





Ride With GPS  try it you will not be disappointed!

[RWGPS Events calendar](#)  please link

Merry Christmas and a Happy New Year from all your SARCC Executive

SARCC's New Business Card, Logo and AGM elected new Executive Committee:

 SOUTH AUSTRALIAN SARCC RECREATIONAL CYCLING CLUB sarcc.org.au	Like to cycle in company? Want to discover new cycle routes? We have friendly rides & tours for everyone!	Marianne Hibbert Rosalind Miles Sven Holm Kevin Dronfield Eric Chaney Paul Davill Peter Harrison	President Secretary Treasurer Rides Coordinator Committee Member Committee Member Committee Member
	SARCC Exec and everybody attending the AGM on behalf of all members thanked our two retiring Committee members Robyn Davill President and Sue Sutton		

Your retiring Treasurer Eric spoiled the party by presenting a budget that includes an Insurance Premium expected as \$2400. The conclusion being with 115 members the subscriptions need to be increased from \$20 to \$30. This was approved by the members present at the AGM and unless we either increase members to 200 or find a much cheaper insurance, \$30 will apply from 1 July 2023

Sunday Pleasure Rides:

December 4th 2022 A Coastal ride south

Meet at 10am in the car park at Adelaide Sailing club at the end of Barcoo road. A hilly ride up the Patrick Jonker bikeway to East Reynella wetlands. BYO lunch. 40km. *John D 0401 686 675*

December 18th 2022 Presidents Christmas ride

Meet at 10am at the carpark of Heywood Park, Unley. A short ride around the Adelaide Parklands followed by a BYO picnic lunch at Heywood Park at 12noon. There is limited seating so may be wise to bring your own. *Robyn D 0401 364 019*

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

Dec 8 th	Ros	0448 741 556	10 a.m. Woodside Pool car park	Some unsealed roads	
Dec 15 th	Dan	0427 526 846	10 a.m. Woodside Pool car park	Some unsealed roads	
Dec 22 nd	David	0413 390 371	10 a.m. Woodside Pool car park	Some unsealed roads	
Dec 29 th	TBC		10 a.m. Woodside Pool car park	Some unsealed roads	
Jan 5 th	Sven	0410 271 717	10 a.m. Tungkill 10 Brinkworth Rd	Some unsealed roads	RWGPS

PERFECT Ride Sunday 11th December. 9am, [Stockwell Recreation Park](#), Stockwell. Ride length will be approximately 60km with around 500-600 metres of ascent. We will head northwest to Dutton and beyond before returning southeast through Truro on our way back to Stockwell. BYO lunch. No services until Truro near the end of the ride. *Kevin D 0411 203 893*

SPECIAL Events

Palmer-Mannum Challenge Monday 19th Dec 2022 ([See RWGPS](#)) Meet at [Corner of Education Ave and Olive Grove Rd](#) 10 a.m. , Morning Coffee at Mannum, Lunch En-route Contact *Sven 0410 271 717* Check site Night Before for any adverse weather Warnings

By bike along Aegean Turkey Talk by Tony Gibb 7Feb2023 \$55 enquire via [wea-sa.com.au](#)

Riding the O-Shikoku Japan Talk by Tony Gibb 14Feb2023 \$55 enquire via [wea-sa.com.au](#)

A different way of reviewing a ride: Thank you Damien

Thursday December 1 Check out Springton...Mt. Pleasant...Eden Valley Loop. on Relive! <https://www.relive.cc/view/vKv2Qdz7zoq>
A process we can also do in [RideWithGPS](#)



 is holding its annual  lunch on **Monday January 16th 2023** - one day before the TDU kicks off.


It's always an entertaining event with Phil Liggett giving his expert and entertaining views on world cycling and the SA tour in particular. The upcoming lunch is the first after the pandemic and will be popular with the punters, as it always is. We would be delighted if you can attend or get a table together. Three course meal, drinks etc for \$110pp. Bookings can be made via: www.sapressclub.com.au with [booking form under luncheon drop down box](#) Hotel Grand Chancellor Adelaide, Hindley St. SARCC members who are TDU aficionados may like to join a table group: *Please contact Ros 0448 741 556.*



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

TOURS:

 **High Country Tour postponed to 24th March to 5th April 2023** Expressions of interest to ride a minibus & trailer tour of High-Country will be called for in December with a deposit. The sequence of the planned routes as on  [Ride with GPS](#) ^{Link} may change with consultation. The Tour will be in a 12-seat minibus with SARCC Trailer and in cabins at strategic accommodation parks. We have 11 mostly Downhill rides but be assured there will be a sag wagon on most days


 New Zealand Tour 13th **February 2023** hasn't vanished! The tour is full, communications are direct by organisers to participants. But to be informed [link here for Tour Details](#) and Link to [Ride with GPS detail of the New Zealand Routes](#). For further information or to express a request to be a standby, contact SARCC Tour organisers sarccclub@gmail.com



The **Tour Jersey** image will be sent to the NZ participants separately, when **design** completed in both long and short sleeve variants.

