


APRIL 2023 Newsletter


Daylight Saving 2nd April
 Good Friday 7th April
 Easter Sunday 9th April
 Easter Monday 10th April
 ANZAC Tuesday 25th April

Ride With GPS  try it you will not be disappointed!

Your  [Shortcut to this months RWGPS Routes](#) 



Sunday Pleasure Rides: Organiser – Helen Tetley

April 2nd 2023 Exploring the Adelaide Hills – Balhannah, Nairne & Mt Barker Meet at 10.00am at the [Balhannah Oval carpark](#) on Onkaparinga Valley Rd next to the playground & toilets. BYO lunch. Coffee at the end of the ride. 41 kms, 584m elevation. Paved 64% Unpaved 36% Mountain or hybrid bikes recommended. Allison C. 0424 725 674

April 16th 2023 To Mawson Lakes Meet at [Drage Reserve, Briar Road, Felixtow](#) and ride to Mawson Lakes where we will enjoy a BYO lunch. Some dirt paths, hybrid or MTB bikes recommended. Paul D. 0427 537 836 




April 30th 2023 Amy Gillette Bikeway and surrounds 10 am start at [Woodside swimming pool carpark](#). Ride along AG BIKEWAY and then into the hinterland up to Charleston. Then up to Mt Torrens for lunch. Return on Bikeway to Woodside for afternoon coffee. Approx 41 kms. Mary S. 0408 826 282

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 6 th	Robyn	0401 364 019	10 a.m. Inman Valley Store	Some unsealed roads	
Apr 13 th	Ros	0448 741 556	10 a.m. Woodside Pool car park	Some unsealed roads	
Apr 20 th	Trevor	0401 717 031	10 a.m. Woodside Pool car park	Some unsealed roads	
Apr 27 th	Dan	0427 526 846	10 a.m. Woodside Pool car park	Some unsealed roads	

PERFECT Ride Sunday 23rd April. Starting Murray Bridge 9am Kevin D

TOURS:

Three Days of Gravel Road Rides – Fleurieu Peninsula, from Tuesday the 4th to Thursday the 6th of April 2023. Staying overnight at the Second Valley Caravan Park, although members are welcome to come up for the day. We have booked out the Valley House, but there are other accommodation options. See <https://secondvalleycaravanpark.com/accommodation/> Please contact Robyn on 0401 364 019 if intending to participate. For further details, please [click here](#).  1  2  3

Grampians bike tour 24 April to 1 May 2023 Maximum participants six.

A week of bike touring through the spectacular Gariwerd National Park (the Grampians). The ride will combine riding with bushwalking and camping in six different national park campsites. The 200km will be 83% gravel, including iconic tracks such as the Victoria Range Road, the Goat track and Ingleton track. Additional rides will be from the camp such as Lake Wartook. The walks will include McKenzie and Fishbans in the north and the Pinnacle from Halls Gap. For the proposed route, see <https://ridewithgps.com/routes/41959204>  This is a touring and camping trip. Riders must be self-sufficient, carrying their tent, stove, food etc. Please contact Marianne Hibbert (0425 781 514 or mariannehibbert@gmail.com) if interested and more details can be provided. As the sites need to be booked, please contact Marianne

So, What is Coming Next?:

- ① Houseboat and cycling and kayak tour.
- ② Three basecamp Perfect rides, extended weekend. June
- ③ Unsupported Bike packing with Marianne.
- ④ High Country Tour. October
- ⑤ Canberra fortnight. November
- ⑥ New Zealand. February 2024
- ⑦ Western Australia. 2024
- ⑧ Don't be shy your suggestions please 😊

We will be asking for **expressions of interest by email as soon as we have outlines of each of the proposals prepared** and we are looking for volunteers to assist or manage the supported tours.

CLUB MEETING: Please diarize the following event, **Wednesday 26th April 2023 7:30pm** (Tuesday 25th is ANZAC Day)

You will be prompted the week prior to the meeting at [The Kings Head Hotel](#). Optionally join us for a meal 6:30 before the meeting.



With a year of RWGPS we are asking our own members with RideWithGPS knowledge to discuss with you how to get the best out of the SARCC App and How To:

- Create a route on your PC using the tools provided on your desktop or laptop
- Create a Tag, Route name, Location in a structured way so we all can find the route (250+ routes now in library)
- Use the program on the ride on "Garmin" or smart phones with single earpiece, and the resulting idiosyncrasies
- Use that old rejected mobile phone as a handlebar GPS device and Enhanced attributes of the RWGPS program.

PRIVATE RWGPS rides – yes you can create a "private" ride on your PC and share to SARCC route managers. Your route will be posted designated/classified/tagged as "Private" in SARCC library for you to use in whatever way you desire, it will also be available to all SARCC members as are all Routes. There are 15 primary Search fields **TAGS** (Preset as: Perfect, Sunday, Thursday, Tour by Location, Private), **ROUTE NAME** (128 characters), routes normally start with yyyyddmm, the start location and route descriptions. Date is not required for Private routes; so, last & first members name followed by unique description. **LOCATION** (48 Characters) requires structuring with 2-digit country codes, 3-digit state codes, route start city and suburb or country town. (Search for routes by location requires good labelling).

