

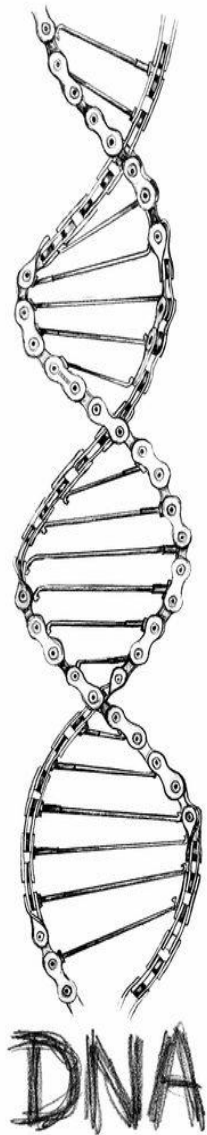
BURN CARBOHYDRATES, NOT HYDROCARBONS!



ITS JUST A HILL – GET OVER IT!

TO BIKE, OR NOT TO BIKE: THAT IS NOT A QUESTION!

CYCLIST'S





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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 leave at 9:30am from The Bakehouse Café, Kumeu. This is a ride in the country and can be anything from 30 - 60kms, including a mid-morning café stop. Remember to bring your lunch!

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

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

Hi and welcome to your November Spokesman...

WOW! What an unusual, but fantastic year my wife, Gaye, and I have experienced undertaking three overseas cycling trips! Articles concerning our Japan and Vietnam trips were included in the May and August Issues of the Spokesman respectively.

There is an article about our SPAIN Cycle trip with other ACTA Members included in this issue. An interesting issue that arose is that of **Terminology**. When in Mallorca we sometimes rode with a few British cyclists. For them, cars coming in the opposing direction up front they refer to as “Car Down”?! So, to avoid confusion, we eventually learned to say “Car Front” instead. I am still somewhat mystified as to why it would be “Car Down” instead of “Car Up”.

I am endeavouring to include two other sections in the magazine entitled SNIPPETS and UPCOMING EVENTS.

Regarding “SNIPPETS”, I have noticed that some members have been posting information pertinent to cyclists on FACEBOOK either in general or for the ACTA FaceBook Group. However, there are some members who do not bother to access FaceBook or who do not have computers. Therefore, it would be very much appreciated if such information could be forwarded to me as your Editor, for inclusion in our quarterly magazine. I have taken the liberty of including a couple of FaceBook comments from Ray Mankelow under SNIPPETS.

Regarding “UPCOMING EVENTS”, I try to include not only ACTA forthcoming events, but also other more public cycling events stemming from either Auckland Transport (AT) Cycling or “Bike Auckland”. Having only recently returned from overseas, I may have missed some of these events. Also, AT have advised me that the period from late-November through to early-February is a relatively quiet one in respect of upcoming events due to the summer holiday season.

I would very much appreciate suggestions as to what topics you would like included in articles researched by the Editor. Also, I should mention that I would be quite happy to receive and publish any comments/ criticisms you may have concerning the previous issue of the Spokesman.

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!*



Your Editor,

Stu Andrews

Message from your President...

Quarter 4 2017:

It's nice to be back in NZ again. We tried, with a little success, to bring some better English weather back with us, as distinct from Scottish weather, which is better left over there!

The November tour is all planned, apart from a few last minute details, and our group of 16 are getting ready to depart. Should be a good size group for the Northland roads and it looks like there will be a similar number doing the same tour in April.

Currently we have a problem with getting enough leaders for Sunday rides. There are a number of people who can offer support and training to lead one of these rides if you don't want to plan your own route. Tony is always happy to suggest a route. These routes are available in paper or electronic form or on Ride with GPS which runs on a Smartphone. This is an opportunity for everyone to expand their skills and it is essential that all members, and not just those on the committee, contribute to this aspect of the club. I would appreciate feedback from members on this as if we don't get more people coming forward we will have to look at reducing the frequency of Sunday rides or looking at alternative ways to run them. Please contact me or Tony with your comments.

Our new Tour Planning group is coming up with a lot of good ideas and new approaches to touring, plus putting together a programme of more tour options for next year. If you have any thoughts on what you want to see in tours let Louise know.

Despite being very rusty on the bike having not ridden since returning from Scotland, it was great to head out and check out some of our new cycleways. We headed out on the North Western motorway cycle path then the Oakley Creek path and crossed to the Waterview paths which connected to the South Western motorway path taking us into Onehunga or Mangere Bridge. It means I can set out from home now and do around 20km with hardly any riding on the road and complete a circuit of 30km including a bit of road riding back through Onehunga and Newmarket. Great to see this improvement in our city's cycleways.

https://ridewithgps.com/trips/18443636?privacy_code=dkeWonQMWB93LCsM

I look forward to catching up with you on a bike soon and then it will not be long until it is Christmas. Check out the details of our Christmas function in this magazine.

Cheers Annette



ACTA Matamata Weekend Ride 12 & 13 August

by Sarah Ley-Bucherer

Matamata turned on some fine weather for riding on what was predicted to be a wet and wild weekend. Yes, there was wind and rain, but somehow, and somewhat miraculously, the bad weather seemed to always occur when we were off our bikes. ***This proves the point, often made, that you might as well get out there cycling and ignore the forecasts most of the time.*** The Opal Hot Springs and Holiday Park was a popular accommodation spot mainly for the open air hot pools to soothe tired muscles.

SATURDAY RIDE

A total of 17 ACTA riders were ready to go Saturday with Tony Simmons leading us on a great 84k route on mostly sealed roads through rolling Waikato farmland. Newly trimmed barbery hedges (an effective, but problem weed), lots of very earthy farmyard smells and small rural village hubs made for very interesting cycling. Our lunch stop was welcome after the “1 and a bit km to go” turned out to be about 5km uphill with a headwind on Richmond Downs! We were all very happy to spot the country school that Tony had teed up for us to use the toilet facilities and shelter from the wind. Louise’s frivolous description of a *light zephyr* was in fact a south westerly gale capable of knocking us off our bikes on the ridge line as we left the school behind. However, it made for a great tail wind!



Ready to leave the school after lunch. . .



. . . once the phone calls and texts were completed!

SUNDAY RIDE

Our Sunday ride, again planned by Tony and this time led by Louise Sinclair (16 riders), was an equally interesting 50+km jaunt looping around through Waharoa and closer to the Kaimai ranges.



Two of our members (Marieke and Garth) were very much in training mode over the weekend getting ready to ride in the ITU Multisport World Championships in Penticton, British Columbia, Canada. Literally from **Waharoa to the world!**

The *Kaimai Cheese Factory* was a great coffee stop and again we were able to eat our lunch and use the facilities at a local country school in Manawatu (our first thoughts seeing the sign – surely, we aren't in Manawatu are we?).

Some of us, perhaps getting overcome by the place of learning we were in, started seriously competing for the worst examples of business jargon or “corporate speak” we could think of. ACTA members do find some interesting ways to amuse themselves!



Maureen and Bill seem to have found the Loch Ness monster or maybe it's a Taniwha?



Louise points out the spectacular 153m Wairere Falls in the Kaimai Ranges. To reach them would require a steep climb through the bush.

During our Sunday ride we came across the memorial for the NAC DC3 plane crash in 1963 which killed all on board (23 people).



For many of us, it was the first time we had seen this memorial site.

It remains the worst air accident within New Zealand. The flight departed from Auckland, bound for Wellington via Tauranga, Gisborne and Napier. The weather was stormy, but forecasts underestimated the force of the wind. During its descent into Tauranga, the plane was caught in a turbulent downdraught and slammed into a ridge on the Kaimai Range. Insufficient altitude and navigational problems contributed to the crash, but the ferocious winds were the crucial factor. It took rescuers two days to locate and reach the crash site.



The Memorial Plaque states:

"Douglas DC-3 Skyliner ZK-AYZ "Hastings" of N. Z. National Airways Corporation crashed into the Kaimai Range 9 km northeast from here on 3 July 1963, during a scheduled flight from Auckland to Tauranga.

This plaque placed here in memory of the three crew and twenty passengers who died on Flight 441."

Once again ACTA members have been very fortunate to be able to enjoy great cycle touring thanks to the efforts of our leaders and tour planners. **Thank you very much, Tony and Louise!**

Cycling in Ireland July 2017 by Geoff Phillips and Kit O'Halloran

My tour of Ireland started when I (Geoff) flew into Dublin and then took a train to Galway on the way to Aran Island in Galway Bay where I met up with Kit for a stay on the island and then to ride around the Connemara loop. One thing to note is that trains in Ireland are very efficient, but you do have to book your bike as there is limited space for bikes on all trains.

My strategy in Ireland was not to do a point to point route, but to visit friends living in Ireland and to use their location as a base to visit some of the best parts with more time to spend in each location. I went to visit Kit on Arran Island and then used Dundrum in County Tipperary as my second base. This would not suit the cycle touring purist, but it worked out well for me.

My first port of call was to visit Kit and Judy and their son and family on Aran Island where they harvest seaweed for a living. It is a great little island with quiet roads for cycling and we were blessed with fantastic weather. Every day hordes of cyclists arrive on the ferry from the mainland which has had a very positive effect on the local economy.

