



Breaking News:

Western Australia 2024

We are planning 3 tours in Western Australia in April & May next year. Expressions of interest are now being sought for the following.



- A leisurely [Exploration of Perth and Surrounds, Mainly on Bike Paths](#)
- Bikepacking for [11 days of the Munda Biddi MTB trail in WA](#) and
- [Munda Biddi Trail Highlights](#), staying in accommodation and driving to explore sections of the Munda Biddi Trail

Please note that numbers are limited, and bookings will need to be made soon. More details will be decided upon by the organisers to at a later date. Please Reply to: sarccexec@gmail.com Subject: "WA Tour 2024"


Sunday Pleasure Rides: Organiser – Helen Tetley

October 1st 2023 Meet [Victoria Square](#) at 10am. Follow tramway, then around airport to Torrens Linear Park, before lunch at West Beach. Return to city via minor roads. ~40km. *John D. 0401 686 675*

October 15th 2023 **Exploring the Adelaide Hills** – Woodside, Mt Torrens, Lobethal. Meet at 10.00am at the [Woodside Pool](#) Car Park. Bring your own lunch or buy. 41 km, 507m elevation gain. Mountain or hybrid bikes recommended. *Geoffrey C. 0419 838 551*

October 29th 2023 Many of SARCC will be in Myrtleford. Meet at [Victoria Square](#) at 10am. Decide the route & leader on the day.

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

Oct 5 th	John A	0438 523 560	10 a.m. Flaxley Memorial Hall .	Some unsealed roads	
Oct 12 th	John G	0435 602 392	10 a.m. Woodside Pool car park	Some unsealed roads	
Oct 19 th	Ros M	0448 741 556	10 a.m. Woodside Pool car park	Some unsealed roads	
Oct 26 th	David K	0413 390 371	10 a.m. Woodside Pool car park	Some unsealed roads	

PERFECT ride Sunday October 8th. Sedan at 9am with Peter H. *0448 364 138*

PLEB ride for Sunday 20th Oct 9AM Cudlee Creek, Retreat Valley Road, Fox Creek And return to Cudlee Creek, Peter H. *0448 364 138*

[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 to register your interest in the tour.

Tue 24 th Myrtleford to Wandiligong return – 72km – 288m	Fri 27 th Beechworth to Everton Station return – 36km – 414m
Wed 25 th Myrtleford to Everton Railway Station return – 56km – 475m	Sat 28 th Myrtleford loop – via Everton, Beechworth and Stanley – 77km – 964m
Thu 26 th Beechworth to Yackandandah return – 54km – 733m	Sun 29 th Bright to Harrietville return – 54km – 327m
Option for the adventurous: Indigo Epic Mountain Bike Trail is a figure-eight loop Beechworth and Yackandandah, and offers single tracks and flow descents	

[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)

"We need to be able to email Canberra Tour participants with information about the tour.

Please confirm your attendance by emailing Sven (holm0160@gmail.com) or Kevin (kev.d@live.com.au)."

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. 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 several 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. And whether single room, twin or double is preferred.



Your new local SARCC jersey

Why?

Many of our Members are new and don’t have a SARCC Jersey. Some member’s “kangaroo” Style SARCC Jerseys are getting worn, maybe time to replace.

Design Change?

We moved away from our State colours in favour of more BE SAFE BE SEEN i.e., we added state icons to the pockets on a bold/loud coloured jersey background.

SARCC current Jersey’s gold kangaroo, gold sleeves contrasting on state colours of gold, blue and red is adequately safely ‘BE SEEN’.

Cost? (\$78.90 for long sleeve & \$72.90 for short sleeve)

Your last SARCC jersey was half the price because SARCC didn’t use a local provider it was all DIY long range directly with a Chinese Manufacturer. We have now engaged a local Provider who manufacture in Sri Lanka with significantly improved fabric quality. (Lightweight mesh knit fabric is designed for optimal moisture transfer and fast drying. The special weave keeps you extra cool and provides a textured finish, 155gsm, 100% polyester cool/dry, Honeycomb weave). We also are offering Long and Short Sleeve plus Male and Female styles. The previous Jersey was 140gsm, 100% polyester, sun-safe long sleeve only, and one shape fits all.

