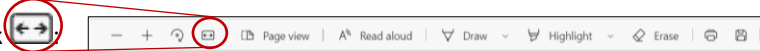


March 2022 SARCC Newsletter

For comfortable reading click



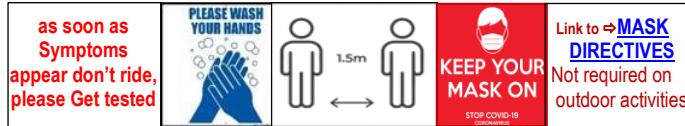
Australia have entered a new era of **Covid-19** management moving away from isolation control to vaccination control, albeit the highly transmittable Omicron Covid variant has amended some freedoms. Your Exec Committee recommends you keep current with [Health Department guidelines](#). SARCC encourages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

QR Scan not required
Only in Retail Shops



The Basics are unchanged:⇒

[Level 1+ requirements](#)



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

Sunday Rides:

March 13th 2022 **Alberton and surrounds** Meet at 10am [Alberton railway station Sussex street](#). Ride around Port Adelaide and environs. BYO lunch. Magda 0417 827 723

March 27th 2022 **Exploring the Adelaide Hills** Mt. Barker, Aston Hills, Bonython Hill and Springlake. Meet at 10.00am at the Mount Barker [Homemaker Centre on Dutton Road](#). Bring or buy lunch. Some hilly sections. Mountain or hybrid bikes recommended. 38km, 492 elevation gain. Allison C 0424 725 674

Thursday Rides:

Mar 3 rd	Damien	0422 004 544	10.00am The Stables (1495 Golden Grove Rd. Greenwith)	Trails and on road
Mar 10 th	Justin	0466 610 900	10 a.m. Woodside Pool car park	Some unsealed roads
Mar 17 th	Clive	0409 492 621	10 a.m. Woodside Pool car park	Some unsealed roads
Mar 24 th	Dan	0427 526 846	10 a.m. Woodside Pool car park	Some unsealed roads
Mar 31 st	Sven	0410 271 717	10 a.m. Woodside Pool car park	Some unsealed roads and tracks

PERFECT Ride Sunday March 6th 2022 from old [Saddleworth Hotel](#) at 9am 70 km – mainly dirt roads Total descent for the ride – 735 metres. Ride East to Tothill Creek (another of those virtually empty towns in the mid north long past their prime). North and cross the Tothill Range over Webb Gap. Further North and climb the range again at Niblet Gap (keeping a lookout for teenagers who have borrowed mum's 4WD). Over Mohler Gap and South back to Saddleworth via the lnnnnng downhill we missed last month. The last 8 km is all downhill The last 25 km from Mohler Gap is mostly downhill all the way (2 short climbs less than 5 degrees to spoil it). If the weather is hot there are several short cuts available to cut the time down. There are no facilities on the ride – riders must bring tools, spares, food and water. Please let me know if you are coming [Peter H. 0448 364 138](#)

SPECIAL Events Sunday 20 March 2022 Event: Hindmarsh Island to the Bluff and return.

Meeting place: Visitors Car Park, [Coorong Quays, Hindmarsh Island](#) @ 9:30am. Approximately 75km, generally flat coastal ride. Mix of gravel, bike paths and asphalt. Coffee at The Bluff and Lunch at Port Elliot. Should get tailwind for return leg. Please let me know if you are coming [Sven H. 0410 271 717](#)

NEW ZEALAND TOUR 2023

The 2023 tour will run the same program as 2022. We have 17 members signed up which means that we have vacancies for 9 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 sarccclub@gmail.com.

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.

In Memory of Jilden Reichardt, who died 9th December 2021 rest in peace

We will not forget Jilden our fellow cyclist who gave us so much to remember



The only consolation in our loss is that Jilden had a life well-lived. In his memory, we are invited by Jilden's wife Margaret Reichardt to gather together on **Saturday 19th March from 1pm until 4pm** at Crafers Hall, main Street Crafers to celebrate a life of love, laughter and kindness. Please join us for a memory in honour of a truly great friend and fellow cyclist.

