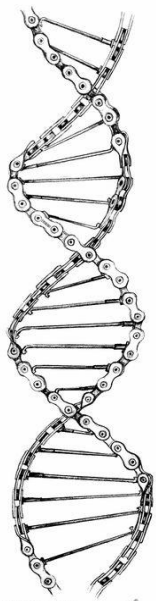


DON'T LIMIT YOUR CHALLENGES, CHALLENGE YOUR LIMITS



CYCLIST'S



DNA



At Kaikohe, Prior to Riding Northland Twin Coast Trail



ACTA Riding Group

When in Doubt, PEDAL it OUT!



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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 May Spokesman...

The first quarter of 2018 will be remembered for the sad loss of two stalwart Life Members of ACTA being *Denis Gothorp* and *Bryan Taylor*. They will always be in our memories. Refer the *Obituaries* below.

As you know, I am always looking forward to receiving articles not only associated with ACTA, but also that are related to cycling that would be of interest to ACTA Members. I am also happy to receive *Letters to the Editor* in relation to either current ACTA Issues or to articles contained in previous *SPOKESMAN* issues.

Unfortunately, because of the onset of winter, there are not many special upcoming events listed in this issue. However, weekend and Wednesday rides are shown on the ACTA Rides List, which is published separately.

Your Committee has a Sub-Committee currently working on arranging commemorations of the 70th anniversary of ACTA's founding. This will involve the issue of a special 70th Anniversary *SPOKESMAN*. Should any of our older members have reminiscences, articles or pictures that would be worthy of inclusion in the special 70th Anniversary, their receipt would be very much appreciated!

Just a reminder that *The SPOKESMAN* is issued in February, May, August and November. While I will do my best to prepare the August Issue, my wife and I will be departing for Europe in mid-July in order to attend our son's wedding in London and to undertake a cycle tour in Croatia. While we will be returning in mid-August, it is possible I may have to call on someone to assist with the editing of the next issue.

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



Your Editor,

Stu Andrews

Message from your President...

It has been a sad start to the year with losing two of our life members. ACTA was well represented at both send-offs and we know that both Denis and Bryan had many years of great fun cycling with ACTA in New Zealand and around the world. We are left with many fond memories of them both.

Our AGM was well supported and it was a fun evening with some new and more established members attending!! We have voted some new faces on to the committee and I am confident that we have a strong group to see us through into next year when the club turns 70 years old!

Stu has included in this Spokesman more details of these above events.

Three of the committee (Annette, JB and Geoff) are off soon for an adventure cycling from Warsaw to Stockholm via Poland, Lithuania, Latvia, Estonia and Sweden. We look forward to sharing some of our experiences with you on our return!!

Keep Cycling!

Cheers Annette





OBITUARY



Denis Gothorp joined ACTA in 1987 and was a stalwart member for just over 30 years. As a consequence, he was made a Life Member of ACTA. At the time, he also enjoyed the outdoors including tramping. When cycling, he liked low-g geared hybrid style touring bikes and felt that cycling was good for fitness and a great way to enjoy “mother nature”.

While Denis, himself, was a humble and gracious man, he had lovely things to say about ACTA. He regarded ACTA as being like a really nice large family group, very approachable and sociable with lots of activities, not only for riders, but also for spouses/ partners who do not ride. Not only did Denis ride from Cambridge through Ohakune and Taihape and over the “Gentle Annie” to Napier and back to Waihi Beach, which at the time, he regarded as one of his hardest rides, but upon undertaking and completing his first ride around Lake Taupo (The Lake Taupo Challenge) he, personally, felt it was like receiving a gold medal at the Olympics.

Denis lived a full life and had talents that some members of ACTA may not have been aware of. Denis had a fine tenor singing voice and was a member of both the “Red Jacket” Te Atatu Men’s Choir as well as a Waitakere Choir. Because of his talent, he joined the New Zealand National Choir that performed overseas in the Year 2000. In addition, he also performed occasionally on stage.

Denis John Gothorp



13 September 1940 - 26 February 2018

Not only did a large contingent from ACTA, some in their cycling gear, attend Denis’ funeral, but a large congregation was in attendance, thereby epitomising Denis’ humble, quiet and gracious character and his involvement in other activities such as singing. He was also honoured by the red-jacketed Te Atatu Men’s Choir, which performed during his funeral.

Denis will be fondly remembered by ACTA members and ACTA conveys condolences to both Patricia and his extended family members.





OBITUARY



Bryan Taylor (no middle name) joined (Auckland Cycle Touring Association) ACTA in 1990, 28 years ago and, like Denis Gothorp, was a stalwart member who was made a Life Member of ACTA in 2010.

Bryan was very much a fit outdoors man who belonged to the *Auckland Joggers Club* and *Auckland Tramping Club (ATC)* as well as ACTA. When interviewed in 2009 on the occasion of the ACTA's 60th Anniversary, Bryan mentioned that Phil Strickett, probably one of the fittest in the ATC at the time, said he was going for a cycle ride around the Hunuas, so Bryan decided to go with him, but found it was hard work. As a result of that cycle trip, Brian Webber, another friend from the ATC introduced Bryan to ACTA.

In his early ACTA days, Bryan recalled riding with Arthur Westaway, Arthur Sharp, Betty Spicer, Chas King, Colin and Gabriel Kemplen, Pelham Housego, Phil Stickett and George Garside.

When Bryan first joined ACTA in 1990 he first rode a Japanese touring bike. Although he did not remember the brand, he said it was well built with 27inch wheels, 40 spoke back wheel, 18 or 21 speed. He had also used this bike for his first trans American tour in 1994. After this, he had a "Bike Friday World Tourist" for a while.



Bryan was renown for the following:

- Despite his loudish voice and straight talking (calling "a spade a spade") Bryan was considered to be a gentleman;
- He encouraged cyclists to join ACTA and always welcomed new members;
- Being helpful to members, particularly if they needed advice or help fixing or modifying a bike for touring;
- Should someone within an ACTA group he was riding with have either a puncture or a mechanical problem, Bryan was always the first to render help to that person due to his extensive mechanical knowledge of bicycles;
- Carrying extensive tools in a pannier bag on his bike, which was virtually like carrying a mechanical bicycle workshop with him;
- Assisting ACTA by running workshops for new members in order to help them learn to fix punctures and do minor repairs;
- His extensive overseas cycling tours both in Europe and USA. In the case of the latter, he rode across the USA on his own from the West to the East Coast twice. He particularly remembered many kind and friendly people from the USA, whom he had only just met in cafés, who very kindly paid for his meals. He also had fond memories when riding with other club members being Peter and Rinny Gordon, John and Briar Gregory, Dick and Lyn Hopper and Paul de Vos in Italy and riding through canyons from Flagstaff to Salt Lake City in 1999. Bryan also recollected running into other NZ cyclists and even ACTA members in campgrounds around the world;
- Being the first ACTA member to purchase an e-Bike, thereby triggering other older members who feel they are becoming more slow, and struggling somewhat on hills, to also purchase e-Bikes.

