



**Good morale
in cycling
comes from
good legs!**



ACTA GROUP AT NGARUAWAHIA BAND ROTUNDA AT CONFLUENCE OF WAIPA AND WAIKATO RIVERS



May 2019 Spokesman Contents...

CONTENTS	Page(s)
Your Committee April 2019 – March 2020	3
Regular Club Rides	3
Disclaimer	3
ACTA SAFETY GUIDELINES	4
Editor's Comments	5
Message from Your President	6
ACTA Cambridge Weekend Cycle Tour 9 - 10 February 2019 by Sarah Ley-Bucherer	7 - 10
ACTA North Island Central and West Country Unsupported Cycle Tour 27 th February – 10 th March by Maureen McRae	11 - 16
The Second ACTA Wairarapa Supported Tour 5 -14 April 2019 by Stu Andrews (your Editor)	17 - 25
Gravel Road Riding for Beginners by Sarah Ley-Bucherer	26 - 27
Auckland Transport Cycling Information	28
Snippets	29
❖ Community Bike Fund Supports Groups to Ride Bikes	29
❖ Getting More Children on Bikes	29
❖ Olympic Champion Opens Flat Bush Promenade	29
Upcoming Events	30
YES, Some more Groan Worthy Cycling Related Jokes	31 -32
Contributions to ACTA SPOKESMAN	33



YOUR COMMITTEE March 2019 – MARCH 2020

PRESIDENT	Annette Collins	021 257 7365	president@acta.org.nz
SECRETARY	Colin Quilter	027 715 4434	info@acta.org.nz
TREASURER	Geoff Phillips	022 301 1604	treasurer@acta.org.nz
COMMITTEE	John Billinge	021 039 7164	johnbillinge@gmail.com
	Ron Jackson	027 611 1013	rojac@xtra.co.nz
	Simon Bucherer	021 985 186	sbucherer@xtra.co.nz
	Richard Oddy	027 293 6096	richard.coinago72@gmail.com
	Louise Sinclair	021 268 1155	info@climbingjack.com
	Ron Smith	09 815 1043	ron_n_smith@hotmail.com
RIDES LIST	Bruce Rankine	027 472 5067	rides@acta.org.nz
EDITOR	Stuart Andrews	021 185 3088	editor@acta.org.nz

www.acta.org.nz

REGULAR CLUB RIDES

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

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

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

2nd & 3rd Wednesday Month South Ride 9.30am departure from Ron Keat Drive, Papakura at the back of the railway station. This ride will wait for the 9.20am train to arrive. Geoff Phillips (contact details shown under Committee above) will lead the 2nd Wed ride and Bill Pepler, peplers@ihug.co.nz, 09 266 6846, 021 073 7019 is the coordinator for the 3rd Wed ride and is the contact for new people who want to try out this ride. **NB: Despite the 1st, 2nd and 3rd Wednesday rides, the usual Wednesday rides from Kumeu and Riverhead starting locations remain unchanged.**

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

ACTA SAFETY GUIDELINES

YOUR BIKE.

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

YOU, THE CYCLIST

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

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

WHAT TO BRING.

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

Enjoy your ACTA rides

Hi and welcome to your May Spokesman...

Some major activities over the last quarter have been in commemoration of ACTA's 70th Anniversary and have, therefore, been included in the special 70th Anniversary *SPOKESMAN* rather than in this issue. Consequently, the number of articles concerning ACTA activities over the last quarter in this issue may seem rather sparse. Despite this, I trust you will find the articles included to be of interest.

ACTA's AGM was held in March including a lovely pot luck dinner and, after a smoothly run AGM, there was an interesting visual video of the overseas tour undertaken by Annette Collins, Steve Thoms, John Billinge and Geoff Phillips cycling through Poland, Baltic States including Lithuania, Latvia and Estonia before crossing the Baltic to Stockholm in Sweden.

As a result of the AGM, while thanking both Carolanne Oosterdijk, our previous Secretary, and Sarah Ley-Bucherer for their work on our Committee, we welcome Colin Quilter as our new Secretary and Simon Bucherer as a Committee member.

On the evening of Wednesday 17 April, just after the second Wairarapa Tour, ACTA very kindly hosted Jeremy Scott, a renowned public speaker, who made a wonderful verbal and visual presentation of his 52,000km cycle trip from London, UK, to Auckland, NZ. Unfortunately, due to Jeremy's public commitments, it was not possible to change the evening, which, being a Wednesday, meant that some members who rode on ACTA's Wednesday rides, had insufficient time to join the presentation. Despite this, about 30 persons attended, which, in addition to ACTA members, included a few others who are interested in cycling and who may be interested in joining ACTA.

ACTA's Supported Tours have proven to be very popular and, due to the numbers wanting to participate, the Committee is to be commended for repeating the November supported tour in April the following year. Both Tours were fully subscribed with enthusiastic members. While there is a lengthy and interesting article in this issue regarding this year's April Wairarapa Supported Tour, you will note the route is similar for both tours. The article should not be regarded as competing with the November Tour. Its purpose is to compare the two tours and explain how the April group, like the November group, enjoyed the tour despite the Wairarapa weather and, in addition to cycling the proposed route, like the November group, undertook some other "side" activities.



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

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

Message from your President...

Quarter 2 2019

It must be about the best summer I can recall for a long time in NZ, so great for cycling.

However, when we left for the Wairarapa Tour we left Auckland in summer and arrived in Masterton in winter! Admittedly it was a cold snap for down there too, but, boy, we did have some cold, wet days. No trouble for hardy ACTA cyclists though, always prepared and just get on with it!! Some of the e-bikes protested a little though with 4 out of 6 having some weather-related issues! An excellent tour with well-crafted routes. Admirals Hill was a highlight! Nice to get back and find it still summer in Auckland!

It was sad to hear of Helen's accident and damage to her back following a flip over her handlebars due to a bungee getting caught in the front wheel. Please don't use these open hooked bungee cords on the bike the closed toggle type cords are so much safer!! This is not the first incident they have caused!

Our first three 70 anniversary events have gone well, and you will see more details about these in this issue and the 70 Anniversary Spokesman issue due out in June. If you haven't booked for the upcoming Movie night and the dinner, please do so soon in order that we have the numbers for when we book these events. The planning committee is ensuring these will be events to be remembered. I am sure everyone will wish to find out what the mystery gift is at the 70 Anniversary Dinner. You can receive this ONLY if you book 4 weeks before the event!

