



Ride With GPS try it you will not be disappointed!

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

Sunday Pleasure Rides: Organiser – Helen Tetley. We are short of **ride leaders for Sunday 29th October & 12th November.**

If you can assist, please contact *Helen* on 0466 870 177.

August 6th 2023 Onkaparinga Meander Meet 10am, Noarlunga Railway Station. Riding through Onkaparinga River Recreation Park and Onkaparinga River National Park returning via Wilfred Taylor Reserve. Approx 37km. BYO lunch. See also [Sue S 0402 880 655](#)

August 20th 2023 NE Suburbs loop Meet at [Bonython Cafe](#) 10am. Ride north to Mawson Lakes then east through to Lightsview for lunch. Then to the Torrens and back to Bonython Park. 45km on bike paths and suburban roads. *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. - [Sharon Moyle](#) Thursday Ride Organiser

Aug 3 rd	Sven	0410 271 717	10 a.m. Harvest the Fleurieu , 2256 Victor H Rd	Some unsealed roads	link
Aug 10 th	Bernie	0497 298 420	10 a.m. Woodside Pool car park	Some unsealed roads	
Aug 17 th	John G	0435 602 392	10 a.m. Woodside Pool car park	Some unsealed roads	
Aug 24 th	Ros	0448 741 556	10 a.m. Woodside Pool car park	Some unsealed roads	
Aug 31 st	Kevin B	8388 1852	10 a.m. Woodside Pool car park	Some unsealed roads	

PERFECT Ride August 11th to 13th a 3-day event from [Walleroo Beachfront Tourist Park](#).

Fri 11th , starting at 11am, a short 40km ride from Port Broughton jetty and heading to Mundoora.

Sat 12th , starting at 9am, a 67km ride from Wallaroo jetty and heading to Tickera.

Sun 13th , starting at 9am, a 48km ride starting from Wallaroo jetty and heading to Moonta Beach.

Riders can choose to ride all 3, 2 or just come up for the day. Drop Peter an email if you would like more information.

Note, these are PERFECT rides. peterdh65@outlook.com

CLUB MEETING EVENING **Date** : Tuesday 29th August 2023 at 6:30pm for pre-meeting meal and 7.30pm for meeting

Venue : [The Cumberland Arms Hotel](#), 205 Waymouth Street, Adelaide, our meeting room fits up to 24. This meeting will be a social get-together, along with discussion on the upcoming Myrtleford, Canberra and possible post-Canberra Tours.

UPCOMING TOURS *Many will have noticed that most of these tours are planned by SARCC Committee - we are seeking your support to lead rides, please!*

Melrose tour: Sun 17th to Wed 21st September 2023 drive 270km 3hr to accommodate or camp for 3 nights at [Melrose Caravan Park](#).

Sun 17th team up and go for a warmup ride in the [Melrose Australia Mountain Bike Trails](#) no solos this is rugged, rocky, and remote.

Mon 18th start at 9am sharp from Melrose camp. Bridle Track 80km, Elevation 951m, Unpaved 82%

Tue 19th start at 9.00am sharp from Melrose camp. Booleroo Loop 64km, Elevation 522m, Unpaved 63%

Wed 20th start at 9.00am sharp from Melrose camp. Wilmington Loop 54.6km, Elevation 300m, Unpaved 88%

Myrtleford pre Canberra Tour - 6 Rides 348km, 7 nights Accommodation, Monday 23rd to Monday 30th

- Arrive at Myrtleford (or alternative accommodation location) on Monday 23rd of October 2023 or later from home 870km.

- Six full days of riding are from 24th to 29th October 2023 inclusive. Relocate to Canberra on 30th of October 2023

- SARCC are relying on volunteer leaders, the trails are clearly marked and detailed on RWGPS.

The Rides: 348 kilometres, 3,201 meters, 6rides plus optional: [Indigo Epic Mountain Bike Trail](#) Beechworth and Yackandandah 55km

Organiser Rosalind Miles rosalind97miles@gmail.com SIX fantastic rides mostly on or adjacent to the [Murray to Mountains](#) trails all based from [Myrtleford \(Pre-Canberra\) Bike Tour \(sarcc.org.au\)](#). review at [link](#).