Bryan's recollection of his hardest day's ride with ACTA was when riding with John Billinge from Hamner and experiencing strong head winds and a long hill climb over Lewis Pass resulting in around about a 100km ride to just 8Km short of Springs Junction.

When interviewed in 2009 for ACTA's 60th Anniversary, Bryan's advice to people intending to join ACTA was as follows:

"Cycling with a club like ours is an exceptionally good way to take up cycling. If anything happens when you are in the company of ACTA riders, such as being too tired, feel you can't complete the distance, or need help with your bike, then the ACTA riders will help you. This is quite a contrast compared to cycling in a racing club. Should you get a puncture when cycling with a racing club you would just be left on your own! ACTA members stop and help any of our cycling group no matter what the problem. We are there to offer assistance. As a consequence, I don't like riding on my own unless on a tour. However, if with someone else wants to join me on a tour, I will go with them."

Such comments epitomise Bryan.

A group of ACTA cyclists were on the ACTA Northland Supported Tour in April 2018 when they heard of Bryan's sudden tragic unexpected passing. When in Ahipara, the group had the Ahipara Holiday Park Lodge all to themselves and first had a one-minute silence in memory of Bryan. After that, each member of the group contributed with reminiscence of his or her experiences when cycling with Bryan. This proved to be quite enjoyable and epitomised Bryan's contribution to ACTA and his obvious significance within ACTA. The Editor and his wife have fond memories of Bryan accompanying us on our first cycle ride and showing us the way out to Kumeu where ACTA Wednesday rides started from. Without a doubt, Bryan's passing will be a tragic loss to ACTA but, like those members on the Northland Tour in April, there will always be fond memories of Bryan!

Bryan's contribution to ACTA and his significance within the club was truly demonstrated by the vast majority of ACTA Members attending his memorial funeral service with, not only President Annette, but also a few of his long-standing ACTA friends, making verbal reminiscences in addition to his own surviving family. After that, many ACTA Members formed a Guard of Honour wearing fluorescent cycling shirts and each holding a cycle wheel when Bryan's casket was taken out to the hearse with some pall bearers also being ACTA Members. ACTA conveys its condolences to Bryan's son, daughter and grandchildren and to his brother, Ian, who, sadly, was unable to attend due to being incapacitated in a wheelchair.



ACTA Members preparing Guard of Honour for when Pall Bearers carry Bryan's Casket to the Hearse



Maureen and Louise Three-Day Cycle Tour of the King Country November 2017 by Maureen McRae

Back in November 2017, Louise and I went off exploring some of the King Country gorgeous back roads over a three-day cycle circuit.

Day One

Our **first day** was from my (Maureen's) home, which is 10 kms on the eastern side of Otorohanga and headed to Marakopa beach 75km away.

The first sign that we were on a tourist road was the "Keep Left" road sign and arrows painted on the roads. Louise and I had company for our first day's ride, with Richard, a local cyclist, who has lived in the area for most of his life, but had never ridden out to Marakopa before, joining us. Waitomo Valley Road is a nice quiet country road. After passing the Waitomo Caves, we have a decent climb up the Te Anga road to the Hagga lookout, from which, on a clear day, you can see Mt Ruapehu, but there was no luck for us today. Along this road there are three significant attractions to explore. The first being Mangapohue Natural Bridge, which is amazing, but difficult to photograph to show its full impact. We walked in over a swing bridge following a stream to get to the huge rock formation hanging above us. DOC have done an amazing job here with a track and staircase. Upon arriving back to our bikes, Richard's wife had just arrived with the billy to make us all a coffee. Talk about great timing! Up to this point, we had shared the road with quite a few logging trucks who were coming in and out of the forest just opposite here. Our next stop was down the road at the Piripiri Caves. Back on our bikes again, we soon arrive at the magnificent Marakopa Falls, which are quite impressive today. There is a lovely scenic bush walk down to the bottom to view water cascading down 35m.



Louise and Maureen at Marakopa Falls

From the Marakopa Falls it was only a short ride to Toi Toi café at Te Anga, which, unfortunately, is now permanently closed and is up for sale. After that, we turned off down Marakopa Road where there are very impressive lime stone cliff buffs. We should have had an easy cruise for the last 15 kms down to sea level, but a strong head wind put an end to that! We finally arrived at our first night's destination being the Marakopa Camping Ground. It is a nice basic camp, with a good kitchen, in what was once the old school building. There is also a very basic store, that does takeaways, but with limited opening hours. In fact, it's the only shop in the whole small seaside village. We found somewhere sheltered to pitch our tents for what was a rather cold night.

Day Two

On our second day we rode from Marakopa to Piopio, which is 65 km away via Pomarangi Road. Day Two was an interesting ride.



About to leave Marakopa

After climbing/crawling out of Marakopa (and being rewarded with great views), we went up and over to Kiritehere beach, where we rode down for a look and learnt from a local that the white bait season wasn't that good. We then passed the disused Kiritehere school, which is in a nice flat valley. From here, we turned left onto the unknown road of Pomarangi, which is a narrow winding road for the next 18km. This is really where our Day Two adventure began! The first half of the road is good steady climb up and over the range. There was really lovely bush going up to about midway, then it changed to hard farming land. We then passed Whareorino reserve and Tawarau forest. We almost had the road to ourselves, apart from one local, who even stopped and checked that we were ok. The road is more like a one-way track. I was pleased to be on a bike rather than meeting this local gentleman in a car.



View over Marakopa on Day Two

Quite some time later, we finally arrived out at Waitanguru Road with more gravel, before arriving at Mangaotaki Road. It was then tarseal all the way into Piopio from here. We stopped at the Waitanguru Falls, which are worth a look. Then, we were back on our bikes for a bit more before passing “Hairy Feet”, which is a tourist attraction and was used as a filming location for the Hobbit movie. I (Maureen) had visited here before and it is most interesting. Then we arrived at Piopio, which was our home for the second night. Piopio is a lovely rural village with strong bird theme names thought out. Examples are “The Fat Pigeon” café, (the food and coffee here was fantastic!), “The Owls Nest” Motel, “The Night Owl” Restaurant and “Crafty Pigeon and Tui” Park, which was where we pitched our tents. The second day was “Melbourne Cup” day, which we were able to watch down at the local club. Well, what a night! The forecast didn’t sound good, but the sky looked OK when we went to bed. Eventually, the wind did pick up and sometime in the “wee hours” the heavens really did open up! This was a great water tightness test for our tents and I am pleased to report they both passed with flying colours. We were awoken nice and early with all the heavy trucks rolling out of the local depot. No chance of oversleeping here! After waking up and having our breakfast, we packed up inside the basic kitchen shed, which, in hindsight, we should have slept in and not just stored our gear inside for the night! But that least it did make our tents very luxurious for space though.

