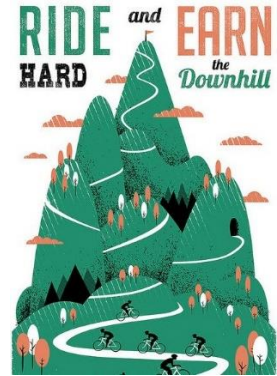
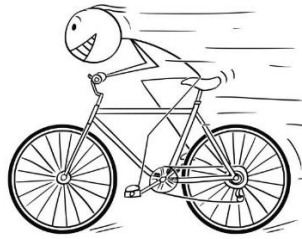


MY BIKE IS MY PSYCHIATRIST



ACTA was privileged to have John Gregory, an ex-President and Life Member, and Briar Gregory, also an ACTA Member and a previous Magazine Editor, present at the 70th Anniversary Dinner



ACTA was privileged to have Pelham Housego, ACTA's longest serving member and a Life Member shown together with Carolanne Oosterdijk, a previous ACTA Secretary, present at the 70th Anniversary Dinner



This picture of the 70th Anniversary Sub-Committee responsible for arranging the Anniversary Activities was taken at the conclusion of the Anniversary Dinner. Members from Left to Right are Colin Kemplen; Stu Andrews; Annette Collins; Simon Bucherer; and Richard Oddy.



Sally Johannesson, also a member of the Sub-Committee



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REGULAR CLUB RIDES

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

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

Wednesday rides are listed on the quarterly rides list. For the **West**, the first 3 rides of the month are from Kumeu (Bakehouse) and the 4th Wednesday is from Riverhead (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 August Spokesman...

As stated in the previous May Issue, there have been major activities in commemoration of ACTA's 70th Anniversary held from February through to the end of June 2019. While some of these were included in the special *70th Anniversary (Platinum Jubilee) SPOKESMAN*, articles pertaining to the last two commemorative activities are included in this issue due to the need to print the special Anniversary SPOKESMAN prior to the Anniversary Dinner on Saturday 29 June. I hope you found the Special Anniversary SPOKESMAN to be of interest.



Also, on Monday 8 July, 18 ACTA members attended an all-day **FIRST AID Course** run by Rodney, our Tutor from **St. John**. The course covered a lot of general issues such as Scene Assessment, Management of Conscious and Unconscious persons, how to Handle Fractures, Bleeding and Cardiac Arrest and CPR among other topics and proved to be very interesting.

*One aspect that came to light was the need for ACTA Members when out cycling to be able to know where **Automatic External Defibrillators (AEDs)** are located. Having regard to the Boy Scout Motto "BE PREPARED", it is recommended that those ACTA riders who carry their smart phones with them when riding, download the **AED Locations APP**, which could prove to be useful for the future.*



One thing that is quite noticeable at present is the amount of road construction and repairs ongoing with numerous safety cones and single lanes with "STOP/ GO" signs meaning that **both pedestrians and cyclists need to take additional care**. On a recent ride to Greenhithe, construction work was ongoing at the corner of Sutherland and Carrington Roads. While not in any way demeaning the good work being carried out by the workers, what concerned me was the pedestrian crossing had been completely blocked off and, at the time, no provision had been made for a temporary walkway and cycleway for either pedestrians or cyclists, thereby making crossing Carrington Road to get onto the NW cycleway extremely dangerous.

No doubt you are aware that some ACTA Members have undertaken cycling tours in Japan run by Thomas of Japan Biking (www.japanbiking.com). Several other ACTA Members have asked me if it is possible to hire e-Bikes in addition to normal bikes from Thomas. While originally, he only hired out normal bikes, he now also hires out a selection of e-Bikes.



On the last page of each SPOKESMAN mention is always made regarding **Contributions to the SPOKESMAN**. I would like to remind you all that I would welcome **Letters to the Editor**. Feel free to raise questions and / or comments on articles in previous SPOKESMAN Issues.

While I very much appreciate information provided by **Auckland Transport Cycling** for inclusion in the SPOKESMAN, unfortunately at present they do not have the Media Officer who provides the article for us. Therefore, information I have obtained from Auckland Transport is included instead under "SNIPPETS" in this issue.



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...

We have now finished all the events for our 70th Anniversary Celebrations.

Sixty two people attended the final event on the calendar, the 70th Anniversary dinner, held at the Auckland Bridge Club. On arrival, guests were handed sparkling wine or orange juice and could have a photo taken in our photo booth set up for the night. Our MC for the night, Colin Kemplen, guided us through some talks from members from different eras of the club and handed out the various spot prizes that sponsors had provided. Also, all attendees received a special gift, an ACTA mug with visuals only visible when the mug was filled with hot water! An unannounced event at the dinner was a presentation to Colin Kemplen who we had made a life member of ACTA, to honour his past services to the association.

It was pleasing to see an excellent turn out for the First Aid Course that was organised specifically for ACTA members on Monday 8 July. Eighteen people took advantage of the course run by Rodney, who was an excellent tutor. I think we will certainly have more people with knowledge of First Aid on our rides now, to better cope if the unfortunate happens.

Look forward to getting back out on an ACTA ride soon!!

Cheers Annette/Annie



Impressions of Cycle Tour in Cuba and the USA, April/ May/ June/ July 2019

by Arnold and Marieke van Zon

Editor's Comment: Arnold and Marieke's bike tour of CUBA is included in this issue. Part 2 being their bike tour up the East (Atlantic) Coast of the USA will be published in the next SPOKESMAN (November 2019 Issue)

Yet again we are privileged to make another bike tour! This time in **Cuba and the USA**.

Part One: Cuba



On the 15th of April we arrived in **Havana** in the middle of the night from **Toronto**. There awaiting us was Alexis, a lovely Cuban taxi driver with his red and white "1950ish" Chevrolet Bel Air.



*Taxis waiting in Havana for tourist customers
- all typical 1950s vehicles*

He stowed the bike boxes in the boot with half of them hanging out and slowly we drove to our accommodation being "**Casa Particular**" in **Havana**.

The next day we took a short flight from **Havana** to **Santiago de Cuba** located in the **South East** of **Cuba**. Alexis did some fast talking to get us on the plane after we had to totally deflate our bike tyres because personnel at the domestic airport were very particular.

And yes, the bikes arrived in **Santiago de Cuba** in one piece. **Arn** assembled the bikes and re-pumped the tyres in a shady patch outside the airport and soon we rolled down into town. There began our Spanish education, when I asked for the way to **Pico Padre** street where our accommodation was located and the lady asked, "Do you speak English?". **Pico Padre** finished abruptly into a street-wide staircase. There was no way to get down unless we carried all our gear, so we detoured to get to our accommodation.



The street-wide steps on Pico Padre St in Santiago de Cuba



The state of buildings in a typical Cuban Town Street

A fine dinner on the roof allowed us to relax and view the crumbly rooftops with a nearby church ringing its bell. Next day we walked to the harbour and to the centre of town. The main shopping street was full of people. The shops were all small and only sold limited items in each. A guard stands by each shop door and lets only a few people in at a time. After purchase of the items, they and the receipt get checked by the Guard.



You need to obtain a voucher for *WIFI*, which is only available in certain spots, mostly in plazas or parks, so everyone who owns a phone sits in the plazas and parks and does “*their own thing*” there. Because of this, nobody walks on the street with the phone in front of their eyes, so no collisions!

We also had to access *WIFI* in certain public parks ourselves!