Steve and I are going to try out some bamboo bikes on a Buenos Aires tour in June, so that might be a bit different.

Happy Cycling as we head into winter.

Cheers Annie



ACTA Cambridge Weekend Cycle Tour 9th - 10th February 2019 by Sarah Ley-Bucherer

Weekends away within easy reach of Auckland are proving very popular. In total, 30 riders signed up for this February weekend! En-route to Cambridge we stopped to show our Swiss visitors New Zealand's only tea growing business in the country - Zealong Tea Estate on Gordonton Road near Hamilton. It proved a very pleasant and interesting place to stop for a short break and a cup of tea or two.



Zealong Tea Estate



The Group before the start of Saturday's Ride

Saturday 9 February

Cambridge was hot, almost too hot for us to handle! It proved a good idea to start early – 8am on the Saturday to set off to bike 80 km round Maungatautari (Sacred Mountain). At Karapiro we would have liked to look around down by the lake but found our way was barred due to a motorboat event in action.

However, along the River Trail cycleway we stopped to look down at the lake and rowing skiffs out practising. After about 20 km we were beginning to think of coffee, but all of Simon's careful planning fell apart as the coffee cart failed to turn up at its' agreed destination of Findlay Park beside the lake! A steep downhill ride resulted in some very frustrated cyclists, particularly with the thought of having to go back up same hill with no caffeine fuelled assistance! Note the gritted teeth and folded arms of these riders in the photo. Whilst the surroundings were lovely, we were not inclined to admire the scenery.



Waiting for the Coffee Cart on the River Trail Cycleway at Findlay Park

Some of us decided to flag the coffee cart when it did finally turn up on our route around the mountain. I for one wanted to push on to get a longer lunch break as the day was getting hotter. Shade looked to be at a premium until we walked a few yards further down the hill to Sanctuary Mountain Visitors Centre.



At the Sanctuary Mountain Visitors Centre

Here they served us delightful pots of tea on red and white trays under a substantial shade cloth. Ice-creams were also popular.



Enjoying refreshments under the shade cloth at the Sanctuary Mountain Visitors Centre

That night a visit to the local Cosmopolitan Club ensured many of the group were “filled to capacity” with large portions of typical kiwi fare!

Sunday 10 February

Sunday's ride was a shorter 48km with just a little gravel, but otherwise a flat road to take us off the main highway.



Start of the flat gravel road on Sunday Morning

We all loved the blueberry café (*Monavale Blueberries*) which served a wonderful selection of food and drinks in a truly memorable setting. Having ripening grapes hanging above us and blueberry bushes groaning with fruit all around us, we felt very content and it was hard to leave!



Enjoying refreshments and the wonderful setting at Monavale Blueberries Cafe



However, needs must, and we headed for Avantidrome, the home of cycling. The advertising suggests this is cycling for all, a world class environment that builds the community's passion for cycling, health and well-being. It proved a great opportunity to check out the National and Junior teams performing in this impressive velodrome.

Left: The Cambridge Avantidrome Interior

Finally, we headed for home after a very memorable weekend on 2 wheels.

From all of us, a special thank you to Simon for his careful planning of this successful weekend away. Also, thanks to both Steven Thoms and Simon for leading on both days.

ACTA North Island Central and West Country Unsupported Cycle Tour 27th February - 10th March 2019 by Maureen McRae

Day 1: Otorohanga to Marakopa 65 km.

We were a small group of five intrepid cyclists being Kathy, Sue, Reg, Anthony and myself. We gathered at my home the night before and set off the next morning into Otorohanga township where we picked up Liz Phillips for today's ride only.

From Otorohanga we rode out on the Waitomo Valley road, which is frequently used by tourist hence the warning sign (see picture on right).



We stopped at the newly opened Waitomo Adventure Centre and café where Reg caught up with us, since he had left his wallet behind and was running late. From here, we had a decent climb to the look-out. We continued along Te Anga road stopping at the natural attractions along the way. The first one was **Mangapohue Natural bridge**, followed by the **Piripiri** caves and then the **Marakopa** water falls.

Right: The girls at Marakopa Falls



The next stop was at the *Toi Toi* café, which is at **Te Anga** and operates out of a shipping container and is basically *out in the middle of nowhere!* After that, we eventually arrived at our destination for the night, being the "**Awamarino**" farm stay. We were in for a treat there! There were motorhomes, tent sites and a lovely unit for Ken and Liz. By this time, Ken had arrived for the evening. Our host Joanne and her young family were very friendly, and *she even baked us a cake!* It proved to be an excellent little set up with an outdoor under-cover eating area.

Day 2: Marakopa to Pio Pio 76 km.

We farewelled Ken and Liz in the morning before we set off down to the beach and village of **Marakopa**. From here, there is only one way out and that is straight up Moeatoa road where we enjoyed great views out to sea. Soon we arrived at Pomarangi Road, which is an interesting narrow gravel hilly road. It even has gates at either end where the farmer can block off the road. It definitely doesn't get much use. We then called into a hall to "top up" our water bottles. We then continued along the road to the **Waiturangura Water Falls**. From there, it was a fairly easy ride into **Pio Pio** where we are stayed at the *Tui Park, Park Over Property* camp. It was quite busy there catering for both tourists and domestic travellers.



Pomarangi narrow gravel hilly road

Day 3: Pio Pio to Taumaranui 85 km.

This day started off with an unusual event. Soon after we were out of town, a little Fox Terrier dog appeared from nowhere and was jolly keen to come on tour with us! No amount of telling him to "go home" would deter him. Even if it meant running on the white line on a busy road. He just didn't understand he was putting his life and possibly us at great risk! We were finally able to catch him and tie him up at a house before a local farmer came along and was going to reunite him with his rightful owner. He said it wasn't the first time it this had happened. We experienced a few more twists and turns before arriving at **Maitiere School** for a lunch break and then we went up and over Okahukura Saddle road, which, part way up, has an "*Historical Horse trough*" on the side of the road, where Sue stopped and cleared the grass away in preparation to take a picture only to find that her phone battery was completely flat. All that effort and nothing to show for it! That night, we stayed at the **Taumaranui Holiday Park**, which was busy with cyclists riding the length of the country. One group had a great set up, having hired a van and had a designated cook and driver who also carried their luggage.