RSVP to Sarccexec@gmail.com before Saturday 12th March

Local trail updates:

1. Barossa Council have commenced work [extending Barossa Trail Ann Milroy Lane to Sunnydale Avenue](#) in Kalbeeba
2. Gawler Council have accepted the project to deliver the [Greater Adelaide Cycle Way](#) at its meeting 22 Feb enabled by funding through the Government of South Australia's Regional Growth Fund. View the mix of on road and trails through Gawler.
3. Amy Gillett Trail stage 4 the [minutes of Adelaide Hills Council](#) gives insight to the avoidance techniques used by Council, who demand maintenance of the trail be funded by State Government oblivious to the benefits that are brought to their Council Area by the trail. Corey Wingard MP SA Minister for Infrastructure & Transport, has announced support for extension to the Trail.
4. Coast Park Trail 4.8 km of trail incomplete albeit fully funded deferred using environmental excuses by Charles Sturt Council. Stage 1 is a pathetic [1.3 km will start 2022](#). Cyclists and Walkers are environment conscious, but this is a solvable challenge, just do it!
5. Your RAA magazine will give you a hint of what RAA are lobbying for but you need to read the [Election2022 PrioritiesForSA A4.pdf](#) to see what is included and excluded. Your opinions on the article below will be much appreciated.

"You Tube" Entertainment and Educational Segment

- ① [Advanced Technologies for Modern Airship](#) *What has that got to do with cycling – absolutely nothing ☺*
- ② [Tesla powered Classic Mini - INSANE](#) & [SUPER COOPERS: 502 HP Mid-Engine RWD Classic Minis](#) *mini lovers feast.*
- ③ [Bikepacking light 1: Sleep System](#) & [Bikepacking Light 2: The Frame Bag](#) & [Bikepacking Light 3: The Saddle Bag](#)
- ④ [10 Famous Funny Commercials - YouTube](#)
- ⑤ [10 Funny Pepsi Commercials - YouTube](#)
- ⑥ [15 Coolest Gadgets That Are Worth Seeing](#) & [survival devices that you need to have on a hike](#)
- ⑦ [What Is The ACTUAL Difference? Touring VS Bikepacking Bikes](#)
- ⑧ Infrastructure SA [mass transit options to Mt Barker](#) plus [Tunnel Proposal \(on.net\)](#) **not a video** 2 reports to read
- ⑨ The Great Australian Wine Trail [6133 AGAWT Overview FINAL2 \(amazonaws.com\)](#) **not a video** a report to read
- ⑩ The [Cycling Strategy Refresh Draft 11022022.pdf \(dit.sa.gov.au\)](#) **not a video** a report to read

Messages to the Editor (you are all welcome to email or phone or text eric@outlook.com.au)

Who noticed the error February Newsletter? "£338million investment ... That's £5 million per head of 68 million population; translated is £125million or AU\$237million for the Australian 25 million population." A cut and paste error 5 Pound not 5 million Pound. The calculation £5 X 25 million Australians is correct at £125 and at a currency rate of 1.89 that equals AUD237 million. *Thank you to the anonymous member who noticed*

We had a couple of pages of bike History last Newsletter and it has brought a surprising result of SARCC receiving a couple of video references of people actually riding or trying to ride these unusual bicycles. Link and watch the following videos.

https://youtu.be/8HRpVV_x3N4 & [1818 to 1890s Bicycles \(1915 documentary\)](#)

Thank you to Sue Sutton

We have many Members and prospective members excited about SARCC investing in **Ride with GPS system**. SARCC has a Subcommittee working enthusiastically to ensure we maximize your benefits of using the app. Go to bottom of [SARCC Web home page](#) or click here for links to , <https://sarcc.org.au/ride-with-gps-getting-started-with-the-free-version/> and <https://sarcc.org.au/creating-routes-and-events-with-ridewithgps/>

Your questions range from: (and many more)

What does it do for me? Advises ride details, surfaces, climbs, distance, full map so you choose the bike to ride and better appraise which ride to join.