I (Kit) met Geoff off the train in Galway and we cycled the 35 kilometres along the coast on a busy, but scenic, road to Rossaveel. From there, we took the ferry to Inis Mor (population 650), the largest of the Aran Islands, which took 40 minutes. Over the next two days, we cycled every road there was on the island and saw all the sights. We weren't the only cyclists. The island has 1,800 hire bikes available for day trippers who tend to take over the island in the height of summer between 10 am (first arrival ferry) and 4.30pm (last departure).

On our departure we had a delightful early morning ride, the length of the island and devoid of day trippers, to catch the early morning ferry to Rossaveel and then set out for the remainder of the Connemara loop. We took a side trip out to Lettermore Island and then took the coastal road through Kilkieran and Cashel to our B&B at Rossroe Lodge. There was scarcely any traffic and the scenery comprised a rocky foreshore covered in seaweed with inland ponded bogs and occasional stacks of turves cut out of the bogs and drying out ready for the fireplace.

Next morning was overcast with drizzle and we cycled to Roundstone, which in different circumstances would be a delightful seaside town. We took a coffee break and paused for the light rain to stop. This was a mistake. The rain went from light to heavy with a gale force headwind. We battled our way through Ballyconneely and on to our nights B&B at Clifden. By late afternoon the storm was over and we found good beer and fine food in a local pub.



Aran Island



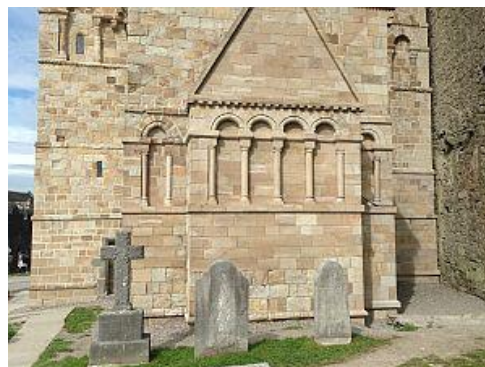
Clifden

The following day we left town to take a side trip on a popular cycle route called the Skyroad. This took us around a peninsula with great views. Beyond this, our route took us into the Connemara National Park, which comprises 3000 hectares of mountains, bogs, heaths, grasslands and forests. We visited the Centre where there was an interesting museum. Beyond this, we made another stop at the spectacular Kylemore Abbey and continued on around a lonely stretch of elevated bogland. We then descended from this to Killary Harbour, which is long and narrow and has been carved out of the

surrounding hills by glacial action. Our B&B was up in the hills and out in the sticks some 6 kilometres from the small two-pub town of Leenaun.

Our final day took us up into the hills and through the Maumturk Mountains, also known as “Joyce Country”. This was very scenic and we could see “the Twelve Bens”, which is a mountain range of sharp-peaked quartzite ranges located northeast of Roundstone in Connemara and which are the hallmark of Connemara. At Maum Cross, we joined a busy road that passed through Oughterard and became busier still as we approached Galway City. Over the week we had clocked up 290 km on the Connemara loop and perhaps a further 50km on Inis Mor.

After saying goodbye to Kit in Galway I (Geoff) took the train to Limerick Junction and then rode to a friend’s place in Dundrum which is near Tipperary. From my base in Dundrum, I was able to visit many rural towns including Cashel and Cahir. Cashel is a fine example of an Irish rural town with the highlight being the Rock of Cashel.



Rock of Cashel

I also rode the cycleway from Dungarvan to Waterford which is on an old railway line and it has tunnels and lots of cafes along the way. The rural roads are, for the most part, narrow and good for riding on, but you have to keep your eye and ears open for the locals who drive at great speed. I stayed in a camping ground in Kilkenny, which had good facilities and I also stayed in a hostel in Waterford. The ride over the Knockmealdown Mountains to Lismore was perhaps the best ride that I did in Ireland. It was a wonderful downhill alongside the river on a deserted road.



Dungarvan to Waterford Cycleway



Road to Lismore

The one thing you can almost guarantee in Ireland is that it is, more often than not, overcast with lots of occasional showers. Showers occurred on this day, but they did not seem to detract from the ride. On average, Auckland has 2,000 hours of sunshine each year while the average for Ireland is between 1,100 and 1,600 hours.

All in all, it was a great tour of a country and people that I really liked. Lots of fantastic music with great food and beer. This is what makes cycle touring so special. If you have a computer and are receiving a soft copy of this issue of SPOKESMAN and interested in viewing a video of this tour, please refer to the following link:

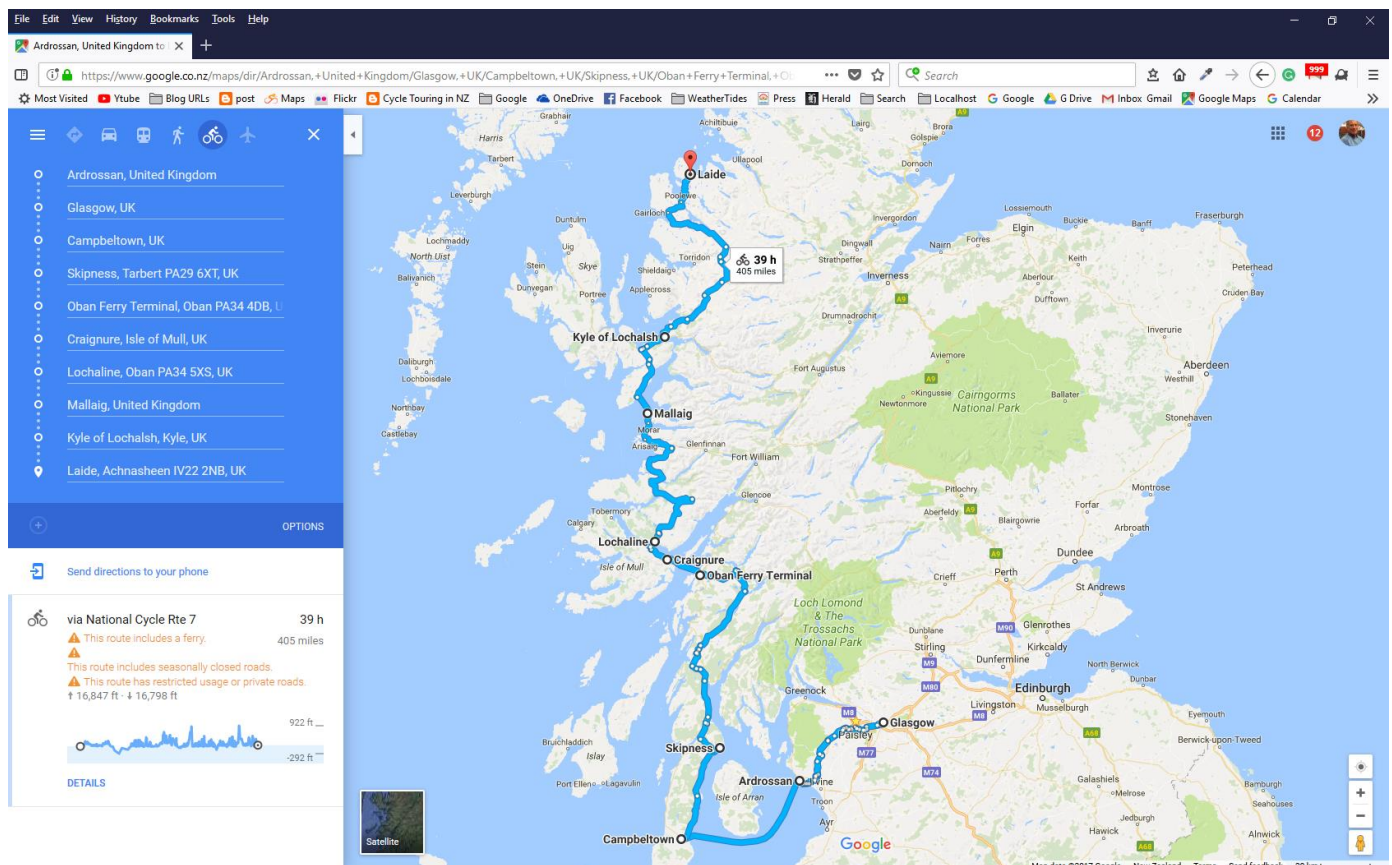
<https://www.youtube.com/watch?v=WiH4l29qmP4&t=12s>

Cycling Around Scotland August 2017 by Annette Collins, Stephen Thoms and Geoff Phillips

We started our tour of Scotland in Glasgow and spent three days in Glasgow visiting the excellent museums, cemetery, ancient buildings, art galleries and botanical gardens. Our accommodation was Airbnb with an excellent Polish girl who was also a cycle mechanic and gave our bikes a once over.

Heading out of Glasgow we followed an old railway line and mostly quiet cycleways to Androssan and then took the ferry to Campbeltown. We were already getting the sense that mid-summer in Scotland was the equivalent of winter in NZ only a bit warmer, as we stood waiting for the ferry with 6 other cyclists in the pouring rain at Androssan. To add insult to injury, the ferry took off without any of the cyclists because we were never asked where we were heading to and they assumed we wanted the next boat. They must have a poor opinion of cyclists if they think we would want to stand around for two hours in the pouring rain for the next ferry going to a different location. Fortunately the cyclists kicked up a fuss and they turned the boat around and picked us up, as there were no other ferries to Cambletown that night and we had a B & B booked.

Our Route up the West Coast



Our ride up to Skipness from Campbeltown following the coast started in the rain, but it got better as the day wore on. The roads were hilly, but with minimal traffic.

