are: 1. *electricity or internet connection prevents its proper use* 2. *the person does not have a smartphone.*
- IF YOU ARE OVER 50 you are eligible for Covid -19 vaccination go to [COVID-19 Vaccine | SA Health](#) select a clinic near you, book your Roll up moment and **get vaccinated PLEASE.**



the total number of persons present at a place must not exceed **3 persons per 4 square metres**

was 1 per 2M<sup>2</sup>.



## SARCC RECOMMEND YOU CHECK THE WEB PRIOR TO ATTENDING ANY RIDE

The Following is correct at time of Print there are many reasons why changes may be necessary.

### Sunday Rides:

June 6<sup>th</sup> **Mawson Lakes Loop** Meet [10am Mawson Lakes](#). Ride up the Dry Creek Trail to Golden Grove, return via the Little Para River Trail. Morning Tea available at Valley View, BYO lunch. About 45km, some hills. *Note: the entire Adelaide to Gawler rail line is closed from 26/12/2020 to late 2021.* Kevin D 0411 203 893

June 20<sup>th</sup> **Northern Odyssey** Meet 10am at the [Torrens Lake Kiosk \(the Weir\) on War Memorial Drive, North Adelaide](#). Through quiet leafy parklands and noisy trucking quarters, along wide open bike-ways and narrow wetland tracks, with coffee-stop at the delightful Watershed Cafe. Bring lunch. About 50kms Ros 0448 741 556

### Thursday Rides:

Jun 3 <sup>rd</sup>	Trevor	0401 717 031	10am at the <a href="#">Talunga Park</a> Melrose Street, Mount Pleasant	Some unsealed roads
Jun 10 <sup>th</sup>	Richard	0433 537 762	10am <a href="#">Woodside Pool</a> car park	Some unsealed roads
Jun 17 <sup>th</sup>	Dianne	0424 957 532	10 a.m. <a href="#">Woodside Pool</a> car park	Some unsealed roads
Jun 24 <sup>th</sup>	David	0413 390 371	10 a.m. <a href="#">Woodside Pool</a> car park	Some unsealed roads

### PERFECT Ride: Sunday June 13<sup>th</sup> at 9 AM. [Meet Waterloo](#) (District War Memorial/Tom Cruse Park)

70 km – mainly dirt and gravel roads with about 6 km of bitumen. No facilities on the ride so bring lunch, water, tools and spares. Leaving from Waterloo the ride will cross the River Light, Tothill Creek and Brady Creek & pass Apoinga Lagoon. Will pass through Quin, Webb, Brady and Niblet Gap. (Niblet Gap can be a problem for non-mountain bike riders due to erosion and rocky sections but it is short and can be walked if needed). Cross the Tothill, Bluff & Scrubby Ranges and skirt the Hallelujah Hills. We will return through Emuville (on the opposite side of the hills to Black Springs). The return will be along Emuville Road back to Waterloo. There is an interesting old homestead and outbuildings (with a long hitching rail) on the Eastern side of Emuville Road just North of Mollers Gap Road at the head of the River Light. Obviously one of the early homesteads in the area (fenced off to protect it). Can any of the history buffs in the club can find any info on it? The last time we had a ride from Waterloo there were some problems with some car GPSs. Depending on the settings you have on your car GPS (relating to dirt roads I think) some GPS will route from Marrabel to Waterloo through Saddleworth rather than the straight mostly bitumen 15 km road to Waterloo

**South Coast Ride:** Saturday June 26<sup>th</sup> **Jilden's 60-60 challenge**. Starting at 10am from [Muwerang Kent Reserve, Harbour View Tce, Victor Harbor](#). 61km hilly but gorgeous ride to Mt Robinson and back. BYO everything. Jilden 0408 823 781

**NEXT CLUB MEETING** Wednesday 23<sup>rd</sup> June 2021, 7.30pm, 7.30pm, at [The Minor Works Building](#), 22 Stamford Court, Adelaide (at the southern end of Stamford Court off Wright Street or behind *The Donburi House* restaurant on Sturt Street). During Covid we are restricted to 30 attendees, we can boil the water provide tea and coffee only, bring your mobile phone for QR.

