



ANNUAL GENERAL MEETING



Cumberland Arms Hotel
205 Waymouth St,
Adelaide

AGM Tuesday 21st November 2023 7:30pm at the CUMBY

Our SARCC Annual General Meeting will be held on Tuesday 21st November 2023, at 7.30pm, in the upstairs room at the Cumby. We require a 15-member quorum. Maybe eat at the Cumby first and bring a beverage into the meeting which will start at 7.30pm.

We will: • vote on two constitutional changes. • elect a committee for 2024.

- Hold a general business discussion – you may speak up. • listen to a speaker on an overseas cycling trip.

The Committee has proposed two constitutional changes:

- That the committee is empowered to make changes to the annual membership fee.

Two years ago, our insurance premium jumped from \$1000 to \$2500, your Committee needed a general meeting to raise Subscriptions to meet the exorbitant unexpected increase (SARCC had a perfect no claim record) - luckily prior good management reserves were available.

- That SARCC convert an elected general committee role to the vice president elected role. (requires multiple resolutions)

The new Vice President (VP) role is primarily about support. Our Presidents are often adventurous tourers and that makes it advantageous to formally fill their absence. VPs can have specific tasks assigned, they work closely with President and Executives to ensure that the Club runs smoothly in particular compliance with SARCC ethos and constitution. It can serve as an apprenticeship.

Sunday Pleasure Rides: Organiser – Helen Tetley

October 29th 2023 No Leader Volunteered (SARCC Canberra & Myrtleford Tour in progress)

Meet at Victoria Square at 10am. Come with suggestions. Decide the route & leader on the day. *4 members enjoyed a return ride to brighton.*

November 12th 2023 No Leader Volunteered (SARCC Canberra & Myrtleford Tour in progress)

Meet at Victoria Square at 10am. Come with suggestions. Decide the route & leader on the day.

November 26th 2023 Semaphore Meet at Victoria Square at 10am. Ride to Semaphore for lunch. Back via Military Road and Marlborough Street to the Torrens Linear trail and on to Troppos for coffee. Flat ride of around 40km. *Angela R 0418 852 659*

December 10th 2023 President's Christmas Ride TBA *Marienne Hibbert 0425 781 514*

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

| | | | | | |
|----------------------|---------|--------------|--|---------------------|--|
| Nov 9 th | John G | 0404 081 724 | 10 a.m. Woodside Pool car park | Some unsealed roads | |
| Nov 16 th | Di | 0424 957 532 | 10 a.m. Woodside Pool car park | Some unsealed roads | |
| Nov 23 rd | Kevin B | 8388 1852 | 10 a.m. Woodside Pool car park | Some unsealed roads | |
| Nov 30 th | Trevor | 0401 717 031 | 10 a.m. Woodside Pool car park | Some unsealed roads | |

PERFECT ride Start at 9AM November 3rd Meeting Point Hill Street Kapunda (near the Museum) 70 km with 730 m of downhill. Mostly hard pack with some tracks and a little bit of bitumen.

Mt Buller – Victorian mountain biking in summer Dates : January 15 to 22, 2024 **Leader:** Marienne 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 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. Marienne 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.

Western Australia 2024

We are planning 3 tours in Western Australia in April and May 2024. Expressions of interest are now being sought for the following.

1. A leisurely [Exploration of Perth and Surrounds, Mainly on Bike Paths](#)
2. Bikepacking for [11 days of the Munda Biddi MTB trail in WA](#) and
3. [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 at a later date.

Myrtleford October 2023

Ros Reports that: "I'm happy to report that the Murray to Mountains Myrtleford bike tour turned out to be a seamless and most enjoyable week of cycling without any injuries or incident of a mechanical nature.

There were 16 participants and I led every ride over the six-day program which, apart from one loop ride, entailed simple out and back routes to avoid any car shuffles, however the interesting trails and tracks and spectacular passing scenery provided a superb cycling experience in any direction.

I've received very favourable feedback and lots of compliments.

We're now on our way to Canberra..."

Myrtleford October 2023



Near Wandiligong



Venturing off the rail trail



Near Myrtleford



Everton Railway Station



Lake Buffalo



The dam wall, Lake Buffalo



Meeting Ned in Beechworth and...