Skipness was a tiny cute village with a cafe/post office whose only tables were on the beach. We joined the multitudes of people who made the journey to the grounds of the ruined Skipness castle to sample the seafood at famous Seafood Cabin. Here we met again locals we had met in the pub at Cambletown and a number of other friendly Scots!

There was plenty of wild camping along the shore in Skipness (it is allowed in Scotland) which was great, but we had to contend with the scourge of midges that are part of camping in Scotland. Both Annette and Stephen suffered during the ride and there did not seem to be anything that you could use to effectively protect you from the midges, although there are lots of repellent products available. For some reason, they didn't tend to bite Geoff!



Campsite in Skipness



Skipness

The roads we were on, while hilly, were ideal for cycling and usually had minimal traffic. Lots of these were single lane roads with passing bays so we got used to pulling in when a vehicle was in sight or hoping that they would be patient enough to just let us get to the top of the hill, (most of them were). From Skipness, we headed towards Oban so we could cross to the Isle of Mull on one of the four ferry trips we had on the route. The highlights on the way to Oban included the cycleway alongside the canal just out of Lochgilphead, and the climb to Delavich, where we wild camped alongside Loch Awe. In Delavich, there was a community hall where we enjoyed a nice meal and a beer. The locals were friendly, the midges less so as we had to pack up very rapidly and move to another spot to disrobe hoping that the midges wouldn't locate us straight away.



Quiet Roads



Delavich Campsite

The final part of the route to Oban was on a very quiet farm road, which was delightful. It was the height of the holiday season so accommodation was scarce and the main roads were very busy. When we arrived in Oban it was packed, so we immediately booked on the next ferry out to Craignure on the Isle of Mull. When we put up our tents it started to rain and the forecast was for more rain. We stayed in Craignure for an additional day to sit out the rain, knowing that we wouldn't be able to move our tents to a new location without getting everything soaked. It was tragic as we had to wait out much of the day in the local pub! It was very bleak for the middle of summer.



The next day we headed to Lochaline on the ferry and then headed north on some hilly roads to the Loch Shiel Hotel. This was a very nice hotel and when we asked if we could camp at the back of the hotel the manager declined but offered her paddock. When we got to the paddock it had very long grass and it was wet right up to the ground surface. We had a very wet and uncomfortable night and were glad to get away in the morning. Fortunately, the meal in the pub was excellent.

As we moved further north we began to consider altering our route by missing out the Inner and Outer Hebrides and the Shetland Islands in order to find some summer sunshine. We did, however, go across to the Isle of Skye.

Again, the weather was unkind to us as we cycled to the bridge from the Isle of Skye to Kyle of Lochalsh. At Kinlochewe we stayed in the bunkhouse attached to the hotel. There were eleven cyclists and one tramper in the bunkhouse, but we could sit in the lounge to enjoy a pint. At least we were out of the rain. Accommodation was so scarce in Scotland this year that this was the first solid roof we had been able to find.

One of the highlights of the ride was our stay in a crofter's cottage in Laide. The cottage was owned by Rhoda & Chris Anderson, who we later stayed with while in Inverness. They are Annette and Steve's nephew's parents. They were great hosts and nothing was too much trouble including fantastic meals.



Laide



Laide – Crofter's Cottage

The life of a crofter must have been very hard as they only had a tenancy for a small and often infertile area of land and they, therefore, had to rely on a range of activities to exist.

At this point, we decided not to go further north to the Inner Hebrides as we had planned because the weather forecast was for more rain and the route we planned to follow was being heavily promoted this year. We had already come across roads that were “chocker block” with camper vans, which didn't make for safe cycling.

We cycled the 125 kilometres from Laide to Inverness starting in heavy rain and passed through a few roads lined with snow poles. In Inverness, we spent a few days drying out and cycled out to Loch Ness and visited the Culloden battlefield. On a cycle tour it is often a good idea to stay in a town for a longer period so that you can see all the highlights rather than just a fleeting glimpse as you cycle through.

Our route then took us down to Edinburgh. As we got close to Edinburgh the rain was extremely heavy for around 3 hours. We carried on through but it was some of the heaviest rain we have ever ridden in! Managing to get a campsite in Edinburgh during festival month was tricky, but it certainly wasn't a dry spot and the next day the path to the facilities was flooded and the tents were in very soggy ground and everywhere was wet underfoot. The bonus for putting up with the wet campsite in an out of way area was that we got to spend a day at the Edinburgh festival for a fraction of what most people's accommodation costs were.



By coincidence, we meet Fred Underwood



Camping Edinburgh

Stephens's strategy of heading south for the sun paid off as we rode down the Northumberland coast to Newcastle. We enjoyed the National cycleways far from the motorways and the holiday crowds and finally got some sunny weather. Newcastle was a surprisingly interesting town, being an industrial town. The cycleway into and through Newcastle was fantastic and the modern and old architecture was very rewarding to see as we spent 3 days wandering around the city. We even managed to go to a jazz concert at the fabulous new venue, the Sage in Gateshead.

All in all, we had a great ride in stunning scenery, meeting friendly people with lots of historic sites to see. One of the great things about cycle touring is that you never know what you will be doing in any given day or where you will end up at the end of the day. For those of you with computers receiving “soft” copies of SPOKESMAN, you may be interested in viewing videos of our Scottish cycle tour. Refer the following links:

<https://www.youtube.com/watch?v=RYBivRfVMc&t=786s>

<https://www.youtube.com/watch?v=WiH4l29qmP4>

Impressions of Spain Cycling Tour Sept / Oct 2017

by Stu Andrews and Sarah Ley-Bucherer

Impressions from Stu Andrews

With special thanks to Colin Webster for arranging this tour, eight ACTA members comprising Colin, Judy Barfoot, Sarah and Simon Bucherer, Bill and Robyn Duffy and Gaye and Stu Andrews participated. Some ACTA Members might not regard it as being a “tour”, because, instead of riding a continuous route with nightly accommodation interspersed along the route, it consisted of three “hub” stages where we stayed in one location and explored that region by undertaking daily cycle tours. This arrangement was not only a great way to visit and explore each region, but it also meant we could ride road bikes and not have to carry baggage. This especially suited some of us who visited UK first in order to visit relatives, thereby having more baggage due to the need to have warmer clothing while in UK.

Stage 1: Costa Blanca on Mainland Spain

After arriving in the City of Alicante we were based in the town of Cocentaina with a population of just over 11,000, which is about 60kms away from Alicante. We stayed in the typical historic Spanish home of a Scottish lady, Marjorie, that had been converted into a guest house with about six guest rooms. In addition to hosting Cyclists’ Touring Club (CTC) members (now renamed Cycling UK) Marjorie kindly hosted our group and cooked wonderful breakfasts and dinners for us. Marjorie was also very knowledgeable of the region and suggested daily rides for us. Cocentaina is ideally situated between the mountainous Serra de Mariola national park and the Serpis river, which makes it an ideal location for both road and mountain biking. Sadly, there is no bike hire shop in Cocentaina, so we hired bikes from Sanegre Bike shop in Al coy, about 6km from Cocentaina. They were very helpful and fitted saddles, pedals and changed cassettes to enable more “granny” gears bearing in mind we had substantial hills to climb.



The Group after hiring Stage 1 Bikes



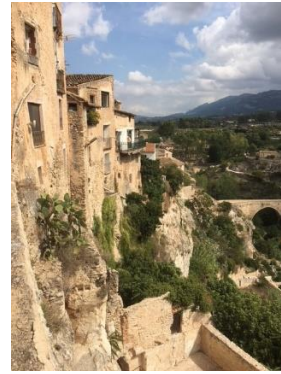
Dinner Table at Marjorie’s, Cocentaina

Some of our memorable day rides were:

- (1) To the ancient medieval town of Bocairent, typically located on a hill, which was fascinating to us “Kiwis” due to its historic age and ancient narrow cobbled streets;



The Ancient Medieval Town of Bocairent



- (2) Several loop rides, some of which were through gorges and up mountainous roads through ancient towns. One such town called Beniarrres had a white church high up on the crest of a hill. Such a white church proved dominant on another ride we took where we rode over a hydro dam;



Riding up a gorge to Facheca



The white church high on the hill at Beniarrres

- (3) One Saturday, we all rode to a place called Planes. Apparently, there was some religious festival on at Planes, which, surprisingly, appeared to be associated with the Knights Templar, despite the fact that history tells of enmity between the Catholic Church and the Knights Templar. A number people were wearing smocks with the Knights Templar cross emblazoned on them. There was also a brass band. From Planes, the girls, with the exception of Gaye, returned to a town closer to Cocentaina called Muro where there was a food festival while the boys plus Gaye rode up and down windy hills with great scenery to a town called Pego;



Festival at Planes



Uphill to Pego



In Pego main square

(4) The following day, being Sunday, we all rode up and down windy roads to the tourist Castillo de Guadalest (Guadalest Castle). There is a little village inside the castle walls and great views of the lake and valley.



Guadalest Castle and view from castle

It was interesting to note that there was a lot of limestone and lumps in the ground, which did not look particularly fertile, and yet, somehow, the locals at least managed to grow citrus trees.

Upon leaving Cocentaina, we took an interesting small train to a town called Xativa where we then changed to a local urban train travelling into Valencia.

