




**Sunday Pleasure Rides:** Organiser – Helen Tetley

**September 3rd 2023 Scenic Hilly Ride** Meet at top end of [Druids Avenue Stirling](#), across road from Hospital. Nearest toilets at Steamroller Park corner Avenue Road and Mt. Barker Road near roundabout. Steep hills. First shop at Mylor lunch stop. BYO lunch. *Kath C. 0429 191 848*

**September 17th 2023** September 17th 2023 **South-Western Suburbs Ride** 10:00am, [Victoria Square](#). Ride around Vic Park wetlands, through Southern Parklands, along Unley Bikeway to Goodwood and on to Darlington via Seaford train line path and the Mitchell Pk bikeway with a return along the Sturt Creek and Western Bike Way. Along Bikeways and minor roads. Coffee will be near the end of the ride, either at Bonython Park or Lounders Boatshed Cafe, weather dependant. Approximately 40 km. BYO lunch. *Carolyn W 0427 797 476*

**Thursday Rural Rides** Thursday rides are regularly 20+ riders; in hill topography that creates a challenge. To compensate each ride will have a 2<sup>nd</sup> leader so we can split into 2 comfortable groups if needed. - [Sharon Moyle](#) Thursday Ride Organiser

Sep 7 <sup>th</sup>	Paul D	0427 537 836	10 a.m. <a href="#">Kuitpo Forest HQ</a> coffee at Medows	Some unsealed roads & forest trails	 eLink route may change.
Sep 14 <sup>th</sup>	Kevin B	8388 1852	10 a.m. <a href="#">Woodside Pool</a> car park	Some unsealed roads	
Sep 21 <sup>st</sup>	John A	0438 523 560	10 a.m. <a href="#">Woodside Pool</a> car park	Some unsealed roads	
Sep 28 <sup>th</sup>	David K	0413 390 371	10 a.m. <a href="#">Woodside Pool</a> car park	Some unsealed roads	

**PERFECT ride** Sunday September 10<sup>th</sup>. from Stockwell Redo of last December's abandoned ride (*without Eric's dramatic stunt*).

Meet at [Stockwell Recreation Park](#) – 60km distance with 600+m of ascent. Clockwise loop from Stockwell out towards Kapunda then north to Dutton and beyond. Returning via Truro. Mainly gravel roads but includes horse trails and sections of poorly maintained tracks with challenging surfaces. No facilities on the ride. BYO morning tea. Lunch at Truro. *RSVP Kevin D 0411 203 893*

## Tours

### Melrose Tour Sunday 17th September to Wednesday 20th September 2023

Arrive Melrose Sunday Sept 17, 2023

Day 1 – 9.00am Sharp Monday Sept 18 Bridle Track 80km Elevation 951m Unpaved 82%

Day 2 – 9.00am Sharp Tuesday Sept 19 Booleroo Loop 64km Elevation 522m Unpaved 63%

Day 3 – 9.00am Sharp Wednesday Sept 20 Wilmington Loop 54.6km Elevation 300m Unpaved 88%

Depart Melrose Wednesday Sept 20 or Thursday Sept 21, Plan for no facilities on the ride and riders to be self-sufficient.

Note : If there is enough interest shorter rides can be planned in addition to the above. *RSVP to Sven 0410 271 717 or [holm0160@gmail.com](mailto:holm0160@gmail.com)*

### Myrtleford (Pre-Canberra) Bike Tour 24th to 30th of October 2023.

On the way to Canberra, there is a tour of sections of the Murray to Mountains Rail Trail. For exquisite details including bakery locations [click here](#). Please email Ros Miles on [rosalind97miles@gmail.com](mailto:rosalind97miles@gmail.com) to register your interest in the tour.

### Canberra Tour Monday 30th October to Monday 6th November 2023.

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 bike. If you can tear yourself away from sitting in 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. For more details view the [SARCC RWGPS Collection](#).

- You **book your own accommodation**. The Organisers will be staying at [Alivio Tourist Park](#) and most rides will start from there. No tent sites are available here but there are other caravan parks nearby that offer these. Alivio is close to central Canberra.

- You **make your own travel arrangements**.

- If there enough participants, then more than one ride per day will be scheduled.

- We will meet each evening to discuss the next day's rides, and we will book a group meal at a local eatery one evening of the tour.

Some of the rides that may be offered. Feel free to suggest others. We are also looking for volunteers to lead rides....