The Stanley Pub



Coffee Chakra



Leaving Harrietville on the GVT

SEDAN – Murray River via Wombat Sanctuary and return.

PERFECT Ride Sunday 8th October 2023

At the start of the ride Bruno gave some history of Sedan. When it was first laid out it was planned to be the major town of the Murra Valley but never boomed as hoped. It did house the Local Council for some time, however.



We took the Halfway House Road out of town (presumably named after a stopping point on the road from Morgan to Adelaide.) and turned off at the imaginatively named “Dry Weather Road”. Obviously had a sign on it years ago as a warning, so that was used as the name. This was a generally downhill track that was very sandy in places. OK on the Ebike as it was relatively easy to flip on power mode and power through the hard bits, but the others found it more difficult. The first Wombat burrows were seen on this stretch including one that was roadkill.



The route then took us onto a well made road imaginatively called “School Bus Road”

This then took us to 20 km of straight Moorundee Road generally downhill all the way to the river alongside the Wombat Sanctuary. Normally 20 km of straight road would be boring but not this stretch. -Sandy track, many sand drifts, wombat burrows and trees blown over the road – interesting riding. Obviously, the wombats aren’t trained as there were many burrows outside the fence!



Eventually we reached the bitumen road along the Murray and had lunch on the banks of the Murray near the Pumping Station. (A very steep climb to get back to the road!) This pumping station supplies water to most of the settled areas north of Adelaide including York and Eyre Peninsula. Very sobering to realise how much our state relies on the Murray.

The ride back was uneventful until we came to a section where the track had been closed off by a bulldozed area with pipes and other machinery stored. There was a track around these obstacles but quite obvious that the farmer didn’t want us to go through. We took the prudent measure of heading for the parallel bitumen road 2 km south. Kevin decided that we needed to lift the pace to get back to Sedan to allow enough time for the obligatory debrief section. He sat on 25kph the whole 14 km back to Sedan. He judged the pace extremely well sitting on the max speed that the ebikes could muster.

A good days 70 km ride with great company

Peter H

Eric Chaney is the Author of the following, hopefully **thought-provoking** Articles, mostly assembled from internet research, [refer blue links](#). If I do express an opinion in an article – I own that opinion as would any contributor. The opinions expressed in the newsletter articles are not SARCC opinions per se. **Eric**

Bicycles, Pedelecs and Electric Personal Transports (EPTs) need five regulations resolved by our Australian Governments **ASAP!**

1 Speed regulation. It isn't about restricting the type of vehicle but where the vehicle is being driven or ridden. Your Car can probably reach 160kph, and has no constraint on its power supply (a tiny Toyota Yaris has 51,000 W while your pedelec has 250 W) but the Yaris is only restricted to the posted speed limit of the road – why treat Bicycles, Pedelecs and EPTs differently?

Eric's Recommend carriageway limits: (always helmeted) [E.g., Conversion 15 kph = 9.3 mph, 20 kph = 12.4 mph, 25 kph = 15.5 mph, 32 kph = 19.9 mph]

- (a) 15 kph on footpaths. (E.g., we walk 5 kph, jog 10 kph, run 15 kph.)
- (b) 20 kph on Shared paths >3.5 metre wide with centre line or one-way (if bidirectional and no centre line it is 15kph - KISS.)
- (c) 25 kph on-road or dedicated cycleways.
- (d) 32 kph on rural trails or posted speed limits.
- (e) Posted open road speed limit for bicycles and Pedelecs and only where there is no adjacent open cycle lane.
- (f) ETPs not permitted on open roads unless specifically licensed to do so and wearing a uniquely numbered vest.

2 Eligibility to ride or Drive is complex and controversial: The holder of a Full driver's licence or L, or P, can ride Pedelecs and ETPs on any public thoroughfare unless expressly prohibited, e.g., an expressway Tunnel. EPTs and eBikes can be ridden on public shared path or cycleway by a 10-year-old with certified competence, (competence certificate issued by Peak Active Transport entity e.g., BikeSA). A certified EPT over 16-year-old rider wearing a distinct license numbered vest may ride on the open road, (The ability to balance, manuver and stop at speed over 25km on EPTs on open roads requires specific licensing.)