Stage 2: South Mallorca

After spending half a day exploring Valencia we took ferries to Palma in south Mallorca. The group did not realize there was more than one ferry company operating resulting in the group being split between two ferries. Upon arrival in Palma we met up at the Nano cycle shop only to find they were unable to provide us with bikes for the length of time we needed them. However, just around the corner in the main road in front of the famous Palma Cathedral was the “Palma on Bikes” rental shop. This outlet was very good to us and again we had good road bikes. From Palma we took a scenic route up hills with great scenery to the town of S’Arraco which, by road, is about 35km to the East of Palma. We stayed in the only hotel in the town, Hotel L’Escalaleta, which had been developed by an English lady, Suzanne, who had to show extraordinary persistence with Spanish bureaucracy when developing it.

Because S’Arraco is located in a valley, we had hills to climb on rides to coastal resorts. On one ride we went to Sant Elm. It is a picturesque resort and after a wander around town we all went for a swim in the crystal clear sea water.



The S’Arraco Hotel L’Escalaleta Garden



Sant Elm Resort



Santa Ponca Resort

Another coastal ride also took us to Port d’Andratx, then up hills and through the resorts of Camp del Mar and Peguera (the latter is a favourite spot for German tourists). After cycling through the busy Peguera Boulevard we then joined another cycle track and climbed steadily up the Costa de la Calma before reaching a windmill. Just by the windmill we

were able to cycle over a major highway on a bridge and then rode down into the beach resort of Santa Ponca where we enjoyed a drink at a café on the beach.

Upon completion of our South Mallorca Stage, we rode back to Palma on a less hilly route with a cycle track from Peguera into the outskirts of Palma. As mentioned, “Palma on Bikes” were very good to us and drove our baggage back from S’Arraco to their shop using their own van. Sadly, we also had to say goodbye to Bill and Robyn who chose to leave the group after Stage Two in order to visit other tourist spots such as Madrid, Portugal and the Netherlands.

Stage 3: North Mallorca

WOW!! What a fantastic Stage this was! Upon arrival in Palma we were met by Andy Cook of “Andy Cook Cycling”, a UK firm. Andy and his wife, Jacqui, are passionate cyclists. To give you an idea of what they do, they recently organized an End to End (E2E) ride in UK from Land’s End to John O’Groats with about 800 odd participants. You can imagine the logistics involved in organizing that! Andy arranged transport for us to North Mallorca and our accommodation at the Club Pollencia Resort. We were able to hire excellent top-quality road bikes from Max Huerzeler’s Swiss International Bike Company, which was located within the environs of the Club Pollencia Resort. While Andy did ride with us for the first few days until another cycling group from UK arrived for which he was responsible, he had arranged for Dave Stalker, a very fit 76year old Englishman who has lived in North Mallorca for nigh on 17 years to guide us.

I regard North Mallorca as a cycling paradise!! Dave guided us around numerous narrow, but sealed, rural roads. The flatter part of North Mallorca was much more fertile than the Costa Blanca with fields of cabbage, lettuce, artichokes and potatoes. It is understood the potatoes are exported throughout Europe.

Some of our memorable day rides were:

- (1) On our first day ride, being a Sunday, we headed south, first to a town called Llubi, where we stopped at a café in the plaza by the town church. We were amazed at the number of international cyclists there also enjoying their morning tea or coffee. From there, we rode further south to a town called Petra and were amazed that the main square in the town was absolutely jam packed with cyclists having their lunch. We then headed north to a place called Muro, where we stopped at a well-known café with a cabinet full of baked items such as cakes. *What a coincidence!* When riding overseas, I usually wear my New Zealand tops (with thanks to Di Michels for some). A group of British cyclists arrived at the café and one recognized my Kiwi top and then, upon further investigation, recognized us. It was Geoff Ward, David’s brother, who had ridden with David on the ACTA Coromandel Tour a couple of years ago;



Morning Tea at Llubi



Lunch at Petra



Meeting Geoff Ward (David's Brother)

(2) After riding through the flat, we rode up to the towns of Campanet and Caimari, where we started a steady climb of about 6km including switchbacks up the Serra de Tramuntana mountains with lovely views to the summit where a petrol station and café is located. From there, we rode down to visit the Nostra Senyora de Lluç monastery;



Start of climb at Caimari



Scene during climb



Monastery at Lluç

(3) From the back of Port de Pollencia, we commenced riding up the Formentor Peninsular which provided spectacular views especially from a scenic viewing area where we had fantastic views on both sides of the peninsular. Later we continued riding uphill including going through a 300m tunnel and continued on to the light house at the northern most point of Mallorca being Cap de Formentor;



Lookout on Formentor Peninsular



Riding up through tunnel



Lighthouse at Northern most point of Mallorca

(4) Apart from other fairly long rides south such as to Sencelles and Costitx, we also visited the Campanet Caves (Coves de Campanet) and a lovely beach resort at Cala de Sant Vincenc;



Café at entrance to Campanet Caves



Campanet Caves



Cala de Sant Vincenc Beach Resort

(5) Perhaps our longest and, most memorable ride was south to Santa Maria and Bunyola before climbing up the Coll de Soller of the Serra D'Alfania mountains whereas cars could pass through a long toll tunnel. We then rode down to the town of Soller and then on to Port de Soller, which appears to be a popular tourist resort. There are trams that travel between Soller and Port de Soller;



Judy riding up the Coll de Soller



Riding down to Soller Town



Port de Soller Tourist Resort

(6) On another day we rode to Bugar for morning tea and then rode up a mountain to reach the Santa Magdalena Monastery. From there, we experienced great views that give a good picture of North Mallorca. From one side you look north to toward Pollencia and Alcudia Bays and, in the other direction you get views of Inca and Campanet towns.



View from Santa Magdalena Monastery



Alcudia Medieval Town Walls



Ancient Roman Ruins in Alcudia

We did take one day off cycling, which gave us the opportunity to visit the nearby ancient town of Alcudia, which included some ancient Roman ruins and medieval town walls.

A huge thanks, is directed to Andy and Jacqui Cook of "Andy Cook Cycling", who made Stage 3 such a wonderful and memorable experience!

Over all three stages we experienced wonderful weather. After finishing Stage 3 cycling, some of us spent some more time in Palma, where we did experience some rain and Valencia before travelling to Barcelona. We were fortunate when in Barcelona that we did not experience any demonstrations etc. regarding the political situation there.

Impressions from Sarah Ley-Bucherer

Our plans were to cycle in 3 locations with hire bikes in each “hub” ride, therefore making it unnecessary to transport bikes or panniers from New Zealand. This felt quite different from our “France en Velo” experience the year before, where we took everything from NZ and moved almost every day to another location. For me personally, both methods of cycling holidays have their attractions and detractions – what’s more important is just as long as it’s more cycling!

Stage 1: Costa Blanca on Mainland Spain

Cocentaina – is a small town located inland from Alicante or Valencia i.e. in the hills. Marjorie runs a small guest house (max 8 people) offering dinner, bed and breakfast for cyclists. Every night she quizzed us on our needs for the following day and magically came up with our planned route to suit. Having run cycle holidays for many years and been a cyclist herself, she was great at choosing distances, places to visit and offering recommendations for coffee and lunch. The only problem was we didn’t always stick to her suggested routes or times! For example, on Day 1 to Bocairent, we took a few wrong turns, lingered over lunch and then missed the admission time for the main attraction (prehistoric caves). Another time, we missed a “very easy to find” annual epicurean event happening in Muro after asking a man directions. He turned out to be a local plumber and escorted us first to the supermarket then the local food market. Not to be outdone, 3 of us opted for a shorter ride next day and found the event which had amazing arrays of tapas as well as local beers all for 1 Euro each.

The rides round Cocentaina were hot and hilly, lots to see, gradual climbs and descents, great road surfaces and, best of all, very respectful drivers. I noted Indurain came from Alicante (he has a road named after him) and the sport of cycling seems to equate to the locals the same as rugby does for New Zealanders. Whilst in Planes, we were lucky to strike the local celebration day of the Moors and Christians festival with partying in the streets, people dressed in costume and lots of music and feasting.



Scene from ancient medieval town of Bocairent



Above: Festival at Planes Below: Scene near Cocentaina

Stage 2: South Mallorca

Our next stop, S'Arraco in SW Mallorca was accessed by an overnight ferry from Valencia, then, after hiring bikes in Palma, a 3-hour ride into the hills. We immediately noticed the motorists near the coast were in a hurry and far less respectful of cyclists, but it was better in the hills. Our accommodation at Hotel L'Escaleta proved a very pleasant stay, great range of breakfast foods and there were various restaurants in the village for dinner. We were here for a shorter time, which was ideal as the range of cycling options was more restricted. The local beaches were good for swimming and cooling off though.

Stage 3: North Mallorca

Andy, of "Andy Cook Cycling", a UK based company with a wealth of experience in organizing cycling holidays and cycling events, met us in Palma to travel to our last stop at the Club Pollencia in North Mallorca. Our first glimpse was of a stunning setting with the sea just across the road and small coastal towns a short distance away in either direction. Huezler Cycling Holidays had a huge range of very well-maintained carbon road bikes for us, which we all loved and were sad to leave behind when we left! My old bike just doesn't seem so good anymore! We enjoyed having a local guide, Dave, who showed us all the little back lanes and scenic routes to a range of fabulous scenic rides and, of course, a few hills. Dave, used to roadies streaking off at a rate of knots behind him, found us Kiwis a bit odd in that we stopped for photographs (even of sheep) and weren't keen on sitting on his back wheel either.

