February 2022 SARCC Newsletter

For comfortable reading click 

Australia have entered a new era of **Covid-19** management moving away from isolation control to vaccination control, albeit the surging highly transmittable Omicron Covid variant has amended some freedoms.
Your Exec Committee recommends you keep current with Health Department guidelines.
SARCC encourages all its members to be fully vaccinated and receive boosters when eligible.
SARCC will ask you to QR code check in.

SARRC groups use QR scanning Covid-19 tracing: **You must QR scan** and register your attendance at each ride/event

The Basics are unchanged:⇨ 

Link to ⇨MASK DIRECTIVES

SARCC recommend you check the web prior to attending any ride or event rides, tours & events are correct at time of Print only

SARCC NEED YOU to lead a Sunday Ride on June 19 and July 31 Please email Peter Roodhouse or phone 0418 844 963

Sunday Rides:

February 13th 2022 **McLaren Vale to Sellicks Beach** Meet at **9.30am** the entrance to **McLaren Vale Caravan Park**,48 Field St, McLaren Vale Ride to Sellicks Beach return via White's Valley. Bring or buy lunch at Sellicks Beach. Not suitable for road bikes. 45kms lots of ups and downs.17% dirt . 477m ascent. For the proposed route click here. *Robyn D 0401 364 019*

February 27th 2022 Brighton to Henley Square return Meet at Brighton railway station west side. Ride to Henley Beach and return down the coast. BYO lunch. *Peter R 0418 844 963*

Thursday Rides:

Feb 3rd	Robyn	0401 364 019	10.00am Harvest The Fleurieu, victor Harbor Rd, Mt Compass	Some unsealed roads, Myponga Trails, Lunch Myponga
Feb 10th	Kevin	8388 1852	10 a.m. Woodside Pool car park	Some unsealed roads
Feb 17th	Rosalind	0448 741 556	10 a.m. Woodside Pool car park	Some unsealed roads
Feb 24th	Trevor	0401 717 031	10 a.m. Woodside Pool car park	Some unsealed roads

PERFECT Ride **Sunday February 13th 2022 from** old Saddleworth Hotel **at 9am.**67 km – mainly dirt roads, total descent– 685 metres Initially South East then swinging around and heading north to skirt Manoora, east over the range and then south along Powerline Road skirting Waterloo. The last 9 km will be a glorious descent of 145 metres. There are 4 short climbs just above 5% and one 800m long climb above 5% with 2 short stretches over 7.5% By the end of the ride we should be able answer 2 conundrums about the area history.

- Why is the town of Saddleworth built in 2 separate sections?
- Originally the towns along the Light River (Waterloo, Marrabel, Hamilton and the hamlets of Steelton and Tothill Creek) were busy successful towns but are now almost gone. The towns along the Gilbert River (Tarlee, Riverton Saddleworth and Manoora) expanded to become busy towns?

TOURS

Mooching around McLaren Vale 2022

When: Arrive Saturday 12th February —Depart Tuesday 15th February **Accommodation**: McLaren Vale Caravan Park for further details please click here

NEW ZEALAND TOUR 2023

The NZ tour cannot go ahead as planned in 2022. NZ Covid directives state that foreign travellers cannot enter New Zealand until the end of April 2022. All participants voted to defer the tour until February 2023. The 2023 tour will run the same program as before. We have 19 members signed up which means that we have vacancies for 7 more to participate. For more details of the tour download the information pack and to register your interest in coming along for the ride in 2023 contact Denise at sarcclub@gmail.com.

Special Events tab on our website or volunteer to run one.

