



DJI AMFLOW <link> The DJI drone manufacturer has created a full suspension MTB 600/800 Wh battery a 500W fast charger that can send the bike from 0-75% charge level in just 1.5 hours. The entire bike tipping the scales at 19.2 kg. An 850 W motor, with boost mode to 1000 W. 105 Nm of torque that jumps up to 120 Nm of torque in Boost Mode. Unleashing Unparalleled Power, intelligence with bike Brand Amflow... You will need to register as a [motorbike](#) if you want it on-road – (100 Nm is good petrol motorbike torque) cost estimate AU\$16k.

Hi all, this is Eric's last SARCC newsletter. Keep those ride and tour reports coming, they add immensely to the news. Please support your new editor Brian Ashton ashtonba@gmail.com . Thank you, I have enjoyed the many articles and suggestions you all provided.

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

4th August 2024 **Jilden's Kanmantoo Ride**

Depart 10am at Hutton Reserve [toilets on Kanmantoo](#) main street (Old Princes Highway). We will cycle Jilden's classic August ride. Approx 40km, mostly dirt. BYO morning tea (Monarto cemetery) and lunch (Callington). Kath C. 0429 191 848 and Mike 0429097910.

18th August 2024 **Gawler Explorer Meet** for 10am start in [Gawler Central Railway station car park](#). Circumnavigate Gawler taking in Clonlea Park, Dead Man's Pass and the confluence of rivers before heading north to visit the Uni of Adelaide Roseworthy Campus. Return to Gawler via Roseworthy and Hewett. BYO lunch and morning tea. Approx 45km using sealed, gravel and dirt paths and roads. 250m ascent. Kevin D. 0411 203 893

Wednesday Retire Active Rides: Organiser: Tony 0407 759 260

Aug 7 th	Patsy	0439 332 533	10 a.m. Mt Barker, Homemaker Centre	Some unsealed roads 41km	
Aug 14 th	Decide on day		10 a.m. Torrens Lake Kiosk/Weir	Mostly sealed but some unsealed roads	
Aug 21 st	Roger	0407 720 357	10 a.m. Kanmantoo, Hutton Reserve.	Some unsealed roads	
Aug 28 th	Decide on day		10 a.m. Torrens Lake Kiosk/Weir	Mostly sealed but some unsealed roads	

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

Aug 1 st	Steve	0418 852 234	10 a.m. Meadows Memorial Hall	Some unsealed roads 41km	link
Aug 8 th	John G	0404 081 724	10 a.m. Woodside Pool car park	Some unsealed roads	
Aug 15 th	Pam	0422 198 382	10 a.m. Woodside Pool car park.	Some unsealed roads	
Aug 22 nd	Dan	0427 526 846	10a.m. Woodside Pool car park	Some unsealed roads	
Aug 29 th	Andrew	0423 131 965	10a.m. Woodside Pool car park	Some unsealed roads	

PERFECT ride Sunday August 11th Meet for 9am start at [Saddleworth Institute car park corner Saddle and Burra Roads.](#)

Details will be posted soon. Please advise if you are attending. Leader: Peter H. 0448 364 138

SARCC Flinders Melrose Burra Tour Ride Organisers: Kevin Dronfield, Sven Holm

14 Registered Interested Riders as at 29th May 2024 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 0410 271 717) 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.

Day/Action	Weekday	Date	Ride Description	Comment	Dist. Km	Elev. M
1 Drive to Angorichina	Sat	07-Sep-24	Travel Day	500km drive from Adelaide		
2 Ride day	Sun	08-Sep-24	Artimore Blinman Loop. (From Blinman)	Drive 14km to start	66	690
3 Ride day	Mon	09-Sep-24	Nuccaleena (From Angorichina)	On RWGPS Library	72	874
4 Ride day	Tue	10-Sep-24	Wilpena Brachina loop. (From Wilpena)	Drive 77km to start	64	600
5 Ride day	Wed	11-Sep-24	Glasshouse Gorge (From Angorichina)	On RWGPS Library	48	685
6 Drive to Melrose	Thu	12-Sep-24	Travel Day	236km drive from Angorichina		
7 Ride Day	Fri	13-Sep-24	Bridle Track (From Melrose)	On RWGPS Library	80	950
8 Ride day	Sat	14-Sep-24	Booleroo Centre (From Melrose)	On RWGPS Library	64	520
9 Ride day	Sun	15-Sep-24	Wilmington Ride (From Melrose)	On RWGPS Library	54	300
10 Ride day	Mon	16-Sep-24	Wirrabara (From Melrose)	On RWGPS Library	74	720
11 Drive to Burra	Tue	17-Sep-24	Travel Day	134km drive from Melrose		
12 Ride day	Wed	18-Sep-24	Burra-Booborowie (from Burra)	On RWGPS Library	65	590
13 Ride day	Thu	19-Sep-24	Burra Porter Lagoon (From Burra)	On RWGPS Library	68	510
14 Ride day	Fri	20-Sep-24	Mount Bryan (From Burra)	On RWGPS Library	64	690
15 Ride day & Home	Sat	21-Sep-24	Burra-IronMine-LeightonHall (From Burra) & Travel Day	163km to Adelaide	48	510
					767	7639

