




Safety comes first at SARCC

RIDE CANCELLATIONS

All SARCC rides WILL be cancelled if:

-  The Bureau forecast is **34°C or higher** at the ride's lowest point (at 6 pm the night before); or
-  The Fire Danger Rating is **Severe, Extreme or Catastrophic**; or
-  An **Extreme Weather Warning** has been issued the night before.

The ride coordinator will cancel **without further notice** (he/she may reschedule to a safer time). Check the Facebook page. If you still choose to ride, it is not an official SARCC ride.

Be safe : Be seen

Who is most likely survivor when a speeding car rounds the corner on this country road ?



Points

- Bright clothing
- Bright steady tail light (apparently, flashing lights make it harder for drivers to judge the distance)
- Stay with the group, if possible.

Summer is here and so are the risks of bushfires, and of fire bans

Member contribution from: Steve Jenkins

Hot winds and a spark are all that's required to start a fire on those green looking paddocks. The dead twigs, or last seasons' dry grass, hiding underneath, can catch fire on an extreme fire day.

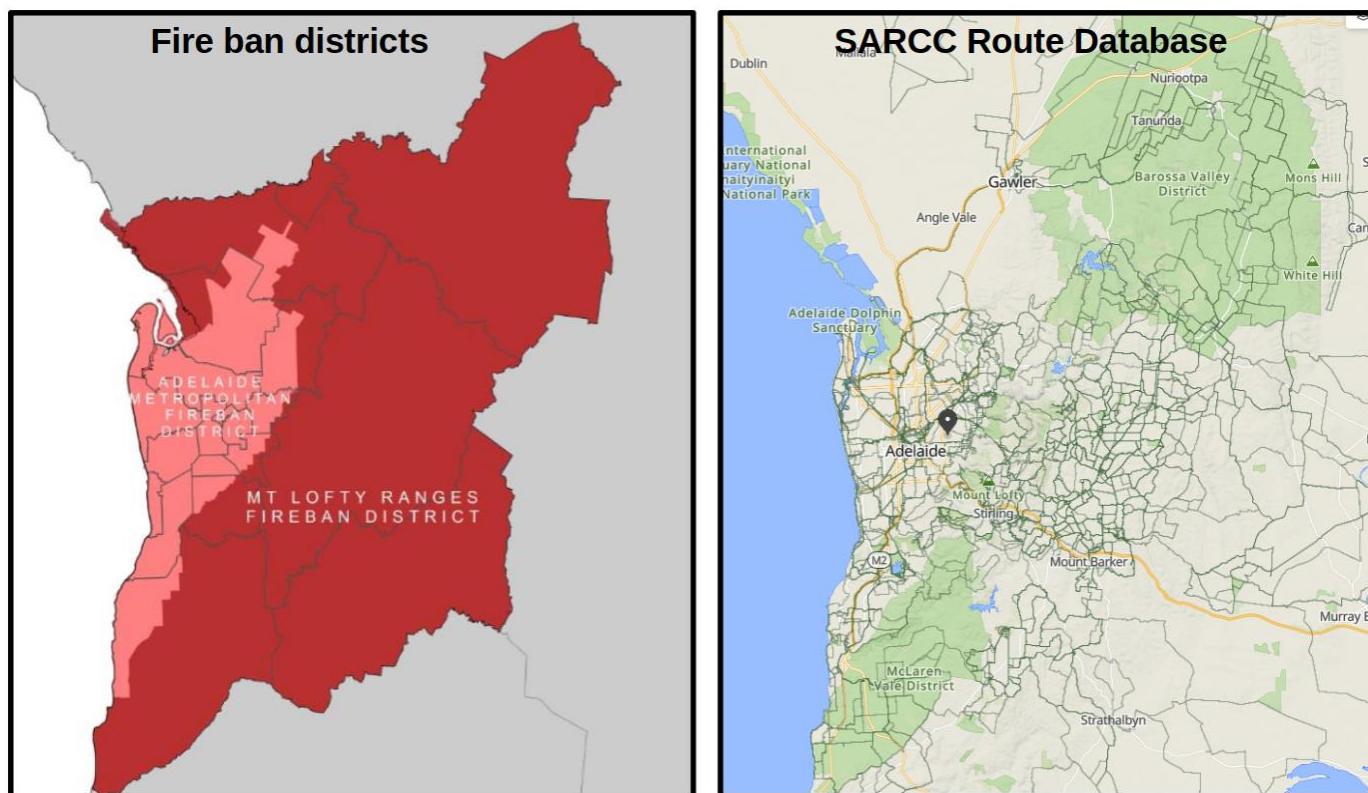
So, what does a Total Fire Ban mean for the **Mt Lofty Ranges**?