3 Registration of EPTs to be on public thoroughfares. Bicycles and EPTs are identified by a VIN (vehicle identification number). The purpose of registration is to assist proof of (a) ownership (b) policing (c) taxing. Registration also ensures through design rules that the vehicle is:

(d) certified and safe to be sharing the road. (e) Design rules differentiate the driver's license skill set required for the described EPT.

Your Car ownership is prima facie established by linking the VIN and vehicle description to the owner. There is some merit in a voluntary register of bicycles pedelecs and EPTs maintain by the Peak Active Transport Entity in each State and interlinked nationally.

(a) Policing number plated motor vehicles grants the ability to fine the vehicle registered owner by recognising its unique numberplate and trusting the registered owner identifies the driver correctly (hidden behind the windscreen) or pays a penalty. With eBike or EPT the offending rider is fully visible and identified or photographed by the policing authority. Attaching a QR code underneath and on top of all sustainable transport would prove acceptable as long as it doesn't become yet another Taxing authority.

(b) Registration tax funds some of the road's maintenance and construction, the balance of the cost of public thoroughfares is via fuel taxes plus a large amount of general taxes. There's an expression that roads are designed for Semi Trucks, not cars. Each Semi does 1600 times as much damage to the road as a standard passenger car, which the [Generalized Fourth Power Law](#) points out does 50,000 times as much damage as a bike. Have you noticed the wave like pavement at bus stops and at traffic lights on arterial routes and broken edges on interstate highways. Note, a well-built cycleway can survive for centuries. Essentially there is no reason to tax bicycles or EPTs. There is a valid reason to install Road User Charges for all cars (Electric Cars have no fuel to tax). Taxing with Road User Levies all heavy vehicles, buses and trucks and road trains [Equalising truck road user charges](#) will bring trains back into existence.

(c) Vehicle Certified and safe to be sharing the road: Cars, trucks, Motorbikes are certified as complying with **Australian Design Rules** by the manufacturer or seller and by random inspection verified as continuing to comply. I recommend an eBike or EPT have a clearly marked readily scannable QR code visible from underneath and on top of the device stating its compliance with an appropriate Standard. This QR certificate to be generated by manufacturer or issued by Peak Active Transport entity (eg. BikeSA) and renewed at 5-year intervals. Any ebike or EPT not complying with its ADR must be registered as a motor vehicle if it can pass the ADR for a motor vehicle. An EPT maybe ridden only on roads with a cycleway or Shared paths. Bicycles and pedelecs can be ridden on all public roads and footpaths. An exemption may be granted to ride EPTs on road if rider is certified and wearing the distinctive correct EPT vest.

(d) Driver's license skills set required: Only certified eBikes or EPTs may be ridden by a licensed driver on cycleway or on Shared paths or by a certified competent 10-year-old. All Bicycles, Pedelecs and EPT riders must wear helmets, be drug and alcohol free, and not communicating on handheld mobile technology. (A certified EPT rider wearing a distinctive certifying vest may ride on the open road. [Note: steering and stopping is often by body movement on an EPT i.e., the gymnastic ability to finitely balance,] manoeuvring and stopping at over 25km on EPTs requires specific skill testing on each device type: scooters, segways, skateboards, hoverboards, etc.)

4 Insurance. Most countries worldwide require no insurance for electric scooters, neither for the scooter nor for the rider. The only notable exception is in USA, but they allow high powered scooters that would be registerable mopeds in Australia. Government Mandated Insurance for Pedelecs and EPTs would be draconian and unmanageable without compulsory registration. Encouraging insuring through state peak sustainable transport bodies would be reasonable given the likelihood of 3rd party claims is about on par with loaded shopping trolley impacts. Personal Injury insurance is more likely to be rather expensive but should be encouraged. Insurance for the scooter itself is an option in most countries, and bodily injury insurance while riding an electric scooter is available.

5 Design rules and criteria.

Defining Bicycles, Pedelecs and EPTs:

- Must have a safe fully **supportive frame** and competent **steering mechanism**, efficient **brakes**, a working bell, or similar **warning device**,
- Must have **front and rear lights** visible at least 200 metres when riding at night and a **red rear reflector** that is clearly visible for at least 50 metres.
- Must not be throttle only as a Pedelec (exempt up to 6kph).
- Must not be electrically powered greater than **300W** (500W for cargo and Family bicycles). Internal combustion engines on bicycles & EPTs is illegal.
- Must affix bottom and top a QR code certifying compliance to the above rules from a registered certifier or manufacturer.