The Dutch Reach: Saves 'Dooring' injury and death of cyclists!



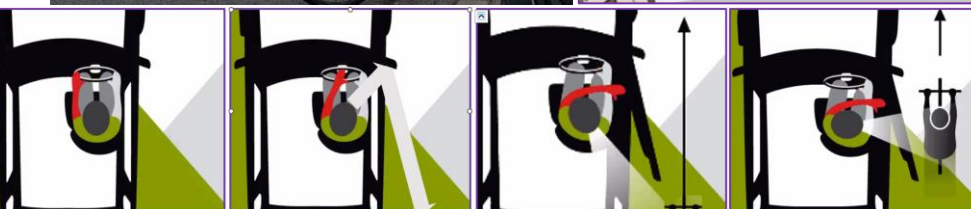
Dooring is [one of the most common rider crashes](#) and cause for serious injury and death. 

Bike lanes often overlap the space taken by the open door of a parked vehicle, and the road rule concerning dooring is widely misunderstood and frequently infringed.

Australian Road Rule 269(3), says "A person must not cause a hazard to any person or vehicle by opening a door of a vehicle, leaving a door of a vehicle open, or getting off, or out of, a vehicle."

Applies to opening a vehicle door, leaving a door of a vehicle open, or getting off, or out of, a vehicle. The rule also covers passengers exiting vehicles, stepping out of a bus and dismantling a motorcycle.

The serious consequence of dooring is under-appreciated.



At **SARCC AGM** Mary Safe presented to attendees a renewed campaign to improve driver and passenger awareness of their duty to not dangerously open car doors. What can we all do: **Spread the 'Dutch Reach' message!**

- Practice the safer Dutch Reach to open your vehicle doors. Alert your Passengers to look before opening their doors.
- When cycling take care and slow down when riding beside parked cars - be safe be seen.
- Making a simple change to how you open a car door can have a big impact on the safety of those on two wheels.
- Check out the following animation [Checking for cyclists and motorcyclists](#) ^[Video]

Parking in timed bike lanes is a big contributor to Dooring, lobby your Council for more permanent Cycle lanes!

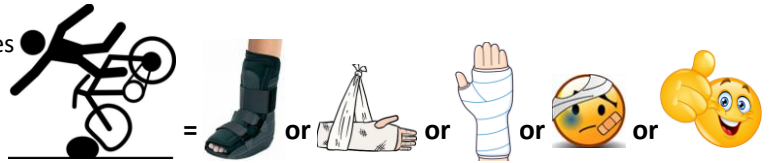
Few progressive world cities are so short-sighted as to allow motor vehicles to park in bike lanes, but some do. It is endemic in South Australia. Nothing sends a stronger message that your city doesn't care about bike access and safety if it lets cars park in the one place that's supposed to be for bikes. The bike lane is often dedicated for your bicycle use only 10 hours per week (some only 7.5 hrs) out of 7days X 24 hrs = 168 hours per week... 158 hours per week the bike lane is a free car park which requires you to weave 2.5 m into the dangerous vehicle lane while avoiding potential dooring- **WHY?**




Q&A INSURANCE AND INJURIES Thank you Esther Caprez

Injuries? As cyclists / sportspeople, we all get them; sometimes it's a graze, sometimes a sprain, sometimes a broken limb, sometimes we get lucky.

Worst Result: we are then out of action, for many months.



To make matters worse – not only are we deprived of our sporting activity (and the pleasant accompanying endorphins), there's the unplanned-for financial component. Out of pocket expenses after Medicare rebates and private health cover reimbursements can add up!

In the May issue of the SARCC newsletter, there was an article about the insurance cover membership of BIKE SA  offers.

A real-life example of accessing the benefits of this cover is discussed below.

After a good friend was laid up for over four months with plates & screws in her body following a sporting injury, we discussed the significant non-recoverable costs involved in the injury and long recovery period. When I was subsequently offered an "Over 55's Accident Insurance" by a health insurance company, I signed up. Cost was approximately \$3/week.

Earlier this year, I was unfortunately in the position to put the two different accident insurance covers to the test, after finding myself in a moon boot for six weeks.

Easiest First:

The Personal Accident Insurance is available to anyone in Australia – Example [Personal Accident Insurance: HCF](#)

- whether or not you've got private health cover
- even if your private health cover is with another company
- who is aged between 55 – 74 years old (once signed up, cover is to 80 years of age)

The Product Disclosure Statement states that the cover is for specified injuries including fractures, burns, dislocations, etc. A table of benefits on the website indicates which injuries are covered and the benefit amount you are eligible to receive.