How do I turn on Metric statistics? If it is not intuitive to you, please wait for us to get a group of trainers together.

If I download the free version and have a play will it cause a problem for the Club? No, go play, you might be needed to volunteer to be a trainer.

Will it only be used for Club activities? That is the primary objective, but any member can access the club ride library and use it for a private ride.



Bicycles and Equipment for Sale:

Jilden Reichardt, who contributed so much of his time and skills to assist SARCC members and the Club unfortunately died late last year. His wife Margaret Reichardt has asked for assistance to sell/dispose much of Jilden's bicycle equipment.

Many of you have asked if you could assist – you can!

Buy or make a home for these items by contacting: David Kemp 0413 390 371

There are: two bikes (one is electric), a bob trailer, a thudbuster and other parts

We have a page of photos and descriptions of the items for sale [Link Here](#)



Item Below:

If it is *"green italic"* it is a direct extract from RAA report.

If it is *"red italic"* it is an email response from RAA

All other text is Eric's Critique

Eric's Critique of RAA's [Election 2022 PrioritiesForSA](#)

←link The following is the Editors opinion and may or may not reflect the views of SARCC or its executive Committee

Essentially RAA are lobbyists for Automobiles by historical tradition and the wishes of three quarters of a million members which validates and supports items 1, 2, 3 & 6 In this [linked Document](#). RAA seek to ensure we have safe, efficient, effective transport systems *"to improve road safety and the flow of traffic"* RAA are dedicated good corporate citizens with impeccable credentials being guided by strong moral and ethical standards in daily interactions with members, customers, stakeholders, and employees. That includes carefully considering safety, health and wellbeing of the community and the environmental impact of operations and recommendations.

Sadly, there is a flaw in some of the strategies and advocacy because it assumes a motorist has a right to park their car on the side of any street or road. Councils and Government have an obligation to ensure we have adequate efficient and effective transport carriageways BUT it is our private or commercial entities obligation to provide parking for our vehicles. The privilege of parking at the curb is only where it is convenient and not obstructing any traffic flows i.e., Pedestrians, Cyclists, Cars and Trucks (that assumed entitlement started with horse hitching rails in front of the Pub in the 1800s). We need to ensure and lobby *"to make the road network safer and more efficient"* by removing parallel parking on all arterial urban roads and installing permanent cycleways.

The clear view from unobstructed left carriageway created by permanent cycle lanes promotes significantly improved efficient traffic flows plus enhanced safety of pedestrians, cyclists and all vulnerable road users. I doubt if any motorist has driven down a two-lane both ways arterial urban carriageway e.g., Unley Road, when the cycle lane is closed and not experienced the wide parallel parked vehicle that obstructs their progress while a vehicle in the parallel next lane attempts to turn right; then look in the rear mirror and see thirty plus vehicles obstructed. Then there is the car driving out a driveway between parked cars or worse between delivery trucks or vans, that's only a few expensive dents and slow traffic flow. The pedestrian that suddenly appears between parked cars or the cyclist weaving legally in and out, or the gopher crossing an intersection that cannot be seen by parked vehicles obstructing your view can and does result in fatalities and serious injuries. *RAA accept, but slowly introduced so car parking to support traditional strip shopping precincts.* A fallacious reason there is mostly no-parking on South Road but Strip Shops large and small thrive.

South Australia has an aversion to zebra crossings with belisha or automated LED lights for pedestrian safety. Far too many slip-left-turn lanes are not protecting vulnerable pedestrians they all too often are at risk reaching the traffic light-controlled intersection. Amazingly the entry to many of our various public/municipal parks the motorist has right-of-way, yet the park is created for our enjoyment not a car park or roadway. *RAA rely on existing law "give way to pedestrians intending to cross the slip lane"*

"2.3.2 Marion Road upgrade" "Before major works commence on the North South Corridor, remove the tram crossing on Marion Road between the Cross Road and Anzac Highway intersections to reduce congestion, improve safety and enhance access for motorists, cyclists, pedestrians and tram users." Yes, assuming above grade crossings installed.