Day 4: Taumaranui to National Park 71 km.

This proved to be a long and interesting day. We went straight out of the *Taumaranui Holiday Park* gate, across the main road and then we set off. Some of the roads we were on that day are part of "*The Mountains to Sea*" cycle trail. There now seems to be trails everywhere! We arrived at **Owhango** village, but there was not much there apart from a very impressive new public toilet block and good rest area. Sadly, the café had shut its doors, so it was necessary for us to have a "*boil up*". It is surprising what some people carry to get their "*daily caffeine fix*". It's not my problem, of course. Although it was an unsupported tour, it is important to try to not overload your panniers. For instance, why carry a cooker if others are happy to share theirs? After our "*boil up*" we then went on the road up past **Kaitieke School**. On that road I did not make friends with a grader driver. He had made a right royal mess of the road! It proved to be far from desirable to ride on, but it did make for a long and memorable day. Finally, we arrived out on the main road at **Raurimu** where the *railway spiral* is. To be greeted by such a great big hill is not a problem when travelling by car because you just put your foot down and go. However, it is a slightly different story on a fully laden bike! Eventually we arrived at *Howard's Mountain Lodge* at **National Park**. We were lucky we had booked accommodation there

well ahead because it was full that night! This was because, on average, there can be about 3000 people per day walking the **Tongariro Crossing**.

That night, Reg celebrated his birthday while on an ACTA tour. It could be argued that some of the girls gave him what could be regarded as a hypothetical birthday present by advising him what to remove from his panniers and send home. A good 5 kilograms were removed, and an interesting discussion was had on what to bring and what not to on an unsupported tour.

Day 5: National Park to Jerusalem 74 km.

After the Day 4 ride, it was a breeze to ride all day on tarseal. Hooray!! Our first stop was at the **Makatote Rail Viaduct** which sure does look impressive. Just before **Raetahi**, someone had been very skilful with a chainsaw making a magnificent Owl sculpture.



The Makatote Rail Viaduct



The Owl Sculpture

Sadly, **Raetahi** wasn't looking great. It could almost be renamed a ghost town. But, at least, the one and only café there was very good! I did notice they had a "*Revitalisation Draft Plan*" which is badly needed. After another 27 km we arrived at **Pipiriki**, which is where one of the Wanganui Jet boat Adventures leaves from, going up to "*The Bridge to Nowhere*". There is a nice camping ground and small shop here, which was catering for cyclists doing "*The Tour of Aotearoa*". They had a great idea selling small individual amounts, best suited to those cyclists wanting to travel light. I learnt that due to the very dry weather, the jet boats were having problems negotiating the river at that time and if the levels got much lower, they would have to stop all together. From here, we only had another 12 km to go before arriving at the historical *Sisters of Compassion Old Convent and St Joseph's Church at Jerusalem*. This was a highlight of the trip. It turned out to be quite tourist attraction. **Jerusalem**, called **Hiruhārama** in Māori, is a tiny settlement 66 kilometres up the Whanganui River Road. It was originally called **Patiarero** and was one of the biggest settlements on the Whanganui River in the 1840's with several hundred Ngāti Hau inhabitants. It was an isolated site where, in 1892, Suzanne Aubert (known as Mother Mary Joseph) established the congregation of the *Sisters of Compassion*. They became a highly respected charitable nursing and religious order. They are very trusting keeping the doors open to the public. Upon our arrival, I wasn't quite sure what to think. We waited outside while lots of people came and went including some of the locals. It turned out they were coming to use the free internet since there is no phone reception out there. In due course, Zena turned up and informed us we could sleep practically anywhere since we were the only ones booked in for the night. This is an amazing place like no other I have been to before! It is rather hard to describe but was a little bit like a hospital lay out with large dormitory style bedrooms having curtain dividers. There was an amazing old kitchen with a scullery, dining room, lounge and a small prayer room.



St Joseph's Church, Jerusalem near Whanganui



Common Room, Jerusalem



Hospital Style Dormitory, Jerusalem

Day 6: Jerusalem to Wanganui 65 km.

Day 6 was another wonderful day in the saddle. Luckily it was an easy day since my gear changer had “packed a sad” the day before, giving me just three gears to work with. I set off before the others that morning because I knew I might be doing some walking. Riding on the River Road that day was wonderful for cycling but would be a rather slow trip in a car since it is quite narrow. Following the river was also very scenic. We passed through **Ranana**, an old Maori settlement previously known as *Kauika* about 60kms up from Whanganui and later through **Atene**, which is about 35km up from Whanganui and which has a nice viewpoint walk overlooking the Whanganui National Park. I stopped to watch a helicopter moving beehives onto the roadside. I noted they used what looked like a metal weight in the shape of a torpedo, presumably to stop the pallets of hives from spinning. Later, Kathy spoke to them and found out the chopper round trip was taking three minutes and the manuka honey would all be exported for something like \$180 / kg. As I was walking up what the locals call “Gentle Annie Hill” I had the opportunity to speak to a local farmer and asked a few questions about the Old Convent and how it had been used in the past. It had been home to both sick people and children born out of wed-lock. The last nun who had lived there full time died a year ago and the nuns who still use it now are mostly from the Pacific Islands. Modern day nuns don't always wear a “habit” costume, but just plain clothes. The Convent still has a lot of respect from the local people. At the top of Gentle Annie hill, it was an easy cruise, but slow riding due to the narrow nature of the road. We had to *Give Way* to traffic coming up the hill.



Helicopter transporting pallets of bee hives



The narrow road at the top of Gentle Annie Hill where we had to give way to up-coming traffic

Once out onto SH 4, we had 14 kms on the main road to **Whanganui**. This is about to change soon, since they are presently busy building a new cycle bridge (which will be pulled over the river in one piece) at **Upokongaro** and a new pathway on the other side all the way into town. When completed, there will only be 3 kms on the main road which had a good shoulder up to this point. Most of us stayed at the lovely *Tamara Riverside Lodge*.

Day 7: Rest day.

