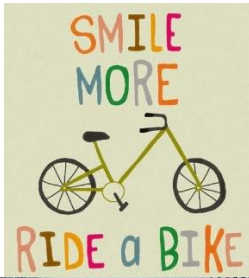


EAT! SLEEP! BIKE! REPEAT!



**ACTA WAIRARAPA SUPPORTED
 TOUR NOVEMBER 2018**

***THE
 "BOYS"***

*ABOUT TO SET OFF ON DAY 6,
 Martinborough to Masterton,
 55km via Gladstone*

**ACTA WAIRARAPA SUPPORTED
 TOUR NOVEMBER 2018**

***THE
 "GIRLS"***

*ABOUT TO SET OFF ON DAY 6,
 Martinborough to Masterton,
 55km via Gladstone*





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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! **1st 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 2nd Wed ride and Bill Pepler, peplers@ihug.co.nz, 09 266 6846, 021 073 7019 is the coordinator for the 3rd Wed ride and is the contact for new people who want to try out this ride. **NB: Despite the 1st, 2nd and 3rd 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 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?
- Group Leaders 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 February Spokesman...

Despite the strange weather we have been having this summer, I hope you all had a *very Merry Christmas and a Happy New Year!*

Sadly, Keith Goddard, who rode with a lot of our Wednesday Kumeu riders and on the occasional ACTA Tour before being diagnosed with a brain tumour, passed away just after the previous SPOKESMAN was issued in early November. As a consequence, his Obituary is included in this issue. Those who knew Keith will remember him for his sense of humour and adventure.

As Editor, I feel it to be appropriate to advise you all of a recent situation we experienced when dealing with an Auckland bicycle retail outlet. As you are no doubt aware, because my wife was keen to purchase an e-Bike after our experience of touring in Croatia (please refer to the previous November 2018 issue), I continued to undertake a lot of research concerning e-Bikes and discovered who the Importer was of a German designed e-Bike that I quite liked. The Importer directed me to an Auckland bicycle retail outlet that sold that particular brand. While I was able to purchase an e-Bike for myself immediately because the retail outlet had it in stock, my wife and brother, who had also ordered “easy access/ step through” e-Bikes of the same brand on the same day and each paid about 50% deposit, had to wait until these bikes were imported into New Zealand by mid-November. By late November, I contacted the Importer who assured me the bikes had arrived in New Zealand but, apparently, the Auckland Retail Outlet owed the Importer a substantial amount of money for previously imported bikes of that brand, including that for my bike for which I had paid the full amount! As a consequence, the Importer was reluctant to release the bikes until he had been paid for them by the Auckland Retail Outlet. It appeared that we, as innocent customers, were embroiled in an issue between the Importer and the Retail Outlet, which was nothing to do with us. Eventually, the Retail Outlet suggested they would reimburse us for the deposits already paid and, if we paid the Importer in full directly ourselves, the bikes would be couriered up to the Retail Outlet, which would assemble them. Despite our initial concern, the Retail Outlet honoured it’s promise and reimbursed us the deposits and we immediately paid the Importer who then immediately couriered the bikes to the Retail Outlet. Despite this, my wife and brother had to wait several more days for the bikes to be assembled (perhaps we were not considered to be a priority?). Eventually my wife and brother received their bikes on 17 December 2018, despite ordering them on 21 September 2018! Due to the apparent relationship between the Importer and this particular Auckland Retail Outlet, the Importer is now providing this German e-Bike brand to another Auckland bicycle retail outlet in central Auckland. Due to the poor assembly by the previous outlet, the Importer very kindly arranged for the new retail outlet to service the bikes at the Importer’s expense. There is a huge contrast between the previous outlet and the new outlet, with the latter providing empathy for its clients and providing excellent service!

In addition to usual upcoming events that are shown in this issue, I also refer you to the list of ***Special Upcoming Events Celebrating ACTA’s 70th Anniversary*** and hope that you will not only participate, but also enjoy these commemorative activities!



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...

Because Stu has included an article on the ACTA Christmas Luncheon in this issue, which includes my presentation, I have decided to keep my comments brief.

The first ride of the year on 2 January was very well supported, 30 riders to start!! It seems Ferry Building rides are popular and so is Colin!!

Looking back on 2018, two of the most significant changes seem to be the increase of e-Bikes into the club and the increased popularity of city rides. E-bikes now are sometimes almost half the group who turn up on a ride and it is great to see that a number of our long-term members are still able to keep riding with us thanks to e-Bikes. I note that the e-bikers have developed a sensible safe style of riding including riding them like normal bikes and only turning them on for hills and that they wait for the non-e-bikers at the top of the hills!

With our rural riding areas becoming much busier traffic wise and the cycle ways around Auckland improving, we do have more scope for safe city rides and they certainly seem to be a popular option with the obvious benefit of not needing to drive to the start!!

With this our 70 ANNIVERSARY year, it will be a full-on year for our club!!

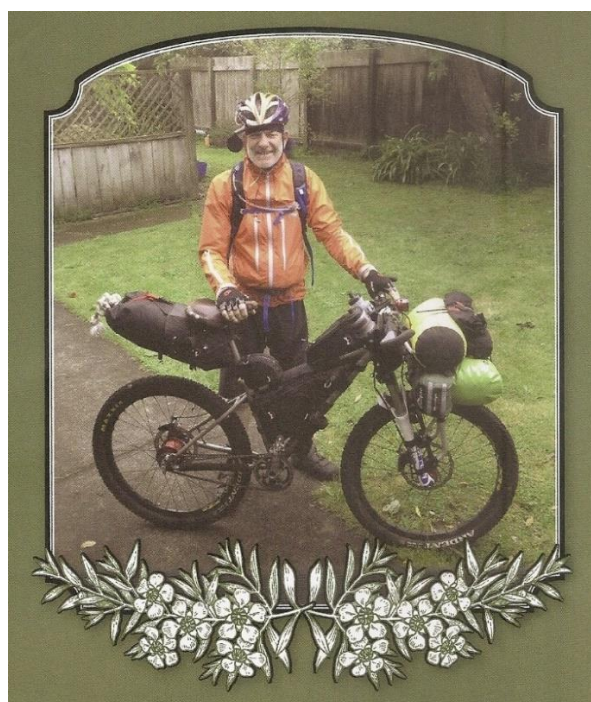
Keep Cycling!

Cheers Annette





OBITUARY



It is possible that some members of ACTA may not have known Keith because most of his regular club rides were on Wednesdays, although he did ride on some ACTA Tours. However, for those in ACTA who knew him and rode with him he will always be remembered as a real **character** with a **wry sense of humour**. His family and close friends regarded him as being *Singular* and advised that with Keith, *what you saw is what you got!* He was regarded as a kind loving man with a dry sense of humour, quick witted, but with a devilish humour streak. However, should he have offended someone, he was always able to face up to his mistakes and repair relationships.

He took a huge delight in life, including its simple facts, and lived life to the full. As a consequence, he was an adventurer with a dare devil streak and unrivalled passion for exploring. He often also tended to do things at the last minute such as catching public transport.

Not only did he have a good memory, but he was also a lover of nature and encouraged his children to learn the names of New Zealand native plants and trees. In addition, he had an amazing capacity with words and love of literature. He was an avid reader, including poetry, and also wrote beautiful poetry, which he shared with others. He was also a huge fan of Leonard Cohen, a world-famous singer, song writer and novelist.

