

WE ARE

STRONGER
TOGETHER

The Group about to depart on ACTA's April Northland Supported Tour



**YOU CAN'T
BUY HAPPINESS
BUT YOU CAN
BUY A BIKE
AND THAT'S
PRETTY CLOSE**



*Better than
medication
Cheaper than
a therapist*



Above: A Coastal Morning Tea on way to Russell, Paihea and KeriKeri

**You don't quit riding your bike because you get old,
you get old because you have quit riding your bike!**



August 2018 Spokesman Contents...

CONTENTS	Page(s)
Your Committee April 2018 – March 2019	3
Regular Club Rides	3
Disclaimer	3
ACTA SAFETY GUIDELINES	4
Editor's Comments	5
Message from Your President	6
Obituary: Ron Shipton former Life Member	7 - 9
Impressions of the ACTA Northland Supported Tour Wed 4 – Sat 14 April 2018 by Brian Alexander and Sarah Ley-Bucherer	10 - 17
Impressions of the ACTA Rotorua Weekend Ride Sat 5 – Sun 6 May 2018 by Lynda Langridge and Louise Sinclair	18 - 22
Winter Solstice Tour Palmerston North Region Wed 20 – Sun 24 June by John "Sloop" Briers and Sarah Ley-Bucherer with picture contributions from the Group	23 - 29
Cycle Touring – What to Take and How to Pack researched by the Editor with contributions from some "well-seasoned" ACTA Tourists and acknowledgement to "Adventure Cycling" Tours Department	30 - 33
Auckland Transport (AT) Cycling Information by Debbie Lang Regional Coordinator Team Leader, Walking and Cycling	34
SNIPPETS	35
❖ Official New Zealand Cyclist's Code	35
❖ Auckland Transport Alignment Project (ATAP) (Source: Bike Auckland)	35
❖ Wellington Harbourside New Bike Path (Source: Wellington City Council)	36
❖ Cycling Contribution to New Zealand's Tourism Industry (Source: Tourism New Zealand)	36
❖ Time to Harden Up and Get On Yer Bike (Source: Matt Heath NZ Herald)	37 - 38
UPCOMING EVENTS	39
❖ ACTA Cycle Weekend Mangawhai Frid 10 -Sun 12 August 2018	39
❖ ACTA 4 Day Coromandel Cycle Tour 22 – 25 September 2018	39
❖ ACTA WAIRARAPA Supported Cycle Tour 2 – 11 November 2018	39
❖ ACTA Cycle Weekend Waikaretu – Raglan 16 – 18 November 2018	40
❖ BDO Lake Taupo Cycle Challenge Sat 24 November 2018	40
❖ ACTA Northland Weekend Twin Coast Cycle Trail 30 Nov -2 Dec 2018	40
TORTURE! More Groan Worthy Cycling Jokes	41
Contributions to the SPOKESMAN	42



YOUR COMMITTEE APRIL 2018 – MARCH 2019

PRESIDENT	Annette Collins	021 257 7365	president@acta.org.nz
SECRETARY	Carolanne Oosterdjik	021 212 1828	info@acta.org.nz
TREASURER	Geoff Phillips	022 301 1604	treasurer@acta.org.nz
COMMITTEE	John Billinge	021 039 7164	johnbillinge@gmail.com
	Ron Jackson	027 611 1013	rojac@xtra.co.nz
	Sarah Ley-Bucherer	027 576 7155	sley@xtra.co.nz
	Richard Oddy	027 293 6096	richard.coinago72@gmail.com
	Louise Sinclair	021 268 1155	info@climbingjack.com
	Ron Smith	09 815 1043	ron_n_smith@hotmail.com
RIDES LIST	Bruce Rankine	027 472 5067	rides@acta.org.nz
EDITOR	Stuart Andrews	021 185 3088	editor@acta.org.nz

www.acta.org.nz

REGULAR CLUB RIDES

Saturday rides depart at 9:00am from regular departure points around the city. These rides include a mid-ride café stop, so remember to bring a few dollars. Rides are about 30-40kms and are usually completed by midday. For detailed ride information, view the Club's website and select 'Rides Programme' from the menu.

Sunday rides depart at 9:00am from differing venues. This is an all-day ride, usually in the country, and can be anything from 50-100kms. A café stop is hopefully included mid-morning. Also, remember to bring your lunch! For detailed ride information, view the Club's website and select 'Rides Programme' from the menu.

Wednesday rides leave at 9:30am from either the Bakehouse Café, Kumeu or the Kauri Gum Store Café, Riverhead. You will be advised which has become the official starting point. This is a ride in the country and can be anything from 30 - 60kms, including a mid-morning café stop. Remember to bring your lunch!

1st Wednesday Month Ride 9.30am departure from somewhere in central Auckland (often from the CBD Ferry Terminal). Members are advised of details in advance.

3rd Wednesday Month Ride 9.30am departure from Ron Keat Drive, Papakura at the back of the railway station. This ride will wait for the 9.20am train to arrive. A leader will be decided on the day but Bill Pepler, peplers@ihug.co.nz, 09 266 6846, 021 073 7019 is the coordinator and contact for new people who want to try out this ride. **NB: Despite the 1st and 3rd Wednesday rides, the usual Wednesday rides from Kumeu/Riverhead remain unchanged.**

Disclaimer: The opinions expressed in this magazine are those of the contributors and do not necessarily reflect the views of the ACTA editor and/or ACTA Committee. Readers should exercise their own judgement when considering technical matters or any other information/advice.

ACTA SAFETY GUIDELINES

YOUR BIKE.

- Keep your bicycle well maintained.
- Especially tyres – check for sufficient tread and no major cuts
- brake blocks not worn and cables not frayed

YOU, THE CYCLIST

- Wear high visibility clothing and/ or a large reflector or rear light
- Obey the Road Code, especially traffic signals and stop signs
- Keep well to the left (be aware of potholes and gravel on the road edge)
- Ride single file when there is other traffic on the road or visibility is restricted.
- Communicate intentions and hazards.
- Give voice signals. e.g. “stopping”, “slowing”, “car back”, “pothole”
- Give clear hand signals for turns and hazards
- Stop off the road and away from intersections
- Ride within stopping distance of the cyclist in front.
- Pass on the right - never the left!
- Know your own ability: is this the right ride for you?
- Groups to appoint a ‘tail end Charlie’ and riders made aware of him/her.
- Notify the leader should you leave the group early.

***On a ride you are ultimately responsible for your own safety.
e.g. don't just follow the rider in front across a busy road assuming it is safe, always
lookout for yourself***

WHAT TO BRING.

- A spare inner tube of the correct size, pump and tyre levers (3).
- Basic tools and know how to use them.
- Sufficient food and drink, some money and a mobile phone.
- Clothing appropriate for the forecast. (Our weather can be very changeable)
- ID and emergency information.
- (Ride Leader to carry First Aid kit and have basic cycle maintenance skills)

Enjoy your ACTA rides

Hi and welcome to your August Spokesman...

I draw your attention to the previous page being *ACTA SAFETY GUIDELINES*, which will be a permanent fixture in future issues of the SPOKESMAN. These Guidelines were developed by a Sub-Committee with special thanks going to Richard Oddy. The Committee hopes that these Guidelines will serve as a good reminder for your safety when riding with ACTA. ACTA values all its Members and wishes to ensure that they all remain safe and enjoy ACTA rides.

The previous May Issue of the SPOKESMAN contained Obituaries for two Life Members being Denis Gothorp and Bryan Taylor. Sadly, just after the May SPOKESMAN was issued, we lost another stalwart Life Member being Ron Shipton. His Obituary is included in this August issue. While all three Life Members are an undoubted loss to ACTA, we are fortunate that they were all interviewed prior to ACTA celebrating its 60th anniversary in 2009 thereby providing us with historic information of our wonderful “club”. For your information, your Committee is preparing for our Club’s 70th Anniversary next year (2019) including historic information in a special anniversary magazine, an anniversary bike ride and a celebratory meal to which all members would be invited.

My wife, Gaye, and I will be in Europe from 12 July to 14 August 2018. The prime reason is for our son’s wedding in the UK in early August. After the wedding, we will be cycling in Croatia and I hope to be able to give you my impressions of this ride in Croatia in our November Issue. While this August Issue has been edited and completed by me and proofread prior to our departure, I will be relying on our wonderful Secretary, Carolanne, to arrange for its distribution in early August to all members including those few who receive hardcopies because, I will still be away overseas at the time.

I hope you enjoy this August Issue and I wish to remind Members that I look forward to receipt of:

- (1) an article of your impressions of an ACTA ride including titled pictures;
- (2) any news items related to cycling that may be of interest to Members and can be included under “Snippets”; and
- (3) any comments you may wish to convey in the form of a Letter to the Editor.

Just a reminder that *The SPOKESMAN* is issued in February, May, August and November.

Happy reading, and I hope the forthcoming issues are of interest to you. Also, *happy riding!*



Message from your President...

Quarter 3 2018

This quarter, unfortunately, had us saying goodbye to the 3rd Life Member to pass away in 2018. Stu has included a fitting obituary to Ron Shipton who was a long-term member of our association but riding with the group before the time of many of our current members.