SARCC Subscriptions for Year Ending 30th June 2025

Are now overdue please pay ASAP ...

If you simply forgot or are new from Retire Active we understand. If you used the "system down", CrowdStrike, excuse - nah pay up.

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.

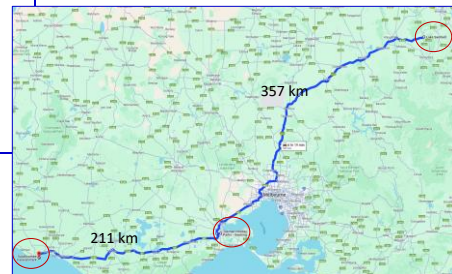


SARCC Beechworth Geelong Pt Fairy Tour Ride Organiser: Sven Holm, & TBA

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.

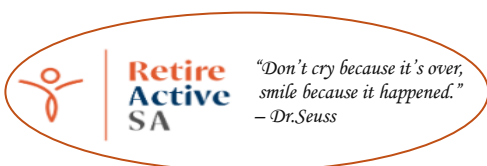
Detail	Day	Date	Ride Description	Suggested Accommodation
Arrive Beechworth	Sat	16-Nov-24	Travel Day	Beechworth Lake Sambell Caravan Park Ph 03 57281421 (6 Nights) (Holds on cabins at no cost made, Quote SARCC when booking)
Ride day	Sun	17-Nov-24	Yacka Epic 50	
Ride day	Mon	18-Nov-24	Eldorado Beechworth Loop 58	
Ride day	Tue	19-Nov-24	Magic Forest Ride 57	
Ride day	Wed	20-Nov-24	Wodonga Hume 74	
Ride day	Thu	21-Nov-24	Woolshed Waterfall Loop 56	
Drive to Geelong	Fri	22-Nov-24	Travel Day	Tasman Holiday Parks 75 Barrabool Road Belmont Geelong Ph 03 5243 5505 (5 Nights)
Ride day	Sat	23-Nov-24	Barwon Heads Torquay	
Ride day	Sun	24-Nov-24	Geelong Burbs	
Ride day	Mon	25-Nov-24	Barwon Queenscliff	
Ride day	Tue	26-Nov-24	Pt Nepean (Note A)	Southcombe Caravan Park James Street Port Fairy Ph 03 55682677 (3 Nights)
Drive to Pt Fairy	Wed	27-Nov-24	Travel Day	
Ride day	Thu	28-Nov-24	Portland Bridgewater	
Ride day	Fri	29-Nov-24	Port Fairy Rail Trail	
Drive to Home	Sat	30-Nov-24	Travel Day	



[Lake Sambell, Beechworth to Geelong to Southcombe Caravan Park](#) <link map & zoom

Note A: Queenscliff, Sorrento Ferry Fare \$32 Return, Bikes are Free

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Australian Retired Persons Association SA Inc. trading as Retire Active SA will dissolve operations in an orderly and legally compliant process by March 2025. This was passed by unanimous vote of 100 plus members at a Special General Meeting 10th July 2024. The entity was no longer financially viable and suffered falling membership. The Groups that comprised Retire Active have each joined other similar associations or are forming new associations.

Any distribution of surplus assets will comply with ARPA Constitution, SA legislation, and ATO Not-for-Profit regulations.

- Constitution clause 21.1 *"If after the winding up of the Association, there remain 'surplus Assets' as defined in the Act, such surplus assets shall be distributed to any organisation in South Australia which has similar objects and has rules which prohibit the distribution of its assets and income to its members. The Association may determine to distribute surplus assets to nominated charities."*
- SARCC Incorporated Association may receive some 'surplus assets', they can only be used for its stated objects and cannot be refunded to individual members. *Re:21.1 Above.* SARCC cannot compensate those who have paid Retire Active subscription up past July 2024.