In his early life, Keith grew up in Raetihi and, through his father who was an apiarist, he became familiar with bee-keeping. Despite becoming qualified as a lawyer, Keith experienced quite diverse vocations in life in various parts of the world. He was not only a conventional lawyer, but also an unconventional man. On one occasion he was Secretary of what was known at that time as the Waitemata Electric Power Board. He also worked for an insurance company in South Africa prior to arriving in the UK. In 1973 Keith practised as a solicitor in UK. He met Brian Epstein and assisted in litigation involving the world-famous pop band "The Beatles" and had some interesting stories to tell. To obtain documentation, he occasionally needed to visit the various homes of the Beatles and also drove George Harrison in his car. Prior to leaving the UK, he also drove through Africa, including the Sahara Desert, in a land rover with his first wife, Trish.

After marrying Barbara as his third wife, he set out for Thailand and worked for a Child Protection Centre on the Thailand/ Myanmar border looking after child immigrants from Myanmar. His daughter

Leila visited Keith and Barbara in Thailand and liked their vocation so much that she decided to stay and also work with them. Keith regarded his time and job in Thailand as one of the great adventures of his life.

Eulogies reminiscing of Keith's life at his funeral told of some amusing stories:

- (1) One was where he came out of the sea at Waiheke fully clothed in tramping gear and boots and claimed he had swum all the way from Onetangi, whereas he had actually tramped around the coast and then secretly got into the water before arriving at the beach where his family was;
- (2) Prior to cycling he used to ride a motor bike, but did end up in hospital on a few occasions. After buying a new motor bike helmet he put it on when in a car and when the car was travelling along about 30miles/hr he opened the door and jumped out. When asked why he did this, he said he was just testing the quality of the helmet.
- (3) Keith enjoyed his food. On one occasion he ate some cat food that had been accidentally left on the kitchen bench. On another occasion he ate what he thought were tasty bread crumbs when, in fact, they were actually rust from the oven.

In addition to motor biking, Keith was a very keen cyclist on his mountain bike. On one occasion, he undertook a cycle tour supported by friends in caravans from Adelaide to Flinders Ranges – approx. 1000kms. Some of the route was pretty rough and while some showed trepidation, not Keith who did not appear to show any caution at all! When cycling, despite liking nature, his map reading was not so good. He never complained irrespective of the weather. Sometimes he would have to back track because of taking the wrong path. However, Keith would always say these were bonus kms!

After Keith and Barbara came back from Thailand, which was a part of his life most ACTA members did not know about, he joined ACTA about 4-5 years ago and met a group of ACTA members at the top of the Albany hill who rode to Kumeu for the regular ACTA Wednesday rides. To ride back to his home after the ACTA Wednesday ride, he would end up doing about 115 kms, which showed how fit he was at the age of about 68. He also told some ACTA members stories about his bee-keeping days in Raetihi with his father and family. Keith was keen to join ACTA tours and, whereas most members had touring bikes, Keith relied on his mountain bike and learned how to pack and carry gear on his mountain bike as shown on the picture above. He planned to go down to Queenstown to visit his son and, rather than fly, he decided to cycle down and he went on what would appear to be the longest and most difficult route he could find choosing bike trails through forests etc. - ending up doing about 2,500km! He also went on several ACTA cycle tours including that in the Coromandel. On that tour he was late for breakfast one morning and, when asked why, he said his bladder had burst! What the group did not realise immediately was that he was referring to his hydration bladder pack, which he had been lying in bed with!

After learning of his brain tumour, Keith showed great courage and grace and inner strength. He was blessed to have his family and children around him in his final months and Barbara who looked after him so wonderfully. Due to his love of nature, his last residence Horseshoe Bush Rd Dairy Flat was ideal for him during his illness. ACTA members who attended his funeral formed a Guard of Honour as his casket was carried out.



Impressions of Cycle Tour along the Murray River, Australia, September/ October 2018

by Arnold and Marieke van Zon

Yet again, we went on another bicycle journey, this time along the *Mighty River Murray in Australia, the 3rd longest navigable river in the world.*

We left Adelaide on the 3rd September for the River Murray mouth. Two days later and after a 375 m hill we arrived at Goolwa where we crossed a high bridge to Hindmarsh Island, which is part of the river delta, where the Mighty Murray meets the Southern Ocean. In the brilliant sunshine, the scene was spectacular - all blues and golden yellow. In the river were 2 dredges working away to keep flows going.



Arnold and Marieke at the mouth of the Murray River where it meets the Southern Ocean



Start of the Lower Murray Route

From there, over flat and undulating roads passing vineyards and yellow blooming canola fields in Milang, on the shores of Lake Alexandrina, we got attacked by an irritated magpie. It is interesting how, when nesting, they get really mad at people on bikes in their territory!

Wellington, not to be confused with New Zealand's Capital City, is a small settlement on the banks of the River Murray and is the Gateway to Lake Alexandrina located 105 km south-east of Adelaide. In Wellington, where we had stayed in the same campground 15 years ago, nothing much seemed to have changed! The ferry still goes across the river as soon as somebody appears - you just ring a bell!

Over fairly flat roads into fierce headwinds we passed dairy farms, where the paddocks looked dry and brown with many hay bales stacked high for feeding out. We caught glimpses of the river in the distance. The weather forecast promised rain and we saw wonderful rainbows and we were hoping for rain for the farmers, but nothing came of it.

We went through dry Australian bush roads to Walker Flat where the Murray has formed beautiful multicoloured escarpments over the ages. We then camped a few meters from the grey / green coloured water where pelicans were elegantly gliding in the water and coots (small water birds predominantly with black plumage) bobbed up and down.



One of the many ferry river crossings



One of our camps next to the river

We then rode on and on to Morgan, over the river with the ferries and past Overland Corner Hotel where drovers used to rest with their animals in the mid 1800's. That same hotel was flooded to the eaves in 1959.



The historic Overland Corner Hotel in Morgan

In Renmark, the Murray is wide and there is a weir and a lock for all the house boats and other vessels to continue on their journey, also fish races have been built so that nature can be preserved.

Biking on the busy Sturt Highway sounded very intimidating but, in reality, it was good with a wide lane to ride on and the cars and trucks gave us a wide space with 1.5 meters now being the law in Australia.

We stayed in a camp on Lake Lullulelaire, where all of a sudden there came a raucous flock of white cockatiels overhead that are slender long-crested Australian parrots related to cockatoos; they perched for a while on the branches of the dead trees in the middle of the lake and then flew off into the distance.

After a morning of fierce winds, heaving ourselves on our bikes through great dust and soil storms, past endless vineyards and wheat fields, some so dry there is hardly any crop left, we then arrived in Mildura, located on the Victoria side of the Murray River near its junction with the Darling river, and spent a day seeing the sights in this town, established in the mid-1800s. Mildura is a major horticultural centre notable for its grape production and wine industry, supplying 80% of Victoria's grapes and the River Murray is the prime reason it exists. Two Canadian brothers, the Chaffey's, came to live in Mildura from Ontario where they had been involved in irrigation. Their vision and hard work in the late 1800's made the desert into what it is today - a land where many things grow. Mildura is a thriving city with impressive wide streets, beautiful historic churches and buildings some dating from the late 1800s and early 1900s. The banks of the Murray have been landscaped in parks with elegant curved paths and mosaic seats, the great pumping engine of the first irrigation system stands proudly under a tree for all to see and appreciate the incredible effort pioneers put into this harsh environment. We had a tour on the river in the Paddle Steamer "the Melbourne", a finely restored original steamer with the fire being stoked with huge logs, the fire box giving off a fierce heat and the copper pipes polished to a golden shine, so we hummed along, through a lock and back again.