- Lake Burley Griffin circumnavigation

- Canberra Centenary Trail in 2 or 3 parts

- Queanbeyan out and back

- Mount Stromlo

- Majura Pines, Gold Creek, Belconnen loop

- various rides around Canberra

- (Red Rock Gorge, Woden, Blue Range)

Please contact Sven to register your interest. *Email: [holm0160@gmail.com](mailto:holm0160@gmail.com)*

### Mt Buller – Victorian mountain biking in summer Dates : January 15 to 22, 2024 Leader: Marianne Hibbert Group size: 15

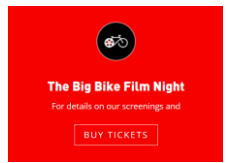
[Mt Buller in the summer](#) The mountain has a wide range of technical bike trails as well as trails that take your further afield. The trails and facilities were upgraded in 2022. [Downhill mountain biking](#) has 40kms of superb tailor-made single tracks and another 60kms of mixed-use shorter trails that are rated from easy to advanced with the option of a service to take you back uphill. 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. This trip targets mountain bikes, there are some options for road bikes. Participants will be encouraged to submit ride ideas. There are a number of walks available and a winery and other tourism.

**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. Marianne will be the lodge leader and places will be confirmed by payment. The lodge must be left clean. **BYO:** Sheets, food and alcohol. Please, email expressions of interest to [mariennehibbert@gmail.com](mailto:mariennehibbert@gmail.com). And whether single room, twin or double is preferred.

**Special Event Thursday 14th September 2023 from 6:30 PM to 9:00 PM The Big Bike Film Night**

**Leader:** Paul Davill 0427 537 836 **Meeting Place:** Wallis Cinema Mitcham, [119 Belair Road, Torrens Park](#) SA 5062  
SARCC members are invited to attend [The Big Bike Film Night](#), which is being held in Adelaide at Wallis Cinemas.  
For further information, please [Click Here](#). Book your seats and let Paul know so that we can attempt to reserve seats. If there is sufficient interest, perhaps a pub meal can be arranged beforehand.



**Articles:** Hi to all my fellow SARCC members, your Newsletter Editor would like your article contributions, please.

*After several years of providing newsletters, I reviewed the process. The newsletter format was meant to be - the first page or two pages a list of the next months rides and future events, then for two pages, an article provided by a member of a SARCC event attended, followed by an informative or entertaining article. I find myself in the penultimate week before publishing frequently chasing details about our rides, events, and tours. Not necessarily a bad thing it reminds leaders to get their plans and routes organised. A member's article on a SARCC event attended has only eventuated from the PERFECT group. I would like to publish member's reports of rides with photographs of our numerous other activities. As to Articles yes, you can do the research and write something informative and interesting and submit it please. You are probably not aware Eric your current editor is dyslexic and types with a maximum of two fingers. So being the editor and the creator of most of the newsletter is a tad onerous - it will help immensely for other members to contribute by posting details of rides you are leading at least 45 days prior. If you have been at a SARCC ride or tour, please write an article with photos. If you are passionate about something cycling, do the research and create an article. [eric@outlook.com.au](mailto:eric@outlook.com.au)*

**The global e-bike market reached a value of AU\$ 34.5 Billion in 2022.**

By 2028, the market value is projected to reach AU\$ 51.8 billion, at a growth rate of 6.78% to 2028. The top e-bike companies are increasingly investing in extensive research and development activities with an enhanced focus on sustainable transport and reduction of carbon footprint. There is no doubt that the simplicity of the bicycle encourages innovation in its development by many amateur and professional engineers. In addition to this some corporations are developing advanced battery and motor technologies. longer battery duration and the ability to travel longer distances on varied terrains, is a desirable development. The rising awareness of environmental issues and the need for sustainable transportation solutions propels the demand for e-bikes. Individuals are seeking greener alternatives to traditional modes of transportation; as they emit significantly fewer greenhouse gases, require less road infrastructure and parking space compared to cars or motorcycles. The depletion of fossil fuel reserves is also driving the demand for eco-friendly, low-emission alternative to traditional petrol and diesel-powered vehicles, which is providing an impetus to the market.

**A gentle reminder of History:**

With all the anxiety around pedelecs and Electric Personal Transporters, it's worth remembering there was a time people worried about cars exactly because they had human drivers. It was the removal of the horses—the horseless carriage—that gave Politicians encouragement to restrict progress. In the 1890s, the prospect of a person driving without the aid of a second intelligence was a real concern. A horse, or team of horses, acted as an extremely crude form of cruise control and collision aversion.