Monday 30th October to Monday 6th November 2023, 7 nights Accommodation, - Canberra Tour Visit and ride cycle friendly

Canberra with SARCC. The War Museum, Parliament House, the Arboretum, the Sculpture Garden or even just trying to find a section of the Berlin Wall, there is plenty to do in our capital city either on or off your bike. If you can tear yourself away from the galleries at Parliament House watching our democracy in action then the club has many rides of varying lengths and degrees of difficulty to offer.

[Alivio Tourist Park](#) is the closest accommodation to the city centre and ride starts. There are many more Tourist Parks nearby in the ACT and Queanbeyan. For more details visit the [SARCC RWGPS collection](#) and [Tours website](#).

Organisers: RSVP to Sven 0410 271 717 or holm0160@gmail.com and Kevin D. 0411 203 893.

We are still working on the rides program, but you can expect SIX or more supercalifragilisticexpialidocious rides mostly on Canberra's plethora of cycle trails. [Canberra has many cycleways and trails](#) they focus more on sustainable transport. Over 90% of Transport Canberra buses are equipped with bike racks which each hold two bikes. Bike racks on buses are available on a first come, first served basis. Watch the [video to see how to use a bus bike rack](#) or refer to the [instructions](#); perhaps there is an opportunity to try a bus.

~~East Gippsland Bike Tour~~ cancelled; Melbourne Cup Holiday Tuesday 7th November makes Gippsland accommodation a nightmare.

Stay longer in Canberra or SARCC organisers are looking at a few trails on the way home to make the 1150km journey a little less arduous – watch this space in SARCC September Newsletter please.

New Zealand Tour has **1 Vacancy** and we will wait-list additional participants [New-Zealand-2024.pdf](#) for details

Monday 15th January to Monday 22nd January 2024 - Mt. Buller Tour

Enjoy, Mt Buller in the summer⇒

The mountain has a wide range of technical bike trails as well as trails that take you further afield.

The trails and facilities were upgraded in 2022. We will do the EPIC trail, a 40km tough and exhilarating ride through snow gum woodlands, treeless alpine summits, dropping off into cool ferny glades surrounded by granite monoliths, and finishing alongside a crystal-clear mountain stream. A shuttle from Mirimbah takes you back up the mountain! A ride to mount Stirling is also a must.



Accommodation: RCH (Royal Children’s Hospital) Alpine lodge. There are 14 bedrooms in the lodge. There are two kitchens and two lounge areas. Bedrooms are mostly twin share (11 rooms) with one double and two single rooms. Most bathrooms are shared.

Preferences will be taken into consideration. **Cost:** \$355 per person. **BYO:** Sheets, food and alcohol

Please email expressions of interest to mariennehibbert@gmail.com noting whether single room, twin or double is preferred.

For more information visit the [SARCC RWGPS collection](#) and [Tours website](#). details of rides will be posted soon meantime there are only 15 beds available... Organiser: Marianne H. 0425 781 514

SARCC’s New Jersey proposal



Front



Back 1



Back 2



Back 3

Your NEW SARCC CLUB JERSEY:

SARCC Committee have chosen the core new jersey in be-safe, be-seen colours.

The selected design for the “Front” is shown above.

The new club Jersey will be available to buy:

- \$72.90 for short sleeve and \$78.90 for long sleeve jerseys.
- With a full-length front zip, and three rear pockets
- With a tail (it’s the same cut and quality as the 2023 NZ Jersey)
- members can go into the shop to try on size male or female and the size guide is [here](#) ^{link}

To proceed we need your opinions on the design for the back of the jersey.

We have provided three back of jersey options and request members to advise their preferences to mariennehibbert@gmail.com please.

1 & 2 subtle back pockets merely tell the public symbolically which state we come from.

3 Advertises who we are and how to contact us (needs graphics improved *)

Maybe a cute Koala centre back pocket 4 – just kidding 😊 but then again... [Koala State Number Plate](#)

We did have a good-looking suggestion with the State Piping Shrike (White-backed Magpie) dominant centre back, but it was questionably close to offering support for a certain Victorian AFL team.

*Logo rider needs improvement and a blue outline white body, maybe even a corrected font.



4 ?

Headlights or taillights a steady beam or slow flashing, which is safer?