LEFT: A group sitting in a public park and accessing WIFI

The next day was sunny with a temperature of 34 degrees C. We set off along the southern coast of Cuba towards **Pilon** in the West. It was a friendly coast with small farms and villages, and despite some apparent poverty, the local people appeared to be cheerful when going about their business either on foot, bike or in horse-drawn carts. The average Cuban salary is the equivalent of about USD20 per month. However, many living expenses are subsidised, so you need to put that alarming figure into perspective. People aren’t necessarily homeless and starving in Cuba, but they’re not consumers flush with cash. As we rode along the southern coastal road there were mountainous forestry areas on the inland side of the road being the *Turquino* and *Sierra Maestra National Parks*. **Sierra Maestra** is a mountain range that runs westward across the south rising abruptly from the coast. Fidel Castro and his fighters hid out in Sierra Maestra and, by means of guerrilla warfare, they started the revolution throughout the region. Eventually, in collaboration with other groups in the central provinces, they overthrew the Batista government in early 1959. In the coastal villages we passed there were many signs with paintings and names of Freedom fighters.



One of the many Revolution Signs



A brief stop at one of the coastal villages



Typical taxi in rural Cuba



A common sight in rural Cuba



As we continued to cycle towards **Pilon** the scene changed into a very rugged wild place in the wind and rain. The wind rocked up the Caribbean Sea with great force such that the coastal road all but disappeared in some places! There was evidence of past hurricanes still present with damaged bridges and roads awaiting repair, so some ongoing minor detours were necessary.

Left: The southern coastal road in wild weather

From **Pilon** we rode over a 300metre pass north through country full of banana, rice, and sugarcane plantations. We stopped at **Manzanillo** on the western coast, which is the 14th largest Cuban city despite not being a “provincial seat”, before riding inland and north to **Las Tunas**, which is a city and municipality in central-eastern Cuba. From **Las Tunas**, we rode north west to the city of **Camaguey**, in central Cuba, which is the nation’s third-largest city with more than 321,000 inhabitants and the Capital of Camaguey Province.

In each of these cities and towns we always staying in Bed and Breakfast accommodation and met the most interesting people. Some told us their woes about the system and others about being content up to a certain point!

En-route there were no cafés with lattes or cappuccinos! Now and again, we did come across a cafeteria with a standard meal such as beans and rice, maybe pork or chicken, a bit of cucumber, onion and some tomato. Here and there we would come across a little shop with lemonade, a bun with fried fish and some biscuits for sale.

The drivers of trucks, buses and cars all give cyclists plenty of room and they never pass with oncoming traffic in view - so, no quick squeeze here, bliss!



The City of Manzanillo



The City of Las Tunas

We spent a tourist day in **Camaguey**. This city has a historic centre, which is a national treasure. The old part of the city has narrow short streets always turning in one direction or another. There are many churches and a lot of stately Spanish architecture. Some buildings are beautifully preserved whereas others are rather dilapidated but charming all the same.



Camaguey City

After saying “adios” in **Camaguey**, we continued riding north-west along the inland flat main road flanked by villages, some with apartment buildings inspired by Russian architecture, in close vicinity of a factory or sugar refinery, to **Ciego de Avila**.



A sign at the entrance to one of the collective farms

Here and there along the way were unruly paddocks with cows, calves and horses all grazing peacefully. A lot were *collective farms* of the *Invasora Route Agricultural Enterprise* including piggeries and chicken farms you could smell more often than see. Road signs remind the people that 60 years ago there was the *Agricultural Revolution*, that humility, humanity and modesty are the revolution and “*Yo Soy Revolution*” means, “*I Am Revolution*”. After the Cuban Revolution, the revolutionary government *nationalised farmland*, and the then Soviet Union supported Cuban agriculture by paying premium prices for Cuba's main agricultural product, sugarcane and by delivering fertilizers. On the other hand, the Soviets provided Cuba with 63% of its food imports and 90% of its petrol.

Several tanker trucks passed us, but there was no knowing what was in them as they were all unmarked except petrol (gasolina in Spanish) tankers that had the brand name “Peligro”.

Bikes have long been the favoured mode of transport in Cuba. Apparently, some bus routes in cities have been eliminated and bicycles are used mainly for business and commuting. A lot of the bikes ridden by working people in Cuba are of old designs. Some also ride bikes with a plastic crate on the back filled with either produce or tools and lunches.



A bike with a plastic crate on the back



A bike with an improvised child seat

Everywhere people loiter around, talking, laughing, waiting and queuing. They do a lot of queuing and are used to it. They queue at government offices, banks, bus stations, shops and bakeries. In the case of the latter, if the bread is sold out, then the last ones go home empty handed!

We did not see anyone wearing traditional dress. However, men wear wide brimmed hats with the sides curved up, mostly in the country when working in the fields or sitting on their horse carts with their families going somewhere. Women and young ladies mostly wear very tight stretch pants and tops. The uniform for those in state employment is a tan or black colour with a white blouse and very tight ultra-miniskirts, showing maximum leg! Is it the State or fashion that dictates this?



From **Camaguey** we rode north-west through the town of **Florida** (No! Not the USA!) to the *historic city of Sancti Spiritus*, which has buildings vibrantly coloured from deep blue to pinks and yellows. High above the blue bell tower we saw a flock of birds swaying in the air current. They were a beautiful sight in silver and grey.

Left: The blue church bell tower in Sancti Spiritus

After another day's ride to the west we arrived in the town of **Trinidad**, which also has a fine historic centre. However, the town is much less sophisticated than some of the other Cuban towns, with many cobbled streets and houses and other buildings crumbling and dilapidated, but charming all the same. We then continued a short distance further west to **La Boca** on the coast. Marieke had been yearning for a swim, so we went to a little beach where she spent no more than 15 minutes in the wonderful 29 degree C water, but who knows what her swimming togs had filled up with? Sea lice? Unfortunately, she sustained an unbearable itch so now with a stomach full of welts, we wonder whether this water paradise is so enticing?

We then rode north-west along the coastal road. On the inland side we passed the *Topes de Collantes Park*, which is a nature reserve in the *Escambray Mountains Range* in Cuba. When riding along this coastal road it was littered in places with crabs who never made it to the other side of the road, to lay their eggs in the bush in the dry leaves. The road left the coast and turned north with us arriving in **Cienfuegos**, which is a city located alongside Cienfuegos Bay on Cuba's south-west coast.

Cienfuegos became a powerful city due to its advantageous trading location. It has since become a world heritage site. We spent a day in **Cienfuegos** sightseeing. It is a city known for its colonial-era buildings. It has a much grander central square than some other Cuban cities with government buildings, banks, a historic theatre, museum and large trees that shade seats for people to use their smart phones. There is also a market street full of souvenirs, many small art galleries, one a visual art gallery with fine work to show people that the world full of plastic garbage is one of our greatest challenges! We stayed in a casa (house) built in the late 1800s close to the city centre. Its rooms had high ceilings and incredibly high doors with tiled floors all designed to keep the place somewhat cool.



Central Square Cienfuegos



From **Cienfuegos**, instead of taking the main road towards **Havana**, we rode towards the northern coast. We passed lots of cane fields, rice paddies, paddocks with stock and collective farms with pigs and chickens. We then arrived in **Colon** where we stayed in the *Hostal Casa Galbraith*. The grandson of a Scottish engineer also lives in the grand house. Our room was furnished with chairs, a dressing table with beautiful mirrors, a bed all in pink and even a chandelier glistening in the sunlight that had never changed from the 1930's.

From **Colon**, we rode a short distance further north to **Varadero** on Cuba's narrow *Hicacos Peninsular*. **Varadero** is a popular beach resort town, which Cubans claim to be the most beautiful beach in the world with white sand (Arenas Blancas in Spanish). The Atlantic Ocean was an azure blue but wild and windy on the day when Marieke swam. She felt quite an undertow and deep holes in the sea floor.



