



**DO YOU KNOW HOW TO
REPAIR A PUNCTURE, FIX
A BROKEN CHAIN AND FIX
GEAR CHANGING?**

*Refer to the
ROADSIDE REPAIRS
WORKSHOP ARTICLE
included in this Issue*





NOVEMBER 2019 Spokesman Contents...

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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 November Spokesman...

You will note from the front page of this issue that our *Secretary, Colin Quilter*, very kindly agreed to have his wonderful handout regarding roadside bicycle repairs, included in this issue for all those ACTA Members who were unable to attend his excellent workshop.

Also, I have included (1) *Cycling NZ* brief article that provides tips for riding in a *Social Biking Group* and (2) due to rain experienced on a regular basis over the last four or five months, a reproduction of the email sent by our *Secretary, Colin Quilter*, predominantly for Ride Leaders, with steps needed to cancel an ACTA Ride on a rare occasion when the weather forecast for the following cycling day proves to be really bad!

Apart from ACTA standard rides on Wednesdays, Saturdays and Sundays, there was only one internal *New Zealand ACTA Weekend Ride* this quarter being the **Miranda** ride, shown on pages 19 and 20. Despite this, several ACTA members undertook overseas cycling tours, which are included in this issue. When ACTA Members go for riding tours overseas, I welcome receipt of an article and titled pictures for inclusion in your SPOKESMAN magazine irrespective of whether the tour was self-guided or organized by a *Cycling Tour Company* and guided by a *Tour Leader*. If your tour was the latter (viz. organized and guided by a *Cycling Tour Company*), the inclusion of your article in the SPOKESMAN may enable other ACTA Members to consider whether they would like to undertake the same tour organised by the same Company, depending on your recommendation. Recently, we received a request from a New Zealand Cycle Touring Firm to advertise its overseas tours in the SPOKESMAN for which they would provide a donation to the Club. Your Committee debated this and decided it may be better that ACTA does not necessarily advocate any tour company. Also, those offering guided overseas tours including the hire of bikes (both normal and e-bikes), can, on some occasions, prove to be expensive. Those members who have undertaken such overseas tours with a Tour Company but were unable to prepare an article for the SPOKESMAN, could always write a *Letter to the Editor* should they have thoroughly enjoyed their tour and feel motivated to advise other ACTA members. This would mean that you, as an ACTA Member, would be advocating the Tour Company, rather than ACTA as an entity, and other members could always contact you to obtain relevant details.

I also welcome new social events such as the forthcoming **Quiz Night** that are being arranged by Simon Bucherer, the Club's new Social Coordinator.



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...

While it's been a quiet quarter for me, personally, cycling wise, our ACTA rides have continued 3 times a week and are always well supported, so plenty of wheels are turning. At our last committee meeting, we appointed Simon Bucherer as Social Secretary, so be prepared to see a few more "social" events hitting the calendar, for instance, our **Quiz night on 21 November**. Hopefully, you have all booked in so the competition will be fierce!

Having spent the last two months in and around London it is impressive to see the continued improvements to their cycle network with superhighways and lots of roads blocked to cars, but available to cyclists. What with being full-time backup babysitters for our granddaughter, we have only managed to hit the cycle paths once and unfortunately this experience was blighted by a run-in with a distracted cyclist on one of the *Santander* hire bikes. These bikes are VERY SOLID, and the cyclist wasn't looking where he was going and cut straight across my path and hit my front wheel. I landed heavily, but, fortunately, was mainly just bruised. Unfortunately, the cyclist in question just rode off without any apologies and it was a nice passing New Zealand couple who came and checked that I was OK. But as a rule, London is a great cycling location, a far cry from how it was in the 80's. Hopefully, we will see Auckland continue to evolve more in this direction also!

Our **Christmas luncheon party** this year is a week earlier on Sunday December 8, so get your bookings in for that now.

Cheers Annette





SOLUTION OR SIDESTEP?

Judy and I had previously done one ride with *Ride Holidays*, to **Adelaide** some years ago but did not continue with them as, despite all the encouragement given to her, Judy did not really like being the slowest rider in the group! But times change and e-bikes have become a lot more common! Hiring an e-bike could be the solution. Judy would never have to be last again unless she chose that position on her own accord, or dare I say, took the wrong turn. In the *Ride Holidays* 2019 calendar we liked the look of their **Spain/ Portugal** tour, which started in **Madrid** and 17 days later finished on the Atlantic Coast in **Southern Portugal**. I had done two Duathlon World Championships in **Spain** and Judy had done a cycle trip on the Mediterranean side with ACTA members. That she was still learning Spanish was an additional inducement! We signed up.

The response from the organiser floored me, he wanted me to hire an e-bike! It was like suggesting to somebody that they should change religions. Ridiculous! But in his past life he must have been a real estate salesperson, at any rate he knew all about how to overcome objections. He continued "I suggest you rent a standard bike as well, you can choose each morning which bike you want to ride, and we will transport the other in the van". There was nothing for it but to surrender. Secretly, the decision was not as hard as I publicly made out. If I hadn't surrendered, I would surely have replaced Judy as the slowest- paced member!

I opted for an e-bike only, to my way of thinking full commitment meant more chance of success. The ride started in the parking lot of a castle just outside **Madrid**, and the visitors that day may have seen an elderly gentleman wobbling between their cars as he learnt the rudiments of e-bike riding. Then it was out to the open road with the group, an easy afternoon of 30 km on a quiet road in full sun through the parched countryside. I concentrated that day on using as little battery as possible, just turning on the power when I needed to catch up and turning off the power, when riding downhill. I suspect I used the least amount of power of any e-biker that day, not that there were any prizes for such honour. At the end of each day the support crew just whipped the batteries off for recharging, regardless of whether they needed it or not. I was concerned that I would lose my racing fitness if travelled with other e-bikers. Accordingly, whenever possible, I got in behind medium-paced bikers (the thirty riders were split into three groups) whose speed on the hills unassisted was roughly the same as mine pushing hard and using just one degree of assistance ("economic"). If it got steeper, they would get off their saddles, but I just moved up to the next level of assistance ("tourist").

Another tactic was needed for the flat sections. Relatively speaking, there were few of these, the organisers prided themselves on picking out the more "interesting" cycle routes in **Spain** and **Portugal**. For "interesting" read "hilly". The downside was there was a lot of travelling by van between our rides, but at least we did not have to bike on any main roads! Statistically the slower group biked half (650 km) the distance (1300 km) covered by the van. It took me a while to realise why I was being left behind on the flats, that my magic bike had a speed limiter, standard in EU. Over 25 kph my motor had no effect, not fast enough to keep up with my medium cyclists. Of course, I could still spin my pedals, but the extra weight and lower gearing of my e-bike made 28 kph or more impossible for me. Subsequently it was suggested that I attach myself to the slower group, which might have hurt my pride, but had the compensation of being more social. Riding with my wife was quite a change!

The downhills were a different story! My e-bike was a city style mountain bike. Its wide handlebars, large tyres, front suspension and disc brakes made descents a pleasure. In fact, on one former highway made redundant by one of Portugal's many motorways, my speed indicator climbed to 73.4 kph, the highest speed I have ever recorded. And I have been cycling ever since I was at primary school and had an evening paper delivery round.

But will I use an e-bike in the future, or was it just a *side-step* suitable for only this **Spain/ Portugal** trip? Watch this space!

Yours sincerely, **Garth Barfoot**

Editor's Comment

Garth's approach on how to ride an e-Bike is commendable and is the same approach that the late Bryan Taylor used when riding his e-Bike. Garth and Judy have very kindly agreed to provide an article and pictures with the itinerary and their impressions of the Spain/ Portugal Tour referred to by Garth in his letter. This article will be included in the next issue of the SPOKESMAN in February 2020.

TIPS FOR RIDING IN A SOCIAL BIKING GROUP



LOOK AND ANTICIPATE

- Look past the riders in front of you to get a heads up of the route ahead so you can anticipate changes in speed or direction.
- Ride consistently and predictably. Your movements can affect everyone in the group. Hold a straight line, try not to weave and always overtake someone on the right.

USING YOUR BRAKES

- Any changes in speed become increasingly difficult to deal with further down a group of riders. Use anticipation as your first brake, and stop pedalling to reduce speed, before gently compressing your brakes.

COMMUNICATE

- Warn your fellow riders of hazards by signalling and announcing the hazard. Some people may have hearing difficulties, or the wind may restrict hearing, so use hand signals and your voice.
- Keep the communication train flowing. If riders in front of you signal and voice a hazard, then repeat the message so riders behind you are aware of what is happening.
- If you are new to the group and feeling nervous, position yourself towards the front of the group so you can react quicker and have more time to scan for potential hazards.
- If you decide to leave the group before the ride is finished, be sure to tell your other group members as to prevent them going to find you.