Welcome to all Retire Active Cycling members joining SARCC at a standard subscription of \$30 for the year to 30 June 2025. SARCC will insure and continue a [Wednesday Ride Group](#) with the same structure and organiser of Retire Active group.

Now the closure motion has passed at the Retire Active Special General Meeting, it will be beneficial for those who have yet to join SARCC please click on the [SARCC membership form](#) and pay their annual \$30 subscriptions in July 2024.

SARCC invites all our new members to join any of the Rides, Tours and Events published in our Newsletters, Facebook and Web site and please contact SARCC Executive Committee members to Join RideWithGPS at no additional cost.

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Hi Fellow Cyclists

On Wednesday Aug 14th

I am giving a presentation at the West Lakes Library re the Dutch Reach at 10.30am. My presentation goes for about 20 mins.

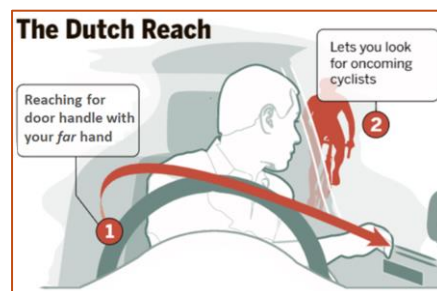
The library is going to provide a free morning tea to hopefully entice people along!!

RSVP phone the library on 84081333 so they know how much to cater for.

I will look forward to seeing you there if you can make it.

SAFE CYCLING.

Mary Safe



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Eric decided to add a link to Google Maps to direct you to Mary Safe's presentation. Herewith Google Maps link > [West Lakes Library](#), the Red tear drop pin will appear but it states Ngutungka (i.e., the right place). Because I was curious, I asked AI to help, find the meaning of Ngutungka in Kurna language. Copilot advised Pama-Nyungan language is historically spoken by the Kurna peoples of the Adelaide Plains of South Australia. My next question solicited "The term Ngutungka" doesn't appear in the available sources, but it's possible that it's a specific word or expression from a local dialect or context. Then Eureka, source: [Ngutungka West Lakes | City of Charles Sturt](#) advised that "Located on Mikawomma Country at 9 Charles Street, West Lakes (just off Turner Drive), Ngutungka is Kurna for 'place of knowledge'".

The SARCC AGM was held Tuesday 23rd July at 7.30pm at the Cumby.

A convivial SARCC AGM was held, attendance exceeded comfortably our quorum of 15 members. Previous Minutes were approved and reports from President and Treasurer presented (all have been emailed to members). Executive Committee election was conducted by Roger Polkinghorne: Marianne Hibbert as Vice President, Paul Davill as Secretary, Sven Holm as Treasurer, and Kevin Dronfield as Ride Coordinator, all elected unopposed. Three Members nominated for two Committee roles with Ros Miles and Peter Bolt elected. We had no nominations for President (this is the second time in our history we have no President for a term) Clause 5.3.6 The Vice President who shall act in the absence of the President as Chairperson of the association, or if he or she declines to act as Chairperson, such other Person as elected by the members present at the meeting shall act as Chairperson of any meeting, means that it is not a challenge to have no President for 12 months. Executive committee also have constitutional power to appoint a member for a casual vacancy. John Davies was thanked for his years of service as Public Officer and Kathy Schuller is now appointed for the role.

General discussion was held at SARCC AGM: ① Regarding our Club bicycle trailer not used for nearly 3 years. Suggestions were to design tours to use the trailer or sell the trailer or that the trailer be managed by BikeSA with SARCC having it booked and available free of charge. All will be considered by Executive committee. The Trailer is a 7 X 5 commercially built in Victoria, it was customised by members with a full weatherproof aluminium roof and racks for 9 bikes on top plus an extension for 3 bikes on a tray or hanger at rear. The Trailer carries luggage for 12 members locked inside on carpet. It is under 750kg loaded. What's needed for its revival? (stored under a tarp) Register it, new tyres (aged & stationary) and wheel bearings reviewed. The front four bike mounts were converted for heavier eBikes (not shown in photo). Optional modifications would be converting 5 bike mounts, sliding bar for 3 bike rear tray (we have the 50mm² bar), convert to braked system, consider extending the front draw bar. (spare tyre is right hand side mounted).