Our choice of rides easily matched Cocentaina (Stage 1), and having a local guide was a bonus in that we never got lost, took wrong turns or missed historic sites we were keen to stop at. There were some very interesting places to visit. The ancient Romans had established a large settlement close to where we were staying, which proved very interesting to visit as long as one planned the timing e.g. the ruins were shut at weekends and/or lunchtimes! The Spanish do like their siestas we noticed!



View from entrance to Pollencia Club Resort



Guys getting ready to ride whilst ladies had a welcome day off to go to the local market in Port Pollencia.



Our first Stage 3 cycling day – Lunch at the main square in Petra with masses of cyclists



The start of a Sunday ride where we were joined by a few of the Andy Cook Cycling British group



Our last day – presentation to Dave, Andy Cook's Guide for our group

A big thanks to Colin Webster whom we may have bullied into organizing these 3 “hub” rides for us. After finishing cycling, all of us Kiwis stayed on to enjoy further sightseeing in Spain and other parts of Europe. For those with computers, Simon Bucherer has very kindly supplied a link to some videos he took when cycling in North Mallorca. Sadly, these do not include great scenery from the mountains because, when climbing hills, it would be difficult to hold onto his smart phone. Consequently, these have been taken when riding on relatively flat areas.

[in Petra Mallorca](#) View the first video only

[Mallorca cycling with ACTA](#) View the first two videos only

Touring Bike Gearing by Colin Quilter

In an article about bike gearing that was published in an earlier issue of the *SPOKESMAN*, I showed that in bikes with more than one *chainring*, not all of the gears theoretically present are actually useable or distinct. For example, in the case of my Surly touring bike, of the 27 potential gears only 23 are usable and of those, only 18 are distinct.

Eighteen gears may sound like a generous number. But does the **number** of gears – say 27, 23 or 18, really matter? I don't think so. There are more important things to worry about.

For example, there is the question of a “granny gear”. There are three reasons why every touring bike needs one.

- 1) When traveling with loaded panniers, a low gear of 20 gear inches or less will allow you to grind slowly up those big hills when you would otherwise have to walk. Pushing a bike with front and rear panniers is an awkward job, quite different from pushing an empty bike. My bottom gear of 17 inches allows me to cycle comfortably at about walking speed, 4.5km/hr. Climbing out of a big fiord in southern Norway, my daughter, Jenni, and I once travelled at that speed for 5 hours. *It wasn't a pleasure, but it wasn't torture either.*
- 2) Age is another factor. Most of us are suffering the loss of strength which comes with age. Out on an ACTA day-trip, with a near-empty bike, *I occasionally find myself using the granny gear, and I am glad to have it.*
- 3) Auckland being as hilly as it is, many of our cycle paths have steep sections which demand a really low gear. Try climbing westward up Hendry Avenue from the Onehunga foreshore to Hillsborough Road without a 20 inch gear! *The Traffic Engineer who designated that road as a “cycle route” must have an unusual sense of humour.*

If we specify 20 inches as sensible low gear, what about high gears? My top gear is about 100 inches. In practical terms, that means that on a long down-hill run I can put useful power onto the cranks up to a maximum speed of about 45km/hr, when the cadence gets uncomfortably fast and I give up pedalling and “coast” along. That's fast enough for an old guy.

So in my opinion, gears with a range of about 20 to 100 inches are ideal for touring. How many gears in between? I don't think it matters much. Somewhere between 10 and 15? As long as the jump from one gear to the next is consistent and not too large, does it matter?

I am not alone in thinking that 20 – 100 inches is a sensible range. Figure 1 shows eight touring bikes from well-known brands, with their gear ranges. Most have bottom gears at around 20-25 inches, and top gears around 100 -110 inches.

FIGURE 1

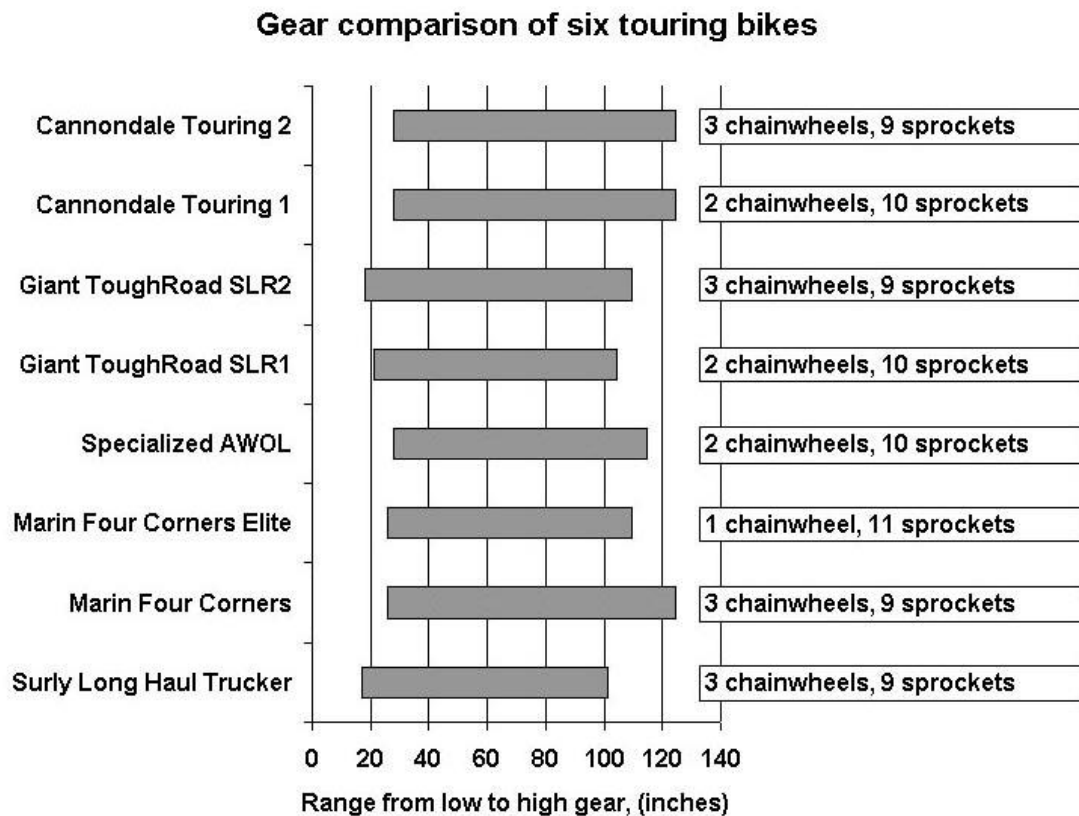


Figure 1. Low to high gear range for seven modern touring bikes (2016 models). These are steel- or aluminium-framed bikes, drop or straight handlebars, all frames with touring geometry and mountings for front and rear racks. Low and high gear values (gear inches) are calculated using specs of chainwheels and cassettes as advertised on the web. I haven't checked to see if all these bikes are on sale in NZ. My own Surly (year 2010) is included as the eighth bike.

What is really interesting about these bikes is the variation in *how* they achieve their gear ranges. Notice that there are bikes shown in Figure 1 above with one, two or three *chainwheels*. With 11-speed cassettes now commonplace, you need only two *chainwheels* to achieve as wide a range of gears as you would formerly have got with three *chainwheels* (and a 9-speed cassette).

One of the touring bikes in Figure 1, the Marin Four Corners Elite, has a single *chainwheel* and therefore no front derailleurs or shifter. It uses the new SRAM Rival 1 drivetrain. This has a 40T *chainwheel* with an 11-speed, 10-42T *cassette*, giving a gear range of 26-109 inches. If that 26-inch gear seems not quite low enough, you could swap the 40T *chainwheel* for a compatible 38T, which would lower the gear range slightly to 25-105 inches. Pretty good for a bike which needs no front derailleurs, and thus avoids the weight and complication that go with it!

Light touring/ day rides

The favourite "light touring" bikes among ACTA members used to be the *Avanti Blade* and *Specialized Sirrus*, but many alternative models are now available. There is little agreement on terminology in this group: bikes may be advertised as "hybrid" or "commuter" or "trail" or "fitness." As you would expect, the gear range in this category is shifted slightly towards higher gears, and most lack a really low "granny gear."