This is a regular question amongst cyclists. Web research is somewhat uniform in their answers. My observations align with the many articles published. **Fast strobing lights are an absolute menace**, they dazzle and confuse (my layman's definition of a strobe is a device used to produce repeated flares of bright light from 4 to 50 flashes per second).

Lights flashing at a sensible frequency or pulsing, appear brighter to the human eye than a steady light at the same output level. Web sites state, and my experience is:

Flashing lights grab attention faster, albeit a **steady light is easier to estimate the distance and speed** of the bicycle.

A rhythmic moving steady light attached to a bicycle's pedals or rider's ankles gained my attention and recognition fastest of all lights. Pedal mounted lights are being manufactured by [Redshift](#) they replace the early pathetic dull light of ankle bracelets.

- **Daytime riding: Flashing Mode** in broad daylight there is a lot of ambient light, therefore a steady light is unlikely to stand out. During daytime riding, it's a good idea to use your lights on the brightest, most attention-grabbing pattern they have, because it's easy for drivers to judge your position when your whole bike is visible, and you want to grab their attention quickly. Using flash, pulse, breathing modes. Bonus, flashing does save the battery and/or reduces your recharging frequency.
- **Riding at night: Steady Mode** high-intensity forward-facing lights should not be flashing at night, especially if they put out over 200 lumens. You run the risk of disorienting oncoming traffic and make it difficult for following traffic to estimate your position and speed with a flashing taillight. Your front light to be-seen-by should be between 100Lm and 200Lm. A light to see the road ahead and avoid that broken glass, pothole and tree branch needs to be above 220Lm. If your night journey includes trails, you probably need a light in excess of 600Lm
- **European Cycling:** Germany's StVZO bike light regulations (not applicable in Australia) dictate that flashing bike lights are not permitted on either the front or rear of a bike, with their regulations stating that flashing patterns can be distracting to other road users. StVZO-compliant bike lights differ from other lights in that they have a beam cut-off, which keeps the beam focused directly on the road ahead and, in theory, out of the eyes of other road users when cycling at night. The specially designed lens is shaped in such a way as to direct the beam well below the eyeline of oncoming motorists, cyclists and pedestrians. This, in theory, makes the roads safer for everyone. Many better brand lights [comply to StVZO](#) if you wonder why the expensive light you purchased doesn't spotlight the trees anymore.
- **Helmet mounted lights:** A top of helmet mounted headlight compromises your helmet's integrity in the event of a crash unless it is mounted with a breakaway strap (a breakaway strap is unlikely as securing the light firmly is necessary for it to best service its intended function of lighting up the twisting bush trail in the darkness). The other major issue is if you look at the approaching vehicle or your riding companions you temporarily blind them and that can have dire consequences. Light weight built-in taillights mounted on the very rear of your helmet is unlikely to cause an injury in an accident and does give better eye level visibility to vehicles following particularly with the proliferation of taller SUVs and 4X4s.
- **South Australian Road Rules:** Riding when visibility is reduced such as at night or in hazardous weather conditions (heavy rain), you must have (either **on you or on your bicycle**):

🚲 a flashing or steady **white** headlight that is clearly visible at least 200 metres from the front of the bicycle, illegal if **yellow or orange**.

🚲 a flashing or steady **red** taillight that is clearly visible at least 200 metres from the rear of the bicycle, illegal if **blue or purple**.

🚲 a red rear reflector that is clearly visible for at least **50** metres from the rear of the bicycle when light is projected on to it.

This chart of Braking Distances is an estimate using averages.

It is impossible to precisely predict because we don't know:

Road gradient

Quality of cars tyres

How much air is in the car's tyres.

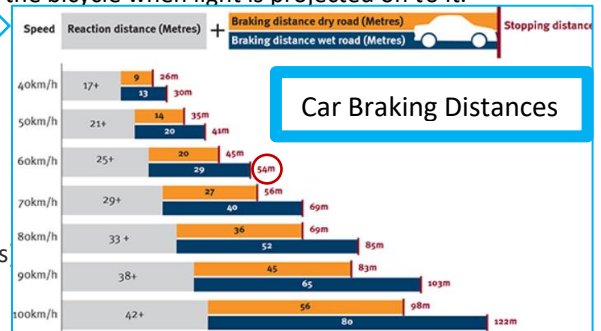
Road friction (i.e., the surface of the road) Whether the road is wet or dry.