Most of this quarter I have been overseas cycle touring so can't really make comment on the New Zealand scene, particularly as this report is written early July just after our return from Stockholm. I hear the NZ winter has been extra cold so far, but typically ACTA members are ignoring it and still out riding frequently and had a very successful Rotorua weekend and Winter Solstice break. I guiltily admit to at these times, cycling in temperatures up to 27 or 28 degrees, so hot that at times we started cycling at 4.45am and so light that even at midnight it was not totally dark!!! All in all, we had only 3 wet days and just one of these where it poured most of the day and we got covered in grit and grime!!! The rest of the time we had perfect weather with our only real irritation being an extra large crop of mozzies to sleep with. The four of us, Steve, JB, Geoff and I, completed our goal of riding from Warsaw to Stockholm in 6 weeks, 2600km. We had an extra 3 weeks for sight-seeing at the beginning and end of the trip. Interestingly my bike, Bonnie, obviously enjoyed it so much that she is still out there riding. We loaded 4 bikes on the plane at Stockholm with our flight going via Dubai, but only 3 bikes came off!!! This was on Wednesday 4 July and 3 days later she has still not been located!! Bonnie is just TOO keen!

The tour group has been busy in our absence and there is a very comprehensive programme of tours and weekends away planned for the rest of the year, so get out and enjoy them. Upcoming events are listed in the back of the Spokesman.

Stu has produced another fine issue of the Spokesman so do read it cover to cover!

Plans are well underway for our 70th Anniversary next year. We are looking for volunteers for cake making/decorating and PR writing/contacts, so please let me know if you can help in these or other areas.

Cherry Cycling

Annette





OBITUARY



Ron was born on January 15 1932 as the 4th child to Henry Thomas Shipton and Annie Elizabeth Shipton at Woolwich LONDON, brother to Frances (Frank), Peggy and Betty. Ron attended school in UK and later completed a carpentry apprenticeship at Bromley College.

He attained many cycling awards from the West Kent Cyclists Touring Club, UK, in 1951-1953 including a marathon of 250 miles (402KM) in 24 hours. This passion saw him that year visit Spain and he continued to follow the cycling trails through many countries from China to the USA.

As the years unfolded, he emigrated, along with many of his fellow countrymen, to New Zealand, in January 1954 aboard the 'Captain Cook'.

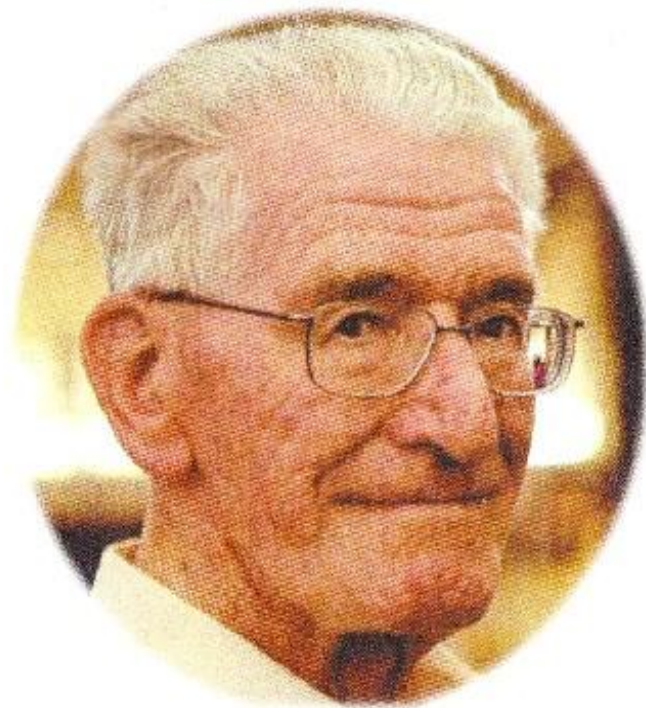
He worked as a carpenter for several years beginning in Palmerston North and later in Onehunga. Ron moved to work at the New Zealand Post Office, initially as a 'postie' where he met his future wife Doris in the local cycling club. He was promoted from senior clerk to the position of 'Supervisor Postal Services' in March 1985 at the Auckland central Post Office.

Ron married Doris Francis Clark on 12th September 1959 in Auckland. And their 2 children Peter and Karen made their arrivals in 1963 and 1965 respectively. They built their family home in New Lynn where they led a happy life with trips in NZ and abroad. After 29 years of happy marriage Ron lost his wife Doris on 10 August 1988 to cancer at the age of 52. Life can be very cruel because 11 months later Ron lost his only son Peter in an automobile accident. Ron's enthusiasm for cycling and railways both full scale and model railways filled the void that certainly overtook him after his tragic family losses. His daughter Karen's family became a healthy respite for his loneliness with 6 grandchildren to spoil.

Ron's friendly nature meant that he sorted out like-minded people and so together with his cycling and model railway clubs he also socialised with retirement clubs with trips out and about Auckland. It was here he met Winifred Welch, herself a widow, and a strong friendship flourished. He had found

Ronald Peter Shipton

A Celebration of His Life



15th January 1932 to 28th April 2018

*Much loved. Husband of Winifred,
Father, Stepfather, Grandfather and
Great Grandfather*

another 'English Rose' to call his own. Ron and Winifred married 18th October 1997, and Ron's family immediately grew to include other sons and daughters.

Colin Kemplen, ACTA's President in 1999, made the following comments about Ron, when he was talking about various members' hidden talents.

"Ron Shipton is another long standing (or is that long sitting if you are a cyclist?) member who joined ACTA in 1959. He has cycled the highways and byways of New Zealand and, in some cases, places before the byways even existed. Ron undertook a trip to the Haast Pass down a cattle track before the road was put through!"

Ron had a complete love of cycling. He enjoyed exploring, and he loved being immersed in the beauty of the countryside. He was later made a Life Member of ACTA.

When looking through his ACTA archives, John McKillop found this little story written by Ron concerning an ACTA ride through the back of Taranaki in the middle of 1995. Here it is to give you an idea of just what an intrepid cyclist Ron was! *"After the Whangamomona Weekend organised by John Gregory, John Styles and I had a day to spare, so we decided to go exploring. Leaving Mahoenui, we rode up the hill and turned north, heading for what was a dotted line on our map. We asked a helpful Maori grader driver if he thought we could go through. He said, "Yes - but ask the farmer first!" We met the farmer and about 1000 sheep on the one-way road. The farmer said we could go through his farm. It was a very messy farm on a whopping great hill - it would have been better to go around it!! Bad enough going up the hill, but even steeper on the down side. Through a couple of mud patches then a stop for lunch before getting on a good farm road to the big sheep station at Haku. This was followed by a good gravel road, then superb tar seal and beautiful country to Pio Pio. We did not fancy riding the main road back to the car so we took the road to Wairere Falls and on to the Totoro Road, where the gravel started again. Well worth it for the scenery. A long gradual climb to the top of the Mahoenui Hill, and then the best sort of main road - all downhill to Mahoenui. A real back country ride, some people would say mountain bike country, but we have been doing this sort of thing long before mountain bikes were even dreamed of!"*

That story, which Ron wrote, was followed up by Arthur Westaway, who was Editor of "ACTA News" at the time (now ACTA SPOKESMAN) and he commented "As usual I checked the map just to see where they had been and I noticed that my map showed a blank crossed by a river whereas Ron's showed a dotted line. I guess that's the reason why I've never been up there. I also had a look at a current NZ Topographical map which showed a dotted line at the end of the road and then nothing for about 5 km until reaching the Haku Road."

Ron very kindly agreed to be interviewed for ACTA's 60th Anniversary.

ACTA members whom Ron recalled riding most often with were John Kelly, Ken Blount, Arthur Sharpe, Peggy Doyle (Secretary of ACTA at that time) and Pelham Housego (who rode with ACTA but disappeared for a while when he took up kayaking).

The bike first ridden by Ron when he joined ACTA was a *Hobbs blue Riband English make*, 26 inch wheels, He advised that at that time all rode with 4 speed derailiers, some with double chain rings – so 8 gears. Subsequently, he rode a *Chas King* bike of similar design to the Hobbs touring bike.

When asked **what were the hardest rides he had done with ACTA**, Ron commented there were lots of hard days. One tough ride was a regular one when they went south from the Harp of Erin to Papakura, about 18-20 miles (not kms), then Morning tea at a cafe, then to Waiuku, Pokeno, then towards Miranda/ Mercer way. There were very few cafes in those days so we had our own cut lunch with water or whatever on the roadside. Sometimes we would even take a billy and a primus stove and have a "brew up". Then back to Papakura for afternoon tea at around 4pm and back to Harp of Erin by about 5.30pm - 6.00pm. That was a day ride about 80 miles (not kms). Another of Ron's hardest rides was out to Waiuku where, for some reason he suffered severe fatigue before returning to Papakura. He lay on the side of road for 10-15

minutes and then carried on to Papakura just as the rest of the group were finishing their tea. As a consequence, he had no alternative but to carry on. Ron commented “ *it’s amazing how much a 10 minute lie on your back can revive you*”. Jim Marshall also recalls a tough ride with Ron Shipton. “*We went from Stoney Bay to Fletcher Bay, where we had to wheel our bikes and walk for 7km t along the bay, due to it being both muddy and stoney. Very tough*”.

