

## LIVE TO RIDE, RIDE TO LIVE!



I WHEELIE  
WHEELIE  
WHEELIE  
LIKE RIDING MY



"Nothing compares to the simple pleasure of a bike ride"  
~ John F. Kennedy



Picture of ACTA GROUP on Mangawhai Weekend Tour



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### 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 are listed on the quarterly rides list. For the West, the first 3 rides of the month are from Kumeu (Bakehouse) and the 4th Wednesday is from Riverhead (Kauri Gum Café). For the South, we have first Wednesday from the Ferry Building and 2nd and 3rd from Papakura. Those rides in the country can be anything from 30 - 60kms, including a mid-morning café stop. Remember to bring your lunch! **1<sup>st</sup> Wednesday Month West Ride** 9.30am departure from somewhere in central Auckland (often from the CBD Ferry Terminal). Members are advised of details in advance.

**2nd & 3rd Wednesday Month South 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. Geoff Phillips (contact details shown under Committee above) will lead the 2<sup>nd</sup> Wed ride and Bill Pepler, peplers@ihug.co.nz, 09 266 6846, 021 073 7019 is the coordinator for the 3<sup>rd</sup> Wed ride and is the contact for new people who want to try out this ride. **NB: Despite the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Wednesday rides, the usual Wednesday rides from Kumeu and Riverhead starting locations 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 pot holes 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 November Spokesman...

I trust you find it to be an interesting and diversified issue!

You may recollect that I produced a researched article on *electric bikes (e-Bikes)* in the 2017 August Issue. In that article, I was suggesting that my wife and I may be postponing buying any electric bikes for a few years yet. However, our cycle tour in excessive heat in Croatia (refer the article below), where we were among the very few on normal bikes, caused my wife, Gaye, to change her mind. Upon returning home I undertook further research and found reasonably priced German designed touring hybrid “pedelec” (pedal assist) e-Bikes that are not too heavy (just over 20kg) with the drive located at the centre crank and the detachable battery pack integrated into the frame. I was fortunate in that a bike with frame design and size that suited me was available for immediate purchase, whereas my wife has had to order hers. I have since ridden my new e-Bike on a few ACTA rides. While I did receive some derogatory comments from some ACTA Members on purchasing an e-Bike, I actually took these to be a compliment, not only regarding their assumption of my relative current fitness, but also perhaps on their assumption I am younger than I actually am. **However, while we are a cycle club, members should be aware that those with e-Bikes, assuming they are “pedelec” (pedal assist) can continue to maintain their fitness depending on how they ride them!** For instance, on the ACTA rides to date, I only turn on the drive (i.e. the electric motor) at “economy level”, or the level above, on relatively steep hills and keep the drive turned off on easy uphill gradients and relatively flat or down hill areas such that I was changing gears and pedalling like on a *normal bike*, but a much heavier touring bike (due to the weight of the battery and drive) than a normal bike for the majority of each trip, thereby maintaining my fitness! It is also my intention to be selective, depending on the proposed route and length of the ride, and to continue to ride some of the other normal bikes I own. Regarding the article I wrote on e-Bikes in the August 2017 issue, it is still highly relevant and I am happy to provide it to new members who have never read it or to old members who are unable to find their August 2017 Issue. Should you require a copy, feel free to email me.

As a participant in the Sub-Committee arranging activities for the forthcoming 70<sup>th</sup> Anniversary of the Auckland Cycle Touring Association (ACTA), I thought it important to include in this Spokesman Issue special programmed anniversary activities under “Upcoming Events” and to also remind you of available 70<sup>th</sup> anniversary memorabilia.

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

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



## Message from your President...

Quarter 4 2018

I took my last ACTA ride for the year on Wednesday 3 October sad, but as I'm off to Canada for two months I guess there will be compensations. Very odd though to be off on a non-cycling holiday, apparently there are these things like trains and cars you can use instead of riding your bikes, amazing!

And the Wednesday ride was *amazing*! We believe it to be a record 32 riders from the Ferry building to Mangere Bridge, and out to the Airport for morning tea. Jamaica Blue (warned by Colin) were so welcoming of our large group and had reserved us seats in their conservatory area, and the coffees and morning tea came out so rapidly. After our lunch stop at Ambury farm, the Aucklanders from all over split in 4 different directions to head home, with no one opting to take the train back from Onehunga. Thanks, Colin, for a memorable ride!

I have a tip for travellers, particularly when cycle touring camping style. Increasingly, European and other countries have a problem with tick bites and some of these ticks carry nasty diseases. If touring in these areas and you are not planning to spend your time in just hotels and cities, then pack wart freeze and specific tick tweezers into your medical kit. See the video below that explains why.

[https://www.youtube.com/watch?v=j77nrTVM\\_j8](https://www.youtube.com/watch?v=j77nrTVM_j8)

Another travel thought is with travel insurance covering health issues. Recent publicity has highlighted that insurance companies will not pay out if there has been a pre-existing condition. I was interested in how our insurance policy (through our ASB Platinum card) would handle pre-existing conditions, so I thought I would ask! I asked about my asthma (which I have had mildly since being 18 months old) and, as you would expect, I would not be covered by insurance for an asthma attack! Any self-limiting condition, like an infection, a repeat case would not be covered if you had had the same infection within the last two years. With a condition such as diverticulitis, the ruling was if you had been hospitalised for it in the last 2 years, you would have to pay an additional \$1325 (our insurance is all covered by the credit card fee) to be covered for it. If you had not been hospitalised in the last 2 years but had had symptoms it would cost you \$545 to be covered. And if you had not been hospitalised and had had no symptoms in the last 2 years you would be covered by your policy. Food for Thought!!

Happy cycling to you all and I look forward to catching up with you at the Christmas Party!

Keep Cycling!

Cheers Annette



# Impressions of Cycle Tour in Poland and some Baltic States May and June 2018 by Geoff Phillips

## SUMMARY

The group comprised four ACTA members being Annette Collins, ACTA President, Stephen Thoms, John Billinge (JB) and Geoff Phillips. The distance covered by bike was 2,706 kilometres (excluding public transport such as the train from Warsaw to Krakow) and 15 nights were spent camping.



*The old town in Warsaw*

## Tour of Poland

We flew directly to Warsaw via Dubai and spent the first few days in Warsaw. Highlights included the Royal Castle and the Old Town Square. As in most cities we visited, we covered a lot of ground on foot as well as on our bikes.

We then caught the train down to Kraków a 300-kilometre train ride before returning to Warsaw to start our ride through Poland and on to Lithuania.



*The medieval town square Krakow*

In Kraków, we visited the Auschwitz concentration camp and the Wieliczka salt mines. Like many of the Eastern European cities we visited, Kraków had a spectacular old town with a medieval town square that dates back to the 13th century. It was a *VERY popular tourist destination* and even though we were there on May 6, the town was heavily packed with tourists and we had to use a tour company to get into the main sights.

On our ride, we planned to do a bit of free camping to give us the flexibility of not having to arrange accommodation for each night. We soon found that free camping in the wild is not as easy and romantic as it sounds. As we put up our tents we were frequently attacked by “*mossies*”. They were large and easy to kill, but they kept on coming. We were forced to retreat into our tents even though it was daylight until 10 pm.