First up, be very aware if you go for drive and stop where the hot exhaust of your car could easily start a fire. You also need to be aware of where you are going for a ride to minimise the risk of being caught in the path of an out-of-control fire.

But where is the Mt Lofty Ranges Fire District?

It extends from Truro, above the Barossa, down to Sellicks Beach, on the Fleurieu Peninsula, and across to the eastern side of the ranges as shown below.

So, on those hot days, be aware of your surroundings, be prepared, and stay safe.



A Cautionary Tale: Train Line Crossings Are More Dangerous Than They Look. By Pete Boulton

As some of you may have heard, I came off my bike on New Years Day morning and ended up in hospital with three broken ribs and a collapsed lung (traumatic pneumothorax).

This wasn't on a steep downhill, technical single track, or a trail full of rocks and roots. I wasn't hit by a car, and I didn't have a medical episode. In fact, I was riding on what most of us would consider a safe, controlled intersection: Tapleys Hill Road and Trimmer Parade. The road surface was smooth, the traffic lights were working, and there was virtually no other traffic around.

The hidden hazard was the railway line that crosses the intersection diagonally.

I was following two cars that were turning right and accelerating gently through the intersection. There were no vehicles behind me. What happened next was witnessed by an emergency services worker, Nigel, who was stopped at the red light in the opposite direction.

As I turned across the tracks, my front wheel slipped on the angled rail. I went down instantly—so fast that I had no chance to react or break my fall. Nigel later told me that the bike seat struck the upper left side of my chest as I hit the ground. Despite falling on my right side, it was my left ribs that fractured and my left lung that collapsed.

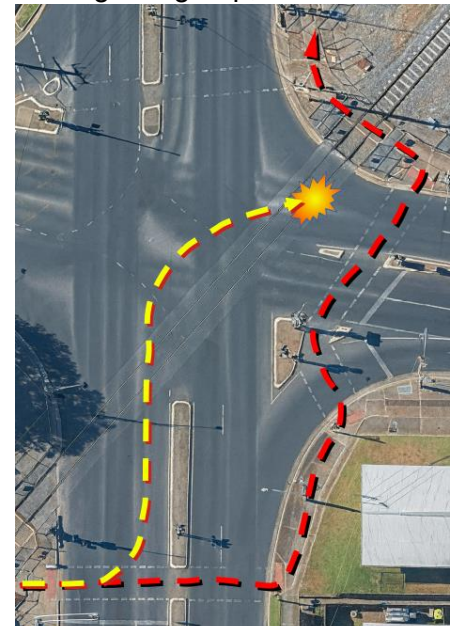
I've crossed this intersection many times before without incident. When riding in a group, or when traffic is busy, I wait and use the pedestrian lights to cross the tracks square-on. Because it was early on New Year's Day and the roads were very quiet, I chose, for the first time, to ride through the intersection with the traffic. That decision made all the difference.

The Lessons:

Train tracks are unforgiving, especially when they cross the road at an angle. Even at low speed, on a dry surface, with no traffic pressure, they can take your front wheel out in an instant.

- Treat rail crossings as a high-risk hazard, even at familiar intersections
- Cross tracks as close to 90 degrees as possible
- Don't let quiet roads, or green lights, rush your decision-making
- If there's a safer option, such as using pedestrian lights or dismounting, take it.

Ed. Thanks for sharing this Peter in the hope that it helps prevent someone else learning the same lesson the hard way.



Yellow; where I went. Red; a better choice

Member contributions – always welcome

Comparative Summary: E-bike Risks in the United States and in Australia

Based on two articles. One American: [click here](#) and one Australian: [click here](#)

E-bikes have rapidly transformed urban transport in both countries, but they are confronting different consequences of rapid adoption combined with weak regulation.