Varadero white sand beach

We had the good fortune witnessing the “1st of May Parade”. Thousands of people from the area gathered to take part in front of their company’s work vehicles if this was the case e.g a digger company, a bank, a taxi company or a yellow modern car, a classic car or a horse-drawn cart. The local people carried massive flags and huge pictures of their freedom heroes such as *Fidel*, *Che*, *Raul* and his wife high above their heads on poles. There were slogans, reminding the people to be dedicated to the revolution. Often lots of “steel bands” and people in glittery costumes on stilts accompanied them. There was also gorgeous belly dancing completing the scene! Afterwards, the Cubans celebrated with loud music, rum and beer with the roads being littered in a carpet of green empty beer cans!

We set off from **Varadero** on the last leg to **Havana**, along the northern coast through **Matanzas** and **Santa Cruz del Norte**. The foreshore consisted mostly of a brown coloured coral. The road was a 4 lane highway a little undulating at times with very moderate traffic. Along the way we saw oilrigs here and there in the Atlantic Ocean with some obviously no longer producing. We also passed power stations belching out huge black clouds. Cars both old and newish gave us a dose of exhaust fumes when passing us to last us for the next decade.

We returned to **Havana** once again to conclude our Cuban journey spending two days there with its beautiful squares and huge trees with seats in the shade. There are great buildings, some of which have been wonderfully restored, while others are still rather dilapidated. There is a fine fort on the water side which is regarded as a Havana “showpiece”. The inner city full of 1950s cars, pink convertibles and blue and green sedans all giving people a taste of the past. We were fortunate to be in **Havana** when the “*Havana Biennial*” (Bienale), the largest visual arts event in Cuba was being held. The city is circled around the Havana Port where works of visual art in the form of a piano keyboard floating in the water. Old wooden pylons were used to hang a hammock above the water and big tractor tyres were used to form glasses. All these works were part of the *Havana Biennial*. Walking through the streets on the shady side we saw lots of little galleries with paintings of many different artists and different styles.



The Havana coastal fort



A piece of artwork for the Havana 2019 Biennial

After returning to **Havana** where we spent two days, we concluded our Cuban journey. When flying to Miami in the USA we said “adios” when leaving Cuba, an island with so many contrasts including a warm welcoming exuberant and colourful people. Are they on the cusp of change? Who knows?

ACTA Otorohanga Weekend Cycle Tour 3-5 May 2019 by Stu Andrews

WOW!! What a fantastic weekend, which was hosted by Maureen and Peter McRae!

FRIDAY 3rd May

Members drove to the **Otorohanga** region on Friday afternoon. Maureen and Peter very kindly hosted some in spare bedrooms in their home and allowed those who came in motorhomes or campervans to park in their grounds and use their facilities. No one erected a tent for camping there, presumably due to the cold. Others in the group drove directly into **Otorohanga** and stayed at the *Holiday Park* there. Those who stayed in the *Holiday Park* later drove approximately 12 kms in the evening to join the others in the ACTA Group at Maureen's and Peter's home where a **pot luck dinner** was held. This proved to be a wonderful social evening with approximately 30 persons present and was special in that we also celebrated the birthday of Marlene. Such a wonderful social night epitomizes what a friendly and "down-to-earth" club ACTA is!



Enjoying drinks and nibbles prior to the Pot-Luck Dinner



Preparing the Pot-Luck Dinner



Marlene's Birthday Cake



Singing Happy Birthday to Marlene

SATURDAY 4th May

For those staying at Maureen’s and Peter’s place we woke up to find the temperature was 6 degrees and there was thick fog. After Breakfast and preparing for our ride, we left their place just before 8am. It was necessary for those with lights either on their bikes or on the rear of their helmets to have them turned on. Because of the fog, we rode single file along Rangiatea Rd and it was sad we could not get a view of the rural farm land at that time. After riding approximately 12km we arrived at the *Otorohanga Holiday Park* where the rest of the group were waiting for us. From there, we all rode along to the Jim Barker Memorial children’s playground where a picture of our group was taken by a professional photographer who is a cyclist and close friend of Maureen and Peter. In the background you will notice the fog, which may appear to be more like mist in the pictures below.



Joining up with those at Otorohanga Holiday Park



The group at the Jim Barker Memorial Children’s Playground



Picture of the group taken at Otorohanga Jim Barker Memorial Children’s playground

After our group picture, we crossed the HW3 **Waipa River** Bridge at **Otorohanga** and turned left into Otewa Rd before turning right and heading south on the Old Te Kuiti Rd., which we rode along for many kms. On the way, the fog was starting to lift, and we rode past the Graymont Otorohanga Lime Plant, which was silhouetted in the lifting fog. We continued along the Old Te Kuiti Rd past the Puketawai Rd intersection until we arrived at Mangarino Rd where we turned left and headed south with a substantial winding climb. We rode past *Hunts Farm Backpackers* before winding down into **Te Kuiti** and arriving at “*Stoked Eatery*” Café in the Railway Building 2 in Rora St. In the vicinity just outside the Railway Building was the statue of *Sir Colin Meads*, one of New Zealand’s famous All Blacks. The Railway station buildings located on Rora Street, **Te Kuiti**, are historically significant and hold a heritage status. The buildings remained vacant for many years and for a while were poorly maintained. The Waitomo District Council recognised the importance and value of the railway heritage for **Te Kuiti** and undertook the “*Te Kuiti Railway Station Revitalisation Project*” to promote the culture and history of the community and the Project has brought a sense of pride to the township. We popped into “*Stoked Eatery*” Café for morning tea and coffee. With approximately 30 in our group we had to wait in a queue for a while to order our individual refreshments. Despite that, we were treated and looked after very well by the few staff who were very prompt in delivering our orders. I could not fault their service, food and drink, which were good value! I also loved the fact that this was a restored train station with plenty of room for customers and keeping history alive!



Left: At the start of Old Te Kuiti Rd
Right: Statue of Sir Colin Meads



Left: Entrance to “*Stoked Eatery*”

Right: Enjoying morning refreshments at “*Stoked Eatery*”



Statue of Shearer at Te Kuiti

After morning tea & coffee the fog had lifted, and the rest of the day was sunny. From “*Stoked Eatery*” we walked with our bikes along Rora Rd to the “*Te Kuiti Shearer Statue*” before riding along Lawrence and Park Streets past the Centennial Park with a BMX track. We then climbed up the steep and windy Walker Rd for several kms before turning left onto Ngapeke Rd where we rode for about 4kms on gravel. We then turned left onto Bush Rd, right onto Tahaia Rd and then left onto Otewa Rd which runs alongside the **Waipa River**. We eventually crossed the **Waipa River** upon arriving back at **Otorohanga**. We parked our bikes in the I-Site with Maori carved Pou (“totem poles”) next door to *Ronnies Café* where most of us enjoyed our lunch while some others went to “Maccas”. *Ronnies Café* is located across the road from the “Ed Hillary Walkway”, which provides a great look into history. Some us visited the Walkway about three years ago when on a previous **Otorohanga** ride led by Maureen. Some of us also visited the famous Haddad Menswear Shop that we had visited on Maureen’s previous ride. They have loads of stock and, if you are an outdoors person, this is a “must see” place. After that, those residing at Maureen and Peter’s place rode back approximately 12 kms along Rangiatea Rd to their property.

For those residing at Maureen and Peter’s Place: Total distance for the day = 82km

For those residing at Otorohanga Holiday Park: Total Distance for the day = 58km

After showering and freshening up, those at Peter and Maureen’s place car-pooled and drove back into **Otorohanga** to join the rest of the group for drinks and dinner at the *Otorohanga Club*. Staff had reserved two tables for us and, much to our surprise, on each person’s table setting there was a special menu that included the ACTA Logo.



Special Menu with the ACTA Logo!