We did either as little or as much we liked on our rest day. Sue and I rode out to *Mosquito Point*, which is just after where the new cycle bridge is going up. The amount of work they have done for this new trail is quite staggering. It will be well worth a revisit when completed. We also called into the *Aramoho Cemetery* on our way back. We were both “*blown away*” by the beautifully kept grounds including a water feature and rose gardens. We were even more surprised to see a lady riding and leading a couple of horses around. It turned out they would be used that afternoon in a funeral procession. Later on the girls rode out in the opposite direction to *CastleCliff Beach* and, yes, you guessed it, there was a cycle trail all the way there too. I found Whanganui to be very cycle friendly.

Day 8: Wanganui to Mangamahu 59km.

On Day 8 we crossed on a bridge over the river and then went up the *Durie Hill Elevator*, which was fascinating. We were rewarded with great views over Whanganui. We were about to set off again when there was a huge “bang”, being Reg’s tube letting go. After this was repaired, we rode on and passed through **Fordell**, which consisted of a small garage, dairy, pub and church. Later, we crossed over a new bridge at **Whangaehu**. In fact, on our ride we crossed over several new bridges with quite distinctive designs, but similar to the new *Whangaehu* cycle bridge. We then arrived at the **Mangamahu Church**, which is perched at the base of a hill out in the middle of nowhere. We then carried on to our last destination for the day being *High Peaks Farm Stay*, where our host Michelle went out of her way to look after us! She even left us bread, eggs and delicious farm honey. You can’t exactly pop out to any nearby shop out here. I would highly recommend this place which is on “*Book a Bach*”.

Day 9: Mangamahu to Ohakune 60 km.

We set off again over the very distinctive bridge that led onto the farm, where the wire supports used to anchor the bridge at either end come down on a 45 degrees angle. High stock trucks are unable to cross them, meaning that stock must be walked over to be loaded on the other side of the river. We saw several

of these types of bridge in this area. As we climbed our first hill on Day 9 we slowly rose out of the mist. A bit further along and we had **Burma Hill** to climb.



Durie Hill Elevator Sign



Mangamahu Church



Refer Day 11: Outside the new "Bike Bach" House

Perhaps it should be renamed "*a bugger of a hill*" due to the steepness and loose gravel. The farmland in most places around here is almost vertical. As we got closer to **Ohakune** we were rewarded with beautiful views of **Mt. Ruapehu**. That night most of us stayed at the **Tongariro Ski Club** where we had the whole place to ourselves. Many thanks to Reg who is a member

Day 10: Ohakune to Taumaranui 70km.

Day 10 was a very wet day so our plan to ride down *Fisher's Track* was abandoned. Although we set off in fine weather, it didn't last and soon we were in heavy rain. We rode the main road all day stopping at *National Park* to "refuel" down at the railway café where there was under cover shelter. We then arrived at **Ohwango** where the lodge was full, so we decided to ride onto **Taumaranui** where there were more accommodation options. A couple of us opted for a motel while the other hardy three pitched their tents.

Day 11: Taumaranui to Bennydale 82 km.

Thankfully, the weather had cleared. We rode out of **Taumaranui** past the golf course, which eventually brought us out onto a road parallel to the end of "*The Timber Trail*". I was amazed at how busy and full the *Timber Trail* car park was and how it had been expanded and improved. There is now a bike hire business there operating out of a couple of shipping containers and DOC has also added a basic camp kitchen hut. From **Ongarue** we rode through the now almost deserted village of **Waimiha** before arriving at **Bennydale** for our final night. On Day 11 we were reunited with Liz and Ken who had ridden down to join us. We stayed at the newly opened "Bike Bach" house.

Day 12: Bennydale to Maureen's House near Otorohanga 93 km.

All roads lead to home!! This was rather an interesting day. We set off on SH 30, before turning off onto *Mangaokewa Road*, then onto *Waipa Valley Road*. Things then became more interesting when we crossed over a farm for which I had prior permission. Believe it or not, the five km on the farm track was better than most of the gravel roads we had ridden on. This track brought us out onto *Ahoroa Road*. We had a "*compulsory morning tea stop*" while a stock truck was being loaded because it would have been difficult for the driver to see us on the bends. So, it all worked out well. From here, Maureen led everyone up and over *Rangatoto Hill* in order to admire the view. It was pointed out to me later that we should have ridden down some other road, but I didn't want our group to miss the view. It is really stunning up there. A week later our group split off with some heading into *Otorohanga Township*, while the rest of us headed back to Maureen's residence.

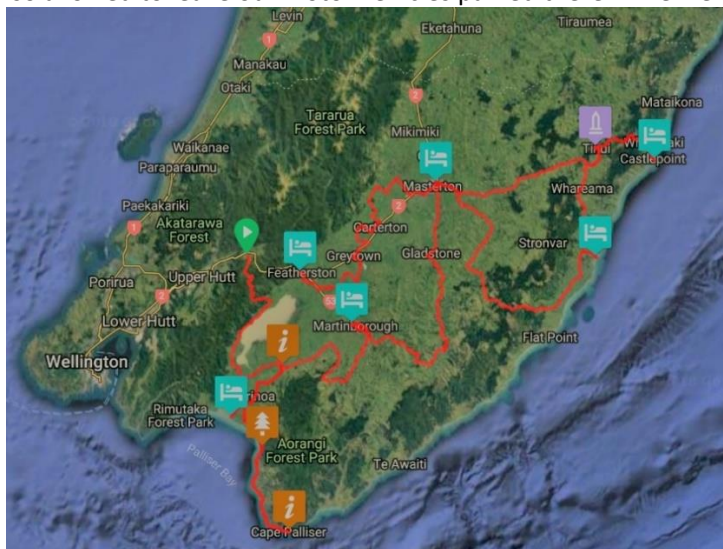
Summary

Another fantastic tour was completed! We rode 830 kms in all and it was not the easiest way to get to Wanganui with a few hills along the way! We saw all sort of things and will have great memories. I would like to thank everyone who came on the tour for making it an awesome group and, also, thanks to Tony and Louise for organizing the route.

The Second ACTA Supported Wairarapa Cycle Tour 5th - 14th April 2019 by Stu Andrews (your Editor)

A lot of this article may seem similar to that of the first ACTA Supported Wairarapa Tour in November 2018 written by Kit O'Halloran, which was published in the previous February SPOKESMAN Issue. This is because the majority of the Tour Route was the same. The Tour Route was extremely interesting, and thanks go to, not only to Louise Sinclair who is on the ACTA Tour Sub-Committee and assisted leading the November 2018 Tour, but also to Ron and Susan Jackson who undertook their own personal reconnaissance trip prior to leading our April 2019 tour. However, it should prove interesting for readers to compare what happened on each of the two Tours!

