





Happy New Year from all your SARCC Executive [RWGPS Events calendar](#) ← please link


Ride with GPS – every time you see  click on it - you will link to a SARCC ride or event details.

Sunday Pleasure Rides: Organiser – Helen Tetley



January 8th 2023 **Lanes, Paths & Alleyways**


Meet at the northern side of [Croydon Railway Station](#). Flat ride covering a series of lanes, paths & narrow alleyways around Adelaide. Approx 43km. BYO lunch. Coffee afterwards. *Helen T. 0466 870 177* 

January 22nd 2023 **Glenelg Reynella Loop**

Meet at [Sandison Park, cnr of Augusta St & Third Ave](#) Glenelg East. Ride to Reynella via Veloway return via Brighton, along the beach to Glenelg for coffee. *Ann I. 0438 558 941* 

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](#)

Jan 5 th	Sven	0410 271 717	10 a.m. Tungkillo Hall brinkworth Rd	Some unsealed roads	
Jan 12 th	Dan	0427 526 846	10 a.m. Woodside Pool car park	Some unsealed roads	
Jan 19 th	Ros	0448 741 556	10 a.m. Woodside Pool car park	Some unsealed roads	
Jan 26 th	TBA	TBA	10 a.m. Woodside Pool car park	Some unsealed roads	

PERFECT Ride Sunday 15th January. 9am, [Kent Reserve, Victor Harbor](#), Heading south in case it is hot! Hopefully it will be a bit cooler if Adelaide temps are high. If forecast is hot in Victor Harbor check RWGPS or SARCC website that the ride is still going ahead. 

- Future rides are likely to be scheduled 3 months rolling forward and the organizers are looking to provide two day events during the year, that you reach each day or overnight at a location.

SPECIAL Events

Saturday 21st Tour Down Under McLaren Vale  Meet at Seaford Railway Station at 11am *Robyn: 0401 364 019*


- There will be more throughout 2023 your committee and volunteers are working on many ideas.

P.L.E.B.S. Please link to web site to understand the **eBike** concept or contact *Peter Harrison 0448 364 138*

- Peter is working on more P.L.E.B.S., concepts to revive the theme of enjoying the full capabilities of **ebikes**. The theme of the rides is spontaneity and exuberance. Although there is no limit to the number of riders it is thought that the ideal number will be between 2 – 6 riders (especially with the faster rides). Consider splitting the group into 2 if the numbers are greater than this.

TOURS: 2023 Tours to be confirmed:

- Alpine Late March 2023
- Deep Creek Autumn 2023
- Canberra November 2023
- Grampians 2023 TBA

The SARCC New Zealand tour committee advises that the tour numbers are finalised and [plans are progressing well](#) ← Link, beds are being allocated, meals being planned, various rosters are being organised and details being fine-tuned.  [Ride with GPS](#) ← Link
Our final meeting for all NZ participants will be on:

Thursday 19th January 2023 from 7:30pm - 9:30pm in the Clarence Room at [Clarence Park Community Centre](#), 72-74 East Ave, Black Forest.



Your Editor had an unscheduled dismount on an MTB Track it was wheely unfortunate and caused a complex left elbow dislocation. My Emergency Contact phone number changed two months earlier and I had not advised SARCC. It was resolved because I was still compos mentis enough while prone in an ambulance to use my mobile and pass the phone to the support group. It exposed a problem that may be hidden for other SARCC members. As did the lack of ability to call back to the support team now rectified by [SARCC Contact Us](#) being updated with current committee phone numbers. The rather dramatic conclusion being **if you have changed your phone number, email, address, or your EMERGENCY CONTACT – please advise sarccexec@gmail.com** we will update your records.

Rides Protocol: [Link for the whole protocol](#)

A timely reminder: The object of the SA Recreational Cyclists Club is to have enjoyable cycling for all members. By observing the following guidelines for Leaders and Riders the safety and enjoyment of the club rides should be ensured.