Focus on Marion Road needs to be also granted to the dual pedestrian crossings on Marion and Daws Road that link the shared path down the Seaford Railway line from Railway Tce to Minchinbury Tce. An above grade crossing will considerably improve the flow of traffic along Marion Road and Daws Road. The closeness of the light controlled pedestrian crossings to the intersection of Marion and Daws conflicts, confuses, inhibits traffic flows, and is unsafe for shared path users and Motor Vehicles. The simple solution is an add-on shared path attached (clip-on) to the railway embankment and bridges thus securing an elevated up & over path over both roads.

RAA Accepted "We will investigate this further" as stand-alone bridge. RAA claimed the bridge cannot be attached to an existing structure due to the additional (offset) structural loads.

"2.3.4 Cross Road" "Waite Road intersection upgrade Install a signalised pedestrian crossing treatment on Cross Road, near the intersection with Waite Road"

With the influence of 'Carlyle on Cross Premier Aged Health Care Facility' situated at the intersection of Cross and Waite Roads, is RAA indicating it would weaken its primary stance on traffic flows? RAA need to stay consistent to its **philosophy** of Traffic Flow and Safety to be a viable lobbyist. Surely create a shared path overpass for pedestrians and cyclists rather than signalised traffic impositions, heavy traffic moving downhill stopping unnecessarily is a high road maintenance cost and it goes against the RAA stance on traffic flows. A draw bridge style of overpass to allow for registered excess height cargo is well within our engineer's skills. Right turning traffic should be blocked, at that intersection. *RAA show a preference for a signalised intersection because of a large footprint of an overbridge and concern of Mitcham Councils traffic management.*


"Wide centreline treatment (WCLT) on Willunga Hill utilises a typical 2m wide centreline with central barrier. Recent trials on the Mitchell Highway in NSW have indicated that a 1.4m central median can be a viable cross section. Furthermore, 1.5m WCLT with central barrier has been installed on State Highway 1 (Centennial Highway), 30km north of Wellington in New Zealand since 2007 where the result was an instant reduction in death and serious injury occurring on this previously notorious road section."

RAA are formally recognising a wide separation of directional carriageways or appropriate central barriers are essential on high-speed twin dual lane roads. A head-on crash at 200kph i.e., 100kph closing speed of both vehicles, will result in fatalities - no seat belt, airbag or crumple-zone can withstand that impact. *RAA did not comment* As Encounter Bay steadily becomes a satellite city adjacent to Adelaide it is time to lobby for a metro railway that passes through Mount Barker and on to Encounter Bay. Perhaps reflect that our forefathers had better vision for efficient effective transport than we currently have.

Also creating a sealed safe shared path to Encounter Bay will grant our cyclists and all those new eScooters, eScooters, Segways etc, a place to ride safely instead of on the miniscule potholed and dangerous road fringes. [Fleurieu Connections - Department for Infrastructure and Transport - South Australia](#) does offer some cycling plans.

"2.4.2. Main Road, McLaren Vale"

Again, we should look back to the wisdom of our forefathers who had a train functioning through the region well before the road deaths and debilitating injuries became an unfortunate consequence of converting to road transport only. It clearly is not an unusual or difficult feat for our Engineers to create an electric single train track loop from Seaford to McLaren Vale to Willunga to Port Willunga to Aldinga Beach back to Seaford. The reduced road traffic from these four stations will contribute more than the short-term solutions. The three towns serviced are growing at increasing rates. *RAA pointed to the rail [ISA report](#) which is negative about rail, no mention of [Tunnel Proposal \(on.net\)](#)*

Why ask an [Automobile](#)  Association to promote trains or cycling shared paths? Because every person who takes the shorter time, lower cost, and safer ride in a train means one less car on the road to cause congestion and parking chaos. The same is true for every cyclist who choose the healthier, environment friendly, and often faster cycling in urban areas; each cyclist reduces a car. The bonus to the cyclist on a shared path or cycleway is a safer commute and for the car driver less obstruction – this is particularly true when cyclists are forced to ride roads zig zagging through parked cars and traffic calming devices like curb extensions, extended garden plots, curbed roundabouts particularly on cycle-lanes that are timed or simply end with no alternative. *RAA did not comment*