*Free camping in the wild of Poland with “Mossies”!*



*Riding in back country roads - Lubomino*

One of the good things about the tour was that we were in uncharted territory as far as we were all concerned. Our expectations were not high as I, for one, knew little about the towns and counties we were visiting. Lots of people asked us why we chose Poland and the Baltic States. It turned out to be a very good choice, with thanks to Annette and Stephen. We were very lucky with the weather with only a few days of our two months on the road including rain and we were told by locals that this is not normal, especially in May and June.

A lot of our riding in Poland was on isolated back country roads with sand and cobbles being common. Thanks to “*Ride with GPS*”, Stephen guided us to some very interesting places and I liked the variety this offered. We visited interesting towns such as Gdansk, Torun and Elblag all with historic town centres.



*A panoramic view of Gdansk, Poland, which lies on the southern edge of Gdansk Bay on the Baltic Sea coast and is the largest city in the Pomerania region of Northern Poland*



We stayed in a six-floor apartment in Gdansk in Poland, which was an experience in just getting our bikes and gear up in the lift.



*A cycle way in Poland*



*Sejny, a town in NE Poland close to the border with Lithuania*

We found Poland to be an excellent place to cycle tour in. It was affordable and, while there were few real hills, it was not completely flat with undulating countryside and lots of farms and forests. There was plenty to interest us as we cycled through the countryside and we could draw comparisons with the New Zealand countryside. Both "JB" and I had to do major repairs on our bikes and the work was done expertly, on the spot and at a very reasonable cost.

### **Tour of the Baltic States**

When we started our ride through the Baltic States it soon became evident that they are all enjoying their independence and are doing very well being part of the EU.

All three countries have very engaging state capitals with wonderful old buildings and lots to see and do. We spent at least three days in each of *Vilnius*, the Capital of **Lithuania**, *Riga*, the Capital of **Latvia** and *Tallinn*, the Capital of **Estonia**, which gave us lots of time to look around.



*Countryside near the town of Svencionys, Lithuania, about 84km north of Vilnius*

Annette, in her usual, efficient way, found apartments in each of these cities that were well located, comfortable and affordable. And the beer was good. What more can you ask for? Our goal was to enjoy our ride and to see and learn about the history of each of the countries we visited and staying in the main towns allowed us to do that.



*Two pictures of Riga, the Capital of Latvia*



*Jēkabpils is a city in southeastern Latvia roughly halfway between Riga and Daugavpils and spanning the Daugava River.*



*Our campsite, Gauja River, Cesis, in NE Latvia*



*Cold morning at our campsite at Cesis, Latvia*

When we reached Estonia we were ahead of our schedule to catch our ferry from Tallinn to Stockholm so we added on a trip out to the islands of Saaremaa and Hiiumaa.



*Lunch on the road*



*Looking at the map of Saaremaa Island in Estonia and the town of Kuressaare*



*Ferry from Virtau to Saaremaa Island in Estonia*

Estonia has very modern ferries the equal of any ferry service I have been on which includes ferries in Canada and Scotland. The ferry service and a number of new developments, such as a sophisticated marina in Kardla, were thanks to EU investment and they certainly helped to make the islands well worth visiting.

Estonia is a very well organised little country with good roads and cycling infrastructure and many historic towns including Parnu, Tartu, Kuressaare and Haapsalu.

### **SUMMARY – WARSAW TO TALLINN**

On the ride from Warsaw to Tallinn we cycled for 42 days with the longest day being 142 kilometres. The shortest day was 38 kilometres. We did over 100 kilometres on 7 days with an average daily distance of 76.5 kilometres. There were 9 non-cycling days. Our average daily costs for the ride from Warsaw to Tallinn were \$57NZ per person. Poland in particular was a very cost-effective country to ride in.



Tartu in Estonia

### STOCKHOLM, SWEDEN

We rounded off our tour by taking the 17-hour ferry from Tallinn to Stockholm, which was a very scenic voyage through the Stockholm archipelago consisting of nearly 30,000 islands. Stockholm is a very “*bike friendly*” city with bikes everywhere including in the centre of town. We rode out to Drottningholm Palace mostly on cycleways.



The cycle way back into Stockholm city

All in all, we had a very enjoyable tour and, in the end, it was hard to remember all that we had done and seen. **We had excellent navigation from Stephen (Ride with GPS) and wonderful organisation by Annette. “JB”** and I had the job of making sure that we all had a good time and we certainly did. **It was a ride to remember without a doubt!**

In order to enjoy more pictures of our tour please feel free to press control and click on

<https://youtu.be/GD5qYFwVOHM>

# Impressions of Island Hopping and Mainland Cycle Tour of Croatia Sun 5 - Sun 12 August 2018 by Stu Andrews

After attending our son's wedding in London, my wife and I flew down to Dubrovnik in Croatia on **Saturday 4 August**. Although we had visited Dubrovnik before, we stayed overnight. On **Sunday 5 August**, as well as walking to Sunset Beach in the Lapad District and exploring the old city and its walls once again, we went to Dubrovnik's Gruz port where we found the 38m long pearly white elegant two-masted motor yacht (MY) Harmonia which has 16 comfortable cabins with ensuites and a lovely salon upstairs for meals and drinks. With this number of cabins, Harmonia is capable of carrying up to 30 guests. ***You may ask, what has this to do with cycling?*** Harmonia simply provides the accommodation and travel between islands and along the Dalmation coast for what is a ***dedicated cycling tour with all guests on board being cyclists***. The group on board was a good size being 14 cyclists. Surprisingly, the majority were Kiwis including a couple of "Kiwaussies" born in NZ and now living in Tasmania. The reason why the group was only 14 persons instead of somewhere between 20-30 persons will become evident and explained in the summary later. Being in the early 70s, I turned out to be the oldest member of the group and my wife, Gaye and I, were the oldest couple. Most members of the group ranged in age from 50s to early 60s.



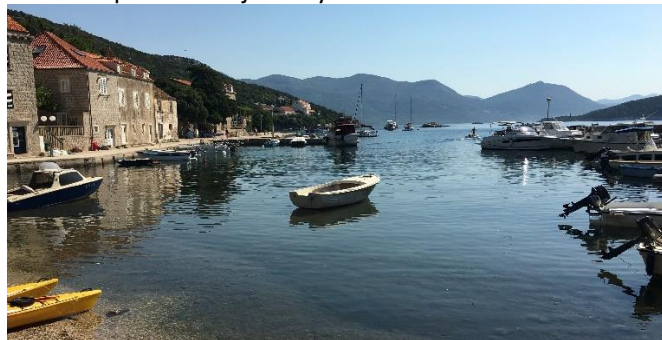
Our Motor Yacht MY HARMONIA

## Monday 6 August (SIPAN and MLJET Islands)

After breakfast we docked in the town of Sudurad on the island of SIPAN and the bikes were unloaded. Whereas the majority of the group had pre-booked e-Bikes, my wife, Gaye, and I, *despite being the oldest couple*, opted for normal bikes. We then rode up hills and across fertile valleys of SIPAN from Sudurad to Sipanska Luka – a nice little coastal town where we got a cold drink and then went for a walk around to the beach before returning on a different route for the first part of the journey back to MY Harmonia.