Like the first Tour, we arrived in Masterton on the afternoon of **FRIDAY 5th April** where most of our group stayed overnight at the *Mawley Holiday Park* in Lansdowne at the northern end of **Masterton**. We were also allowed to leave our motor vehicles parked there while we undertook our cycle tour.



The map on the Left is the same as that shown in the previous November 2018 Article and provides an indication of where we went on the Tour and the various places where we slept overnight

SATURDAY 6 APRIL (75 kms)

Prior to commencing riding on our Tour, the Owner of *Mawley Holiday Park* very kindly took a picture of our group of 16 persons.



The April Group of 16 persons from Left to Right are:

- Gaye Andrews, Lyn Jobbins, Susan Jackson, Neale Soper, Livia Mandeno, Geoff Phillips (partly hidden), Simon Bucherer, June Cripps, Steve Thoms, Annette Collins, Ron Jackson, Sally Johannesson, Maurice Kwan, Stu Andrews, Sarah Ley-Bucherer, Sue Woolnough*

Saturday weather proved to be a real shock for our group. It was a bitterly cold day reaching a maximum of only 8 degrees with an icy wind and some rain. We headed south through a park near the Masterton town centre where we passed some lovely deer and rode across a pedestrian bridge. After heading south through the town centre, we turned right and rode towards the **Tararuas** where we headed south on quiet roads on the Wairarapa side of the Tararuas. We climbed some hills on Hururua Rd before coming down onto Hinau Gully Rd and then rode down Belvedere Rd into **Carterton** where we had morning tea/ Coffee in a park behind public toilets.



Lunch at Greytown



We then rode from **Carterton** predominantly on Matarawa Rd before riding a short distance on SHW2 where we crossed the Waiauhine River and passed through Ahikouka and arriving in **Greytown** where we had lunch in Stella Bull Park.

After lunch we headed south west on a lot of gravel on Phillips Line Rd before arriving in **Featherston**. Unfortunately, we did not have sufficient time to go to the Fell Railway Museum, which closed at 4pm. Some went to the RSA for dinner while others ate in their rooms at the motel.

Left: Riding along Phillips Line Gravel Road towards Featherston

SUNDAY 7 APRIL (70kms)

Our bikes had been loaded onto a trailer on Saturday evening and on Sunday morning 15 of us took a mini-bus, which towed the trailer over the Rimutakas and down the other side to **Waitoki** where the **Rimutaka Fell Rail Trail** commences. In the 1870s mountain railways were experimental. In 1863, the English engineer John Fell had patented the first drive friction system. New Zealand chose Fell's system to traverse the 4.8km Rimutaka Incline. This was an extremely innovative and bold engineering solution. It involved a centre rail - elevated above the running rail - gripped by a series of horizontal wheels fitted to the specially designed engines, and brake vans which took trains up and down the incline. The Rimutaka Incline was the third and last Fell system to be built. Railway technology continued to evolve swiftly, and within a few decades the innovative Fell system became old technology. Several options for an alternative to the Incline were considered in the 20th century, but it was not until after WWII that a route through a tunnel between Maymorn and Lucena's Creek was selected. Construction was started in 1948 by the Public Works Department and completed by a private contractor in 1955. The tunnel and deviation opened on 3 November 1955, five days after the Incline closed.

After having a group picture taken at the start of the Rail Trail, we headed towards the Wairarapa side. The gradient was relatively gentle to start with before increasing. We went through three tunnels initially and crossed 2 or 3 bridges before reaching the rail summit. After leaving the summit we rode down until we reached the notoriously difficult section of the Rimutaka Rail Trail being *Siberia Gorge* where the rail viaduct no longer exists. As a consequence, we had to dismount and walk our bikes down the steep and narrow track, carry them over the Cross-Creek stream, and then climb up the other side's similar steep and narrow track. Afterwards, upon remounting our bikes, we went through the last tunnel and then turned off the Trail to take the hiking track to the Cross-Creek Carpark on the Wairarapa side where Sally had kindly driven the van. As a consequence, we had morning tea there before riding down a gravel road and turning right onto the Western Lake Rd between **Lake Wairarapa** and the **Rimutakas**.



The Group at the start of the Rail Trail



A picture of an old Fell Train



About to ride through one of the Rail Trail Tunnels



The Group on the Rail Trail



Remnants of Fell Engines at the Rail Trail Summit



The group in front of the engine remnants at the Summit

We stopped along Western Lake Rd for lunch and then carried on around EW Access Rd and onto Kahutara Rd before turning right onto Lake Ferry Rd. Some stopped briefly at either the country shop or café at **Pirinoa** while the remainder cycled on to Lake Ferry Hotel located near the **Lake Onoke** sandspit where we stayed the night and enjoyed an evening meal.

MONDAY 8 APRIL (80kms)

We rode 4km back along Lake Ferry Rd before turning right onto Cape Palliser Rd where we passed through **Whangaimoana** and then rode up towards the southern coast of the North Island. When winding down to the coast itself we had to clear rocks that had fallen onto the road from the cliffs on the left-hand side. Upon riding along the southern coast, we encountered a strong cold head wind. We stopped briefly at the parking reserve for those wanting to see the **Putangirua Pinnacles**. We then carried on for quite a long distance along the coast battling the head wind and stopped in a rather exposed coastal spot for morning tea/ coffee with some rain as well as the strong wind. We then continued past Kawakawa Station and the Waimeha Camping ground before arriving at **Ngawi** fishing village where tractors are used to get fishing boats into or out of the sea water.



Morning Tea & Coffee on the wet and windy coast



Tractors take fishing boats in and out of the sea at Ngawi

From there we continued towards Cape Palliser and encountered an unusual obstacle being cattle stock grazing alongside the main road and wandering along the road. The last few kms towards the Cape Palliser lighthouse were gravel and we also had to cross a ford with some of us ending up with wet cycling shoes when cycling across. Also, on coastal rocks close to the lighthouse, there is quite a substantial seal colony. A group of us climbed up to the Lighthouse and had a group picture at its base.