An [excellent trailer](#) with or without optional modifications.

② A new SARCC Member asked why SARCC are not advertising their rides on BikeSA's web site. It was explained SARCC now including RETIRE ACTIVE are separate entities to BikeSA but never-the-less it is worthy of exploring - maybe an Affiliate Agreement in the future.

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Fellow SARCC members We are intending to do an active 9-day holiday to Upolu which is the main island of Samoa in July 2025. The holiday includes some cycling most days as well as snorkelling, swimming in waterfalls, beach walks and kayaking with turtles. We are inviting other interested SARCC members to join us on the adventure.



This is a commercial trip run by Cycle Journeys NZ, a company who run several cycling holidays within New Zealand and seems very reputable. We are hoping to have our own group booking which means there are vacancies for another 10 people. Have a look at the Upolu Encounter on the excellent website [Discover Samoa by bike with Cycle Journeys](#) to see if you may be interested. The cost would be approximately \$2,487NZ plus extra for an e-bike, and lunches. This does not include the airfare.



Anyone seriously interested please reply as soon as possible because we would like to be able to make a booking. The starting dates currently available are July the 15th, 22nd or 29th, 2025. For those who are serious, we will send you some more information and details about making a deposit. The company will not make the booking until we have paid deposits. We would like to have done this by the **14th of August 2024**.

Regards Robyn and Paul Davill
Phone: 0401 364 019 or 0427 537 836
E-mail: davills@internode.on.net



Currently this tour is full, but we will start a waitlist for other members who may be interested. For further details, please click [here](#).

Due to the popularity of the 2025 Samoa tour, please note waitlisted members can organize their own tour after August 14th deposits paid.

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Newspaper Article: *(Yes, it is a repeated Article - sometimes media is factual not just yet another left-leaning Journalist's opinion or perspective)*

State Government has introduced legislation to parliament that will permit e-scooters on public roads & paths.

The Statutes Amendment (Personal Mobility Devices- PMD) Bill 2024 will allow privately-owned e-scooters and other personal mobility devices to be ridden on roads and in other public areas. On passage of the Bill, there will be no requirement to register a personal mobility device or for the rider to hold a licence.



The Government proposes to take a broad access approach, permitting use on footpaths and pedestrian infrastructure, as well as in bike lanes and on roads where the default speed limit is a maximum of 50km/h. It is proposed that a **speed limit of 25km/h** will apply on roads, bike lanes and separated paths and a lower speed limit of no more than **15km/h on footpaths** and shared paths with pedestrians.

These will be imposed by regulation, which will be consulted on before implementation. Other proposed regulations will enshrine safety requirements including the use of a helmet at all times, that PMDs cannot be used under the influence of alcohol or drugs and that riders **must be aged 16** and older to ride PMDs unsupervised. The State Government will consider research and consultation with industry and stakeholders when finalising the regulations.

The use of privately-owned personal mobility devices will remain prohibited on public roads and paths in South Australia until the Bill has successfully passed Parliament and the framework/Regulations implemented. Currently e-scooters are only permitted for use under trial conditions, with trials operating within Adelaide's CBD and North Adelaide, the City of Norwood, Payneham and St Peters, and along the coastal park path in the City of Charles Sturt in partnerships between local councils and commercial e-scooter fleet operators.

We need  You don't have to rely on some other person or organisation to lobby for better Active Transport infrastructure or Safety. you, you & you. You can make a difference by lobbying your own Local Councillor, State or Federal Politician or Peak entity.

Question Why is Advocacy more Critical now? Answer Personal Mobility Devices (PMDs)!

- We will soon be sharing our cycleways with Electric Personal Mobility Devices. The last time that happened was when Horse Riders were required to share with Penny Farthings, quickly followed by Safety Bicycles.
- For a century vulnerable cyclist have endured car-centric decisions! Now Micromobility and Multimodal Transport is the trend and fad of Governments – consequently, it is time to vigorously advocate our case.
- PMDs: The news media reports that Transport Minister Koutsantonis said the (eScooter) regulations will be consulted on with other stakeholders and can be changed once the bill passes at the end of 2024.



The following is Eric's view it may not be SARCC's view; it is meant to stimulate your thoughts and action on relevant issues!