In Figure 2 (see below) I have plotted the gear range of five modern hybrid bikes. Low gears average around 25-30 inches, and high gears about 120 inches. As in the “touring” category, there has been a trend toward fewer chainrings and more sprockets, *so the 2-chainring and 10-sprocket cassette combination predominates.*

FIGURE 2

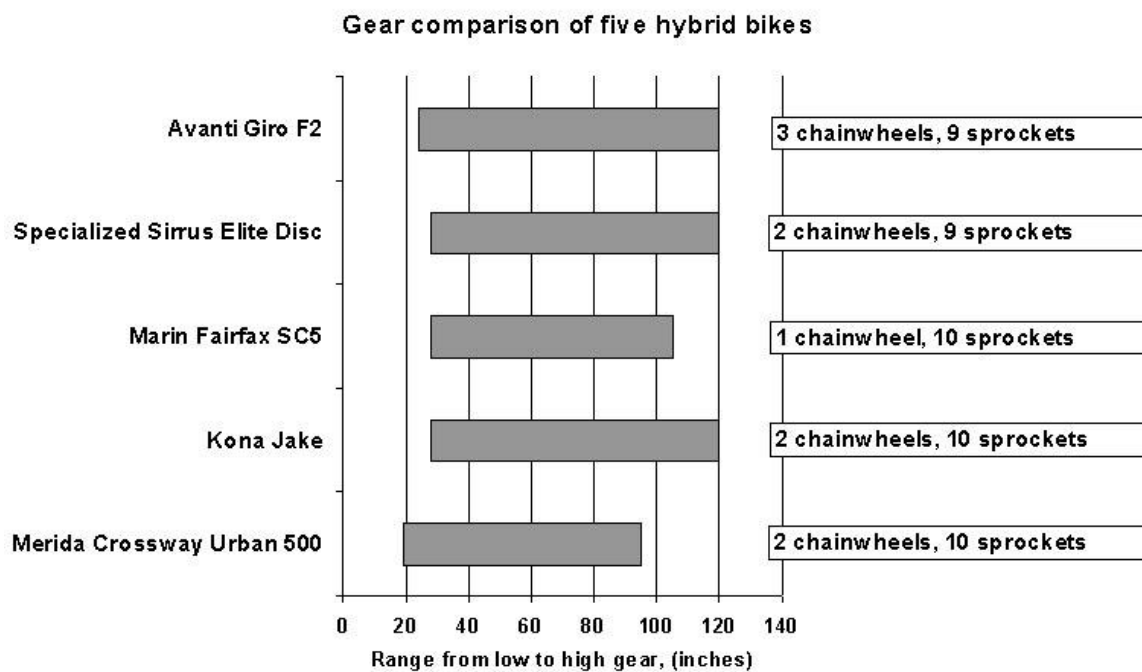


Figure 2. Low to high gear range for five hybrid/commuting bikes (2016 models). All these have aluminium frames, and all (except the Kona) have straight handlebars. Low and high gear values (gear inches) are calculated using specs advertised on the web.

If you want a “granny gear” you could look at the Merida Crossway, or on one of the other bikes it might be possible to fit a larger-than-standard sprocket and/or a smaller-than-standard *chainwheel*. However, that will depend on whether or not compatible parts are available for the particular drivetrain involved. Best to discuss this with the bike shop *before* you purchase and wheel your new bike out the door!

Adding a “granny gear” to your present bike

Among the Shimano cassettes that I am familiar with, sprockets from one cassette are often compatible with sprockets from another cassette, and can be interchanged. This means that if you can salvage a large sprocket from an old cassette, you can transfer it to your own cassette, replacing the existing large sprocket, which is not so large. This might give you a substantially lower bottom gear. On old cassettes, the middle sprockets (being the most-used) will be worn but the large ones often have plenty of life left in them.

In ACTA Bryan Taylor is a good person to consult about whether and how to modify your existing cassette in this way.

Figure 3



Figure 3. Shimano cassettes are easy to dismantle. The sprockets (except for the smallest one or two) are riveted together at the factory with long pins, but you can grind or drill off the heads of the rivets and then punch them out. The rivets are not necessary for the function of the cassette, and you don't need to replace them when reassembling the cassette. This photo shows the pins (inset), sprockets and spacers from a 9-speed cassette. The largest sprocket is a useful 36T.

Figure 4

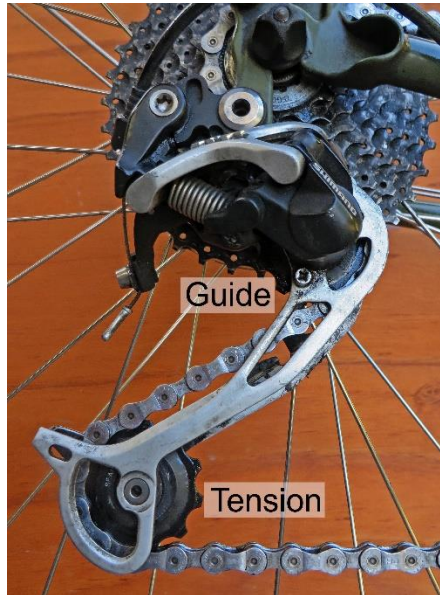


Figure 4. One thing to consider when adding a large sprocket to an existing cassette is that a longer chain will be required (to wrap around the big sprocket), and perhaps a new rear derailleur in which the spacing between the guide and tension pulleys is longer than before, (a "long-cage" derailleur). This is necessary because with a longer chain, the tension pulley needs to take up a large amount of "slack" when the chain is not on the big sprocket and/or chainring. The photo shows a long-cage derailleur in which the guide and tension pulleys are widely separated.

Other options for light touring

Looking around the ACTA group, there are two other choices which some folk have made to get a good “light touring” bike. Both choices reflect a desire to achieve a bike of lighter weight overall than a standard touring or hybrid bike.

The first is to purchase a top-end mountain bike, perhaps with a carbon frame. In its favour, this will have gears in the 20-100 inch range, straight handlebars with an upright riding position, and the option of fitting high-pressure slick tires for on-road work or wider tires for gravel roads and trails. There will be front suspension, which may, or may not, count as a positive. The only negative might be the lack of mounting points for pannier racks, but this can be overcome by using the new Thule racks which mount using webbing straps onto the seat stays and/or front suspension forks. ACTA members who have bought bikes of this type (and who could give good advice) are Ron Oosterdijk, Arnold & Marieke van Zon, and Paul Ranby.

A second way to achieve a really light-weight frame is to purchase a carbon-framed road bike. This will probably have a gear range from about 40 to 125 inches, in which the low gear is unsuited to the hills which we often encounter. Almost certainly, you will want to negotiate swapping the drive train (cassette and chainrings) from a road bike to a mountain bike configuration, before the bike leaves the shop. This will mean changing the shifters too, of course. You may also want to change from drop bars to straight handlebars. The remaining disadvantages are firstly the inability to fit tires wide enough to cope well with gravel roads; and the difficulty of mounting pannier racks. People in ACTA who could provide advice about this option are David Reid, David Ward and Judy Barfoot.

Well, that ends my thoughts on gears and gearing. Thanks to Arnold for his helpful comments on this article. Happy pedalling!



Auckland Transport Cycling Information by Kathryn King, Auckland Transport's Manager for Walking, Cycling and Road Safety



The last few months have resulted in huge progress for cycling in Auckland. We've completed and opened the Waterview Shared Path, a great ride along Te Auaunga Oakley Creek that links the Northwestern Cycleway to the Southwestern Cycleway.

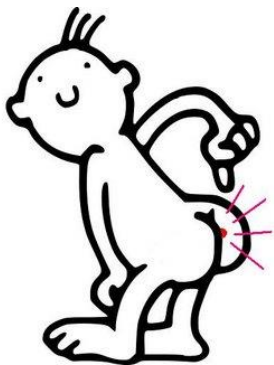
Already the path is proving popular, providing a safe and separated route from Unitec to Mount Roskill. It links playgrounds and parks, and is easily accessible from surrounding streets. The shared path, delivered as part of the Waterview Connection Project, fills a significant gap in our walking and cycling network, by connecting with other routes. You can ride all the way from the city centre to Mangere Bridge on separated or shared paths, without needing to be a confident on-road bike rider.

Later in November, we will be closer to completing the city cycle loop. Stage two of the Nelson Street Cycleway is on track to be finished by the end of the month. This stage completes the cycleway along Nelson Street from the Victoria Street intersection to Pakenham Street East. The cycleway will make the Nelson Street and Fanshawe Street intersection a lot safer for people on bikes. On Pitt Street, a shared path has been constructed from Beresford Square to Hobson Street. The last stage, from Pakenham Street East to the waterfront, was recently consulted on and we are progressing the design.

Delivering projects around the region in time for summer is very exciting, but we are also planning what our cycle network will look like in the next 10 years.

With NZTA and Auckland Council we have finalised Auckland Cycling: An Investment Programme, that sets out how we could deliver cycling infrastructure from 2018 – 2028. Cycling can play a significant role in Auckland Transport's network, supporting public transport and enabling people to leave the car at home. To do this, we need to make cycling easy and safe for new riders. 60 per cent more people would cycle with better infrastructure, and the investment proposal shows how we could deliver this. The programme is dependent on funding, but sets out a great blueprint to help focus our work to encourage more people to get on their bikes.

A Sensitive Subject that affects Cyclists researched by the Editor



Saddle sores are an annoying side-effect of cycling that most serious riders have experienced at some time or other. At best, they mean uncomfortable riding, and, at worst, they can keep you off the bike altogether. However, do not let this article put you off cycling! How to avoid saddle sores is shown below.



❖ What is a Saddle Sore?

Put simply, a **saddle sore** is an irritation of the skin that occurs in the area where you are in contact with the saddle, caused by chaffing and sweating, among other factors. It could either look like a large pimple, or in some cases, a rash which can be found most often “downstairs” between the genitals and the bottom. It occurs after bacteria and sweat gets into open tissue (chaffing) caused from riding.

People new to cycling are often more affected as their skin isn't used to the pressure and rubbing associated with sitting on a saddle for hours.

➤ Chaffing

Usually affecting the inner thighs, the constant rubbing back and forth against the saddle leads to extremely painful abrasions.