Claiming was easy! There is a two-page form and a half page for the doctor to complete and sign. Note: the form requests the details of one or two witnesses. Could be somewhat problematic if you were on your own.

Within a week of submitting the form, a cash benefit was paid directly into my bank account. No questions asked. The money was mine to spend as I saw fit: taxis/ubers, cleaning, gaps in medical expenses, ~~casino~~ (?), etc. In my case I received \$1500 for a broken fibula.

Next: the BIKE SA experience: [Read the fine print](#) ^{Link} [Read a Claim Form](#) ^{Link}

This was slightly more complicated, but there was some success, limited only by my lack of record keeping and knowing what to ask the doctor for. The form also requests witness details and doctor input. Benefits -

- are based on what the doctor has indicated is needed, e.g., physio, help with house cleaning, mobility & orthopaedic aids, etc;
- are not paid for expenses eligible for a Medicare rebate.
- include the gap remaining after private health cover reimbursement.

Example: With a \$110 orthopaedic bill, minus \$73 rebate from private health fund, BIKE SA cover will pay a gap of \$37.

I did set up a spreadsheet with all my appointments details (date, name, type of provider), the initial cost, health fund rebate and what / if I could rightfully expect from the BIKE SA cover.

I would advise:

- Keep all receipts,
- The Personal Accident Claim Form asks you to state the name and address of witness to the injury
- At the outset, ask the doctor to specify what you may need – in the short term and in the long term. I did not do this and it meant that some of my rehab-type appointments were not covered. Obviously when you've just sustained an injury, you are not necessarily thinking clearly. Some items which you could receive reimbursement for include:

▶ Physio / Pilates / OT rehab ▶ Shower chair ▶ Cleaning / personal care help ▶ Crutches / wheelchair / bandages

Summary

I was pleased with the ease of claiming with the Personal Accident Insurance. My experience was with HCF, which every 55 - 74-year-old can join. Other companies may offer a similar product. Out of interest, I had been paying premiums for approximately three years. The benefit was above and beyond the sum of my premiums.

The BIKE SA claim was certainly do-able but felt more cumbersome in that you are dealing with a third-party insurance company. They were responsive with email correspondence, though.



Editors' addition: [Seniors health insurance: comparisons](#) ^{Link} & [Health Insurance Providers](#) ^{Link} & [CHOICE: best health insurance for seniors](#) ^{Link}

The "Fine Print" re. BikeSA Personal Accident Insurance:

If you are a Member of BikeSA: [BikeSA](#) diligently negotiated a great cover for members through [V-Insurance Brokers](#), (who are corporate authorised representative of [Willis TWI](#)) with [Blend Insurance policy](#) details [BLSPA000846 Insured](#) Name: Bicycle South Australia. Blend Insurance Solutions Pty Ltd (ABN: 47 617 346 353 AFSL: 500768) ("blend") is an underwriting agency and acts as agent under a binding authority for the Australian branch of Allied World Assurance Company, Ltd (ABN 54 163 304 907). For the payment of a premium [Allied World Assurance Company, Ltd](#) ("Allied World") have agreed to insure Bicycle SA through its subsidiaries, is a global provider of insurance and reinsurance solutions. Allied are a subsidiary of [Fairfax Financial Holdings Limited](#), and we benefit from a worldwide network of affiliated entities that allow us to think and respond in non-traditional ways. Fairfax Financial Holdings Limited is a financial service holding company which, through its subsidiaries, is engaged in property and casualty insurance and reinsurance and investment management. Fairfax's corporate objective is to achieve a high rate of return on invested capital and build long-term shareholder value. Fairfax seeks to differentiate itself by combining disciplined underwriting with the investment of its assets on a total return basis, which Fairfax believes provides above-average returns over the long-term. Fairfax was founded in 1985 by the present Chairman and Chief Executive Officer, V. Prem Watsa. The company has been under present management since 1985 and is headquartered in Toronto, Canada. Its common shares are listed on the Toronto Stock Exchange under the symbol FFH and in U.S. dollars under the symbol FFH.U.

Q&A HOW MUCH POWER DOES YOUR E-BIKE REALLY NEED?

250 W or 70 Nm is more than adequate to propel you and your bicycle comfortably to the Australian Pedelec restriction of 25 kph.

Why do you need power on your bicycle?

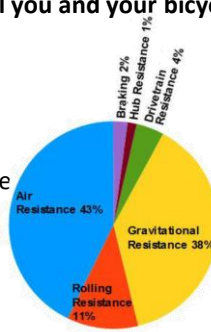
There are many resistant factors at play:

43% aerodynamics of speed and headwinds

38% The weight of your bicycle or electric bicycle
Your body weight. The degree of climb

11% rolling resistance tyres and surface.