INTERSECTIONS AND ROUNDABOUTS

- Stay together in pairs and claim the traffic lane, keeping the space between you and your fellow riders small.
- A tight group of riders takes up less space on the road and is faster to get through intersections, than one long single-file line. On large and busy roundabouts, a safe transit might require a group of cyclists to form one large bunch; this will need to be planned in advance just before arrival at the roundabout.
- Wait for fellow riders on the other side of intersections if the group gets broken up. This culture of waiting helps others from taking unnecessary risks to keep up.
- You are responsible for your own safety. Double check at intersections and roundabouts that it is safe for you to go, don't just follow the person in front of you.

SHARE WITH CARE

- Ideally if riding on shared paths, always have a bell. Announce to pedestrians you are coming up behind them and tell them the direction you are passing them **"coming up behind on your right."** Always pass on the right (if possible) as you would on the road in a car.
- Make sure to acknowledge other users of the road or pathways. A greeting or a wave can also let you know that you have been seen by drivers, pedestrians or other people on bikes.

CARE FOR YOUR COMMUNITY

- Always close gates on shared paths and take all rubbish with you.
- Communication is important with other road users. Make sure to use the correct hand signals when turning left/right or when you are slowing down or stopping.

		EDITOR'S COMMENT: THIS IS A REPRODUCTION OF THE EMAIL MESSAGE SENT TO ALL MEMBERS BY OUR SECRETARY, COLIN QUILTER, ON FRIDAY 9TH AUGUST 2019
STEPS FOR CANCELLING ACTA RIDES DUE TO BAD WEATHER		

During recent bad weather we have taken the unusual step of cancelling rides when forecast conditions were so bad that cancellation seemed prudent for safety reasons; and, also, because in bad weather in winter, there is little prospect of enjoyment. This has led your ACTA Committee to think about a fail-safe method of advertising cancellations. **We don't want members to miss the cancellation notice, drive or ride to the start point, and find nobody else there!** The notes below explain how we propose to cancel trips in future.

For ACTA Riders

If the decision is made to cancel **on the day before the ride**, a warning email will be sent to all members, and a notice placed on ACTA's Facebook page. This message will either cancel the ride outright; or it will ask you to phone the *Leader* early on the morning of the ride to find out whether it will go ahead or not.

For ACTA Ride Leaders

1. ACTA's policy is to run trips whenever possible, including those in poor weather. However, if forecast weather is so bad as to make enjoyment unlikely and accident or injury possible, then, as Leader, you should be prepared to cancel.
2. As a general rule, a warning of possible cancellation should be issued at least one day in advance. It's too late to raise this on the morning of the trip because, for a 9.00am start somewhere out of town, riders could be packing and leaving home by 7.30am or earlier.
3. Excellent forecasts are now readily available on the www. They are accurate for at least 2 days from the time of issue but less so after that. It is each *Leader's* responsibility to watch the weather forecast for the trip during the days leading up to it.
4. If the forecast is **very bad**, then at least one day before the trip the Leader should contact either the ACTA Secretary, President or Rides List Coordinator and ask for **a warning email to be sent to all club members**. An example might be:
5. *"The forecast for tomorrow (date.....) is for very bad weather. It might be necessary to cancel the ACTA ride to (place.....). All those planning to come should phone or txt the ACTA Trip Leader between 7.00am and 7.30am tomorrow morning to find out whether, or not, the trip will go ahead. His contact details are"*
6. This will allow the *Leader* to check the forecast (especially the rain radar) early on the morning of the trip and make a final decision at that time.
7. Whether or not a trip is cancelled will also be influenced by the proposed route. If the route is easily shortened, or if there are several cafes to which the group might retreat in heavy rain, then the ride might go ahead even in severe weather. An exposed route in the country with no refuge would be a different matter altogether. Also, the distance riders will need to travel out of town to the start location might be a factor, since many people will be unwilling to make a long journey for the dubious pleasure of cycling in bad conditions.
8. As a final caution: remember that *most ACTA riders* are in their sixties and seventies. Of course, we don't consider ourselves to be *"elderly"*. On the contrary, we view ourselves as a *hardy and experienced group of riders*. However, if an accident occurs in heavy rain and wind, and these conditions were accurately forecast beforehand, then the Coroner might form a critical view of the Club's decision to send a group of older cyclists out on the road in full knowledge of the forecast!

In case you think that's a grim note to finish on, I remind you of Maurice Chevalier's comment: *"Old age isn't so bad when you consider the alternative."*

Impressions of Cycle Tour in Cuba and the USA, April/ May/ June/ July 2019 by Arnold and Marieke van Zon

Editor's Comment: Part 1: CUBA was included in the August Issue and Arnold and Marieke needed time to write their article for Part 2: USA Atlantic Coast for inclusion in this November Issue

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

Part Two: USA



Our last journal for Part 1 we wrote while in Havana, Cuba. From there, we flew to Miami and returned to our bikes to continue the journey up the Atlantic coast of the USA.

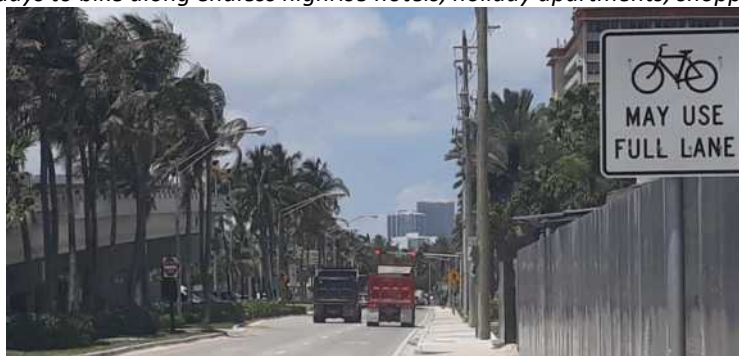
What an enormous contrast with Cuba!! We are experiencing huge 6 lane highways with mostly new cars whizzing by at speed and with no visible black smoke coming out of exhaust pipes. There are lots of advertisements along the highways telling one there are supermarkets with endless choices.



The City of Miami – what an enormous contrast after CUBA!



It took two days to bike along endless highrise hotels, holiday apartments, shopping malls etc.



We wish we had this sign in New Zealand

We rode northwards along the beaches, lagoons and coves. All of these are flanked by huge condo's, apartments and large homes with beautifully cared for verges. Obviously, landscaping is big business in the USA.

When we overnighed in a State Park north of **Tequesta**, our little tent was dwarfed by the enormous RVs (recreational vehicles in the form of motorhomes and campervans).

We continued in the sunshine in temperatures of around 30 degrees C with very favourable winds, side on or just on the tail. When riding on the Islands and cays (also spelled caye or key, which are small, low-elevated sandy islands on the surface of coral reefs) and over high bridges, we saw dolphins gliding elegantly through the water and pelicans and ibis (large wading birds with long downcurved bills, long neck and long legs) flying high above.

The beaches are very often private with wooden steps going up the dunes with a locked gate but also fine public access with shaded picnic tables, toilet facilities and drinking fountains (important for cyclists not to forget!).

We made a special ride off our envisaged route to the *Kennedy Space Centre* on **Cape Canaveral**, one of Arnold's dearest wishes. While Arnold toured and investigated the *Kennedy Space Centre*, Marieke watched the scene go by in the shade by the gate to keep an eye on the bikes. While waiting, she sat amongst thousands of black flying bugs with an orange dot on their backs. How sweet I thought mother bug is carrying baby bug on her back. Ah, not so! How wrong I was! I found out they are called *Lovebugs*, they mate whilst in flight, the female is at least a half size larger than the male and he hangs on. After the *flying love scene*, the male dies, Oh dear!!!



Kennedy Space Centre, Cape Canaveral



Above: Near the entrance to the Kennedy Space Centre



Right: The enormous Saturn Rocket at the Kennedy Space Centre

In the town of **Daytona** where the famous *Daytona Beach Speedway* is located, we "sat out" one of the most enormous thunderstorms we have ever experienced, in a café with the most dreadful coffee ever!

At the end of that wet and stormy day, we rode into *Flagler State Park* (near Flagler Beach and not to be confused with Fort Flagler State Park in the State of Washington on the west coast of the USA) where we put the tent up in a beautiful leafy spot. Fortunately, the sun came out and we dried out!

Life is not always that sweet, so there was a day with strong headwinds, where waves in the Atlantic Ocean were thumping on the beaches. However, nevertheless they were a wonderful sound. We spent an afternoon in **Saint Augustine** the Nation's Oldest City, which was founded by the Admiral Pedro Menéndez de Avilés for the Spanish Crown in 1565 on the site of a former Native American village called Seloy. A grand fort, *Castillo de San Marcos*, still stands proudly after centuries on Matanzas Bay. It is the oldest and largest masonry fort in the continental United States and is located on the western shore of Matanzas Bay. It was attacked many times centuries ago by the British and the French but was never taken by force.