Still enjoying each other’s company after having dinner at the Otorohanga Club

SUNDAY 5th May

Maureen had arranged for those staying at the *Otorohanga Holiday Park* to drive their cars up to her place in Rangiatea Rd early on Sunday morning and park them there. After our morning ride they would then be able to depart immediately from her place and head back home to the Auckland region. Like yesterday (Saturday morning) the temperature initially was 5 degrees and there was a thick fog. However, the sun could be seen shining through the fog, which was expected to lift earlier than yesterday.



Maureen addressing the Group before starting on Sunday morning



The group listening to Maureen before starting Sunday's ride. The sun was starting to break through the fog.

Sunday morning's ride was a proposed loop to the *North East of Otorohanga*. After leaving Maureen and Peter's place, we rode single file once again with our lights on in the fog. We rode down Rangiatea Rd and turned left onto the rolling and windy Gorge, Lurman and Paewhenua Rds. At Maihihi, we turned right onto Maihihi Rd. Around about this time (approximately 9.30am) the fog was clearing, and it became a beautiful sunny day with lovely rural views as shown in the pictures below. We then rode up Mangatutu Rd, turned right onto Wharepuhanga Rd before then riding up Loop Rd, which was a relatively narrow gravel road with length of approximately 3-4km. Some of the group had to get off their bikes and wait on the edge of the road when a large semi-trailer truck drove past in the opposite direction.



Riding up the narrow gravel Loop Rd



Waiting for all to arrive at the end of Loop Rd

From Loop Rd we rode up Bayley Rd and then turned right onto Seafund Rd where, going downhill, there was an interesting rock outcrop on the left.



Interesting Rock Outcrop on the left of Seafund Rd

We then climbed up the other half of Seafund Rd before arriving at *Wharepapa South School* where Peter McRae had very kindly driven to with refreshments in the form of tea, coffee and baked snacks. At the school we met the Caretaker who told us that despite the wonderful grounds and facilities the current school role was only 21 children.



Morning Tea at Wharepapa South School

After morning tea, we rode along a long and relatively straight and flat road in the **Owairaka Valley** before riding through Bayley, Lethbridge and Wharepuhunga roads. We then turned right and climbed up Happy Valley Rd onto Ngahape and Rangiatea roads and arrived back at Maureen and Peter's place where Maureen had very kindly provided a lovely lunch including a wonderful pumpkin soup.

Total Distance for the day = 70kms

Sincere thanks to Maureen and Peter for providing a wonderful cycling and social weekend!!



Memorial ride for the late Bryan Taylor, who was an ACTA Life Member, on Sunday 12 May 2019 (also Mother's Day) by Stu Andrews

The weather forecast for Sunday 12 May was that there would be strong wind with the possibility of isolated showers in the morning and rain later in the afternoon. Despite the weather forecast, there was a wonderful turnout of 31 ACTA members at the Band Rotunda in the Auckland Domain indicating the esteem and affection they held for the late Bryan Taylor who (to quote our Secretary, Colin Quilter) was one of the Club's great characters, a friend to all and greatly missed by the ACTA family. Bryan's daughter, Fiona Neubert, sent our Secretary the following message:

"What a lovely thing to do for Dad. I'm sure he would be very humbled by this. I wish you all a wonderful day, filled with fun and laughter and lots of happy memories of Bryan. We would have loved to join you on the ride, however, being Mother's Day, we have already arranged an outing with our Mum during this time. Thank you all for thinking of Bryan. We miss him terribly...."



The group at the Domain band rotunda just prior to commencing the Bryan Taylor Memorial Ride

The following chose to join the ride in memory of Bryan:

Geoff Phillips & Colin Quilter (Leaders); John Billinge & Warwick Lord (Tail End Charlies); Gaye & Stu Andrews; Ed Austin; Ron Oosterdijk; Livia Mandeno; Anthony Taylor; Peter Grundy; Brian Alexander; Margaret Amundsen; Neale Soper; Lyn Jobbins; Paul de Vos; John "Sloop" Briers; Sue Woolnough; Maurice Kwan; Kevan Fleckney; Luitgard Schwendenmann; John McKillop; Jude Barrere; Athol Berry; Wolfgang Pohl; Alice & Bruce Kinloch; Glen Mune; David Ward; Judy Haslett; Pat Shaw

Even though Bryan's rides did not usually leave from the Domain Band Rotunda, our leaders chose a route similar to where Bryan liked to lead us. We rode down Manukau Rd, through Cornwall Park and down Onehunga Mall before crossing Mangere Bridge and riding along Kiwi Esplanade to Ambury Park. We then went down Greenwood and Ascot Rds before riding across the causeway to Puketutu Island.



The first group at Puketutu Island

Upon leaving Puketutu Island, we rode back to Mangere Bridge village where we enjoyed morning tea and coffee at the various neighbouring cafes there. After refreshments, due to the gusty wind and rain plus other commitments as a result of it being Mother's Day, some left the group and rode home from there. The rest of the group followed the Leaders and rode up the NW motorway cycle trail before turning in towards Mt Eden and returning to the Domain.

Despite the weather and it being Mother's Day, the wonderful turnout of ACTA members means that **ACTA Club Members will always have fond memories of the late Bryan Taylor.**

Impressions of Two Brief Cycle Tours in Chile and Argentina in June 2019 by Annette Collins

Spending one month in South America seeing a few of the highlights was fabulous. It's a great place to travel in and much easier to get to now that Air New Zealand flies into Buenos Aires in Argentina and Latam flies into Santiago, Chile. The prime purpose of our visit to Chile and Argentina in South America was tourism rather than a comprehensive cycling tour. However, we undertook reconnaissance to see if we might want to cycle there in the future and we did manage two small cycling adventures, being one in each of Chile and Argentina.

Chile

While we were in Santiago in Chile, we did a cycle tour around the Maipo Valley wine region. We were picked up at 8.30am from our hotel in town and taken to meet Felipe at his house. Felipe does private cycle and vineyard tours around his neighbourhood. He got us fitted onto bikes. I wasn't that keen to ride a lady's Dutch style bike, but he found me more of a mountain bike type with Shimano hub gears, that I preferred. We headed out on pretty rural roads through the countryside.



Annette and Steve with Felipe and hired bikes



At the entrance to the De Martino Vineyard

The roads weren't in the best condition, but they were perfectly adequate for cycling. He took us into the De Martino vineyard and we cycled around the vines trying a few of the grapes that had been left after the harvest at the end of April. We tried Merlot and Cabernet Sauvignon grapes and a special variety of grapes only available in Chile being Carmenere.



Riding in the De Martino Vineyard



Tasting the grapes

The grapes all tasted sweet to us and Felipe said that was because these were the grapes left after the picking and they had continued to sweeten on the vine. Felipe shared a bottle of wine and walnuts with us beside the vines. Following Felipe again through the vineyard and then roads he took us to the De Martino vineyard processing plant and Rosa showed us around. This was a massive plant and processed a lot of the grapes from all around the region. It was interesting to see they had a wine variety that was aged in ancient clay pots. We finished with wine tasting and were particularly taken with the Cabernet Sauvignon, one of their top-quality wines.



The Vineyard Processing Plant



Rosa showing us ancient clay pots used to age the wine



Sampling a few other wine varieties. Feeling lonely on that long table??

Felipe took us the long way back to his place as he had worked out that we knew how to ride a bike. Here we sampled a few other wine varieties that he had made from grape residues and then set off back to Santiago.

Fortunately, Louis was driving. There is a zero tolerance for drinking and driving in Chile.