➤ Folliculitis and furuncles

Folliculitis is an inflammation/infection of the base of a hair follicle, whereas a furuncle is a good old-fashioned boil. Folliculitis is usually pretty painless and tends to clear up on its own, but a boil – if left untreated – can grow, become horrendously painful and keep you off your bike for a long time while it heals.

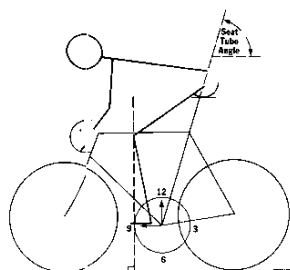
➤ Skin ulceration

Even the smallest lesion can become ulcerated. With the outer layer of skin gone, bacteria can penetrate into the deeper layers where they thrive in the warm and damp environment. If untreated, the ulcer will grow and can lead to a serious skin infection.

❖ How to avoid saddle sores

➤ Check your cycling position

Your position on the bike has a profound effect on whether you get saddle sores or not. A proper bike fit, and especially seat height, can make a real difference and minimise side-to-side movement on the saddle. The first step to getting your position right is to make sure you have the correct saddle height and position in relation to your pedals. You should be able to ride without rocking your hips on the seat. If you're up too high or too far back, the chances are that your optimal saddle can't work the way it should. Head to a reputable bike shop for help with saddle height and fore/aft. When riding with ACTA you are not really riding in a performance position. Therefore, it often helps if you are sitting *towards the rear* of your saddle. That's the widest, flattest part of the seat, and the best place to support your weight. If you find yourself sitting on the front of your saddle constantly, that's often a sign that something is wrong with your positioning. This may be based on your bike setup or even your flexibility. Adjust your saddle, handlebars, position or anything you feel might help you to feel a little bit more comfortable on the saddle. Saddle sores can be prevented from switching position frequently.



➤ Choose your saddle wisely

Once you have got your body position sorted, you will need to find a saddle that works for you. This is the most obvious thing to look at, but not necessarily the simplest. Just like every other part of our anatomy, the area that is in contact with the saddle is shaped differently from person to person, so you need to experiment until you find a saddle that is right for you rather than going with a saddle that works for someone else. Bicycle saddles are designed to minimise pressure, resulting in all kinds of different padding types, profiles, curvatures and widths. It goes without saying "*the less pressure, the less chance of saddle sores*". Manufacturers are well aware of the different anatomies down below of men and women. Don't just go for the lightest and most fashionable saddle, as these often aren't the most comfortable. When you are spending up to seven hours a day on a saddle, the hindrance of a few extra grams is easily offset by the comfort that a carefully selected saddle gives. Some blokes, such as myself, can tend to be somewhat blasé, when it comes to saddles and will not worry too much about it, should we be hiring a bike for an overseas tour. My wife, Gaye however, like many other wise women, spent a lot of time trying to find a saddle that suits her. Having found it, one designed specifically for women, she wisely takes that saddle overseas when we are hiring bikes for touring.



There are many different varieties of saddles

➤ **Use Padded Bike Shorts**

Padded lycra shorts are synonymous with cycling, and for good reason: they distribute the pressure between your saddle and your skin over a greater area. With reduced localised pressure, you in effect reduce the chance of a saddle sore developing. Bike shorts are made with lightweight fabrics that can evaporate sweat, keeping you drier and, therefore, reduce the chance of chaffing. Higher end (expensive) padded shorts use perforated padding to keep you drier again. Just as important as your saddle is your choice of padding or “chamois” (the cushioned part of cycling shorts), since this is your skin’s first point of contact. Again, the padding that is perfect for one rider might not suit another, but generally speaking, more expensive shorts use better quality material and have had more thought put into the design and shape. Look for a padding/ chamois with few or no seams, so that there is less friction against the skin.

➤ **Should I wear underwear below my padded bike shorts/ lycra?**

By far the large majority would say **NO!** This is a sensible thesis because the whole point of cycling wear, and bib shorts specifically, is to minimise the amount of seams and various materials in order to prevent chafing. This is very sensible when you think about the position you are in on a bicycle. You realise that less is more when it comes to being comfortable on your bicycle. Your inner-thighs are a prime target for rubbing against your saddle, and, if you’re wearing underwear, then the seam can end up rubbing against your “downstairs” for the entirety of a ride. The other reason to not wear underwear is that chamois pads are specifically designed to wick away sweat and they’re usually made of an anti-bacterial material. This could potentially prevent a urinary tract infection (UTI). However, should, for whatever reason, you feel it essential to wear underwear when cycling, then it is very important that you apply liberally anti-chaffing cream before putting your underwear on.

➤ **Use Anti-Friction/ Anti-Chaffe and Rash Prevention Creams**

Call them what you may, these preventative creams are designed to reduce chaffing between your skin and the fabric of your shorts/pants. They are also given antibacterial properties that help with any skin irritations, as well as other properties that reduce the acidity of your sweat. i.e. they kill off the bacteria, which can lead to inflammation of the skin, and secondly, they act as a lubricant and reduce the friction and rubbing between the skin and the shorts. Anti-friction creams are especially good to use in hot, wet and muddy conditions. This is because damp fabrics with small amounts of grit have much more friction than dry fabrics. Apply the cream directly and liberally to the skin location where your body intersects with your saddle, and put your padded shorts on. Your author’s favourite product for long days in the saddle (or really wet conditions) is Keywin Anti-chaffing “Shammy” cream. Buying it in 500gm pottles means it can last for quite some time.

➤ **Keeping it all Clean**

If you are wearing your padded lycra shorts without underwear, which is recommended, never use those shorts for two cycling days in a row, even if you only did an easy ride in dry weather. Change out of your padded cycling shorts as soon as you get inside and shower straight away, making sure that you dry yourself well and let your skin dry completely before getting dressed into your normal clothes. It’s much wiser to have a quick peek down there to make sure everything’s all good. If you notice a sore, keep off the bike for a couple of days, your body knows what is right. After each long ride, put your padded cycling shorts in the laundry and make sure they get a good rinse in the washing machine at the end of the cycle, and that they are completely dry before you use them again.

❖ **How To Treat Saddle Sores if you have them**

- ✓ **Take your cycling shorts off.** As soon as you've finished your ride, change out of your cycling clothes, shower, dry and get into loose fitting clothes.
- ✓ **Stay dry.** You'll want maximum airflow to your "downstairs region" to dry out the infected area. Go without underwear at night and you'll speed up the healing process.
- ✓ **Stay clean.** The best thing you can do is keep your saddle sores clean. Wash them with warm soapy water once a day, or wet wipes when you can. It should go without saying that you shouldn't wear dirty cycling shorts with saddle sores.
- ✓ **Time off.** It's best to take a rest day if you've got some saddle sores. Skin irritations really like having a break from the bike seat!
- ✓ **Antibacterial/antiseptic healing creams.** There are many creams on the market, but the popular ones are paw paw cream, nappy rash cream and Sudocrem (with zinc oxide). These thin creams can help treat saddle sores overnight if you apply them directly onto the infected area. However, they are not to be confused with the prevention creams referred to above.
- ✓ **Use different gear.** If you have to ride, use a different pair of (clean!) cycling shorts or change your saddle.
- ✓ **If the saddle sores are really infected... see a doctor!** Like any bad infection, you'll possibly need to think about using prescription antibiotics. This is not a common scenario, but it can happen.

Without Saddle Sores you are. . .



. . . a happy cyclist



Snippets...

❖ KAPITI DISTRICT WELL ENDOWED WITH CYCLEWAYS

Contribution from the Editor

In late August, my wife and I visited relatives in Raumati South and enjoyed riding on cycleways in the region. There is an approximately six-kilometre sealed cycleway that runs through Queen Elizabeth Park, between Paekakariki and Raumati South. This shared pathway was developed by Greater Wellington Regional Council. The route provides a link between the communities of Raumati and Paekākāriki and makes it possible to avoid highway traffic when cycling between these two villages. Queen Elizabeth Park also offers a number of great mountain bike trails and is the best way to experience the undulating duneland of the Park.

Trails	Directions	Walking time	Walking grade	Cycling grade
Te Ara o Whareroa	Between Raumati (Poplar Avenue) and Paekākāriki (Tilley Road)	1¾ hours 6km		
Coastal Track	Raumati South to Whareroa Beach	40 min 1½km		
	Whareroa Beach to Paekākāriki	40 min 1½km		
Inland Track	Whareroa Beach to Paekākāriki	45 min 2km		
Whareroa Stream	Loop between Whareroa Beach and Mackays Crossing	1 hour 3½km		
Te Ara o Tipapa (Wetland Walk)	Loop through wetlands, bush and farmland at Mackays Crossing	45 min 2km		
Yankee Trail	US Marines Memorial to Paekākāriki	45 min 2¼km		
Minor tracks	Through the dunes and restoration projects			
Various bridle tracks	Tracks for horse access within the park and to the beach			

There are also interesting cycle tracks from Paraparaumu to Waikanae including alongside the Waikanae river.

The Kapiti Expressway, which runs from Mackay’s Crossing just north of Paekakariki to Peka Peka was opened a few months before we visited our relatives. There is a continuous 16 km shared cycle/walk pathway that runs alongside, but is separate from, the 18km expressway. Therefore, it is now possible to cycle safely on dedicated cycle and walkways all the way from Paekakariki to Peka Peka. There is also talk of extending the expressway past Otaki and onto Levin. When this occurs, the cycleway will also continue north.