Castillo de San Marcos at Saint Augustine



Other historic buildings in Saint Augustine

After leaving **Saint Augustine** we headed onwards north to **Jacksonville** and **Neptune Beach** along a similar landscape. The summer houses/ holiday homes were very often empty with many of them located almost on the beaches. We noticed the sand eroding away leaving these houses to be very vulnerable. Next, we rode through the beautiful water land of **North Florida** with many people fishing, some standing up to their waist in the water. There were no worries because the water is warm and whether the fish bite is another matter. We camped in another lovely State Park on **Little Talbot Island** and met a couple from Ohio who travelled around in a 1970s VW Westphalia camper, beautifully restored to its former glory. Marieke had a swim in the Atlantic Ocean, but since there was nobody in the water on an unpatrolled beach with huge surf, the pleasure was mixed. Arnold sat on the beach, but Marieke was unsure whether he would have been a good rescuer, if needed. Fortunately, he was not needed! **Jacksonville, Little Talbot Island, Big Talbot Island** and **Amelia Island** are still located in the *State of Florida* but are only a short distance south of the *State of Georgia* border. We rode northwards on **Amelia Island** and crossed the state border and said goodbye to *Florida*. After crossing the border into *Georgia*, we rode on straight roads and passed pine plantations, small plots with corn, many great homes on large grassy sections with no fences. Of course, there were also much more modest homes as well. We rode towards **Savannah** over huge bridges spanning muddy rivers and huge marshes and bogs, brown reeds and marsh plants as far as the eye can see. We then rode 118km on a muggy day with temperatures creeping up to 37 degrees Celsius arriving in the town of **Savannah** in *Georgia*, but just a short distance south of the *State of South Carolina* border. Traffic is very courteous towards cyclists here in the USA. Even when riding on the shoulder of a four-lane highway, some trucks moved to the far lane, so they did not "wind" us. **Savannah** is the oldest city in the U.S. *State of Georgia* and was established in 1733 on the *Savannah River* by the British soldier and MP James Oglethorpe, who had already planned the layout of the place prior to arriving there. The city of **Savannah** became the British colonial capital of what was previously *the Province of Georgia* and later the first state capital of *Georgia*. It was a strategic port city during the American Revolution and the American Civil War. **Savannah** is today an industrial centre and an important Atlantic seaport. We spent a day seeing the sights in this fine historic city. More than 20 Squares form havens of shade under the very old and big trees.

Cotton played a huge role in **Savannah's** past. The cotton was shipped from here to cotton mills in Liverpool. Many great mansions were built at the time of prosperity, official buildings and churches also seem to have great importance.



Savannah, Georgia



Fountain in Forsyth Park, Savannah

From **Savannah**, we crossed the next state border and rode north into the *State of South Carolina*. Later, in a small town, we had coffee and a sandwich and chatted with a small group of retired gents. By the time we went to pay the bill it had already been paid by locals! The waitress said that's Southern Hospitality for you" How generous was that? On the *Edisto River* in a State Park a lot was happening.....squirrels were running up trees as fast as lightning, a beautiful red Cardinal bird flew by, a woodpecker tap tapped on tree bark to loosen bugs for dinner, a turtle was making a hollow with her hindlegs to lay eggs in the sandy path, a little frog met Marieke in the shower and fireflies danced around our tent when it got dark. After that, we headed up the coast to **Charleston**, which is another fine historic town established in 1670 by the British and where the "*Charleston Dance*" originated in the 1920's.



Charleston City



An old historic house in Charleston

Just north of **Charleston** in the Cooper River, which is mainly a tidal river, was moored the Aircraft Carrier "*the Yorktown*". She was involved in the Vietnam war and named after the first "*Yorktown*" that was sunk in the Battle of Midway in World War 2. From there, we headed north to **Conway**. Unfortunately, in **Conway** there was no accommodation available because of the long Memorial weekend. However, a kind lady allowed us to stay on a cabin porch of a mostly uninhabitable batch, being her little retreat. Here was a glorious place on a small lake in **Conway** with Muscovy ducks and turtles swimming around and bull frogs hooting during the night. From **Conway** we crossed the state border from *South* to *North Carolina* and arrived in **Calabash**. In Calabash we stayed at Captain Andy's small and rustic Campground and RV Park.



Calabash small lake



Arriving at Captain Andy's Campground

At Captain Andy's Campground Marieke asked, "Is it good to swim here?" The lovely 83-year-old gentleman at Reception said, "Not unless you would like to share the water with alligators, Mam!" We then rode on to **Wilmington** where it was nice to write a part of this article in the air-conditioned library because it was 40 degrees C outside. Riding along tree flanked roads northwards sometimes in 40 degrees was not so bad but was very hot when stopping and trying to sleep in a tent.

From **Wilmington** we rode past **Jacksonville** in *North Carolina* (not to be confused with *Jacksonville in Florida*) to **Topsail Beach** a strip of sand dunes between the Atlantic Ocean and inland waterways and marshes with a very fine road to ride on. Upon reaching so called **Cedar Island** (on the mainland) we took a ferry to **Ocracoke Island** on the **Outer Banks** of *North Carolina*. Oh, so nice to have a break on the ferry! The **Outer Banks** are sand dunes on the Ocean side and low land on the sound, inlet or bay sides, connected by huge bridges. Some of the Islands are wildlife refuges and are paradise for birds, snakes, turtles and others.



Ferry to Ocracoke Island on the Outer Banks

When we stayed in a State Park campground in the dunes, Marieke walked to the ocean and met a deer skipping at great speed across the road. Later, on a boardwalk, a black snake slithered in front of her! Mmmmm, it made her stop in her tracks as just a little earlier the park ranger had explained that all snakes in the park are venomous! If that was not enough.... as Marieke reached the top of the sand dune, there stood at least twenty 4X4 two-ton utility vehicles, most parked with their fronts facing the ocean. Only 2 people were frolicking in the water, some were fishing, others had chairs parked in front of their vehicles, but most were sitting in them with the aircon on. Is this the ultimate beach experience?

At night when the stars all shone, our tent was also lit by the regular beam of the **Hatteras Cape Lighthouse** on the northern end of the Island. We rode quite a distance north on the Outer Banks via Highway 12. The last night on the Outer Banks we stayed in a place with the most fascinating name of **Kill Devil Hills**. There were tall 3 story houses, with most build on poles, flanking both sides of the highway. We were unsure whether the ocean side ones had the best deal or not. The sand was eroding away rather a lot of their properties. Special walls were put in to protect and lots of grasses planted to retain the sand. We rode some distance further north on the **Outer Banks** before turning left and riding over a 4 km long bridge crossing the **Currituck Sound**. We then rode up a peninsular on the mainland to Barco before turning left again and we inched our way into **Elizabeth City** having had a wonderful ride along this magnificent coast.

We then turned north west and rode inland heading up to **Suffolk** in the *State of Virginia*. Yet again, on the mainland back roads we passed large farmlands, straight rows of newly sprouted soybeans, corn and golden wheat ripening in the sun. The soil was a dun colour and almost powdery to touch, with huge plowing machines leaving clouds of dust behind them. Upon arriving in **Suffolk**, we were surprised it only became a city in 1973. From Suffolk we continued our journey North West with the scenery much the same, but the land more undulating so the legs have to get used to powering up! We then took a ferry over the James River to **Jamestown**, which was the first English settlement in the "New World" established in 1607 with a lot of trial and error. Together with **Williamsburg** and **Yorktown**, which are located on the peninsular between the *York* and *James Rivers*, they form *America's most historic triangle*. After getting a new chain for both bikes, we rolled into a hotel in **Williamsburg** just in time before a massive thunderstorm hit the town. Yeah, we were sooo lucky!

The next day, starting from **Jamestown** we rode North West on a most beautiful bike path to **Richmond**. The path crossed over wooden bridges in lovely shade and passed along fields where many battles were fought in the civil war from 1861-1865. Riding into **Richmond** we passed through a very old industrial area where a lot of the buildings have now been refashioned into apartments. We also rode under an elevated, but very rusty, metal railway bridge, but oh so strong still bolted with huge rivets. We then rode through downtown **Richmond** where modern buildings are mixed between the colonial ones, streets are tree lined with lovely terraced houses, some with charming turrets.