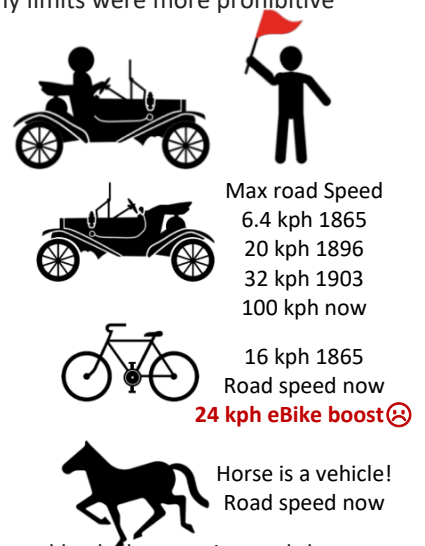
In 1896 Alfred Sennett warned, "We should not overlook the fact that the driving of a horseless carriage calls for a larger amount of attention for he has not the advantage of the intelligence of the horse in shaping his path, and it is consequently incumbent upon him to be ever watchful of the course his vehicle is taking." Distracted driving is the number one cause of accidents today, so maybe it wasn't a bad point. Although he was forgetting automobiles had brakes, unlike a horse and cart—and they didn't startle.

**But speed was the biggest concern.** A horse-drawn cart travelled between 16 and 24 kilometres per hour. With the advent of automobiles, people could suddenly move much faster. Such speeds meant more danger, but early limits were more prohibitive than preventative, sounds familiar, in 158 years have we not progressed in our thinking process. In England the Locomotives act 1865 i.e., [Red Flag Act](#) required self-propelled vehicles to be led at walking pace by someone waving a red flag. In 1895, it served to "destroy the usefulness of a horseless carriage." The law was written before automobiles, specifically for steam-powered locomotives, but it was so broad it applied to horseless carriages when they emerged. You didn't need a horse anymore, now you needed someone to wave a flag, and two mechanics, or you would be violating the law. The act also limited automobiles to 3.2 kph in the city and 6.4 kph in the countryside, meaning you could travel faster by bicycle.

In 1896, it was repealed and replaced with the Locomotives on Highways Act 1896, which allowed vehicles to travel between 12 and 14 miles per hour, depending on what local governments allowed. There was an "emancipation rally," where crowds gathered, and a well-known politician tore up a red flag. After success in having the Red Flag Act repealed, punitively low speed limits still severely limited automobiles. "Although the man with the red flag will cease to be necessary ..., the speed at which motorcars are to be allowed to travel is being ridiculously restricted." The writer continued, "The motorcar is not to be made as useful as it should be just yet, for there are evidently still many old and foolish prejudices to be broken down."

An automobile "is better under the control of its driver than a horse-drawn vehicle can possibly be, and both the steering and the brake-power are so much more perfect that danger is greatly reduced by them." As the capabilities of cars and the public's comfort with them increased, the Motor Car Act of 1903 finally raised the speed limit to 32 kilometres per hour.

Subsequent laws raised it to the speeds we easily cruise at today. We are now reasonably comfortable with speed, but now we're worried about people driving with the aid of a second (artificial) intelligence. Horseless carriages took that away, now electronic devices, cameras, ultrasonic sensors, lidar, and radar enable cars to "see"- did we take 125 years to replace the horse's intelligence? 🤖 Old and foolish prejudices lead to prohibitive laws that unnecessarily slow progress? Amazingly, similar 160-year-old philosophy is being applied to Pedelecs and Electric Personal Transport **will we ever learn?**



**Ebikes speed boost limited to 25kph – why?** Please don't restrict the eBike restrict the speed permitted on the public carriageway. Recommend for Pedelecs: shared path 15kph, on-road cycleway 25 kph, no cycleway on-road to posted road speed limit and please define Pedelecs clearly to separate what is a registerable motorbike requiring a license to ride on public roads.

**Eric's Review of the Torrens to Darlington AU\$15 BILLION Expressway project.**

Essentially reviewing the crossings of primary Active transport cycle or shared trails. There may be a need for footpaths in various places along the motorway but mixing Cyclists with 60 or 80kph two-ton distracted drivers is a recipe for carnage with the Active Transport being the victim. Separate safe cycleways to T2D must be constructed.

