



Hi all, please be advised I will be responsible for the assembly of the SARCC newsletter **for just two more months**. As I transition to my duties on the BikeSA board and focus on the Peak Body to advance cycling strategy in SA. SARCC is in need of a new volunteer to take on the role of newsletter creator – your involvement will be greatly appreciated. SARCC have five excellent communication channels – the SARCC website, Monthly Newsletter, Facebook, Email, and Club meetings – in addition to your face-to-face interactions on rides. Our ride and tour participants may shift to a more modern visual narrative through photographs, shared almost instantly on Facebook, complete with descriptive captions. Given the efficient online presence that SARCC maintains, it might be feasible to transition to a Quarterly Newsletter. If any member is interested in taking on the role of SARCC Newsletter editor, I encourage you to contact the SARCC Executive Committee. Thank you. *Eric*


It is the generous efforts of all the ride leaders, coordinators and executives who make SARCC rides and tours so enjoyable.

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

June 9th 2024 Happy Valley Reservoir Meet at 10am Brighton Railway Station. Ride along the Sea to Vines Rail Trail, through the southern suburbs to Happy Valley Reservoir for lunch, returning along the Veloway. See also [RWGPS route](#). Sue S. 0402 880 655

June 23rd 2024 A Creeky ride for Creaky riders Meet at [Mawson Lakes Interchange](#) 10am Loop ride from Mawson Lakes Interchange travelling alongside Little Para River, Cobbler's Creek, Slate Creek and Dry Creek using sealed, gravel and dirt paths with the occasional fire track or quiet suburban road. There are a couple of short, steep climbs and a steep descent on this ride. Gravel or Mountain bikes recommended. BYO Lunch and refreshments. Approximately 41km with 500m ascent. Kevin D. 0411 203 893

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. Organiser *Di Beltrame* 0424 957 532

Jun 6 th	Robyn	0401 364 019	10a.m. Away Ride Coles Carpark McLaren Vale	Some unsealed roads	
Jun 13 th	Dan	0427 526 846	10 a.m. Woodside Pool car park	Some unsealed roads	
Jun 20 th	Bernie	0497 298 420	10 a.m. Woodside Pool car park	Some unsealed roads	
Jun 27 th	To be decided on the day		10a.m. Woodside Pool car park	Potentially some unsealed roads	

PERFECT ride JUNE 16th Meet at western end of [Balaklava Square](#) for a 9 AM start. 72 km and 180m ascent on mostly dirt/gravel roads.

Visiting Whitwarta, Goyder and Port Wakefield following the Wakefield River and Copper Rail Trail. No facilities on the ride = bring lunch, water and spares etc. [SARCC RWGPS event link](#). Please let me know if you are coming. Leader: Kevin D. 0411203893

SARCC Flinders Melrose Burra Tour

Ride Organisers: Kevin Dronfield, Sven Holm

Registered Interested Riders as at 29th May 2024 ➔ 14 Accommodation to be arranged individually by trip participants. We recommend cabins be booked promptly to ensure availability. Persons who may wish to share cabins should contact Sven (Mob 0410271717, holm0160@gmail.com) for contact details of others who may wish to share cabins.

Bikes: This trip is not suitable for road bikes. Suggest Gravel and/or Mountain Bikes. Riders are responsible to maintain their equipment.

Rides: All rides are optional and where possible will depart the Base accommodation. Helpful if riders have their RWGPS working and have rides downloaded to their navigation devices.

Date	Description	Base Accommodation	Powered & Unpowered Sites	Cabins
7 th Sept 2024	Arrive Angorichina Village (490km ex GPO Adelaide)	Angorichina Village Ph 86484842 Email: ango1@westnet.com.au	Yes	Yes
8 th -11 th Sept 2024	Ride Days Angorichina			
12 th Sept 2024	Transition to Melrose (220km ex Angorichina Village)	Melrose Caravan and Tourist Park (See Website) Ph 86662060	Yes	Yes
13 th -16 th Sept 2024	Ride Days Melrose			
17 th Sept 2024	Transition to Burra (140 km ex Melrose)	Burra Caravan Park & Paxton Cottages Adjacent to Caravan Park (See Website) Ph 0488513101	Yes	Yes
18 th -20 th Sept	Ride Days Burra			
21 st Sept 2024	Short Ride & Travel End of Trip (160km to GPO Adelaide)			

Tuesday 23rd July 2024 SARCC Annual General Meeting

This is a **preliminary notice** to remind all members that the AGM has been brought forward to July (previous years were November) An agenda and notice of meeting will be emailed by SARCC's Secretary giving time date and place of the meeting. We will be calling for nominations for all members of the Executive Committee.