One of the Paddle Steamers

After Mildura we were back on the road cycling along the river Murray Valley Highway to Swan Hill past acres and acres of almond orchards. We learned that liquid fertilizer is slowly being pumped through endless miles of plastic pipes into the soil around the trees. Alternating the almond orchards are olives and summer fruit. At the time, some of them were already blossoming with a pretty pink colour. There were also vineyards as far as the eye could see with the early varieties sprouting light green tiny leaves.

When we were on the back roads to Barham, we were pushed along by 40 km/hr tailwinds and we caused a herd of young stock to stampede. We presumed the sheer sight of creatures on 2 wheels with NO loud noise was too alien. Interestingly, 10 km further up the road a flock of sheep also appeared to not cope and some ran away.

In Barham we dined in a pub build in the early 1900s, some fine remnants of the past are still visible especially the beautiful lead lights, the warmth of the big log fire made us linger. On our walk along the river we found that one Mr Arbuthnot established a sawmill in the late 1800s. The mill is still in use with great stacks of logs of red river gum awaiting processing.



A typical historic hotel along the Murray River



The Arbuthnot historic red gum log sawmill

All along there are irrigation channels, the dikes made of soil and stones and some have plastic liners. Without these immense irrigation channels nothing much would grow.

From Barham we rode onwards in a cold 1 degree Centigrade morning to Echuca where, much to our surprise, we met up with our ACTA bike friend, John "Sloop" Briers. Gee, it is sometimes a small world! We caught up with a fine chat over a cup of coffee. Echuca was also the farthest place where boats could steam upriver; from there it became too difficult to navigate due to the extreme changing river water levels.

Not only do you have to be very alert of traffic and road surface, but also be aware of a particular peril from the sky. Once again, as accurate as a sniper, a magpie shot at Arnold's ear and bit it! Ouch, oh dear, blood! Taking one hand off the handlebars and waving it high does not deter these swooping biting birds!

In Corowa we camped only a few meters off the river, she seems less wide and the current a little faster. Birds were flitting in the high gum trees and kookaburras were laughing above us. What a beautiful place!

Next, we rode to Albury in the foothills of the Great Divide where we had a rest day. It is a fine town with churches and wide streets. We walked around the town, admired the Botanical garden and walked up the steep hill to the Obelisk commemorating the fallen soldiers from the Boer War onwards. There were two proud flags flying, one of them being the New Zealand flag in honour of the ANZAC's. "Lest we Forget". In the Library Museum we learned about a KLM airplane which, in 1936, made an emergency landing on a football field in Albury while it was on an air race from London to Melbourne. Half the population of the town pulled her out of the mud with ropes so she could continue the flight to Melbourne the following day.

We were guided out of Albury the next day by Peter, a very generous and enthusiastic local cyclist and his friend John. They showed us places of interest on the way including the famous Hume Weir, the great dam completed in 1936 which created the massive Hume Lake. We peddled along the lake with great green flats where stock were grazing. There were dead trees still in the middle of it and many water birds living and feeding. Then the lake turned yet again into the River Murray, with the paddocks now getting much greener going into the foothills of the Snowy Mountains.



The Hume Weir Dam near Albury completed in 1936

At Khancoban, we had very serious climbing with plentiful ups and downs. We climbed 2400 meters that day.

At Tom Groggin, we camped for the last time in a camp spot next to the River Murray, which was not much wider than 10 meters and more like a mountain stream. There, we farewelled the Mighty Murray River that provides life for so many!

While we set up camp and had our minimal noodle dinner, we were watched by many grazing kangaroos with joeys in their pouches who were hanging out also nibbling the short grass. It was cold and we put the survival blanket on the tent floor. It was just as well we did this because in the morning the temperature was minus 1 degree Centigrade.

We then rode onwards and upwards to Dead Horse Pass at 1580 meters altitude where there was still snow on the road sides and in the forest. Then came the reward! We zoomed down via the ski resort of Thredbo into Jindabyne, a town on a great Hydro lake, whose level was low due to the severe drought in this part of Australia.



Riding on the Dead Horse Pass

It was bitterly cold and windy when we rode past Cooma over the dry high valleys. We were riding under a sombre sky, while a few scrawny sheep were grazing with their skinny lambs and in the distance were 2 kangaroos hopping.

We then carried onwards in the forests of Brown Mountain, which had a dusting of snow overnight. Brown Mountain has one road going down with two sorts of steepness - *steep* and *horribly steep*! With squealing brakes, Marieke scampered down whilst Arnold waited at intervals to check the rims for overheating.

We headed for the East Coast Past beautiful beaches and lakes, all colourful in the bright sunshine. We then had to cope with very long heavy weekend traffic, but we finally made it to Sydney!

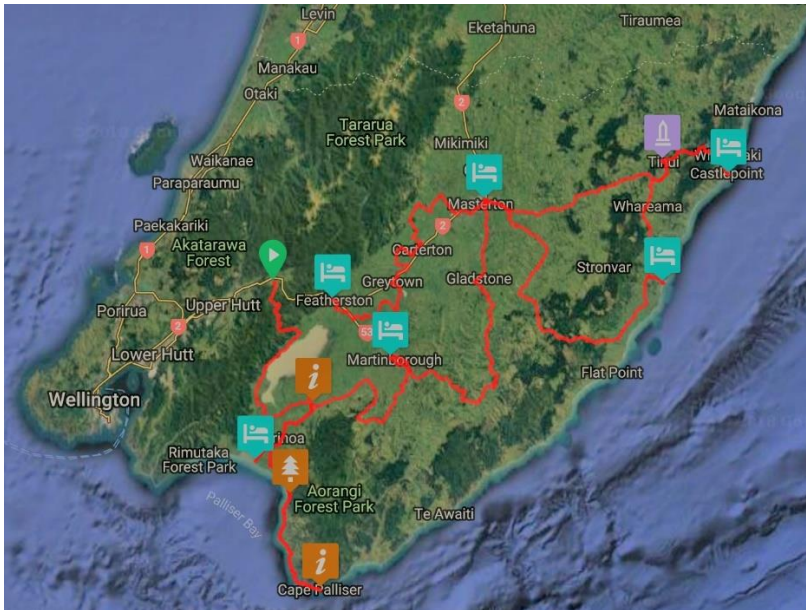
This is the end of our wonderful River Murray tour, *a ride of 2227 km from Goolwa where the Murray enters the ocean to her source in the Snowy Mountains.*

We hope you all enjoy this article and “travelling” with us.

Arnold and Marieke

Impressions of ACTA Supported Wairarapa Cycle Tour 2nd -11th November 2018 by Kit O'Halloran

We gathered in **Masterton** on **Friday** evening at the *Mawley Holiday Park*. We were a motley bunch, 5 men who left their wives at home, Warwick, Phil, Colin, Bill and Kit; 4 women, 3 of whom left their husbands at home, Maureen, Janette, Kathy and our tour leader Louise; and 3 couples, Ron and our quartermaster/driver, Carolanne. Roel and Di, Bruce and Nancy.



The map on the Left provides an indication of where we went on the Tour and the various places where we slept overnight

Saturday

The forecast for Saturday was grim mainly on account of predicted gale force winds. We awoke to overcast weather, but without the strong winds, so we stuck with the originally planned route.

We set off on back roads across the Wairarapa plain to **Carterton** for our morning tea stop. By this time the wind had started to pick up and we found some degree of shelter behind the band rotunda in the town park. We then carried on to delightful **Greytown**, where we stopped for lunch. The main street was as pretty as a picture, with the best butcher's shop ever. It also had a massive 168 year-old Gum tree that Kathy told us was originally one of several specimen trees that had been wheel-barrowed across the Rimutakas from Wellington. It was then stolen and discovered much later in a garden plot in the centre of the newly formed township.



