




Peter B and Geoff's Bike on the shores of lake Pukaki New Zealand, March 2024

Sunday Pleasure Rides: Organiser – Helen Tetley. 0466 870 177

April 14th 2024 Meet at [Victoria Square](#) at 10am. Ride Port Railway Trail to Semaphore for lunch. Back via Tennyson Dunes trail to the Torrens Linear trail and on to [Café Bonython](#) for coffee. Flat ride of around 40km. *Eric C. 0402 356 796*

April 28th 2024 Meet at Brighton Railway Station at 10:00am. The ride will leave after the arrival of the 9:57am Seaford train from Adelaide. Ride along the Coast to Vines trail to Hallett Cove, then through Sheidow Park, down the Veloway, along Sturt Creek to the western end of the Torrens Linear Park for lunch (bring or buy) at Apex Park West Beach. Return to Brighton along the coastal path via Glenelg. Coffee at Glenelg or Brighton. Approx 40 km. As many club members will be in Perth and there are currently some disruptions to bike paths in the area this ride will be adjusted if necessary, to suit the group riding on the day. *Carolyn W. 0427 797 476*

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

Apr 4 th	Sven H	0410 271 717	10 a.m. Harvest the Fleurieu, Mt Compass	Some unsealed roads	
Apr 11 th	John G	0404 081 724	10 a.m. Woodside Pool car park	Some unsealed roads	
Apr 18 th	Paul D	0427 537 836	10 a.m. Woodside Pool car park	Some unsealed roads	
Apr 25 th	No Ride	ANZAC DAY	10 a.m. Woodside Pool car park	No official ride	

PERFECT ride -Sunday April 21st Meet at Port Wakefield for a 9 AM start. 70 km and 400m ascent on mostly dirt/gravel roads to Port Clinton following the "Walk the Yorke" trail. Back via South Hummocks Railway station and Federation corner. More details and route to follow.

[Western Australia 2024](#)

We are planning two tours in Western Australia in April and May this year.

- A leisurely [Exploration of Perth and Surrounds, Mainly on Bike Paths](#). This tour is proceeding and is now full.
- Bikepacking for [11 days of the Munda Biddi MTB trail in WA](#). Expressions of interest are still being sought.

Click here [SARCC Vic Alpine Tour Jan 2024 - YouTube](#) to view a YouTube presentation of SARCC VIC ALPINE TOUR.
Captivating photos – Yes some parts of the video are speed up but the participants were not quite that fast.

ENJOY watching 😊 *Ron Battista*

SARCC VIC ALPINE TOUR 2024

ORGANISER AND LEADER MARIENNE HIBBERT

Jo-Ann Lamey - Obituary



Tragically SARCC member Jo-Ann Lamey took her own life on the 4th of March 2024. Jo was an extremely well-liked, intelligent but quiet member of the Thursday Rural Rides group and was gentle, considerate and kind to all. She never had a bad word to say about anybody. We were opposites... 😊! She was a very strong and courageous rider for her small frame. She also rode with the Tuesday Treadlers and Mish-Mash on Saturdays, riding 40km to each of those rides as well as completing the ride itself. She was hooked on bike-packing, recently spending two weeks on the Munda-Biddi. She spent the morning of her death carefully and completely packing her gravel bike for an upcoming Mawson Trail ride from Blinman to Adelaide. Her other interests were bushwalking in Tasmania, New Zealand, Chile and Nepal -and she was known as gazelle-woman!

She was also a skilled water-colour artist and Ukulele player. Jo-Ann's career was as a grossly conscientious and overworked primary school-teacher having retired about 6 years ago.

Jo-Ann was a caring, loving and almost faultless life-long partner and it was an absolute privilege to spend my adult life with her. We were teenagers when we met and were together till her death at 66 years of age. I say "almost faultless" because Jo did have one fault, she would not trouble her loved ones, nor her besties, with what was troubling her. She had been diagnosed with Macular Degeneration several years ago, causing a loss of central vision and a usually slow progression to blindness over many years or even decades. In her private state of mind, with her level of grief completely unknown to anyone, she decided this future was something beyond her love of life. To quote her departing note ...