CYCLIST'S RESPONSIBILITIES

- 🚲 Riders, please follow the ride leader's instructions. Do not go ahead of the Ride Leader without his/her permission, you may take a wrong turn.
- 🚲 Ensure that your bike is in good repair, with tyres suited to the ride. Carry a pump, puncture repair kit, spare tube, water bottle, and when necessary, an effective raincoat.
- 🚲 In case of an accident, we ask that you **bring current identification and emergency contact arrangements on every ride.**
- 🚲 Riding more than two abreast is illegal and unsafe.
- 🚲 Riding on the wrong side of the road is illegal and unsafe. Approaching a crest or bend on Country roads on the wrong side threatens your safety and the safety of the group. Any vehicle needing to take avoidance action in a hurry has a high probability of causing significant injury.
- 🚲 Ensure you are fit and able to ride the programmed route. SARCC recommend reviewing the ride with GPS.

LEADER'S RESPONSIBILITIES

Before the ride

- 🚲 For publication in the programme, write a few words about the location of the ride and features of interest, in particular the starting point and time, the distance of the ride and some indication of the difficulty of the ride so that members are able to choose rides within their capabilities. Unsealed roads and hilly terrain should be indicated. If there is no shop near the lunch stop, or morning tea, include "BYO" lunch.
- 🚲 SARCC recommend the use of Ride with GPS. The advantages are that multiple riders will know the route this is particularly helpful for navigation by the tail end rider. Ride with GPS benefits the participants with knowledge of elevation and steepness of climbs plus the surfaces to be ridden on and distances to travel. It is critical for leaders to advise all participants of deviations planned or unplanned from the published route.

Leading the ride

- 🚲 Attend the ride, or if you can't, find an alternative leader who is familiar with the ride. In case of emergency a mobile phone should be available.
- 🚲 Do the ride that is in the programme. If you need to make any changes, gain the consent of the assembled members to ensure that those present are capable of the new ride.
- 🚲 Before setting out introduce and welcome new members to the group. Give a short description of the ride and emphasise any special features or road hazards that are expected to be encountered. Remember to recommend Sunblock.
- 🚲 Take a head count and appoint an experienced rider to ride at the rear.
- 🚲 Ride leaders must ensure that they obey all road rules, including waiting for green lights at all crossings, and walking bikes across such crossings that do not have a "cycle" sign. These infringements can all attract fines. Signal clearly well in advance when changing direction. If there is a large number of riders, consider breaking up into two smaller groups where the road is narrow and the traffic is heavy.