SARCC seven executive roles: President, Vice President, Secretary, Treasurer, Ride Coordinator, and Two Members

There will be a talk after the AGM on cycling in Italy (Ron Battista) and possible European rides in 2025 (Marianne) and an outline of the next two years Projects – we want your contribution.

SARCC Subscriptions for Year Ending 30th June 2025 are due & payable by 1st July 2024.

Subscriptions have been held at **\$30** and payment can be made via:

EFT to SARCC Westpac Acct BSB 035048 Acct No. 301670.

Please quote your name in the reference area.

Please ensure you complete the reference details so we can allocate members payments received correctly.

If you wish to pay by cash or cheque, please take your funds to a Westpac branch and make the deposit to the account details quoted above.

Our largest expense is Insurance, and it is due early in the year so prompt attention to subs will be appreciated.

Retire Active SA (RASA) **sadly will likely be closing its doors due to financial difficulties.** [<Please link and read.](#)

Retire Active SA has for 40 years inspired older South Australians to lead active, connected, and healthy lives through participation in activities that enhance their wellbeing. Through: Bushwalking, [Cycling](#), golf, Pleasure Fishing, Tennis, Table Tennis, plus many many more.

Notification of new Special General Meeting (SGM) date. RASA has decided to postpone the SGM to a new date, which will be communicated soon but will occur before the end of June 2024. This is to meet all legal criteria and ensure an effective meeting. Members will be notified of the new date by email or direct mail.

The SARCC Executive Committee extends an invitation to RASA cycling group members to become part of SARCC, maintaining the tradition of their Wednesday rides under the SARCC's guidance. Currently, 30 individuals from the group are either existing SARCC members or have joined recently. We eagerly anticipate welcoming new participants and forming a dedicated Wednesday Ride Group upon the conclusion of RASA's operations. For the time being, the Wednesday rides in May 2024 remain exclusive to RASA members. For updates, please consult the [Retire Active SA Cycling website](#).

Amy Gillett Foundation Has Been Shut Down! After nearly 2 decades of operation, and after tireless campaigning and striving to make the lifesaving 'metre matters' message law across Australia, the AGF Board say the organisation is no longer sustainable due to a lack of Federal Government funding.

*"It is with considerable sadness that the Board of the Amy Gillett Foundation (AGF) has made the difficult decision to wind up the Foundation after nearly 20 years of operation. As you know, the Foundation was established in 2006, following the tragic death of Amy Gillett, a world champion sportswoman killed while cycling with the Australian Women's Cycling Team. With your assistance, AGF has grown to become the country's leading cycling safety organisation, working to reduce the death and injury of cyclists. For nearly two decades, we have sought to raise awareness of the risks to cyclists and have been a powerful voice advocating for governments at every level to take actions that lead to zero cycling fatalities. Regretfully, the Board has concluded that ongoing operation of the Foundation is no longer sustainable in the absence of new Federal Government funding. This has been a very difficult decision to make but after much discussion, we have **appointed Liquidator Shaun Matthews of Cor Cordis** who will be responsible for winding up the affairs of the Foundation in an orderly and fair manner. While the work of our Foundation will cease, the urgent need to improve cyclist safety continues. Despite the advances that have been made in road safety, design, infrastructure and driver and cyclist behaviour, the goal of zero cycling fatalities is yet to be achieved. As the Board of this Foundation, we are deeply proud to have been associated with this critical mission. I am personally grateful for your partnership over recent years and thank you for your continuing support in advocating for the changes necessary to allow Australian cyclists to ride safely."*
Sincerely, Lisa Jacobs Chair, Amy Gillett Foundation'