Federal Australia's Active Transport lobby scene is disjointed, interstate disagreement, and PMDs often ignored

- **Cycling Australia** – for the “head down bum up” racing fraternity. They are unified Australia wide, focused on bicycle racing.
- **We Ride Australia** a collective of peak cycling bodies (incl' BikeSA) and bicycle industry members. Securing policies, infrastructure, programs to ensure cycling contributes to a healthy environment, convenient and enjoyable mobility for all.
- **Amy Gillett Foundation** AGF lobby for safe cycling but sadly have an uncertain future due to funding.
- **Bicycle User Groups BUGs** - campaign for cycling in their local districts. Grassroots activists advance the cause of cycling at council meetings, tracking minutes, proposals, and spending, some have unification, some need unification and support.

South Australia's Active Transport Lobby

- Who Advocates effectively for all Active Transport or Micromobility in SA? We have minimal cohesion by volunteers and thankfully Councillors who understand the advantages. Why therefore are we surprised that safe infrastructure takes so long to appear.
- Bike Adelaide “A Pedal Powered collective working to create a bike friendly city” a purely volunteer entity with no fees to join that unifies BUGs, Chair David Elliott now an effective ACC Councillor.
- BikeSA – they fly a banner of Peak Bike group for S.A., and they do tell you what others have achieved. They occasionally appear in News Media with an opinion on a decision already made.

A few random thoughts and slogans:

- Recognize: “Roadside motor-vehicle parking is a privilege not an entitlement.”
- Support multi modal transport: “all public transport to carry Bicycles, Pedelects and PMDs.”
- Accept micromobility now called PMDs in South Australia: “Don't be an EMU” ... Electric Micromobility Unbeliever.
- First Choice for safe Micromobility – we all must have the right to “safely walk or ride as a first option”.
- “LT-MT” Less Trucks More Trains – fast trains linking cities think future. A 9M diameter tunnel Balhannah to Goodwood facilitates double stacking Freight and fast trains to Melbourne plus releases lines to Mt Barker and Encounter Bay... and less trucks.
- [Cycling Influentials Netherlands expert study tour](#) ^{<link}

Advocacy Topics – if you like just a few; leverage your local Councillor or Politician or Peak Entity!

1. More roads with cycleways as permanent. 12hrs per week as a cycleway 156hrs per week as a mostly free car park is insulting and is not beneficial usage of our billions of taxes/rates invested in carriageways. A cycleway dotted with parked cars will never be safe for vulnerable users.
2. Car park availability is the property owner's responsibility, encourage Councils to ensure developments include adequate offroad car parking. Councils, please stop perpetuating the hazard of school drop-off zones on cycleways.
3. Buses must carry bicycles on racks up front and all PMDs inside with no charge if they don't occupy a second seat. Improve bus pickup stops inadequately indented for passing vehicles and staging points to allow bus drivers to reset their timetable at badly chosen traffic choke points.
4. Advocate for a speed limits policy that ensures safety on public thoroughfares for pederlects, bicycles, and PMDs. Consider the principle that just as a car engine is not restricted to a preset speed, neither should pederlects or PMDs be. Consistency across all vehicles—cars, pederlects, and PMDs—is essential. They should [all adhere to the posted speed limits](#) for their respective lanes on the carriageway. The [USA Department of Transport](#) provides valuable insights on this topic. Uniformity in speed limits for all forms of transport on roads, lanes, or shared paths is crucial. Restricting the power supply of any vehicle is inconsistent and undermines the responsibility for safe driving or riding.
5. Seek clarification and a concerted police program to enforce give-way to pedestrians or cyclists on/or entering a slip lane crossing with more enforcement.
6. Install Zebra crossings please. Traffic calming humps need [triangle markings](#) rather than “piano key”. Reduce confusion rectangle marking must be reserved for Zebra crossings. Use LED solar powered [Belisha beacon amber-coloured globe](#) lamp atop a tall black and white striped pole, and in higher traffic zones use [Lighted Zebra Crossings](#). Pedestrian Refuges provide inadequate safety, and create bottle-neck carriageways that then are unsafe for cyclists.