Climbing up from Sudurad, Sipan



Coastal Town of Sipanska Luka, Sipan

We then left SIPAN and commenced our cruise to MLJET. Just after starting, my wife, Gaye, was the one to alert the crew that one of our group, MarieJose, from Spain, was not onboard. They then unloaded their inflatable zodiac boat and went back to collect her. Fortunately, they found her and MY Harmonia slowed down and stopped to allow MarieJose to board. MLJET is a green and forested Island known as the “Honey Island”, which held memories of lovely scenery for me. After docking at Pomona, we cycled up the steep main road and then turned down into the National Park. We then rode along the inlet of the Mediterranean Sea that locals tend to call a lake. We eventually rode past an arch bridge connecting the two sides of the inlet and then went to the little village of Soline and onto a Mediterranean lookout before returning and going in a different direction towards the end of the inlet that they refer to as a small swimming lake.



*Riding into Mljet National Park*



*The arched bridge connecting both sides of the inlet*

From there, Gaye and I rode down the other side of the inlet where we got a good view of the monastery on St. Maria Island in the inlet. We then rode to the end of the road on the other side from where we viewed the Mediterranean Sea. We then cycled back to the swimming lake and took the gravel hilly road up to the main road that led us back to Pomona where we were able to have a swim near MY Harmonia to cool us off.



*The monastery on the Island of St. Maria*



*Looking across the inlet to the village of Soline*

### **Tuesday 7<sup>TH</sup> AUGUST (PREZBA AND LASTOVO ISLANDS)**

We left Pomona and cruised along to the above islands. We actually moored on PREZBA Island and after a short ride we crossed the short bridge onto LASTOVO Island. From there, we rode around the coast on the main road past where the ferry docks and up through Ubli. We then had about 5km climb and up the top we had a good view looking down on the town of Zaklopatica. However, we did not ride down there but, instead, we rode to the town of Lastovo for refreshments. Upon our return it was nice to ride down the 5km we had climbed up earlier.



*After 5km climb looking down on town of Zaklopatica*



*Arriving at the town of Lastovo*



*Looking back down on Zaklopatica when returning from Lastovo town*



*The bridge connecting Lastovo and Presba Islands*

After a swim we left PRESBA Island and cruised to the pretty town of Vela Luka on the Island of KORCULA. During an evening walk we came across some Croatian dancers in costumes.

**Wednesday 8<sup>TH</sup> AUGUST (KORCULA ISLAND) The temperature that day was 38 degrees Centigrade**

We left Vela Luka and rode uphill again into Blato. From there, we turned and climbed up quite a steep 3km hill with switchbacks to a quaint little church located at the top. We then rode down to the coast, which was beautiful. We passed the lovely little seaside town of Grscica and rode through Prizba to a hotel resort with swimming on the coast for refreshments. We then continued to ride along the coast and up another 3km hill through Smokvica and past Cara. We then rode to the somewhat isolated restaurant where we were provided with plenty of cold drinks and a light lunch, which was most appreciated. After lunch we had yet another 5km hill climb with spectacular views including that of the little coastal town of Pupnatska Luka way down below us. We then arrived at Pupnat and took a very narrow and quite steep windy road down to Kneze. We then rode along that coast and across land to the seaside town of Racisce where MY Harmonia had docked.



*Leaving Blato on start of steep 3km climb with switchbacks*



*The tiny church at the top of the steep 3km climb*



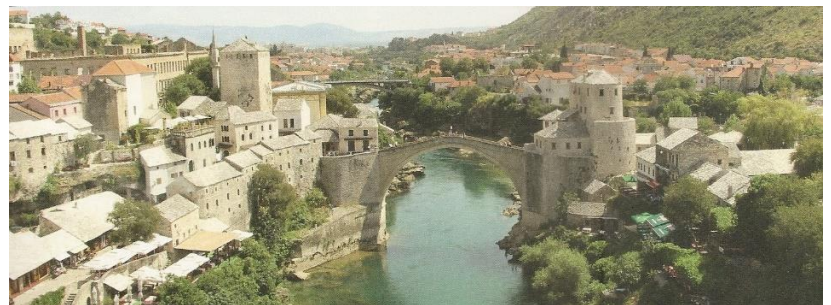
*Looking down on the seaside town of Pupnatska during the 5km climb*



*Coastal scenery during the 5km climb*

**Thursday 9<sup>TH</sup> AUGUST (MAINLAND TO MOSTAR IN BOSNIA HERZEGOVINA)**

Mostar, despite having an old medieval town became pretty much the front line in the civil war in the 1990s after the breakup of Yugoslavia. The civil war not only involved territory but also religion with three being Croatia Roman Catholic, Bosnia Christian Orthodox and Islam as a result of the Ottoman Empire. Upon arrival, we went through the old town narrow cobbled streets and, first, down below Mostar's famous arch bridge before going up and over the bridge. Some guys were earning money by jumping into the river from the bridge.



**ABOVE:** Mostar's famous bridge rebuilt after the civil war

**LEFT:** Mostar is a divided city with those of Croatian origin on one side and Muslims on the other

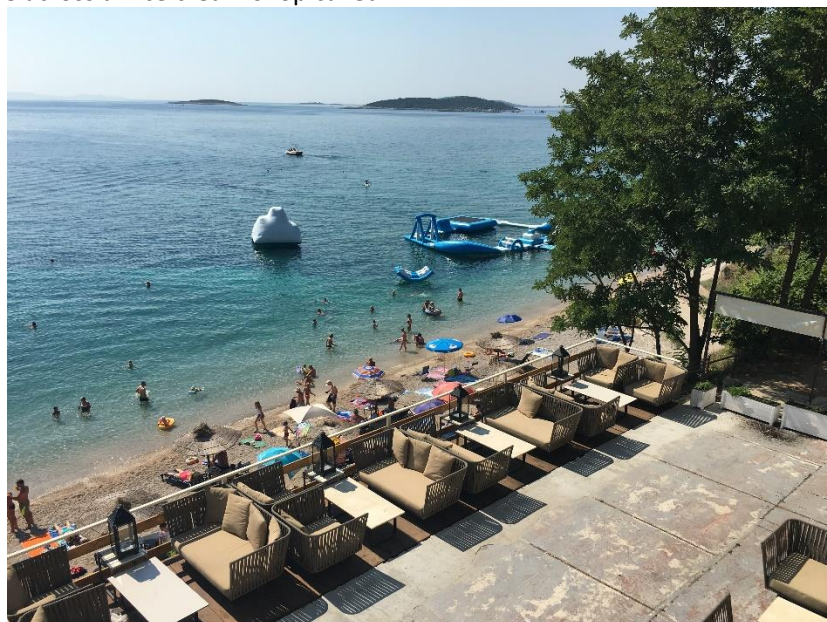


**Friday 10<sup>TH</sup> AUGUST (TRPANJ TO KUCISTE ON PELJESAC PENINSULAR THEN BACK TO KORCULA)**

We rode inland through Trpanj and then a steady climb for several Kms. We then rode down and stopped at a sightseeing spot where there was a wine bar which provided me with a nice cold water drink. After that, we rode down to Orebic, which is obviously quite a tourist beach resort. From there, we rode a few more Kms along the coast to Kuciste where MY Harmonia was moored. Once again, it was hot with the hill climb from Trpanj. In the evening Harmonia took us across to Korcula city. We had a brief tour of the old city. On the way back to Harmonia we came across an ice cream shop called “Kiwi”.