Who will fill the gap if a revived AGF doesn't succeed... do our State Peak Cycling Groups need to do something they stopped doing in 2010 and reform a national alliance to fund and promote sustainable active personal transport, infrastructure and safety. [<link](#)
Bicycle Federation of Australia Member organisations included: Pedal Power ACT, Bicycle NSW, Bicycle QLD, Bicycle SA, BISA, the Cyclists' Action Group, Bicycle Transportation Alliance from WA, Bicycle AB, Bicycle NT, Wheels of Justice, and the Vintage Cycle Club of Victoria Inc; Bicycle Victoria in 1998 had a scope. However, with the current divergence in focus and resources among these Peak Cycling Associations, a revival seems improbable. Many of these Peak bodies primarily view themselves as large recreational and commuter cycling clubs, showing little interest or financial commitment to advocacy or safety, and even less so to emerging personal transport technologies like eScooters, eSkateboards, and Monowheels. – **hopefully AGF revival is successful; it is needed!** *Eric Chaney (with help from AI web search)*

SARCC is now on [Facebook](#). WA Tour photos posted a day after the event – stay informed and stay current!



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. 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 this link <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.





If enough interest is shown SARCC will rerun the SARCC new jersey.
ARE you interested we need to know soon please?
Maybe your old kangaroo jersey has had its day.
Maybe you like the new design.

Contact SARCC Treasurer Sven

holm0160@gmail.com

[Fill out the order form](#)

**You have until 30 June 2024
to order your Jersey or Socks**

Cost? (\$78.90 for long sleeve & \$72.90 for short sleeve)

Lightweight mesh knit fabric is designed for optimal moisture transfer and fast drying. The special weave keeps you extra cool and provides a textured finish.

Size? Blackchrome have a fitting service: [Unit 2 / 171 Grange Road, BEVERLEY](#)

SA 5009 (08) 8244 5500 Mon – Fri: 9:00am – 5:00pm.

It is the **sportive style** and say you are from **SARCC**.

SARCC CLUB SOCKS cost \$11 TO \$20

Blue looks great and Orange matches the jersey.

If Orange, the logo & SARCC will need stronger contrast.

Members, please email Kevin kev.d@live.com.au

We need your expression of interest and opinion or contribution on the sock design and colours.



SARCC PERFECT Ride Sunday 19th May 2024 Leader : Kevin D Riders Peter H, Sven H, Bruno W

9.00am It's another beautiful autumn morning albeit chilly with a nice cloud cover and no wind to speak of.

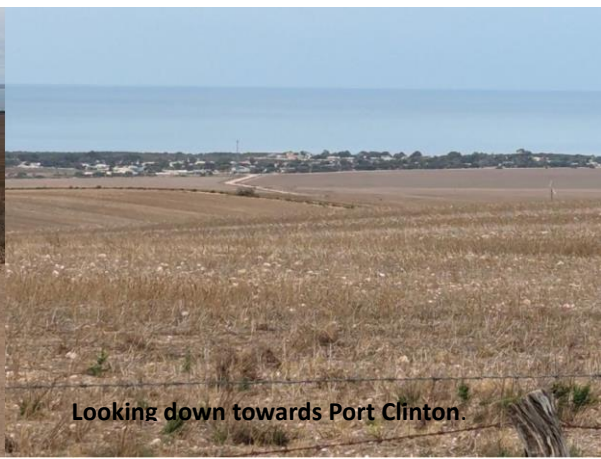
The first part of the ride takes up north out of Port Wakefield following the old unused railway line on a dry clay track compacted by vehicles. The clay is very soft, and the two e bikers are carefully managing their batteries. The track is part of the "Walk the Yorke" trail and the scenery is quite interesting. Crossing over the main highway we head towards South Hummocks Railway Station which turns out to be an old railway siding at best. We now climb slowly towards Port Arthur which is actually not at the water's edge. Morning tea is taken at a very nice lookout, and we enjoy distant views of the northern part of St Vincents Gulf and distant farmlands. The region is extremely dry, and we are thankful that this ride is not being completed in summer heat or in winter rain.



Negotiating a section of the "Walk the Yorke Trail"



Looking back towards Port Wakefield



Looking down towards Port Clinton.

Note the sparse vegetation. The Farmers need rain!!