Will it Fit, what is my Size?,

Blackchrome have a fitting service: [Unit 2 / 171 Grange Road, BEVERLEY SA 5009 \(08\) 8244 5500](#) Mon – Fri: 9:00am – 5:00pm. It is the **sportive style** and say you are from **SARCC**.

What decisions do I need to make?

First decide if you would like to buy a new SARCC Local Jersey – we will not be offended if you continue with the current Jersey. Then decide: Male or Female... long sleeve or short sleeve... Size XS extra-small, S small, M medium, L large, XL extra-large.

How do I Order my new club Jersey?

Please fill out this [Google form](#) to place your order **OR** email your order to sarccexec@gmail.com Subject: SARCC JERSEY 2023 Tell us your name, number of Jerseys required for Male and/or Female. Long or Short Sleeve, and Size of each Jersey requested.

What Next?

SARCC will send you an invoice with details and Bank Accounts to transmit funds to. The price will only remain constant if the number of orders reaches a certain level.



Friday, 22 September 2023 **WORLD CAR FREE DAY-Oops!** that slipped past – your Committee didn't send a reminder - sorry.

Free Bike Tune Ups by City of Adelaide

Embrace the pedal and join the movement for a greener, cleaner world, and a healthier you! Ride to work and receive a free bike service on us at one of our bike tune-up locations around the city. Our free bike service includes gear and brake adjustment, and bolt tensions check. Kickstart a new habit, connect with fellow riders, and support a sustainable future through low carbon transport.

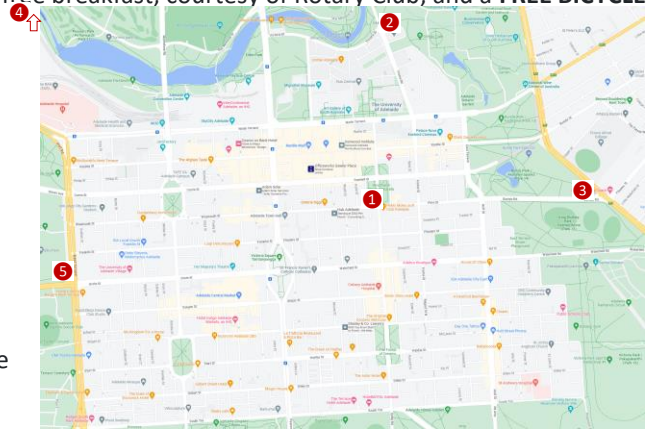
1 Wednesday, 18 October 2023 NATIONAL RIDE2WORK DAY | FREE BREAKFAST supporting your decision to jump on the bike. Meet at [Hindmarsh Square](#) Southeast Corner from 7 to 9 am, for a free breakfast, courtesy of Rotary Club, and a **FREE BICYCLE SERVICE**.

2 Wednesday, 22 Nov 2023 FREE BICYCLE SERVICE 7 am to 9 am [Frome Road & Victoria Drive Intersection](#), near Botanic High

3 Wednesday, 31 Jan 2024 FREE BICYCLE SERVICE 7 am to 9 am [Dequettville Terrace & Bartels Rd](#) Intersection

4 Wednesday, 21 Feb 2024 FREE BICYCLE SERVICE 7 am to 9 am [Corner of Port Road & Park Terrace](#), Park Lands side

5 Wednesday, 6 Mar 2024 FREE BICYCLE SERVICE 7 am to 9 am Corner of [West Terrace and Sir Donald Bradman Drive](#), Northern Side



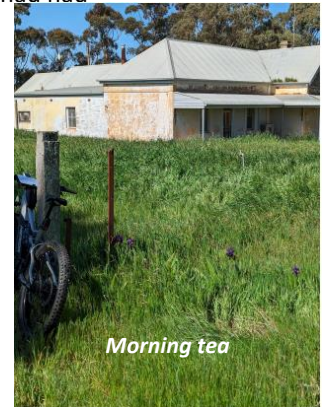
PERFECT Ride Report - Sunday September 10th, 2023
Gravel all over the countryside, ask the PERFECT Cyclists

The ride from Stockwell was ably led by Kevin with Bruno and Peter following. Kevin's route started from the town oval, east into town and then north. Within a kilometre of the start we hit the first of the dirt on the Kidman trail. The ride was characterized by very good gravel backroads interspersed with dirt roads – most of the dirt roads had been destroyed by 4-wheel drive vehicles driving through when the roads were soft and muddy leaving huge wheel ruts.