### TOURS 2021:

**Ride the Barossa Trail Weekend** plus Friday 2<sup>nd</sup> July and Monday 5<sup>th</sup> July 2021.

Weekend plus Friday & probably Monday - because the trains are not working. Friday start at [Showgrounds Railway Station](#) Adelaide at 9am Friday 2<sup>nd</sup> • Ride Park-lands trails to the Railside trail under Park Tce • Connecting on bikeway to Devonport Tce • Left over Regency Rd bridge • Right into Naweena Rd • Right to Wingfield link • Left on Salisbury highway • U turn to northern connector • Ride Cycle trail Northern connector to Stuart O'Grady trail • Stuart O'Grady Trail to [Gawler caravan park](#). Saturday, we ride the whole Barossa Trail • Horrocks, Flinders, Edith St • Daly St, Left School Ln, Right East Tce • Left Calton Rd to Barossa Trail all the way to Angaston. We can bunk in at 6 per unit Friday and Sunday night and must squeeze in 6 rooms of [Brauhaus](#). Then return. **Interested please let Eric know: 0404 356 796. [eric@outlook.com.au](mailto:eric@outlook.com.au)** only room for 12 at Brauhaus.

- ✓ A 200km 4-day ride on sealed cycleways
- ✓ Economy **Cheep/cheerful Accom'** at \$35 X 3 nights
- ✓ Suitable for all riders no technical sections.
- ✓ We buy food/meals along the way.
- ✓ bring a change of clothes, Warm, wet weather gear.
- ✓ There is power for Ebikes at each day end.
- ✓ Numbers are restricted by [Brauhaus](#) 6 rooms.
- ✓ Can drive to Gawler leave car 8.30 am start.

**OCTOBER FORTNIGHT** ① Travel to Castlemaine on Sunday 17th of October with four rides in that area. First ride is on Monday 18th October. ② Move to Bendigo on Friday 22nd October with three rides there. ③ Move to Colac on Tuesday 26th October and two rides there. ④ Move to Horsham on Friday 29th October for a ride in the area. ⑤ Drive back to Adelaide Sun 31st October. Details in separate flyer soon 😊

**A CRAZY FUN-FILLED IDEA:** We have, enough interest expressed to proceed further, with **one houseboat** 😊.

**Core Concept:** SARCC hire two 12 berth Houseboats take 24 members and bikes, kayaks, G&Ts and a book then enjoy a relaxing fun filled **7 midwinter nights on the river**. Cost \$2150 + \$450 ÷ 24 is approx. AU\$217 each. There are 4 enclosed Bedrooms for your solitude hours. Two sofa bed curtained areas, and because that is not equal, I suggest 8 X \$230ea person for your own secluded bedroom and 4 X \$190ea person for sofa/airbed dwellers.

- When do we go? Off Peak June, July, August. Dates to be chosen.
- Where do we go? Renmark! We cruise upstream for 4 days. Reaching up to Chowilla
- Then we cruise downstream for 3 days. We cruise slower than a bicycle.
- Relaxing is the objective, BUT so is having fun.

How do we fit bikes and kayaks on big houseboats? Where do we go Kayaking every day? Where do we go cycling? This Adventure will take considerably more coordinating. **The interested group need to meet** to resolve, Timing and Landings, Meals, Boat security, Non-riders, Non-Canoeists. Can we fit 6 bikes and 6 Kayaks on boat, who will drive the boats?



**NEW ZEALAND 2022 TOUR -update 2021** (register interest by email to sarccclub@gmail.com)

Tour starts Monday 14<sup>th</sup> February 2022 for 16nights and will cover the north and central regions of the South Is of New Zealand. Members participating in the 2022 NZ tour will have the opportunity to complete some of New Zealand's iconic rides and the pick of the bunch is arguably the Alps to Ocean ride (A2O)

The A2O ride offers...