The massive gum tree in Greytown

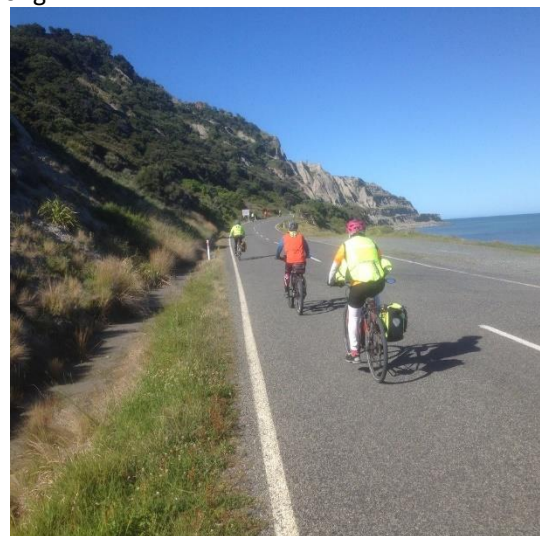
The final leg of the day was to Featherston. En route, we had brief stops at the Papawai Marae and school and at the Fensham Reserve. The weather continued to pack it in, and we had a bit of rain and a fierce headwind for the last few kilometres into **Featherston**. We then explored the town, visiting the famous Fell Museum, to learn about how additional engines had been used to haul the trains up the steep **Rimutaka** incline. The old rail line was abandoned in 1955 after the new one with a single much longer tunnel (at a lower level) was completed. We dined at the RSA where the meals included lamb shanks and butter chicken. An important rugby game was in progress in the room next door with the All Blacks beating Japan 69-29.

Sunday

The morning dawned sunny, but with gale force winds. Our bikes had been loaded onto a trailer the previous evening and after breakfast we boarded a bus that took us and our bikes over the **Rimutakas** to **Kaitoke**. Our day's ride was from here back to the Wairarapa along the route of the old rail line. The Wellington side of the days ride was on an easily graded incline of 1 in 35. The path here was plenty wide enough and had a well compacted gravel surface. However, the other side was a different story! The path was much narrower with loose gravel and a 1 in 15 gradient. This provided an exciting buzz for the mountain bikers amongst us. For many of the rest of us it caused unwelcome nervousness. At one point, where a bridge had been lost, it was get-off and push the bike down into a stony gut and up the other side. The downhill included three tunnels, one of which was quite long with a bend in it. Although we had lights, many of these were ineffective, and the tunnel surface was uneven. This created another nerve-racking experience, but all of us managed to pedal through without incident. We eventually descended to the Wairarapa plain and followed a scenic road alongside the lake. The wind that hadn't unduly bothered us until then, had risen to gale force. As we battled our way against fierce side winds, two of our number were observed to lose steering control and were blown off the road onto the grass verge. Eventually we found a slightly sheltered spot amongst a grove of trees beside the lake and stopped for lunch. From here, we rode on and across the Lake Wairarapa Barrage gates at the outlet to the lake and for a further 20 kms to the Lake Ferry Hotel. This was a delightful setting above the shore of Lake Onoke. In the distance beyond, was a stretch of ocean with the South Island's snow-topped **Mt Tapuaenuku** on the distant horizon. Our evening pub meal included locally caught whitebait fritters that Warwick, in particular, especially enjoyed.

Monday

The day's ride was a return trip out to the **Cape Palliser Lighthouse**. The first leg of this was across country and over a brutish hill that we found to be doubly brutish on our return at the end of the day. But, beyond this, it was a glorious flat bike ride along a coastal strip all the way to **Ngawi** and on to **Cape Palliser**. **Mount Tapuaenuku** remained in sight across Cook Strait all day long.



Riding along the coastal strip to Ngawi and Cape Palliser

At **Ngawi**, the commercial fishing boats are hauled out of the ocean by antiquated bulldozers. Here the beach has a steep stony slope and the bulldozer backs down into the tide thrusting its trailer with a freakishly long draw-bar deep into the sea. The cradle becomes submerged and the fishing boat accelerates on to this. The bulldozer then goes into overdrive to haul the boat and trailer up the beach. We were treated to this spectacle on our arrival.



Hauling a fishing boat up the beach at Ngawi

From **Ngawi**, we rode the last 5 km to the **Cape Palliser** lighthouse. The path up to the lighthouse has 220 steps and is quite narrow and exposed to the weather. The view made the effort worthwhile.



Climbing the steps up to the Cape Palliser Lighthouse



Bill nearly at the top of the staircase

On our return journey, we stopped for lunch at Ngawi and Maureen, Kathy and Janette made a side trip to explore the **Putangirua Pinnacles**.

Our evening at **Lake Ferry** was memorable not only on account of the whitebait (locally caught) fritters and sticky date pudding, but also for being a perfectly still evening without a breath of wind and accompanied by a spectacular sunset.

A highlight of the tour was the evening talks that each of us gave. This was an idea conceived by Louise and Colin while they were pedalling along on a club ride. They came up with a list of topics of *local (Wairarapa) interest*, and Louise allocated one of these to each of us for research and preparation for a talk.

Louise gave her talk at **Lake Ferry** about the property that her grandfather had owned and that we planned to visit on the following day. This was a grand country house and garden set in several acres. Louise had spent childhood holidays there and was curious to see it again after many, many years. She understood it had changed hands several times, but was still hired out to the likes of corporate customers. We were all a bit curious and looked forward to visiting this. We were not disappointed.

Tuesday

The next morning Louise led the way to her old family property where we were welcomed by the staff. The whole property was charming with well-tended gardens and mature trees. The house was two-storied with high ceilings and had ornate carved woodwork and an unusual internal staircase with a large landing midway between the two floors. We had morning tea outside an ancillary building that had once been a dance hall.



A picture of Louise's old family home originally owned by her grandfather

Our onward route to **Martinborough** was through a scenic "backblocks" valley on a gravel road. We stopped for lunch on the way at a cliff top spot overlooking a river in a deep gorge. We arrived in **Martinborough** amidst *Melbourne Cup* day fever. In the central square, all the bars were full to bursting with punters spilling out onto the streets, raucous music and traffic mayhem. Not our scene at all! The race itself was not without incident; one of the Irish horses collapsed and had to be put down on the track. We did participate to the extent of running a sweep that Carolanne won! This was nice because she was recovering from a fall, when she tripped getting out of the campervan.

Wednesday

This was a rest day notable only for the dire weather forecast for Thursday.

Thursday

On account of the forecast we decided to take an alternative route to the one originally planned over *Admiral's Hill*. This avoided a climb of about 400 metres on a winding gravel road in possible gale force winds. Instead, we remained on a sealed road all day. The main item of interest along this was the display of ghoulish scarecrows! These were outside every property entrance and at prominent locations within many of the farm paddocks. Even **Donald Trump** was there!! When we came past **Gladstone** School we discovered that the school had organised a "scarecrow fair" to coincide with *Halloween*. Beyond the school, an intrepid five of us decided that the weather was OK for an ascent of *Admiral's Peak* from the other side. So, while Kathy, Janette, Bruce, Bill and Warwick set off on this adventure, the rest of us found our way to a coffee stop on the banks of the **Ruamahanga River** near **Gladstone**.



Bill getting on with his mate, Donald Trump!