One of many abandoned houses and huts

I think they enjoy the sensation of their vehicles sliding over the track with all wheels spinning flinging mud everywhere imagining that it takes great skill to accomplish this. They have no thought for the local farmers that use these roads as access to their paddocks. For gravel riders like us however, it makes for an interesting and challenging ride – concentration is required to make sure you stay on the high bits – slipping into a rut is almost guaranteed to throw you off. The scenery was superb – the paddocks were all a rich green or yellow (canola crops) edged with the rich brown of the fire breaks along the fence lines set off by the bright blue sky. The breeze was light – a perfect setting for a day's ride. We stopped for morning tea near an old farmhouse – it had had several extensions with a high TV aerial and a small



Morning tea

microwave dish. Along the side and front of the building was a large flat area with several taps for watering now covered in weeds – not sure if it was for a tennis court or just a large lawn – now abandoned but it would have been superb in its prime. We saw many old residences from single room huts to large houses all now abandoned in various states of decay – very few houses still in use. The ride took us along the back of Dutton – established as a settlement for the original workers from nearby Anlaby Station, but now has several large blocks. Morning tea One of many abandoned houses and huts with new houses and large sheds. The assumption is that they are for farmers or tradesmen to be close to town. Lunch was in Truro, sitting down at a table with freshly brewed coffee!! After lunch we went South and then West – a few more cars and occupied houses than in the morning but with the highlight of the ride. We followed the Kidman trail across several kilometres of a farmer's paddocks on private property. There were signs up saying quarantine area,



Natures palette

but Kevin had contacted the farmer for permission. The farmer had thanked Kevin for ringing saying that he wished more people would contact him before entering – his comments were to stay on the path next to the fence line and to query if anyone had been overseas in the previous two weeks (if so don't come!!). This section was the highlight of the ride – riding amongst gum trees without any track and superb views. We had great difficulty closing the gate to leave the property – no amount of pulling on the chain would allow it to be fastened until we realised the post was loose and just needed to be pushed in a bit to easily lock the chain. It was then a couple of easy kilometres back to the cars at Stockwell with the obligatory post ride debrief at the local hotel.

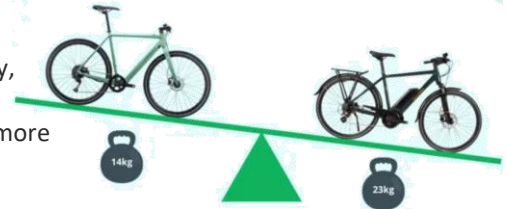
A great ride *Kevin*

Eric Chaney is the Author of the following Articles, mostly assembled from internet research, with links.

Current Trends Shaping the eBike Market.

Improvements in functionality of e-bikes is contributing to their growing popularity, but more significantly:

- lighter eBikes;** developments in eBikes with lightweight materials with lighter more efficient motors requiring smaller batteries create an enhanced overall riding experience, making e-bikes more appealing to a broader range of consumers.
- Battery technology** Improvements will create longer-lasting, lighter and more efficient power sources, allowing e-bikes to cover greater distances on a single charge. Work on developing better [battery chemicals](#) and safer [solid-state batteries](#) is progressing rapidly. Research investment is mainly for the Automobile manufacturers and for fire safety but the eBike and EPT market may see the advancements first because the simple bicycle manufacture is easier to apply the changes to. Not yet – maybe soon!
- Purchasing Incentives:** Many other World Governments (sadly not yet car-centric Australia) are implementing various incentives and policies to encourage the adoption of e-bikes.
- Great safe cycleways for eBikes** as a sustainable, efficient mode of transportation. Governments have and will continue to reduce traffic congestion, improve air quality, promote public health with SAFE Cycleways
- Security for eBikes:** Evolvement of Alarms [electronic tracking](#), identification security measures, Secure Parking... one car park fits 12 to 20 parked bikes. E.g., [Knog Scout Bike Alarm](#) & Finder, Rechargeable.