- spectacular scenery.
- the option to take your bike for a helicopter ride.
- the opportunity to ride the full length of the trail over four days from accommodation to accommodation without needing to load your bike on a trailer each day.
- wonderful pubs, cafes and dairies (Kiwi for delis!).
- a reasonable profile suited to riders of average fitness & skill levels.
- a variety of riding surfaces and countryside.
- immense satisfaction on completion.

The map, section description and profile below are taken from the official trail website



## OTHER CLUB NEWS

**SUBSCRIPTIONS for year 1 July 2021 to 30 June 2022 are \$20 and can be paid now.**

**Pay to: SARCC Everyday Account, Westpac, BSB 035-048 Account 301670**

**Please advise [sarccexec@gmail.com](mailto:sarccexec@gmail.com) when paid (members who first joined in 2021 exempt)**

- **May Club meeting** SARCC Exec Committee cancelled because we were not able to organise an appropriate speaker and given the difficulty of parking a Car or Bicycle at the new venue decided to defer till the June Meeting
- **First Aid** – We recommend all cyclists take basic first aid items with you on rides. SARCC are compiling a club first-aid kit to take on remote rides. SARCC cannot register your Medical Information, that imposes a duty of care that we cannot individually provide. It is your responsibility to only undertake cycling activity to a level that you can accomplish safely within your physical condition. If you do carry a Medical ID card with your details the Paramedic attending at an accident or medical episode, you will be better assisted. Most cyclists will not competently remember the details of their personal medical information while traumatised by an accident or medical episode. Solutions you may consider are [Med ID](#), [Medic Alert](#), [DIY](#), etc. In the unlikely event of an injury accident or medical episode occurring on a ride, SARCC leader will seek professional care of a qualified first aider, doctor or if neither of those two are **immediately available, call an Ambulance**.
- **FITTING DEMONSTRATION**- Alan Capell has offered to demonstrate [bike fitting](#) at his home a date and time is being organised likely it will coincide with a ride.
- **TRAILER** – club trailer has been modified to carry the ever-changing SARCC fleet of bicycles, we now can carry 4 Ebikes, 3 Carbon bikes and 5 normal bikes, in various combinations. Depending on combinations it can mean handlebars turned and some pedals removed. To avoid bicycle frame scratches while loading or in transit we recommend you pad your own bike.
- **TAIL END CHARLIE** – this role is vitally important, and SARCC appreciate the role you play in every ride of 10 or more participants. Being a slower rider or one who prefers to linger at the rear is not a good reason to volunteer for the role.
  - ① **A strong tailender rider is preferred** so that they can assist struggling riders + keep in touch with the leader.
  - ② **Ensure as tailender you have the leader's mobile number**. Mobile communication with the leader is critical.
  - ③ **Wear SARCC tailender Hi-Viz yellow RAA safety vest please**. All Exec committee members will carry one.

Two Hi-Viz orange vests with **AHEAD** will be available for away tours and or in town rides.



## Book Summary/Review: by Eric (SARCC need you to write us a book review – please ☺)

**Letters of Note:** Volume 1 & 2: An Eclectic Collection of Correspondence Deserving a Wider Audience: Shaun Usher  
Volume 1 is a collection of over a hundred correspondences across time. There isn't a unique theme to these letters and their arrangement is quite random. The highlights are endless. We have a letter from Francis to Michael Crick that excitedly discloses the secrets of DNA – it was sold in 2013 for 5.3 million; a handwritten note from Queen Elizabeth II to US President Eisenhower which is accompanied by Ma'am's personal scones recipe. A very wide-ranging Funny, shocking, and poignant, 125 history making collection of letters.

Volume 2 (sometimes called More Letters...) follows a similar formula and contains a collection of more captivating letters written by authors, scientists, celebrities, and ordinary people. Re-live history with this beautifully designed book and gain insight into the personal lives of incredible figures. The book contains letters from: Abraham Lincoln, David Bowie, Dr. Seuss, J.K. Rowling, John Lennon, Winston Churchill and many more.