Ron recalls that **his toughest tour** was with two others in about 1992/93 down in the South Island. They started from Blenheim and rode out to Collingwood over the Heaphy track and down to Westport. John Styles flew home from there and then Denis Gothorp went home. Ron then went to Hamner Springs and back to Blenheim. Apart from the Heaphy track, where they had to carry their bikes in places, the Takaka Hill was a tough and long climb. **Other humorous incidents** that Ron remembered were (1) riding through Riverhead forest with Arthur Sharpe on a cart track where there were bridges across creeks with just two boards for wheels. When crossing one of these bridges, Ron was half way across when he ran off the planks and ended up in the long grass, and (2) when he was in Palmerston North there were a lot of gravel roads and he learnt very early how to take bends on a gravel road without taking them too fast. Despite this, one day he came down the hill round the bend and got into loose gravel on the side and went off the road.

One of the best things Ron recalled happening on a ride/tour was riding from Kingston to Queenstown by the side of the lake on a gravel road in the 1960s and in those days the council had a horse drawn grader and Ron thought he must have been stepping back about a hundred years! He advised it was quite comical to see the horse drawing the grader along to spread the gravel and it was not going too slow!

The travel bug had not left Ron so he added more countries and destinations to his impressive list. Ron and Wynn are part of that exclusive club to whom were endowed 20 long and happy years of retirement to ‘*go and do as they pleased*’, which they did. Grandchildren continued to widen the family tree until they could both collectively boast 13 grandchildren and 9 great grandchildren.

Ron’s recent illness and subsequent struggle to fight off a very aggressive cancer was a short but courageous battle to stay with those he loved, but age and the odds were against this. Surrounded by those close to him he allowed himself the right to surrender peacefully. This tribute is not one of sorrowing, but one of rejoicing that one of the humblest of men can achieve great things.

Rest in Peace Ron. All the above indicates what a stalwart member of ACTA Ron Shipton was! ACTA extends its condolences to his wife, Winifred, children, grandchildren and Great Grandchildren.



Impressions of the ACTA Northland Supported Tour Wed 4 - Sat 14 April 2018

by Brian Alexander and Sarah Ley-Bucherer

Editor's Comment: A picture of the group just prior to commencing the Tour is shown on the front page of this issue of the SPOKESMAN.

Impressions from Brian Alexander

Heading off on **Day 1** out of Whangarei was on a delightful cycle track around the harbour and past the Marina. Being a "boatie", myself, it's always good to see yachts in marinas. When we came out onto Highway 1 everyone turned off for coffee at Hikurangi and no one waited for those at the back. As a consequence, June didn't realize the group had turned off and she kept on riding at high speed with a couple of us in hot pursuit trying to catch her up. Eventually, we did catch her and got her to stop. We then looped back into Hikurangi via a different road. The coffee was divine!

E-bikes are great while the battery still has power in it! Poor June again didn't quite have enough power in her's and at the last hill before our camp at Whangaruru, her battery ran out! E-bikes can be very heavy so how she managed to ride up that steep hill without power was just amazing! There were four (4) e-bikes in our group and none of them gave any problems except the only punctures throughout the Tour were two on my e-bike and one on June's. For a couple of the day's rides my e-bike had only enough charge left for about 4 kms, but did last each distance.

What an amazing sight to arrive at the top of Matauri Bay at the end of **Day 3** to see the blue ocean and white surf and have that fabulous 250 meter descent into the Bay followed by a refreshing swim (with encouragement from Jude – thank you!). However, the shower block was locked and unbeknown to us we needed to obtain a "touch card" from the Camp reception/ shop, which seemed to take forever. Apparently, some hooligans had been driving around the camp ground and knocked over one of the camper van site power outlets, thereby causing a power cut throughout most of the camp ground including all cabins allocated to our group with the exception of that allocated to Stu, Gaye and June who generously arranged for dinner to be held in their cabin and allowed for the power outlets in their cabin, which were in hot demand, to be used for e-bike battery charging and smart phone battery charging.



Enjoying "Little Kitchen" Café at Mangonui

The following day (Day 4) was again a fine sunny hot day and most of us rode the long climb back up the 250 meter hill with a few taking the easy option of riding up in the van. After a long hilly ride, morning tea/coffee was at Whangaroa turn-off after 11am. Then, after riding 19kms on the main road (HWY 10), we turned off and headed to Mangonui and the “Little Kitchen” Café on Waterfront Drive, which proved to be very convivial and refreshments were well received!

Afterwards, we rode back onto HWY 10 and through Cooper’s Beach before arriving at Cable Bay where we found our best ever accommodation at John Brier’s (Sloop’s) Driftwood Lodge – a beautiful location and a great beach for swimming. Dinner that night at the Cooper’s Beach Bowling Club was a lively affair, where we were made to feel very welcome. It was hard to leave the next day (Day 5). Because several of the group had previously ridden along the KariKari Peninsular on one of Garth Barfoot’s “Winter Solstice” rides, the group decided to give the Peninsular a miss and ride directly to Waipapakauri on what was, at the time, another sunny day, despite a bad storm hitting Auckland. Overnight at Waipapakauri we had strong winds and some heavy sideways rain. The storm continued to hit Auckland the following day but, for most of the morning was Ok in the Waipapakauri area. With Day 6 being our “lay day” most of the group took the bus tour along “90 mile” beach and up to Cape Reinga. However, four of us (all the e-Bikers) rode back to “Kauri Unearthed” near Awanui and visited the café there. Here the rain poured down and I (Brian) had a phone call from Glen Mune in Auckland advising the very sad news that Bryan Taylor had passed away – a great loss to both ACTA and ACTA Members! Later, when the rain had stopped, we rode back to the Waipapakauri camp.

The weather was still relatively kind to us on Day 7 when we had a short ride to Ahipara via Kaitaia. When in Ahipara, the group had the Ahipara Holiday Park Lodge all to ourselves and first we had a one-minute silence in memory of Bryan. After that, each member of the group contributed with reminiscences of his or her experiences when cycling with Bryan. This proved to be quite enjoyable and epitomised Bryan’s contribution to ACTA and his obvious significance within ACTA. Day 8 was a long ride from Ahipara to Opononi requiring us to take a vehicular Hokianga ferry from Kohukohu to Rawene.



Top of 1st hill out from Ahipara

On Day 9 we had a long, seemingly never ending, climb up to Waipoua Forest. After a short ride downhill we had morning tea/ coffee close to where a giant kauri tree known as *Tāne Mahuta* (which, in Maori means “Lord of the Forest”) is located. It’s age is unknown, but it is estimated to be between 1,250 and 2,500 years old and is one of the largest kauri trees known to stand today. Afterwards we had a fabulous ride predominantly downhill past lots of kauri and other native trees. Then, after lots of ups and downs, we arrived in Dargaville for our last night and dinner at Jo’s Home cookery next to the camping ground. On Day 10, we rode along the main road back into Whangarei.

I would like to thank Sarah for organizing all accommodation and everyone in the group for making my first ACTA Tour (with the exception of Garth’s Winter Solstice ride in Napier). It was such an enjoyable experience!

Impressions from Sarah Ley-Bucherer

Day 1 Whangarei to Whangaruru 65km

A total of 15 riders set out, 4 on e-bikes, one selected to drive the van each 10km so 14 riding at one time. Not long after starting we had a chain break on a hot, corrugated and dusty road. There was not so much in the way of cafes on the route we took so it was very good to be equipped with our own baking and thermos flasks. We enjoyed some wonderful vistas of the ocean coastline as we cycled along, stopping to observe the turn off to the famous Mimiwhangata. Some suggested it was a must visit place as long as you have a vehicle not a bike.



On the way to Whangaruru

I breathed a sigh of relief as we cycled down the hill to the sea only to find it was Teal Bay and not our destination. So, another couple of killer hills later we thankfully reached Whangaruru and our accommodation cabins all lined up in a row looking out to sea. We were pleased to enjoy a lovely roast meal and dessert cooked by one of the locals washed down with iced cold drinks from the store – just what hot and tired cyclists needed!

Day 2 Whangaruru to Kerikeri 88km

Another long day with morning tea and lunch enjoyed from our van. Today's problems were brake pads and chain link replacements which thankfully got fixed at Paihia by a helpful bike hire place. We also had a ferry to catch from Russell to Paihia (most of us got on the same ferry!) but all told we had quite a few delays today and were late arriving in Kerikeri. To make matters worse our accommodation was all changed by the office, totally disrupting my bed allocations and necessitating a steep walk to and from reception. However, the rooms were comparatively luxurious which helped my mood and the dinner at "Madly Indian" was excellent apart from the scramble to walk there in time! Needless to say, most of us were pretty wacked and slept like logs that night.