Wind direction

Quality of the cars braking system (e.g. ABS. Disc, Drum and brake shoes/pads)

Weight of vehicle. Laden or towing

Driver's attentiveness, is she or he distracted.



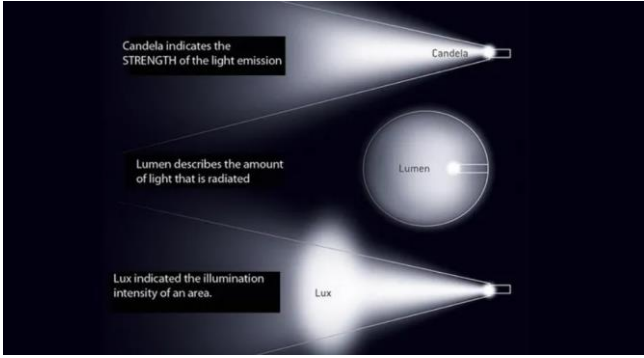
- **Smart Lights** are lights equipped with movement, ambient light sensors, even turn indicators. They automate the process of turning your lights on only when you are moving or when it is dusk... I tried one and was regularly asking fellow riders is my taillight turned on - plus it turned off when I was waiting at traffic lights. So, I appeased my anxiety by returning to a taillight I manually switched on, in the mode I chose. The movement sensor allows the taillight to know I am stopping so it lit up brighter as a brake light, I never felt comfortable with a brake light that was electronic sensor operated when motor car brake lights still require a physical switch on the brake pedal to activate. I watched turn signals on a bicycle from my car driver's seat and I wouldn't rely on them as they lacked adequate separation and were not conspicuous. Arm signals please, maybe a movement activated wrist light or reflective gloves. Smart lights are legal if they are operating correctly. In traffic it is just a little too much faith in technology for me knowing the chance of a distracted driver behind me is all too regular.

• Recommendations:

- If you have an e-Bike run the headlight and taillight from the motor system controller
- Mount two taillights run one at a time – then you will always be lit when getting home late.
- While standard batteries have longer run times, rechargeable batteries are cheaper to run.
- Mount 1. a to-be-seen by headlight and 2. a to-see-by headlight on the front of your bicycle and run only one at a time – then you will always be lit when getting home late.
- Fix a fine strip of good quality red reflective tape down your rear seat stay frame tubes it reflects well in urban night traffic.
- Ensure your rear bags or weather proofing do not obscure your taillights.

Sometimes, I click on a video that is inspirational ^{<video} watch and enjoy - nothing to do with bicycles.

What do lumens, candlepower, and lux mean? ... Answer = Confusion 😊...



Okay, how are they measured?

The three primary brightness units are **Candela** (luminous intensity), **Lux** (luminous flux per area, aka illuminance), and **Lumens** (luminous flux). Candela measures absolute brightness at a point. In other words, it measures the amount of brightness going in only one specific direction. This unit is sometimes used to define maximum brightness of a light. Lumens measure total luminous flux, in other words the total output of a light source in all directions that it points. If you were to integrate the candelas measured in every direction around a light source, you would get lumens.

Lumens are measured using an integrating sphere, a scientific instrument that uses a reflective sphere to normalize the light beam and measure its intensity. Lux is lumens per area. If you project a light onto a surface and add up the total amount of light hitting it and divide by the area of the surface, you get lux. The brightness in lux depends on the distance at which you measure it. Illuminance is inversely proportional to the square of the distance, so in order for lux to be a useful measurement you must know the distance at which it was measured. Lumens are the most commonly reported value for bike light brightness. Many manufacturers use an "estimated" or "specified" brightness based on the LED's specifications at a certain power level, but the actual brightness will depend on the circuitry used, how efficient the light's optics are, the temperature the light operates at, and the quality of the LED. Many lights' claimed lumens are 10-40% higher than the actual brightness. The ANSI FL1 Standard specifies a specific, repeatable method for measuring the brightness of a flashlight or bike light. Lights certified by the manufacturer with the FL1 Standard are marked "FL1" logo on the Bike Light Database.