*At the lookout after climbing from Trpanj*



*One of the beaches at Orebic*



*Gate to the Korcula old city*



*One of old Korcula City Round Towers*

**Saturday 11<sup>TH</sup> AUGUST (FROM KORCULA TO PRAPRATNO ON THE MAINLAND & CYCLE TO SLANO)**

MY Harmonia departed from Korcula and sailed south and across to Prapatno where we arrived about 9am. Because it is a ferry terminal, the bikes were unloaded quickly and then MY Harmonia left for Slano. We

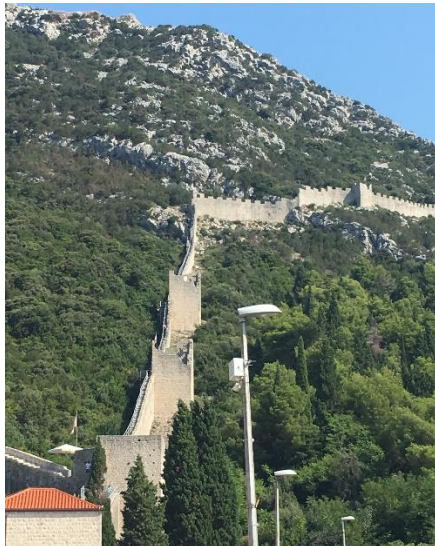
had an immediate climb up from the ferry terminal and then wound down to Ston where the old walls are located. It also meant an early morning tea. We left Ston at 10.30am and rode along the coast of the inlet. Then we rode uphill inland including a long 5km climb in the heat. After passing Doli and a quarry we then rode downhill to Slano.



*Arriving at Prapatno ferry terminal*



*The old stone walls at Ston*



*The old stone walls at Ston*



*Coastal road from Ston to Slano*

### **Sunday 12<sup>th</sup> August**

MY Harmonia cruised the short distance from Slano to Dubrovnik where we went to the airport and took our flights home.

### **SUMMARY**

It had been a very hot summer in Europe and, although we chose to cycle in Croatia after our son's wedding, we had not considered the consequences of the "time-line" regarding the weather and temperatures! Being the middle of European summer, temperatures on the Dalmatian coast and islands were well above 30 degrees Centigrade. While the scenery is spectacular in Croatia, you must expect to climb long hills and, with temperatures on some days reaching 38degrees C, the hills were quite energy sapping and we ensured we had electrolyte sachets for inclusion in our water bottles. The reason why our group was only 14 and why many chose e-Bikes was because this tour took place "in the heat of summer". **We thoroughly recommend taking this island hopping and mainland cycle tour, but suggest you consider undertaking it in either late May/ early June or late September/ early October** in order to avoid the heat we were subjected to!

# Impressions of ACTA Weekend Cycle Tour of Mangawhai Sat 11 - Sun 12 August 2018 by Maureen McRae and Sarah Ley-Bucherer

## Maureen's Impressions

One thing I thoroughly enjoy about ACTA is discovering new places and on the weekend of Saturday 11 - Sunday 12 August we explored Mangawhai and its lovely quiet rural roads. The weather was superb, just a wee bit of rain in the night. The only ones who would have really known were the two in their tents. We stayed at the Mangawhai Heads Holiday park, which is situated right on the water's edge.

Saturday and all thirteen of us, of which three were on e-Bikes, including Wolfgang on his brand-new purchase, gathered up and headed off in the direction of Te Hana. Morning tea stop was at the only café at Te Hana, which was enjoyed after a fair amount of climbing. In other words, at least we had worked hard for our coffees. When we got back on the road again we were to be greeted by a grader about to make a big mess. Luckily, we timed it right because there was still some hard-surface left to ride on, but soon after it could have been a very different story.

Lunch stop was at Te Arai Regional park, which is popular for surfing and self-contained camping. Unfortunately, the wind had picked up by now and it was a case of finding shelter rather than sitting and enjoying the sea air, before making our way back. It had been a beautiful 75km ride, with stunning views along the way. Saturday night we all dined at the historical Mangawhai Tavern, which sure did turn out some gorgeous meals. No one went home hungry from here.

First thing on Sunday morning was time for a group photo.

**Editor's Comment: The group picture is shown on the front cover of this Issue**

Afterwards, we headed off towards Kaiwaka, stopping at a lovely old "Saint Michael's and all the Angels" church built back in 1887.



*The old church built in 1887*

We walked around the well-kept grounds and admire a few of the old head stones.



*Old head stones in the church grounds*

Despite it being August, spring appeared to be in the air with newly born calves and lambs about. Morning tea was had at Kaiwaka before heading off down back roads to Mangawhai. Being a shorter day of 50 km, we arrived back at Mangawhai in time for lunch.



*Sunday lunch at a table on the water's edge*

*Thanks to Annette and Steve for leading and to all the Tail end Charlies for another great weekend excursion!*

### Sarah's Impressions

Thirteen keen ACTA members (unafraid of gravel at this stage!) began to descend on Mangawhai Heads Camping Ground **Friday night**. It's great to catch up before an ACTA weekend, find out who has made the commitment for the next 2 days and enjoy some light banter with memories of previous weekends and tours. There is always an element of anticipation, checking out the routes on "Ride with GPS", chatting to the tour leader (Steven Thoms for both days) and of course talking bikes.

Come early **Saturday morning** we all met to begin our day with plenty of warm clothing on to keep out the chill wind. We really enjoyed the quiet country roads and peaceful surroundings. At one point, we rode past a very new-born calf still wrapped in its endometrial layer with its little head up and observing the world. I wonder what it thought seeing a group of bright yellow-clad humans on bicycles peddling past. Then, just around the corner, we came across a very frisky little foal doing its stiff-legged bobbing dance with tail all fanned out like a bottle brush. We all remarked on its lovely warm coat (designer label probably). Having a halter and short rope attached, we decided it was probably not an easy little demon to catch. "Mum" just kept on grazing, keeping only half an eye on what was happening on the other side of the fence. No-one was quite quick enough to manage a video of it.



*The frisky foal in it's "designer label" coat!*

Following a coffee stop at Te Hana, we soon came across a very hilly gravel road with lots of new stone piles and clumps of dirt and weeds. We could see the grader still working ahead even though it was Saturday! We were all able to pass it whilst stopped – the driver was chatting on his phone! However, it wasn't long before he was on the move again and, damn it, passed some of us with a great deal of dust belching out beside the blades to contend with. I haven't tried drafting behind a grader before and it worked for a little while, but the driver wasn't going to wait for any of us. The road did become easier to ride though after we were able to swing in behind it.