CLUB MEETINGS 2022 at Clarence Park Community Centre Clarence room

We have changed our meeting venue after several years which Adelaide City Council generously provided for free. The Minor Works Building was too hard to access, parking was problematic. After research we found a new location at reasonable hire cost with improved access and parking, even a train station at the front door.
Meeting dates for 2022, all 4th Thursday of the month starting at 7.30pm.
24th March 26th May, 23rd June, 25th August, 22nd Sep, 24th Nov AGM

7.30pm. 24th March Club member Dan Drake Brockman will present on a bike ride he did with 4 other mates (you will know) in Western Australia called the Munda Biddi Trail. The Munda Biddi Trail is a long-distance mostly off-road cycling trail which runs for over 1,000 kilometres from Mundaring to Albany. The completed Munda Biddi Trail opened end-to-end in April 2013 when it claimed the title of the longest continuous off-road cycling trail of its kind in the world. The ride took 21 days which included 3 rest days. in WA in 2021 with a couple of other cyclists.

One of our member's, Sara Elizabeth FLEMING, was awarded the **PUBLIC SERVICE MEDAL** on Australia Day for outstanding public service to the development and provision of Paediatric Palliative Care Services. CONGRATULATIONS Sara from all of us at SARCC. Thank you for your service to our children and families over many years. *(Sara is Eric's Daughter. Eric and his family are so proud of Sara, for the commitment, compassion, endurance, and vision she brought to the invaluable service that Sara created in SA and for the dedicated assistance given to pioneering similar services throughout Australia).*

What is in our future planning: (more details later)
It is difficult to confirm activities that are away from home. It is not that we cannot travel interstate, but we still have the potential of 7-day isolation for close contact that could restrict activities and Omicron Covid is rampant in Eastern States.
A one-night stay in Angaston/Nuriootpa proposed ride Torrens weir to Angaston on a Friday stay Friday night return Saturday
The Postponed Goldfields Victoria Tour, SARCC may reschedule this fortnight of riding to sometime in October 2022.
Possibly **a SA tour April 2022** and definitely **More Guest Speakers on Club nights**

INSURANCE

Your Executive Committee discussed the Insurance Policies held by SARCC at its January Meeting. SARCC insure our entity for $20 million Public liability because that is demanded by Local Government when we hire their community venues. We also cover Officers and Leaders Professional Indemnity: $1,000,000 Management Liability: $2,000,000. Our last renewal of our insurance the cover was refused because by QBE no longer are covering cycling organisations. We hurriedly sought new cover successfully but at double the previous premium (a sum of $2020PA). We have an impeccable zero claims to premium experience over a decade and we are a social club that cycles for recreation, not a competitive cycling group. SARCC covers till Aug 2022 and we seek to reduce the cost of insurance at that time. Any member who has connections in the insurance industry we would appreciate your assistance in our endeavours.

SARCC hereby notify members of the benefits of Insurance covers that are included with membership of Bicycle SA for their annual subs of $80 or less for concession or family. Their wide embracing **Personal Accident cover** through V Insurance are detailed **HERE** link please read the details of the covers they provide. Albeit Public & Products Liability Insurance $20 million cover provides protection for insured entities and members that are held liable for a negligent act that results in property damage or bodily injury anywhere in the world, there is a $1,500 policy excess in respect of Bike SA member claims. The defending party is responsible for the payment of the excess.

SARCC recommends SA-Ambulance-Service-Ambulance-Cover-Brochure.pdf . Check your private health policy it may include Ambulance cover but may have exclusion clauses that limit your cover to emergency use only and limit claims to one ambulance use per year.
SA-Ambulance Service Cover Plus – covers Australia-wide for emergency and non-emergency transports Family Plus $211.50 Single Plus $106.40 Pensioner Family Plus $140.50 Pensioner Single Plus $70.90.