If a rider is injured, what do you do first? [DRS-ABCD](#) action plan: ("Doctors" ABCD)

Danger - Ensure that the patient and everyone in the area is safe. Do not put yourself or others at risk. Remove the danger or the patient.

Response - Look for a response from the patient — loudly ask their name or squeeze their shoulder.

Send for Help - If there is no patient response, phone triple zero (000) or ask another person to call. Do not leave the patient.

Sending for help is required when you have assessed that the injury is beyond your skills to repair i.e., unconscious, any head injury, broken bones, dislocated limbs; if it is not a Band-Aid scratch, graze or bruise – **call triple zero (000)**, and then call the patient's emergency contact. A conscious patient can give you their **emergency contact details** otherwise he/she should have a laminated card in their wallet with Name of emergency contact, relationship to member, mobile phone number plus a secondary contact, or on your smart phone locked screen.

Please ensure your **Ambulance Cover** is current! If you have a **Medic Alert**, wear it please!

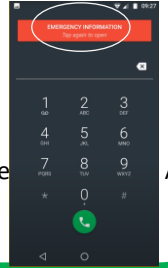
EMERGENCY with your SMART PHONE

Your Smart Phone may have the ability to contact emergency services (000) when locked. Your emergency contacts can be linked to the locked screen emergency service. Thus, providing your emergency contacts even if you are unconscious or severely injured. Add two Contacts and optionally your Medical Conditions, Allergies, Medication (*if not kept current don't provide*), Weight, blood Type. Which may give you a better recovery prospect when the Paramedics arrive.

HOW TO SET THIS EMERGENCY service up... go to [iPhone](#) or [Android](#) support/google it.



iPhone



Android

NEW ZEALAND 2022 2023 REPORT

After months of waiting and wondering the NZ Tour has finally come and gone. 25 SARCC members spent most of February enjoying 17 days riding some of New Zealand's iconic South Island trails.

Cyclone related weather events, earthquakes, trailer shredded tyres, Minibus flat battery and challenging terrain were no match for this adventurous crew who tackled ...


- Rainbow Road
- Golden Downs Trail
- Great Taste Trail
- Queen Charlotte Track
- West Coast Wilderness Trail
- Alps 2 Ocean Trail

... with vigour and good humour and in most cases prevailed (we will call the QC track a draw).



Too much excitement and too many poetic descriptions and pictures of jaw dropping scenery to fit in one newsletter.



[CLICK HERE](#) 

to view the Tour report and

[CLICK HERE](#) 

to view photos.

Q&A Can I buy an electric bicycle that is a manageable weight (i.e., less than 18 kg)? **YES!**

E-Bikes are heavy, due to adding the powerful electric motor 3kg, the large battery 3kg, controllers and cables 2kg, fatter tyres & wheels 2kg, and suspension forks 3kg. Recent technology developments evolved lightweight electric bikes that are barely distinguishable from their unassisted counterparts. (Fact: A 6.80 kg Carbon Road Bike is the lightest allowed by Union Cycliste Internationale (UCI) racing.)

The weight of your bike matters for many reasons:

- A lighter bike is easier to ride (especially hill climbing); is faster, because there is less mass to move; is easier to load onto the car rack.
- A lighter bike might be less robust therefore not as durable, but only if badly built, poorly maintained and bouncing on rocks.
- A lighter bike can be more difficult to control on loose surfaces, not true... control has more to do with other factors such as:
 - ✓ Longer Trail i.e., the further forward your front wheel is the less twitchy it will be, but too far makes the bike less nimble.
 - ✓ Wide tyre ≥ 32 tread on the road. ✓ Shock absorption of tyre, forks, suspension. ✓ Smooth modulation of hydraulic disc brakes.
 - ✓ The width of your handlebars - Drops on road bikes are the width of your shoulders +2cm i.e., 38 to 42 cm for speed & aerodynamics; in contrast MTBs or flat handlebars at 74 to 76 cm give considerably better control through leverage and finite front wheel positioning.
- When it comes to dynamic performance, the bike's weight is not as important as the other factors that influence a bike's handling. E.g., the frame material and dynamics; reach, rake, trail, offset, head, seat tube angle, wheelbase, tyres and even the number of gears.

So, let us review the average non-electric bike weights:

Road Bikes:

- Aero bike: 7.5 kg
- Gravel road bike: 8.5 to 14 kg
- Touring bike: 12 to 15 kg

MTBs:

- XC mountain bike: 12 to 14 kg
- Full-suspension bike: 13 to 15 kg
- All mountain bike: 14 kg
- Downhill mountain bike: 16 to 18 kg

Hybrids:

- Road bike-styled hybrid bike: 11 to 14 kg
- Cruiser-styled hybrid bike: 14 to 16 kg

We add a motor, controller, battery, display and cables to an MTB e-Bicycle: to arrive at **26 kg** thumping average weight!