Day 3 Kerikeri to Matauri Bay 63km

After a quick look at the famous Stone Store we made our way out to Pureora Forest where we had morning tea in a lovely cool spot amongst the trees on Waiare Rd. Yes, April and still very hot in the North. The gravel through this section (Waiare Rd. up and down hills with repeated turns and bends) proved to be the most difficult and dangerous on the Tour (with mounds of large gravel like riding on marbles). June fell off but, fortunately, she only suffered a minor laceration above her elbow with no broken bones. As a result, we had 2 in the van until we got back on the sealed road and the van did go back to assist others. Another concern was the news that power was out to most of the campsite we were due to stay at that night.

It wasn't as if we could find somewhere else in Matauri Bay, but luckily one of the units had power so all 4 e-bikes and a lot of smart phones were successfully charged as well as the evening meal being eaten in that unit. A great beach with crashing surf close by our unlit cabins made for an early night all round though it was hard to turn in with such stunning moonlit scenery - phosphorescence playing on the glistening waters along the wide expanse of white sandy beach in front and the rocky bay behind – see picture below.



From Matauri Bay Holiday Park

Day 4 Matauri Bay to Cable Bay 65k

Quite a few of us were shuttled to the top of the steep hill from Matauri Bay before setting off together on a glorious flattish section with spectacular views all around. Sadly, it wasn't long before we were dipping back down to sea level and then inevitably more climbing as we followed the coastline.



Following the coastline. Where have all my followers gone?

We stopped to admire Te Ngaere bay and others along the route as we made our way north. We were all very grateful to Sally for the wonderful fruitcake we devoured sitting beside the road and our van with flasks on board near Whangaroa.

Mangonui was a welcome afternoon tea break near the end of the day with time to stop for ice-creams, beer, etc. at the “Little Kitchen Café” before pushing on to Cable Bay.



Very happy to have made it to Mangonui “Little Kitchen” Café around 3pm today

Driftwood Lodge was a sight to behold – our gorgeous luxury accommodation (thanks to John “Sloop” Briers) right on the water’s edge where we finished the day. The local Cooper’s Beach bowling club did us proud with great evening meals – an opportunity to replenish some of our spent calories and load up on extras for the days ahead!



Sunrise at Cable Bay

Day 5 Cable Bay to Waipapakauri 72k

After watching the sun rise over the water in this idyllic small bay and a quick swim in the crystal clear water, we headed off pleased with our opportunity for a late start at 10am. Our destination was a shorter ride away because several members of the group had already ridden along the KariKari Peninsular and decided to give it a miss. Despite this, it still seemed quite arduous to some of us who were feeling e-bike envy! Arriving at Ninety Mile Beach Holiday Park was a big contrast - rundown and sad looking facilities with just a few permanent residents. According to the owners who have the business for sale, the local council has decided they are happy to allow freedom camping all around the area which has more or less killed their business. We were certainly treated very well by the owners and enjoyed great bar meals.

Day 6 Rest day and bus trip to the Cape

Having a “Billy T stand-in” as a bus driver made for a great beginning – he had us falling about in our seats after a hilarious welcome and “karakia”. From Waipapakauri we sped off up the beach passing the infamous bluff and Te Wakatehaua Island before turning inland along a silted up riverbed (Te Paki Stream) to the sand dunes for a spot of sand boarding.



Te Paki Stream “Sand Boarding”

Back on the bus we headed for our excellent lunch barbeque brought in by local caterers at secluded Tapotupotu Bay shared with a couple of other busloads of tourists. Then it was on to the lighthouse where the skies promptly opened to a deluge of water and wind which kept most of us hanging around unwilling to traipse through the storm. Some brave souls did endure a sodden walk to the lighthouse while others were content to admire from a distance. We were all glad we were not cycling and able to get back onto the bus being buffeted by the wind but, thankfully, on all 12 or so wheels. Upon our return to Waipapakauri, while on the bus, we also received the staggering bad news of Bryan Taylor passing away. Over dinner there was much discussion about the best route to take to Ahipara in the morning - what would the gravel be like if we took a fairly direct route along Sandhills Rd? The bus driver thought it was a good but hilly route.

Day 7 Waipapakauri to Ahipara 38k

Setting out in the morning the wind was very strong in some places, but surprisingly sheltered in others. However, there was very little rain except while enjoying morning tea in Kaitaia. Most wanted to cycle via Kaitaia which meant more time on main roads. The beach route (17k) was out of the question as the ferocious onshore winds would have seen us plastered onto the sand dunes rather than making progress along the beach. In the end the “latte se”t won out and we headed for the bright lights of Kaitaia to settle in for a coffee and sticky buns just before another deluge began. Setting off again in sunshine we were surprised to observe 2 police cars chasing a BMW, sirens wailing through the main street. What excitement – thankfully the BMW stopped before any major issues arose and we rode in rather a sombre mood to our destination, getting in just before the rain started again. Our very comfortable lodge accommodation complete with full modern kitchen exceeded our expectations and we regretted having booked a meal at the local café a week before. Imagine our delight and amusement when the owner told us they were closed on Wednesdays – suddenly it was our chance to eat in and make a great shared meal without getting back on our bikes in the rain. We all whooped with glee and relished staying in on a very stormy night. We also had a minute’s silence and enjoyable reminiscence of Bryan Taylor.



Replenishing stores in Kaitiāia for next few days and dinner that night in Ahipara



In Broadwood on way to Kohukohu – wood statue of farmer with dog.

Day 8 Ahipara to Opononi 89k

An early start at 7.30am saw us riding out through a valley past an exquisite little church perched high on a hill as though beckoning the farming community to come hither. After the storm the fields glistened in the sunlight. Definitely timber country here, even the statues are carved in wood.

We stopped briefly at Kohukohu to take photos of the Bridge of Remembrance before catching the ferry at midday. It was interesting to note that it used to be a good sized settlement and an important town in the 19th century. After taking the vehicular ferry across from Kohukohu to Rawene, we stopped briefly for lunch at Rawene beside Clendon House before pushing on to Opononi. Our tourist cabins here were very average and proved a long way from the amenities block in the middle of another stormy night. Sadly, this stop is the third camping ground for sale over this trip so our chances of finding suitable places to stay for a group are getting slimmer.

Day 9 Opononi to Dargaville 87k

Despite enjoying stunning views over the Hokianga harbour, it was necessary to set off early again. The day’s cycling proved fairly tough with long hills, but very interesting as we were in the Waipoua Forest for a long stretch. After a visit to the famous “Tane Mahouta” kauri tree and morning tea on the road close by, a few of us took a side road down to the Waipoua Forest Visitors Centre which was worth a visit. With lots of undulating hills today we all felt it was lovely cycling country, interesting treescapes and lots of swamp kauri visible where businesses are crafting a variety of objects.

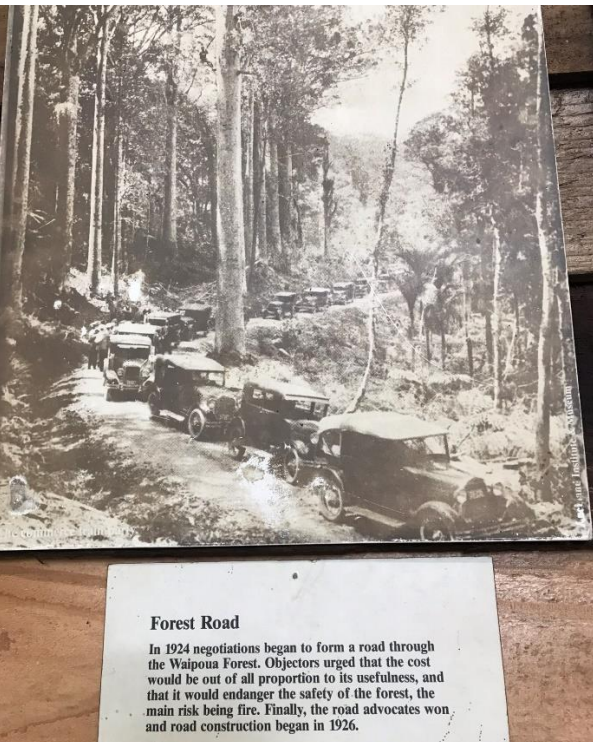
After arriving in Dargaville and settling in at the camp ground we were off to Jo’s Home Kitchen for our last evening meal on the tour! We all seemed pleased with our meals and there was a chance to obtain good feedback on the tour whilst it was very fresh in our minds.



Bridge of Remembrance Kohukohu



Hokianga Harbour Mouth as we left Opononi



Forest Road

In 1924 negotiations began to form a road through the Waipoua Forest. Objectors urged that the cost would be out of all proportion to its usefulness, and that it would endanger the safety of the forest, the main risk being fire. Finally, the road advocates won and road construction began in 1926.

One of the old photos at the Waipoua Forest Visitor Centre



Waipoua Forest – glorious riding here and a bit different from the picture on the left

Day 10 Dargaville to Whangarei 57k

Another early start (7.30am) today – we seem to be getting used to them! It was decided that we would take the direct SH 14 to Whangarei which proved a good idea instead of the longer more tortuous route taken by the November Northland tour. Being Saturday, we were mostly passed at first by people off to play sports in the different provincial clubs who gave us a friendly toot as they passed. Thankfully, the logging trucks seemed to have stopped for the weekend. We made excellent time so that we arrived back in Whangarei in time for lunch near the “i-site” before having quick showers and retrieving our cars from the Holiday Park. ***This was another memorable and enjoyable ACTA tour with no casualties - by my reckoning that constitutes a successful tour!*** Total 624k over 10 days counting 1 rest day.