RIDE WITH GPS (RWGPS)

SARCC are investigating RWGPS App it costs AU$360pa for a club account for that we can invite all club members to join for free. Club Member Benefits there are a plethora of videos espousing the benefits and technicalities of RWGPS.
Example: the plan Thursday 27th Rural Ride ⇐link and for the actual event, reports and photos⇐link. It is an economical way to have a GPS turn by turn navigation instructions for all SARCC members. SARCC have established a subcommittee to research the many protocols and admin tools before introducing the App to our members, it is intended that we will have some training available to our leaders. There are critical decisions to be made to get the most benefit out of RWGPS and for it to be most intuitive for all members.
E.g., *name of club, Subheading (single sentence), Logo image, cover image, only allow members with invite to join the club (yes/no), some brief text describing our club, (maybe what to bring on ride);* and that's just the home page. Then create the protocols/index for our Route Library*: Name, (only 15 characters); Tags, (this needs to be an intuitive set of established identifiers severity of ride, ride surfaces etc); Location, (is this suburb or postcode); Distance, (obviously the ride full distance); Elevation (the total height gained); Privacy settings, (private, friends, public).* Many more decisions to be made like setting up a calendar, detail held of each member*: Name, Email, only*.
WHAT DO MEMBERS BENEFIT:

- Detailed knowledge of each proposed ride
- A library of previous rides, ability to view or download
- Turn by turn navigations for leaders or a personal ride
- Better planning of events
- A calendar of events
- Club RWGPS managers edit all planned ventures

For Sale

Holstar Grand Tourer Tandem Bicycle

John Davies is selling their Tandem it comes in good condition with many fond memories embedded. 27 speeds, 26-inch wheels, mechanical disc brakes. **Every couple** or family needs a tandem and you can buy John's for **$850**. 1 Enhances togetherness. 2 It is a fast and fun way of cycling. 3 It has health benefits. Editors Comments: *You thought TAS was abbreviation for Tasmania – wrong, it is Tandem Appreciation Society - there are many of us in SARCC and the World. We who have had tandems in our lives are very much the better for their existence. You have an opportunity to join the informal tandem enthusiasts' group - buy John's daviesjohn011@gmail.com Tandem. This tandem would cost NEW $2090 ⇐link. You can convert a Tandem to electric, either a rear hub motor or a front crank motor both are available as Bafang kits on web and a tandem can fit two frame mounted batteries! E.g., How to build a DIY eTandem*

"You Tube" Entertainment Segment

1. Six road bike trends that REALLY annoy us! | modern cycling technology we could live without
2. MOUNTAIN OF HELL 2021 WINNING RUN | Full Race X Kilian BRON *This is a long MTB video and best viewed on a big screen.*
3. Riding the new Lake Dunstan Cycleway. *Fantastic new NZ experience- (SA. struggle to build a clip-on bridge over Marion& Daws Roads?)*
4. iPhone Accessory that Makes it Easier to Hear in Background Noise? *interesting directional microphones using iPhone and air pod pros.*
5. How To Speak by Patrick Winston - YouTube *-not how you learn at Toastmasters or Rostrum -BUT worth a look ✓*
6. OrCam MyEye, Now With the Groundbreaking Smart Reading Feature *incredible development for blind or nearly blind persons*
7. Omicron science, good news *in case you have not yet met* John Campbell PhD *introduction to a Covid analysist that's not a dramatist!*

A short bicycle history *(Extracted from the World Wide Web by Eric)*

DA VINCI (or his student) sketched this bicycle (albeit some say it is a hoax) — **1493**

CELERIFERE made a wooden contraption that could not be steered with no pedals or handlebars — **1790**

DRAISINE Baron Karl von Drais evolved handlebars that steered but no pedals or brakes — **1817**

VELOCIPEDE the Hobby horse a more elegant version included a saddle – still no pedals and your feet were the brakes — **1818**

MACMILLAN VELOCIPEDE Credited with being the first pedaled bicycle using rods and levers. Albeit the era to 1860 was dominated by tricycles — **1839**

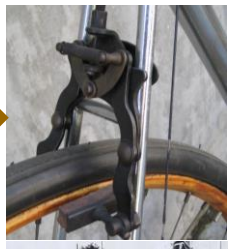
MICHEAX BONESHAKER a rough riding bicycle mass produced in metal with rotary cranks and pedals mounted directly to the front wheel — **1863**

PENNY FARTHING also known as a high wheeler or ordinary, first machine to be called a "bicycle". Large front wheel providing high speeds, and comfort, pedals connected to front wheel, poor braking — **1870**