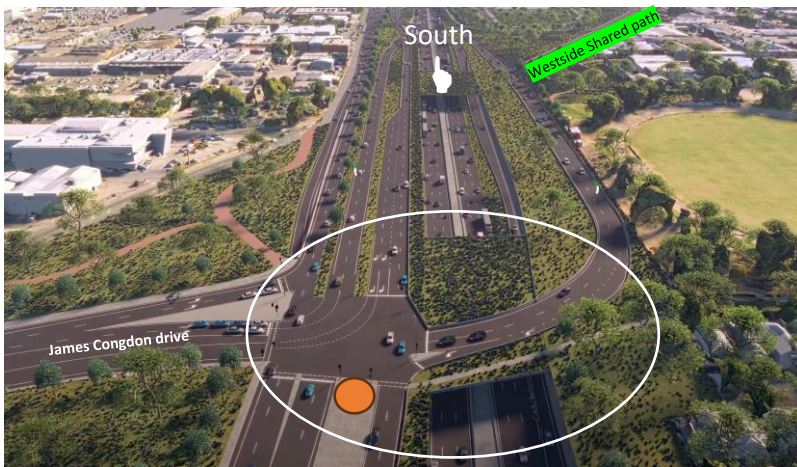
① Starting at the Northern End we have the Linear Park Shared Path which the diagram shows as tunnelled under the T2D south road project both on the north side and south side of the Torrens River.

**Alert ①** We need to ensure the developers retain both these underpasses in the final project not just the northern underpass. There is no current underpass or trail on the south side of the bridge. Vulnerable southern Linear Park shared path users are required to negotiate the continuing busy intersection of Ashwin Pde and South Road to rejoin the path at Murray Street. To cope with increases in commuting and recreation the proposed Southern underpass and trail is essential.



② The next overpass to cross the T2D project is connecting the westside cycleway/shared path to James Congdon Drive then Hilton bridges to the Parklands.

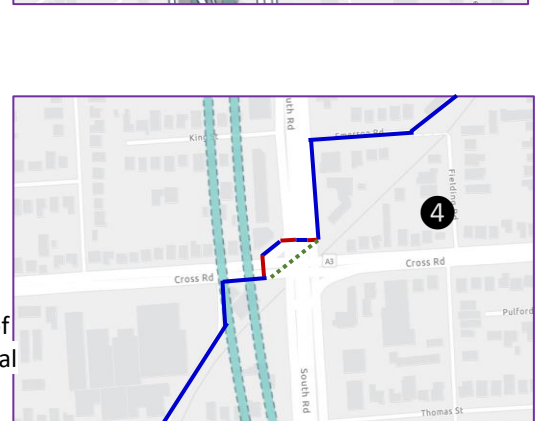
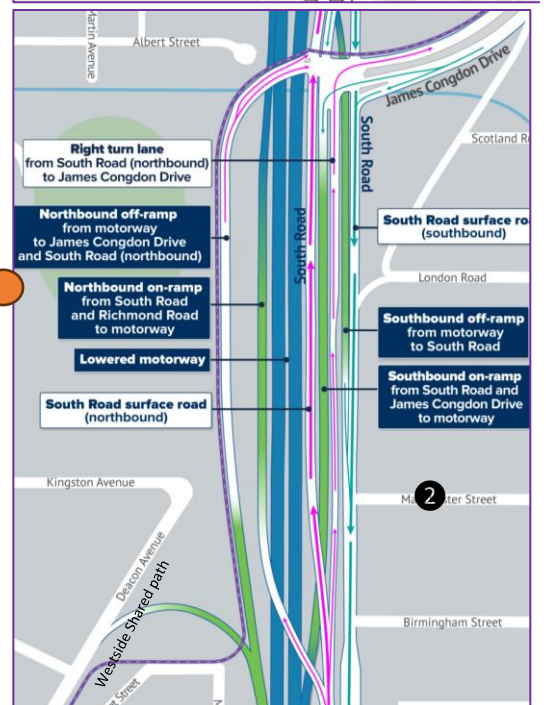
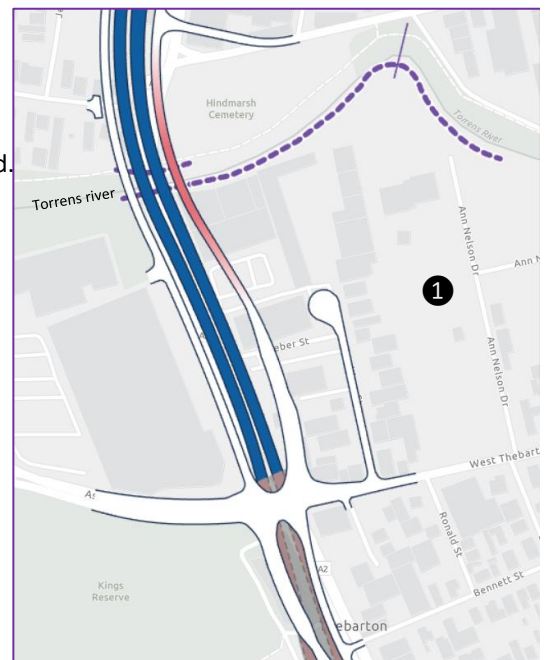
**Alert ②** There is a need to be vigilant in ensuring the bridge shown as a purple solid line on the interactive map eventuates. Several artist renderings show the Shared Path bridge as extending over the recessed motorway (2 solid wide blue lines) only, then a traffic light protected pedestrian-crossing over the 3 lanes at grade. This will be a two-phase alternative with potentially large groups of commuters stranded mid-island between two traffic lights. An overpass bridge spanning the whole intersection of this arterial commuter route is by far the best and only safe solution!