Left: Richmond and metal railway bridge



Left: Richmond Terraced Houses with Turrets

After **Richmond**, we experienced our first day of misery riding 80km with rain all day! For eventual relief, we rolled into a KOA Campground. *Kampgrounds of America* (KOA) is the world's largest system of privately held campgrounds with almost 500 locations across the US and Canada. Although they are supposed to be "A1", in our experience the one we visited was not so, with not even a kitchen or shelter for true campers, never mind the RV's! The next day was a long day to **Washington DC**, past **Fredericksburg** where a group of settlers build a fort on the *Rappahanock River* for trade in tobacco in 1671. Riding from *Virginia* into **Washington DC** we went via **Mount Vernon** the place which George Washington inherited, and he and his wife Martha loved so much, but really could not afford to keep up. The bike path from there was delightful with gorgeous views along the *Potomac River*. People were enjoying the park lands surrounding it, picnicking and watching planes depart and land on *Reagan Airport*. Despite being a delightful bike path with gorgeous views, sadly it had a very dark side. Everywhere tree roots had lifted or broken the surface, so we rattled for 20 km. As a result, our wrists and bottoms were not happy! We then had a rest day in Washington DC which we toured with friends from Cuba. We visited a giant statue commemorating the many wars the USA has fought until today and the rain made this an even more sad occasion.

From **Washington DC** we rode North West inland on the gravel *Chesapeake & Ohio (C and O) Tow Path* to **Cumberland** in the *State of Maryland* just south of the *Pennsylvania State Border*. A 300 km canal was built next to the Potomac River over a period of 20 years and was in operation from 1850 to 1924 to transport mainly coal from the Allegheny Mountains in narrow boats from *Pittsburg* to *Washington DC*. Construction on the 185-mile (300 km) canal began in 1828 and ended in 1850 with the completion of a 50-mile stretch to **Cumberland**. Rising and falling over an elevation change of 185 meters, it required the construction of 74 canal locks, 11 aqueducts to cross major streams, more than 240 culverts to cross smaller streams, and the 1 km long *Paw Paw Tunnel*. A planned section to the Ohio River at Pittsburg was never built. The total elevation of 185 meters was an unbelievable challenge for both past engineers and we cyclists! The tunnel builders were mainly Irish, English and German. They experienced many differences and strife and, unfortunately, many died from accidents and disease. Sadly, the canal and towpath have all fallen into disuse due to competition with railways! The canal is now full of weeds and lilies, fallen trees, ducks, geese, deer and with birds living around and in it. Despite falling into disuse, the result that the USA has now an added *historic treasure to bike on!* **We experienced a unique incident on the towpath when we met a couple on a tandem that we had also met in the hills of Oregon 3 years ago!**

Upon arriving in **Cumberland**, we spent a day drying out and savouring the history of the town and of the C and O canal.



C and O Tow Path and canal full of weeds etc.



C and O Tow Path and canal control gate



Another view of one of the canal control gates

From **Cumberland**, we rode on a beautiful Rail Trail to **Pittsburgh** in the *State of Pennsylvania*. There is a river and a railroad alongside the Rail Trail. The railroad is still in use where freight trains one kilometre long rumbled and hooted at every crossroad with wheels squealing on the bends. We camped on the trail side in the pelting rain as no other accommodation was available. Sadly, one cannot have sunny weather every day! Closer to **Pittsburgh** we passed huge railway yards, old coalmines and iron works that are now redundant. Apparently, one of the biggest steel mills in the world was also located nearby but is now no more, like the old coalmines and iron works! There were many panels along the Rail Trail displaying pictures and information how that giant industry worked in the past. Also, some of the old machines used at the time were still standing on the trail side to remind us of the past.



Riding on the Rail Trail to Pittsburgh

In **Pittsburgh** we stayed in a 1914 building, once used as the Pay Office for one of the steel mills, and now a delightful hostel with high ceilings, original narrow slat wooden floors and with panelling and bevelled glass in the front door. There was a large safe from the old Pay Office still intact and in its original place.

On our walk to find dinner, we saw brown stone terraced houses, churches with green and golden domes build by emigrants from Eastern Europe and Greece. Pittsburgh has a rich history of dangerous and hard work by a multitude of people.



The City of Pittsburgh



Brown stone terraced houses in Pittsburgh

No sooner were we on our way out of the fascinating city of **Pittsburgh** heading North in a deep valley the rain started pelting down! We carried on regardless, under and over bridges spanning the *Allengheny* and *Manongahela Rivers* flowing with great speed into the wide brown *Ohio River*. With more and more rain and hills, we were as wet as shag's when we rolled into a family RV camp. The owner very kindly offered us an RV which was accepted gratefully. We felt very posh indeed! The next day it was still pouring, so we basked another day in luxury!

The next day the rain stopped, and we rode in brilliant sunshine North East along Lake Erie towards **Buffalo**. Although it was sunny, the wind was chilly. However, cold is better than wet! The ride along Lake Erie was undulating with nice little downhill runs. On our right-hand side there were endless vineyards and on our left-hand side we caught regular glimpses of the deepest blue Lake Erie between trees with new spring green colour. We tested the Lake water, but it was oh sooo cold, so we only dipped our toes in! **Buffalo** is in the North West of the *State of New York* on the eastern side of the *Niagara River* with the **Province of Ontario, Canada** being on the other western side of the Niagara River.

We passed shipyards, old red brick industrial buildings and flour mills, on a bike path which brought us to the **Niagara Falls** - that magnificent wonder of nature! The falls are 27 kilometres northwest of **Buffalo** and 121 kilometres southeast of **Toronto** between the twin cities called **Niagara Falls** with one in the *Province of Ontario* and one in *New York State*. The falls are a group of three waterfalls at the southern end of *Niagara Gorge*. The falls drain the higher elevated Lake Erie into Lake Ontario. On the American side is a beautiful State Park with viewing platforms to see the water speed past over rocks and then fall in a great thunderous roar down 51 meters at 2.5 million litres per second, a sight to behold! Over the border in **Canada** the view is even more spectacular! However, the surrounding Clifton Hill in Niagara Falls City, Ontario, has turned into a circus with a big Ferris Wheel, a racing track for go carts, halls with Dracula, Pirates of Penzance and so on which are all there to amuse humankind complete with ice creams galore!



At the Niagara Falls

Having crossed into **Canada** we rode along the southern coast of *Lake Ontario* to **Hamilton** through huge wheat, corn and soy fields with some crops only just peeping out of the soil.

From **Hamilton**, we then made a *side trip by train and bus* south west through Ontario crossing the border again to **Detroit** in the *US State of Michigan*. We then visited the *Ford Museum and Greenfield Village*, which is a large indoor and outdoor history museum complex and a National Historic Landmark in Detroit. It was a great experience and a joy to everyone to experience history so beautifully preserved.

After our side trip, we rode on a very busy highway in **Canada** under a grey and threatening sky, where we were able to peek at Lake Ontario, with it's great expanse being an even darker grey and so we arrived in **Toronto**.

This was the end of another wonderful bicycle tour, which included a total of 5300 km including Cuba (refer Part 1 in the August 2019 SPOKESMAN). We only experienced two flat tires due to valve stem leaks and no other mishaps, so we were extremely fortunate!



Our wonderful intrepid tourists – Arnold and Marieke

ACTA Miranda Weekend Cycle Tour 9 - 11 August 2019 by Geoff Phillips

The Riders were: Annette Collins & Stephen Thoms, Sue Woolnough, Louise Sinclair, June Cripps, Livia Mandeno, Ron & Susan Jackson, Marlene Hiestand, Paul Bolton, Maureen McRae, Michael & Nina Harris & Geoff Phillips

Day One: Saturday 10 August: From Miranda to Tapapakanga Regional Park and return (65.1 kilometres - Elevation Gain 370m)

The weather forecast for the weekend was not very promising at all and it rained on the way down to **Miranda** from **Auckland**, but we were very lucky with the weather on both cycling days. There was rain about all day on the first day, but we managed to avoid the rain with sunshine for a good part of the day. It is a great coastline to ride along and there was a headwind all the way to the **Tapapakanga Regional Park** and then we had a strong tailwind coming home. It was only 13 kilometres to the **Pink Shop Cafe** in **Kaiaua** for a coffee to start the day. Marlene particularly suited the cafe colour scheme and their scones can be recommended!



Left: Morning Tea and Coffee at the Pink shop, Kaiaua

The **Tapapakanga Regional Park** is located on a very attractive coastal area with lots of room for camping. It is a destination worth remembering for future club rides.



Riding down to Tapapakanga Regional Park



Lunch at the Regional Park



Panoramic view while having lunch

We rounded off the day with a soak in the hot pools before proceeding to the **Kaiaua** Pub for dinner.

Day Two: Sunday 11 August: From Miranda to the Bigger Cafe and return (55.1 kilometres via Bush Road - Elevation Gain 79m)

There was heavy rain overnight but, when we set off, it was overcast and not raining. We were heading to the Bigger Cafe and we got caught in a shower just before we arrived there. We went on the part of the **Hauraki Rail Trail** that hugs the coast to **Thames**. It was very wet on the trail with all the rain we have had, so it was hard going on the bike!



Section A of the Hauraki Rail Cycle Trail that hugs the coast to Thames



The "Bigger Café", located at Pipiroa

It always amazes me how much you can do in two days. We had two good days of cycling with a great bunch of cyclists. All in all, despite the weather, a very enjoyable weekend!