Requires Apple Airtag
Knog incl tag and alarm

The Hottest Bicycle Tech current Trends:

Bikes: - Commuter/recreation eBikes Light weight (under 18kg), Family friendly Electric Cargo Bikes, Gravel Bikes.

Components: - [Stem Suspension](#), [carbon tooth belt drive](#), [34 to 50 mm tyres](#), [in-frame cables](#), [new seatpost suspension](#), [threaded bottom brackets](#), [electronic gear shifting](#), [new type carbon fibre maybe even 3D printed](#), [crankcase gearbox with motor included](#).

lighter eBikes is the **Trend in Australia's** market, with weights between 14 and 18 kg displacing heavy 22 -28 kg fat tyred bikes. These lighter eBikes are easier handled and more agile, responsive and assist road, commuter, and recreational riders with adequate but less power (torque) and consequently less battery consumption, they feel more like the pleasure of a traditional bike.

Cargo eBikes are a slower to emerge trend in Australia. These [family transport and light commercial delivery eBikes](#) are moving [people and parcels](#) in increasing numbers in cities worldwide where on-street motor vehicle parking has been replaced by safe cycleways by forward thinking Governments.

Australian Governments are sadly, yesteryear thinkers planning for twenty years ahead of 2-ton 1 person per car 3 cars per household. Billions of taxpayer's dollars are financing the use of precious resources with motorways and parking real estate. There is a way to break the negative downward spiral; start with small steps by making timed cycleways permanent (ie. Remove 158 hours per week car park) create more safe cycleways, legislate to allow EPTs on cycleways, require all buses to have 2 or 3 bike carriers on front and to carry folded EPTs, trams and trains to carry Bikes and EPTs, convert some parking buildings floors in the CBD and urban malls to secure bike storage - 25car parks equals 500 bikes parked double decked.

AU\$20,000,000,000 budgeted to spend in South Australia for motor vehicle infrastructure over 10years when only **01.7%** of that (i.e., \$340 million or \$20 per head of SA Population per annum) will produce a better result by supporting sustainable, safe, environment friendly, health promoting transport systems for bikes and EPTs and public transport. While I am on a roll, fast trains intercity, hydrogen fuel cell electric trains, reinstate many train lines, and fuel cell delivery trucks please. – imagine regular fast train services carrying passengers and all-but bulk freight intercity thus removing those B-Trouble Trucks.

REGULATION of eBIKES The world has incredibly diverse views of Electric Personal Transport. Many countries limit the power that eDevices may have, as a means of demarcation of what is a motor vehicle requiring a license to drive and be registered to be on public roads. Power Wattage set too low inhibits the purpose of the device. Australia at 250 W is one of the most restrictive.

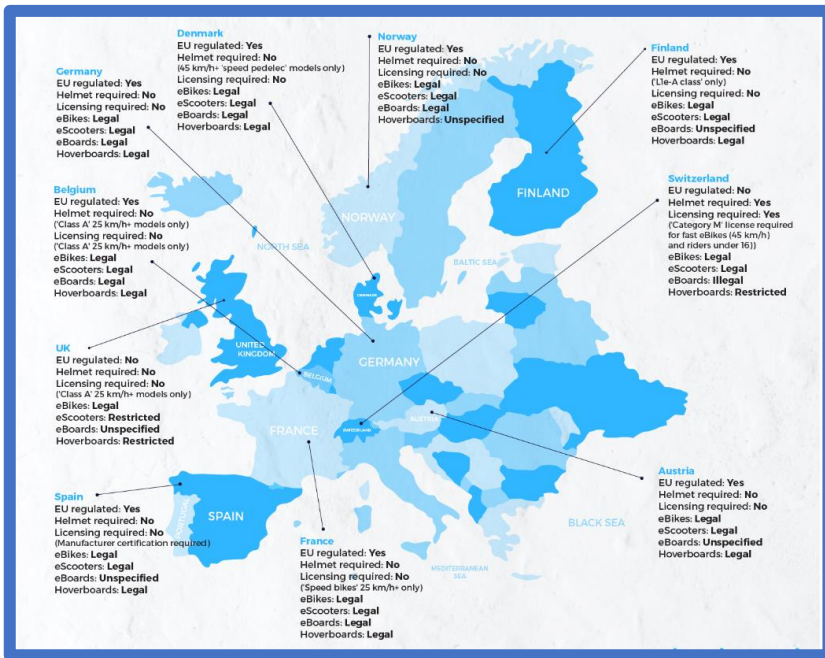
EU Regulations: Guide to PEV & Electric Bicycle Laws in Europe [As of August 2021]