ROVER SAFETY BICYCLE developed in response to the need for a 'safer' bicycle than the Penny Farthing. Cycle makers experimented with designs but the Rover, by J. K Starley, became the most copied. — **1884**

PNEUMATIC TIRE made by John Boyd Dunlop for his son's bicycle, in an effort to prevent the headaches his son had while riding on rough roads. (Patent declared invalid prior art by Scot Robert Thomson.) — **1897**

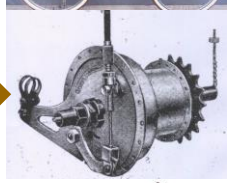
RIM BRAKES Spoon brakes pressing on the tyre declined and a caliper style pulling up or pressing on steel rims became prevalent. — **1897**



TANDEM BICYCLE tandem bicycles had really become popular. A Danish inventor, Mikael Pedersen, is credited with the creation of the first publicised tandem in 1898, with his Pedersen bicycle — **1898**

ROAD BICYCLE and first **Tour De France** was run in six stages. Compared to modern stage races, the stages were extraordinarily long, with an average distance of over 400 km — **1903**

STURMEY-ARCHER 2 Speed hub gears invented 1902
DERAILLEUR GEAR CHANGERS. Paul de Vivie who wrote under the name *Vélocio*, invented a two-speed rear derailleur in 1905 albeit it was 1930 when gears were allowed in racing — **1902 & 1905**



BMX Bicycle Motor Cross started when young adults began racing their bicycles on dirt tracks in Southern California, drawing inspiration from the motocross superstars and an opportunity to ride bicycles in a new way. — **1971**

DISC BRAKES Shimano launch the B700 – the first bicycle disc brake followed by evolving hydraulic activation — **1972**

MOUNTAIN BIKE The mass production of bikes that allowed all-terrain riding, sturdier frames, wider wheels, upright geometry, wide gears
1990 front suspension bikes 1992 Gary Fisher full suspension — **1981**

1ST CARBON FIBRE BIKE Giant introduced carbon fibre bike, becoming the first bicycle maker to apply computer-aided design and volume production techniques to the production of carbon fibre road bikes. — **1987**

PEDELEC ELECTRIC BIKE introduced by Velocity under the Dolphin Brand
Albeit many early attempts are recorded Here is a history of electric bicycles. — **1992**

Post Script:
Omitted; the tension spoked wheel 1869 and Renold's roller chain 1880, equally as important as pneumatic tyres and rim brakes.

Erics Opinion:

2022. *We spent 200+ years making bicycles more efficient, and quicker, pelotons now pedal 30 to 35kph comfortably. Now Australian Bureaucrats mandate* ***limiting Ebikes to 25kph, why?*** *Many countries accept 32kph (including America and New Zealand). Australia permits learner motorcycle riders to drive their immensely more dangerous 140 to 180kg vehicles at 100kph. So, restricting a pedalec being assisted to only 25kph can't be a safety issue especially when the same pedalec rider can pedal all the way to the road speed limit if they are capable to do so. A somewhat anomalous speed restriction.*

Two hundred fantastic years of progress detailed above, But, what has happened in the last thirty years?
Mostly introduction of technical refinement and a little over-worship of aerodynamics. There is a downside to the technical nature of refining the bicycle it makes it harder to self-maintain and it tends to slow innovation. Mass production makes it much harder to incorporate variations to styles, but that might change with computer-controlled 3D printed carbon fibre frames.