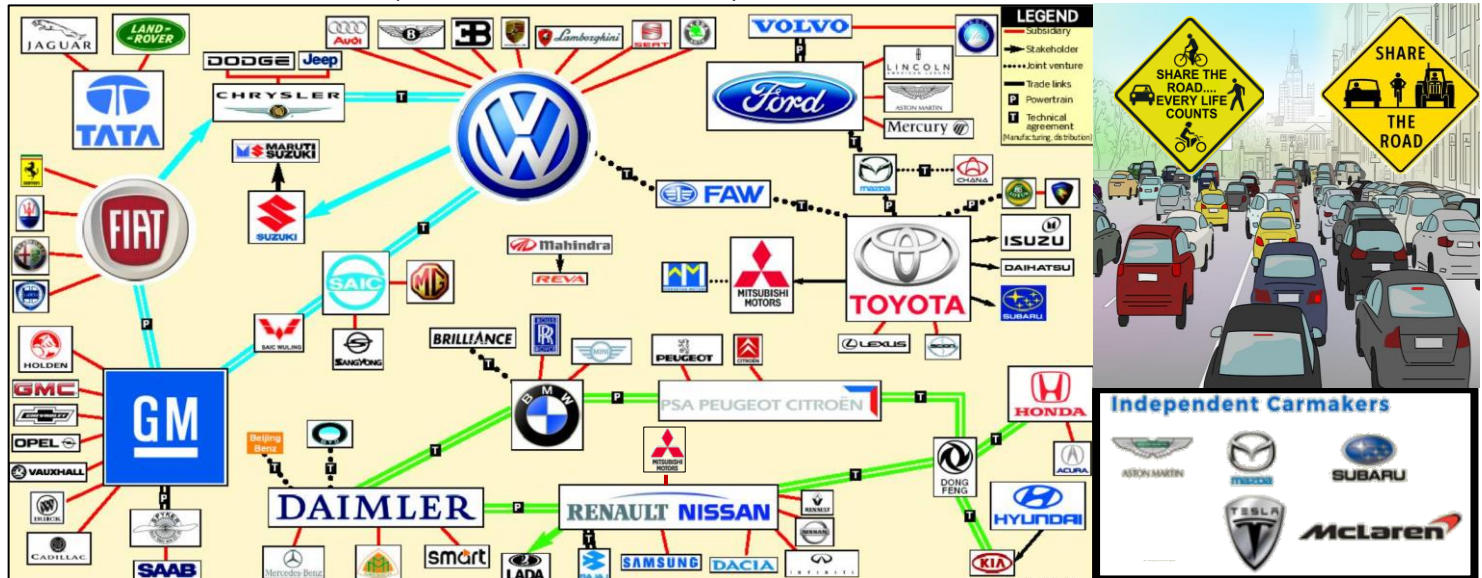
The HISTORY of SARCC

Cycling for Pleasure group Incorporated (CPG) started in **November 1976** in response to a suggestion from the Adelaide Bicycle Traders Association. The first committee consisted of Dick Withers, Jean Withers (President and Secretary) and Bill Hickling as Publicity Officer. In 1981 Dick and Jean Withers moved to Perth and handed the reins to their daughter and son in law Carol and Ian Way who held the position for a short time before the President and Secretary position were taken by David and Marion Cook who held these positions until about 1994 when they moved to Canberra. The Presidents role on two year cycles has since been held by Eric Chaney (X3), Alan Marriage, Ann Way, Jilden Reichardt, Bernie Matzat, Clive Peglar, John Davies (X2), Helen Stevens, Robyn Davill, Marienne Hibbert. CPG maintained links with the Bicycle institute of South Australia, the main intent was a fortnightly activity on every second Sunday. In the initial years the focus was on the Activity which could be swimming, mini golf, tennis, ice skating, bowling, or a general sing along. The cycling part was to get to the venue, by car was allowed. As time went on these activities reduced and the cycling became dominant. The emphasis was on pleasure cycling with ride distances of 35 to 45 Km for each ride. Another Recreational cycling group now **Bike SA formed in 1982** as South Australian Touring Cyclist's Association. In 2012 increasing insurance payments encouraged a merger by CPG with ATC Adelaide Touring Club to form SARCC, South Australian Recreational Cycling Club, which provided an increased range of alternative rides. We continue to celebrate our every second Sunday Pleasure rides as a great introduction to cycling with SARCC and for our members who enjoy a leisurely ride. The present SARCC Committee is reviving more Cycle Touring Supported and Unsupported to honour both our recreational and touring origins to better serve our increased membership and better serve our eBike growing numbers.

Ride With GPS 🚲 **try it you will not be disappointed!**

There was an article in the December SARCC newsletter about accident insurance. "I took one out with HCF. Unfortunately, it doesn't cover dental! None do!" Feedback from a Member who has had the unfortunate experience.

Q&A HOW BIG IS THE BICYCLE INDUSTRY? *Go to the attachment- listed are about 400 brands.* The global bicycle market size was valued at **USD 78.33 billion** in 2021. The market is projected to grow from USD 82.50 billion in 2022 to USD 127.83 billion by 2029. The world produced more than 130 million bikes in 2007 that is estimated to increase to **200 million bikes** in 2021, Global sales of automobiles are forecast to fall to just under **70 million cars** in 2021. Many Automobile brands have become defunct over 2 centuries. In such bureaucratic corporate empires, it is hard to be innovative. Big manufacturers replicate, enhance, and follow the leader with their offerings, with devotion to internal combustion fossil fuelled machines, albeit larger, more powerful and occasionally more fuel-efficient if you feather the accelerator. Electronics replace more expensive mechanical devices but still prices escalate. Noticeable is the innovative skills of the Independent Carmakers but even they are replicating the style and shape of the existing cars sadly not taking full advantage of the electric propulsion simplicity of a motor, a battery or fuel cell, and controller versus the complexity of the internal combustion engine and transmission. The 14 car manufacturers plus independents convinced millions of drivers to buy SUVs, that just proves how gullible we are. Are Electric Car makers repeating that with their mainstream offerings? VW and Tesla are spending billions on networks of fast chargers. The charger network must provide uniformity but is that the right direction? Should we have created a "SWAP-BATTERY" system for tomorrow's vehicles, with common underbody battery trays, that you swap out in 3 minutes at recharge stations. We need simplicity, uniformity, practicality, eco-friendly but we are currently being sold by style, gimmickry, and blinding acceleration. Albeit improvements are showing up: [Aptera](#) aerodynamic Solar 2 seat 1,000km, [ACE Yewt or Urban](#) practical urban low cost, or maybe [Coolest mini EVs](#).