After lunch we lost 4 at the tail end and found they had taken the cross-country route through the forest and over a stream past some new developments. Susan Woolnough led Kathy, Louise and Reg on this local "tiki tour".



*Riding behind the Grader!*

Arriving back at the campsite we were very pleased to get off our bikes for the rest of the day at least. In total we had ridden 76 km, climbed 907m and there had been lots of gravel!! Later we all enjoyed food and drink at the Mangawhai Tavern – a good recommendation from Sue Woolnough!



*The old church and grounds*

**Sunday** we set off at 8.45am – just a little earlier with the intention of a shorter ride giving Aucklanders time to get on their way back home after lunch. With lovely sunny weather it was a real joy to once again take to the rural back roads. Steve found us a good coffee stop at Kaiwaka (Bianca's) where we all enjoyed a break and "refuel" before heading on once more. We stopped to look around an old colonial church and admire the large Macrocarpa tree beside it. We decided the tree had been there at least since the church was built.

Back at the campsite we enjoyed lunch with a chilly sea breeze before all setting off for home. We were thrilled to have had a fine weekend with no rain, a little bit nippy in the mornings and a little wind but nothing much and plenty of gravel!!

*Thanks Steve and Annette for organizing and leading!*

# Impressions of ACTA Four Day Coromandel Cycle Tour Sat 22<sup>nd</sup> - Tues 25<sup>th</sup> September 2018 by Deb Payne

## Day One: Auckland - Coromandel - Whitianga

Saturday morning and all eight of us (Kathy, Sue, Sally, Sandra, Erica, Willie, Allen and Deb) boarded the 8.45am ferry service to Coromandel. We were farewelled by Sarah and Simon (great to see Simon making a good recovery!). The ferry was quite packed with a large group of people getting off at Rotoroa Island. Arriving at Coromandel Wharf we discovered that because of earlier storm damage, we had to carry our bikes up a rather steep temporary scaffold staircase. Fortunately, the crew assisted us. This was particularly welcomed by Willie, as her electric bike was rather heavy. Athol was there with his ute and trailer into which we loaded our panniers.



*The group after arrival at Coromandel Wharf and meeting up with Athol and Erica plus a friendly border collie dog*



*The collie dog took a fancy to Athol and Erica's trailer.*

Then we duly headed off turning off the main road onto the 309 Road, famous for its dense bush surroundings, views and switchbacks. The gravel road was wet, but well compacted, and we made steady progress, stopping for a late morning coffee at the "Waterwork's" cafe, and a quick look at some of the quirky water structures. Earlier we had passed what is known as "Stu's Wild Pigs" (no relation to the Editor!), where there are about 100 wild pigs and other animals living on "Stu's Farm". It looked a bit grim really in the wet and with hardly any green grass evident. After a fun downhill, we had lunch on the Whitianga side at a picturesque picnic area beside the river. Then into Whitianga where we stayed at the Holiday Park.



*Saturday Lunch at the picturesque picnic area*



## Day Two: Whitianga - Thames

Sunday dawned warm and sunny and at a respectable 9am we headed off towards Coroglen. Morning coffee was at the Coroglen pub where we came across a group of 4 road cyclists who had just cycled to the top of the Coroglen -Tapu Road and back and were returning to Hahei. The Coroglen to Tapu Road was a long slog uphill to our lunch spot at approximately 448m elevation. Athol had said it was a 15km uphill and 5 km downhill. Indeed, it felt like that - the downhill was too short, but such fun. Some shot down so fast that they missed the Square Kauri tree and the stunning views of “Camel’s Back” (Maumaupaki).



*The Square Kauri Tree*



*View of the Camel’s Back (Maumaupaki)*



*Kathy and Willie enjoying the Tapu shop’s ice cream*

We discovered that a shop at Tapu gives the most generous scoops of ice cream, which are highly recommended.

### Day Three: Thames – Miranda

After a comfortable night at Dickson’s Holiday Camp staying in a assortment of units, tents and caravans, Kathy, Sally and Sue left at the ungodly hour of 7.30am in order to bike back to Auckland that day. The rest of us (joined by Caroline) left at the more leisurely 9am to follow the Thames to Miranda cycle way. We discovered Athol’s penchant for cakes no matter what the time of day or amount of cycling had been done. In Thames, the waterfront shared cycle way passed by several sculptures. We spotted a flock of black and white terns, two kingfishers and several grey herons. Out of Thames we followed stop-banks which offered sights across mangroves or dairy farms and up into the Hunua hills. It was along this section that Athol got a puncture.



*Athol mending his puncture*

The day had started out sunny, but with a cool and strong wind, and deteriorated from midday onwards. By lunchtime at Waitakaruru, showers of rain had begun. After investigating the sculptures at a craftsman’s workshop across the road from our lunch spot, we headed off to the Miranda Holiday Park. An excellent location with what seems to be a mineral pool, kitchen and accommodation. All smart and new. Luxury to soak in the hot pool.

### Day Four: Miranda - Papakura

Tuesday morning another 9am start - but into cold, gusting headwinds and at least one hailstorm. A real battle. Hot pies and sausage rolls were had at the Maramarua petrol station to warm and fortify us before lunch. Our slog through to our lunch stop, Hunua Village, continued with gusty crosswind and heavy showers. Warmed by a decent break at Hunua, fed and watered, we then set off to Papakura. We had to watch for the trucks heading from the quarry and then we hit the post school run of traffic plus trucks in Papakura. As evidence of the strong winds, Sandra noticed a trampoline that had been lifted over a fence and onto the grass verge. We had the pleasure of meeting Athol’s dog, which he had picked up on the way between Hunua and Papakura.

*Our sincere thanks to Athol for organising and leading this trip and also to Erica for taking turns with Athol to drive the ute. It was an excellent trip with good companions (we missed having Margaret and Louise with us!).*



## Health Benefits of Cycling researched by the Editor

*Your Editor's Comment: I am not a health expert, but I have simply researched this article thanks to "Doctor Google"*



To be fit and healthy you need to be physically active. Regular physical activity can help protect you from serious diseases such as obesity, heart disease, cancer, mental illness, diabetes and arthritis. Riding your bicycle regularly is one of the best ways to reduce your risk of health problems associated with a sedentary lifestyle.

Cycling is a healthy, low-impact exercise that can be enjoyed by people of all ages, from young children to older adults. It is also fun, cheap and good for the environment. Riding to work or the shops is one of the most time-efficient ways to combine regular exercise with your everyday routine. An estimated one billion people throughout the world ride bicycles every day – for transport, recreation and sport.

### Cycling for health and fitness

It only takes two to four hours a week to achieve a general improvement to your health. Cycling is:

- Low impact – it causes less strain and injuries than most other forms of exercise.
- A good muscle workout – cycling uses all of the major muscle groups as you pedal.
- Easy – unlike some other sports, cycling does not require high levels of physical skill. Most people know how to ride a bike and, once you learn, you don't forget.
- Good for strength and stamina – cycling increases stamina, strength and aerobic fitness.
- As intense as you want – cycling can be done at very low intensity to begin with, if recovering from injury or illness, but can be built up to a demanding physical workout.
- A fun way to get fit – the adventure and buzz you get from coasting down hills and being outdoors means you are more likely to continue to cycle regularly, compared to other physical activities that keep you indoors or require special times or places.
- Time-efficient – as a mode of transport, cycling replaces sedentary (sitting) time spent driving motor vehicles or using trams, trains or buses with healthy exercise.