In the US concern is centred on road safety. Since the pandemic, e-bike sales have surged from fewer than 300,000 units a year to more than one million, driven by cheaper batteries, commuting demand and delivery work. This growth has been matched by a dramatic rise in injuries. National hospital data show e-bike injuries increased more than tenfold between 2019 and 2023, with head injuries rising even faster. Trauma surgeons report that e-bike crashes often resemble motorcycle accidents rather than bicycle falls, with higher rates of pelvic fractures and far higher fatality rates. Critics argue that higher speeds, heavier bikes and throttle-assisted designs blur the line between bicycles and motor vehicles.

Regulation in the US has struggled to keep pace. A 2002 federal law treats e-bikes as consumer products rather than motor vehicles, leaving most oversight to states. While many states have adopted a three-class system based on speed and throttle use, enforcement is inconsistent and easily undermined by modifications that defeat speed limits.

In Australia the dominant risk is currently perceived to be inside the home. Australian insurers, and fire authorities, warn that poorly made, or modified, e-bikes and scooters are increasingly causing lithium battery fires that burn hotter and longer than conventional house fires. Unlike electric vehicles and solar batteries, e-bikes face little mandatory testing before import. Devices exceeding Australia's 25 km/h speed limit, along with illegal conversion kits, are widely sold with minimal enforcement.

Government responses have been piecemeal. NSW has introduced limited restrictions, but there is no national testing regime, safety standard, or clear policy on charging and storing batteries in apartments and shared housing. This is particularly dangerous in dense urban settings where delivery riders often live and charge multiple devices indoors.

Together, the two cases illustrate the same core problem: technology has raced ahead of regulation. In the US the result is rising trauma on the streets; in Australia, escalating fire risk in homes. Both point to an urgent need for clearer standards, enforcement, and safety oversight before e-bikes' benefits are overshadowed by preventable harm.

The last word, however, goes to Jo Martin who spotted the American article and she recently stated that "what happens in America tends to soon happen here".

Member profile : Jo Martin

My cycling story starts with a blue and yellow Healing bike and a nine-year-old me who was very proud of it. It had no gears, a back-pedal brake, and a fluffy skirt guard on the rear mudguard to stop my dress getting caught. I even came off it on the first day, but that didn't stop me riding it to school or tearing around the park with friends. It was just what you did as a kid with a bike. However, when I went to high school, I stopped riding and started walking instead. Looking back, it simply wasn't considered cool, so the bike was quietly left behind.

I didn't come back to cycling until my early 50s, and even then it wasn't in a conventional way. A girlfriend and I decided to walk the Heysen Trail, back in the days before "Friends of the Heysen Trail" existed. We tried to get a group together, but no one turned up, so we just went ahead on our own. We could only imagine carrying day packs, so we invented our own system: walk one way, then ride back to the car and camp in the bush. I rode my daughter's old Apollo school bike, which had probably never been serviced. I didn't understand gears at all, so I left it in the middle gear and rode everywhere like that. It was exhausting, especially through the Mid North. One day another woman took one look at my bike and said, "Jo, ride mine. Yours is terrible." I did, and instantly thought, I want one of these.



Jo with her mountain bike in the Grampians – staying dry and making sure she can be seen!

That curiosity led me to talks run by the Tea Tree Touring group which later became SARCC . I loved hearing speakers talk about cycle touring, even though I couldn't always imagine how I'd manage it with young kids and an often-absent partner. Through that group, and SARCC, I learned about Ron and Mary Capel doing long European tours on folding bikes. I rang Ron, turned up with a page of questions, and learned a huge amount. On his advice I waited for a sale and bought my first proper bike - a Shogun mountain bike from Super Elliott's in Rundle Street. Realising I still didn't properly understand gears, or riding technique, I joined Bike SA and went along to the Saturday afternoon learner group in Victoria Square. It was brilliant! You could ask any question without ever feeling silly. We learned about safe riding, clothing, how gears work, puncture repairs and everything. I still recommend it to new riders.