"Priority 3.1 Accelerated transition to electric vehicles"

We all should support the solar charged electric vehicles that are now available and promote cheaper more efficient light urban only transport electric vehicles. Create incentives and assist with provision of universal solar powered charging stations in urban and rural locations

"RAA welcomed the SA Electric Vehicle Action Plan, which included:"

"* \$13.4 million towards building an electric vehicle charging network in SA." ✓

"* \$3.6 million to undertake electric vehicle smart charging trials." Why? That's like inventing the wheel – just use world best studies.

"RAA also advocated strongly and welcomed the Government's decision to incentivise electric vehicle uptake as part of the introduction of a road user charge by providing:"

"* A \$3,000 subsidy for the first 7,000 electric vehicles purchased in South Australia." Why? We need to focus on the benefits of running an electric vehicle as being the incentive to own an EV. It is highly inappropriate for taxpayers to subsidise the purchase of EVs for the few who can afford it or are waiting for an appropriate EV to be available. Also, wherever Government subsidise preferred asset purchases it does not lower what the end consumer pays.

"* A 3-year motor registration fee exemption for new electric vehicles purchased up until 30 June 2025." **ABSD** for other owners to subsidise any element of registration. CTP insurance is \$300pa [Lifetime Support Scheme](#), [Emergency Services Levy](#), [Goods & Service Tax](#) plus a small sum for Administration make up the balance of \$660 per annum for 4 cyl MV of an EV. Perhaps remove the **tax element** from registration on all vehicles and build that into the road user charges new structure.

"In addition, the delayed implementation of the road user charge until 2027 will support the transition to electric vehicles now while ensuring South Australia has a sustainable transport infrastructure funding model into the future."

DISAGREE there is no case for those citizens who haven't changed their fossil fuelled MV to an EV to subsidise who own an EV. We need to remove taxes on all fuels and swap to road user charges based on kilometres travelled and weight of vehicle on axles and a penalty for fossil fuel used based on established average fuel consumption rating. Such charges should not tax fossil fuelled MVs greater than would be the case if they paid fossil fuel excise tax and tax on registration. The road user charges need to allocate fairly the cost of maintaining our roads and that is achieved by the weight and distance travelled of the vehicle, maybe a small fossil fuel penalty is an incentive to move to EVs. It would be unfair for a 900kg micro car fueled with petrol to pay more than a two tonne EV per km travelled.

"Supporting the uptake of electric vehicles in South Australia, and to ensure a smooth transition to an electric future, RAA is calling on the next Government to pursue the following initiatives:"

"* Scrap inefficient taxes on electric vehicles including stamp duty. Removing stamp duty would equate to a tax saving of approximately \$2,000 on a \$50,000 vehicle purchase. Both the NSW Government and the Tasmanian Government have announced plans to either phase out or temporarily waive stamp duty on electric vehicle purchases." Acceptable but with a maximum exemption of \$2000 stamp duty; why incentivise the purchase of luxury vehicles i.e., a \$200,000 vehicle purchase would be an \$8000 incentive to buy a Porsche. *RAA has for many years supported the transition of the entire light vehicle fleet away from fuel excise to a road user charging.*

"* Work with industry to ensure all new buildings and precincts are constructed and wired to be 'EV Ready', in line with developments in other states, and streamline building approvals for recharging infrastructure for homes, apartments and rental properties, as well as in car parks and other public locations. Those who rent and live in apartments, or do not have off street parking, need to be able to recharge an electric vehicle and maximise the benefits of owning one." It's mandatory that you have a parking space certificate in order to own a car in Japan. A parking certificate can also be obtained at the Japanese Road Transport Bureau. It is time to introduce this in Australia on-street parking is inappropriate for EVs and has always been a burden on taxpayers to provide free parking on public land there is a good case for introduction of a mechanism that ensures you don't pay taxes to provide free parking for other vehicle owners. *RAA did not comment*