So, what is new in the last 30 years in bicycles: *(quite a lot just not as dramatic as the first 200+ years)*

1. Freehubs on the rear rather than freewheels albeit invented 1938 freehubs were introduced from 1990 on mass produce bikes.
2. Rear hub drive spline XDR, XD, Micro Spline, Shimano HG, Campagnolo –drivetrain and freehub variations become more confusing.
3. Cassette (rear gears) now with ranges 10 to 52 teeth in 12 steps are available previously 14 to 28 in 8 steps or less, note the smallest gear now is 10 tooth but it does not fit with a prior standard hub splines.
4. Crank drive gear rings once we had three front rings because it gave a greater range of gears, we moved to two rings but even there we have Standard 53/39T, Semi-compact 52/36T, and compact 50/34T. Now with ultrawide cassettes it is not unusual to have one front ring saving up to 500gm with less rings, front derailleur, cables and levers. With no overlaps selecting gears gets much simpler. Read SARCC Newsletter July 21 1X VS 2X DRIVETRAIN: PROS AND CONS
5. Belt drive bikes are becoming the bicycle of choice for commuters and recreational cyclists alike. I wonder why, they aren't more popular, with no grease marks, improved durability, and incredibly low upkeep. They do require internal hub gears or gearboxes.
6. Internal hub gears started with Sturmey-Archer in 1902 albeit in mid-1880s there were 2-speed hubs by Reilly available. Growth up to Alfine 11 speed has been steady over the last decades, even hybrids with 3 speed internal and a derailleur cassette attached. Then we have the 14speed Rohloff Speedhub with a range of over 500%
7. Gear boxes have become a reality and coupled with carbon belts are the choice of remote and regular touring cyclists. Pinion is leading the gearbox market, with more than 50,000 gearboxes on bikes. Up to 18 gears, durable, but slightly heavier than conventional gears.
8. Hydraulic disc brakes. These have advantages over cable disk brakes, they are sensitive, easier to modulate and more efficient, lighter, mostly maintenance free. Road and commuter bikes have now adopted
9. Quick release axle skewers and through axle bolts Read SARCC Newsletter March 21. Quick Release skewers and Thru Axles
10. Robust rubber tyres with inner tubes easily repaired, replaced with **tubeless tyres** held against the rim by air pressure and use of sealant. Fat tyred bikes. Read SARCC Newsletter December 21 and Newsletter January 21
11. Seat post suspension *thudbuster* style. Suspension seat posts are a good way for you to improve your comfort and ride quality.
12. Front wheel/stem suspension on road bikes. Suspension improves comfort significantly and there are some new ways to have front suspension on a road or gravel bike
13. Seat Droppers developed for downhill MTB rides but now a much easier way to step off and mount on your bike
14. MTB suspension 30 years ago, the concept of any suspension on a mountain bike was essentially a fantasy. It took great determination and bold experimentation by some of mountain biking's visionary pioneers to create the foundation for the amazing bikes we ride today.
15. Bottom bracket These days, it can feel as though there are as many 'standards' as there are bike brands, with every one of them supposedly being the best option. I can say the creaking press-fit might suit professionals that have a new bike annually but not you or me who get a decade out of a bike. The best bottom bracket bearings are complete threaded units that remove the idiosyncrasy of misaligned bottom bracket tubes particularly in carbon frames.
16. Frames. We have moved through wood, bamboo, steel, even some cast iron. Then Aluminium and Titanium became the new evolution with robust round tubing then moving to thin hydro-formed shaped oval and Aero tubing that is lighter but less robust. Now moving to Carbon Fibre with its manual layer-by-layer costly building process with structural voids and inconsistency in manufacturing along with complex, difficult, quality controls. Have 3D Printed Bicycle Frames Finally Become a Viable Reality? Potential is very high but the machinery evolving is expensive. Carbon Fibre Bike Frame Build - YouTube