③ The third overpass to cross the T2D project is connecting the Mike Turtur bikeway by the northern attached existing shared path to the tramway bridge.

**Alert ③** the tramway bridge appears to be extended and there is no indication on the plans to show that the shared path attached bridge has been continued. There is already a full cycle/walking overpass separating the Mike Turtur Bikeway from the South Road immediately adjacent to the Glenelg tram line here. It is critical that the Mike Turtur Bikeway be continuous.

**Alert ④** Emerson Crossing, the name given to the intersection of South Road, Cross Road and the Seaford railway line in Adelaide, South Road crosses north-south over both Cross Road and the diagonal railway via a bridge built early 1980s. **Nothing will change** according to the plan presented. The safe Marino Rocks Greenway-cycleway along the southern railway line that stretches from Hallett Cove to the CBD carries thousands of Active transport commuters and recreational riders who will still have to contend with the convoluted unsafe crossing of two South Rd at-grade slip lanes and Cross Road i.e. **three** light controlled intersections. This is a problem for large groups of commuters as islands between lights are not large enough. Recommend a bi-directional diagonal light phase i.e., all other traffic stopped (cyclists scramble) for all cyclists following the train line. ....

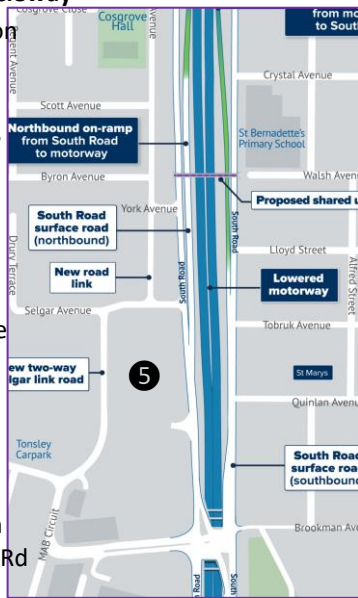


## 5 The Flinders to city cycleway

The present-day connection is shown as yellow dots...

The cycleway from the Southern Expressway links down the east side of the Flinders rail line through Tonsley Precinct then crosses over the South Rd on three light controlled crossings to Brookman Ave hence to Doreen St the proposed Cycleway to Daws Rd.

The proposed shared path bridge Byron Ave to Walsh Ave over the whole South Rd is to give a school access.



**Marion Council – Flinders Greenway** \*Note1  
Links to Railway Marino Rocks Greenway

**Mitcham Council – Flinders to City Links** \*Note2  
direct to City via Seaford Railway Trail



**Alert 5** The bridge Byron Ave to Walsh Ave will improve the cycleway. The cycleway must be extended from Alawoona to Byron to Walsh hence linking safely to Dorene St. Note this link Alawoona to Byron via Shaun’s Playground is the connecting point for both the Flinders to City (F2C Mitcham cycleway project) and the Flinders Greenway (Marion cycleway project). The Mitcham F2C is the core Southern Active Transport commute to City while the Marion Project is inter-suburb commute which can be an alternative City link. (There exists a Sturt River shared path Trail that links Flinders to the Marino Rocks Greenway.)