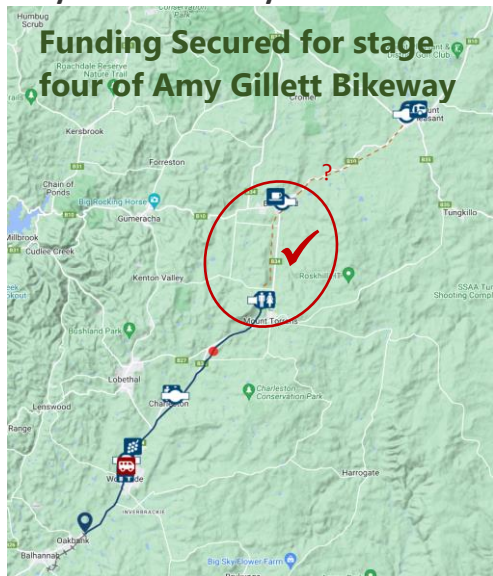
"a life of dependence and limited life opportunities is extremely distressing for me. A life with limited vision is not something I can "envisage" (Ha!)"

There are so many "what-ifs". What if she had shared her "extreme distress" with me? What if I had noticed something not quite right in her demeanour? What if I had not gone to the appointment that day? What if I had reassured her that morning? The only positive is that Jo-Ann, by her tragic decision, is no longer contemplating a future of blindness. She made a brutal but brave decision, taking quality of life over quantity. That decision is a major loss to all of us, including her three adult children, but to me it is a catastrophic, heart-breaking, unmitigated disaster. It was Jo's request was that no funeral be held. *Greg Lamey*

On behalf of the cycling community, SARCC extends its condolences to Greg and his family during this time of grief. We appreciated her friendship and will all miss Jo greatly.



Amy Gillett Bikeway NEWS:



Adelaide Hills Council has committed to build **Stage Four** of the Amy Gillett Bikeway from Mt Torrens to Birdwood with Federal and State Government funding of \$2.6 million each and a Council contribution of \$500,000. **The total funding for the project is \$5.7 Million.** The extension adds approximately 5.5km to the existing 17km trail.

Minister for Infrastructure and Transport Tom Koutsantonis said, "I am pleased to see the State and Federal Governments' funding offers taken up with the Adelaide Hills Council putting in the remainder of the funds required to see this important and long-awaited stage of the Amy Gillett Bikeway finally realised."

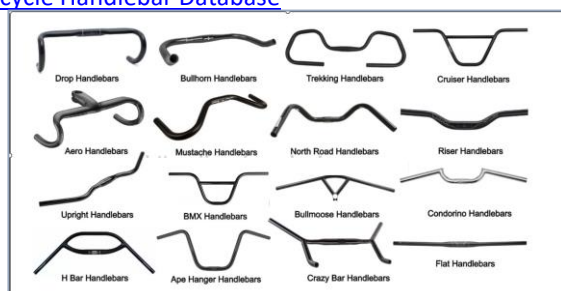
"While I note historical comments by the federal MP For Mayo, Rebekha Sharkie, that 'The State Government has contributed its fair share' to this important project and that 'other tiers of government now need to step in', this project needed a circuit breaker, and we are pleased to have helped facilitate a multi-tiered solution for this genuine three-way funding partnership."

"This is a massive win after years of lobbying from the community, MPs and Councillors. Community advocacy is an important part of our democracy and proves that when we work together, we can make anything happen! My kids and many others have learned to ride a bike on the Amy Gillett Bikeway. It's a much-loved part of our community and stage four to extend it to Birdwood should have been done years ago. This announcement is a win for community wellbeing, active transport, safe cycling and tourism. Thanks to the community for your continued support of the Amy Gillett Bikeway!" *Melanie Selwood, Councillor for Adelaide Hills Council*



Ever wondered if you have the right handlebars have a look here: [WhatBars — The Bicycle Handlebar Database](https://whatbars.com/)

WhatBars is a fantastic resource for cyclists seeking detailed information about bicycle handlebars. This website serves as a comprehensive handlebar database, allowing you to explore various handlebar designs and compare their specifications. Whether you're curious about the sweep, rise, or flare of different handlebars, WhatBars has you covered. You can overlay and compare designs to find the perfect handlebar for your bike. Even the compendium herewith does not show the flared drop bars now popular on Gravel bikes or the double deck dropbars that made a short appearance on canyon bikes. *Eric Chaney*



SARCC is pleased to announce we are now on Facebook.