Unless you are an avid offroad single track, rock garden climber enjoying rooted, rutted, tracks and descending rapidly i.e., a real MTB enthusiast you probably don't need rear or front fork suspension, or 66mm of soft gripping tyres that requires an electric motor with 85 Nm of power that consequently needs 650 Wh battery, all of which adds up to 26kg of very heavy bike.

In the last 3 years our eBike manufacturers have decided that USA with its "BIGGER IS BEST" philosophy are not their only clients. We are seeing a volume of lighter eBikes entering the market. There are some who use the lighter rear hub motors others light mid motors, most have reduced battery size to 250/300Wh and either in downtube or locked in a U-shaped down tube. The Gravel bike style is popular, and some have recognized we prefer straight handlebars. Carbon forks and tyres 32 to 50mm can be comfortable on trails without heavy front suspension. Thudbuster style seat suspension is gaining recognition. While mid mount motors are still the best-balanced bikes, the in-tube mounted battery does assist to lower the centre of gravity significantly for very efficient geared rear hub motors.

What eBicycles are available at 18kg or less: (sample only, all have tyres 32 to 50mm and disc brakes)

- ✓ [TREK Dual Sport +2](#), rear hub motor 40 Nm, 250Wh in-tube Battery, straight handlebars, Aluminum Frame. **17.40kg** \$3.5K Dual Sport trails
- ✓ [ORBEA Vibe H10](#) rear hub motor 40 Nm Mahle, 250Wh in-tube Battery, Straight handlebars, Aluminum Frame. **17 kg** \$6K Dual purpose
- ✓ [SPECIALIZED Vado 4](#) mid drive SL1.1 motor 35 Nm, 320Wh in-tube Battery, Straight handlebars, Aluminum Frame. **17 kg** \$6K multi-use
- ✓ [MERIDA eSilx 600+](#), rear hub motor 40 Nm Mahle, 250Wh in-tube Battery, Drop handlebars, Aluminum Frame. **17.85kg** \$5K Gravel Bike
- [TREK Fuel EXe 9.8 XT](#), mid motor 50 Nm TQ HPR50, 360Wh on-tube Battery, straight handlebars, Carbon Frame. **18.10kg** \$13K [MTB the LOT](#).
- [SCOTT Lumen eRide 910](#), mid motor 50 Nm TQ HPR50, 360Wh in-tube Battery, straight handlebars, Carbon Frame. **15.5kg** \$18K [MTB the LOT](#).
- [TREK Domane+AL 5](#) rear hub motor 40 Nm, 250Wh in-tube Battery, Drop handlebars, Aluminum Frame. **14.06 kg** \$5K [Road Bike](#) good price.
- [ORBEA Gain D40](#), rear hub motor 40 Nm Mahle, 250Wh in-tube Battery, Drop handlebars, Aluminum Frame. **15 kg** \$6K [Road Bike](#) many models

Australian bureaucrats are inhibiting road e-Bike sales by restricting boost to 20kph particularly cruel when analog road bikes travel ≥ 32 kph the insult has more sting when in New Zealand there is only the speed limit of the road you travel on and an up to 300W motor.

[Future 10 lighter E-Bikes](#) carbon frames, [belt drives](#), hub motors, single speed or 1X chain drives, 250-320Wh in-tube batteries

Many 15kg \uparrow E-Bikes are single speed belt drive, weight reducing but reliant on motor power, maybe [Schlumpf drive](#) 850gm would assist.

The new motors that are making lighter e-Bikes feasible: rear hub motors [Mahle X35 40Nm](#), [Hyena 40 Nm](#), [FSA System HM 1.0](#) and Light weight Mid Drives [TQ-HPR50](#), [Fazua Evation 60Nm](#), [Specialized SL 1.1](#). There are others such as Bafang copying the trend. All of these light motor units are supported by smaller (either in-downtube or seated in U-shaped downtube) 250 to 320 Wh Li-ion Batteries.

We have increasing bicycle manufacturers that are moving away from the power-hungry fat tyred 26kg imitation of an electric motor bike that has been the false focus of the Electric Bicycle industry from the inception of electric powered bicycle. This obsession with power and size seems to be enshrined in the USA marketing and parallels the giant motor vehicle industry where the engines and bodies are valued by the criteria that BIGGER IS BEST. FAST & FURIOUS and SIZE IS SAFER are sadly marketable deceptions.

[Ride With GPS](#)  try it you will not be disappointed!

BICYCLE POLITICS

First on the list is the Amy Gillett Cycleway; the extension to Birdwood. In an article published by [Melanie Selwood](#) Adelaide hills Councillor, [Melanie invites everyone who cares](#) to write to State Government to urge them to make a commitment and allocate funding in the upcoming State Budget. Melanie on her web site has inserted a draft letter with email addresses. The \$2.6million Funding organised by [Rebekha Sharkie](#) for stage 4 is at risk by inaction of the State Government. Please consider supporting this important Bikeway. Albeit not said by Melanie or Rebekha the Amy Gillett Bikeway will be a part of the [Great Australian Wine Trail](#). SARCC members who regularly use the AG Bikeway and those who have visited [New Zealand Cycle Trails](#) will appreciate the pleasure, the economics, and the eco-tourism stimulation of iconic Cycleways.