There is an image of each letter and a transcript to go with it–the book is also filled with photographs, portraits and relevant artwork that adds a visual treat to this collection of text. Even a web site [Books – Letters of Note](https://www.lettersofnote.com/).



### ALL LOCAL items “You Tube” Entertainment Segment

[The Australian Summer of Gravel: Gravel Cycling through Hahndorf, Mt. Barker Kangaroos! - Bing video](#)

📌 **Local Ride:** An Australian Patch we know so well.

[Encounter Bikeway | South Australia - Bing video](#)

📌 **Local Ride:** Encounter bay ride we all been there.

[Cycle the Adelaide City to Marino Rocks Loop on Bike Paths! - Bing video](#)

📌 **Local Ride:** a ride we do often in Adelaide

[The Worlds Steepest Bike Path in Adelaide South Australia! - Bing video](#)

📌 **Local Climb:** Linton Bike path a real challenge.

[A Stunning Cycle Around Adelaide Park Lands in South Australia! - Bing video](#)

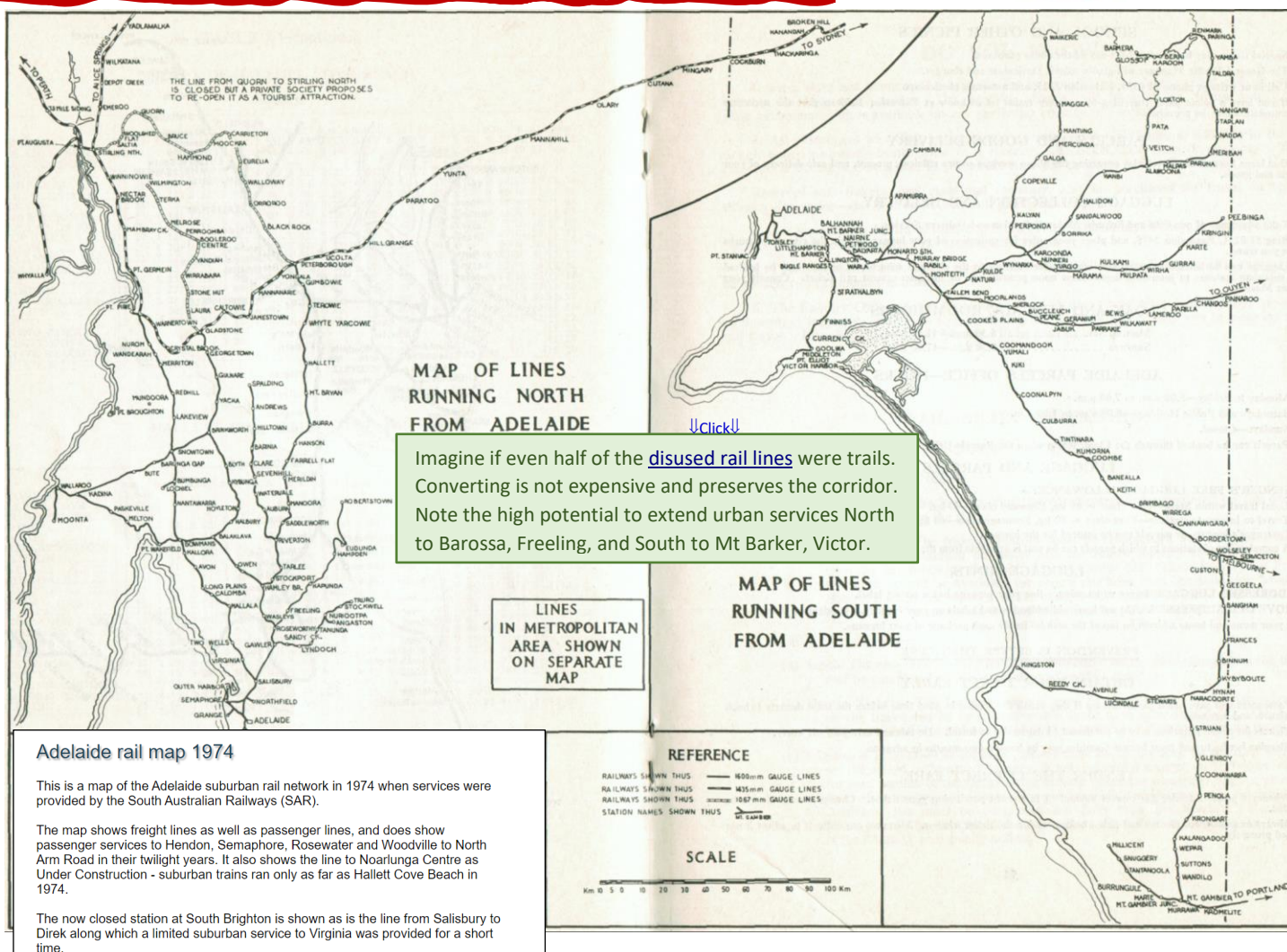
📌 **Local Easy Ride:** A loop of Adelaide Parklands