Felipe's website:

<https://www.maipovalleywinetours.com/en/>

Argentina

After our tour through Northern Chile, Bolivia and the Brazilian and Argentine sides of the Iguazu falls, we headed to Buenos Aires. On our first day there we did a cycle tour around Buenos Aires. Originally, we thought it left from just near our hotel, but we were told we needed to go to the South of the city to join the tour. Since Google told us the location was an hour and 40 minutes away, we thought we'd walk so we could have a look around as well. In the end, it took about an hour and 55 minutes as the hotel receptionist had recommended we use the main roads, for safety reasons, so that was a bit of a detour.

After arriving on time for the cycle tour, we found there was just one other on the tour, an American guy from Washington DC called Ted, and our leader was Gabby from France. We were sorted for bikes. Ted took the bamboo bike and Steve and I had a couple of basic commuter bikes.



ABOVE: The bamboo bike ridden by Ted
RIGHT: Annette and Steve with their hired bikes in Buenos Aires



Leaving around 10.30am our first stop was in a park where Gabby set us up with a picnic rug and we shared a mate cup, the local drink, similar to a green tea, with various traditions about how you share the one cup and straw with the group. It is largely a social activity that the locals partake in regularly. We continued to Bombonera, the stadium of Boca Jr. and then the neighbourhood of La Boca, where we walked the famous Caminito del Tango and saw the art and corrugated iron buildings painted in bright colours. Interestingly Gabby told us that the tango started in the La Boca area, but it originated from two men fighting over a prostitute trying to trip each other up. Later, a visionary adapted it to be a dance with a man and woman and used the music of the neighbourhood.



Steve Drinking Mate Cup with Gabby



Bombonera, the stadium of Boca Jr.



Both ABOVE and RIGHT: the famous Caminito del Tango area with corrugated iron buildings and art painted in bright colours.

Next, we went to the oldest area of Buenos Aires: San Telmo, the historical district. This has a lot of old buildings that were deserted during a plague of yellow fever and where there is now a famous antique market.



For lunch, we went to the Costanera Sur Ecological Reserve and then stopped along the river at one of the food trucks. We went to the new Port area, the 3rd and final place the Port was established in Buenos Aires. The first port was in La Boca and the 2nd port only lasted 20 years as it was separate smaller docks which couldn't cope with larger ships. The dock buildings were imported brick and modelled on the Liverpool docks.

LEFT: Lunch at one of the food trucks along the river at the Costanera Sur Ecological Reserve

Then we visited the Plaza de Mayo and talked about the Argentine history including the people who simply disappeared. We also saw the English tower which is beside a Falkland War memorial. The English tower is just known as a Memorial tower these days. It was also mentioned that following the Falklands war English stopped being taught in Argentine schools for a while, but it is taught now.

We cycled through the Retiro area where the Buenos Aires aristocracy were based thanks to the contribution of famous architects who built parks and plazas, and palaces.

Stopping at the Recoleta Cemetery was amazing. This was one of the most ornate cemeteries we have seen with streets and streets of mausoleums. Eva Peron (Peron's 2nd wife) (Evita) is buried there in her family vault. Her body ended up in France but was eventually brought back to Argentina and Isabella, Peron's 3rd wife had her buried in her family vault without a special monument so she wasn't in full public eye.



ABOVE: One of the streets of mausoleums at Recoleta Cemetery



RIGHT: Plaque for Eva Peron buried in her family vault

Cycling back from Recoleta the roads got quite busy, but apart from the typically rude taxi drivers, most motorists were considerate to cyclists. A lot of the narrow streets had marked off cycle paths.

On arriving back at the Urban biking office at 5pm, we met Raymond who was a fellow Kiwi from Tauranga. He invited us for a beer with his cycle leaders, so we went along. His story was interesting as he only intended to be in Buenos Aires for 10 days, but has been there 12 years and 4 years ago married a local girl.

<http://en.urbanbiking.com/>

The ACTA 70th Anniversary Commemorative Movie and Dinner Evening on Saturday 1st June 2019 by Stu Andrews

The evening commenced at 5.30pm. The venue was at *Ryder's Property* down a long narrow driveway off Rosedale Road in Avondale. It is a fascinating place that some people may be unaware of. It started with the Ryder Family purchase of what had been the Rastrick Orchard in 1943. Jack Ryder, who worked on the wharves, was a collector who built a museum up, including sporting memorabilia, fire engines, old trams, and bits and pieces of Auckland's old hotels and opened it from the late 1960s. As he got older, though, some items were sold off, and since his death the museum part hasn't really been open. Despite this, some of us who arrived about 5.15pm walked around the complex and saw an old service station with some famous old petrol pumps, oil containers, weighing machines, railway signals and even old enamel advertising signs etc. The property is like taking a trip down memory lane and is still one of Avondale's hidden gems.

In addition to the old service station and what apparently was an old English pub, the complex includes a private cinema and a restaurant that serves old fashioned roast dinners (just how our grandparents used to cook). In commemorating its 70th Anniversary, ACTA arranged for our group of about 20-30 persons to enjoy a famous roast dinner and movie. We enjoyed roast beef and pork with roast vegetables, and salad and coleslaw. Afterwards, prior to going into the cinema, we enjoyed a chocolate-coated ice-cream on a stick!



One of the historic buildings in the J C Ryders Complex



J C Ryders Private Cinema

ACTA brought its own movie to be shown in the cinema, which was entitled "*Le Ride*" and recreates the **1928 Tour de France** ride that included the first ever English-speaking Team to ride the *Tour de France* who were from Australasia comprised of three Australian cyclists being *Hubert Opperman*, *Percy Osborn* and *Ernie Bainbridge* plus **Harry Watson** who was the first New Zealander to ride the *Tour de France*. The 1928 *Tour de France* left from Paris and circumnavigated France following the borders before returning to Paris. The tour was 5,377 kilometres (3,341 mi) long in 1928, most of it on unsealed roads, and the riders used heavy, **fixed wheel** bicycles. There were 22 stages, ranging from 119 kilometres to 387 kilometres. The 1928 *Tour* was designed to eliminate as many riders as possible. As the Australasians were relatively inexperienced (they had never raced in Europe before) and were a trade team of four competing against teams of 10 cyclists, the French media predicted they would not be able to keep up with the 10-person teams of European riders and would only last a few stages before pulling out. Of the 168 starters that year, only 41 finished. **Watson placed 28th**. He stated afterwards that it was the toughest race he had ever completed.

New Zealand-born US reality-show host **Phil Keoghan**, despite being a cycling-enthusiast, had not heard of *Harry Watson* and his achievement as New Zealand's first Tour de France cyclist until he read his biography in 2010. *Keoghan* sought advice about making a movie to re-enact *Harry Watson's Tour de France ride* and was told "We do not think you know what you are letting yourself in for, and if you did, you wouldn't do it!" *Keoghan* proceeded regardless and managed to persuade his friend **Ben Cornell** into being his riding partner. Eager to learn more about the incredible feats of four Australasian cyclists (including fellow Cantabrian *Harry Watson*), *Keoghan* and friend *Ben Cornell* decided to ride the infamous 1928 Tour de France course themselves! They procured racing bikes from the 1928 era, and *Keoghan* researched the original route and drove it by car as a reconnaissance. The day after the 2013 Tour de France arrived back in Paris, they set off; not as planned early in the morning, but late in the afternoon after *Cornell's* bike was finally delivered having been temporarily lost by an airline. Consequently, their first day finished in the middle of the night which, according to the movie, was one of the many apparent night-time finishes.