Impressions of the ACTA Rotorua Weekend Ride Sat 5 - Sun 6 May 2018 by Lynda Langridge and Louise Sinclair

Impressions from Lynda Langridge

Fourteen of us had a fabulous weekend in Rotorua. Thank you, Margaret, for yet another well organised weekend!



The Group ready to go!

Routes took us up long, rolling hills belching hot steam, past rich, green pastures with sheep, donkeys and horses, and along narrow country roads littered with crunchy, golden autumn leaves. In the mornings we had mist, and by lunch time the mist had lifted to a clear sky. Any free time saw many of us gravitate to the hot pools in the campground, for a long, warm soak and a chat.

Saturday evening was a treat. ***You should ALL have been there!***

Wolfgang, who is a wonderful chef, made us a scrumptious, sumptuous, three-course meal: Chicken and vegetable soup, followed by crumbed chicken, ratatouille, and German style pasta, and then, ... wait for it crème brulee, with fresh fruit salad. Divine!

Thank you to all my fellow bikers for your enjoyable company, and Andrew for sorting out my not-so-well-serviced bike so I could still ride each day, and Wolfgang for whipping up the gourmet meal, and Margaret for ensuring another excellent cycling weekend happened!

Impressions from Louise Sinclair

Saturday

Margaret's reputation for leading excellent touring weekends saw 14 riders all ready to go on a mild and calm Rotorua morning. We knew we were heading south towards Waikite valley, but with surprises along the way to keep us on our toes. The first detour was off SH30 to the tiny settlement of Horohoro with a well-cared for Marae, a church and the impressive Horohoro bluff.



The Group looking at Horohoro Bluff

We then headed south along quiet country roads to come across an arm of Lake Ohakuri which according to Wikipedia is: ".....at 12 km² is the largest artificial lake of the Waikato river system in New Zealand. It forms the reservoir for the Ohakuri hydroelectric Power Station. Construction of the dam, approved in 1955, began in 1956 and was completed in 1960. The lake was filled over 14 days in January and February 1961. This drowned two thirds of the Orakei Korako geothermal area, including two of the world's largest geysers, Minginui Geyser and Orakei Korako Geyser."



At the Upper Reaches of Lake Ohakuri

We stopped to admire the reflections and autumn colours of the surrounding trees and a few eagle-eyed riders found some passable wild apples.



Beautiful reflections at the Lake, but no one was keen to jump off the rope!



Wolfgang's bike – unattended at the time



How lucky we are to go cycling when we see such Beautiful Autumn Colours



Saturday Morning Tea/ Coffee

Next stop was an attractive boardwalk leading up to the Te Kopia geothermal area which sits on the side of the Paeroa range.



The Boardwalk at Te Kopia Geothermal Area



Te Kopia Geothermal Area

More rolling roads led to our lunch break at Waikite Valley Thermal pools where we were a little confused by the bike parking instructions, but we managed to sort ourselves out! Our tail end Charlie - Wolfgang- was keen to not run out of battery on our return journey so opted for a short-cut home while the rest of us enjoyed a relaxed longer way back with Sue finding some equine friends that needed a bit of mane adjustment.



Sue Woolnough with ponies

Special thanks to Wolfgang for an amazing dinner that he conjured up back at the holiday park - we lost count of the courses - and they were all delicious.

SUNDAY

Sunday dawned a little damp, but we had a beautiful ride around Mt Ngongotaha via Paradise Valley Road. There had been a flood the weekend before and some of the damage was clearly visible. After a short stint on SH5 we headed up Dansey Road towards Mamaku. Unfortunately, about now the weather began to close in and by the time we reached the small settlement it was wet and cold with very poor visibility. So, unfortunately, we had no time to check out the railway or other Mamaku highlights due to the poor weather. However, we had a treat in store at the 'Mamaku Blue' Blueberry Farm. The ladies at the café were a little surprised to see such a wet bunch arriving "en masse" but rose to the occasion with hot drinks, scones and blueberry muffins that lived up to their reputation.



At Mamaku Blue Café

We decided to make a dash for lower altitude and as we descended along Oturoa Road the sun returned and all was much brighter by the time we had reached Ngongotaha. Friends of Margaret's led us along cycleways back to the Lake Front where some enjoyed lunch next to a market day and others decided to head home.

Special thanks to Margaret for organising another wonderful ACTA weekend away. Rotorua is great cycling destination and with all the cycling and business developments at the Redwoods and Whakarewarewa Forest areas there will be even more cycling options in the future!

Impressions of Winter Solstice Tour Palmerston North Region Wed 20 - Sun 24 June 2018

Brief Impressions from John "Sloop" Briers



"Sloop" with his harmonica!

We had a great Winter Solstice Tour ...as always! Thanks to GARTH for his inspiration!

The 1st night, 16 of us took off for a warm up blast down the mighty Manawatu River, about 8km of superbly formed walk bike trail.

21 riders left the campground on Thursday 21st June (Shortest day) and cool! About 6-7 degrees! A great ride 80km to the East led beautifully by young SIMON - no rain, magic views, but quite windy at times!

On Friday we scraped ice off our windscreens and drove to Rongotea and, led magnificently by MARGARET, we rode towards the west coast with about half choosing to ride the beach to Foxton. The weather turned out to be stunning with NO wind during the whole day. We had a late lunch at the Foxton windmill park, where the group demolished a fruit cake provided by E bike JACKIE.

The final day (Sat 23 June) was led by the straight talking MAURICE heading south west through some spectacular scenery, accentuated by rain and mist. There were a few minor spills on the way to a coffee stop at the military base in Linton, which houses a great cafe (open only when we are at war!?!)

The rain abated later on with no real wind to speak of. All went to the Cosy club for dinner and to watch the All Blacks vs France game.

Impressions from Sarah Ley-Bucherer with Pictures contributed by Members of the Group

Day 1 – For those of us who arrived down in *"Palmy"* on time, it was planned to be a short ride after meeting mid-afternoon in the holiday park. It proved to be a shock to the system – extremely cold, grey and with a biting wind. The first picture on the next page (left side) gives you the idea. However, there are wonderful cycle paths following the river and criss-crossing the city – we were very impressed and thrilled to see the paths widely used by cyclists, joggers and dog walkers. We needed to keep a watch out for oncoming or passing traffic as we admired the ever-changing views. There were some sorry sites of waterlogged crops abandoned in the fields after torrential rains.



Our short ride on Day 1 afternoon. In the distance is a new cycle and walking bridge is under construction across the Manawatu River close to the Holiday Park we stayed in



Sign concerning the new cycle and pedestrian trail

Day 2 – we now have the full complement of riders – 21 in total for a loop ride led by Simon via **Ashhurst** for coffee, a hilly bit with gravel, then lunch at **Fielding** and back to base.



The Group about to start on Day 2

A very chilly start (7 degrees with a significant wind chill factor) saw most of us wearing all the cycling gear we possessed to begin with, but the temp climbed to a positively balmy 11 degrees later that day! Some of us took a more direct route early on to rendezvous with the others and be entertained by “Sloop” while we waited (refer picture above of “Sloop” with his harmonica). Arnold owed Margaret a coffee in **Ashhurst** as she spotted and retrieved his watch from the road on a long straight before our stop. Simon’s 15km of gravel (from Google Maps) turned out to be only 4 so we were delighted to experience a wonderful rolling ridge line with new tarseal (Spur Rd) for many kms before we descended to the valley. The local sheep thought we looked a bit odd but we didn’t put them off their lunch too much.



From here we were off to **Fielding** for lunch in the Centennial Park and then via back roads to rejoin the river and return to our “Palmerston North Holiday Park” base. In many places we saw the recent effects of swollen rivers and huge logs deposited high up the banks and on the cycle paths.

Left: Off to Fielding for lunch

Below: The effect of the river having been swollen



Day 3 – Margaret’s route had us driving about 20km first of all to a meeting spot at **Rongotea** where we met another ACTA member for the day – Louise on her way south. Some of us had bike problems before the ride even began! How do handlebars end up like this you may ask, yet the rider seems unhurt? (see picture below).



Left: Transporting bikes to Rongotea. Note the handle bar! Judy in the background

Transporting the bikes to **Rongotea** cleverly got us closer to **Himatangi** Beach (described as home to one of the largest sand dune fields in the Southern Hemisphere). Some of us had cycled here before and remembered it well. From our coffee stop (a container in a field beside the road literally) 8 of us cycled the beach and the others cycled the road to **Foxton** Beach. As the tide was well out we enjoyed hard sand most of the way and only one small riverlet to cross but it was surprisingly tiring riding.



Our coffee stop (a container in a field beside the road)



*Simon with Louise on the beach
after Louise met up with the group*



Sarah on the beach

Kapiti Island in the background – they do all look a bit tired, but happy!