[Gravel Cycling in the Wine Country of the Barossa Valley: South Australia - Bing video](#)

📌 **Barossa Ride:** Gravel riding in Barossa Valley!

[Willunga Hill King! Richie Porte wins Stage 3 Santos Festival of Cycling 2021 - Bing video](#)

📌 **Willunga Hill Ride:** A different view of a hill we know all too well



## ARTICLE: [AUSTRALIAN BICYCLE HELMET STANDARDS](#)

There are standards specified for the bicycle helmets that are worn in Australia. Your helmet must adhere to a mandatory standard, called [AS/NZS 2063:2008](#), which specifies exactly what a helmet must be able to endure, to protect you. The actual [standards document](#) is not freely accessible; it will cost you \$81.60 to get a copy. You rely on a sticker that declares your helmet is safe to wear. Australian law stems back to the Magna Carta, Article 61 and remodelled in the Freedom of Information Act, it grants every citizen the right to know. *(We can be penalised for noncompliance to rules/standards that we must pay to exercise the right to read – But wait, the [Review of Bicycle Helmet Safety in 2016](#) comes close to telling all we needed to know)*

The standard is several technical performance criteria that need to be met if a helmet is to be approved for use in Australia. A helmet must have a means of: ① absorbing energy in an impact ② distributing load ③ staying properly attached to your head (a retention system). Every time a new design helmet is ready to be sold in Australia, the manufacturer takes 10 units of the largest consumer size and 4 of any smaller sizes and sends them to an authorised tester. Impact testing - the helmets are attached to a head-shaped object (called a headform) that has been kitted out with a sensing system that can detect the forces acting on a person's head in the case of a collision. Australian helmets must absorb or deflect slightly more energy than is expected of helmets in Europe, to be deemed safe. But all bike helmets sold in the United States must meet CPSC standard that is also accepted in Canada, China, Taiwan, Japan and Brazil. [CPSC subjects helmets](#) to slightly greater impacts than both EN 1078 and AS/NZ standards. In the USA, they also have the Snell standards which, while being voluntary, are considered as some of the toughest in the world. [In Europe, the equivalent standard is EN 1078](#) which also forms the basis of the identical British Standard, BS EN 1078:1997.

How much does this whole testing and certification process cost? It depends on the size range within the helmet model in question. About \$3000 for the testing of one model, with the certification process costing in the vicinity of \$6,000. Once that initial certification is done, it costs roughly \$900 to get a new model certified in subsequent years. Plus 14 smart helmets @ \$228ea is another \$3100. Sadly, this \$10,000+ expense inhibits rather than encourages many of the better, safer, smarter helmet innovations and top end helmets from being certified for Australians to use.