### OVERVIEW OF T2D PROJECT from an Active Transport Perspective:

1. Early completion of Mitcham Council’s Flinders to City Cycleway (F2C): It is essential for F2C to be finished ASAP to avoid Active Transport exposure to extreme dangers while the next decade of reconstruction of T2D progresses. Flinders to City Cycleway should be Dorene St then shared bridge over Daws Rd to Jose St, Maria St to Edwards St to Winston Ave over light controlled intersection on Cross Rd. Then linking to existing East Ave cycleway and the southern railway cycleway or Mike Turtur cycleway. The path of the cycleway from Edwards St to Cross Road down Winston Avenue will necessitate a no-stopping zone and permanent cycleway on both sides a distance of 1km. It would be beneficial if the cycleway on Dorene St was 3.5m wide bidirectional on the East side the length of the street and Jose Street cycleway 3.5m wide bidirectional on the West side with the Jose Street converted to one-way going South. To travel further north on Active Transport, use the Mike Turtur or Southern Railway trails to link to the Parkland Trails and on to Gawler Greenway or Port Railway Line cycleway.
2. The plans available online are insufficiently detailed to show the footpaths, shared paths, or cycleways; to obtain that information requires visiting DIT venues who advise that detail is still being refined. Sadly, that again demonstrates the diminished priority granted to the vulnerable albeit sustainable road users. Again, perpetuating the car-centric syndrome that pervades DIT and the Government’s perception of our future transport requirements. Providing Cycleways immediately adjacent to the free-flowing high volume 60 kph two-ton vehicles with distracted drivers is not desirable. What is needed is to install and support Separate Cycleways. In most cases at extremely low cost, often it is just removal of on-street privileged vehicle parking or conversion of a suburban street to a one-way transit.
3. What we have been shown as a DIT Plan is still conceptual albeit it is what contractors will bid to produce. When during construction or even quoting there is a more economical or practical solution perceived there is potential and a managed path to make changes. What is certain is that the project will stay focused on its primary objective that is enabling driving from Tonsley in the south to Torrensville in the north without one single traffic light? This is what the River Torrens to Darlington (T2D) Project will deliver at a cost of greater than a billion dollars per kilometre on the short 10.5km T2D section. It will in total, create 78km of non-stop, traffic light-free, motorway between Gawler and Old Noarlunga. It is designed to aid people, produce and products arrive where they need to be, sooner and safer. Herewith is the political salesmanship but unlikely outcome:

“Helping to lower costs for businesses and improve services for customers by providing:

- reduced travel times to key destinations including the CBD and major gateways such as Port Adelaide and Adelaide Airport
- a crucial route for heavy vehicles and commercial freight trips and a continuous road link connecting Gawler, and Old Noarlunga.”

**Alert Active Transport Supporters:** The published project objectives don’t include pedestrians or cyclists, so it is essential to ensure those who advocate for sustainable transport lanes, shared paths and cycleways remain closely in touch with the project for a decade. Particularly with the tsunami of Personal Electric Transporters (eScooters, eScateboards, eMonowheels, eHoverboards, Segways) that will eventually legally share our safe cycleways.

\*Note1 **Marion Council** Linking to the [Flinders greenway](#), well-done with Percy Street two-way contra-flow cycle path and one-way motor vehicle traffic plus West Street has full time cycle lanes. Sadly, other streets allow car parking hazards on a “SAFE” cycleway; Why? Joining the “SAFE” Cycleway at the dangerous 6<sup>th</sup> Ave railway crossing fails the good intentions of the whole concept!

\*Note2 **Mitcham Council’s Flinders to City** cycleway scheme with a good intention but many flaws and limited detail. Dorene St should be fitted with a two-way contra-flow cycle path on the East side (no car parking) linking to Jose St with a two-way contra-flow cycle path on West side oneway motor vehicle flowing south, linking via Maria St to Edwards linking to Winston Ave with No Parking for 1 km. The current flawed plan weaves Edwards, Solent, Gladys, Edith, Albert, Winona, Avenue, Clovelly to Cross. Requires DIT to add more Cross Rd traffic lights then asking Unley to instal a trail Homer St when they have already provided a permanent cycleway on East Ave.