It was a short ride from the **Ruamahanga River** to return to the *Mawley Holiday Park* in **Masterton**. This was where we had set out from five days previously. We spent the remainder of the day exploring **Masterton**, with many of us visiting the *Sheep Museum*. In the evening Colin gave us his talk on “*The Hikurangi Subduction Zone and the possibility of a magnitude nine earthquake when it ruptures the Wairarapa Fault and the beaches of Turakinae Head*”. He improvised a white board by using a wall as a backdrop and created a map of New Zealand by using his forearm as the South Island, his wristwatch as Cook Strait and his outspread hand as the North Island! In the course of his dissertation, I learned, to my dismay, that the whole of the North Island and the western side of the South Island are situated on the Australian Plate and that we are, therefore, *inextricably connected to Australia!!* What? Really?

Friday

We set off across country with a great tailwind on an open road. There were a few logging trucks, but these gave us a wide berth. We had a good idea of what to expect in the way of road conditions and logging traffic because Louise had established this by contacting the roading authorities and the logging companies. We stopped for morning tea in **Wainuioru** and hit the gravel shortly afterwards. From here, we entered the forest and the road was steep and winding. We stopped for lunch in a clearing at the top of a climb. From here, we had a long descent to a coastal strip and a relatively flat ride into a strong headwind all the way to **Riversdale**. This is a remote, but delightful seaside town where our accommodation was split between two beach houses at opposite ends of the township. After exploring the town and the impressive beach we met up at the local golf club where we had an (unremarkable) evening meal.

Saturday

We retraced the end of the previous day’s ride for a short distance and then took a “*backblocks*” route first to **Wharamea** School where we had morning tea. From there, we rode on to **Tinui**, a tiny rural township that has preserved and highlighted its historical roots. There is a tiny park where we had lunch and we were informed that *the first ever Anzac Day service was held here in 1916 in the Church of the Good Shepherd!* This was in memory of seven young men from the town who lost their lives in Gallipoli campaign. Today, there are just 25 permanent residents, and last Anzac Day they had a turnout of over 1000 people attending the parade! The Post Office building has been preserved and the local store provides a good cup of coffee.



The Tinui Post and Telegraph Office

The last leg of our days ride to **Castlepoint**, included a couple of challenging climbs that most of us hadn't expected. Our accommodation at the Holiday Park was excellent with a spacious lounge and kitchen, and multiple bunkrooms. The local store had cold beer! What more could we want?

There was a lot to see at **Castlepoint** with a visit to the famous lighthouse being "a must". At the southern end of the beach the impressive knoll with its coastal cliff face obviously gives rise to the name of **Castlepoint**. From the top of this we were able to spot **Riversdale** in the distance.



Looking at Castlepoint Lighthouse from across the bay



Castlepoint Lighthouse and the "Castle"

For our last evening of the tour, our tour management team had called upon each of us to provide an item of entertainment! Whilst this ask was beyond the capability of most of us, we discovered that we did have amongst us two very impressive entertainers. Warwick gave us some great guitar music starting off with Johnny Cash's "On the road again" for a singalong before moving on to some solos including "Stairway to Heaven". Then, Colin recited from memory all 40 lines in 5 verses of "Mulga Bill's Bicycle", which begins with "Twas Mulga Bill from Eaglehawk that caught the cycling craze". These two great members should be called upon for the 70th anniversary celebrations!

Sunday

We had a long haul back to **Masterton** where we arrived just after midday, had lunch and departed.

Waikaretu to Raglan Weekend Return Mini Tour 16th to 18th November 2018 by Erica Gilchrist

The Waikaretu – Raglan Return Mini-Tour was planned and led by Athol Berry

After a slow start on numbers, we finally attracted 25 riders!! Of these, 17 stayed at Athol's and Ericas' property at Waikaretu on the **Friday night**. Some were in beds in their house and others were in tents. Brian spent the night in his vehicle. Maureen, Kathy, Sue W and Willie all arrived by bike and June Cripps went on her own "mystery tour" until a local redirected her to "Athol's and Erica's Place". On Friday evening there was a barbeque dinner and plenty of talk, rural views out to the ocean and a lovely evening enjoyed by all.

On **Saturday** morning we either drove or rode the 7kms to Nikau Cave and Café to meet the further 8 cyclists who had driven down that morning. The Café generously let us leave all our cars in the carpark and up their house driveway and, as usual, a few coffees were had before we set off at 9.15am.



Saturday morning – views from Nikau Caves Café

We cycled for 5kms on tarseal and then rode onto gravel.

Very sadly, 50mins into the trip Willie fell off her bike sustaining a very significant injury to her knee. This became immediately obvious as being a "111 situation". Luckily, we were only 200m from cell phone coverage, which can be rather patchy around this area. Lots of us played a part in the situation to help and Willie was stunningly stoic until the ambulance arrived over 1 hour later. It was very reassuring to have her in their hands and she (with Kathy) was taken to Hamilton hospital where she waited till Monday for surgery. Once again, the Nikau Caves Café had proved very helpful in sending useful items to us to help Willie while we were waiting for the ambulance as well as a ute to transport Erica plus Willie's bike back to the Café where Erica then picked up Athol's wagon to continue on as a support vehicle for the rest of the Tour. Our thoughts are with Willie and we hope the operation proved to be successful and that she has recuperated well.



After this tragic event, cycling on we regrouped at Waingaro School for lunch where the toilets had been opened for our use. We got back on a sealed road well before then through very pleasant countryside and, thankfully, with very little traffic.

We then rode onto the Waingaro-Raglan road, which was about 16km of easy undulating riding with views of the upper harbour and the Raglan windfarm. By then, we had 22 riders, which made a long spread out group. When Athol arrived at the rear with the support vehicle everyone had stopped for icecream or coffee at The Roast Office at Te Uku.

LEFT: Te Uku Cafe



Coffee, Tea and Ice Cream at the Te Uku Café

The final stretch on Saturday was a ride from the Te Uku Café to Raglan Holiday Park where most of us stayed in either tents or cabins. From there, Erica did a dash into Hamilton to collect Kathy and her panniers from the roadside outside Hamilton Hospital and back to the Raglan Holiday Park. We then had dinner sitting outside at The Raglan Club. One of our number, unnamed, had two main meals and two other unnamed members of our group got “lost” at the pub on a stroll back to camp.

Sunday morning, we met at Raglan town jetty at 8.30 where Athol had arranged a ferry to get us and our bikes across the harbour. It took three trips and looked more precarious than it actually was. While we waited at the jetty, “Sloop” and Alan, standing astride their bikes, proved either their “tech savvy-ness”, or their desperation, and used their cell phones to watch the All Blacks play Ireland live.



As a short trip at the start of Sunday's ride, there were 3 boat loads of riders crossing the estuary.



The Matuku (which is part of the heron family and is protected) wonders what all the fuss is about! It must be used to tourists.

The ride for the day was from the northern side of Raglan harbour (Te Akau South) back to Nikau cave via the coast road. (38km unsealed) - it was an undulating ride with a bit of a challenging road surface in large metal, some good hills and lovely countryside and views to the ocean at the top of Pukerewa road.



The Sunday morning break at the church – everyone supplied their own refreshments. Athol gives directions for the riding ahead.



Sunday's Lunch stop before the climb to the top of the ridge and then down to the cars at the café

The day had got quite hot and all were pleased to get back to Nikau Cave and Café by 1.30pm. There were more coffees and a few beers on the verandah, before everyone dispersed. Maureen then rode back to Otorohonga from Raglan.

Despite Willie's unfortunate and sad accident and the shakeup and concern it caused us all, for the rest of the group it proved to be a successful weekend, which we all enjoyed.

ACTA Northland Twin Coast Cycle Trail

Weekend Sat 1st - Sun 2nd December by John "Sloop" Briers

Editor's Note: This Northland Twin Coast Tour was first held almost exactly one year prior (2nd and 3rd December 2017) and proved to be extremely popular. Therefore, Simon Bucherer very kindly repeated this Tour again on 1st and 2nd December 2018. As a consequence, the map below, which shows the cycle trail, was also included in the February 2018 SPOKESMAN Issue.