A Cycling Adventure Around the Big Island of Savai'i in Samoa 10 - 17 August 2019 by Jane Clark

A few ACTA members – *Simon Bucherer, Andrea Davies & me* – joined our friend Vicki in early August on a cycle tour of Savai'i to celebrate her significant birthday.

Day 1 – Saturday 10 August

We flew to the International Airport on **Upolu** Island, Samoa, and those of us that had brought our own bikes assembled them in haste at the ferry building to make sure we made the ferry crossing over the Apolima Strait to the big island of **Savai'i**. The others hired bikes from a place near the ferry terminal. The ferry journey takes 1 hour 15 minutes from Mulifanua Port (towards the most western edge of **Upolu**) to **Salelologa** on the southeast of **Savai'i**. After alighting on **Savai'i**, we cycled 5mins to *Lusia's Lagoon Chalets* in **Salelologa** for our first night.



Waiting for the Ferry to Depart from Upolu



A village on the way to Salelologa in Savai'i



Swimming and relaxing on our first evening

Day 2 – Sunday 11 August

We cycled 55km to **Manase** on Savai'i's northern coast. 55km is a long way in 32deg heat! We passed through lots of villages and all the young children would call out to us along the way, "bye bye, bye bye". The coast is beautiful. We stopped along the way for a swim - the water is very warm and protected by a reef further out. In **Manase** we stayed at *Tanu Beach Fales*. It was my first time sleeping in a traditional Samoan fale.



Colourful roadside on the way to Manase



Along the coast to Manase



Coconuts for Hydration

Day 3 – Monday 12 August

We had a rest day at **Tanu Beach**. I woke up to a view of the sea just 5 metres from my fale. We swam a lot today and saw turtles and lots of fish. Despite a short distance away from **Tanu Beach** to the East is a tourist attraction entitled “Swimming with Turtles”, we were able to swim with turtles just off the beach. We also visited a church that was buried in lava in an eruption in 1906. **Savai’i** has many volcanoes and there is scoria everywhere. And in the early evening we visited *Jane’s Place* for cocktails at the *Blue Magic Bar*.



Fale Accommodation at Tanu Beach



View from my Fale



Swimming with Turtles at Tanu Beach

Day 4 – Tuesday 13 August

We got back on our bikes for a 37km ride. The N Coast Rd continues mostly inland and rather hilly heading South West to **A’opo** near the Conservation area. The road then headed west and north west to **Asau Bay**. The heat got the better of me that day and my bike & I got a lift the last 3km in an air-conditioned van! That night we stayed at *Va-i-moana Seaside Lodge* at **Asau Bay**. A lovely place to stay, which I recommend. In the evenings the temperature only drops to 25deg!



*There are many churches in Samoan Villages.
This one on the way to Asau Bay*



Sign concerning falling coconuts on the way to Asau Bay



Cold pools by warm sea



The group on the way to Asau Bay

Day 5 – Wednesday 14 August

We sort of had another rest day. We visited **Falealupo**, on the western most point of **Savai'i** and considered Savai'i's best beach, and close to the most westerly point of the world! Some in our group biked there, others of us sensibly went by air-conditioned van, haha, with our local guide Nu'u. We did a canopy walk on the way. In the evening the staff of **Va-i-moana** treated all their guests to a performance of traditional dancing & music.



Falealupo, considered the best beach in Savai'i



A fale on the coast near Falealupo



An abandoned church (due to a cyclone) near Falealupo



The group that went in the van with Guide Nu'u



Stairs to the Canopy Walk



Traditional dancing by Staff at Va-i-moana

Day 6 – Thursday 15 August

In the morning we checked out the processing centre for Savai'i's cocoa bean crop. They supply Whittaker's Chocolate! It was really interesting to see how the crop is processed. Then some of us & our bikes got, ahem, a lift to the top of a very big hill where we joined the other members of our group to cycle about 35km on the S Coast Rd on the south west coast to our next destination, **Satuiatua**. We stayed in fales again.



Sitting by cocoa crop



Shade glorious shade on trip to Satuiatua



No! This is not a member of our group resting in the shade!



Upon arrival at Satuiatua "have bikes will travel"

Day 7 – Friday 16 August

There was no rest day today. We got up early and cycled about 55km along Savai'i's southern coast and back to the ferry terminal at **Salelologa**, thereby completing our loop of **Savai'i** island. Along the way we saw some impressive blowholes, formed from lava tunnels, I believe. The sea ferry took us back to the island of **Upolu** and we cycled to the **Sheraton** where we are stayed our last night. We sat at the swim-up bar in the pool to enjoy some cocktails. Later, we dismantled our bikes in our hotel rooms, as you do, trying not to get any chain grease on their crisp white linen.



Setting off on last day's ride



Blowholes when riding along the southern coast



No valet service at the Sheraton in Upolu!



Relaxing after finishing our ride

Day 8 – Saturday 17 August

The next day, after a leisurely buffet breakfast, we sat around playing cards until it was time to fly back to Auckland. **It was a great trip with great company!**



ACTA Bike Roadside Repairs Workshop Sat 17th August 2019

Verbal Presentation and Written Summary
Handout, which is reproduced below, were
by Colin Quilter

EDITOR's Comment: The Workshop was held in the basement carpark at Affinity House, 2 Hargreaves St., St. Marys Bay, which was a convenient location for both North Shore, City and Southern ACTA members. Many thanks to Sally Johannesson for arranging this, because the building is her workplace. Sincere thanks also to Colin Quilter for his wonderful presentation including demonstrations on how to remove and replace tyres and tubes and his demonstration models of chain links, rear derailleurs that use a cage with upper and lower pulleys and gear cable adjustment. Thanks also to other members with bike mechanic knowledge who assisted Colin. Some of these tutors were Glen Mune, Bill Duffy, Jim Noble, Ron Oosterdijk and Mike Harris.



Left: Colin Quilter, Sally Johannesson and some of the Workshop Group



Left: Some other members of the Workshop Group

Rear wheel removal

1. Shift the chain to the smallest cog on the rear cassette.
2. On rim brakes: release the cable to spread the pads.
3. Slacken the quick release, bend the lower (tension) pulley of the derailleur forward and the upper (guide) pulley backwards by hand, and pull the axle out from the dropouts.
4. Hydraulic disc brakes: insert a plastic “keeper” between the brake pads to hold them apart. If no keeper is available, be careful not to squeeze the brake lever! Cable-operated disc brakes don't have this problem.

Tire Removal

1. Work around the tire squeezing the beads together, breaking them away from the rim.
2. Position the wheel so (with you at 6 o'clock) the valve is at 3 o'clock or 9 o'clock.
3. Insert one tire lever at 6 o'clock and lever the beads outwards.
4. Work around the tire again, squeezing the beads together.
5. Insert another lever about 100mm from the first, lever the bead outwards.
6. Work around the tire again, squeezing the beads together.
7. Insert a third lever, the bead should now be loose enough to pull it free from the rim.



If you compress the tire beads into the drop-centre of the rim on one side of the wheel (A), the beads will move away from the rim on the opposite side of the wheel (B) and be much easier to remove.

Locating the Puncture

1. BEFORE separating tire and tube, use chalk to mark them both (so you can later reconstruct the position of the tube in relation to the tire).
2. Inflate the tube; look, feel and listen for escaping air.
3. Once the puncture is found in the tube, place it back alongside the tire (using the chalk marks to restore its former position) and look for a sharp object embedded in the tire at the correct location.

Repairing the Puncture

1. Abrade the tube around the puncture, taking care to completely remove a moulding ridge if one is nearby.
2. Spread a thin layer of glue, allow to dry for a few minutes. Warmth is helpful.
3. Remove the foil backing from a patch, apply it, press firmly. Don't attempt to remove the plastic or paper backing on top of the patch. The tube can be inflated immediately.

Refitting the Tube and Tire

1. Pump just enough air into the tube to give it some shape. Fit it inside the tire (without twists or kinks).
2. Starting at the valve, work the tire back onto the rim. When it starts to get difficult, squeeze the beads together on the side opposite where you are working, (see diagrams A and B above). You might need to temporarily deflate the tube. Avoid using tire levers if possible. If they are necessary, be careful not to pinch the tube!

Replacing the Wheel

1. Reverse the steps taken to remove it.
2. Check the wheel revolves smoothly and the rim is equidistant between the brake pads. If not, then the wheel axle is not seated properly in the frame dropouts. Check the brakes before riding!