Department for Transport	2 Wheels (L1e, L3e)	Department for Transport	3 Wheels (L2e, L5e)	Department for Transport	4 Wheels (L6e)												
	<p>Powered Cycles (L1e-A) Pedals Power up to 1000W (Electric or combustion) Power assist cuts off at speeds above 25 km/h Can also have 3 or 4 wheels</p> <p>Mopeds (L1e-B) Power up to 4kW Max speed 45 km/h</p> <p>Motorcycles (L3e) 3 sub categories</p> <table border="1"> <tr> <td></td> <td>L3e-A1</td> <td>L3e-A2</td> <td>L3e-A3</td> </tr> <tr> <td>Power</td> <td>≤11kW</td> <td>≤35kW</td> <td>>35kW</td> </tr> <tr> <td>Power to weight</td> <td>≤ 0.1 kW/kg</td> <td>≤ 0.2 kW/kg</td> <td>-</td> </tr> </table>		L3e-A1	L3e-A2	L3e-A3	Power	≤11kW	≤35kW	>35kW	Power to weight	≤ 0.1 kW/kg	≤ 0.2 kW/kg	-		<p>Mopeds (L2e) Mass in running order ≤ 270kg 1-2 seats</p> <p>Tricycles (L5e) Mass in running order ≤1000 kg Maximum 5 seats (2 for commercial trikes)</p>		<p>Light quads</p> <ul style="list-style-type: none"> maximum design speed ≤ 45 km/h mass in running order ≤ 425 kg engine capacity ≤ 50 cm³ if a PI engine or engine capacity ≤ 500 cm³ if a CI engine maximum of two seating positions <p>Light Quad A Power ≤4 kW</p> <p>Light quadri-mobile (L6e-B) enclosed passenger compartment maximum power ≤ 6 kW BP- passenger BU- Goods</p>
	L3e-A1	L3e-A2	L3e-A3														
Power	≤11kW	≤35kW	>35kW														
Power to weight	≤ 0.1 kW/kg	≤ 0.2 kW/kg	-														

Department for Transport	Out of Scope
	<p>EAPC Electric assist, power ≤ 250W (UK 200W) Pedals Power cuts off when speed exceeds 25 kph</p> <p>Self balancing vehicles</p> <p>Maximum speed not exceeding 6 km/h</p> <p>No seating position vehicles equipped with any seating position of the driver or rider having an R-point height ≤ 540 mm in case of categories L1e, L3e and L4e or ≤ 400 mm in case of categories L2e, L5e, L6e and L7e.</p> <p>Vehicles intended exclusively for physically handicapped</p>

Country	Motor Allowance	Top Speed	Pedal Assist Allowed	Throttle Allowed
USA				
Class 1	750W	32 kph	Yes	No
Class 2	750W	32 Kph	Yes	Yes
Class 3	750W	45 kph	Yes	Yes (up to 32 kph)
Class 4	> 750W	45 kph	Yes	Yes
Canada	500W	32 km/h	Yes	Yes

! Class 4 eBikes in the United States are classified as an electric motorcycle or moped and thus require corresponding documentation, registration, and insurance.
! While pedal assist would technically be legal on a class 4 ebike, bikes classified in this class generally do not come with pedal assist and are throttle only.