8% [Drive Train efficiency](#) & Hubs, brakes



Road 6.5 to 8.3 kg
eRoad 12 to 18 kg
eGravel 12 to 18 kg

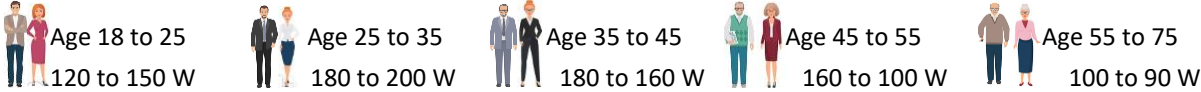


MTB 9.5 to 14 kg
eMTB 18 to 26 kg
eCommuter 20 to 24 kg

Height	Weight																		
	Underweight		Normal		Overweight		Obese		Extreme Obese										
In	R-in	cm	Kg	lbs	Kg	lbs	Kg	lbs	Kg	lbs									
58"	48"	107"	36.402	77.88	40.2	82	91	115	54.5	63.6	119	138	65.9	84.1	143	185	88.6	191	
59"	49"	111"	39.415	79	94	41.5	54	94	119	52.2	65.2	124	141	68.2	88.6	148	193	90.9	195
60"	50"	115"	42.428	80	97	43.5	56.8	97	123	51.1	68.2	128	148	70.5	90.9	153	199	93.2	204
61"	51"	119"	45.441	82	100	45.5	59.1	102	127	61.4	70.5	133	153	72.7	93.2	158	206	95.5	211
62"	52"	123"	48.454	83	103	47.5	61.4	104	131	63.6	72.7	138	158	75.0	95.5	164	213	97.8	216
63"	53"	127"	51.467	85	106	49.5	63.6	107	135	65.9	75.0	141	163	77.3	100	169	220	100.1	221
64"	54"	131"	54.480	87	109	51.5	65.9	110	140	68.2	77.3	145	169	79.5	103	174	222	102.4	225
65"	55"	135"	57.493	89	112	53.5	68.2	114	141	70.5	79.5	150	174	81.8	106.2	180	234	104.7	230
66"	56"	139"	60.506	91	115	55.5	70.5	118	148	72.7	81.8	155	179	84.1	109.5	186	241	107.0	235
67"	57"	143"	63.519	93	118	57.5	72.7	122	153	75.0	84.1	159	185	86.4	112.9	191	249	109.3	241
68"	58"	147"	66.532	95	121	59.5	75.0	126	158	77.3	86.4	164	190	88.6	116.2	197	256	111.6	247
69"	59"	151"	69.545	97	124	61.5	77.3	130	163	79.5	88.6	169	196	90.9	119.5	202	263	113.9	253
70"	60"	155"	72.558	99	127	63.5	79.5	134	168	81.8	90.9	174	202	93.2	122.9	208	271	116.2	259
71"	61"	159"	75.571	101	130	65.5	81.8	138	173	84.1	93.2	179	208	95.5	126.2	214	279	118.5	265
72"	62"	163"	78.584	103	133	67.5	84.1	142	178	86.4	95.5	184	213	97.8	129.5	220	287	120.8	271
73"	63"	167"	81.597	105	136	69.5	86.4	146	183	88.6	97.8	189	219	100.1	132.8	226	295	123.1	277
74"	64"	171"	84.610	107	139	71.5	88.6	150	188	90.9	100.1	194	225	102.4	136.1	232	303	125.4	283
75"	65"	175"	87.623	109	142	73.5	90.9	154	193	93.2	102.4	199	231	104.7	139.4	238	311	127.7	289
76"	66"	179"	90.636	111	145	75.5	93.2	158	198	95.5	104.7	204	237	107.0	142.7	244	319	130.0	295

Then your functional threshold power FTP by age assuming good fitness:

The functional threshold [power of a cyclist](#) is the highest power you can achieve and maintain in a quasi-steady state for an hour of cycling without getting fatigued.



An average bicycle rider who is not trained to race can produce about 2.34 W/kg while riding at close-to-maximum effort for 20 minutes over a flat surface with no wind. **Assuming a weight of 70 kg, the average rider will be able to maintain a power output of 164 watts for the 20 minute effort.** Assuming some age weariness maybe 1.95 W/kg @ 70 kg even that will climb a hill with 137 W.

Comparison: The power a 5 litre V8 Ford Mustang requires to move 1900 kg with 2 passengers is 290,522 watts and 516 Nm of torque.

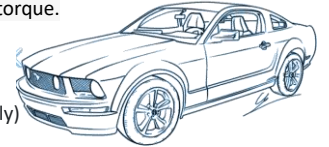
Watt (W) to Torque (Nm) Calculation:

Motor Torque in Newton meter (Nm) is equal to 9.55414 times of the electric power in watts divided by the speed in rpm.