"* A bridge connecting the Royal Adelaide Hospital to the River Torrens Linear Path." Yes, a shared path bridge across the railway from RAH to the old Adelaide Goal at a point 190m (i.e., highest & narrowest point) from the intersection of Port Rd and Goal Rd will be ideal. It is essential to create an underpass, under the Port Road Railway Bridge from Gladys Elphick Park / Namungga (Park 25) to the RAH car park and be connected to the proposed shared path bridge. The intersection of Port Rd and Goal Rd is controlled by lights and every 10 minutes a cyclist or pedestrian stops up to 60 vehicles including Trucks Buses and Trams just to connect to the northern Parklands or RAH or Police Barracks. There are many benefits to the sharepath and bridge recommended – the access to a respite area, land around the goal a secure carpark and with a little innovation usage of and preserving the historic goal. *RAA – (new proposal) We would therefore need to explore this one further.*

"* Extending and connecting regional cycling trails together to deliver the Great Australian Wine Trail between Clare Valley and McLaren Vale." A great concept we already have trails from the City to Willunga and from City to Angaston (assuming the funded Gawler connection is completed). A trail that connects Angaston to the Amy Gillett Trail at Mt Pleasant (assuming the funded Amy Gillett trail is completed). Then a new trail from Oakbank to McLaren Vale will be required to complete the Winery loop of Barossa, Adelaide Hills, McLaren Vale and all linked to the Adelaide City. *RAA Supports the [Great Australian Wine Trail](#)*

"* Constructing the proposed Aldinga Willunga Cycleway." Minor issue ✓ Please focus lobby on completion of the Adelaide Coast Park from Terminus street to Third Avenue 4.8km of funded trail not created by a uncooperative Council hiding behind an environment argument that effects less than 1km of Tennyson Dunes that an elevated fenced walkway would avoid (note a quarter of the dunes has already been desecrated with a car park and penetrated by at grade walkways). *RAA advised we are not across the specific issues causing the delays to the section between Terminus St and Third Av. This is another topic of relevance to the state cycling strategy. Pass the buck!*

• Constructing the promised Cycleway/Shared path Adelaide to the Victorian Border near Mount Gambier. SA's component of the coastal cycleway from Melbourne to Adelaide around the great Ocean Road. This has been promulgated over many years and the last manifestos of Government contain references to it. Do we really want to wait for the Victorian Government to complete their path first? The concept is great and achievable note the Mawson Trail & [Munda Biddi](#) Trail, Port Fairy to Warrnambool, tourism towns south of Adelaide need a boost! *RAA is supportive of the concept of an Adelaide to Melbourne cycle route*

Isn't politics about long term solutions not just the next election term:

1. 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 in the world. They carry parcels more efficiently than Aircraft. *RAA no comment.*
2. Create, 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 - yes it will boost tourism. *RAA no comment.*
3. Increase pedelec boost to 32kph, 300W. thus expanding the range of eBike commuters and facilitate efficient cargo bikes, delivery vehicles. *RAA erroneously commented that the 25 km/h limit is common across most of Europe and [Australasia](#).* New Zealand is a major part of Australasia and definitely [does not inhibit with 25kph](#) Pedelec boost!
4. Provide more linked safe cycleways/shared paths particularly in urban areas and linking country towns using old railway corridors. *RAA Supported*
5. Acknowledge, provide infrastructure and legislation for all the sustainable transport devices that are no longer toys but serious commuter vehicles probably destined to be more important in our Cities than all other transport devices e.g., [Micro Car Ebikes](#), [E-cargo bikes](#), [Segway](#), [Ninebot S](#), [Segway S-Pods](#), [Electric Skateboard](#), [Hoverboard](#), [Electric Unicycle](#), [eMonowheel](#), [eScooter](#), and many more. *RAA is currently developing its policy position on what the longer-term regulatory framework for these personal mobility devices should be.*