Bicycles, Pedelecs and EPT Riders must: (Penalties include driver's license demerit points, extended L or P provisional license times and fines)

Abide by the same road rules as car drivers.

Ride the correct way along bike paths.

Always one hand on the handlebar or remote controller in hand.

Not use a mobile phone nor be intoxicated while riding.

Not ride more than 2 people side-by-side, and no more than 1.5 metres apart.

Not hold on to a moving motor vehicle, nor follow closer than 2 m.

Not lead an animal while riding— (no taking your dog for a run)

Not carry another person unless designed to do so (tandems, cargo bikes)

Have a look at what we cyclists might be more safely sharing city roads with soon.

[Click the image to have a look](#)

An SEV is a Specialist and Enthusiasts Vehicle in Car-centric Australia. In the rest of the world, an SEV is a Small Electric Vehicle. SEVs are defined as vehicles with a maximum speed of 50 km/h and a lower power output and much lighter than a Tesla3. [Micro-cars, mini-EVs](#), tiny cars, NEVs (neighbourhood electric vehicles), LSVs (low-speed vehicles), SEVs, and other names add to confusion in this growing industry. SEV Dimensions: length 2.4 to 3.6m, width approximate 1.35m, height 1.5m, range 100 to 200km ability to achieve minimum speed 32kph max 50kph. Most SEVs have 2 seats with a small luggage compartment, not a full family transport nor interstate traveller. A vehicle with a very small footprint in size and weight. Two or three can park where one SUV currently parks and low weight equals less road maintenance. SEVs are urban, dry, highly manoeuvrable, transporters that fit in small parks and run at sensible safe speeds at extremely low running costs.



If people are hit by a car travelling with a speed of:

| | |
|----------|--------------|
| 32 km/hr | 9/10 Survive |
| 48 km/hr | 5/10 Survive |
| 64 km/hr | 1/10 Survive |

Cars can't come to a complete stop until:

| | |
|----------|-----------|
| 32 km/hr | 12 meters |
| 48 km/hr | 23 meters |
| 64 km/hr | 36 meters |

Reducing speed limits to even 32km/h in dense urban areas: CBD, high pedestrian zones, school zones, shopping precincts and local traffic areas will reduce deaths and severe injuries. Surprise, you will get to your destination at the same time as travelling in short bursts of 60km/h.

In 2017 Adelaide average daily [commuting time was 56 minutes](#) the Australian census 2016 says we [commute in Adelaide 13.8 km](#) (estimate 14 km 2017) that means we travel at an average speed of 15 kph, [confirmed by RAA Survey 2018](#). A speed comfortably achieved on a Bicycle, eBike, EPT and an SEV. (If you choose the uncovered pedelec or EPT and it rains, commute home multimodal.)

I started to write an article about Micro-EVs because the current electric cars on sale are so expensive? We all have different ideas of what 'affordable' means. New electric cars (tax included prices) exceed AU\$40,000 which means zero emissions motoring remains out of reach to many. Maybe [AU\\$16,000 SEV](#) will attract with our 90% urban travel. ICE cars rely on complex engines with numerous interconnected components, EVs streamline the process by harnessing the power of electricity to propel the vehicle forward. This reduction in moving parts brings several benefits, increased reliability, lower maintenance costs, vastly improved energy efficiency.

The research: Why are electric cars so expensive to buy? Nine industry standard reasons: (The BATTERY is the most expensive culprit)

1. They Have Expensive Batteries – [even though Li-ion batteries dropped in cost 88% over last decade.](#)
2. The Motors Are Expensive – [but with four times the life of internal combustion engines \(ICE\).](#)
3. The Body and the Chassis Are Built Differently – [actual manufacturing assembly except for battery cost is cheaper.](#)
4. They Need Sophisticated Software – *really? Why do EV drivers need more entertainment diversions.*
5. High Research Costs – *higher than what? Turbo, dual clutch, CVT, Front wheel Transmissions, etc - No, it's just an electric motor.*
6. The Drivetrain Is Expensive – *OK fair enough the battery is the biggest cost of all?*
7. Long Term Electric cars are cheaper - *particularly if you charge on your surplus household generated solar electricity.*
8. High Insurance Costs – *EVs cost more, and Insurance Entities have the [fallacy of explosive flammability excuse.](#)*
9. Level 2 Home Chargers are Expensive to Install – *Agreed-hardly new technology but, if you want you pay.*

Then I started to read the data on Small Electric Vehicles SEV, often ironically called Sustainable Urban Vehicles SUV.