Wheel and Tire Removal and Locating and Repairing Punctures

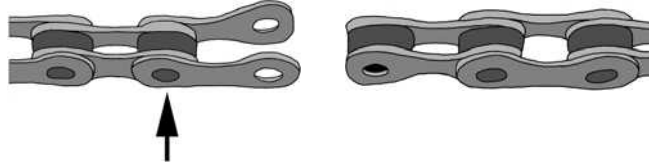
Broken Chain

1. The easiest repair is to use a "Missing Link" ("Master Link"). A missing link is in two halves. Each half comprises an outer side plate and a pin. The length of the pins must match the width of your chain, which, in turn, depends on the number of cogs in your cassette. For example, you might purchase a "9-speed missing link". You will also need a chain tool; without one the job is nearly impossible.



Missing Link

The damaged end of the chain, with bent outer side plates and missing pin. The pin arrowed will have to be driven out.



The "good" end of the chain with inner side plates and roller intact.

2. A broken chain usually has one (good) end with inner side plates and roller intact. The other (damaged) end will probably have outer side plates still attached. Use a chain rivet tool to drive out the pin (rivet) at the damaged end in order to remove the outer side plates.
3. Now both ends of the chain will be "good" with undamaged inner side plates and rollers. Join the ends with the missing link. Tension on the chain will hold the two halves of the link together. The repair is permanent, and the chain is usually restored to its full length.



Colin's Chain Link Demonstration Model



Chain Tool

Bad Gear Changing

The following comments apply to the rear derailleur, but the same principles apply to the front.

1. If you have had smooth gear changes for weeks or months, and suddenly gear changes become noisy and rough, the problem is almost certainly caused by breakage of a few wire strands in the derailleur cable. The cable then stretches slightly. Now you need to shorten it.
2. Look for the barrel adjuster where the derailleur cable housing emerges from the shifter (on the handlebars); rotate it one turn anticlockwise. This has the effect of lengthening the cable housing and therefore shortening the cable.
3. If that does not restore smooth shifting, try another anticlockwise turn.
4. Fit a new cable when you get home. Consider replacing the cable housing too, if it is years old.

Broken Derailleur Cable

Rear derailleur: spring tension in the derailleur will pull it outwards, so the guide pulley sits below the smallest (high gear) cog. You can ride home in a high gear, but it is much better to get a middle gear in the following way:

1. If a good length of cable is still attached to the derailleur, lash it to the bike frame with enough tension to pull the derailleur onto one of the middle cogs.
2. Alternatively, push the derailleur inwards by hand until the guide pulley is below one of the middle cogs. Then wedge a short length of stick into the parallelogram linkage of the derailleur. Experiment to find the right size of stick. On my bike it is about as thick as my little finger. Spring tension will hold the stick in place.

Front derailleur: spring tension will pull the derailleur cage inwards, so that it sits above the smallest chainring. You can ride home in a low gear, but it is much better to get a middle gear in the following way:

1. If enough cable is still attached to the derailleur, pull the derailleur cage above the middle chainring by hand and then lash the cable to the frame with sufficient tension to hold the derailleur in that position.
2. Alternatively, pull the derailleur cage above the middle chainring by hand and then wedge a stick (on my bike slightly thicker than a pencil) into the derailleur parallelogram to hold it there. Spring tension in the derailleur will hold the stick in place.



Colin's Demonstration Rear Derailleur Model



Colin's Demonstration Gear Cable Adjustment Model

A Toolkit for the Roadside

The first three items are essential, the remainder are discretionary.

1. Spare tube
2. Set of 3 tire levers
3. Pump
4. Puncture repair kit, incl. chalk to mark tire and tube
5. Multi-tool with Allen keys and two small screwdrivers, (Phillips and flat blade)
6. Chain rivet tool
7. A missing link of the correct size for your chain
8. If you have hydraulic disc brakes: a plastic “keeper” to hold the pads apart
9. One or more tire boots (to splint a damaged tire)
10. Small adjustable spanner (say 4 inch = 100mm)
11. Small selection of 4 and 5mm bolts
12. Cheap pair of spectacles
13. To avoid oily hands: a few disposable wipes and/or disposable polythene gloves



Multi-tool Repair Kit with Allen Keys and Phillips and flat blade screwdrivers

Impressions of Roof of the World Cycle Tour from Lhasa, Tibet, to Kathmandu, Nepal in September 2019 by Allen Small

Cycling from **Lhasa** to **Kathmandu** across the roof of the world has for a while caught my attention. Not able to trek, I saw this ride as an opportunity to visit the *Himalayas* again, as well as the chance for an adventure and extend myself. So, it was time to sign up.

The trip was an organised tour group of 14 riders supported by a crew of 6 Nepalese and 3 Tibetans, one truck and a minibus.



The Group outside Potala Palace, Lhasa, Tibet

The *Potala Palace* is a fortress in the city of **Lhasa**, in **China's Tibet Autonomous Region**. It was the winter palace of the Dalai Lamas from 1649 to 1959, has been a museum since then, and is a World Heritage Site since 1994.



A Part of Potala Palace, Lhasa



Deprung Monastery, Lhasa



Prayer Wheels, Lhasa

The ride was **1230 kilometres over 18 days with five passes over 5000m** (the highest being 5253 m) and 11 nights camping. Fifteen days were at an altitude between 4000 and 5000m where the oxygen levels are 50 - 60 % of those at sea level. Most of the ride was on the *Friendship Highway*, which is now sealed all the way from **Lhasa** south east through **Xigaze** and **Tingri** to the **Nepal border** and made for good riding, though it was busy with a lot of trucks who overall gave us good space. Head winds were the dread on the long straight roads and were a battle that had us in a couple of pelotons in order to make progress possible.



Xigaze



The village of Tingri

At 5% gradient, none of the climbs were steep and normally I would find the going easy, but with the high altitude it became a slog in my lowest couple of gears and a battle not to blow out my heart rate. A 25km climb with a 1200m ascent took us up to 4 hours! Of course, with every climb there is a descent and it was great fun to “hoon” down, or in the case of **Pang La**, enjoy the technical nature of handling the 50 or so tight hairpin bends (switchbacks). **Pang La** is a high mountain pass at an elevation of 5.205m (17,076ft) above sea level north-east of the Himalayas. It’s one of the highest mountain roads in the region with a 1000m of vertical climbing famous for its switchbacks mentioned above resulting in cyclists being able to manage it. The surface of the road is asphalt. It’s not an easy road. The top of **Pang-la Pass** is marked by a cairn with a pole stuck in its centre, from which hangs strings of prayer flags. Apparently, you are usually able to see some of the famous Himalayan mountains such as **Everest (also called Mt. Qomolangma)**, **Lhotse** and **Cho Oyu** from **Pang-La**. Unfortunately, late monsoon cloud was still hanging around the peaks and we saw very little of the mountains. The upside was that it wasn’t cold with day temperatures in the low teens and nights didn’t go below zero.

What was meant to be my highlight was to visit the base camp at the North Face of **Mt Everest (Mt. Qomolangma)**. Unfortunately, the Chinese have now restricted access to the base camp and **Rongbuk Monastery** is the closest you can get. Not that it mattered as visibility on the day was as good as a “Whakapapa white out”.



A picture of Pang-La Pass with switchbacks and better visibility than what we experienced on our tour



On the road towards Everest North Face Base Camp



*Rongbuk Monastery – the highest monastery in the world
We were unable to see the mountains shown in this picture*



Despite the sign saying Mt. Qomolangma Base Camp, this is actually a picture of me (Allen) at Rongbuk

So, the highlight was the last day’s ride in **Tibet**. Leaving our camp at 4065m we descended to the **Nepalese border** at 1774m giving us a 96 km downhill ride. The **Sun Koshi Gorge** took us from the north side of the Himalayas to the south side, going from a landscape of barren rocky hills that bit by bit turned green, and then a lush forest full of oxygen.



Left: Simi La nearing the Nepalese Border



Centre: The so called "Friendship Bridge" crossing the Sun Koshi River in the gorge that separates Tibet (China) and Nepal that is, perhaps, not quite so friendly!



On a slushy Nepalese Road

The Tibetan greeting of 'Tashi delek' (meaning "Good Luck") was frequent as we cycled through villages and alongside fields of barley being harvested. Chinese tourists in their Land Cruisers were less than welcome as they videoed us while driving past us disregarding oncoming traffic.

The last 2 days were riding on Nepal's awful roads and after 70 kms and 10 hours riding we ran out of daylight on the final day at the outer suburbs of **Kathmandu**. Our support vehicles got us through the chaotic **Kathmandu** traffic to our hotel in **Thamel** (a tourist district of **Kathmandu**).

I went on the tour with concerns that **Tibet** has been colonised by the Chinese for 60 years and my fears were warranted as **China** is swamping **Tibet** with huge development on a scale that Phil Twyford can only dream of!!!

This was a challenging ride with many of us succumbing to travel illness while dealing with acclimatisation. It was a great adventure though!