Day 3

On Day 3 the weather started out damp, but it did improve along the way. We headed off down the road to the café to pick up their famous feta and pumpkin scones, which came highly recommended. From here, we headed straight up Kea Street out of Piopio township and through the Mairoa farming district. Then, we went onto Oparure Road passing the lime quarry, which means we were sharing the road with heavy trucks and trailer units for a short time. After that, we went onto Fullerton Road, which is the back road into Waitomo Village, before back-tracking our way home again. It was another 70 km day ride. All in all, the three-day ride was great and highly recommended! Over the distance we covered, we did see a lot of interesting attractions and a met a few tourists enjoying the back roads!

A Perspective from UK Couple Cycle Touring in New Zealand in December 2017 by Phil and Verna Ingram

Editor's Comment: Phil and Verna Ingram are friends of Steve Thoms, Annette Collins and Keith & Jeanette Holborow. Phil and Verna have ridden on a few ACTA rides over the years. We welcome this article.

About Us

We have been riding tandem together since our university days and have ridden in many countries since then; USA, Canada, India, Vietnam, Thailand, Costa Rica, Montenegro, Slovenia, France, Spain, Italy to name just a few! New Zealand has been a firm favourite since our first adventure to visit expat friends in 1986. We were introduced to Stephen & Annette in 2002 by non-cycling mutual friends. They thought we were totally crazy turning up with a bike loaded with clothes and camping gear, expecting to ride off into the sunset.... We like to think we may have influenced their lifestyle just a bit...! Since then they have offered us a base for our rides, ridden with us, planned and helped with routes and over the years involved family and friends in our adventures.

Our NZ rides have so far taken us to Otago, the west coast, Coromandel, New Plymouth and the Forgotten Highway and a cross country trip from Hamilton to the East Cape. The latter was generously hosted and supported by Keith & Jeanette Holborow. We also managed some side trips to walk the Milford Track and explore Stewart & Ulva islands. The trip described in our ride report will be our seventh to your lovely country so far! Yes, we will be back. Any suggestions for a ride anyone?

We are members of Cycling UK (formerly CTC), the Tandem Club and the California based touring club Bicycle Adventure Club. We are also "WarmShowers" hosts offering mutual hosting to passing cyclists. Most of our guests have been from France, Germany or the Netherlands, but we would always be happy to welcome ACTA members to our home in Worthing on the south coast of England. (www.warmshowers.org).

Our Alps to Ocean (A2O) Tour

The tour was great, and, on the whole, the weather was pretty good.

We had planned to ride the Rainbow or Molesworth. The Rainbow was closed until 26 December for unspecified reasons, and the Molesworth had a bridge down over a large river near the Hanmer Springs end. So, our planned ride of the Rainbow and Molesworth was off! In addition, the traffic was being wholly or partially diverted, and it was very difficult to find out exactly which roads were going to be busy. The Rainbow trail website said at the time to don't even go to St Arnaud (which is only a few miles) on the main road as its too dangerous.

So, after a rethink, we settled on the "**Alps to the Ocean**" trail aka **A2O** which goes from Mount Cook Village to Oamaru. It is a newish trail, not totally finished, but all the busy bits have been replaced by off road trails. It has been done well. The stretch from Sailor's Cutting to Otematata was the most heavily trafficked, but we understand they have plans to improve this section. In several places there seemed to be a lot of effort to keep you off the road, even when it was very quiet. We started in Lake Tekapo, which is the alternative start near the Police Station if you don't want to be airlifted by helicopter from Mount Cook Village (expensive). Our Christchurch friends gave us a lift to the start, and Calum rode with us for 2.5 days (no luggage to carry as Pat drove). Passing Tekapo A Power Station, we continued along the Tekapo Canal Road to the gate where vehicles are excluded before dropping down to Lake Pukaki.

Luckily, we did not need to carry our luggage on what turned out to be the hardest part, (rough and rocky) being the climb out of Lake Ohau.



A20 Trail alongside Lake Pukaki



Climbing the Ohau Ridge



Top of the climb above Lake Ohau

We then rode down to the Woolshed at Quailburn for a welcome “cuppa” at the car.



Ohau Ridge Descent to Quailburn Woolshed



Omarama Campsite

We then loaded up the tandem for our solo ride to Omarama and opted for 2 nights there to enable us to back track to explore the Clay Cliffs on an “unloaded” day ride. Still a lot of dusty gravel road in store!

We mostly camped along the way. In most places there is not much choice, and one stretch has no shops, bars or anything owing to a hotel closure and the sad demise of the renowned Flying Pig café at Duntroon. Here, we “lucked in” because we discovered these lack of comforts at the Kurow site and were in time to shop and book into a luxurious farmstay on the trail up above the town. As it later rained heavily, we were delighted. It was rather ironic cycling through the “wetlands” from Kurow. Had to walk across a couple of rocky dry river beds here.



Elephant Rocks outside Duntroon



Dry river Crossing Kurow Wetland

The farmstay, GrandView, had been opened by the owner specially for “A2Oers” and had a garage set up with bike racks, hooks tumble drier etc. Amazing! They gave up some of their extensive farmland for the trail to pass through too. Although there were only a few cyclists on the route when we were there, we reckon in a few years it will be like the Otago rail trail, which apparently has 14,000 cyclists a year – more of this later. Go soon! The route is very scenic, and across some rugged country.

Oamaru is a wacky place, the NZ capital of “Steampunk” with a lovely park. The campground adjoined the park, so we had a nice walk into town.

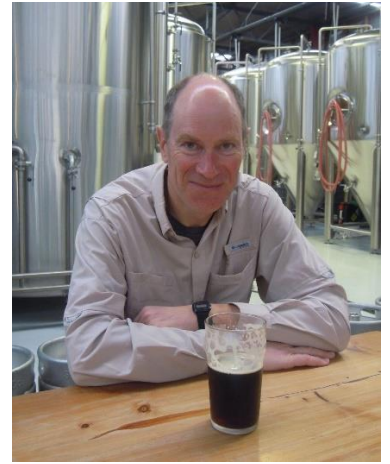
After celebrating Verna’s Birthday in Oamaru with a fish dinner, we cycled via the Coast road to Hampden, to inspect the Penguin colony near Moeraki. Had to brave SH1 for short distance, but there was a good shoulder. There were a few yellow eyed penguins and big seals there. Due to a penguin related injury, we had to cut down the mileage for a few days!



A2O Rakis Tunnel (Duntroon to Oamaru)



Portrait End of A2O Oamaru



Sampling Scott's Brewery Oamaru

We then took the Trotters Gorge road to Palmerston. This did mean a bit more of SH1 but, fortunately, being a Sunday, it was not too bad. Trotters Gorge was very quiet and hilly and we chose to walk up one hill of 24% grade!

We had lunch in Palmerston, where a storm lashed rain down on the café, but there was no campsite and the motel looked a bit depressing. Consequently, we pressed on to Dunback, where we had been assured there was a campsite. Actually, we had some trouble finding it, because it was just a Domain site, but it was OK for one night. Philip scored a beer from the Bowls club, which is also on the Domain, and we picked up some fresh cherries locally.