At this stage we have started with a Page only but will start a Group in the near future.

The Page has a Featured section at the top of the page which will contain information on coming events and so you can easily see what's coming up. Below this will be Posts which appear in date order. So you can check out reports from previous rides and we are featuring Peter Boulton's RWGPS posts on the recent New Zealand tour.

In order to view us on Facebook you will need to be a Facebook user and if not it is a fairly straight forward process of creating an account. Head off to the site using the link below.

<https://www.facebook.com/SARCCinc>

Facebook works well when you choose to Follow us which involves clicking on the Follow button as per the image below this ensure you get notifications of new events and posts.



South Australian Recreational Cycling Club Inc.

7 likes • 15 followers

WhatsApp

Following

Message

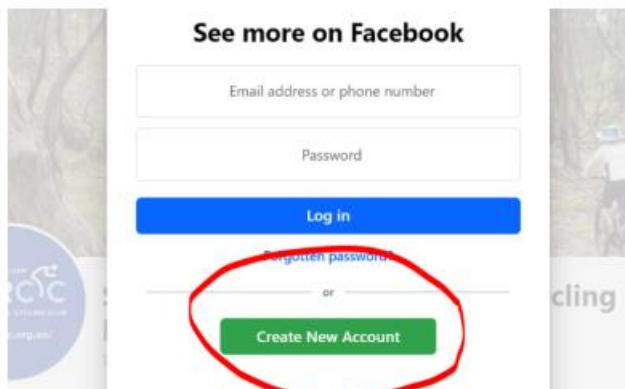
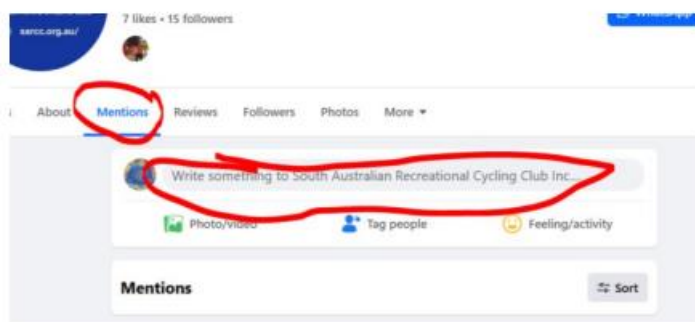
We also encourage you to Like posts as per the image below



And also comment on the posts as per image



To Post on the Page click on the Mention tab as per the image. When you go to the link you will see the screen below if you have not logged in and you can also create a New Account.



We plan to grow the number of members posting content which provides a really quick way of communicating what's happening and allowing members to provide feedback. We ask everyone to support this initiative.

Go to > <https://www.facebook.com/SARCCinc>

Facebook Administrator *Ron Battista*

New Zealand Tour 2024 Article coming in May Newsletter



SARCC New Zealand Tour 2024, Lake Dunstan Trail

Comments extracted from Web: The construction of the 55km Lake Dunstan Trail was indeed a significant project, but the cost was not exactly **NZ\$7 million**. The trail, which stretches between Cromwell and Clyde, was part of a larger funding pool. The total funding for the trail and other projects came from a combined contribution of \$26.3 million provided by the central government (\$13.15m), Central Lakes Trust (\$11.15m), and Otago Community Trust (\$2m). However, an earlier feasibility study for the trail itself estimated the cost to be [about \\$5.7 million](#). The Lake Dunstan Trail is part of a \$26 million master plan by the Central Otago Queenstown Trail Network Trust to eventually create a 536km continuous network of trails connecting Queenstown and Wānaka, Cromwell, Alexandra and Roxburgh. It's a big ambition but this group has already achieved much ... they've fundraised and pulled together government and local government funding to get this latest link in the chain constructed. The Kawarau Gorge section, between Queenstown and Cromwell, is the next focus – est'cost \$4 million.