Q&A How does that translate for bicycle manufacturers? Mergers are continuously happening in cycle Brands : [Pon Holdings](#) acquires [Dorel Sports](#) for US\$ 810 million. Pon.Bike, and Dorel Sports hold a broad range of bicycle brands: Cannondale, Schwinn, Mongoose, GT, Charge, Caloi, KidTrax, Gazelle, Kalkhoff, Focus, Santa Cruz, Cervélo, Swapfiets, BBB Cycling, Urban Arrow, Lease a Bike, Union, Reserve Wheels, Juliana. [Mergers and acquisitions](#) of Brands are taking place at a pace that is likely to emulate the automobile manufacturers conglomerates. Investing in the growing Bicycle industry that has prestige and solid eco-friendly credentials is a no-brainer to the commercial world. Many of the Brands design their bicycles in various countries are dependent on the large Manufacturing plants to build their bicycles with limited choices of component manufacturers. Rising labour costs threatens Taiwan's dominance of bicycle manufacturing with countries like Vietnam growing. The biggest players are Shimano Market Value (Jan 2022) 24.398 Billion USD, 12,244 Employees; Giant Market Value (Jan 2022) 4.582 Billion USD, and Merida Taiwan Market Value (Jan 2022) 3.539 Billion USD.

Shimano, SRAM, Colnago dominate the gear set and brake suppliers with many small bit players. This is somewhat of an advantage to us cyclists because most bikes pre the electric bikes, could be repaired and parts replaced in most locations in the world. The desirable, versatile, robust gear boxes of [schlumpf Drive](#), [Pinion Gearboxes](#) and rear hub internal gearboxes from [Shimano](#), [SRAM](#) and [Rohloff](#) add more complexity for remote or DIY maintenance. Some standards for bicycles still exist but a broken derailleur arm will quickly demonstrate that parts supply is getting more complex. Albeit a dream... it would be nice if our eBikes retained the unsophisticated attributes that made bicycle repairs at home or on the journey possible. Imagine only 6 battery shapes for all ebikes, 6 universal controllers, 6 common motor mounts for all mid-drive electric motors, and universal plugs for connections and charging; we managed to be somewhat universal with chains, gears, axles, wheels etc so, why not simplify eBikes!

[Hero Cycles Ltd of India](#) is the **largest** manufacturer of bicycles in the **world** by volume. It began with a modest 639 bicycles PA and currently makes 19,000 cycles per day, with a sales volume of over 5 million PA, albeit the crown is disputed by Giant and Trek.

The great characteristic of the ubiquitous [Bicycle is its simplicity](#) to construct, that simplicity will encourage continued innovation. Competition should keep prices acceptable. Pedelects kept simple with 3D printed frames is an answer. Frame material from steel to aluminium to titanium to Carbon Fibre and whatever comes next. 3D printing is a 1-million-dollar investment in a robot to build bicycles that minimises our Australian uncompetitive labour cost, i.e., manufacturing could be done here in Adelaide.

Are the Bicycle Manufacturers going down the wrong path and moving away from the simplistic machine we all love, to sell us glitz?

Based on Statistics import data, **1.75 million bicycles** entered Australian ports year ended 30 June 2021. Highlighting how much Australians have embraced bicycles. Comparison 1,049,831 new motor vehicles registered 2021 including 221,556 passenger cars 531,700 SUV, 253,254 light commercial, 43,321 heavy commercial and only **17,149** were eco-friendly electric vehicles.