On the next day's ride to Ranfurly we had choices. We could either go over the big hill via the uranium mine, or up the main road. We decided to go up the main road as most of the traffic seemed to be going to the mine. We subsequently found out this road was called the "Pig route" and it was a pig! Places along the way were all named by the first Surveyor General Turnbull Thompson... "Pig Root", "Hogburn" etc. It went up and down seemingly for ever (but mainly up). Later, we discovered that all this climbing had been worth the effort as it gave us a head start on the Danseys Pass road (which is further on). At Red Cutting Summit 640m we had done most of the climbing for the day. At the Otago border there is 20k downhill.

We limped into Ranfurly hot and bothered to find civilisation, beer, food, shop, shower and bliss! It was a windy night though and we woke to find the washing scattered around the washing line. No storm pegs! Cyclists were everywhere as this is on the Otago rail trail. What a lot of power cyclists have when there are 14,000 of you per year and Ranfurly probably only has a few hundred residents.

As we were feeling a little tired and somewhat nervous of the impending Danseys Pass, we resolved to take it easy and had a short ride to Naseby into a headwind and dinner in the "Ancient Briton" (Rated excellent on our scale!). Naseby is at 600m and it was a cold night under the trees at Larch View campground. There are some lovely big trees around the park, including some Giant Sequoias. To us, it seemed to be a funny town in transition. Local people were trying hard to please with new campground owners and a new corner shop owner. There were also good pubs and an excellent café for our morning coffee and takeaway lunch goodies. The next day we booked into the Danseys Pass Hotel, which isn't far and, surprisingly, was a flat ride, so we were there early and had time for a bush walk. Great place for a hotel, on a gravel road in the middle of nowhere. There is also a DOC site next door.

Danseys Pass the next day was fine, cyclable despite it being rough with camber in places, and we made it to the top at 920m. Big scenery, breath taking and at times a bit bleak. Sadly, it was also spitting with rain on the top. It was not so easy getting down, because, after the Lavender Farm, there is another smaller pass. Psychologically, we were unprepared for this one!



Trotters Gorge



Danseys Pass Road before it got hilly

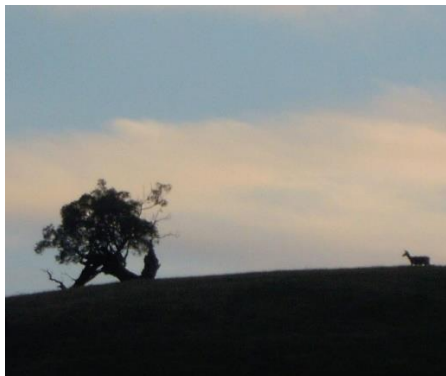
We camped at Danseys Pass campground and it was a wet night. There, we ate our first “Backpacker” meal, but it was not great, so we should have bought the lasagne from the campsite. At least there was a reasonable kitchen, and the neighbours plied us with hot “redbush” tea and a good chat.

Planning forward, we decided to catch the bus back to Christchurch from Timaru. So, we returned to Kurow, and went down the other side of the river to Waimate. This time, we skipped the wetland and took the road from Duntroon. It was like a different world because it was a weekend, the sun was shining and the “coffee pod” was open and doing a steady trade with cyclists. Further along, we stopped at an orchard for a sorbet and fresh apricots. We had a night down by the river at the Kurow campground, which was lovely and quiet pre-Christmas. We found a super campsite at Kelceys Bush, above Waimate, next to a DOC place with bush walks etc. We nearly regretted the decision when we had stocked up in New World Supermarket because we then had a bit of a climb at the end of one of our longest days. The next day, the campsite owner sent us on an amazing route across the hills on back roads to Timaru. As this was Christmas day, when we got there, everything was closed (even the Indian restaurant) so we had to eat our final backpackers meal in the motel! “Sopheze” restaurant near the bus stop did us proud for breakfast next morning though!

There was a small hiccup on the bus, because they had sent a double decker, which doesn’t take bikes, but the bus driver was good and fitted them in. (NO CHARGE)!



Camping Kelceys Bush



One Tree Hill Kelceys Bush



On Banks Peninsular

We arrived in Christchurch in pouring rain and, because the weather had broken, it was a good time to go home. We had a last days spin down to Little River on the Banks Pensinsula, via the rail trail (good birdwatching on the estuary) and flew home via Singapore.

It was as good a trip as ever! SWEET! We had one inner tube failure and rattled loose a few bolts including the bottom bracket bolt which sheared off but we, with a little help, survived to complete the ride and tell this tale! The total was around 700km, but who cares?

ACTA Taupo Weekend Ride 9 - 11 February

By Lyn Jobbins

In spite of the forecast of inclement weather, 8 *hardy ACTA cyclists* drove South for the ACTA Taupo Weekend Away. Friday night we installed ourselves in the campground almost next door to Di and Roel's home at Waitahanui - 4 souls in cabins, 3 campervanning and Antony in his trusty tent.

DAY 1: Saturday 9th February

At 9am we gathered in the Michel's garage and pondered our wet weather options. It was a *unanimous decision* that we would cycle as planned to Aratiatia Rapids.



Due to the weather, the group gathered in the Michel's garage before commencing our ride on Saturday

The route to the rapids followed the lakefront cobbled path, a cycleway adjacent to the Taupo bypass and then back on roads through rolling countryside and paddocks of stock feed.

Along the way Di shared local information -

- apple/fruit trees beside the lake growing from fishermen's pips
- Rotokawa, a 140mw geothermal power station, a joint venture between Mighty River and Tauhoro Trust.

True to ACTA tradition, along the way, we found a coffee shop and shelter from the drizzle!



Coffee Stop before heading back into the rain

We reached Aratiatia in time for the 12pm spillway opening. We walked to a couple of vantage points to watch the narrow gorge fill with turbulent water surging downstream to the power station.



The group on the Aratiatia Bridge

After the excitement of the rapids, the rain got heavier so 10 very wet cyclists ate lunch sheltering under the awning of the Jet Boat vehicle office.



A stand-up lunch sheltering under the awning of the Jet Boat vehicle office



We then returned to base on the western side river trail, back road to town, then the Great Lake (Lions) walk/cycleway all the way to Waitahanui. On the way back, we stopped at Huka Falls and town for ice-creams and supplies.

LEFT: The Huka Falls – a torrent in the wet!



Lookout above Taupo on the wet Saturday

Saturday night Di & Roel opened their home for a potluck meal. Beside chatting and planning Sunday's ride we enjoyed smoked BBQ trout, boerewors, quiche, pie, curry and other delicious dishes.