Phil Keoghan and Ben Cornell on their 1928 era fixed wheel racing bicycles (i.e. no cassettes or derailleurs)

What I especially liked about the movie was the way *Keoghan's* and *Cornell's* experiences and current locations on their Tour were interlaced with historic footage of the 1928 Tour de France at the same locations! Occasionally the two of them were also joined by other riders. In the Pyrenees, a local cycle enthusiast and historian mapped out a detailed schedule which saw them start at midnight so that they would get to their destination before nightfall. The three set off together and by 8am, they had already covered 100 miles (160 km), equating to half that day's distance. *Keoghan* wondered why they started so early, not realising that the harder part of the ride was still to come! In the end, *Keoghan* and *Cornell* could not keep up with their 65-year old host, who also rode a period bicycle, and they were slower than expected, finishing the day after 23 hours of riding! *Keoghan* and *Cornell* had difficulty navigating due to road changes over the years and, on occasions, they inadvertently ended up on "A-Class" roads where cycling was prohibited. They arrived back in Paris after 26 days, as per their schedule, outside the Parc des Princes that in 1928 was a velodrome. They reflected that there are parts of the ride that they cannot remember due to physical and mental exhaustion.

What a wonderful and enjoyable evening with a lovely dinner and a great movie commemorating an historic ride by *Harry Watson* and his three Australian colleagues in the fascinating and historic *Ryders complex*. This was all very appropriate when commemorating ACTA's 70th Anniversary.

The ACTA 70th Anniversary Commemorative
Dinner Evening on Saturday 29th June 2019 by
Stu Andrews

A large poster for the ACTA 70th Anniversary Dinner. At the top, it features the '1949-2019 ACTA' logo with a cyclist silhouette, and below it, a grey box containing the text '70 years touring on two wheels'. The main title '70TH ANNIVERSARY DINNER' is printed in large, bold, black serif font. Below the title, the text 'Held at' is followed by the venue details: 'Auckland Bridge Club, 273 Remuera Rd, Auckland 1050'. At the bottom, it says 'on Saturday June 29th 2019'.

The ACTA 70th Anniversary Dinner was the last of several commemorative activities that took place from the actual anniversary day of the founding of ACTA on 24th February 2019. The venue chosen, being the **Auckland Bridge Club (ABC)**, was ideal and included all necessary facilities. Unlike some other venues such as restaurants etc. that can include other members of the public, ACTA was able to hire it privately for our commemorative dinner, decorate it accordingly and not have verbal presentations interrupted by other members of the public.



Setting up the venue with ACTA bunting and balloons and dining table arrangement. Colin Kembler putting raffle prizes on the prize table.

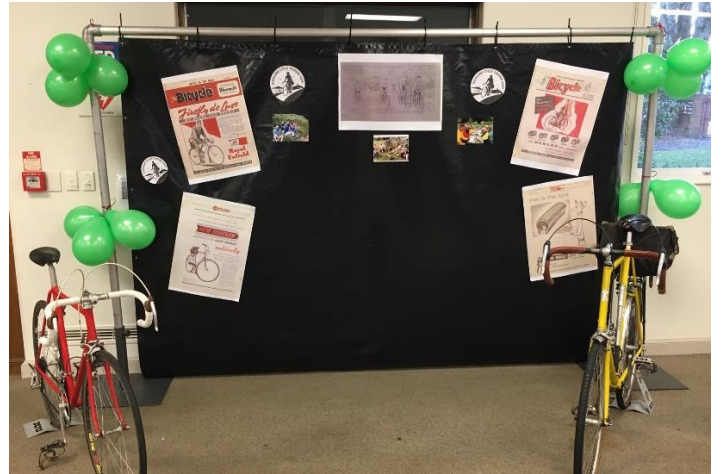


Photo booth with old advertisements and old bikes. The one on the right has a Chas King bike frame

In addition to the decorations in terms of balloons and ACTA bunting and the photo booth, Richard Oddy very kindly provided old historic bicycle components and accessories for display, which included old derailleurs and a lamp that had been on one of Chas King's bikes, and Maureen McRae provided the photographic booklets she prepared after each ACTA Tour or weekend that she had ridden on for ACTA dinner guests to peruse.



Above: Richard Oddy's display of old bicycle componentry
Right: Maureen McRae's ACTA Tour picture books



Our Master of Ceremonies (MC)

Despite living in Matamata, **Colin Kemplen**, who together with his wife Gabrielle, are long serving members of ACTA, agreed to become part of the ACTA Anniversary Sub-Committee and offered also to be the MC for the evening. Colin did a wonderful job as MC with a great sense of humour resulting in those members attending providing feedback later of how much they enjoyed the evening!



Above: Colin and Gabrielle Kemplen
Right: Colin Kemplen as Anniversary Dinner MC



The Program

(1) Mix and Mingle

Members started arriving at the venue 5pm on Saturday 29 June 2019 for an initial mix and mingle with either their BYO drinks or “bubbles” and orange juice. Upon arriving, couples and or some friends had their pictures taken together at the photo booth. Also, at that time, the Anniversary Sub-Committee had arranged for the presentation of a rolling slide show of numerous ACTA day rides and tours over a period of several years.



ACTA Members enjoying looking at Maureen McRae's Picture Books of ACTA Rides and Tours

(2) Start of "Formalities"

About 6.15pm our MC requested members to sit down at the dining tables. Only the front (or top) two tables were reserved for ACTA Life Members, other long-term members and our current ACTA President and Secretary. Our President, *Annette*, welcomed ACTA members and our MC read apologies from those unable to attend. *Annette* also had a great surprise for our MC, **Colin Kemplen**, by awarding him **ACTA Life Membership** (refer next article).



Left: Annette and Colin Kemplen after the start of formalities



Some of ACTA Members listening to Annette's and Colin's welcome presentations

(3) Dinner Main Course

Dinner was cooked just outside the kitchen by **SPIT ROAST Catering**. A wholesome main course was provided including sliced ham, roast beef, roast pork and vegetables comprising jacket potatoes, salads, rice and assorted beans.

(4) First Set of Presentations (“SPOKES”)

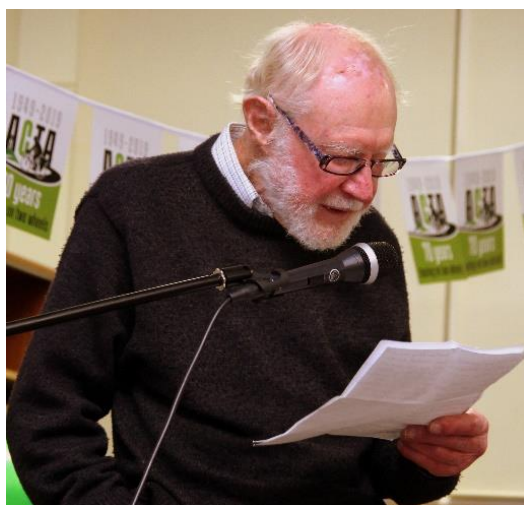
After the main course, presentations, titled as shown below, were given by:

- **Annette Collins** who joined ACTA in 2008. Title: *“From asthmatic idler to cycle tourist”*;
- **Pelham Housego**, our oldest **Life Member**, who joined ACTA in late 1949 a few months after ACTA was founded. Title: *“Pelham the pedalling paddler”* – Pelham was a keen outdoors man who loved kayaking as well as cycling;
- **Helen Orchard**, a **Life Member** who joined ACTA in 1983. Title: *“Cycling is like a bowl of cherries, especially if you’re an Orchard”*;
- **Colin Kemplen**, who joined ACTA in 1986 and **became a Life Member that evening**. Title: *“Five go west and enjoy five Kaipara Flats”* – Colin was referring to the historic famous five being *John Dunbar, George Garside, Chas King, Arthur Sharp and Arthur Westaway* who all rode regularly out west.

Each of the above gave a wonderful and entertaining talk and reminiscences of their experiences after joining ACTA.