### Health benefits of regular cycling

Cycling is mainly an aerobic activity, which means that your heart, blood vessels and lungs all get a workout. You will breathe deeper, perspire and experience increased body temperature, which will improve your overall fitness level.

The health benefits of regular cycling include:

- increased cardiovascular fitness
- increased muscle strength and flexibility
- improved joint mobility
- decreased stress levels
- improved posture and coordination
- strengthened bones
- decreased body fat levels
- prevention or management of disease
- reduced anxiety and depression.

### **Cycling and specific health issues**

Cycling can improve both physical and mental health, and can reduce the chances of experiencing many health problems.

#### **Obesity and weight control**

Cycling is a good way to control or reduce weight, as it raises your metabolic rate, builds muscle and burns body fat. If you're trying to lose weight, cycling must be combined with a healthy eating plan. Cycling is a comfortable form of exercise and you can change the time and intensity – it can be built up slowly and varied to suit you. Research suggests you should be burning at least 8,400 kilojoules (about 2,000 calories) a week through exercise. Steady cycling burns about 1,200 kilojoules (about 300 calories) per hour. If you cycle twice a day, the kilojoules burnt soon add up. British research shows that a half-hour bike-ride every day will burn nearly five kilograms of fat over a year.

#### **Cardiovascular disease and cycling**

Cardiovascular diseases include stroke, high blood pressure and heart attack. Regular cycling stimulates and improves your heart, lungs and circulation, reducing your risk of cardiovascular diseases. Cycling strengthens your heart muscles, lowers resting pulse and reduces blood fat levels. Research also shows that people who cycle to work have two to three times less exposure to pollution than car commuters, so their lung function is improved. A Danish study conducted over 14 years with 30,000 people aged 20 to 93 years found that regular cycling protected people from heart disease.

#### **Cancer and cycling**

Many researchers have studied the relationship between exercise and cancer, especially colon and breast cancer. Research has shown that if you cycle, the chance of bowel cancer is reduced. Some evidence suggests that regular cycling reduces the risk of breast cancer.

#### **Diabetes and cycling**

The rate of type 2 diabetes is increasing and is a serious public health concern. Lack of physical activity is thought to be a major reason why people develop this condition. Large-scale research in Finland found that people who cycled for more than 30 minutes per day had a 40 per cent lower risk of developing diabetes.

#### **Bone injuries, arthritis and cycling**

Cycling improves strength, balance and coordination. It may also help to prevent falls and fractures. Riding a bike is an ideal form of exercise if you have osteoarthritis, because it is a low-impact exercise that places little stress on joints. Cycling does not specifically help osteoporosis (bone-thinning disease) because it is not a weight-bearing exercise.

#### **Mental illness and cycling**

Mental health conditions such as depression, stress and anxiety can be reduced by regular bike riding. This is due to the effects of the exercise itself and because of the enjoyment that riding a bike can bring.

# Auckland Transport Cycling Information by Joanna Glasswell, Senior Media Advisor, Walking, Cycling and Road Safety



IN ASSOCIATION WITH



AND



It's been a busy few months as AT gears up for summer. We've completed and opened the Quay Street Cycleway Extension, which gives people on bikes separation from traffic and people walking from Plumer Street to near The Strand. Quay Street is one of our most popular bike routes into the city centre, and this link improves safety for people pedalling from the eastern suburbs.

Out west, we've also completed the Seabrook Avenue Cycleway in New Lynn. This project gives people a safe, separated cycling connection along Seabrook Avenue and makes improvements at a number of intersections for both people walking and cycling. You'll find raised tables, better lighting and new crossings. If you're only after a short ride, this cycleway connects to the shared path on Rankin Avenue which takes you to the New Lynn Transport Centre for public transport.

Another big milestone will be the completion of the Ian McKinnon Cycleway later in November. Not only are we making the link between the North Western Path and Upper Queen Street easier for bike riders, we're also removing a slow hill climb!

Our spring cycling training programme is also available now. If you want to learn how to maintain your bike, get more confidence cycling on the road or help younger family members learn to ride, visit [www.AT.govt.nz/cyclingevents](http://www.AT.govt.nz/cyclingevents) for more.

# Snippets

## ❖ A Brief Snapshot of Cycling History in New Zealand

The bicycle reached New Zealand in the 1860s in the form of the velocipede, also known as the 'boneshaker'. As bicycle design improved, and production became mass-market, cycling became a popular mode of transport in many parts of New Zealand for half a century.

In the 1950s and 60s government transport funding and policies favouring motor vehicles as the transport of the future, along with the increasing affordability of automobiles, spurred a rise in motor vehicles. New Zealand soon had, and still has, one of the highest rates of [car dependence](#) in the world.

As well as abandoning bicycles (and public transport) in favour of cars, the remaining bicyclists were increasingly forced off the streets by the rising danger of motor traffic, relegating bicycles to recreational and sports use. The oil shocks of the 1970s triggered the first of several bicycle resurgences, and new sports bicycles became popular: first, road racing bikes, then BMXs and eventually mountain bikes. By 1990, a survey showed cycling to be the second most popular participation sport in New Zealand. Since then, cycle sales have remained high, averaging over 150,000 per annum. However, their everyday uses, such as for commuting or shopping, is still rare.

In 1994, [New Zealand introduced mandatory bicycle helmet wearing](#), a change which some parts of academia and cycling advocacy credit with further reducing the incidence and attractiveness of cycling.

Since the 1990s, a number of local Councils have developed cycling (or walking & cycling) strategies to plan for the provision of cycle-friendly environments and the promotion of cycling for transport and recreation.<sup>[1]</sup> The Government, in its 2002 NZ Transport Strategy (and 2008 revision),<sup>[2]</sup> officially acknowledged the role that cycling can play in helping to achieve a number of strategic transport outcomes, and in 2005 the first national Walking and Cycling Strategy "Getting There: On Foot, By Cycle"<sup>[3]</sup> was released. However, from 2008 the new National-led Government set aside this strategy and restricted funding for cycling facilities, citing the need for motorway investment instead.<sup>[4]</sup> The one significant investment from 2010 was been the "Model Walking and Cycling Communities" programme, which saw \$7 million invested over 2 years in the two chosen communities, [Hastings](#) and [New Plymouth](#), as demonstration projects of what could be achieved with concentrated focus<sup>[5]</sup> - a further \$15 million was then earmarked to these towns for 2012-15.<sup>[6]</sup>

Following a spate of cycle crashes in late 2010, a national coronial inquiry considered the issue of cycle safety. After hearing submissions from a wide range of parties, Coroner Matenga recommended in 2013 that an expert panel, led by the NZ Transport Agency, be put together to recommend to central and local government how to prevent further cycling deaths and improve safety. A [Cycle Safety Panel](#) of ten specialists was convened in 2014 and spent the year gathering evidence and then making a wide-ranging series of recommendations. A key recommendation was that a significant injection in cycleway infrastructure funding was required by Government. As a result, a \$100 million [Urban Cycleways Fund](#) was announced by the Government and, in conjunction with existing local and national transport funding, this led to a record \$330 million cycleways programme over 2015-18. Cycling is increasingly becoming a touristic and (at least local) economic factor in the 2010s.