DAY 1: Saturday 1st December : Kaikohe to Opua 45kms One Way

What a remarkable turnout given the abysmal weather forecast! The group consisted mostly of ACTA members, along with 5 possible new "recruits" courtesy of Simon! These five blended in extremely well and everyone enjoyed their company.

Around about 22 riders set off from **Kaikohe** towards **Opua** (the East Coast) in two groups (in order to negotiate the trail gates in a timely manner!). The first group was led by Sarah and the second group, which followed, was led by Simon.



The Group prior to leaving Kaikohe on their first day's ride on Saturday

Rain was expected and sure enough we got some, but nothing like what we expected due to the weather forecast. However, the going was tough with a head wind most of the way. ***As is the case with most ACTA RIDES, the moral of the story is NEVER NEVER take notice of the forecasts, otherwise you would miss out on some very pleasurable rides!***

The suspension swing bridges at ***Tuhipa***, were the highlights for me of this first day's ride to ***Opuā***.



The interesting swing bridge constructed inside the old rail bridge



Some more of the group riding on the swing bridge

We got to **Kawakawa** (home of the amazing Hundertwasser toilets for late morning tea, some 34 km after leaving **Kaikohe** with no major mishaps (barring a minor crash of a new female recruit, who paid me handsomely NOT to release her name under the secrecy act!). However, I, “Sloop” rendered excellent 1st aid with my recently topped up First Aid kit ...great timing! The break at **Kawakawa** was slightly longer than expected due to the **Kawakawa 2018 Santa** 🎅 parade. Interestingly, due to the fact that the previous ACTA Twin Coast Trail ride was held almost exactly one year prior, that group was also held up by the 2017 Santa 🎅 Parade!

(Did you know that prior to the Hundertwasser toilets being built, **Kawakawa** was a very run down and almost derelict town. Since then, the place has been revitalised to be become a thriving community with a feeling of great pride). I wonder if **Kaikohe** needs something similar to happen to it??

The rain had stopped after our morning tea at **Kawakawa** and we then headed off to **Opuā**, a great piece of trail, most of which is a disused old coal rail corridor taking us past the **Taumarere** Railway Station and along the **Taumarere** Long Bridge, which were highlights with magic water views through mangroves, as well as going through a short 80m tunnel (*at your own risk ... our leader pronounced tongue in cheek!*), which was another highlight. Upon arriving in **Opuā**, we had lunch at the lovely **Opuā** marina.



Taumarere Railway Station



Taumarere Long Bridge



The Opuia Tunnel



The Opuia Marina

After enjoying our lunch at **Opuia**, about half of the group decided enough was enough and decided to take a shuttle back to **Kaikohe**! The rest of us "enjoyed" the ride back with the sun out and the wind at our backs. It was very humid and quite a slog mostly uphill back to **Kaikohe**. We arrived back just after 6pm, which allowed us just enough time for a cool ale and shower ready for dinner at the "Bank Bar" pub in town. They put on plenty of food and decorated the tables in the *spirit of Christmas*! We all pulled our crackers, donned the paper hats, read the jokes and had a great time! Apparently, the group that rode the Twin Coast Trail one year ago (December 2017) also experienced a similar Christmas atmosphere when having their Saturday night meal!

DAY 2: Sunday 2nd December : Kaikohe to Horeke 41kms One Way

We awoke to a lovely sunny Sunday with a clear sky and we slowly headed west towards **Okaihau** through the old 1915, 80 m rail tunnel. This section of trail was the first to be opened and was more interesting because of the signage and artwork highlighting the natural, cultural and historical landmarks. For those of us with a serious mountain bike (me!) there is pump track that runs parallel to the main track, and proved to be great fun for those of us with mountain bikes! The trail eventually ends up alongside **Lake Omapere**, Northland's largest lake and significant in Maori mythology. We stopped for refreshments at the **Okaihau Cafe**, run by a couple of "mature women" who make great scones and ran a tight ship! After a few more kms down the quiet main road, we entered the area of trail which I found the most fascinating, zig zagging through farmland and descending via steep switchbacks giving us majestic views. At the bottom of the valley we joined up with the pretty **Utakura** river that we rode alongside for several kms, through native bush, lush farmland and finally through an estuary leading to **Hokianga Harbour** and the magnificent 1200m boardwalk emerging close to **Horeke Tavern** (apparently, the first tavern in New Zealand) where the group flopped on the deck overlooking the harbour drank cold beer and lunched (see photos) prior to shuttling back to our **Kaikohe** Base.



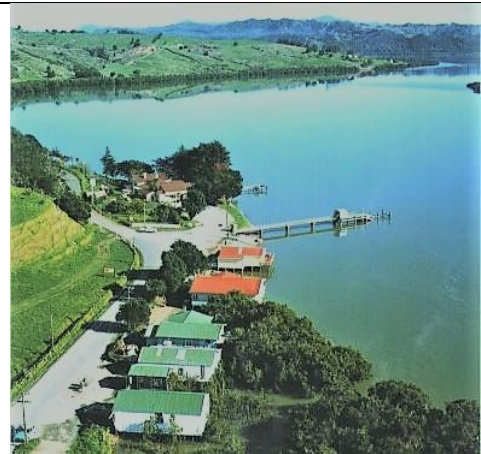
Above: Riding alongside the Utakura River after descending the steep switchbacks



Right: A rest stop by the river before moving on to the estuary leading to Hokianga Harbour. While I am sure Tony would have enjoyed the whole tour, he looks a bit unhappy in this picture with a bandage on his knee!



The 1200m Boardwalk close to Horeke Tavern



Horeke with tavern and pier in background



Lunch Horeke Tavern



Shuttle about to leave Horeke Tavern to go back to Kaikohe

A truly great time had by all! Many thanks to Simon and Sarah for their great organisation and leadership - "Sloop" (John Briers)



ACTA Christmas Luncheon Annual Report Sun 16 Dec 2018 by President Annette Collins

2018:

After visiting *Canada*, I have to say it's nice to be back in this balmy weather, but finding it hot after temperatures below zero most of the time in *Montreal* and down to minus 20 some days, minus 25 at night.

Having had two very contrasting holidays this year, being a Cycle Tour *from Poland through Lithuania, Latvia, Estonia to Stockholm* and then *two months in Canada in their Autumn*, it was interesting to compare the differences! Going from the West to the East in Canada and spending 6 weeks around the *Quebec* area where we had an early winter, you got to see what it was like living below freezing temperatures every day and where a 5cm fall of snow was insignificant! It was definitely a great experience! But it has to be said that Cycle Touring is hard to beat as a way to see and experience the area you are riding through, while keeping fit, being flexible in your plans and able to chat to your fellow riders and passers-by on the go! It did feel very odd when on a road trip to pass by so much so quickly, but having said that the distances in *Canada* are so huge, you would most likely only want to attempt cycle touring in a small area and not in the winter! In all the time in *Canada*, we didn't see any touring cyclists, but we do know that there are a lot more around in the summer months.

Estonia is certainly a great country for a cycle touring adventure. You can even take old men there and they may be graced by the experience of seeing local girls touring in their bikinis!! It has the advantage/disadvantage of being relatively flat, but they signpost a warning for a 7% hill!!! The cycling infrastructure is superb with cycle paths in and out of cities in almost any direction for 10km!! The locals are friendly, there are interesting historic cities and it is cheaper than *New Zealand* to travel in. *Estonia* is a country to watch as it is doing incredibly well since leaving the USSR.