Annette addressing ACTA members



*We were indeed privileged to be addressed by
ACTA’s longest serving and Life Member
Pelham Housego*

Colin also read the following which had been prepared for the evening:

THE BALLAD OF ACTA (with apologies to Banjo Patterson)

There was movement down at ACTA, for the word had passed around
That a cycle celebration's on today
It was down at Remmer's Bridge Club that they would all be found
And all the cracks had gathered for the fray
All the tried and noted riders from the suburbs near and far
Were seated there for dinner on that night
For these cyclists love hard riding on the gravel and the tar
To ride their trusty bike is their delight.

Annette she was the president and she was there to sup
Her shiny golden locks were all aglow
But few could ride beside her when her blood was fairly up
She could go wherever bike and man could go
There were Oddy and McKillop ones and one they call JB
No better riders ever held their bars
They rode on proper bicycles, not ones that start with E
In ACTA they're the ones who are the stars!

Now ACTA's turning seventy, that's why we're here to dine
To celebrate the miles that we've all done
We celebrate this birthday with food and beer and wine
So let's get on and have some ACTA fun
There'll be speeches, reminiscences and jokes aplenty too
So stand up on your pedals, ring your bell
Here's a toast to riding bicycles, a toast from me to you
To each and every one, I wish you well....TO ACTA!!

(5) Dinner Dessert

SPIT ROAST Catering provided Fruit Salad, Apple Strudel and Cream

(6) Second Set of Presentations (More SPOKES!)

After dessert further presentations, titled as shown below, were given by:

- **John McKillop**, a **Life Member** who joined ACTA in 1993. Title: *“All you ever wanted to know about bottom brackets and were afraid to ask”*
- **Colin Quilter**, ACTA Secretary who joined in 2010. Title: *“A second childhood with ACTA”*;
- **Louise Sinclair** who joined ACTA in 2012 and **Maureen McRae** who joined ACTA in 2014. Title: *“Two wheels, two women – a great way to see our country”*.

The same as the first set of “Spokes”, the second set each gave a wonderful and entertaining talk and reminiscences of their experiences after joining ACTA.

(7) Spot Raffle Prizes

Upon arrival, guests were also given a raffle ticket each. ACTA is also grateful to those who donated spot prizes for the raffle. A series of different prizes were laid out on a table up front. Colin, got Annette to draw out the first raffle ticket from a box. The first winner had the first choice of whatever prized he or she wanted. The winner then drew out the next winning ticket and this went on until all prizes had been claimed with the last winner having no choice but to accept the remaining prize.

70th Anniversary Sub-Committee

The Anniversary Sub-Committee was formed last year with the inclusion of a couple of older members being Richard Oddy and Colin Kemplen who were able to assist with historic information. The Sub-Committee was involved in arranging all commemorative activities, of which the Anniversary Dinner was the last. The Sub-Committee was comprised of six persons. A picture of five members of the Anniversary Sub-Committee who attended the Anniversary Dinner is shown on the front page of this August Issue of the SPOKESMAN. Sadly, Sally Johannesson was unable to attend the Anniversary Dinner and her picture is shown separately on the front page.

The Kentish Lad Who Found ACTA and became ACTA's Latest Life Member - Colin Kemplen

Colin wrote:

My association with ACTA started with this entry in my diary.

"Sunday 2nd February 1986

Wet again!

Started out at 8.00 am to drive to Waiuku to go for a ride up to Awhitu (near South Head) with the Cycle Touring Association. It rained fairly hard all the way to Waiuku, and then stopped and we thought we were away.

Eight kilometres up the road it tumbled out of the sky. We took shelter in an old sawmill to let it pass. It rained and rained and rained. We yarned and yarned and wondered what possessed four crazy guys to go all this way to sit in a sawmill.

11.30 am and we decided to have lunch, let it clear and go back to the cars. It did that until we got on our bikes again and for the eight kilometres back to Waiuku, it poured down.

It was an aborted trip but great fellowship with Arthur Westaway, George Garside and Phil Strickett."

Up until then, I'd cycled with one of ACTA's Founder Members, the late *Ross Lowes*. Ross was more of a road racing man and was a very hard rider. He, like the ACTA guys I met on that memorable day in February 1986, was a great yarn spinner. I well recall a ride we did together from Warkworth to Sandspit when he recited all umpteen verses of Banjo Patterson's poem 'The Man from Snowy River' as we rode along.

The other person who suggested I might enjoy a ride with ACTA was *Betty Spicer* who used to ride with the Rangitoto Cycling Club. Her son *Tim* raced with the Rangitoto boys, hence *Betty's* involvement. In her day, *Betty* was an accomplished time trialist in the UK and held some significant women's records riding against the clock.

Finding and joining ACTA in 1986 took me full circle and back into cycle touring which I'd always enjoyed.



Colin aged 15 years arriving back home after riding from Maidstone to Land's End

In the late 1950s/early 1960s, as a young Kentish lad I joined the local CTC (Cyclists' Touring Club) as a junior rider and enjoyed many a Sunday ride around the local traffic free lanes of Kent and Sussex.

At the tender age of fifteen a school mate and I decided we'd cycle from Maidstone in SE England to Land's End, as far as you can go in Cornwall, SW England. That's what you do in the summer school holidays isn't it? Our respective parents agreed that we could go, and we set off with panniers, saddlebag, and camping stove and ex US Army canvas tent.

It was only about 1000 kms there and back. Just to get off to a good start on the first day, we left home at 2.30 am and cycled 195 kms to Lyndhurst in the New Forest. We were a tad tired after that day when we put the tent up. Oh, to be fifteen again!

I came to New Zealand in 1966 and it was to be twenty years before I could get back out on the bike again and enjoy some more cycle touring.

Snippets...

❖ **AT Cycling Commitment**

Auckland Transport has undergone a restructure attempting to change internal culture. The move comes a year after the appointment of a new chief executive, Shane Ellison, and follows a major internal review by the council-controlled organisation. AT spends more than half of Auckland Council's rates income and often comes under fire for the way it manages roading projects, bus lanes, cycle ways and even, most recently, e-scooters. Ellison told the *Herald* that AT has known all year that it needs to transform the way it works. In May it adopted a new regional long-term plan (RLTP), having earlier been criticised for producing a draft that did not recognise there was a new government with new transport priorities. The new RLTP stresses safety, rapidly increases the spending on public transport and makes a stronger commitment to walking and cycling, known as active transport. The cycling programme is continuing, and AT has an activation team. The budget is growing fast.

"Three years ago," Ellison said, "we were spending \$436 million a year. This year it's \$744 million. Next year will be \$900 million and in five or six years we'll be at \$1.2 billion."

❖ **Best Cities Worldwide For Cyclists To Visit**

A new [data-driven study](#) reveals the best cities for cyclists to visit around the world, with Auckland ranked the best large city in the world for cycling!! Other world-wide cities best suited for cyclists are:

Bremen, Germany

Bern, Switzerland

Hangzhou, China

Malmö, Sweden

Amsterdam, Netherlands

Copenhagen, Denmark

Antwerp, Belgium

Münster, Germany

Utrecht, Netherlands

The best large city in the world was deemed to be Auckland, New Zealand, which beat Hangzhou, China. "In March we had our busiest month on our cycleways, with 388,000 bike trips recorded on our cycle counters. In the year to April 2019, 3.7 million bike rides were recorded." Hamish Bunn, Group Manager Integrated Network Planning, Policy and Sustainability at Auckland Council says. "It's a generous ranking, but it shows that our focus on building safe and protected spaces for people to ride bikes is encouraging more and more Aucklanders to choose bike riding."

❖ Proposed North Shore Cycle Way to connect with Harbour Bridge Sky Path



Approval has been given for a new walking and cycling path on Auckland's North Shore that will connect to the much debated and re-designed SkyPath. The 3km shared walkway and cycleway between Northcote Point and Takapuna, has received the green light from the NZ Transport Agency.