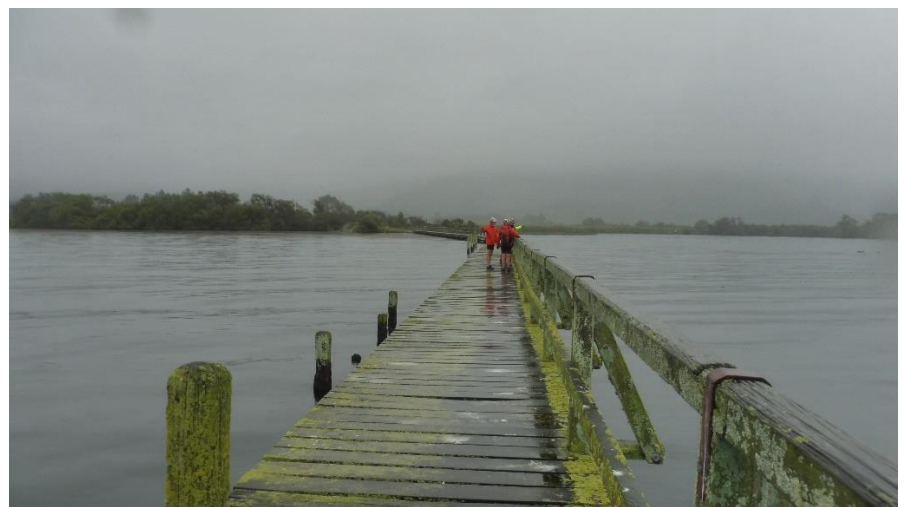
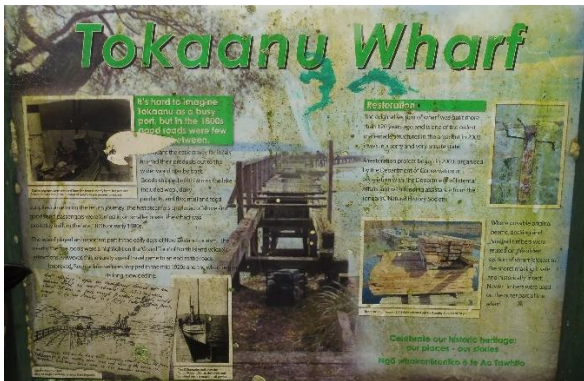
Brown trout with Di's tasty herb topping ready to be smoked on the BBQ

DAY 2: Sunday 10th February



Our morning cycle ride was on the Tongariro River Trail. By the time we had driven down to Turangi, it was raining again. We cycled the 15km loop along both sides of the river, through awesome native bush with views of the cool, clear water - the most fished river in NZ.

Back in Turangi, 10 wet bedraggled cyclists descended on a café for a most welcome coffee stop and shelter from the conditions. Our afternoon cycle ride was from Turangi to Tokaanu & return. We rode to the old Tokaanu Wharf.



Sign giving history of old Tokaanu Wharf

Walking on old Tokaanu Wharf, south end of Lake Taupo

Di shared stories of her great grandfather captaining the steamship 'Tongariro'. In the 1800's from this wharf he crossed the lake delivering supplies to Taupo township.

Thank you Di & Roel for your warm hospitality and organizing a memorable cycling weekend, despite the inclement weather!

TOUR AOTEAROA 10 - 28 Feb 2018 ACTA Impressions from Participant Sue Woolnough

Tour Aotearoa (TA) is one of the world’s great bike-packing trips: stretching 3,000km from Cape Reinga to Bluff it follows a combination of cycle trails, tracks, paths and lanes connected by the most enjoyable country roads available.



The Tour Aotearoa route was designed by Jonathan Kennett, a New Zealand cycling guidebook writer. In February 2016 he organised a Brevet event designed to highlight the best New Zealand Cycle Trail Great Rides, Heartland Rides, and quiet back country roads. He has published several books about the Tour.

The Tour Aotearoa is a self-supported 3,000 km brevet from Cape Reinga to Bluff. A brevet is not a race. It is a ride following a set course, via 30 photo checkpoints, which you must complete between 10 and 30 days – no more and no less.



Riding on “Ninety Mile Beach

If you are participating in the Brevet, you are required to make a \$100 donation to a charity of your choice. And, of course, you can add personal value to your journey and, should you so wish, raise more money through sponsorship for the charity you are supporting. In addition to the \$100 donation, all entrants are asked to offset their carbon emissions from travelling to the start and from the end of the Brevet.

It was possible to follow progress of the 2018 event live on “Maprogress.com”. Tour Aotearoa 2018 "official event" start dates and times were as follows:

DATE	TIME	DAY
10 th Feb	8am	Saturday
12 th Feb	10am	Monday
14 th Feb	12pm	Wednesday
24 th Feb	7am	Saturday
26 th Feb	9am	Monday
28 th Feb	11am	Wednesday

Riders from each wave will take from 10 to 30 days to complete their ride. The last riders should reach Bluff around 30 March 2018.



Cape Reinga Lighthouse



TA Welcome sign near Arapuni

The above map shows the route of the *Tour Aotearoa (TA) 2018*.

North Island: Participants were taken by bus up to Cape Reinga and then rode down “Ninety Mile” beach to Broadwood, Trounson Kauri Park, Maungaturoto, Helensville, Dargaville, Clevedon, Matamata, Mangakino, Timber Trail Lodge, Whakahoro, Pipiriki, Whanganui, Ohingaiti, Palmerston North, Masterton, Upper Hutt and then to Inter-Island Ferry.

South Island: Picton, Nelson, Lake Rotoroa, Reefton, Blackball, Hokitika, Franz Josef, Haast, Lake Hawea, Queenstown, Mossburn, Bluff.

Tour Aotearoa (TA) requires extraordinary stamina with a lot of the daily rides ranging between 70 -130km.

ACTA has two amazing ladies being **Kathy Engelbrecht**, who was the first ACTA Member to ride the *TA* in 2016 and **Sue Woolnough**, who rode the *TA* in *February 2018*. Congratulations to both ladies! For a lot of our older members, the *TA* may seem to be extremely onerous. However, come on ACTA *fellas*, do we have one who would like to ride the *TA* in 2020 as well as the ladies?

Impressions from Sue Woolnough, who rode the 2018 TA

I would encourage anyone, if the thought ever crossed their minds to challenge themselves, to give the *Tour Aotearoa* a go!

It really was an amazing experience! The people I met, the scenery, cafes etc... It was great to get on the bike each day and cycle for as long as you wanted, not knowing where you would stop because the decision is yours.

I used the two TA booklets and they were full of all the information you needed to get you to the finish, including information on how to get home once you arrived in Bluff.

I was happy with my bike which was a Specialised 29er hardtail with two chainrings 36 22 & 12-36 with 2.3 *fastrak* tyres and a *Blackburn* saddlebag and handlebar roll bag (it broke on the last day)! There was also a small bag for bike bits including 2 tubes and spare derailleur.

I camped out for five of the nineteen nights I was away on the TA. I completed the TA in either nineteen or twenty days.

Registered participants received email updates each month prior to the start, which included a gear list and training plan plus there was also a Facebook page. We also had several emails enroute regarding the Poutu boat, a car taking out the safety railing on Waitakaruru bridge, route changes due to tree falls and flooding, weather warnings and recommendations due to Cyclone Gita. It was like Jonathan considered us all and was only an email away!

I especially liked the Mavora lakes area in Southland and the beech forests on the way to Reefton.

Recently, participants were asked to fill out a follow-up survey for planning the next 2020 TA concerning bikes, gear, your favourite and least favourite parts, whether you had any injuries, your ratings of cafes and accommodation and to add any comments you may have on the 2018 route. In addition, we were asked what we had learned and what bikegear changes we'd make, if any.