## ❖ SURVEY - Most Aucklanders Support Cyclists

Two-third of Aucklanders (65 per cent) believe cycle lanes are good for the city and welcome them in their own communities, according to the results of an annual survey commissioned by **Auckland Transport (AT)**. Support for cycling overall is at 57 per cent, with 34 per cent saying they are "very supportive". Those not supportive of cycling are at 11 per cent, with 8 per cent "very unsupportive".

Those figures suggest cycling supporters outnumber opponents by five to one. But they also show that most people in either camp feel strongly: they're likely to be very supportive or very opposed.

The survey was conducted online among 1459 respondents during April. Responses were weighted to ensure a representative spread of age, gender and location.

## ❖ Auckland's SkyPath

On Thursday 22 August, Transport Minister Phil Twyford and Acting Associate Transport Minister James Shaw confirmed that the government will fund and deliver **SkyPath**, the walking-biking crossing over the Auckland Harbour Bridge. **SkyPath** will be funded to the tune of \$67m from the National Land Transport Fund as part of a wider (and unprecedented!) \$390m investment in walking and cycling around the country over the next three years, and will be delivered via the NZ Transport Agency. **The government taking on this historic project makes all the difference in terms of certainty** – and it definitively rewards the relentless optimism and hard work of everyone who has worked towards this moment over the decades to keep the dream alive.



Auckland Mayor Phil Goff has welcomed the government's pledge of \$67 million to build SkyPath, the long-awaited walkway and cycleway across Auckland Harbour.

Mayor Phil Goff said, "This decision will be transformational for Auckland, allowing pedestrians and cyclists for the first time to have permanent access across the harbour." It will connect the North Shore and Auckland Isthmus with active modes of transport and will allow tens of thousands of people to get out of their cars and walk and/or cycle between the shore and the CBD. Cycling in Auckland is growing at a significant rate. By building the most obvious gap in Auckland's walk and cycleway network there will be a huge incentive for more people to use active modes of transportation instead of our reliance on cars. For adults and kids,

locals and visitors to the city this creates the opportunity for a unique experience and to enjoy the fantastic vista of the city and harbour from the bridge.

"For commuters going to work, school or tertiary education it creates easy access to the city and equally for those wanting to visit the Shore and its beautiful beaches.

## ❖ Improvements to Auckland's North Western Cycle Way

Motorists are about to lose another section of central Auckland roadway for the safety and convenience of cyclists. Ian McKinnon Drive at present has two lanes going in each direction near its intersection with Upper Queen St. About 350m of the left hand, uphill lane will be taken for a new piece of cycleway. The redesigned motor vehicle portion of the road will have two lanes uphill and one down. The new cycleway will turn off the northern side of Ian McKinnon Drive, pass beneath the Newton Rd bridge and join the North Western Cycleway/Shared Path at Takau St. Auckland Transport expects the upgrade, construction of which has already commenced, will be completed in about a month. The upgrade will remove two troublesome sections of cycleway - the steep, circuitous traverse of the Newton Rd bridge, and the bumpy, narrow, ill-lit footpath, which puts both cyclists and pedestrians at risk from each other, on the southern side of Ian McKinnon Drive. Many cyclists at present avoid this footpath section of cycleway, preferring, particularly on the downhill journey, to mix it with motor vehicles permitted to travel at up to 60km/h.

## ❖ Patuone Reserve Walkway and Cycle Way Project

Devonport-Takapuna Local Board is working to shape, co-fund and deliver a number of exciting transport projects set to transform how people can get around the North Shore and into the city once the SkyPath project is delivered. The Patuone Reserve Walkway in Takapuna has been given the green light to proceed into construction late next year thanks to funding from both Devonport-Takapuna Local Board and Auckland Council. When completed, the project will deliver a safe and attractive 1km long, 2.5m wide off-road path between Esmonde Road and Auburn Street in central Takapuna.

## Upcoming Events

### ❖ ACTA Wairarapa Supported Cycle Tour 2<sup>nd</sup> - 11<sup>th</sup> November 2018

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

### ❖ Auckland Transport e-Bike Expo 10 & 11 November 2018

Located at the Cloud near the Ferry Terminal Port of Auckland

### ❖ ACTA Cycle Weekend Waikaretu - Raglan 16<sup>th</sup> - 18<sup>th</sup> 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 your own booking. 07 8258283 [stay@raglanholidaypark.co.nz](mailto: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](mailto:ericagilchrist@xtra.co.nz)

### ❖ BDO Lake Taupo Cycle Challenge Sat 24<sup>th</sup> November 2018

Tongariro North Domain, Taupo

### ❖ ACTA Northland Weekend Twin Coast Cycle Trail 30 November - 2<sup>nd</sup> December 2018

Leader: [Simon Bucherer](#)

### ❖ Auckland Transport Urban Bike Skills Courses November and December 2018

- Saturday 24 November 2018, 9am to 1pm - Mangere.
- Saturday 8 December 2018, 9am to 1pm - Te Atatu.

### ❖ Auckland Transport Adult Drop-in Bike Skills and Maintenance Courses November and December 2018

(No Registration Needed)

- Wednesday 14 November 2018, 6pm to 8pm at Te Matariki - Clendon Library and Community Centre rear carpark, Clendon.



- Saturday 17 November 2018, 10am to 12pm at Northcote Intermediate, 145-157 Lake Rd, Northcote
- Friday 30 November 2018, 5:30 to 7:30pm at YMCA Auckland, 149 Greys Avenue, Auckland Central
- Saturday 1 December 2018, 10am to 12pm at Auckland Council - Henderson Service Centre, 8 Henderson Valley Road, Henderson

### ❖ **ACTA Christmas Luncheon and Party 16 December 2018**

- Birkenhead RSA from 12 noon with lunch at 1pm at \$20.00 per head

### ❖ **ACTA Cycle Weekend Cambridge 8-10 February 2019**

Leader: Simon Bucherer

### ❖ **ACTA West Country Backroads Unsupported Cycle Tour 27 Feb - 11<sup>th</sup> March 2019**

### ❖ **ACTA Wairarapa Supported Cycle Tour 5 - 13 April 2019**

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

### ❖ **ACTA Cycle Weekend Otorohanga 3-5 May 2019**

Hosted by Maureen and Peter McRae

## **ACTA 70<sup>th</sup> Anniversary Activities**

- ❖ **ACTA Anniversary Cycle Ride 70km North Shore 24 Feb 2019 - ACTA actual anniversary Day!**
- ❖ **ACTA Anniversary Cycle Weekend Matamata 16 -17 March 2019**
- ❖ **ACTA Anniversary Cycle Ride 31 March 2019 70km Papakura**
- ❖ **ACTA Anniversary Tour de Taupaki and Treasure Hunt 28 April 2019**
- ❖ **ACTA Anniversary Movie and Dinner 1<sup>st</sup> June 2019**
- ❖ **ACTA Anniversary Dinner Auckland Bridge Club Remuera 29 June 2019**

## 70 Years for ACTA 2019! Available Anniversary Memorabilia:

The Anniversary committee, along with fantastic design input from Di Michels, is offering a unisex short sleeve memento cycle shirt - See attachment and chart for measuring size. It is suggested that you measure an existing shirt you currently use and check it against the chart for the correct size to order.