Luckily the local surf club had great outside showers, which were very useful for washing down the bikes. Then, it was off to **Foxton** itself to have lunch beside the windmill (see pictures next page) – once again very chilly and all layers stayed on. Jackie's monster fruit cake was a marvelous boost to our energy, but sadly we were all too busy eating it or warming up in the I-site to take a photo. The flat fertile land was a popular place for Dutch people to settle in NZ.



The Group reunited at Foxton Surf Club after riding either the beach or the road



Lunch beside De Molen, the Dutch Windmill at Foxton

In 2003, a full size replica of a [Dutch windmill](#), called De Molen, was completed and opened. This working windmill makes stone-ground [flour](#), which can be purchased inside the mill's souvenir shop. Visitors can also view the inside mechanical workings of the mill, which are an example of traditional Dutch 17th Century craftsmanship.

Day 4 – Maurice lead us on today's ride which also took in the Green Route of the Manawatu Cycle Trails. Another very different ride saw us climbing into a valley on a gravel *no exit* road, which turned into a narrow, steep bush clad trail (some of us found it easier to walk in places whilst others would not consider the idea!). At the summit (where some got into discussions about bikes no doubt) we took off down a grassy track which proved a lot of fun on the right bike!



At the Summit on Day 4



Special thanks to Garth for ACTA to have a Winter Solstice Tour

It wasn't long before we were back to a formed road in another valley – with the countryside looking quite pristine and newly washed, which is more than could be said for the cyclists at this point in time!



Down in another valley on our way to Linton Army Camp

Our morning coffee was most welcome at **Linton Army Base**, although we would probably not have been allowed past the sentry if we had chosen the conventional entry to the base. Arriving at a closed gate (private property, no admittance) we found the footpath conveniently easy to sidle our bikes around the empty sentry box! The coffee shop was expecting us, the scones were enormous, the heating was on full and we all managed to dry out or ring out our gear somewhat. Bliss on a bike trip!



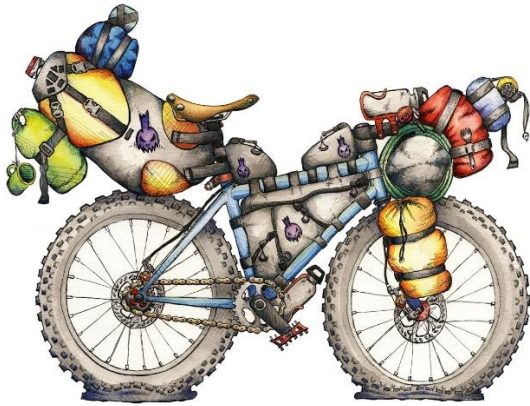
Morning Tea and Coffee at Linton Army Base

However, all too soon we had to brave the cold once more and head on for **Tokomaru** - our lunch stop. Here our choice was to either perch on cold concrete steps by the Scout Hall or stand huddled together under a small shop verandah, watching the rain and hoping it might stop. Because of the rain we pushed on back to our accommodation in **Palmerston North**. There are no pictures because no one needs to see a bedraggled group of ACTA members heads down, rain in the face!

Day 5 was to be a ride up and down the mountain road at **Ohakune** (16km) but with a weather forecast for snow and very cold weather this plan was reserved for another day! **Special thanks to Garth and Judy for planning another very enjoyable and convivial Winter Solstice week of rides and to the leaders who volunteered to ensure we had a variety of interesting and different days on our bikes.**

Cycle Touring - What To Take and How to Pack

researched by the Editor with contributions from some "well-seasoned" ACTA Tourists and acknowledgement to "Adventure Cycling" Tours Department



If you're planning an unsupported bike tour lasting several days, whether in New Zealand or overseas, there's no getting around it—you'll have to bring **stuff!** What is the basic truth regarding this stuff?

Less is more!

Your Editor is aware of some cyclists, whether touring in New Zealand or overseas, ending up either posting or shipping excess stuff home a week or two into their ride after they realize how little they actually need, and precisely how heavy their extra stuff is. Another basic truth is:

The less weight you carry, the more fun it is to ride!

In time, you'll figure out what works best for you and, it is hoped, this article can serve as a good reference.

What to Take

Clothing for Tours

Look for clothes that are lightweight, packable (i.e. non-bulky), versatile, and **appropriate for your expected conditions**. For instance, last year the Editor and his wife rode in Vietnam and decided that, due to tropical conditions, we would not need items such as down jackets, long sleeve tops and full-length leggings. We did, however, take lightweight sun PV arm protectors.

A lot of us, including your Editor, think in terms of **on-the-bike clothes** and **off-the-bike clothes**. However, having regard to the above "**Less is more**", where possible bring clothing that can serve as both on- and off-the bike.

Some ACTA members swear by a light, loose-fitting, long-sleeved shirt for protection from the sun's rays. When it gets chilly, it is best to layer clothing for warmth. If the weather looks threatening, keep your waterproof shell layers easily accessible while riding.

Cycling shorts, cycling shoes, a helmet, rain gear, tights, and cycling gloves make riding more comfortable. A good rain jacket and waterproof over-pants are necessities and there are a variety of options specifically

designed for cyclists using waterproof-breathable fabric so you don't sweat too much and they protect you from rain and wind.

Cycling shoes have stiff soles to increase pedaling efficiency and to protect your feet from the sustained pressure of pedaling—which are good things—but make sure they have some flexibility, especially near the toes, if you plan to use them as *off-the-bike* shoes as well. It is possible to purchase cycling shoes that look like sneakers. My wife and I own a pair each that have SPD cleats and we have used them on unsupported tours that we have done such as John O'Groats to Land's End in UK. We were able to wear these both on- and off-the bike. Also, some people's feet swell slightly when riding, so choose shoes that allow free movement of your toes and accommodate an extra sock layer.

After the day's riding is done, a wool sweater or fleece jacket is a good insulating layer for those chilly mountain evenings.

Suggested "What to Take" List

You will need to modify the following list depending on (1) the *appropriateness for your expected conditions* (i.e. where you will be touring) and (2) your personal needs and past experiences. Keep in mind that you generally won't need any more gear for a ninety-day tour than for a seven-day tour.

On-the-bike Clothing

- Cycling helmet — ANSI and/or Snell approved
- Touring shoes — good for walking as well as riding, i.e. some flex in the sole
- Cycling gloves
- Cycling shorts (1 to 3 pairs)
- Socks — wool or synthetic (2 or 3 pairs)
- Leg warmers or tights for riding (rain over-pants could substitute)
- Short-sleeved shirts (2)
- Light, long-sleeved shirt for layering and sun protection or lightweight sun PV arm protectors
- Rain gear, jacket and over-pants
- Waterproof shoe covers (optional)

Off-the-bike Clothing

- Comfortable shorts (depending on climate)
- Comfortable pants (zip-off legs or rain pants could substitute)
- Underwear (1 to 3 pairs)
- Sandals, jandals/ flip-flops, or lightweight shoes (or riding sneakers with SPD cleats)
- Wool or fleece hat
- Wool sweater or fleece jacket
- Gloves — wool or fleece
- Swimsuit (optional – depends on climate and whether you are doing a coastal ride)

Miscellaneous

- Toiletries
- Towel (lightweight to enhance quick drying, like a packtowl)
- Pocket knife or Leatherman pliers/ multi-tool
- Lightweight lock and cable (optional – not a U-lock)
- Water carrying bladders or containers — at least 2 x 800ml containers
- Basic first-aid kit with emergency numbers (depending on the country you are touring in)
- Buffs/ Bandannas (many uses!)
- Riding Sunglasses
- Flashlight/headlamp
- Sewing kit (optional)

- Insect repellent (depends on the country you are touring in – needed for Vietnam)
- Sunblock/ Sunscreen with sun Protection Factor (SPF) greater than 30
- Nylon cord
- Bungee cords
- Water filter (optional)
- Camera and journal (optional). These days most cameras are included in smart phones
- Bear spray – depends on where you will be cycling such as Canada. Bear Spray contains higher levels of **capsaicinoids** (the key active ingredients) compared to pepper sprays intended for self-defense against human assailants (bear spray is typically 1–2% of the active ingredient, while the concentration for humans is typically 0.2–1.3%)
- cords to hang bags (where appropriate)

Tools and Spare Parts

- Tire levers/patch kit
- Two spare tubes (and one tire) depending on the nature of the trip
- Mini-pump
- Torque Wrench or Blue Loctite (keeps bike bolts in tightly)
- Electrical insulation tape
- Spoke wrench
- Spare spokes sized for your bike's wheels
- Set of Allen keys
- Screwdriver
- Chain tool/ chain breaker (a good substitute for a lot of the above is a good mini bike multi-tool)
- Small triangular file (optional)
- Small vice grips (optional)
- Brake cable
- Derailleur cable
- Extra nuts, bolts, and wire (particularly for racks)
- Assorted plastic zip ties
- Small chain lube and rag
- Bicycle light (optional)
- Rearview mirror (optional) Your Editor always carries front/rear lights and a rearview mirror
- Hoseclamp
- Spare brake pads
- Spare clipless-pedal-cleat bolts
- Duct tape (invaluable)

Camping

- Sleeping bag (Down bags are warmer, weigh less, and pack smaller, but useless if wet. Synthetic bags are heavier and bulkier, but less expensive for comparable warmth and they will keep you warm even if wet.)
- Sleeping pad (Closed-cell foam pads work well and are light, but self-inflating pads are more comfortable and packable.)
- Tent (Lightweight, with rainfly and vestibules.)
- Ground sheet (this will extend the life of your tent)
- Personal eating utensils (fork, spoon, cup, bowl)
- Sleeping bag liner (optional – a cotton sheet sewn in half works well for this. It can be easily removed for washing and can be used independently of the sleeping bag on warm nights.) Silk liners are also brilliant for both hot and cold temperatures.
- Stove (A small backpacking stove with fuel and fuel bottle(s).)
- Cooking equipment (Small pots and pans — backpacking equipment works best and is lightweight.)