Impressions of 23 Day Cycle Tour of ACTA Group in Switzerland and Italy September 2019 by Sarah Ley-Bucherer

ACTA Group: Helen Williams, Kit O'Halloran, Erica Gilchrist, Athol Berry, Sarah and Simon Bucherer

SWITZERLAND

Sunday 1st September saw Simon and I enjoying a leisurely breakfast with our friends Bruno and Margrit in **Zofingen** before the rest of the team joined us. We set off to meet the midday train at **Olten** to pick up our 4 fellow travellers. As can happen, the best laid plans can go awry, with only 1 arriving! Thereafter ensued lots of *WhatsApp* messages, a photo of the remainder of the group on a train going somewhere with a bike box, and Bruno and Simon furiously cycling on different routes to meet the next train from **Olten**. Eventually we all arrived safely with bikes at our starting point to be welcomed with a beautiful lunch, just a few hours later than expected. Phew! That is only day one for the group – I hope we can get it together more over the next few days!



Together finally at Bruno's for a late lunch!



About to go for a short ride

Next day Bruno led us to **St Urban Monastery**, a very grand and interesting place which is now a mental hospital with staff accommodation as well. We loved viewing the many outdoor sculptures and visiting the Abbey with its famous, beautifully carved wooden choir stalls, which had somehow been bought and shipped to Scotland for some laird's castle before being purchased again and returned to their rightful place at the Abbey.



On the way to St Urban Monastery



Charlie Chaplin on a wire



Ancient Sages in stone

From here we went on for coffee and a sweet treat – Bruno knew this was an important part of any ACTA ride so organized a stop at 20km. On our way we passed a very grand building standing empty – testament to the changes in farm ownership in Switzerland, which is reflected all over the world.

(In just 17 years from 2000 to 2017 the number of farmers in Switzerland has dropped from 70,537 to 51,620.) In all, we visited the *Jura Coffee Machine factory*, a huge *EMMI Cheese Storage facility* (*EMMI is a Swiss milk processor and dairy products Company same as Fonterra in NZ*) and one of the *FREY Chocolate factories* over the 3 days we spent in this part of Switzerland.



Famous JURA coffee machine manufacturer

We also climbed either on bikes (some walked part way) to a Castle (*Sali Schlosli*), visited *Olten* and *Aarau* which are very much transport hubs and industrial centres of Switzerland.



View from top down to Olten



Sali Schlosli



Well-earned coffee at top!

From *Zofingen* we headed to *Kussnacht am Rigi* in the *Canton of Schwyz in Switzerland* where Joy, Gary and their Irish/Australian friends Fiona and Phil hosted us for three days.



Final dinner in Zofingen



Heading off to Joy & Gary's place in Kussnacht am Rigi

Quite a bit of our route was beside a river before meeting Joy and Gary at a lunch stop in the woods where it started raining heavily. However, it wasn't long before we were riding into **Kussnacht** and able to dry out our wet gear. There was much talk over a lovely dinner (including plenty of *Olivado* avocado oil) as to plans for the next 3 days of riding here. We visited a friend of Joy and Gary who sculpts in steel, which was very fascinating.



Meeting Gary & Joy in the woods



Some of the Steel Sculptures



Inside a Farm shop

We then headed to **Zug** old town and a tour of lakes **Immensee, Lucerne, Zug and Lauerz**. Another day we headed around the lake to **Lucerne** stopping at a rather glamorous coffee shop centrally located, which was busy with locals.



Lucerne café - so many good things to eat there!



En route to Lucerne

As the city was full and buzzing with tourists, we mostly walked our bikes around the various old streets and upmarket shops. We were able to take in the **Lion Monument**, the old wooden bridge and many more sites before heading to **Beckenried** where we took the ferry across to **Vitznau** and back to Gary and Joy's home.



Ancient Luzern Bridge



Beckenried Wharf



*The Group, with Simon **Bucherer** in the centre, outside a **Bucherer** retail outlet. The Family Business!?!*

Joy and Gary treated us to a raclette meal (basically you melt your own sliced cheese and pour it over boiled potatoes) and eat it along with delicious accompaniments and grilled sliced vegetables cooked simultaneously on top of the raclette machine. On our final day in **Kussnacht** we woke up to rain and a poor forecast for the day, so we elected to have a rest day! We were kindly taken in 2 cars to the places we would have cycled to, including **Zoll House** and a fascinating monastery **Kappel am Albis**.



Coffee Stop on our rainy rest day



Yes, it was a cold and wet day!!

From **Kussnacht** we took trains to **Arth Goldau**, then to **Erstfeld** and **Airolo** on the top of the **St Gotthard Pass**. At one point we scrambled with 19 school children and their teacher all going in the same direction to change trains in precisely 2 minutes!! We had a glorious 32k downhill ride in sunshine with the Swiss Alps at our back to **Bodio**



Waiting to catch a train to Arth Goldau



32km downhill to Bodio



from Airolo

We were just wheeling into the station as the train pulled to a stop. From here it was to **Bellinzona** and then to **Lugano** where we were expecting to catch a ferry down **Lake Lugano** to **Melide**. Unfortunately, there were no ferries sailing on Mondays, so we bought ourselves cold refreshments here (ice-creams/gelatos) before hopping on our bikes again! A miniature town of Switzerland's main attractions is situated in **Melide** at the **Swiss Italian Border** so several of our group took advantage of a short visit.



Miniature Switzerland



From **Switzerland** it was a rather busy, slightly stressful ride down to **Lake Como**, but thanks to Simon's planning and *Ride with GPS* we found our central accommodation without difficulty. Big beers were in order that day!



An evening stroll in Como



Lake Como

Thankfully, a cruisey day followed riding up the west side of **Lake Como** in the sunshine and taking in all the rather fabulous homes - glamorous new and grand older ones. These were set alongside crazily narrow streets upon which all manner of buses, lorries and cars had to squeeze their way along.



Well, I'm not giving way?!



Look! No panniers!



Narrow streets



On the side of Lake Como

Occasionally we took the high route, which was sometimes unformed, away from the lake thankful that our panniers were back at the hotel. We took a ferry north to **Bellagio**, but here we struck tourist trauma – too many people in confined (too little) spaces. We had a quick look around, then took a slow ferry back to **Como** after Helen managed to “sweet talk” the ticket seller to phone the Captain requesting that he accept six bikes in addition to ourselves to take back to **Como**. We were advised against cycling along the eastern side of Lake Como due to the many narrow tunnels to negotiate. After another great outdoors meal, we took the funicular to the top of the mountain.



Old funicular cable wheels



Dinner in side street of Como



Night view from Funicular station above Como

The next day, after another excellent breakfast where we all ate too much, we headed west from Como located on the western arm of Lake Como to **Lecco** on its eastern arm. Although a secondary road, it was a busy uphill route with lots of roadies testing their legs.



A feast for breakfast!



On the road again



Look, is this a Pannier tree?

As most of us didn't carry any lunch with us, we ended up buying jam-filled croissants and snacks from a local bar!! Athol, Helen, Kit and Simon did a steep uphill detour at **Asso** to take in a good view, while Erica and I minded the panniers. After negotiating a few stony paths and overgrown tracks along the way, we were very happy to find our grand accommodation at **Lecco**. Simon and I took a quick visit to the bike shop where the chap very kindly adjusted my front brakes, which weren't working well since our flight from NZ. He worked fully 15 minutes for no charge while his mother fed Simon her home-baked cake – these were such memorable moments at *Maffei Motor E-Cycles* at **Lecco**!



A route which didn't exactly work out!



On our way to Lecco



Drinks & nibbles in the Lecco B&B

Once again, we set off after a lovely breakfast where the hostess cooked us eggs, although Helen didn't get her poached eggs – explained as "fried in water" which caused some mystified looks. A more relaxing day ensued with a look around **Lecco** and the lake before setting off along the river and having a refueling stop after 7km! The ride was a mixture of very busy streets with trucks and speeding motorists then lovely stony secluded paths beside the river where we headed south east to **Bergamo**. We then had time to stroll around the city and find a bar for beer or Campari Soda.



Leaving Lecco and heading for Bergamo with the obligatory coffee stop



On the way to Bergamo



Pictures of Bergamo



Athol's brother? He even has an ACTA cap!

The following day we headed to **Pilzone** in perfect weather and with peaceful riding except for Helen's new brake pads squeaking despite her trying lip gloss on the wheel rims! She also admitted they weren't new brake pads! We came across lots of grape vines, crops and older people sitting around chatting. At our destination we had 3 caravans beside **Lake Iseo**, which was great for swimming. We needed to visit the local supermarket in **Iseo and** Kit offered to look after our bikes, but was mystified that it took us a full 75 minutes, before we headed back to enjoy a meal beside the Lake watching the sun go down.

A rest day then followed with a slow cycle round the **Island of Monte Isola** - no private cars are allowed so the roads are comparatively empty except for community buses and service vehicles. But the locals do love to buzz around on their scooters making a great noise into the bargain! It was fascinating to see so many olive trees and the island's history of olive growing and oil production. We headed back to the mainland to check on Kit's culinary skills (ratatouille for that evening meal)! Simon tried a parmesan grater on Helen's brake pads, which worked very temporarily.