My first major tour was the Mawson Trail, around 2009. After that I was completely hooked on cycle touring. I joined ARPA, another group which later became SARCC, and did some fantastic tours. I even organised a week-long tour of Kangaroo Island with the help of Chris Hales. I've since travelled with SARCC to New Zealand, on the second and fourth trips including the Alps to Ocean route. Closer to home I've cycled many rail trails in rural Victoria, tackled rides in the Victorian Alps, and once attempted to ride towards Mount Kosciuszko from Charlotte Pass. There was too much snow, so instead we descended to Jindabyne. Eighty kilometres downhill with a max of 69km per hour. Terrifying and never repeated. I've also really enjoyed SARCC's city-based tours in places like

Melbourne, Canberra and Perth. Not forgetting cycling north to south in Tasmania with Roger Polkinghorn and others.

Internationally, cycling has taken me to some extraordinary places, Cuba, Ecuador and Argentina. My favourite experience was cycling the Loire Valley in France for a week. Châteaux, forests and incredible food, all on a self-guided tour with luggage transfers. The most unforgettable ride was Bolivia's Death Road. We started in snow and ice at 4700m and finished in the Amazon jungle at 1200m, riding through cloud forest with waterfalls and sheer drops. Two people in our group crashed. It's not a place where you want to make a mistake. However, my worst moment came on a descent off Mt Ruapehu in New Zealand when I suddenly realised my handlebars were loose at 60km/hr. All I could do was pray, brake slowly and carefully until I could stop and tighten them. It was a sharp reminder of how quickly things can go wrong.

In 2019 I bought an e-bike, though I didn't ride it much until after COVID, around 2022. I was struggling somewhat in the Adelaide Hills and found I wasn't enjoying it so much. Switching to electric brought the enjoyment back. I now ride exclusively on an e-bike and have toured on it as well. I'm also very aware of the risks. Eg. people accidentally hit turbo and crash badly. Skills and awareness still matter, especially as you get older.

These days I mostly ride with the Bike SA Tuesday Tearaways and on the SARCC Wednesday weir rides. I've led a lot of rides over the years and I really enjoy the planning side: maps, trails and finding interesting routes. Our clubs have good protocols, calling hazards and riders look after each other. Staying as a group is more visible and indeed safer!

Cycling has given me far more than just fitness. The social side has been huge. I've ridden with people for nearly 20 years now, sharing weekly rides, coffee stops and stories. They're people I would never have met otherwise. Outside cycling, I love travel. In February I'm off to Raja Ampat, West Papua to snorkel, living on a boat for a week. I also enjoy a regular gym workout.

Cycling has let me experience the world up close, through weather and landscape. You cover distance but you stay connected.

Upcoming event

Club meeting at the Cumberland Arms Hotel, Waymouth Street

Tuesday 3rd of March
6.30 - Dinner
7.30 - Two talks

Kay Haarsma : South Korea has over 2,700kms of seperated bikepaths, mostly along rivers, and Kay rode about 2,000km of them.

Brian Ashton : Tours with old mates (The Mawson, Lavender, Kidman and around Castlemaine)



Coming Tours

Barossa Valley mid-week ride April 2026

Meet at Gawler station and ride to Tanunda Caravan Park (25km) or Nuriootpa CP (35km). Alternatively, participants can simply drive to the Caravan Park, however, this will be my first short foray into Credit Card Bike Touring where you travel light (pack clothes, toiletries, electronic gadgets) and pay for accommodation and food rather than carry it.

3 nights' accommodation. Approx 60km rides for each of the 2 days then ride back to Gawler station. Accommodation by participants.

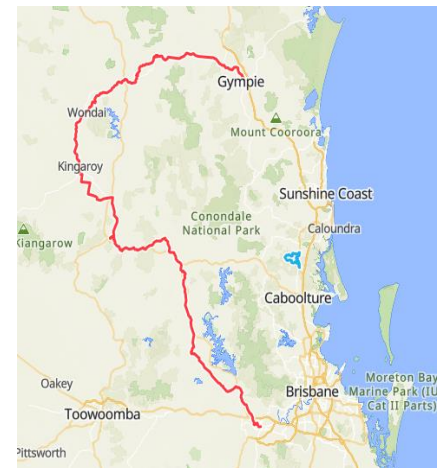
Dates and rides TBC

Contact Kevin Dronfield on 0411 203 893

Brisbane Valley Rail Trail Loop – small group tour May 2026

Expressions of interest are sought from riders interested in an unsupported loop ride out from Brisbane. From Gympie, or Kilkivan, doing the Kilkivan, Kingaroy and Brisbane Valley Rail Trails to Ipswich (347km).