Mustang Example: $290,522 \text{ W} \div 5,000 \text{ rpm} = 58.10 \times 9.554140127 = 555 \text{ Nm}$

Reverse calculator from Newton meter (Nm) to watts is $0.104695 \times \text{Nm} \times \text{rpm}$ (The factor of 0.104695 is rounded to 0.105 usually)

Mustang Example: $0.104695 \times 555 \text{ Nm} \times 5000 \text{ rpm} = 290529 \text{ W}$



The lowest Nm is Mahle X35 hub motor at 40 Nm. Therefore $0.105 \times 40 \text{ Nm} \times 60 \text{ rpm} = 252 \text{ W}$. Changing the rpm by gearing alters the torque considerably. [Torque \(Nm\) to Watt \(W\) Conversion](#)

All very confusing and it doesn't answer the question of how much power do we really need. A rule of thumb if you are climbing **10% grade**, at **10 kph** is ~ 3 watts/kg of total mass. To convert that to total absolute watts, you just multiply 3 watts/kg * total mass (in kg) for you, your bike, and all the equipment you're carrying. E.g., if you weigh 70 kg and your bike and all its equipment together weigh an additional 10 kg, it will take approximately $3 * (70+10) = 240$ watts. Back off to 6kph and it takes 90 W less power.

I used [Cycling Wattage Calculator \(omnicalculator.com\)](#):

- Power calculator indicates an 80 kg bike and rider in 0 kph headwind at 14 kph climbing a 0% grade requires approximately 36W
- Change the wind factor to an 80 kg bike and rider in 5 kph headwind at 14 kph climbing a 2% grade requires approximately 112W
- Change the grade factor to an 80 kg bike and rider in 5 kph headwind at 6 kph climbing a 10% grade requires approximately 149W**
- Change the load factor to a 96 kg **ebike** and rider in 0 kph headwind at 14 kph climbing a 0% grade requires approximately 52W
- Change the load factor to a 96 kg **ebike** and rider in 5 kph headwind at 14 kph climbing a 2% grade requires approximately 129W
- Change the load factor to a 96 kg **ebike** and rider in 5 kph headwind at 6 kph climbing a 10% grade requires approximately 178W

An interesting statistic, to pedal an 80kg bike and rider in 0 kph headwind at **32 kph** climbing a 0% grade requires approximately 216W

An **ebike** extra 16 kg adds 20% to 45% more power requirement just to carry the motor and battery. The non-pedelec-bike at peak <150W is a level attainable by an older rider but the steeper >10% hills on the non-ebike is challenging to the older riders.

A [Mahle35X rear Hub drive](#) of 40 Nm on bikes of 16 kg would adequately suit recreational rider's needs.

Clearly 250 W is therefore adequate. Particularly as the max power of the motor (not the rating) is determined by the **voltage** put out by the speed controller and the max **current** the controller can supply to the motor. For a 36 V 250 W motor, a 36 volt with a 15 amp controller can easily push out more current such that the motor can be "over-driven" to output more power. (**36 V X 15 A = 540 W**).

To stay within regulations, 250 W of **continuous power output** means that the nominal discharge for a motor running continuously at cruising speed is 250 W. However, more power can and will be drawn if the motor requires it.

Who produces the all-purpose electric Bicycle under 18 kg? with just enough tyre size & power to enjoy recreational cycling? Maybe not a 26 kg shock absorbing fat tyred MTB with power beyond your needs, emulating the psychology of the 4X4 Motor Vehicle.

- [Trek dual sport](#) \$3,399 17 kg 250 W 40 Nm rear hub drive
- [Orbea Vibe](#) \$4,499 18 kg 250 W 40 Nm rear hub drive
- [Orbea Kemen 10](#) \$8,799 **21 kg** 250 W 85 Nm **mid drive**
- [Merida eSilix +600](#) \$4,999 17 kg 250 W 40 Nm rear hub drive
- [Merida eSpeeder EQ](#) \$4,399 18 kg 250 W 40 Nm rear hub drive
- [Specialized Vado 3](#) \$5,800 **23 kg** 250 W 50 Nm **mid drive**



There are many more, most are over 18kg if they are mid motored and not ultra-expensive carbon. e.g., Fluid Le Mans MTB on sale \$1,599 looks light, hub motor, quality unknown. It is pay less, get less, mostly

Carbon fibre can reduce the weight 4 kg but the two mid drive examples above are heaviest and most expensive, this is a trend. It leverages the benefits of mid drive over hub drive to justify higher priced urban bicycles.

Q&A THE RULES FOR RIDING MOTORISED SCOOTERS AND SKATEBOARDS IN SOUTH AUSTRALIA?

Four e-Scooter trials have been approved in South Australia. These trials are confined within Adelaide, North Adelaide, City of Norwood, Payneham, St Peters and City of Unley and along the Coastal Park Trail.