- In terms of numbers, 1 candela = 12.57 lumens, 1 lumen (lm) = 0.8 candela (cd). 1 lux = 1 lumen per square meter.
- More lumens do not always mean more intensity or Candela.
- A focused beam that has lower lumens can potentially have more Candela than a light beam that has more lumens but is spread.
- The angle at which the light is emitted has an impact on the intensity of the light and the diameter of the lit area.
- If you increase the size of the illuminated area without increasing lumens, the lux will decrease.
- Lux will be affected by both lumens and candela.
- Further the light beam reaches, more candela it will have.

LUMENS (LIGHT)	LED WATT	CFL WATT	HALOGEN WATT	INCANDESCENT WATT
250	4	6	18	25
450	5	10	29	40
630	7	14	43	60
1100	11	22	53	75
1600	18	26	72	100
2000	22	30	100	125
2600	27	35	140	150

Nothing to do with bicycles but:

This chart demonstrates why you should have converted all your home lighting to LED. You get the same or better light but use only 18% of that very expensive electricity to achieve it.

Ride With GPS **try it you will not be disappointed!**

Looking For Bicycle Accessories/gadgets: I had a look at 2 videos on youtube and out of 32 items found 10 worth a second look plus one bonus item:

[Top 10 Smart Bike Gadgets You Can Buy 2022 - YouTube](#)

[Beeline Velo 2 Cycle computer](#) ✓

Garmin varia rear camera?

Backpack ^{Me2}

[Lumos lights on helmet](#) ✓

[Redshift ARClight](#) ✓

Bicycle Tracker ^{Me2}

Smart Head & Taillight ^{Me2}

[Disc Brake Lock](#) ✓

[Focus headlight](#) ^{Start-up}

Apple AirTag Bicycle Tracker ^{Me2}



Basic uses Phone ↑
GPS and RWGPS.

Not Cheap, has MIPS safety ↑
reasonable light to-be-seen by.

Expensive but brilliant ↑
Best way to recognize a bicycle.

Locks your bike brake disc ↑.
Has steel cable also.

Extreme bright daylight flashes ↑.
Good steady small night light

[22 Incredible Bike Inventions You Should See - YouTube](#)

Sunglasses Mirror?

[Pruto Communicator](#) ✓ ^{Start-up}

Zipper Tyre Tread ✗

Water Bike?

lights on helmet ^{Me2}

Foldy-Lock ^{Me2}

Fend super fold helmet?

Backpack ^{Me2} | retrofit motor ^{Me2}

Smallest E-Scooter ^{Me2}

[Kiox 300 Bosch screen](#) ✓

Seatylock ?

[Focus headlight](#) ^{Start-up}

Polar Plug ^{Start-up}

E-Bike no spokes ✗

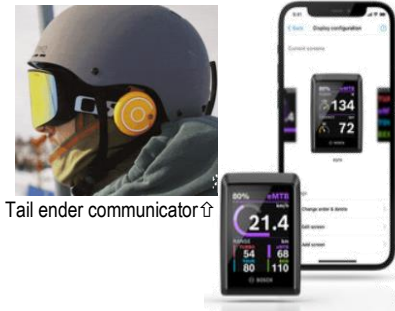
multitool ^{Me2}

Frontbag ^{Me2}

Rimbrake lights?

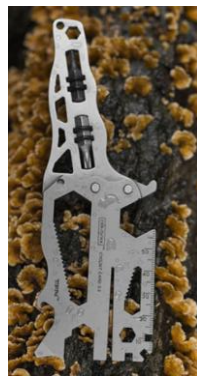
[Credit card multitool](#) ✓

[Flicker Oil disc](#) ✓, [Bike taillight](#) ^{Me2}, and [Smart Bike taillight](#) ^{Me2}



Tail ender communicator ↑

Bosch Dashboard ↑
Up dated version



Expensive weight miser ↑
does everything you need
except mend punctures
or break chains



Oil your chain with clean hands ↑



Budget Garmin substitute ↑
But not Garmin full functionality.

Bonus [iGS630 great value for GPS bike Computer](#) & ([reviewed](#)) & ([recreation](#)) <video review. [check competitors](#) or maybe an Even cheaper [CooSpo BC200 GPS Bike Computer](#) or perhaps [Bryton rider 450](#) is it [RWGPS compatible](#) if not on list - ask RWGPS.