I thoroughly enjoyed the ride and my friends, family and workmates enjoyed the live tracking using the TA website SPOT Tracker "Mapprogress.com".

I look forward to doing more brevets in the future!

Thanks to the Kennett brothers, Shane Parker (mapprogress) and all involved in a great event.



*A triumphant **Sue Woolnough** upon arrival at the Bluff Signpost!*

Heartiest congratulations to

***Kathy Engelbrecht** upon completing the TA 2016*

and to

***Sue Woolnough** upon completing the TA 2018*

ACTA Unsupported Tour, Catlins, Southland, Fiordland and (Stewart Island), Sat 24th Feb - Wed 7th Mar 2018 by Lyn Jobbins (and Simon Bucherer)

February, 24th 2018, eleven ACTA cyclists arrived at Lake Waihola from various parts of the country. Louise, Andrew & Maureen had flown into Queenstown earlier and spent a week cycling the Otago Rail trail and back roads to reach the starting line. Sarah, Simon, Kit, Athol & Reg arrived at Dunedin airport and rode the 17kms to Waihola. Lyn, Neale & Paul Cook made their way south via campervan & car respectively. Saturday was warm & sunny and in the evening we gathered at the Tavern for a meal and tour briefing.

Day 1. Lake Waihola to Balclutha – 67kms

With tents packed and panniers fitted we posed for the obligatory photo.



Leaving Lake Waihola for the Tour



Kit's Mushroom Bounty

Actually, we also had a sag wagon as Paul's wife Carene was driving the BMW and had offered to take any gear we did not wish to carry! Needless to say most of us stowed at least some luggage to ride in the vehicle.

The first 9km was south along SH1. Being 8.30 on a Sunday morning traffic was relatively light and a tail wind quite brisk. Then onto a back road running parallel with SH1. Kit & Reg spotted mushrooms in a paddock so over the fence they went to half fill a couple of supermarket bags. I should mention at this point we were following a Ride with GPS route that Tony Simmons had plotted. Somewhere along the backroad Tony had planned a hilly loop. After a very brief discussion we unanimously decided to keep going along the flat, back road to reach Milton and a welcome coffee stop at Kelly's Kitchen.

As Sunday's weather was very pleasant, Louise said she and Andrew were going to take an alternate route to Balclutha via the Toko River mouth. As a river and coastal ride beckoned, we all decided to join them. The gravel road was mostly kind but had just been graded in some parts. A few hills kept our pedals cranking and we enjoyed magnificent views of the Pacific Ocean and also chatted to a few locals along the way. Lunch was at a small settlement overlooking the coast. Athol went for a swim in the ocean *brrrrr 'but not as cold as Lake Waihola'*. Andrew was carrying his fishing rod, so tried his hand at any opportunity. The blue cod evaded him on Day 1.

We arrived at Balclutha about 3pm and booked into the Holiday Park. Some stayed in cabins, 5 of us pitched tents and dinner was organize your own at camp or head down the road. Sunday night it drizzled.

Day 2. Balclutha to Kaka Point 42kms

Today we had a late start as folk wished to visit some Balclutha shops, look around the town and purchase ingredients for a shared evening meal. It was a cool 12 degrees and we had a good run through to Kaka Point inspite of a strong headwind along one straight. Coming into the settlement we stopped at one lookout and watched a sealion thrashing around with an octopus and at a second lookout to see dolphins in the shallows. After a welcome coffee stop at the Kaka Point store/tavern we rode up the hill to the campground.

Several of us pitched tents and the rest of the group scored both of the only cabins in the facility. After lunch and having dumped all our gear at the campground, we cycled the 10kms out to Nugget Point. The undulating road followed the coast and after a steep climb up to the carpark we joined heaps of tourists on the walk out to the lighthouse. This iconic structure perched on the raised headland was built in 1869. We enjoyed breath taking views to the rocks below, watched sea lions in a nursery pool and waves crashing onto the cliffs further along the coastline.

Back at camp Simon and Neale excelled in the kitchen producing a wonderful evening meal for 11 hungry cyclists – spaghetti bolognaise, coleslaw and corn on the cob with several accompanying bottles of wine. Kit then produced a couple of cartons of ice cream so we were truly satiated. The wind had died down and with the sun peeping through the clouds most of us went for a lovely bush walk – several folk spotting a morepork.



Waiting for our Spaghetti Bolognaise!

Day 3. Kaka Point to Holiday Park near McLean Falls – 57kms

The day dawned cloudy 14 –16 degrees, pleasant, with a welcome tail wind. Riding through a valley we stopped to gather bounty from apple and pear trees. Some locals had shared with Andrew that a great fishing spot was Cannibal

Bay so along the way he detoured off to check this out. The peloton continued on to Owaka for morning coffee. The town was abuzz as a cavalcade was due to finish here in a couple of days (including 35 cyclists).



Gathering apples!

After our Owaka stop we enjoyed a lovely cycle alongside the Catlins Lake following back roads to Purakaunui Falls. The 20 metre high falls are well known and often photographed as water in the river cascades over three tiers of rock.



In front of the Purakaunui Falls

We had lunch at this scenic spot before heading through rolling countryside and good gravel roads to Papatowai. Here another refuelling stop, 2 steep hills, great ocean views and then 10kms to McLean Falls Holiday Park. We were all pleased to arrive and checked into various cabins or pitched tents. A group dinner had been booked at the Whistling

Frog restaurant and it was great to sit around a large table and reminisce about another great day. Simon & Andrew then went for a sunset jaunt to check out McLean Falls – ‘well worth’ the 7km return cycle.

Day 4. Mclean Falls Holiday Park to Curio Bay 42kms

A different start to the day! As it was low tide most folk cycled, then walked along the beach to Cathedral Caves (two spectacular sea-formed passages just on 200 metres long and 30 metres high). Lyn & Neale rode in the other direction and checked out the McLean Falls – 22 metres high, cascading over terraces and drop offs. Then we all gathered back at the camp and at 10am set off south. Wednesday was a brilliant day – clear blue skies, tail wind and 21 degrees. On the sealed road we made good time reaching Niagara late morning. The old school, now a café, is set in beautifully manicured grounds. Paul had enlightened us about the carrot cake and large slices were enjoyed by some of us (date and savoury scones wonderful also). Sitting outside we were entertained by a topdressing plane taking off and landing just beyond the café.



Sitting outside Niagara Café



Camping at Curio Bay

The next stop was Waikawa, well known for an interesting museum and seafood caravan (whitebait fritters, fish & chips sampled by some). Half of our group had booked accommodation here and 7 of us rode onto the campground at Curio Bay. It was a warm, sunny afternoon. Athol, Reg and Lyn dived into the tide, caught some waves, but did not spot any Hector’s dolphins in the rolling surf. We organized our own evening meal then enjoyed a great sunset, checked out the 180 million years old fossilised forest & spotted a yellow eyed penguin in the grass.