How to Pack

Packing Your Panniers

When touring with panniers, try to keep your total load between 7 – 20 kgs (approx. 15 and 45 pounds). Your bike will be most stable if you put more weight in your front panniers--roughly 60 percent of weight in front and 40 percent in back. Having said this, your Editor and his wife have done considerable touring with rear panniers only, but also with a front handlebar bag. Experiment with weight distribution to find the best handling results for your particular bike. Items like tools, spare bike parts, cooking equipment, fuel bottles, food, and on-the-bike clothing usually go in the front panniers and light, bulky items like clothes in the rear panniers. Your sleeping bag, sleeping pad, and tent are usually strapped to the rear rack and add to the weight on the rear wheel.

Before packing, line your panniers and sleeping bag “stuff sack” with heavy-duty plastic garbage bags. Despite sometimes being labeled “waterproof,” some panniers can still leak, especially in hard rains. Your Editor and wife use Ortlieb panniers and find them to be lightweight, durable and definitely waterproof. Roll your clothing and pack them vertically (ziplock bags work well for keeping things organized and dry). This way, you can see the end of each roll for easy identification and avoid wrinkling.

Packing a Trailer

The Editor is unsure if any ACTA Tourists actually use trailers and assumes that Panniers are preferred by ACTA Tourists. However, when touring overseas, it is common to come across touring cyclists with trailers. As in the case of panniers, a trailer load should also be between 7-20kgs (15 and 45 pounds) when packing a trailer for a tour. Most of the gear needed for a tour will fit inside of cargo bag that comes with many trailers. For the greatest stability, try to keep the heaviest gear low and toward the front of the trailer. Experiment with weight distribution to find the best results for your particular bike. If you have them, tarps and a spare trailer tire can be securely placed on the trailer below the trailer bag.

Extras Bits and Other Bags

Start your trip with extra room in your panniers for items picked up along the way. The extra room will also make it easier to pack quickly. Keep your wallet, camera/ smart-phone, and often-used items in a detachable handlebar bag, fanny pack, or small backpack and always take it with you when you leave the bike. Tools for fixing flats can go in your handlebar bag or a small seat bag for easy access. 2.5 – 4 kg (approx. 5 - 8 pounds) is the maximum you should pack in any handlebar bag.

Test Run

It is sometimes a good idea, irrespective of whether you have been on many cycle tours or not, to take a practice ride with your bicycle fully loaded before you leave. You may find yourself eliminating some of your excess gear after a practice ride. It’s all part of discovering how much or, rather, how little gear, you really need for a comfortable self-contained adventure tour.



Auckland Transport Cycling Information by Debbie Lang, Regional Coordinator Team Leader Walking and Cycling



IN ASSOCIATION WITH  AND 

More than half a million Aucklanders on bikes

38 percent of Aucklanders are riding bikes in 2018. That is up three percentage points on last year, with 518,000 Aucklanders now riding regularly or occasionally. We have recently published our Annual Active Modes Research, independently done by TRA, and 52,000 new bike riders are pedalling in 2018. The research, done over a week in April, shows:

- 19 percent of Auckland bike riders regularly commute
- 65 percent of Aucklanders believe cycle lanes are good for the community
- 33 percent of all Aucklanders that don't already own an e-bike are considering buying one in the next year.
- 69 percent of bike riders are stopping to visit shops, cafes and run errands on their way to their destination.
- People are riding bikes more frequently in west and central Auckland, where infrastructure has improved.

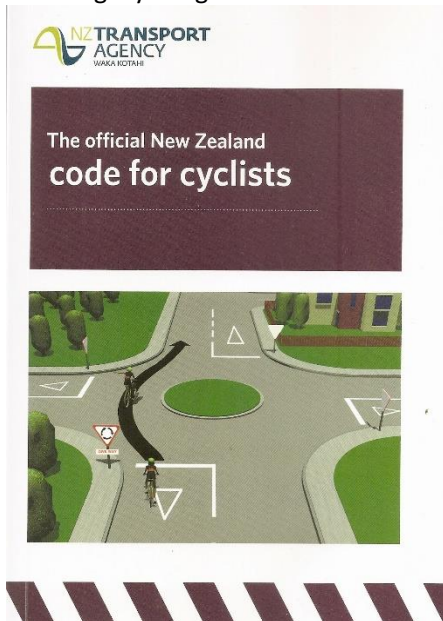
You can read the 2018 Active Modes research report by visiting:

<https://at.govt.nz/cycling-walking/research-monitoring>

Snippets

❖ Official New Zealand Cyclist Code

Hopefully, most ACTA Members should be aware by now that the *New Zealand Transport Agency (NZTA)* has produced a new, comprehensive publication for riders and motorists to learn about what each other is legally obliged to do to share the road. It also provides advice on:



- *Learning to ride*
- *Cyclist skills training*
- *Rules*
- *Cyclist responsibilities*
- *Cycling in different situations*
- *Cycling through intersections*
- *What to do if there is a crash*

ACTA did provide some copies for each member attending an ACTA function. However, those that do not have copies can obtain them or can go online at:

www.nzta.govt.nz/resources/roadcode/cyclist-code

❖ Auckland Transport Alignment Project (ATAP) (Source: Bike Auckland - ACTA acknowledges the wonderful Pro-Cycling Advocacy work undertaken by Bike Auckland)

The Regional Land Transport Plan (RLTP) is AT's 10-year funding plan. An earlier version was rejected in January because it didn't align with the priorities of Council and the new Government. Since then, the Government has produced a formal policy statement on transport, and worked with Auckland Council, including Auckland Transport, to produce a new "Auckland Transport Alignment Project" (ATAP). ATAP results in the biggest change in Auckland's transport for decades. Recent news stories have focused mainly on public transport: *new rapid transit light rail*, busways such as the "*Eastern Busway*", and other strategic and local road network improvements such as the *East-West Link*, Southern Motorway widening (Papakura to Drury), large scale plans for *Mill Road* and *Eastern Access to the Airport* as well as improvements to footpaths, greenways, routes through Parks and local safety upgrades at scary intersections. The transport plans don't yet align with housing growth and there is very little budgeted for ferries.

However, *Bike Auckland* focused on what's in the ATAP for *people on bikes*. And the news is relatively good! 640 million dollars have been allocated for cycling infrastructure over the next 10 years including highlights such as *SKYPATH*, *SEAPATH* and a *new walk/cycle bridge between Onehunga and Mangere!* These will also fund many more local bikeways and protected bike lanes on arterial streets – routes to schools, work and play etc. Importantly, this means that cost increases on the "not-yet-finished" projects from previous years will now be covered. The question remains how much of the proposed cycling projects will actually be approved?

❖ Wellington Harbourside New Bike Path (Source: Wellington City Council)

A new two-way bike path around part of Evans Bay will go ahead later this year, along with changes to several other streets that will make it safer and easier to bike around Kilbirnie, into the city, and over the hill to Newtown. The new coastal bike path will be developed around the bays on the seaward side of the road between the intersection of Carlton Gore Road on Oriental Parade, and Greta Point. It will connect with existing shared paths at both ends, the new walking and bike paths being developed along Cobham Drive and through the cutting to Miramar and planned new facilities in Kilbirnie.

Wellington Mayor Justin Lester says the decisions by the Council's City Strategy Committee are a significant milestone in the city's cycleways programme. "This will be an amazing recreational route that families and visitors to the city will be able to enjoy," he says. "In time it will form a key part of the Great Harbour Way/Te Aranui o Pōneke – our region's aim to one day have safe walking and biking facilities all the way around our harbour "Te Whanganui-a-Tara". "It will be possible to ride all the way around the coast from the Miramar cutting to the central city without having to ride on the road, which will make commuting by bike to work or study a viable option for more people."



❖ Cycling Contribution to New Zealand's Tourism Industry (Source: Tourism NZ)

Around 138 thousand holiday visitors to New Zealand say they participated in some form of cycling. On average, cycling tourists spend more on their visit - \$4,900 compared with \$3,900 to non-cyclists. They also tend to stay longer - around 33 days compared to an average visitor who stays around 16 days. International cycling visitors tend to be most interested in adventure tourism activities during their stay in New Zealand and they tend to visit more regions and are likely to include a vineyard experience into their stay. The above data, which highlights the behaviour of holiday visitors over the three years from March 2014 to March 2017 is sourced from the Ministry of Business, Innovation and Employment's International Visitor Survey. As a result of the data, Tourism New Zealand is targeting:

- Recreational cyclists aged 45 and over from Australia, UK, USA and Germany who view nature/scenic attractions as key reasons for travel. These visitors are generally well-travelled, financially secure and very keen to experience other activities alongside their cycling experience.
- Mountain biking enthusiasts aged 25-40 from Australia who are looking for new challenges and thrills. These visitors generally travel in small groups and may seek extra adrenaline filled, competitive activities to complement their mountain biking experience.