7. Crossings into and within Parks and reserves. Motorists give way to cyclists, pedestrians; cyclists give way to pedestrians.
8. Promote the use of centre lines on shared paths.
9. Support [The great Australian Wine Trail](#) (incl' Amy Gillett trail). Support [Adelaide to the Victoria Border](#) at Dartmoor Trail. Install toilet, Water, Solar power stations at each 70km on endurance trails.
10. Please review and comment on Reports in the public arena e.g., Report of the [Select Committee on Public and Active Transport](#) , [Australian bicycle sector submission to Climate Change Authority](#) and all future reports.
11. Bicycle and PMD peak body to audit trails and cycleways, report to government and councils in a similar way RAA does for Roads
12. Active Transport funding target for State Government of \$20 per head per annum of SA 1.7 million population i.e., \$34 million per annum [unspent balance to be carried forward annually] on real sustainable transport [Cycleways] structure every year.
13. Recommend review the European practice... An innovative rule, codified in 1994: in a collision between a car and a cyclist, motorists are assumed to be at fault unless they can prove otherwise. Only truly reckless cyclists are made to share the blame. The main reason for the development of this specific system is that a non-motorised party, notably a pedestrian, cyclist, or PMD rider is the weaker and more vulnerable party. The Netherlands legislature and the Supreme Court wisely felt it was their duty to offer protection to these more vulnerable parties against the dangers related to road use by motor vehicles.
14. Traffic calming devices are not designed for cyclist safety, curb extensions force cyclists into traffic flows. Removing roadside parking costs nothing, but substantially improves visibility and safety.

NOW MORE SPECIFICALLY THE NEW PMD LEGISLATION (commonly called eScooter legislation)

- Define the pedelec [500W motor](#), PMD's 350W each device needs Design Rules to define safe handling speed and braking capacity
- Preferable if maximum voltage specified as 52V and that each voltage have different unique plugs for 24, 36, 48, and 52V
- Motors rated at higher Watts or Voltage than above are registerable motorbikes that need a licensed rider.
- All devices certified by manufacturer initially and random or 5 yearly recertified by Peak body.
- Speed restrictions: *[Comparison we walk 4-5 kph, Jog 8-10 kph, Runners & Dogs 10-16 kph]*.
 - On footpaths speed should be posted as 10kph.
 - Shared Paths speed should be posted as 25kph.
 - Urban Cycleways' speed should be posted as 25kph.
 - Bicycles and pedelecs on roads without cycleways as posted speed for all traffic

Note: PMDs are not permitted on roads with posted speed limits above 50 kph.

- Age of Rider accepted on Public Thoroughfares:
 - Rider holds a Drivers Learner, Probationary, or Full license for motor car or motorbike
 - Rider is 10-years-old or older and holds a Pedelec or PMD Certificate of competence to rules and skill (educated examined and tested then issued for a fee by registered State Peak Entity)
 - The rider is on footpath accompanied by an adult carer or parent.

COMPARISON PEDELEC VERSUS PMD

- When it comes to safety, electric bikes (e-bikes) are considered safer than electric scooters and PMDs. Here is why:
 - E-bikes offer better stability, are easier to control. Design allows for a more comfortable and predictable riding experience.
 - Brakes: E-bikes typically have better brakes, which can help prevent accidents. Responsive braking is crucial for safety.
 - Road Surfaces: E-bikes handle road imperfections (like potholes) better than scooters due to their larger wheels and suspension.
 - Experience: Many people have experience riding bicycles, making e-bikes more intuitive and safer for a broader range of users.
 - In contrast, electric scooters and PMDs are sleek, portable, speedy, but they may not manage roads as well as e-bikes.
- A minority of exceptionally athletically skilled riders of PMDs can adroitly handle rough surfaces.

DEVICE & EQUIPMENT SAFETY

- All riders of Bicycles, Pedelecs and PMDs:
 - Must wear a helmet. Must be sober. Not use a handheld mobile phone.
 - Must not carry a pillion passenger (Tandems and cargo bicycles exempt)
- All devices must have:
 - A reliable functioning braking system ✓
 - A warning device ✓
 - A competent structure, a functioning steering mechanism ✓
 - A speedometer or GPS speed warning device ✓
 - White light forward, red light rear – solid or flashing ✓
 - Comply with State power rating ✓
 - must have correct Chargers ✓



- Preferable if all that was certified by Peak Group with QR attached.

PMD Policing of unsafe usage.

- Start with Peer Pressure - install many solar powered radar speed detectors. →
- Implement Fines caught by handheld radar detectors.
- Confiscation of device - Return device on fine payment up to 4th offence. (3 strike rule)
- Extension of Probation for Driver's License.

PMD - Bonus

- A 10-year-old with a clean record of behavior gets a 20days off for each year of clean record up to 120 days shorter Probationary period for a driver's license.

Author Eric Chaney (with help from AI web search)