Day 5. Curio Bay to Fortrose – 57kms

At this part of the tour, our group split up with a group going straight to Invercargill because the following morning they were booked to catch the ferry to Stewart Island. The cyclists all enjoyed an overcast day, no wind, just the odd spot of rain. Maureen, Kit & Reg cycled on the sealed rode to Fortrose.

Meanwhile Louise, Andrew, Lyn and Neale cycled a 13km gravel road which was in the process of being prepared for sealing. This was a picturesque ride skirting the Haldane Estuary where we stopped to talk to a guy collecting sea snails for a boil up. At an intersection was the turnoff to Slope Point. As this is a No Exit road, we hid our panniers in the

bushes and headed 6km along the hilly, sealed road to the Southernmost Point of the South Island. From the carpark it was a 20 minute walk to an AA signpost and spectacular vertical drops down to the sea below.



Slope Point, the southern-most spot in the South Island

Back at the intersection we enjoyed a morning brew up before cycling further along the Catlins coast to Waipapa Point. The lighthouse was first lit in 1884 and the area is also known for a shipwreck memorial, grave sites and Hooker's sea lions. Here we met up with Maureen, Kit and Reg who earlier had left all their gear at the accommodation in Fortrose.

Louise had organized a "Book a Bach" at Fortrose and as the drizzle was becoming more persistent it was great to have a solid roof over our heads.



"Book a Bach" at Fortrose

On the return from the lighthouse, Kit & Reg spotted a field of mushrooms, however after picking a bag full Reg got hooked up on the barbwire fence! - in spite of his misfortune we all enjoyed another good feed of mushrooms. Down in the harbour, Andrew caught a fish – photographed and released.

Day 6. Fortrose to Invercargill & Bluff (100+kms) or Bluff (78kms)

The day was overcast, little wind, light traffic as the remaining 7 of us cycled through rolling farmland on the road to Invercargill.

Along the way Andrew detoured off towards a bike shop to get a new spoke. After a coffee stop in Invercargill we dispersed & headed in various directions – Lyn, Neale & Maureen to Bluff, Louise, Andrew, Kit & Reg to unload their gear at the campground.

The 25kms from Invercargill to Bluff was challenging with heavy traffic, logging trucks, limited shoulder & strong head winds towards our destination – Stirling Point & a photo under the signpost. Louise, Andrew, Maureen & Reg all cycled back to Invercargill. Lyn & Neale checked into the Bluff campground, pitched the tent for an early finish to the day and chatted to fellow campers who had been prising paua off the rocks at low tide.

Day 7. Return to Invercargill

Next morning Lyn and Neale cycled back into Invercargill, the traffic light after our experience the previous day. Our group was spread between 2 holiday parks, 1 in town the other about 6 km to the north. Arriving back in town we learned that Kit, that morning, had had an incident with a truck at the Tiwai intersection and unfortunately this curtailed his plans to cycle through to Bluff. Fortunately, he was not badly injured.



Botanic Gardens, Invercargill

Saturday night, 9 ACTA cyclists met up at The Foundry (Athol had dined there the previous 2 nights). All enjoyed a pleasant meal and great camaraderie as we shared the experiences of the past 2 days – Stewart Island, Bluff and the sights around Invercargill. Then, there were farewells as next morning the group was headed in various directions.

Days 5-7. Stewart Island

Paul, Athol, Carine, Simon and Sarah (the latter 2 cycling) went straight through to Invercargill as the following morning they were booked to catch the ferry to Stewart Island.

Having had a great ride into Invercargill Sarah, Athol, Paul, Carine & Simon took the ferry over to Stewart Island. Sarah & Simon took their bikes as we were staying the night at the Backpackers and the others were returning on the same day.

Simon and Sarah cycled all the roads, only about 18km in total, before they changed into the walking tracks for which Stewart Island is famous.



Oban Wharf



Oban sign

The weather was a bit misty with a cloud rolling in from the sea but still gave us majestic views of the dense bush and surroundings.



Lewis Ackers European Stone House – the oldest on Stewart Island



Which way now?

The bird life is prolific on Stewart Island with Kaka, Kiwi, Kereru and many others abundant in the foliage.

Dinner was had at the only pub, The South Sea Hotel, and we could not pass up on the local blue cod on the menu!

Stewart Island is a “must see!” destination. Put it on your bucket list!”

Day 8.

Louise, Andrew, Kit and Maureen headed west to Tuatapere, Manapouri, Te Anau, Mavora Lakes & Queenstown.

Lyn and Neale headed north back to Waihola via Gore and Balclutha. Sarah, Simon & Athol flew back to Auckland.

ACTA Annual General Meeting Sat 24 March 2018

Simon and Sarah generously hosted an ACTA “*pot luck*” dinner at their residence in Devonport on the evening of Saturday 24 March. Despite the inclement weather with heavy rain earlier in the evening, there was a good turnout of ACTA members. The AGM, itself, was held between the main course and dessert.

President Annette opened the meeting and after recording the apologies of those unable to attend, she then presented her Annual Report:

President's Report AGM 2018, 2017-2018 Year

2017 was a good year for ACTA with a continuation of all our rides and an increase in weekends away, as these are always popular. Our two additional Wednesday rides are a regular feature now and we are using this to access other areas of Auckland during the week. With the continued expansion of Auckland into green spaces it is becoming harder to keep finding routes for our “signature” rural rides on quiet roads.

We welcomed Helen Orchard as a life member this year although we never managed to track her down for long enough to publicly award her the honour. Sadly, we also said goodbye to our life member Denis Gothorp who died suddenly after discovering he had lung cancer. He would, however, have been proud to see the large crowd of ACTA members who turned up to pay their respects, including the group of Saturday riders who Chris diverted to be at the funeral, and not just for the coffee stop!!!

Our popular Saturday rides, that suit new members to the club, plus also many longer-term members, have had some changes in leaders this year and we thank Tony Simmons and Chris Brooks who are retiring from their leadership of these rides they have led for many years.

For the first time this year we have offered two intakes of our popular November supported tour and the second April tour (virtually a repeat of the November Tour) will go ahead shortly. This has meant that 33 people have been able to do this supported tour instead of our usual 26-28 as November timing doesn't suit everyone. It has also meant we have a smaller group riding on the roads.

We have had a lot of members in and out of hospital over the last year, not all due to bike related injuries, but the ACTA support network has been working well making sure these people keep in touch with the group. We wish them the best for a speedy recovery.

For the forthcoming Year (April 2018 – March 2019) we have some changes to the ACTA Committee so have to say farewell to some of our group.

- Tony Simmons is resigning from the Committee as Rides Coordinator and also as one of the Saturday rides Leaders due to an unfortunate injury meaning he can't cycle at the moment. We thank him for the support he has given the Association over a number of years in a variety of roles.
- Sally Johannesson is resigning from the Committee but will continue to stay on two Sub-committees being the “70th Anniversary” and the “Tours” sub-groups. We thank her for her continued input.
- David Ward is also resigning from the Committee in order to focus on getting better, but he will still be involved when he can.

Again, the Committee has continued to function with members sharing roles while other members come and go on tours in various locations around the world.