One great experience we had in *Canada*, was when we caught up with some Canadian cyclists who had been touring *New Zealand* when our ACTA group met up with them when on our South Island Tour in 2011. We first met Gerry and Caroline at Jackson's Tavern/ coffee shop after coming down *Arthurs Pass*. Gerry and Caroline were on their way over *Arthurs Pass* so didn't stop to chat for too long then. But later, we met up with them again at *Murchison* and they joined our tour group when we had dinner at the local bowling club. When we met them again in *Canada* this year, at their farm where they breed llamas near *Quebec City*, they fondly recalled the dinner with us and the nude cyclist that rode around the bowling green!! Not an ACTA cyclist, I can assure you!! We had a fabulous time with Gerry and Caroline. They are very accomplished triathlon competitors. (Gerry completed a triple ironman a few years ago! And Caroline does marathon harbour swims!) We were introduced to a group of their friends at a dinner they had while we were there, and they were all very welcoming and happy to practice their English, being primarily French speakers. We managed a second visit to them just before we left to experience cross-country skiing and snowshoeing from just outside their back door - what a fabulous experience! So, when you meet touring cyclists on the road, do swap details and do follow them up one day. It was certainly a rewarding experience for us!



There was a good turn out for the 2018 ACTA Christmas Luncheon

ACTA RIDE STATISTICS 2018

ACTA RIDES	RIDE DISTANCE (km)	RIDDEN DISTANCE KMs No. kms ridden by No. people on ride e.g. 40km x 10 persons = 400km	NOTES
WEDNESDAYS	2,959.3	36,240.1	This is the largest due to the extra rides, and the numbers that attend.
SATURDAYS	1,936.6	19,601	This is low because of the low kilometres ridden on a Saturday. It is meant to be a coffee ride of approximately 40K. However, sometimes it is longer due to the course set by the Rides Leader.
SUNDAYS	2,537.5	22,327.5	This is also as it is because of the kilometres ridden which differ each ride.

NOTE: ACTA SPECIAL WEEKEND RIDES have not been included since insufficient information has been provided to our Statistician. It is estimated that the Club rode **80,563.6km in 2018** including weekends away.

Trophies for 2018:

<p>CAPTAIN'S CUP:</p> <p>For the most Km on a Sunday ride</p> <p>Previous winners: 2016: Ed Austin 1566km</p> <p>2017: Helen Orchard 1295 km</p>	<p>Winner 2018 is: KATHY ENGELBRECHT 1110 km</p> <p>Sadly, Kathy was not in attendance at our ACTA Christmas Luncheon</p>
<p>JUNIOR CUP:</p> <p>For the most Km ridden by a First-Year Member Rider</p> <p>Previous winners: 2016: Christine Lawson 512.5km</p> <p>2017: Sandra Knight 217km</p>	<p>Winner 2018 is:</p>  <p>MIKE HARRIS 1288km A great distance for his first year!</p>
<p>ROUGH STUFF CUP:</p> <p>For the biggest "oopsie" on a Club ride</p>	<p>Winner 2018 is:</p>  <p>SIMON BUCHERER What a fast and fantastic recovery after his operation! It was great to have Simon back on his bike so soon after his accident!</p>

HILL CLIMB CUP:

It is understood the competition was fierce with a close result!

Winner 2018 is:



BILL PEPLER

Although there were some disappointed competitors due to the close result, the award was well deserved

TRIALIST CUP:

During the 2018 Competition this was awarded for the “coasting” ride achieving the longest distance when moving effortlessly using only gravity

Winner 2018 is:



WARWICK LORD

BEST ALL-ROUNDER CUP:


Good Cyclist and Leader, Knowledge of Bike Mechanics and other contributions to ACTA

Winner 2018 is:



COLIN QUILTER

Colin has good knowledge of bike mechanics, is always on hand to back up a role when needed and he leads a great ride. His poetry is infamous as is his eloquence!! He'd be a great bloke to be with when in a tight spot!

<p>TOURIST CUP:</p> <p>Best Touring Achievement in 2018</p>	<p>Winner 2018 is: SUSAN WOOLNOUGH Sadly, Sue was not in attendance at our ACTA Christmas Luncheon</p> <p>Sue rode a hugely impressive ride on the Tour Aotearoa. We are sure it wasn't effortless, but watching her online with her 'blob' track through the course, her progress was incredible and showed just how fit and resilient she is!! She completed the course with many days to spare! Well done!! A fantastic achievement!</p>
<p>BUCKET LIST CUP:</p> <p>Personal Bucket List Achievement in 2018</p>	<p>Winner 2018 is:</p>  <p>JOHN BILLINGE (JB)</p> <p>Luckily for us, JB seems to have multiple bucket lists! We were never certain that JB would use his hard-gained passport again, so we're thrilled that he wanted to tackle Poland to Stockholm. He got to see a number of countries and follow up history that he has read widely about and experience some of the places first-hand like Auschwitz and the Wolf's Den where Hitler hid for much of the second world war. He even got to piss in Goring's Bunker, the Nazi who ordered the bombing of JB's hometown of Liverpool.</p>

Auckland Transport Cycling Information by Joanna Glasswell, Auckland Transport's Senior Media Advisor for Walking, Cycling and Road Safety



Because your Editor, Stu, has already included most of our activities under “Snippets”, we wish to alert you about the following:

The Auckland Bike Challenge is back this February!

The Auckland Bike Challenge is a fun, free competition that’s all about seeing which workplaces can get the most people to ride a bike for just 10 minutes or more. It’s not just bragging rights on the line, we give away awesome prizes - including e-bikes! Join the challenge and log your rides in February and you're in!

This year, the Auckland Bike Challenge is thrilled to be supporting Variety – the Children’s Charity that give disadvantaged Kiwi kids the childhood they deserve and the opportunity to reach their full potential.

If you would like to use your participation in the Auckland Bike Challenge as an opportunity to raise funds to provide Kiwi kids in need of brand new bikes and helmets so they too can learn to love to ride, you can find out more [here](#).

Snippets...

❖ Quay Street Cycleway Extension Now in Use



The Quay Street Cycleway Extension now allows people on bikes to ride safely into the city centre from east Auckland. The project extends the original two-way Quay Street Cycleway from Plumer Street, past Spark Arena, to near The Strand intersection. The 800m cycleway safely separates people on bikes from traffic and gives people walking and running their own dedicated space. The Quay Street Cycleway is one of Auckland's busiest. In 2017, AT recorded 299,544 trips at its totem counter near the Ferry Building, and this year it is averaging 878 trips per day.

❖ Ian McKinnon Drive Cycleway Officially Opened



Minister of Transport Phil Twyford and Auckland Mayor Phil Goff officially opened the Ian McKinnon Drive Cycleway on Friday 30 November 2018.

The cycleway removes the steep climb alongside the Newton Road on-ramp up to the Newton Road bridge for people on bikes travelling to the city centre on the Northwestern Path.

The route runs through Suffolk Reserve, onto Ian McKinnon Drive and up to the intersection of Upper Queen Street. From there, people on bikes can easily connect to the city centre cycleways.

A connected cycleway network will encourage more people to get on bikes and help reduce the number of cars clogging up our roads

❖ Improvements to Opanuku Reserve and Henderson Valley Road Approved

Henderson-Massey Local Board agreed to approve enhancements to the Ōpanuku Reserve with a new cycling bridge to Corban Estate using suspension technology and an upgrade to Henderson Valley Road that will include cycle lanes.