What happens if you decide to buy a helmet online from Europe or USA and get it posted to you to use in Australia? If you decide to wear a helmet that is not certified to Australian standards while riding in Australia, you are taking a calculated regulatory risk. The foreign CPSC or EN certified helmet will provide you a comparable or better level of protection, that adequacy is attested to by a process for TDU professional riders getting a SAPOL exemption permit to wear a Helmet that is not Australian approved standard – proviso: “so long as their helmet is covered by an equivalent international standard”. Our cyclist role models are racing and exposed to far greater risk than we average riders, but their helmets are certified to an “equivalent international standard”.

[Motorcycle helmets can be accepted with ECE European standards](#) – odd! given they are at greater risk than bicycle riders. ECE stands for Economic Commission for Europe. On Friday 11th December 2015, motorcycle helmets passing the European Standard 22.05 became legal for use on NSW roads. The remaining States and Territories followed suit and by 2016 ECE motorcycle helmets were legal across Australia. This change was accepted warmly by motorcycle riders, and sellers of motorcycle gear – surprise 😊. European Standard helmets tend to be lighter and cheaper, but just as strong as Australian Standard helmets. The range of motorcycle helmets available grew immensely. [New Zealand in 2012 accepted inclusion](#) of Europe/Britain EN 1078 and American CPSC Standards for bicycle helmets. Are [Australian bicycle riders forgotten](#) or is there a bureaucratically protected industry about to suffer financial loss/demise if Australia accepts other standards? Hopefully, a precedent to accept other standards has been set. You would have to be very unlucky to be fined for wearing an equivalent international standard helmet— **SARCC do not recommend or condone taking that risk** — your bigger issue could be one of insurance and your legal protection. If a cyclist is hit because of the negligent driving of a motorist, the cyclist might be seen as “contributorily negligent” (i.e., it was partially their fault) if they were not wearing a helmet that meets the Australian standards. But the onus is on the defendant (i.e., the motorist) to prove that the injury would have been lessened/avoided had the cyclist been wearing an Australian standard helmet – that is highly unlikely. But do not try suing your local Council for a pothole or obstruction if you are not wearing an Australian standard helmet.

Will an AU\$200 helmet protect you any better than an AU\$26 helmet? [An Independent test](#) by the experts at helmets.org, six helmets were tested for effectiveness: three helmets worth US\$150+, three worth less than US\$20. The impact tests results were virtually identical. The basic impact protection of the cheap helmets tested equalled the expensive ones; but no MIPS and will they last 5 years?

When you pay more for a helmet you should get:

Essential  
optional

- **A more comfortable fit**, - that is greatly beneficial, you will wear without hesitation a comfortable helmet
- **More vents and lighter** – also beneficial, you will want to wear a light, ventilated helmet with insect protection mesh.
- **Safety technology like MIPS** - that is sensible, you will reduce rotational forces to your head when falling at an angled impact.
- **A good looking highly visible helmet** – you will be safer being seen – unless you are a black colour devotee.
- **A visor and/or Googles** - Protect your eyes from the wind, dust, rain, insects, and bright sunlight.
- **A Smart Helmet with built-in lights** – be more visible, with Tail, Braking, Turn lights. Your bicycle must still be fitted with lights.
- **A High-Tech Helmet** – with Hands free communication and music that does not interfere with your spatial awareness

**When do bicycle helmets expire?** Answer - a bike helmet does not have an expiration date but should be replaced every **5 years**. Once a helmet has been dropped from any height, or crashed in, it **MUST** be replaced. That flat unresponsive irreplaceable now uncomfortable inner foam padding (that fell apart when you tried to wash it) is delivering you a message to replace your helmet! Whether you believe helmets are an important part of cyclist safety or not, the reality is that when you are riding on Australia roads, footpaths, and shared paths, you **MUST** be wearing a helmet. SARCC members have seen too many examples of the importance of a helmet – PLEASE just automatically put your helmet on whenever and wherever you get onto your bicycle, recumbent, or tricycle.

**The bicycle helmet is one of the few items in life that you buy but hope you will never have to use.**