PRESS RELEASE 7/12/22: The proposed Kawarau Gorge Trail which will link with the Lake Dunstan Trail **has the green light to proceed** following agreement, after cordial negotiations, between the Central Otago Queenstown Trails Network Trust (COQTNT) and the objectors in the Environment Court appeal. Trust chairman Stephen Jeffery says it is exciting to resume progress on the much-anticipated Kawarau Gorge Trail which is part of the \$26+ million New Zealand Cycle Trail Project connecting five Great Rides in Central Otago. These include the Queenstown Trail, the recently opened Lake Dunstan Trail, the Otago Central Rail Trail, the Roxburgh Gorge Trail, and the Clutha Gold Trail. The proposed route connecting Wanaka to Cromwell and the missing 13 kilometres on the Roxburgh Gorge Trail from Doctors Point to Shingle Creek will complete the ambitious seven-year project creating over 500 kilometres of linked cycle and walking trails throughout Central Otago. Mr Jeffery says The Trust is grateful to the Kawarau Gorge landowners who have provided legal access for the trail at Victoria Flats and Mt Difficulty Station. He also paid tribute to the previous Queenstown Lakes Mayor Jim Boulton and QLDC CEO Mike Theelan and staff for their support in helping the Trust overcome both landowner concerns and technical hurdles.



The Kawarau Gorge Trail will traverse from the Nevis Bluff to Bannockburn where it will link with the Lake Dunstan Trail to Clyde.

The NZ Transport Agency is responsible for the connecting section of the trail from Gibbston through the Nevis Bluff, including a tunnel under the state highway, while the Goldfields Mining Centre has also embraced the trail concept with exciting developments proposed for the location. "The final piece in the puzzle, currently underway, is finetuning for the section of trail that traverses Department of Conservation (DOC) land. We are working with DOC to finalise a Community Management Agreement and Lizard Management Plan to protect the species in the proposed trail area. We hope to have their approval in place in early 2023." Mr Jeffery considers the network of trails in Central Otago can only reinforce the profile of the region as a growing international cycling destination. "We have already seen the outstanding success of the Lake Dunstan Trail and with the added investment into new trails the future looks particularly bright for cycling tourism in Central Otago."

Eric Chaney

SARCC PERFECT Ride Hamley Bridge Report 24 March 2024 Ride Leader: Peter Harrison March PERFECT ride provided a perfect blue sky all day, cool morning 10C and warm afternoon 25C. Covering a distance of 70.3 km in a clockwise loop, the ride was relatively flat with just 477m of climbing. Packed gravel and dirt accounted for 86% of the route. Throughout the ride, we encountered just 2 passing vehicles beyond the delightful township of Hamley Bridge itself. The definition of SUCCESS



Six riders embarked on the ride – Peter H, Pete B, Kevin B, Kevin D, Greg L and Roger P. Our ride set off in a northwest direction, taking us over the Gilbert River and up a steady rise of 150m for 22km – just to the east of Owen. From the top of the rise we had a good view of the Hummocks on the Yorke Peninsula.



We then descended towards Balaklava, but 2km short the town we turned east towards our halfway lunch stop at Rocks Reserve on the Wakefield River. After lunch we did some scouting around and despite the recent exceptionally dry weather, the river was found to still had some water in it. Nobody had brought their bathers, but looking at the stagnant pond it wasn't too inviting anyway.



From there we headed across a couple of small hills to the Alma Plains and some pleasing views of the distance ranges. We were making good time and the group started to split with some riders getting a wee bit ahead of the leader, who then

stopped and pulled the group back together when a turning was missed.