Country	vehicle	Status	Min Age limit	Max KPH	Safety Gear	license	Registration	notes
Australia	BIKE	✓ All States	none	Posted limit	Helmet	No	No	As fast as you can pedal to posted road speed
	Pedalec	✓ All States	none	25	Helmet	No	No	250 W continuous motor output
	TEB(throttle)	✓ All States	none	6	Helmet	No	No	200 W continuous motor output
	EPT	✓ QLD, ATC, WA	12-16	25	Helmet	No	No	✓ all states rental scooters
New Zealand	BIKE	✓ All NZ	none	Posted limit	Helmet	No	No	As fast as you can pedal to posted road speed
	Pedalec	✓ All NZ	none	32 or unlimited	Helmet	No	No	300W fast as you can pedal to posted road speed
	TEB(throttle)	✓ All NZ	none	6	Helmet	No	No	Throttle only to 6kph
	EPT	EScooters footpath	NS	NS	Helmet	No	No	wheels < 355mm (14") motor maximum 300W.
Some of The rest of the World EPAMD (eScooters etc)				NS = Not Specified				
Japan	Classified motorcycle Road Only	NS	NS	NS	No	YES	Yes	
Mexico	Allowed footpath and Road	No	NS	NS	No	No	No	
Argentina	Allowed on Bikelane	16	25 kph	25 kph	Helmet	NS	NS	
Brazil	Allowed on Slow Road 40kph	16	13 kph	13 kph	Helmet	NS	Yes	

Wattage defined: A theoretical upper limit to the maximum power output can be determined by multiplying the battery voltage by the controller's maximum amperage output and the motors peak efficiency. E.g., a 600W motor with a peak efficiency of 90% and a 12V battery with a controller that has a maximum output of 21amps creates a maximum controller power output of 252W. Also considering the motor efficiency the maximum power output is 227W, even though the motor alone has a potential output of 600W. i.e., 12v x 21 amps = 252W x 0.9 efficiency = 227W nominal maximum motor power.

The world is divided on NAMEs for Electric Personal Transport and Electric Bicycles:

Acronym	Description powered: scooter, monowheel, skateboard, segway, hoverboard	Acronym	Description Bicycles
EPT	electric personal transport	BIKE	Traditional Bicycle, Push Bike, Normal Bicycle
PEV	personal electric vehicle but also plug-in electric vehicle	PEDELEC	power assisted bicycle
PET	Personal Electric Transport	PAB	power assisted bicycle
WRD	Wheeled Recreational Device	EPAC	electrically power-assisted cycle
EPAMD	Electric Personal Assistive Mobility Device	TEB	Throttle-only electric bicycle – you add power without peddling
RMS	Rechargeable Motorized Scooter	AB	Acoustic Bike, name for non-electric bicycle source: electric v Acoustic Guitar
SBD	Self Balancing Devices	AB	Analog Bike "not involving or relating to the use of computer technology".
LPV	Low Powered Vehicle	EBIKE	Refers to pedelecs and throttle only bicycles in some countries

[A policy review of electric personal assistive mobility devices \(sciencedirectassets.com\)](http://sciencedirectassets.com)

There is a lack of recognition of Electric Personal Transport (EPTs) by Governments across Australia! **EPTs are not TOYS!**

This is not a Hula Hoop or Barbie Fad - Fads are driven by our fear of not being a part of the "in" crowd. The purchase of EPTs is not fad driven. It is a genuine desire to have sustainable convenient personal active transport to avoid the high cost of transportation. There are many buyers who altruistically are considering Australia's environment, health, and economy along with an effective way to minimize travel times and reduce their real estate needs. Public transport is an answer but not the only answer but multimodal transport with bikes on buses, trams and trains is desirable. Private sales of eBikes and EPTs is accelerating exponentially, they demand detailed and consistent legislation across Australia to ensure the adoption and implementation of these devices is safe and appropriate. We seem locked-in on profiteering rental eScooter trials with hirers leaving scooters littering all over the footpaths. Often ridden badly with two up and without helmets. Lack of clear legislation and adequate policing is encouraging hoons to buy overpowered EPTs and riding them dangerously, creating public resistance to EPTs.

Hi Fellow Members,

Thank you to the PERFECT Team for regularly providing articles and Kevin this month, plus the NZ tour Articles in April - keep them coming. Please contribute some articles we need your wider views. If you rode your bike in another State or Country tell us about it. If you have a pet gripe about cycleways or a lack thereof, tell us about it. If you have some technical knowledge or experience about bicycles tell us, please.

I do express opinion in articles - I own that opinion as would any contributor. To ensure you are not misled, opinions expressed in the newsletters are not SARCC opinions per se. Eric