At around the 32km mark the author's front tubeless tyre hits a rock and the seal is broken. Puncture cannister is employed and we watch at the contents vapourise into thin air and tyre remains flat but only at the bottom!! Spare tube is employed, and we set of again. We head down to Port Clinton along a really nice gravel road.

We tour Port Clinton noting the newly constructed 32 storey Grand Hyatt Hotel and take lunch at a nice shelter at the water's edge.



Lunch at the water's edge Port Clinton



Departing Port Clinton, we climb again on the nice gravel road and author now gets a puncture. We take off the tyre and tube and cannot locate the hole or a culprit in the tyre. 2.5km further on tyre is flat, so pump again. (We do this once again another 2km on and somehow tyre stays up back to Port Wakefield another 25km away) Tyre is flat next morning on inspection!! The road now takes us down a nice run passing by an old large stone building which is rumoured to have been an assassination site of indigenous persons in the 1800's. Continuing on in really nice riding conditions we traverse a small section of the main highway which thankfully has some nice verge before we rejoin the "Walk the Yorke" trail back to Port Wakefield. A quiet debrief at the local pub follows.

A lovely ride with good company and great weather. About 72km and 360m elevation. The region is surprisingly interesting and probably underrated as a riding area.



A tidal lake out the back of Port Wakefield suburbia. Surprising what one discovers in country towns!!

Author Sven Holm photographs courtesy Kevin Dronfield

[link to Ride with GPS](#)

How to safely manage a Li-ion bicycle battery.

Comment: The world of transport is evolving like never before; “micromobility devices (MMD)” or “light electric vehicles (LEV)” or Electric Personal Transport (EPT) or low-powered vehicles (LPV) or powered micromobility devices (PMD) i.e., Pedelecs, eScooters, eSkateboards, Segways, Hoverboards, monowheels etc., are growing so fast we don’t even have a group name for them – they are filling the chasm between de-carbonising transport worldwide, city car and truck congestion, decades of public transport neglect, precious real estate abused as car parks, and roads costing a billion dollars per kilometre. Micromobility isn’t just about the hardware—it’s about transforming urban transportation and making cities more accessible, sustainable, and efficient.

Until solid-state batteries appear, powered micromobility devices will rely on Li-ion Batteries for their rechargeable energy source.

Ultimately, all Electric Vehicles are significantly less likely to start a fire than petrol or diesel fuelled combustion engine vehicles, but when they do, they are much harder to extinguish – for an expert view on [Li-ion fires](#) <please link and read.

Don’t be swayed by media drama or videos of fires. Handle Li-ion batteries as cautiously as petrol and other hazardous substances, and you won’t have an issue to deal with. You can and should take benefit from the new technology of portable energy sources.

Li-ion batteries are the most common type of batteries used in e-bikes and other electric vehicles, but they also require proper care and maintenance to prolong their lifespan and avoid fire hazards. These are the same type of batteries in your mobile phone, your watch and your flashlight, your bicycle headlight, taillight, computer tablet etc., that have given you no cause for concern.

Li-ion batteries **fire risk is real but extremely rare when treated with care.** Li-ion batteries in e-bikes can pose a fire risk but only if they are: **DAMAGED -- OVERHEATED -- OVERCHARGED -- EXCESSIVELY DISCHARGED -- POORLY MANUFACTURED**

A properly manufactured e-bike battery will have circuitry to prevent over-charging or excessive discharging.

Here are some recommendations to prevent e-bike battery fires and protect yourself and your home:

SAFETY FIRST - WHEN HANDLING AND STORING BATTERIES.

UK’s national product regulator, the Office for Product Safety and Standards (OPSS), recommends you follow these five steps when purchasing, using or charging your e-bike or e-scooter to reduce fire risks:

- Step 1: **RESEARCH** – only BUY an e-bike, e-scooter, charger or battery from a known seller and check any product reviews.
- Step 2: **READ** – always READ and FOLLOW the manufacturer’s instructions for charging and using e-bikes or e-scooters.
- Step 3: **CHECK** – not all e-bike or e-scooter batteries and chargers are compatible or safe when used together. Check and only USE the manufacturer’s recommended battery or charger.
- Step 4: **CHARGE** – always **charge in a safe place without blocking exits** and always UNPLUG your charger when finished charging.
- Step 5: **NEVER** – attempt to modify or tamper with your battery (*i.e. never build or rebuild your own battery*)

Metropolitan Fire Service SA: <link for an official document.