Only Hired e-Scooters are allowed to be used in the trial areas concerned. ([Purple Beam](#), [Orange Neuron](#))



The Rules for riding a hired eScooter:

1. Be at least 18 years of age. *Expiation \$327 max \$2500*
2. Wear an approved and fitted helmet. *Expiation \$113 max \$2500*
3. Not carry passengers. *Expiation \$113 max \$2500*
4. Not exceed 15 km/h. *Expiation \$190 max \$2500*
5. Not ride abreast. *Expiation \$62 max \$2500*
6. Not ride on bike and bus lanes. *Other Fines:- E-scooter Trial* ^{Link}
7. Ride on footpaths and shared paths unless it is prohibited.
8. Not ride under the influence of alcohol or drugs.
9. Not use their mobile phone while riding.
10. Use a warning device, such as a bell or horn, to avoid danger.
11. Ride on the road only when crossing or avoiding obstacles.

Wow, we have seen all of the first 11 rules repeatedly broken!

12. If on a road, riders must travel less than 50m, keep to the left, and obey traffic signals.
13. Not ride on a road with a dividing line or median strip, a speed limit of over 50 km/h, and a one-way road with more than 1 marked lane.
14. Shared e-scooter riders may also not travel on prohibited roads.
15. Ride safely and responsibly with consideration for other people.
16. Use a white front light and a red rear light when riding at night
17. Not carry their scooter on public transport.

And a message from all of us citizens PLEASE, don't leave hired eScooters in the middle of a footpath!

PRIVATELY OWNED MOTORISED SCOOTERS AND SKATEBOARDS IN SOUTH AUSTRALIA – ARE ILLEGAL ON ALL PUBLIC FOOTPATHS, TRAILS, ROADS, LANES, and even PUBLIC CARPARKS.

[Premier Malinauskas backs SA Police for laws re private e-scooters to be reviewed - ABC News](#) ^{Link} Sadly deferred to “next year”.

The Electric scooters referred to do not include motorised wheelchairs and scooters used by people with mobility difficulties.

Some examples of Motorised Wheeled Recreational Devices:



Self-balancing scooters,

Segways,

Self-balancing unicycle,

Electric Hoverboards,

Electric skateboards

Can I ride a **privately owned** motorised wheeled recreational device on a road, footpath or bike track?

No. These devices cannot be used on roads or road related areas such as foot paths, bike/pedestrian tracks, or vehicle parking areas. Under South Australian legislation, these devices are considered to be motor vehicles. Operating a motor vehicle requires a driver's licence, registration and compulsory third-party insurance. As these devices do not meet the safety standards under the Australian Design Rules, they are not eligible for registration. You could be fined \$1401 for driving an unregistered and uninsured vehicle. (The eco-warrior riding her Segway on power from her home solar system was saving the fossil fuel that the Adelaide 500 is encouraged to burn; her ecological, humane, objective – Not bloody likely she is deemed to be breaking the law)

What about powered assisted wheeled recreational devices advertised as toys? Can they be used on a road, footpath, bike track?

No. Many power-assisted wheeled recreational devices available for purchase online or through retail stores are often sold as toys, depicting children riding them. Regardless of the power output of the motor fitted to the device, they cannot be used on roads or road related areas such as footpaths, bike/pedestrian tracks, or vehicle parking areas.

Where can I ride a motorised wheeled recreational device?

Private property is the only place permitted **under the current archaic laws**. Failure to comply could result in Expiations for driving unregistered and uninsured and in some instances for not holding the appropriate driver's licence.

Can I ride a **non-motorised** wheeled recreation device on a road, footpath or bike track?

Yes. A wheeled recreational device that is **not** fitted with a motor and is propelled solely by human power or gravity can be used on footpaths, bike/pedestrian tracks, parks and in some circumstances on roads. Examples of these devices include: Skateboards, Foot scooters, Rollerblades, Roller skates

Q&A **Buying a bicycle helmet that does the basics effectively, efficiently and economically?** Inspired by Carolyn - Thank you

You could go to Big W and buy a Rosebank Helmet for \$25 or spend about triple or more for a helmet at any bicycle retailer. Maybe online, [VICTGOAL Adult Bike Helmet HT23](#) with Detachable Magnetic Goggles and Sun Visor a Bicycle Helmet with USB Rechargeable night visible only taillight. **Go To Amazon \$49.99** plus \$10 for 1 additional goggle.

The helmet isn't needlessly smart: no stop lights, turning indicators, headlight, or blue tooth sound system with speakers, bone induction and microphone. It is not MIPS [how MIPS work?](#) ^{Link} read for yourself. Ok, so what do you get for \$60 on Amazon [a helmet with 2 goggles](#) and a visor. It has certification for AU/NZ and it is tested for your safety.