The goal is to inspire cyclists to make New Zealand a must cycle holiday destination by increasing New Zealand's awareness and popularity. Tourism New Zealand is working with the *New Zealand Cycle Trail Network (NZCT)* to attract international visitors by developing awareness of New Zealand as a cycling destination through marketing and advertising channels. NZCT are custodians of the cycling trails brand and act as an advocate and liaison for Tourism New Zealand when interacting with other Regional Tourism Organisations and Cycle Trail Organisations.

❖ Time to Harden Up and Get On Yer Bike! (Source: Matt Heath NZ Herald Columnist)

Editor's Comment: Having regard to current winter conditions with early morning frosts and cold temperatures plus Garth's Winter Solstice Ride, John Briers drew my attention to this column which appeared in the NZ Herald on 25 June 2018



A beautiful sight to behold. But don't just stand there, get pedalling. (Photo / Shirley Vette)

Winter has come. It's freezing cold and wet. Which is a great time to get on your bike and hit the streets. Winter is where we find out who the real cyclists are. It's all very well riding to work in the summer. Wheeling around like Kermit the Frog in *The Muppet Movie*. Sitting up nerdily straight with the sun on your face. But pounding away in your humiliating wet weather gear shows true mettle. Auckland is a beautiful city. Our beaches, volcanoes and parks are breathtaking. We have phenomenal restaurants and bars.

We are arguably more intelligent, hygienic and better in the sack than the rest of the country combined. Our city is perfect. Except it's nearly all hills. Add in regular torrential rain, endless roadworks and angry traffic then cycling becomes challenging, which is fine because anyone worth their salt loves a challenge.

As the great and powerful Joe Rogan says: "There are consequences in constantly seeking comfort and avoiding discomfort."

A recent robust survey showed that most Aucklanders love bike lanes. A completely unscientific poll on an inhospitable forum - Mike Hosking's Facebook page went even higher with 79 percent loving bike lanes. Turns out most of Hosking's people want to marry and have babies with the cycle ways.

But even if you think cycle lanes are the work of the devil. You have to admit riding to work is better for you than driving. It makes you stronger.

It's not a left right political issue. I don't ride around to save the planet. I just want to get to work and fight my lard-arse-ness at the same time. Cycling is the solution. The problem is winter.

So how do you motivate yourself in the cold months? Easy. Commit to it. Just harden up and do it. Ride every day rain or shine. Get your water proof gears on and hit the road before you can think about it. Don't allow excuses. Don't be a pussy.

Obviously, some people have to drive to work. Builders, plumbers, couriers. Anyone with a real job probably needs a truck, van or ute. Some of you have to cross the bridge.

Some of you commute from Rodney, Helensville or Drury. That's fine. You guys are off the hook. But, if like me, you have a soft indoor job within cycling distance it's probably time to get out there. Do it simply because driving is the weaker option. It's wussy. Sitting there with your heater on 28C probably enjoying the wildly popular *Matt and Jerry Breakfast Show* on Hauraki. It's all too fun. All too easy. Harden up.

Next time you're behind the wheel when driving, take a look out the window at your fellow Aucklander on his bike. You can't deny he's running a tougher transport regime than you are. Sure, he's lit up like a Christmas tree, wearing embarrassing waterproof pants and a skid-lid. Sure, he looks like he's going to cry. But he's still the man and you're the little baby.

Motorcyclists will be laughing at the suggestion that cyclists are tough. You definitely look meaner than us push-bikers. There's no doubt your helmets and leathers are cooler. In fact, your whole set-up looks awesome. But you have an engine. Which makes you lazy. Self-propulsion is simply harder work. Which makes us tougher. Maybe not in a bar-fight, but out on the roads.

"But it's wet" we whimper like children. Why are you scared of rain? Humans are waterproof. You prove that in the shower every morning.

You could safely ride in the nude if you want. As long as you remain seated near schools. Plus, you're 60 percent water on the inside. So, if the moisture penetrates your outer layer, no problem. Yet most of us freak out and scamper to our cars whenever it rains. Weak.

Biking is the hard option. In winter even more so. So, if you don't need your car for work, ride your bike. It's not a left- or right-side of some stupid political spectrum thing. Don't do it for the environment, do it for your self-respect! A challenge! Choosing discomfort over comfort makes you stronger. So, have you got what it takes or are you scared of being soggy, cold and humiliatingly dressed?

You have a choice. Jump on your bike or remain happy and entertained, but soft and wussy in your comfy warm car. Up to you.

Upcoming Events

❖ ACTA Cycle Weekend Mangawhai Frid 10th - Sun 12th August 2018

Mangawhai Heads Holiday Park. Book your own accommodation.
Remember to bring your own food for all meals or plan to eat out locally somewhere!
Leaders: Annette and Steve with local support from Sue Woolnough.

❖ ACTA Four Day Coromandel Cycle Tour 22nd - 25th September 2018

Coromandel Coast to Coast - a four day classic ride.
Day 1 starts with a ferry trip then ride to Whitianga via the 309.
Day 2 return to Thames on the Tapu Coroglen road
Day 3 ride the new part of the Hauraki rail trail to Miranda.
Day 4 return to Papakura to catch the train.
Leaders needed

❖ ACTA Wairarapa Supported Cycle Tour 2nd - 11th November 2018

Masterton, Featherston, Lake Ferry, Ngawi / Cape Palliser, Martinborough, Masterton,
Riversdale, Castlepoint, Masterton

❖ ACTA Cycle Weekend Waikaretu - Raglan 16th - 18th November 2018

Waikaretu to Raglan return. Meet at Athol and Erica's place at Waikaretu (25km Sth of Port Waikato) on Friday 16 Nov. 3 bedrooms available ,campsites and room for campervans.

Saturday morning leave from Nikau Cave and Cafe nearby and cycle to Raglan (65 km - some gravel.Saturday night stay at Raglan Kopua Holiday Park (cabins ,camping)Make own booking.07 8258283 stay@raglanholidaypark.co.nz

Sunday: Catch ferry across Raglan Harbour and cycle back to Nikau Cafe along Coast rd.Gravel ,Hills 45km Great views.

Leaders Athol Berry, Erica Gilchrist ph 09 2333 278 ericagilchrist@xtra.co.nz

❖ BDO Lake Taupo Cycle Challenge Sat 24th November 2018

Tongariro North Domain, Taupo

❖ ACTA Northland Weekend Twin Coast Cycle Trail 30 November - 2nd December 2018

Leader: Simon Bucherer

TORTURE! Yes, some more groan-worthy cycling-related jokes!



😄 You can tell your other half, with a straight face that it's too hot to mow the lawn and then bike off for a 100km ride.

😄 Your surgeon tells you that you need a heart valve replacement and you ask if you have a choice between Presta and Schrader.



😄 On Saturday morning, a cyclist gets up early, as he has for so many Saturday morning rides, and softly slips out of the bedroom.

He dresses quietly in the next room, grabs his helmet and water bottles, and goes out to pump the tires. As the garage door opens, he's confronted by an icy, windswept rain.

He's ridden before in these conditions. He doesn't like it, but when it's Saturday morning he never misses. He ponders the dismal conditions and then retreats to the kitchen to tune a small TV to the Weather Channel. The forecast only sounds worse. This is one Saturday when he just can't summon the determination! With a sigh, he slips off his shoes, quietly returns to the bedroom, undresses and slips back into bed. There he cuddles up to his wife's back and whispers, "The weather out there is terrible." To which she sleepily replies, "Can you believe my husband went riding in that crap?"

😄 I've really had it with my dog: he'll chase anyone on a bicycle."
"So what are you going to do - leave him at the dog's home? Give him away? Sell him?"
"No, nothing that drastic. I think I'll just confiscate his bike."

😄 Driving one winter's day, I spotted my mate chest-high in snow. I shouted to offer him a lift but he said: "no thanks, I'm on the bike".

CONTRIBUTIONS TO THE SPOKESMAN

The Spokesman is your club magazine and as such it needs interesting articles and items to be published each quarter. The Spokesman is issued in February, May, August and November. The articles/ items can be full editorial articles about trips or interesting snippets of information you may have. **I WOULD ALSO WELCOME ANY COMMENTS OR “LETTERS TO THE EDITOR”**. When supplying these items to me please send in an electronic format with text as an unformatted “WORD” document and the images or photos as separate files. This will make it easier for me to edit and insert the article into the template I use for publishing. Within the word document indicate where the photos should appear and add a caption. Contributions of other separate photos are appreciated, so I can fill spaces and have something interesting for the front and back covers. However, they need to have a good resolution so the printed version looks ok. Please give each photo a specific name. Articles and information on Future Events can be sent to either:

editor@acta.org.nz or stu.andrews@xtra.co.nz.

Stu Andrews



TAIL END CHARLIE is at THE END