Obstacles on Cape Palliser coast road with cattle roaming and grazing alongside the road



Looking down from Cape Palliser Lighthouse at some of the group who had still to climb up



Some of the group climbing up to the Lighthouse



Those who climbed up pictured at the base of the Lighthouse



Seals from the local colony

Do they resemble any ACTA Members??

After climbing back down and looking at the seals we rode approximately 6km back to **Ngawi** where we had lunch. After lunch we rode back along the coast with the wind behind us, which made that part of the return trip quite pleasant. Upon reaching the **Putangirua Pinnacles** Reserve we then decided to carry on back because to walk up to the Pinnacles and back would take about one and a half hours. After a short ride along the coast we then had a rather lengthy and steep climb before riding back down to Lake Ferry Rd. We turned right there and stayed at the Gate Way motel overnight. We also enjoyed a lovely catered meal that was included in the cost.

TUESDAY 9 APRIL (58kms)

The weather was much better today. We left Gateway Motel at 8am and rode north along Lake Ferry Rd. However, rather than riding direct to Martinborough we turned right and rode south (i.e. the opposite direction initially!) first on Dry River Rd and then on Blue Rock windy and hilly gravel road and then we turned north on Ruakokoputuna and White Rock gravel roads before turning right onto Te Muna Rd. Close friends of Stu and Gaye, being Wim and Sue Julicher, own a boutique vineyard on Te Muna Rd. and Stu and Gaye arranged for the group to visit the vineyard and have lunch in the vineyard grounds. We were allowed to join a wine tasting group from Taranaki and were given an excellent presentation by Martin, the vineyard wine maker and also tasted various wines. Julicher Estate Vineyard had won the prestigious NZ supreme gold award for its Pinot Noir in 2014. After lunch we had a group picture taken in front of oak wine barrels. After that, we rode the last 8km into Martinborough where we stayed in the Top 10 Camping Ground. Sadly, Gaye had received a text message a couple of days previously that the husband of a close friend, to whom she had been bridesmaid, had passed away and his funeral was to be held tomorrow, Wednesday in Palmerston North. Neale very kindly drove Gaye back up to Masterton where she was able to collect the Andrews' car and drive to Palmerston North for the funeral.



Martin, the Julicher Estate Winemaker, making a presentation to a group of Taranaki persons on a Wine Trail with our group in the background



Our Group in front of Julicher Estate Wine Barrels

WEDNESDAY 10 APRIL (80kms)

Overnight we were unable to use Martinborough water due to its apparent ecoli infection. On Wednesday we left at 8am and rode south east on Hinakura Rd past Te Muna Rd where we rode from the day before. We stopped for morning tea/ coffee before turning right onto gravel being Longbush Rd. this was very much a rural road and we had to climb up our first windy hills in the **Hinakura** region as well as crossing a river. Despite having to wind our way up Longbush Rd there were some lovely rural views as we went.



Climbing part way up Longbush Rd



The rural view from part way up Longbush Rd

We kept riding up to a T intersection at the top of Longbush Rd where we could see **Admirals Hill** in the distance. We then turned right onto Wainuioru Rd where we kept riding down and crossed the Wainuioru River before turning onto Clifton Grove Rd where we then had a very long winding climb on gravel up to the top of **Admirals Hill**. We had stopped for lunch before reaching the summit.



Arriving at the top of Admirals Hill



The rural view from the top of Admirals Hill

When going down from **Admirals Hill** we were on the sealed Admiral Rd, but also had some more climbing before cycling down the windy road. At the bottom, we did a brief detour passing close by the historic **Gladstone Church** to the **Gladstone Hotel** where we all enjoyed a drink and chatted to a group of elderly persons who were in the bar. We then rode back and took what was a relatively flat sealed road through **Te Whiti** for about 20km before arriving back at **Mawley Holiday Park** camp ground in **Masterton**. Gaye rejoined the group there after attending the funeral of her friend's husband.

THURSDAY 11 APRIL (LAY DAY/ REST DAY)

Today, individual members of the group did their "own thing". Some walked into Masterton town centre and visited various shops, including a couple of bicycle shops, as well as having refreshments at a café.

FRIDAY 12 APRIL (80kms)

After a wet night we still had rain and a cold wind with temperatures during the day of about 11 degrees Centigrade. We rode down the main Masterton-Stronvar Road and, at the *Wainuioru School*, we turned right down Westmere Rd and about half way along we stopped for morning tea/ coffee where some farmers very kindly let us go onto their property so we were able to shelter in one of their garage/ utility sheds. Afterwards, we carried on along Westmere Rd before turning onto Tupurupuru-Te Wharau Rd where we rode up further hills before turning left onto a gravel road going through *Te Wharau Forest* where we had to be careful of logging trucks. Despite the wind and rain, we stopped in a relatively sheltered area for lunch by the entrance to a side logging road. Afterwards, we continued along the forest gravel road both up and down hill. We then ended up on sealed Homewood Rd before turning right onto Riversdale Rd and riding into **Riversdale**. **Riversdale** has an interesting history. It was developed in the 1950s by a champion Wairarapa swimmer, who knew that this part of the Wairarapa coast has consistently good surf and is sheltered by the natural barrier of the Tararua Ranges. At the time, people thought he was crazy. But **Riversdale Resort**, complete with golf course and tennis courts, has since proved to be a roaring success. The gently sloping beach at **Riversdale** is four kilometres long. It's a great place for surfing and swimming and is regarded as the most popular beach in the Wairarapa. The group stayed in two separate houses in Riversdale and the entire group enjoyed drinks and dinner at the local Riversdale Golf Club.