Contact Pete Boulton at Peterjboulton@gmail.com



Rural SA September 2026 PERFECT ride tour

5-7 days at Crystal Brook or Mount Gambier? Rides every day. Gravel and MTB. Accommodation arranged by participants.

Dates, location and rides TBC

Contact Kevin Dronfield on 0411 203 893

Indonesia - Flores and Sumba Winter 2027

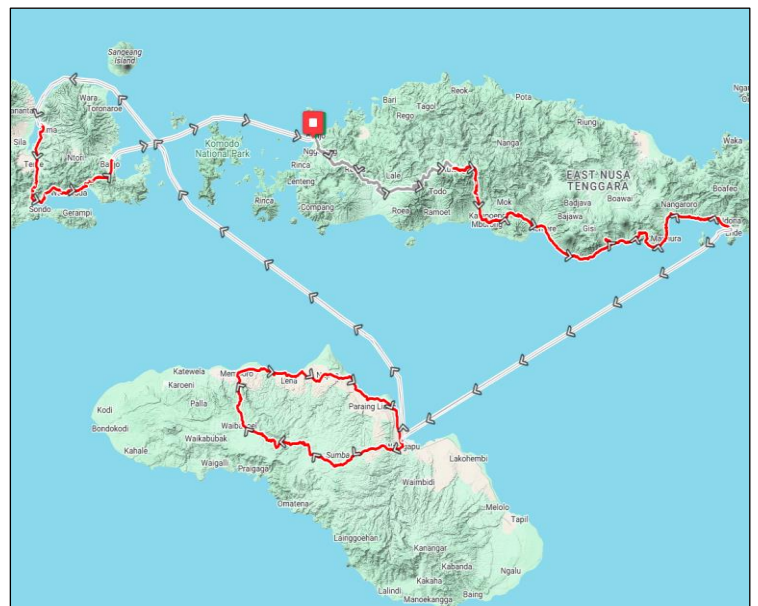
Expressions of interest are sought from riders interested in 2-3 weeks of riding / snorkelling / wildlife viewing.

Visit 3 different cultures.

- WNT – Muslim
- ENT – Catholic
- Sumba - Protestant

Prerequisites needed.

- Familiarity with travelling in third world countries
- Able to transport own bike to the start
- Flexible time frame – requires booking changeable flights for the return in case of delays
- Able to cope with flexible itinerary as the tour continues
- Able to often start at the crack of dawn to avoid the heat.



Possible individual, or group, tour to Komodo National Park at the beginning or end. Homestays available on Agoda or booking.com

Contact Pete Boulton at Peterjboulton@gmail.com

Regular rides

Sunday Pleasure Rides:

Organiser; Helen Tetley 0466 870 177

1st February 2026

Brighton to West Lakes

Carolyn 0427 797 476

Meet at Brighton Railway Station at 10am. Ride to West Lakes, a circular route mainly on minor roads and bike paths. BYO lunch

15th February 2026

McLaren Vale Romp

Peter 0418 844 963

Meet at McLaren Vale Visitors Centre at 10am. Ride around the Vales to Coast and return for a coffee. BYO lunch. Approx 40kms

Wednesday Rides:

Organiser; Tony McIntyre 0407 759 260

Every Wednesday

Meet at the Torrens Weir (Par 3 café) to ride at 10 am. Ride decided on the day

25th February 2026

Southern Loop from Christies Downs Station Dean 0431 632 226

Meet on the Christies Downs Railway Station, East platform, (9:11 train from Adelaide Station arrives at 9:50). Head up Christies Creek path towards the hills (gentle climb). Then, follow the Coast to Vines Trail south to Pedlars Creek and bike paths to Moana for coffee. Follow the coastal path north through Pt Noarlunga, along the newly opened shared pathway around the cliffs (or up and over if you want the challenge) to Christies Beach. Then, back up Christies Creek to the Christies Downs Station. Distance: 33 km Climb: 278m. Wide tyres preferred but not essential.