Left: An artist's impression of the proposed cycle way

❖ Injured Cyclist Begg "AT" to Crack Down on Cycleway Users

The Editor acknowledges NZME and the New Zealand Herald for this article

A cyclist who was badly hurt in a collision with an electric bike is begging Auckland Transport to clarify rules around cycleways before someone is killed. Dr Tony Hickey had a serious head-on crash with a man on an e-bike on May 14, while he was riding on the North Western cycleway's Rainbow Path next to Unitec in Mt Albert. Hickey was knocked out, so he doesn't remember much apart from riding down the hill and meeting a rider standing up in the saddle, biking uphill at speed. He understands the man was on the wrong side of the path and was on a motorised e-bike - although he can't prove it. What happened next is pieced together from photos and damage to the bikes and his body. Hickey suspects he flipped and landed on his back, his bike snapping clean in half. Luckily, an unknown paramedic was riding to work and stopped to help. The other rider involved also stuck around and left a phone number but had limited recollection of events when Hickey spoke with him two days later. Hickey woke up in Auckland Hospital in intense pain, unable to move his legs, his tearful wife at his bedside. He had a large haematoma and bleeding near his brain. Hickey, a biological science professor at the University of Auckland, believes he could have died. The past month he's been slowly recovering, though he can only do half-days at work as he deals with back pain and headaches. He has complained to Auckland Transport about poor visibility on the path and asked for better signage and enforcement of rules using CCTV. But he's frustrated that his complaints to Auckland Transport have not yet changed anything. Despite everything, Hickey says he is a big fan of e-bikes because they get people out of cars.

❖ Australian House Fire Sparks Call for Stricter Rules for Lithium-Ion Batteries

Australian consumer advocates have called for stronger safety regulations for lithium-ion batteries after a Sydney house fire was thought to be caused by an **e-bike battery**. The risk of fires from faulty lithium-ion batteries is increasing because they are used in an increasing number of consumer electronics, from mobile phones and laptops to home battery systems, e-bikes and electric cars. **Battery Faults are rare**, but the consequences can be severe, especially with bigger batteries. NSW police had referred a house fire in Sydney's inner west to the NSW Coroner to confirm the cause. They suspect the fire started when the owner of the house was charging her e-bike. The importer of the concerned e-Bike brand subsequently initiated a product recall of the relevant batch of batteries regardless of the outcome of the coronial investigation. Also, the house owner's insurance company decided to pay her claim. Your Editor recommends that, where possible, those of you charging e-Bike batteries should only charge them until it is indicated that they are fully charged rather than leaving them on charge overnight.

❖ Should You Sit or Stand When Climbing?

Professional competitive cyclists can't decide which position is best for climbing. They can remain "neck and neck" when climbing with some seated and some standing on their pedals. Despite ACTA being a recreational rather than competitive cycling club, some scientists have provided advice. **They discovered that road cyclists were better off remaining seated until the gradient hit 10%.** From then on, standing became more effective in terms of sustained power output, although the riders consumed 5% more oxygen when standing. During short (less than 30 seconds) all-out bursts, peak power output has been measured at 25% greater when standing compared to sitting, but there is a trade-off. Research has shown that even at shallower gradients of around 4%, ascending at 19km/h while seated requires 10% less oxygen than when standing. That's primarily because the body's centre of mass is supported by the saddle, conserving energy. If you feel like standing up on steep sections of around 10% plus, then do it! These brief out-of-saddle bursts are common across all levels of cycling

❖ Nelson Man Looking to take his Self-Designed e-Bike to the International Market

Editor's Comment: This article is included for those interested in purchasing a light-weight e-Bike.



One bloke is taking on cycling's global players, from Nelson, New Zealand. *Frank Witowski* reckons the e-bike he designed is attracting international interest. He said the carbon fibre bike – and his business - was built in just two years. "I wanted a bike which I couldn't find," he said. "I liked carbon and it wasn't there, so I thought I might as well do it myself." The bike is "**between 3 and 5kgs lighter than most e-bikes**" and is "as smooth as a baby's bum." His *Hybrid Bikes* brand is currently in 26 retailers nationwide, with Frank now in talks with potential distributors in the US and Europe. *Judy Barfoot* now has a *Hybrid e-Bike*.

HYBRID e-Bikes use:

- (1) The clever *BAFANG MM G33, 300Watt motor* for superior torque and speed with reduced weight. Bafang is the same electric bike motor manufacturer that the world's most famous ride sharing company has chosen for its first order for its US fleet of over 100,000 electric bikes. The reliable MM G33 produces a maximum torque of 95N/m so you don't have to worry about going up hills anymore.
- (2) *SAMSUNG SDI battery technology* for quick recharge and a range of up to 100km. The SDI cells are secured in a rigid cage. This standard feature on all HYBRID E-Bikes provides safety and security by keeping the cells isolated so they will not short circuit;
- (3) *Intuitive Intelligent Controllers* and premium, large format, LCD screens to maximize your comfort. The Intelligent Controller provides five pedal assist levels and is conveniently mounted on the handlebars. It also features a unique 'Walk Assist' function so no pushing is required. The auto light function makes night riding safer. The Intelligent Controller and large format LCD screen make controlling your HYBRID bike simple;
- (4) Components such as *Tektro Hydraulic brakes, RST forks* along with *Shimano Deore gears* and *derailleurs*.

Bicycle Accessories - For Sale or Free

Contact Richard Oddy 027 293 6096



FOR SALE: PHILLIPS REAR PANNIER BAGS

As New 100% Waterproof

\$110 for the pair



FREE: HANDLEBAR BAGS

SIX (6) ARE AVAILABLE



FREE: BEAM RACK

It clamps to the seat pillar

Upcoming Events

The upcoming events shown below 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

2019

❖ ACTA Cycling Weekend Miranda Holiday Park 9th- 11th August

Book your own accommodation at the hot pools and enjoy a mid- winter soak after your ride.

<https://www.mirandaholidaypark.co.nz/>

Saturday ride 70km, with a flatter and shorter Sunday ride.

Please contact Louise if you are coming. Stephen Thom leading. Ph. or txt 021 268 1155

❖ ACTA Supported Cycling Tour of East Cape 8th-17th November

The Tour is now fully booked!

Athol and Erica leading.

❖ ACTA Cycling Weekend Hamilton City Holiday Park 29th November -1st December

Weekend away in Hamilton. Book own accommodation at Hamilton City Holiday Park.

Contact Simon Bucherer if you are going

2020

❖ ACTA Cycling Weekend (Location Yet To Be Decided) 7th - 9th February

❖ ACTA Unsupported Cycling Tour of Parts of South Island February/ March 2020

Dates and route to be confirmed but likely to be Queenstown to Christchurch route with significant gravel and remote areas.

❖ Garth Barfoot's Unsupported Cycling Tour of Invercargill Area 22nd - 30th March

❖ ACTA Supported Cycling Tour of East Cape 26th March - 5th April

- subject to number of participants and organisers.

❖ ACTA Cycling Weekend in Whanganui 30th April - 3rd May



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



What do you call a bicycle with a bed on top? Answer: bedridden



How do you know you've married a cycling addict? Answer: Your laundry has more bike jerseys than clothes.



A biker was riding down the street and attached to his back he had a note saying "If you can read this then my Missus has fallen off"!!!!



Which is the cheapest bicycle you can buy? A penny-farthing.



Which Elizabethan sailor could stop bikes? Sir Francis Brake



My Bike-Mad Cousin Dropped Out of University after One Lecture! He Was Disappointed When He Realised It Wasn't Pronounced Cycle-Ology.



You know you are addicted to cycling if:
A measurement of 44-36-40 doesn't refer to the latest Playboy centrefold, but that new gear ratio you were considering.

love is...



... Free Wheeling

love is...



... Having Steady Hands

love is...



... Riding a Tandem

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