1 **Carbon fibre bicycles 3D printed** plus robot build will be a dramatic leap forward, light weight, improving strength, stops inconsistent manufacture, lowering the cost of the 300+ individual carbon cloth layers manually placed on forms and jigs to build each current carbon fibre bicycle. The advantages particularly reliance on cheap labour outweigh the investment - so expect success soon.
2 **lighter Ebikes** are already appearing steadily on the market. Expect 26kg heavy duty, strong early MTB and commuter bikes to become less offered. The likelihood is to head down to 11kg for road Ebikes and up to 16kg for gravel and commuter bikes. Weight savings will come from lighter motors and smaller lighter batteries. Carbon 3D printed frames will play a part along with tubeless tyres.
3 Schaeffler's Free Drive is a chainless electric drive system for e-bikes probably not efficient enough to replace chains or carbon belts but it will give rise to some unique cargo bikes. Sadly, Schaeffler group are fantastic at creating new products but not good at bringing it to market e.g. the Bio-Hybrid the pedelec quadracycle from Schaeffler has died at the hands of the entrepreneur who bought the concept.
4 Despite Bio-Hybrid and ELF failures the human powered urban vehicle or pedelec is alive and well. Expect some of these urban mobility devices to be on our cycle lanes soon. We are already seeing the rise of the cargo bicycles particularly pedalec assisted models. The light assisted enclosed reverse trike like PEBL are likely future commuters.
5 Transmission Systems. The one-by transmission with a single chain ring and 12speed 10 to 52 cassette is likely to dominate the pedal road and commuter bikes with ease of use (no overlap of gears) lower cost and weight albeit more crossover strain on chains. For Tourers the Pinion 18 or 9 speed transmission and toothed belt is likely because of wider range and durability in all conditions. Also Effigear Mimic 9 speed transmission. For Ebikes we have fast evolving integrated motor and gearbox devices and automatic transmissions.
6 Electronic Devices; your bike will tell you the time, where you are, the weather and every cycling statistic you never wanted to know. Most of all it will give you directions and maps of where you want to go. Turn by turn directions spoken in your ear or on screens on your watch, your phone your Garmin or Ebike controller. Your helmet will be safer with MIPS and as smart as you choose with lights and built-in communication walkie talkie, Wi-Fi and hopefully not earbuds blocking your awareness of the traffic around you.
7 Last but not least your vital tools, pumps and puncture kits will all be able to integrate into various spaces on your bicycles

Author Eric Chaney (assembled from extracts on WWW)

UK Introduce a "HIERARCHY OF ROAD USERS" *Extracted from WWW by Eric*

My Ponderings on the Highway ⇐link UK Cyclists applaud the Highway Code 2022 ⇐link New Highway Code for cyclists. ⇐link

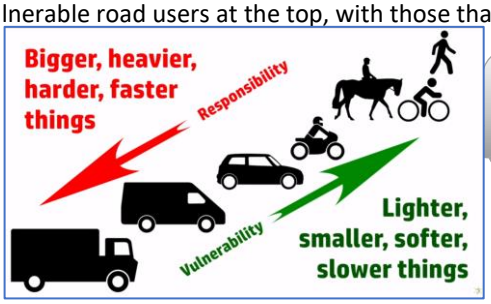
Getting behind the wheel can make some drivers think – and behave – as if they're king of the road. As if no one else matters. As if they rule the road. But that attitude must change – by law. ***An all too familiar trait in Australia***

In September 2021, the UK Highway Code introduced a hierarchy of road users as part of an overhaul of the rules of the road. 33 rules changed and 2 new ones were introduced in a bid to make the roads safer for everyone to use. Overall concept is that someone cycling will have greater responsibility to look out for people walking, while someone driving will have to be more aware of people cycling or walking.

What is the hierarchy of road users?

The hierarchy puts the most vulnerable road users at the top, with those that are considered able to cause the most harm at the bottom:

1. Pedestrians
2. Cyclists
3. Horse riders
4. Motorcyclists
5. Cars/taxis
6. Vans/minibuses
7. Large passenger vehicles & heavy goods vehicles



Why make the changes?

The government introduced the changes as part of their **£338million investment in walking and cycling**. On the back of the increase in the activities during the pandemic, the government wants to encourage more people to ditch their cars and find a healthier and greener way to travel. And by making it safer to do so, they hope more people will take heed. *Australian politicians take note! That's 5 million per head of 68 million population; translated is £125million or AU$237million for the Australian 25 million population.*

What does it mean for drivers?