Unisex short sleeve cycle top - ACTA  
Code: USSCT-ACTA

Style only illustration  
Not for use as actual size  
artwork



No elastic in sleeves

Full length hidden zip

Elasticated bottom hem with gripper tape



No elastic in sleeves



© COPYRIGHT Dianne Michels 2018

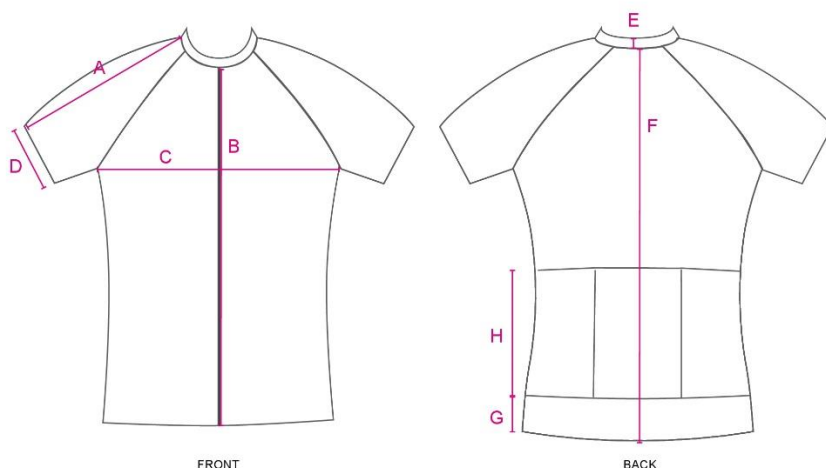
Cost is \$75 - **last day for orders is 25th Nov this year. Delivery will be in Feb next year**

Please note: **SIZING IS YOUR RESPONSIBILITY AND INCORRECT SIZES CANNOT BE EXCHANGED OR RETURNED**

Place your orders & payments directly with Di Michels at links below

Email: [dianne@michels.co.nz](mailto:dianne@michels.co.nz) [michels.di@gmail.com](mailto:michels.di@gmail.com)

Web: [www.dianne.michels.co.nz](http://www.dianne.michels.co.nz) [www.kiwicycling.com](http://www.kiwicycling.com)



Unisex Short Sleeve Cycle Shirt Measurements <i>Measurements in mm with garment laid flat</i>								
<i>Mens Equivalent sizes</i>			XS	S	M	L	XL	XXL
Unisex sizes	XS	S	M	L	XL	XXL	XXXL	XXXXL
A COLLAR SEAM TO SLEEVE EDGE	280	290	300	310	310	320	330	330
B COLLAR SEAM TO HEM EDGE (FRONT)	540	545	560	580	580	580	600	610
C GARMENT WIDTH OVERALL	440	460	490	510	530	550	575	590
D SLEEVE WIDTH (Elasticated)	120	130	135	140	150	150	160	165
E COLLAR WIDTH	36	36	36	36	36	36	36	36
F COLLAR SEAM TO HEM EDGE (BACK)	590	595	615	620	635	650	660	670
G LOWER POCKET TO HEM	45	45	45	45	45	45	45	45
H TOP TO BOTTOM POCKET	180	180	180	180	180	180	180	180



### NEW! ACTA 70<sup>th</sup> Anniversary Cap

Here is lightweight soft microfibre cap, **which can also be worn under one's helmet.**

**Cost is only \$11.00**

Please pay the club directly via online banking

ACTA Bank account is: BNZ New Lynn:

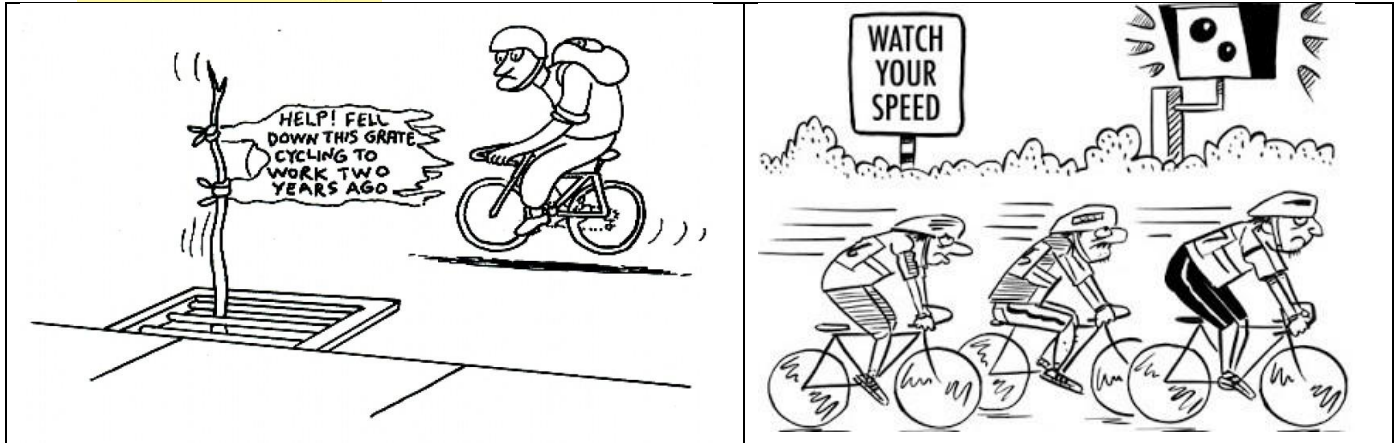
**02 0184 0213886 00**

Put your name on the payment as well as the word CAP so it can be allocated to you. We must have your name in the reference details!

Close off for orders is **25th November** - Delivery will be during rides in the new year, or can be collected from Simon Bucherer.



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



Did you hear about the cyclist who used viagra eye drops? They made him look hard!



### Mary had a bicycle

She rode it on the grass  
Every time the wheel went round  
A spoke went up her ....



A vicar was stopped by the police at night for not having a back light.  
The vicar says, "I don't need a back light, the Lord is with me."  
The policeman says, "Two on a bike as well, that's another offence."



Q: What do you call an artist who sculpts with bicycle parts? A: **Cycleangelo**



How did the barber win the bike race? A: He took a **short cut**.



Q: What does a cyclist ride in the winter? A: **An icicle**.



An old woman was discussing burial arrangements for her husband and she told the funeral director, I want my husband buried with his behind sticking up out of the ground. The director asked her why and she said..."that's so, when I ride out to visit his site, I'll have a place to park my bicycle!

# 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](mailto:editor@acta.org.nz) or [stu.andrews@xtra.co.nz](mailto:stu.andrews@xtra.co.nz).

Stu Andrews



**TAIL END CHARLIE is at THE END**