I will leave it to you to read and hope somebody will make sense of the web based data presented.

1. [Small Electric Vehicle – an international view on light three and four wheelers.](#)
2. [SMART TRANSPORT & MOBILITY SYSTEMS Australian report \(electricvehiclecouncil.com.au\)](#)
3. [What is Smart Mobility and why it is important | iMOVE Australia](#)

Videos interesting to watch: [Top 10 Small Electric Cars](#) [10 Tiny Electric Cars for Urban Mobility](#) [The next size up with 4 seats](#)



I have a vision that someday an all-purpose **light, affordable, aircraft transportable, pedelec** will be available that:

- ✓ **Weighs between 12 and 18 kg** (i.e., handles like a real bike),
- ✓ **Belt drive** (with [longevity low maintenance & clean](#)),
- ✓ **Handlebar suspension** (in [head stem](#) or [steerer tube](#)),
- ✓ Option of **drop or straight** handlebars at same price.
- ✓ Mid motor **40-60 Nm** ([light weight](#)) or [motor+gearbox](#)
- ✓ 70mm wheels (*with go anywhere [35 to 50mm tyres](#)*)
- ✓ **Removable Battery** (*Mounted in U shaped down tube*).
- ✓ Fitted with rack mount points ✓, lights, ✓ Thru Axels
- ✓ **Seat post suspension**, Light weight parallelogram!
- 1. *Soon Hydraulic disc brakes with [anti-lock braking ABS](#), please.*
- 2. *Soon Hub gears or mid gearbox (with a [gear range of 500%](#)),*
- 3. *Portable Battery (3 x 99 Wh connecting tubular [cassettes for air transport](#)).*

All except 3 items already exist. Choosing a carbon belt needs a horizontal drop-out chain stay and a hub gear system - challenging. Hydraulic [disc brakes with ABS](#) exist but not yet on open market. Affordable [Shimano Nexus Ebike 5 speed 2 kg](#) 263% hub gears are available ([Alfine11 not eBike strong enough](#)), Shimano may need to team with a strong two speed hub device **1.8 kg** to be 500%. Not a seat post dropper because it isn't practical with a parallelogram seat post suspension. A potential is [Pinion motor and gearbox](#) with nine gears with a range of 568% and 85 Nm of torque with weight of **4.0 kg**.

Other 85Nm Motor only: Bosch, Shimano, Yamaha **3kg**, and 50Nm+: Motors Brose1.1, Fazua **2kg**, or new [Mavic X-tend 1.2kg](#) motor. An average weight for an aluminium bike without a motor is **9.8 kg** and in carbon fibre **8.2 kg**.

I envisage 3 individual battery barrels interlocking. Each barrel is 9cells x 3.60volt X 3075mAh = 100Wh each with BMS 1350mm long. For transit and cluster charging the battery barrels come in an insulated, sealed container, weight **2.2 kg**. Complicated with 13 X 3.60V = 48volt x 3075mAh = 148Wh we have room for 3 barrels of 9 allowing us to generate 296Wh – electricians can interpret the wiring.

A Light weight, air-transportable, eBike is achievable with current technology; with motor-gearbox or the light mid-motor with a hub gear box, electric shifting, albeit it will require a smaller battery, no MTB suspension, sensible tyres, go anywhere but it is not an MTB.

Simplified Examples: (and 1.6 kg lighter but a lot less affordable in Carbon fibre)

- Bike **9.8kg** plus motor-in-gearbox **4.0kg** plus battery **2.2kg** total **16kg**.
- Bike **9.8kg** plus motor **1.2kg** plus hub gears **3.8kg** plus battery **2.2kg** total **17kg**