The changes in pecking order mean that drivers need to be more aware of those above them in the list and consider their priority when using the road. So, if you find yourself following a cyclist and wanting to overtake, then as the driver it's your responsibility to ensure the safety of the cyclist. This doesn't mean that cyclists and pedestrians can claim all innocence if there was an accident, but it does mean that more responsibility lies with those bigger vehicles lower down the hierarchy.

What are the changes?

Some of the changes are small, but nevertheless need to be adhered to. Key things to take note of include:

- At a junction you Give way to pedestrians crossing or *waiting to cross a road* into which or from which you are turning.
- Give cyclists, horse riders and pedestrians as much room as a car – 1.5m <48kph and 2m >48kph and large vehicle always 2m
- Rule 213 pass parked cars at a minimum of half a metre *A good concept to reduce dooring but will require cooperation*
- Give way to pedestrians waiting to cross a zebra crossing, and pedestrians and cyclists waiting to cross a parallel crossing.
- Cyclists will have priority when travelling straight ahead at junctions. *Turning across a cyclist's path will be illegal in UK*.
- When parking on the left-hand side of the road reach across with your *left* hand to grab the door handle. The move instinctively makes you look at the side mirror and over your shoulder, meaning you're more likely to spot a cyclist approaching before you open your door in their path. *The simple anti-dooring procedure that needs to be adopted and trained worldwide*.

In an election year what do we Australian residents really need to improve Transportation:

What is the wrong direction? Solutions that buy votes but are unsustainable in less than a decade and promises that never eventuate. There is an abundance of transport proposals that spend billions on unsustainable, unhealthy, environment polluting, just vote catching. Having our cities comprehensively shut down with traffic congestion and car parking for 1 person per 1800kg vehicle sells our grandchildren short.

What is the right direction? ✓ The provision of Efficient Effective Economical Ecologically friendly transport in urban and rural Australia i.e., Review transport per se. E.g., Multi-modal transport solutions, sustainable transport networks prioritised.

Recommemndations - 1 thru 5 Federal, 6 thru 12 South Australian.

1. Adopt the **UK** philosophy: "**hierarchy of road users"** a culture or a Highway Code that **adequately protects the most vulnerable!**
2. Support the solar charged Electric Vehicles that are now available. Create incentives to switch to solar repowered battery vehicles and assist with incentives for universal solar powered charging stations in urban and rural locations.
3. Establish road user charges for all registered vehicles based on kilometres and weight. Fuel tax is redundant, and the more damaging vehicles must pay for the road maintenance they cause. This promotes the use of vehicles sized for the task.
4. Create, 300kph average speed trains running between state capitals powered by solar energy either direct electrical or using solar created hydrogen power. Use the long thread of railway land to generate solar power. We should not be the last adopter.
5. Imagine, shared paths/ cycleways linking our state capitals with re-power solar or wind stations every 100km for our sustainable eBikes and the ever-growing group of sustainable transport eScooters, Monowheels, eBoards, Segways.
6. Increase pedalec boost to 32kph, it will expand the range of eBike commuters and facilitate efficient cargo bikes and delivery vehicles. It is not a safety issue compared to authorising a learner motorcycle rider to travel at up to 100kph on 180kg machines.
7. South Australia needs more zebra crossings with solar Belisha beacons particularly on all left turn slip lanes and other locations.
8. Remove parallel parking on urban arterial roads, thus creating free flowing motor vehicles and permanent cycle lanes.
9. Provide more linked safe cycleways/shared paths particularly in urban areas also link country towns using old railway corridors.
10. Suburban trains through Barossa to Roseworthy, extend Seaford to McLaren Vale, and through Mt Barker to Encounter Bay
11. PLEASE at least create the shared path Adelaide to Victorian border via Mt Gambier before the end of the next Government's term.
12. Local cycling issues in your electorate, Federal or State, PLEASE make your candidates aware of the challenges with recommendations. e.g., Port Road railway cycleway underpass, Daws and Marion roads railway attached cycleway overpass.

Article by Eric Chaney (the views above are not necessarily those of SARCC and they focus only on Transport with a bias towards Cycling)