❖ Auckland Cyclist Crashes with e-Scooter and knocked Unconscious

Auckland police are in uncharted territory dealing with the fallout after a cyclist and an e-scooterist collided in the lower CBD. It is likely the first major collision between a cyclist and an e-scooter rider, and more than three weeks later police are still trying to determine who's at fault. Cyclist Michael Cannon was riding along Quay St on his way home from work on November 26, 2018, when he was bowled off his bike. "I collided with a person who was riding an electric scooter at speed on the wrong side of the bike path, and was knocked unconscious for around 10 minutes." Should e-Scooters be banned from cycleways?

❖ Small Woman, Big Heart! by Colin Quilter



*This picture was found using Google.
Taken before Myrtha left Switzerland,
I think*

One morning in late December I was cycling north out of Onehunga, climbing the long gentle hill which leads up to Cornwall Park. On the footpath ahead of me was a small bird-like woman pushing a loaded touring bike. I wondered if she had a puncture, so I stopped to ask. No, she was walking because the hill was too steep for her to ride. This is a slope most cyclists would climb in one of their middle gears. We introduced ourselves; she was Myrtha (pronounced Merta) from Stettfurt in Switzerland. "Where are you going?" I asked.

"Cape Reinga." I tried to hide my surprise.

We walked up the hill together. She had a small-scale map of Auckland and was heading for the Ferry Building via the main roads shown on her map; I offered to show her a better way. While we walked, she told me more about herself. She is 74 years old. Fifteen years ago, her husband died after a short illness; she took up cycling aged 65.

Her bike had pairs of panniers front and rear, (four in all) plus two large vinyl bags strapped across the carrier, and she was wearing a backpack. Bike and gear could not have weighed less than 40 - 50kg. I asked her how much she weighed? "Forty-four kilograms." So, she was probably pushing her own weight! Her bike, (a European brand which I didn't recognise) had 14-speed Rohloff internal gears in the rear wheel hub. Plainly, the lowest gear was not low enough.

I wondered how far she had managed to cycle in NZ? She told me 3 months cycling, mostly in the South Island. Haast Pass (!), Burkes Pass, Lindis Pass. In Nelson she was knocked into a rock wall by the rear wheel of a truck & trailer passing too close, resulting in 8 stitches in her forearm.

I told her we shouldn't cycle past One Tree Hill without seeing the view from the top. We left our bikes and walked up. A view rich in volcanoes, very different from her home country. I found a route through the back streets of Epsom which required walking up only two small hills and waited while she queued for a ticket to Devonport at the Ferry Building. She gave me a slip of paper with her address.

"You can visit me in Switzerland, but not until September 2021." "Why not until then?" "After New Zealand I am going to cycle around Australia, and then South America."

I gave her a kiss and waved her goodbye. Lost for words, really!

Upcoming Events

❖ Auckland Transport Bike Challenge February 2019

❖ ACTA Cycle Weekend Maungatautari 8-10 February 2019

Accommodation at Top 10 Holiday Park, to book call 07 827 5649 and mention ACTA

www.cambridgetop10.co.nz

Saturday ride around Maungatautari Mountain (approx. 80km)

Sunday ride to Blueberry Café (approx. 48km)

Leader: Simon Bucherer

❖ ACTA West Country Backroads Unsupported Cycle Tour 27 Feb – 11th March 2019

North Island West Country unsupported tour. The tour will feature many backcountry gravel roads and historic places such as Jerusalem.

Contact Maureen McRae 021 1397 523 or 07 873 0880

See route at <https://ridewithgps.com/routes/27516741>

❖ The Big Bike Film Night Thurs 28 February 2019

The New Zealand cycling documentary “*ONE DAY AHEAD*” will be presented to Auckland cycling fans for one night only at 6pm or 7.30pm ACADEMY Cinemas, 44 Lorne ST. 8 ordinary Kiwis take on all 21 stages of Le Tour de France, one day ahead of the actual race.

❖ ACTA Wairarapa Supported Cycle Tour 5 – 13 April 2019

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

Contact Ron Jackson 027 611 1013, 09 427 9217

❖ ACTA Cycle Weekend Otorohanga 3-5 May 2019

Hosted by Maureen and Peter McRae

Book your own accommodation at Otorohanga Kiwi Holiday Park

<https://kiwiholidaypark.co.nz> 20 Huiputea Drive, Otorohanga, 07 873 7253



70th Anniversary Celebrations Upcoming Events 2019

Sunday 24th Feb 9am

Actual commencement date for the club in 1949!

Ray Mankelow will lead a 70km 'cake' ride starting from Kumeu bake house.

Please advise Ray 0210455917 (mandatory) of your attendance as we expect a large turnout

Weekend - Sat 16th Sun 17th March

Matamata weekend ride staying at Opal hot springs holiday Park

Contact: www.opalhotsprings.co.nz/accommodation

Leaders: Richard Oddy 0272936096 /Colin Kemplen

Please contact Richard for more info. Sat ride approx 75km – Sun ride approx 50km

Sunday 31st March 9am

Louise Sinclair & Bill Pepler will lead another 70km 'cake' ride starting from Papakura Rail Station.

Please advise Bill 0210737019 (mandatory) of your attendance as we expect a large turnout

Sunday 28th April 9am

Tour de Taupaki Treasure Hunt ride

Join in the fun of the morning treasure hunt starting at Taupaki Park opposite hall. Bring your own picnic lunch

Contact Annette Collins 0212577365 (mandatory)

Saturday 1st June – Movie Night & Roast dinner

5.30pm for dinner at 6pm - At JC Ryder's private cinema 117 Riversdale Rd, Avondale

Followed by the re-enactment of the 1928 Tour de France with Phil Keoghan

Retracing the most brutal T de F in history!

\$35 per head with limited numbers of 60

Advise Simon 021985186 (mandatory) if you wish to attend and to obtain prior payment info.

Saturday 29th June anniversary dinner final event

From 5pm for dinner at 6pm at Auckland Bridge Club 273 Remuera Rd, Remuera, Auckland
You will have a chance to share your ACTA experiences along with listening to & seeing historical stories from the past.

Catch up with all your riding friends and enjoy a fantastic meal. Bar will be open.

Cost: TBA

Advise Simon 021985186 (mandatory) if you wish to attend and to obtain prior payment info.



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



One Liners...



A female boxer let the air out of both my wheels recently. I had Two Puncture!



A man woke up one morning with no hair and two flat tyres. It was a case of 'Air Today, Gone Tomorrow'!



My Partner is really good on a unicycle but very socially awkward. She Can't Handle-Bars!



It's getting harder to use a bike pump with every year that passes. All That Inflation!



Q: What does a bicycle call its dad? A: Pop-cycle



Q: Why couldn't Cinderella win the bicycle race? A: She has a pumpkin for a coach!



Q: Why can't you take a nap during the Tour de France? A: Because if you snooze, you lose!



A friend of mine works for a company that makes bikes. He's their "Spokesman"!



There's a vampire bike around here that keeps biting people. It's a vicious cycle.



I took my new bike back to the shop and said the pedals didn't work. Chap asked why I thought it was called a push bike.



A boy was riding his bicycle and he sees his mom on the porch. He releases the handle and yells to his mom "Look mom, no hands!" His mom replies "Be careful, honey..." Then he releases his legs from the pedals and says "Look mom, no legs!" His mom replies more sternly "Be careful, honey..." The little boy then abruptly falls to the dismay of his mom. The boy slowly gets back up and says "Look mom, no teeth!"



A little boy out riding his bicycle knocked down an old lady. She was a bit shaken, but got up, dusted herself off, then turned to the little boy and said, 'Don't you know how to ride a bike?' 'Yes,' he answered, 'but I don't know how to ring the bell yet'



No - It's not a fold-up bike!
I slowed up a truck driver when riding the last 10km
and this is what he did to it!



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