- Don’t use or charge batteries or devices that show signs of swelling or bulging, leaking, overheating, or signs of mechanical damage.
- Don’t dispose batteries in regular household waste or home recycling bins, they can cause fires during waste collection, and processing.
- Don’t expose batteries or any electronic device to extensive direct hot sunlight.
- Don’t store or leave batteries and devices in areas where they can be exposed to heat and or moisture.
- Don’t leave batteries or devices unattended while being charged, or charge batteries overnight, if unattended
- Don’t leave any device on continuous charge. This is an example of overcharging.

The potential risks of charging a 36V battery with a 48V charger.

Charging a 36volt battery with a 48volt charger can lead to disaster. When you use the wrong charger on your battery, it creates an imbalance between the voltage requirements and the actual charge being delivered. This voltage difference may cause excessive heat buildup in the battery, leading to overheating or even combustion. The battery’s internal components may not be able to handle the higher voltage, resulting in damage or failure of crucial parts again leading to run-away combustion.

COULD OUR GOVERNMENTS DO MORE to make us SAFE? YES,  Legislate to require all powered micromobility devices to:

1. Meet the standards of [UL 2849](#).
2. Affix a QR Code top and bottom of every electric personal transport device certifying its compliance to be on public thoroughfares.
3. If over 500W of continuous power must be registered as a moped requiring a licensed rider.
4. Require standardized charging sockets to ensure 24V, 36V, 48V cannot be mixed.
5. Mandate all chargers to have a cutout mechanism when the battery reaches a designated full charge.

Repeating: (*Yes, it is important to repeat several times*)

- Charge outside your dwelling never blocking your exit.
- Charge the battery away from flammable materials,
- Only use the manufacturers charger provided with your e-bike.
- Buy e-bikes and batteries from reputable brands and stores.
- Charge the battery only when you are present.

- Assess your battery for damage after an impact. Any cracks, leaks, swelling, or smoke, stop using the battery and dispose of it properly.
- Store the battery in a cool, dry place, not in direct sunlight or heat sources.
- Do not store the battery near anything that can catch fire readily.
- Longer time, store your battery at around 50% charge in a cool, dry place

Suggestion: Buy and plug a countdown timer into your 240v wall outlet, plug the battery charger into it, and set the timer to physically cut the AC power off well before the battery has the chance to reach a 100% state of charge, let alone an overcharge.

Professor Paul Christensen link and watch, it is scary, but remember this lecture is addressing a conference of First Responders and Fire controllers.

Ring 000 emergency and keep well away from the fire and smoke. Do not [inhale the gasses](#) from a Li-ion battery fire the gases are toxic!

Eric Chaney (with help from AI web search)

Read and be confused: So confusingly inconsistent - Why?



New South Wales (NSW) government increased the legal continuous power limit for electric scooters and bicycles from **250W to 500W**. This change was made to reflect the rapid development and use of e-bikes, and to accommodate the needs of a wider range of users. The new law is expected to benefit more people by allowing for unique and innovative bike designs, greater cargo capacity, and more assistance up hills, which is particularly relevant in hilly areas like Sydney. [It also aims to increase the range on a single charge and overall, make electric bikes more useful to many more people.](#)

The decision to increase the power limit to 500W sets NSW apart as the first Australian state to do so, potentially setting a precedent for other states. It's a departure from the European Union (EN15194) standard, which limited e-bike power to 250W. [The change invoked mixed reactions, with confusion about the amendment being inconsistent with major e-bike market around the world.](#)

The NSW government's move might be seen as an effort to catch up with the fast-growing e-bike industry, where countries like the USA allow up to 750W. [Monitoring the wattage of electric bikes is a challenge for law enforcement, precise wattage of an e-bike is not straightforward to determine.](#) [The amendment defined e-Scooters and e-bikes and their classifications as road users.](#)

Here are some key points from the amendment:

- **E-scooters:** Personal e-scooters remain illegal on NSW roads and road-related areas, including footpaths, shared paths, and bicycle lanes. [They can only be used on private property](#)
- **E-bikes:** There are two types of permitted e-bikes in NSW:
 - **Electrically power-assisted cycles:** These have a maximum continued rated power of up to 500 watts. [The power output must be progressively reduced as the bicycle's speed increases beyond 6km/h and cut off when the bicycle reaches a speed of 25km/h or if you stop pedalling and the speed exceeds 6km/h.](#) *More power but same Paternalistic government mandated 25kph.*
- **Helmets:** All riders and passengers on bicycles must wear an ANZ Standards (AS/NZS 2063) approved helmets that is securely fitted.
- **Shared Scheme E-scooters:** Hired shared scheme e-scooters only to be used on roads in designated e-scooter trial areas.

These changes aim to ensure the safety of all road users and to regulate the use of these increasingly popular modes of transportation. [For more detailed information, you can visit the Transport for NSW website](#)



NEW ZEALAND Pedelec and eScooter legislation

In New Zealand, the rules for Pedelecs (power-assisted cycles) and eScooters are designed to ensure safety while promoting the use of these low-powered vehicles. Here's a summary of the regulations:

Pedelecs (Power-assisted cycles):

- Must have an auxiliary electric motor with a maximum power not exceeding **300W**. ✓
- [Primarily propelled by the muscular energy of the rider. A helmet must be worn.](#)
- **There is no speed limit other than the limit posted on the road and most places you can ride are considered roads.** ✓
- **Most pederlecs have 32kph boost cutouts as it suits worldwide manufacturers, inhibits motor overload but not Govt mandated.** ✓

eScooters:

- Wheels must not exceed **355mm** in diameter.
- Motor must have a maximum power output not exceeding **300W**.
- Can be used on the footpath or the road, except in designated cycle lanes that are part of the road.
- When on the footpath, riders must:
 - Operate in a careful and considerate manner. Give way to both pedestrians and drivers of mobility devices.
 - Travel at a speed that does not put other footpath users at risk.
- On the road, eScooters must be operated as near as practicable to the edge of the roadway.
- [A helmet is not legally required but is recommended.](#)

General Regulations for eScooters and Pedelecs:

- Not classified as motor vehicles. Do not require registration or a driver's license.
- [The speed limit is the same as the road speed limit in a given area.](#)

For eScooters, additional equipment requirements similar to bicycles, i.e., lights, brakes, reflectors, and a bell. The minimum age for eScooter riders is **14**, maximum speed limit of **20 km/h**. [eScooters are allowed on roads and cycle paths.](#)

Please note that local councils may have additional rules and regulations, so it's always a good idea to check with the local authorities for any specific requirements in your area. [For more detailed information, refer to the NZ Transport Agency.](#)

45-year-old philosophy by Douglas Adams, *Hitch-hikers Guide to the Galaxy*. (just a sprinkle of Eric humour!)

Quote: "In those days spirits were brave, the stakes were high, men were real men, women were real women and small furry creatures from Alpha Centauri were real small furry creatures from Alpha Centauri!" **Interpretation:** he meant "they were real they". **Douglas Adams' is exonerated; the book was written before PC. Political Correctness wasn't considered necessary by minorities until at least 1988.**

Political: "The answer to the great question - of Life, the Universe and Everything.. is... forty two!" **Similar fantasy to cutting power bills by \$275.** "Nothing travels faster than the speed of light with the possible exception of bad news, which obeys its own special laws." **Seen any good news headlines?** And, "Reality is frequently inaccurate" **Incredible - fake news, disinformation, and misinformation was described in 1979.**

Mother? "You know, said Arthur, it's at times like this, when I'm trapped in a Vagon airlock with a man from Betelgeuse, and about to die of asphyxiation in deep space that I really wish I'd listened to what my mother told me when I was young... Why, what did she tell you?... I don't know I didn't listen."

Interpretation: The word Mother meant "gestational parent" or "birthing person" or "adoptive parent" - with all that confusion I hope you didn't miss 12th of May Mother's Day. **DON'T PANIC** you can still celebrate 16th of June as "Non-birthing Parent" Day!