One of the houses the group stayed in at Riversdale



Riversdale Surf Life Saving Club logo



A view of Riversdale Beach

SATURDAY 13 APRIL (54kms)

We all got up early and joined at the larger house for breakfast before leaving **Riversdale** at 8am. The weather today was windy with cold periodic heavy showers. We rode along Riversdale Rd and north along the other part of Homewood Rd. Just before turning right onto Langdale Rd we came across another group of cyclists from Waikato and Wellington who were on an "Explore Tour". We climbed hills on Langdale Rd and rode through **Whareama** before turning right onto the Masterton-Castlepoint Rd where we rode to the village of **Tinui** for morning tea/ coffee. The "Explore Tours Cycling Group" had also stopped at the Tinui Café, which was catering for them. As a consequence, we set up our table for morning tea/ coffee across the road from the Café. Some of our group were still able to enjoy coffee from the Café while the rest of the group stood outside in the rain and enjoyed their cups of tea. Despite being a small settlement with only about 25 permanent residents, **Tinui** was the site of the world's first ANZAC Day Service on 25 April 1916 – a defining moment in New Zealand History. Every year on ANZAC Day hundreds flock to take part in commemorations due to its history. You can visit either the historic church, which has recently been shifted, or walk up the ANZAC Walkway to a cross at the top of the hill. From **Tinui**, we continued along the Masterton-Castlepoint Rd where we had to ride up some major hills before passing by the **Whakataki** Hotel and riding into **Castlepoint** where our entire group stayed in the same lodge. We got the gas fire going to dry out our sodden clothes. After lunch the weather improved somewhat and some of us walked along Jetty Rd and the beach and then climbed up to the **Castlepoint Lighthouse** and the **Lookout** where we got a good view of Castle Point, itself. Castlepoint's iconic lighthouse was built in 1913 and has been fully automated since 1988. In the distance is the actual Castle Point named by British navigator James Cook in 1770. Sincere thanks to Annette for preparing and cooking the evening meal for the group.



The path up to Castlepoint Lighthouse and Lookout



Surf breaking on the Castlepoint Lighthouse Rocks



Geoff walking up to the Lookout with Castle Point in the background



A view of actual Castle Point in the background

SUNDAY 14 APRIL (66kms)

Because some of the group were thinking of driving all the way back to Auckland later today, we left early – about 7.15am. We rode back on the Masterton-Castlepoint Rd arriving at **Tinui** about 8.30am after climbing hills again. Because the Tinui Café and Pub were not open at that time, we carried on to the T intersection where we had come down Langdale Rd from Riversdale. We had morning tea and coffee there before riding along the Masterton Castlepoint Rd through **Mangapakeha**, **Blairlogie** and **Tauweru** prior to arriving at Te Ore Ore Rd which took us into Lansdowne and *Mawley Holiday Park* at the northern end of **Masterton**. We arrived just before mid-day and had a quick lunch before farewelling each other.

Sincere thanks to the ACTA Tour Sub-Committee for suggesting the Tour Route and to Ron and Susan Jackson for undertaking a pre-tour reconnaissance trip and for arranging the logistics for accommodation etc. plus Ron for leading the majority of the Tour. Obviously they cannot control the weather but they did a fantastic job! It is indeed fortunate that ACTA repeats the Supported Tour due to its popularity!

Gravel Road Riding for Beginners by Sarah Ley-Bucherer



To begin with – what is a gravel road? Sometimes defined as loose metal roads, they are usually minor roads in rural areas, which can take the cyclist to heavenly spots whilst avoiding fast and busy sealed roads. However, the downside is the gravel can consist of small stones and pumice or broken rock, unevenly shaped, unevenly sized and often piled in uneven amounts ranging from very little to very thick swathes that are nearly impossible to ride a bike through!! The other part of the gravel road surface is the base material – anything from sand to clay to dirt, all of which vary depending on whether the road is wet or dry, newly gravelled or newly graded or left quite untended for some time. If heavy and fast vehicles use the road frequently then annoying corrugations can be added to the mix.

From this description so far, it's not hard to understand that riding gravel takes concentration, thinking ahead, presence of mind and experience as well. ***Being relatively inexperienced, I decided to ask some experts for tips and newbie riders what they wanted to know. These are in no particular order of importance:***

- If possible, it is *good to know before hand* whether your ride will include gravel and whether the gravel is on hill and whether your experience is suited to the conditions. If you know the ride will include gravel on hills, and you own different types of bikes, then you should choose either a “hybrid” touring bike or a mountain bike that tend to have stiffer frames, flat handlebars, suspension forks that can be turned on to provide comfort for such bumpy terrain and larger volume tyres;
- *Less tyre pressure* is required than on sealed roads. But be careful not to let too much out as snake bite punctures can occur especially on sandy surfaces;

- *Tyres* – if your normal pressure is about 70psi then, if you do not have suspension forks that can be turned on or off, you may wish to reduce to about 40psi. The wider the tyre the better within reason. However, *technique* is more important than size of tyre;
- *Relax* – when you are tense you can't absorb the bumps and vibrations from a rougher surface. You want to use your elbows and knees and back to soak up those vibrations rather than fight them. Ride within your comfort zone;
- *Rider's body* – grip the handlebars lightly or firmly to suit conditions, but not too rigid. Ideally engage your core muscles, bend your elbows and allow the bars and frame to move and vibrate in isolation from you as the rider. Try to read and feel the road, and react quickly without straining;
- *Stay in the Saddle* when *climbing up steeper gravel hills* because you have less traction when you stand up out of the saddle, thereby causing the rear wheel to lose traction and spin. This doesn't happen much on flat ground or slight inclines, but is common on steeper gravel;
- On *flat ground, slight inclines and going down hills*, you can *stand on the pedals* with your saddle held between your legs thereby providing better control and less vibration;
- Look for and ride through the *least depth of gravel* – or if you can, riding in an experienced rider's tracks helps. Car tyre tracks are useful to follow;
- *Braking* – tend to "feather" your brakes lightly rather than over-braking, use more on front and less on back than usual, be ready to release quickly if about to or starting to slide;
- *Camber of road* – assess the road ahead and try to choose the flatter, higher side on a steep uphill or downhill making sure to check that there is no oncoming traffic. Having regard to your experience and confidence, getting off and walking should always be considered an option for safety and to avoid an accident;
- If riding with *cleats*, have one foot ready to quick release;
- Give *plenty of clearance* to riders (don't bunch up), as often they don't know you are there, need to vary their speed, cross from one side of the road to another to pick the best path for themselves;
- Be *thoughtful of others* around you. When passing, give plenty of space so riders don't feel hemmed in and call out passing right;
- To *stop the front tyre turning* or jack knifing, it is important to keep up a reasonable momentum and keep pedalling on down hills, flat roads or through gravel mounds. A reasonable speed is your friend;
- When *crossing cattle stops or railway tracks* ensure you attack them straight on (front wheel at 90 degrees to object);
- *Avoid potholes*, particularly with water, as depth is an unknown.



Auckland Transport Cycling Information

IN ASSOCIATION WITH



AND



Got your Bike Lights?