If you visit Kapiti District, go cycling!

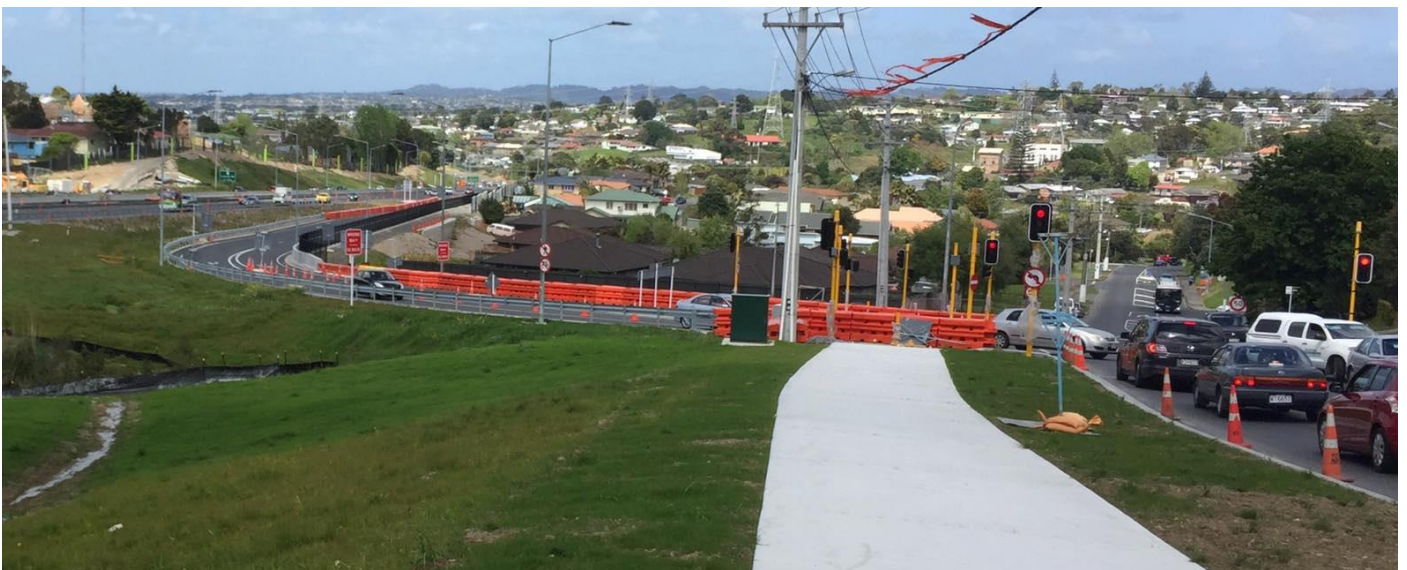
❖ **NW MOTORWAY (SH16) CYCLEWAY PAST ROYAL ROAD**

Contribution from Ray Mankelow

It looks like it's going to be 'up and over' for the SH16 cycle way past Royal Road. It's a pity NZTA didn't budget for an underpass. NZTA website says:

"The interchange at Royal Road will be improved with more lanes, upgraded ramps and a wider, 3-lane bridge over the motorway, comprising an on-road cycle lane and a 3-metre wide shared pedestrian and cycle path. Huruwuru Road Bridge will be replaced and raised to improve clearance for high vehicles on the motorway."

Cyclists and pedestrians will be able to enjoy the Northwestern Cycleway all the way to the Westgate footbridge, which will be extended as part of this project. The 3-metre wide shared path will connect communities and provide more options for pedestrians and cyclists to use the path for commuting and leisure activities.



❖ **WHAT YOU CAN NOW HAVE IN YOUR CYCLE HELMET**

Contribution from Ray Mankelow

What you can NOW have in a CYCLE HELMET...

While ACTA does necessarily advocate any particular brand, that of the Livall BH60 - Helmet with its Turn Signal and integrated Speakers, is mentioned here.

The Livall BH60 "Smart Helmet" promises more safety thanks to clever technology: flashing light and helmet backlight ensure that you will be seen, especially when turning. Both are controlled via a "remote control", the Bling Jet, which can be easily attached to the handlebars. But that's not all. Per Bluetooth, your smartphone can be connected to the helmet, so you can listen to music thanks to the integrated speakers. The microphone makes it possible to talk to fellow riders or to make phone calls. Security functions such as automatic contacting an emergency contact in case of a crash via app complete the package.

Sounds right for Keith Scott who occasionally conducts business while on an ACTA ride. Imagine riding single file and chatting away with the microphone...

Upcoming Events

❖ ACTA Supported Northland Tour Thurs 2 - Tues 14 Nov 2018

This event, comprising 16 riders led by Kathy, will be well underway by the time this November Issue of the SPOKESMAN is published.

❖ ACTA Twin Coast Cycle Trail Frid 1 - Sun 3 Dec

This event is now fully subscribed!



Based in Kaikohe from Friday night we will ride on Saturday morning down to Opuia for lunch (approx 43km) and then either take a shuttle back for those who want to, or ride back on a steady light incline to Kaikohe, so approx 86km easy flatish days' ride - check out www.twincoastcycletrail.kiwi.nz

On Sunday we will ride down to Horeke on the Hokianga harbour through some awsum scenery to the pub for lunch and then on to the Mangungu Mission Station, 3kms along from pub. Again a shuttle will be available to take you back to Kaikohe, or for the more adventurous and those who really like steep hills can ride back, so another 85km day! You ride as much or as little as you want!

Terraine: All gravel – but fairly well compacted with only a few loose bits

Bikes: Most suitable would be mountain bikes- a touring bike is ok, but you will feel all the bumps – *road bike with skinnies - definitely not!!*



ACTA CHRISTMAS LUNCH Sun 17 Dec



**BOOK NOW! SUNDAY 17 DECEMBER
12.00PM
Birkenhead RSA,
Recreation Drive Birkenhead.**



The price for lunch this year has risen, but ACTA has increased its subsidy to \$7.50 per person to maintain the same price as last year, with a maximum of 2 people per membership. So please send your payment before 6 December so we can confirm numbers: \$15 per person for Xmas lunch.

Send your cheque or make your deposit into the ACTA account: BNZ New Lynn: 02 0184 0213886 00 and state XMAS & SURNAME(S) AS REFERENCE.

Please email treasurer@acta.org.nz to say the deposit has been made and to make your booking or post to Geoff Phillips: 36 Sayegh St, St Heliers, Auckland 1071. ***Please do not send any cash in the mail.***



❖ ACTA Cycle Weekend Taupo Frid 9th Feb - Sun 11th Feb 2018

Next February, Di and Roel Michels are hosting an ACTA weekend away in Taupo. Di and Roel now live at a small fishing settlement on the Waitahanui River which is just a few kms south of Taupo township and, as well as becoming expert trout fisher people and spending time with new grandchildren, they have also checked out many of the new local bike trails.

Two rides are planned: A 70km ride on Saturday 10th and 40km on Sunday 11th. As both rides will be on trails and mountain bike tracks so a mountain bike is recommended or a bike that you are confident of riding on gravel or on grade 2 and 3 mountain bike tracks.

The Saturday ride is planned to be a long one from Waitahanui to Aratiatia Rapids via Huka Falls and back. Mostly off road with a few mountain bike trails. There are a few short cuts. Coffee stops are along the way.

Sunday's ride is the W2K mountain bike track from Whakaipo Bay to Kinloch and back. There is an option to do the longer headland track.

Accommodation: New Windsor Lodge is just down the road from Di and Roel's place and has a variety of accommodation from tent sites, powered camp sites, basic cabins and self-contained units. Book your own accommodation. Phone 07 376 9080 or at www.newwindsorlodge.co.nz

Shared BBQ on Saturday night: Bring along something to cook and/or share for a pot luck BBQ on the Saturday night. Please contact Di and Roel if you are planning on going. Taupo can get very busy so if you are wanting a cabin rather than a tent site then book your own accommodation soon.

Contact details:

Di and Roel Michel's: 125 Main Highway, Waitahanui, Taupo.
Phone: 021 239 3649 michels.di@gmail.com

❖ ACTA Unsupported Tour Catlins, South Island, Sat 24th Feb - Wed 7th Mar 2018

Contact Tony Simmons

❖ ACTA Second Supported Northland Tour Wed 4th - Sat 14th April 2018

Contact Sarah Ley-Bucherer

❖ ACTA Cycle Weekend Rotorua Frid 4th - Sun 6th May 2018

Leader Margaret Law

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



My mud guards are not working!



- What do you call a bicycle built by a chemist? Answer: Bike-carbonate of soda!
- What do you call an artist who sculpts with bicycle parts? Answer: Cycleangelo
- You are a Cycling Addict if you hear someone had a crash and your first question is "How's the bike?"
- Did you hear about the cyclist who used viagra eye drops? They made him look hard!
- Did you hear about the cyclist who didn't know he had diarrhoea until he removed his bike clips!
- Which Elizabethan sailor could stop bikes? Answer: Sir Francis Brake!
- My friend rode into a tree the other day racing round his back garden. Thankfully he was able to continue, his bark was worse than his bike.
- There was an oaf riding his bike around Auckland. "Look at that dope on a bike" said a policeman. He then arrested him for dope pedalling.



I'M ALSO A MAMIL!



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 mid- 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