A special thanks to Louise Sinclair for covering the Secretarial position for two years, which can be very time consuming, but essential to the smooth running of the Association. It's great she has agreed to stay on the Committee and coordinate our tours for the next year.

Having just hit 10 years with this Association, a minor milestone compared to many, I am appreciative of the support and expertise the Association offers that has allowed me to explore so much of New Zealand and further abroad on a mere bicycle! Just an amazing feeling to have everything you need on a bike and be able to go anywhere you want!

Editor's Comment: *The ACTA Officers and Committee for the period April 2018 to March 2019 elected at this AGM are shown on Page 3 of this Edition of the SPOKESMAN.*

Treasurer's Report AGM 2018, 2017-2018 Year

Treasurer, Geoff Phillips, presented hard copies of the ACTA Receipts and Payments for the year ended 31 January 2018, which are healthy. There was an increase of \$3,393.22 in the bank balance at the end of the Financial Year compared to the previous year. Despite this overall healthy increase, whereas in the previous 2017 year there was no April Tour, upon adjustment of the cash balance for the new April 2018 net tour deposits, there was an increase in the payments made compared to the previous year. These payments also included a new expenditure for First Aid Training that was not included in the previous year.

Two motions were passed at the AGM as follows:

ACTA Annual Subscription

The motion "that the *annual subscription* for the Auckland Cycle Touring Association *remain at \$20 per household per year*" was passed

ACTA Cheque Signatory

The motion "that *Bruce M. Rankine* be added as a *cheque signatory* and have the powers to operate the account in accordance with the existing bank mandate of the Auckland Cycle Touring Association (ACTA) Bank of New Zealand bank account" was passed.

A big thanks to Simon and Sarah for hosting the "*pot luck*" dinner and ACTA AGM.

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



IN ASSOCIATION WITH  AND 

Record cycling numbers

Numbers continue to climb on our cycle counters. March was Auckland's busiest month ever, a record breaking 430,000 cycling trips were recorded in March, that's 50,000 more cycling trips compared to last year and an increase of 13.5 per cent!

Henderson Town Centre

Auckland Transport is working with Panuku Development Auckland and the Henderson Massey Local Board to provide better connections for people to walk and cycle around the Henderson town centre. You can have your say and let us know what cycling links are important by visiting <https://at.govt.nz/projects-roadworks/hendersons-future/>. Feedback is open until 23 May 2018. We look forward to ACTA Members responding.

Cycle Share

Auckland Transport (AT) is pausing plans to invest in a cycle share scheme, following the recent success of privately funded cycle share schemes in the city.

In August 2017, AT began a business case to investigate the feasibility of investing in a public cycle share system in Auckland. While the feasibility study was underway, a private bike share service began operating. Following this, AT has decided to see how the commercial sector can provide bike share services.

If the commercial sector does not deliver the outcomes that AT believe need to be achieved, or if they exit the market, AT would consider progressing with its own detailed business case.

Snippets

Auckland MOTAT “Changing Gear” Exhibition (Source: MOTAT)

MOTAT’s ongoing exhibition, “*Changing Gear*”, explores the fascinating history of cycling in New Zealand and the growth of cycling across the country. Showcasing some of the innovations in the world of bikes, from the high tech to the quirky!

Since the first rickety boneshaker hit Aotearoa’s cobbled streets, Kiwis have embraced the spirit of the bicycle – adapting its shape to fit our needs and using it as a tool for change. From the great outdoors to urban streets, we use bicycles to shape our environment and enrich our lives. Where will they take us next?

Simply visit the exhibition, enter your details and you could win an electric bike!

❖ New Zealand Transport Agency (NZTA) Supports Cycling (Source: NZTA)

The Government’s Urban Cycleways Programme caters to growing demand for making urban cycling a safer and more attractive transport choice. There’s growing demand from New Zealander’s who want to cycle more. ***Cycling is already the third most popular recreational activity in NZ*** and with up to 76% of residents in our biggest urban areas saying they’d cycle if safe, separated cycleways are being provided. We are on our way to getting more people cycling, both for recreation/fitness and to work.

Over the next three years several million NZ Dollars of shared investment from the Urban Cycleways Fund, the National Land Transport Fund and local government, will enable 54 world-class cycleway projects from Whangarei to Dunedin to get underway. This is the single biggest investment in cycling in New Zealand’s history helping more people to cycle more safely, to more places, more often. It’s exciting stuff - seven projects are already completed including the Longburn Track in Palmerston North, the first cycleway to be opened in the North Island through the Programme, and the Matai Street East Cycleway in Christchurch.

❖ Upgrades Along Tamaki Drive (Source: Bike Auckland)

One of the many upgrades happening along Tamaki Drive at the moment is a quick project to improve safety at the intersection with Watene Crescent, in Okahu Bay next to the Orakei Domain. Auckland Transport (AT) plans to install bicycle activated ‘smart studs’ here (small bright lights set into the road, as seen elsewhere in the city) with accompanying warning signs, to alert drivers to the presence of people on bikes. Of course, this is just one small, but crucial, interim safety fix along what is Auckland’s (and maybe New Zealand’s) busiest bike route.



Upcoming Events

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

Leader Margaret Law

❖ Big Bike Film Night Tues 22nd – Frid 25th May 2018

The **Big Bike Film Night** is returning to Auckland in May with a collection of short movies all celebrating bicycles. Screenings in Auckland are on from Tue 22nd May – Friday 25th May. More information and ticket purchases from www.bigbikefilmnight.nz

❖ Pedal & Pizza Flat White Ride 9.00am – 12.30pm Sun 27 May 2018

Where: [EcoMatters Environment Trust](#), 1 Olympic Place, New Lynn, Auckland

All Ages

General admission: \$10.00

Family (up to 2 adults and 2 children under the age of 14): \$25.00

Join us on a classic two-hour Sunday ride starting and ending at the EcoMatters Bike Hub, with wood-fired pizza at the finish. We'll split into two groups according to riding speed and have a coffee stop at the halfway point.

For a map of the route, see “www.ecomatters.org.nz/flatwhiteride”. The whole loop will be 33km, with the option to hop on a train back to New Lynn after 16km, 23km and 26km if you prefer doing a shorter loop.

This loop combines cycle paths, shared paths and on-road riding so you will need to be a confident rider and take responsibility for your own safety. All bikes and e-bikes welcome!

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

Darling, it's just a bike! Why don't you pass her?



"OOOH, GEORGIE, CAN YOU SMELL THE NEW-MOWN HAY?"



I got a puncture! Oh, it must have been the fork in the road!



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



Q: What did the little boy take his bicycle to bed with him?
A: Because he didn't want to walk in his sleep.



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



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



I'm no Tour de France expert... but it seems to me that the best way to win is to wear a yellow t-shirt



A Man Woke Up One Morning with No Hair And Two Flat Tyres. It Was Case Of 'Air Today, Gone Tomorrow'.



I Cycled through a Meadow the Other Day And My Bike Looks Much Prettier Now. I've Got A Daisy Chain.



A Maniac Cut Someone In Half While I Was On My Bike Today. I Missed It, But my Chainsaw.

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