Winter is approaching so make sure you've got your bike lights sorted. At night you'll need a white front light and a red rear light so others can see you easily.

Be ready, Bike bright!

Northwestern Path Update



If you ride the Northwestern Path regularly, we don't have to tell you about the huge increase in use. This February 27,736 cycle trips were counted at Kingsland. With that success we've also seen a rise in issues between people walking and people on bikes, as well as complaints about speed, passing distances, and general path etiquette.

Investigations into upgrading are being accelerated to find a medium to long term solution. However, in the short term we are keen to be discussing what we all can do to help make the path safe, even at the busiest times. The Northwestern Path is a key arterial in the cycle network, but it is also a neighbourhood shared path and we want everyone to be able to use it safely.

Please consider other path users; slow down, pass with care, and ring your bell when approaching.

Snippets...

❖ Community Bike Fund Supports Groups to Ride Bikes

The Auckland Transport Community Bike Fund is now [open for applications](#), with funding available to community groups to support cycling initiatives and projects. Kathryn King, AT's Walking, Cycling and Road Safety Manager, says the fund supports the work of community groups that champion bike riding in the region. "Many community organisations have great ideas to get more people on their bikes, and we are keen to work with them to deliver some creative projects that encourage more people to ride bikes more often. We are really committed to promoting cycling as a transport choice and by enabling these groups, we hope even more people will consider riding a bike as a great option to get around Auckland and really activate our cycling infrastructure," she says. "Previous fund recipients have delivered wonderful events and programmes for their communities and we look forward to receiving applications for this next round of funding. Grants of up to \$5000 are available for community groups and applications are open until Sunday 3 March 2019."

❖ Getting More Children on Bikes

"Variety" – a Children's Charity, is partnering with Auckland Transport to gift bikes and helmets to children in need. Each year, "Variety" presents new bikes and helmets to children at low decile schools, allowing them to experience the freedom and independence that comes with owning a bike. Lorraine Taylor, "Variety" Charity's chief executive officer, says "Variety" is proud to partner with *Auckland Transport* to raise much-needed funds for its "Bikes for Kids" programme. "We know that owning a bike can make such a positive difference in the lives of the children we work with. Just recently we provided a bike to a child who only had a rusty scooter, picked up from the dump, to play with. We also recently provided bikes to a number of children who told us they will use their new bikes for their trip to school," says Taylor. "A bike truly is considered as a luxury item for many of the disadvantaged Kiwi kids we work with, and we are looking forward to presenting many more, with the support of *Auckland Transport*."

❖ Olympic Champion Opens Flat Bush Promenade



Sir John Walker and Members of Local Board

Olympic champion and councillor Sir John Walker took a trip back in time when he joined Howick Local Board chair David Collings to open the promenade that carries his name in Flat Bush's Barry Curtis Park.

The eight-kilometre promenade will eventually circle the park for walking and cycling. It follows the park's outer boundaries to ensure users can see everything on offer and access several entry points.

Upcoming Events

The upcoming events do not include ACTA regular Saturday, Sunday and Wednesday rides, which are on the *ACTA Rides List* issued to all members, but, rather, includes special events

❖ **Movie Night & Roast Dinner Saturday 1st June 2019** **(One of the Remaining 70th Anniversary Events)**

5.30pm for dinner at 6pm - At JC Ryder's private cinema 117 Riversdale Rd, Avondale
Followed by the re-enactment of the 1928 Tour de France with Phil Keoghan
Retracing the most brutal T de F in history!
\$35 per head with limited numbers of 60
Advise Simon 021985186 (mandatory) if you wish to attend and to obtain prior payment info.

❖ **Invercargill Solstice Ride 15th -23rd June 2019**

Invercargill Solstice Ride with Garth Barfoot 027 485 221. Accommodation at Central City Camping Park, 209 Tweed Street, Appleby, Invercargill. Many one-day round trips. Mostly seal. Options include Catlins, overnight stays in other Southland towns, one-way commercial shuttles and Stewart Island, ferry fare \$148 return, bikes free. Bikes and e-Bikes can be hired. Weather: 55,000 people live there voluntarily in the winter so ACTA folk should survive 8 days

❖ **ACTA 70th Anniversary Dinner Saturday 29th June 2019** **(The final 70th Anniversary Event)**

From 5pm for dinner at 6pm at Auckland Bridge Club 273 Remuera Rd, Remuera, Auckland
You will have a chance to share your ACTA experiences along with listening to & seeing historical stories from the past. Catch up with all your riding friends and enjoy a fantastic meal. Bar will be open.
Cost: TBA
Advise Simon 021985186 (mandatory) if you wish to attend and to obtain prior payment info.

❖ **ACTA Cycling Weekend Te Aroha 9th- 10th August 2019**

Details still to be advised



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



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

😄 What do you call a traffic citation for not having a bell or a horn on your bike? A NO BELL prize

😄 *Tour de France winner Chris Froome managed to carry on cycling despite having a jar of urine thrown at him by a French spectator. Froome is claiming this incident to be his "piss de resistance".*

😄 *On Christmas morning a cop on horseback is sitting at a traffic light, and next to him is a kid on his shiny new bike. The cop says to the kid, "Nice bike you got there. Did Santa bring that to you?" The kid replies, "Yeah." The cop says, "Well, next year tell Santa to put a tail-light on that bike." The cop then proceeds to issue the kid a \$20.00 bicycle safety violation ticket. The kid takes the ticket and before he rides off says, "By the way, that's a nice horse you got there. Did Santa bring that to you?" Humoring the kid, the cop says, "Yeah, he sure did." The kid continued, "Well, next year tell Santa to put the dick underneath the horse, instead of on top!"*

😄 *Two nerds are riding along on a tandem bicycle when, suddenly, the one in the front slams the brakes, gets off and starts letting air out of the tyres. The one in the back yells out, "Hey! Why are you doing that?!" The first nerd says, "My seat was too high and was hurting my butt. I wanted to lower it a bit." So, the one in the back has had enough. He jumps off, loosens his own seat and spins it round to face the other direction. Now it's the first guy's turn to wonder what's going on. "What are you doing?" he asks his friend. "Look, mate," says the rider in the back, "if you're going to do stupid stuff like that, I'm going home!"*



CONTRIBUTIONS TO THE SPOKESMAN

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

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

Stu Andrews



TAIL END CHARLIE is at THE END