Meanwhile Peter Boulton got into a bit of bike porn at the somewhat desolate Alma South Cemetery before rejoining the group and heading down a welcome 10km hill back into Hamley Bridge, where a cold beer was much appreciated as part of the traditional ride debrief. Thanks to Peter H for organising another great PERFECT ride. The ride was captured by Peter Boulton with [24 photos, which can be found on RWGPS https://ridewithgps.com/trips/157638336](https://ridewithgps.com/trips/157638336) all uncropped and better resolution.

Peter Boulton

Did Nero play the Fiddle while Rome burned? – (incendium magnum Romae) The Great Fire of Rome in July 64 AD. It is a myth; Nero was not in Rome when the fire broke out. He was in his villa at Antium, about 35 miles away. Albeit the expression is still used 2090 years later to describe inaction by Political Leaders.

What has this got to do with bicycles?... nothing actually!

Albeit many Australian Governments are “fiddle playing” while Electric personal Transports are dangerously traversing our cycleways! In Australia regulations state the maximum continuous power of an e-bike motor is 250 watts but what about eScooters, monowheels?

QLD: E-scooters must have a maximum speed of 25 km/h and a power output of no more than 500 W.

AND: the rest of Australia seems to be 200 W but “fiddle while Rome burns” politicians are leaving the door open, and we watch dangerous unregistered overpowered eBikes and eScooters ridden by unlicensed idiots at excessive speeds with impunity on our safe cycleways. We need legislation uniform across all of Australia to reduce the madness and menace of these life-threatening unregistered motorbikes that currently are treated as harmless pedelecs and eScooters.

Examples: [VinFast DrgnFly the most iconic 750W e-bike ever?](#) and [4 of the Most Powerful eBikes You Can Buy](#) – you can import these?

Talk to your member of Parliament! It is time for a national ruling that any Electric Personal Transporter (EPT) with over 300W of continuous power must be registered and require a licensed rider to be allowed on any public thoroughfare. That EPTs on public thoroughfares must be ridden by a single rider holding a full, L, or P license, in addition a 10-year-old with a rider's certificate may ride. That speed limiting should not be a restrictor on the EPT motor but speed limits on the carriageway where they are ridden must be imposed and policed.

(Imagine you are driving up a hill on a four lane in your car and your vehicle is restricted to provide more power once you reach 40 kph i.e., the speed it is safe to have an accident without killing somebody). Let's be logical, uniform, and fair (including bicycles and all EPTs),

Footpaths 15 kph, Shared paths 20 kph, on-road Cycleways 25 kph, open road to the posted speed limit. *Eric Chaney*



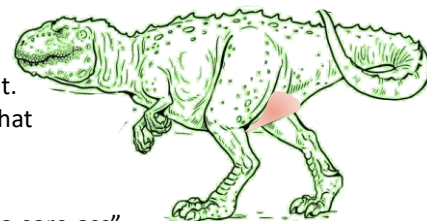
If riding your bike is mildly uncomfortable: – If your legs are complaining just tell them to ‘shut up’ and keep pedalling or if you have an e-Bike turn on the motor – isn't that why you bought it. If it's a niggling backache check your posture, seat height and handlebar reach. There are cures for that sore posterior, aching wrists and shoulders. Maybe buy a broad padded seat and cushioned gloves coupled with soft hand grips or even an expensive full suspension MTB.

Numb bum, perhaps you descended from the Jurassic Park beast Ivgotasaurus pronounced “I've-got-a-sore-ass”

Seriously – Please don't give up the joys and healthy pursuit of recreational cycling because of a few aches, and discomfort get advice from bicycle experts and physiotherapists. There are many solutions that can remove your discomfort not the least is simply more exercise getting you fitter.

E.g., Still sore shoulders, aching wrists - disinclined to add 4kg suspension forks, try a seat post suspension plus a Stem Suspension.

Perhaps watch these informative videos: [Suspension Seatposts Comfort Upgrade!](#) and [Suspension Stem Review](#). *Eric Chaney*



Mythical Ivgotasaurus