See also; [ridewithgps](#)

Thursday Rural Rides:

Organiser; Di Beltrame 0424 957 532

5th of February

Away ride Macclesfield to Strathalbyn

Di 0424 957 532

Meet at Macclesfield for 10am start. Coffee at Strathalbyn.

Small amount of bitumen. Mostly gravel roads and fire tracks. See also [RWGPS](#)

12th of February

Woodside

Kevin

Meet 10:00am Woodside Pool car park. Some unsealed roads.

19th of February

Woodside

Bernie

Meet 10:00am Woodside Pool car park. Some unsealed roads.

26th of February

Woodside, Lobethal and Harrogate

Steve 0418 852 234

Meet at Woodside Pool Carpark in time to leave at 10am sharp.

We're off to Harrogate via different roads and a shorter route than we normally do. Lobethal for coffee, then onto some quiet dirt roads into Harrogate for lunch (BYO), then head back to Woodside via some more dirt roads. Distance of 45.6km, 49% paved and 51% unpaved.

See [RWGPS](#) for details.

PERFECT Rides:

Organiser; Peter H. 0448 364 138

Sunday February 22nd

Myponga Loop

Peter B

Start at Myponga Oval at 9am.

Gentle climb (8.3km Av grade 2.6%) up to Mount Cone. Generally downhill to Pages Flat (9.3km). Steep hill up Wakefield Rd onto the Willunga Basin Trail (1.8km 5.6% Av grade). Along the Ridge above Willunga to Old Sellicks Hill Rd (9.1km). Down Hill to cross Main South Road (5.2km). Steep hill up to Heatherdale Hill on Reservoir Rd (Bitumen, 1.4km Av grade 5.5%%). Downhill on Bitumen to Myponga Dam (3.9Km). Back to Myponga through Myponga Reservoir Reserve. 54Km, 792m elv, 76% Gravel / off road.

Click here for [RWGPS](#) info. Please let me know if you are attending this ride. Peter

Sunday Hills Rides (early start)

Organiser; Peter B

Note. These rides are not suitable for heavy e-bikes.

SHRES cancellation policy

Start times are 7:30am in February but are subject to change depending on route temperature and fire danger rating. The BOM forecast temperature will be checked at 6pm the night before and if the forecast is over 33oC at 1.30pm, the ride start time will be at Sunrise.

If the start time changes, or if the ride is cancelled, an email will be sent out to all registered SHRES riders the night before. Rides WILL be cancelled if the fire danger rating is Extreme or above.

1st February

Norton Summit 7

Meet at Norton Summit Road Recreational Reserve at 7:30am. Loop ride, 37.5km, 781m climbing, 40% gravel or off road. Out via Debneys Rd, Ashton, Tregarthen, Bickles, Greenhill, Mt Lofty Summit Roads and the Warre Track for Coffee at Mounty Lofty Summit (11km). Back Via Cleland Tracks, Stirling, Evleyn Halliday Reserve, Gully Rd, Summertown, Ridge and Woods Hill Rds.

8th February

Houghton 2

Meet at Houghton Cemetery at 7:30am. Loop ride 42.3km, 667m climbing, 54% gravel or off road. Coffee at Kersbook Hills Wine and Cider - 29km mark, opens at 10am. Out Via Lower Hermitage, Millbrook Rd, Mt Gawler, Kersbrook Forest Rd, Sire's Rd (paddocks), Powell and Rfile Range Rds, to Kersbrook. Back Via Bagsaw, Adealide Gully, Fidlers Hill and Blackhill Rds

15th February

Mylor 2

Meet at Mylor Oval at 7:30am. Loop ride 38.5km, 693m climbing.50% gravel or off road. Out via Longwood, Porteous, Crossing, Silver Lake and Kangaroo Reef Rds to Paechtoun and Totness Rec park, then on to Hahndorf (31km) for coffee via private road through Biglands horse agistment property. Back Via Gross and Hooper Rds crossing Cox Creek.

Happy riding.

Cheers Brian (Smokey) Ashton 0438 088 220 ashtonba@gmail.com