The article is really about the unique Magnetic Goggles as they offer the Strongest vision protection that is available, they are glasses-wearing friendly, you can wear your sunglasses or myopia glasses under the goggles. Using tinted goggles, you can block the hard glare while cycling. Goggles offer a clear view for riders in rain you look through the droplets on the goggles rather than distorted vision of droplets on your glass's lens. The goggles prevent harm from sand, seeds, pollen, bugs and wind, protecting your face, eyes and head. Brilliant for fast downhill rides or into fierce winds. My choice is the yellow tinted goggle it is multipurpose, offering low light enhancement and glare reduction, grey tint is great for glare reduction.



EXTRA LARGE (59-63cm)
LARGE (57-61cm)
MEDIUM (54-58cm)



Black & Grey exist too

Grey tint Goggles are worth adding

DISCLAIMER OF ENDORSEMENT. All hyperlinks or references to any products, services, or websites of third parties or other information by trade name, trademark, supplier or otherwise does not constitute or imply its endorsement or recommendation by SARCC.

Q&A How do we Cyclists protect our skin exposed to the sun and potential skin cancer? Article motivated by Trevor - thank you.

No one is invincible to **skin cancer**. From the best athletes to the weekend warrior, it can happen to anyone. So, the next time you embark on a long bike ride remember these 5 key tips.



SLIP on a shirt **SLOP** on sunscreen **SLAP** on a hat **SEEK** shade **SLIDE** on wraparound sunglasses

Wear Sunscreen
Wearing sunscreen is 101 for preventing skin cancer and skin aging.

Leaders please, on sunny days do remind riders to sunblock before commencing. In laboratory conditions, when used as directed, SPF30 sunscreen filters 96.7% of UV radiation and SPF50 filters 98%. Both provide excellent protection if applied properly. This tip goes for cyclists and really anyone heading outdoors. Check the expiry date of the sunscreen and the storage conditions recommended on the label. Most sunscreens last about two to three years and should be stored at a temperature below 30°C.



SLOP ON SUNSCREEN - JUST DO IT!

Apply Before and Reapply and Reapply
Make sure you **apply sunblock 15 minutes** before heading out to cycle.

If you're going on a long ride make sure you **reapply 2 hourly**.

Leaders on sunny days should stop hourly for hydration >300ml... then every 2nd Hour remind the group to reapplying Sunblock. The recommendation for sunblock is **every two hours** and even more often if you're sweating profusely.

Carry a container or tube of Sunscreen
You might be thinking - now, how am I going to reapply if I'm on a long ride? Bring a tube along! Many sunscreens come in small TSA approved carry-on sizes that are at or under 3.4 ounces.



E.g., SPF 50+ 35 ml

Avoid Riding During Peak Times
If you group ride, you may not be able to control your event times.

Leaders please stop in the shade on sunny days it cuts exposure and cools a perspiring rider. You can control the hours you ride alone to minimize your exposure to the sun. Peak sun intensity hours are between 11 a.m. to 4 p.m. daylight savings time, try solo rides in the early mornings or evening hours



Cover Up
Long sleeves, tights, hat and sunglasses are all things to consider wearing on a ride. You might want to flash a bit of skin for vanity or to be physically cool... DON'T, that exposed skin will burn, if it isn't sun blocked, even your wrist uncovered will burn, let alone your neck or your legs. Whatever skin you expose it has a high chance it will get sun burnt in Australian summer. There is tech clothing that provides SPF protection and turns your sweat into a coolant.

Chemical vs mineral sunscreens [Zinc Sunscreens Don't Work Better: Every Myth Busted | Lab Muffin](#) ^{link} the video is a lot of confusing data except for the comment "The best sunscreen is the one you use." Your Editor uses coloured zinc stick because he can see the coverage that he has created plus he also uses sunscreen creams for best of both worlds.



head & neck ▶

and

or

or

or

and

or

plus

or

With Humour intended



The dress code to the right is certainly SPF 50+ rated, minimal skin showing, Sun blocking of the face and hands only required.

It would establish complete habit-forming solar respect!

BUT without parting or raising the frocks it would be difficult to ride a bicycle and sidesaddle is not efficient bicycle riding.

The POINT of the humour is: - It isn't possible to shield yourself entirely with clothes from the Sun's burning UV rays. So, please remember to apply Sun block to all exposed skin regularly!



A Little History:

It has taken several iterations and failures to unite the voice of commuter/recreational cycling in Australia and the crumbs off each incumbent Political dynasty's tables are the consequence. Cycling have had paltry lip service and much lower than world's best practice investment by successive Australian Governments because no unified voice called for better. The daily urban traffic congestion to workplaces and schools, fossil fuel pollution, fuel cost plus roading billions, the waste of moving 1.8 ton to get one person from A To B has accelerated the dilemma and finally we have a unified voice returning.

The era of the safety bicycle in South Australia (after the Penny Farthing) started in the 1890s. Article in 1896: Cycling as an institution has come to stay 'it enters all sorts of businesses, gives unlimited pleasure and is one of the foremost Sports of the world'. In the beginning there was a proliferation of cycling clubs, 24 in South Australia 1897 and they affiliated with League of SA Wheelmen. Historically they understood the strength of numbers. It took until 1979 before a first attempt for an Australia wide entity was born. The Bicycle Federation of Australia was created by Pedal Power ACT, Bicycle NSW, Bicycle Queensland, Bicycle Institute of South Australia, the Cyclists' Action Group, the Bicycle Transportation Alliance from Western Australia, Bicycle Tasmania, Bicycle NT, Bicycle Victoria. In 1998 Bicycle Victoria withdrew and slowly the Bicycle Federation declined and folded in 2010. Bicycle Victoria in 2013 renamed Bicycle Network attempted to morph into a national identity, with a claimed membership of 50,000 was mildly successful.

Q&A What is the structure of bicycle politics and lobbyists in FEDERAL AUSTRALIA now?

There appear to be **two** dominant players both seem compatible Amy Gillett foundation focusing on our Safety and We Ride Australia focusing on Infrastructure, Health, Environment. We Ride Australia being funded by commercial interests may be successful albeit not as altruistic, they may succeed by being motivated by the stakeholders desire to promote bicycling to their financial benefit, which luckily also has benefits to the end user i.e., you and me commuter and recreational cyclists.

The other player is AusCycling who are the amalgamation of all Australian competitive cycling entities. The AusCycling Group will focus on the needs of cycle racing albeit they have invited recreational clubs to join them. Why ask recreational clubs to join? Maybe to reduce the claims to premium experience for insurance purposes maybe to share the lobby for Road usage as pelatons of racers do use the same roads as commuters and recreation cyclists.



◀ link The Amy Gillett Foundation started January 2006 by Amy's husband, Simon Gillett, with Amy's parents Mary and Denis Safe and friends, because of concern of the state of safety on Australian roads. The Foundation has evolved to be the leading cycling safety organisation in Australia, driven by a core mission to reduce the death and injury of cyclists. **Mission is for:** Safe cycling in Australia.

Vision: Zero cyclist fatalities. The singular and unique purpose of the highly successful Foundation makes a difference.

- a **metre matters** laws across Australia, to make sure drivers pass cyclists safely
- safer vehicles and safer speeds
- investing in cycling infrastructure
- educating cyclists to respect and obey road laws and be safe and responsible road users.
- teaching drivers how to share the road safely with bicycles, including during driver education.



◀ link *No, I didn't crop their logo – it is a headless image with incomplete wheels.*

We Ride Australia (WRA) builds on 17 years of advocacy by the Cycling Promotion Fund which was an initiative of the Australian bicycle industry and is the operating name of the registered charity, the Australian Cycling Environmental and Health Foundation.

As the national independent voice for cycling, WRA have membership on key Ministerial Councils and reference groups and foundational roles in national peak parliamentary lobby groups. Working with partners and other national peak bodies and bicycle organisations, WRA work to secure the policies, infrastructure and programs that ensure the environmental benefits of cycling contributes to healthy, safe and enjoyable communities throughout Australia.

The support of many Australians increases WRA ability to reach decision makers, planners, experts and governments at all levels – join WRA as they continue two decades of working to ensure bicycle riders have a better voice at the table federally.

You can read more about WRA [objectives](#) and [history, Annual Report 2020](#) and [Board structure](#) as well as WRA generous supporters on the relevant pages in this section. [Micromobility Conference Sydney 2022](#) ◀ link



[Australian Peak bicycle organisations join with We Ride Australia](#) ◀ link **calling for national strategy to include bikes**

As part of the Albanese Government's efforts to accelerate the transition of our transport fleet for a low carbon future, the [consultation](#) for a **National Electric Vehicle Strategy** has assumed significant importance after the initial tax bill for EVs passed the House in the first weeks of the 47th Parliament. Together with national, state and territory bicycle organisations We Ride Australia [prepared a submission](#) to the future strategy in which WRA thesis was pretty clear. With e-bikes, e-cargo bikes and micro-mobility increasingly popular as car-replacements for daily commuting trips, providing accessible and affordable mobility options due to their significantly lower acquisition and running costs than EVs and the fact they are viable for the short transport trips that make up half of all trips each day in Australia – [WRA called for e-bikes, e-cargo bikes and micro-mobility be included in the National Strategy.](#) ◀ link

[Bike SA new Web site](#) ◀ link to find Rides Programme: home page banner "Rides & Events" or click top left ≡, then "Rides & Events", scroll to bottom of page ☺