Dinner by Lake Iseo



Ferry to Monte Isola



On Monte Isola

Our next stop was *Desenzano Camping* when heading East to **Lake Garda**. Before leaving the area we called in again at **Iseo** for food and this time Kit realized how challenging it is to find what you are looking for! This day was very memorable for the lovely flat roads, mostly super wide paths, good surface and no taxing hills! We encountered festivities and a market on our way through **Brescia**, which looked amazing with its huge cathedral, round church and massive public buildings. The city had a very clean, orderly appearance. There were lots of well-dressed people enjoying the day and eating outside and a band getting ready to play.



Pictures of Brescia

Although we were tempted to linger at **Brescia**, we pressed on to our destination which was part of the “*Club de Sol*” chain. Erica wondered if this might be nudist camping with a name like *Sun Club* – thankfully it turned out not to be, but it was quite regimented (like in the UK Butlins Holiday Camps), as we were issued with wrist bands for our stay. We had reached **Lake Garda** (Lago di Garda) by this stage so, naturally, we swam here as well.

From **Lake Garda** we headed 76km to **Viadana** on relatively flat country roads through agricultural crops – soybeans, tomatoes (with the main stems mechanically removed) lying around on the earth (so how do they get picked up?), maize and grapes. We saw lots of picking machines and harvesters in operation as we rode through the countryside. Sadly, there seemed quite a few old farmhouses left empty and roads in some places were poorly maintained. We came across an unusual bailey bridge where concrete boats were used instead of piles. We stayed in a commercial hotel/ motel which was supposed to be a “bike friendly hotel” but didn’t seem such a great choice.



On the way to Viadana

From **Viadana** we headed for **Mantova (Mantua)** where we became surrounded by a huge group of young people on scooters all setting off at the same time – we were caught up in a mass of revving scooters. I boarded a train here to **Verona** (my butt needed a rest!) while the others went on to **Villafranca di Verona**, headed north to **Malcesine** on the eastern side of Lake **Garda** and then south through **Belluno Veronese** before meeting me in **Verona**.



Meal at our Verona Apartment



Mushrooms

After a rest day in **Verona** for everyone, we headed to east **Longare**, a small village passing en route through the amazing walled town of **Soave**. We finished the day with a long uphill ride to our accommodation, which was an *Agriturismo Hotel*, but sadly they had run out of beer! We looked forward to a nice long downhill the next morning on our way to **Padova (Padua)**. However, we were surprised to find the track was rough gravel with lots of switch backs.



At the Agriturismo Hotel



Rough gravel track with lots of switchbacks

After carefully negotiating the rough track with switchbacks we enjoyed an amazing long and wide cycle path through agricultural land. The weather was threatening as we rode watching a storm approaching with lightning, thunder and plenty of rain. This broke over us as we reached **Padova** and headed for the rail station through lots of rough cobbled alleys, one- way systems, very narrow roads all filled with Italians driving fast but, luckily, they were very respectfully of cyclists. Reluctantly, we trained to **Mestre** outside **Venice** for our last night together and picked up bike boxes from the local "*Decathlon*" store. We shared lots of laughs and reminiscences over our cycle journey that night.



The Bike Box Walk from Decathlon Store. Who suggested we take our own bikes?



The door closes on another great ACTA Tour!

Tips to Remember for Next time

- Ensure your cycle shorts for a lengthy trip are not as old as your ACTA membership.
- If you check your bike into left luggage – make sure you keep the correct receipt for your bike
- Find out whether the train will enable bikes to be rolled on or whether there are steps to the carriage before it arrives so that panniers can be left on or taken off before boarding.
- There must be many more tips, ***but most of all have fun!!***

Auckland Transport Cycling Information



Keep moving this summer (by Marissa Oakley Browne, Senior Walking and Cycling Coordinator)

Summer is nearly here and it's a great time to get out and about. Auckland Transport has courses, resources and safety tips to keep you cycling and spread the word about the ease and excitement of living the bike life.

Cycle maps are available on our website and at various stockists throughout Auckland. These maps show a growing network of shared paths, on road and protected cycle lanes and quiet routes. We're also building more cycleways to connect you to your local town centre, public transport, schools and places of work. If you want to keep up with what's happening, you can sign up online to our Cycling & Walking newsletter (see the link below).

Our series of Kids Learn to Ride events started in October and there will be monthly events at Greville and Avondale Central Reserves. If the kids are ready to jump on a bike, or you're looking for a few tips and tricks to get them riding either by starting on a balance bike or transitioning to pedals, then bring them along. We'll have a team of instructors on site to work with both the kids and you, with sessions running on a drop-in basis. Bring your own bike or try one of ours.

If you can't find bike parking when you're out and about, let us know by requesting bike parking through our new online app. AT can then look into the feasibility of installing the parking, taking into account any existing parking, space constraints as well as user demand.

For all this and more, just go to <https://at.govt.nz/cycling-walking/>

Snippets...

❖ **Protesting the Proposed Removal of an Underpass in Tauranga**

In July, the NZ Transport Agency (NZTA) announced it would no longer build a new Maunganui Rd underpass as part of the Baypark to Bayfair project because of the \$33m cost and extended timeframe. The underpass runs underneath Maunganui Rd at the intersection of State Highway 2 with Girven and Matapihi roads in the Tauranga area. People of all ages turned out in masses one day in August to protest the removal of the Bayfair underpass. The protest, called "Hands Off Our Underpass", took place at the current site of the Bayfair underpass. Several guest speakers addressed the protesters, with loud claps, cheers and chants echoing throughout the streets. Placards were hoisted high throughout the crowd, saying things like: "don't take our tunnel" and "fix it or Baylink fails". Tauranga Mayor Greg Brownless was at the front of the crowd with his bike by his side. Eleven-year-old Esme Johanson addressed the crowd, saying the underpass provided a safe route to school.



The Bayfair Underpass and Protest

❖ **Cyclists Welcome New Road Safety Strategy**

Cycling advocates say the Government's new transport strategy is good news for safer roads. The Government released its **Road to Zero** strategy to drive substantial improvements in road safety in New Zealand. It will outline how we will approach the road safety challenges of the next decade and hold ourselves to account to save lives and meaningfully reduce trauma. The new strategy will replace the current *Safer Journeys* strategy, which ends at the end of year. On average, one person dies on New Zealand's roads every day and another is injured every hour of every day. Although road travel in New Zealand has generally got safer in the past four decades, for the past five years we have seen an unprecedented rise in the number of deaths on our roads. We know that our unforgiving road infrastructure, speed, alcohol, failing to give way or stop, and distraction continue to be the main contributing factors in fatal and serious injury crashes. Everyone makes mistakes, and we have a road system that is unforgiving of human error. We need to do something differently. **Cycling Action Network** spokesman Patrick Morgan says everyone's a winner under the new plan – but that quick action is needed. "Everyone deserves streets that are safe and easy to get around. But for too long politicians in councils and government have spent most transport dollars on trying to make driving easier. By putting cars first and denying us transport choices, they have forced more and more people to drive. It's time for politicians in councils and government to make our streets safe and attractive for everyone. We can do this by setting safe traffic speeds, by making more space for people on bikes, on foot and on public transport, and by better city planning. It's simply a matter of putting people first." Cycling Action Network presented an 11,000-signature petition calling for safe streets, to Associate Transport Minister, Julie Anne Genter in 2018. "We are delighted that the Government is heeding the call for safe streets. Now it's time for people to have their say."

❖ Certainty at last for Aucklanders Yearning to Bike Across the Harbour Bridge?

Bike Auckland welcomes NZTA's preferred design for an Auckland Harbour Bridge Shared Path as an important breakthrough. "Ever since the bridge was built, people have wanted to walk and bike across it," says **Barbara Cuthbert**, Chair of the advocacy organisation *Bike Auckland*. "Locals and visitors alike constantly tell us they're aghast that in 2019, in our biggest city, this vital connection has yet to be delivered. The more cycling for transport grows in popularity, the more glaring this missing link becomes. Today, at long last, the Transport Agency is demonstrating to the public that it has the capacity to add a walking and cycling path to the Harbour Bridge. This can't come soon enough for the people of Auckland and the millions of tourists who delight in our city's spectacular harbour and volcanic skyline. We are especially relieved to learn the Agency has committed to a design that captures the stunning essence of *SkyPath*, adds extra width, and works well with the existing structure. With more Aucklanders on more kinds of bikes every day, it's essential that what is built can accommodate the growth of long-distance commutes and everyday adventures from all corners of the city. The Transport Agency's preferred design is a steel structure that is cantilevered from the bridge piers, rather than attached to the clip-on, allowing scope for additional width, including spacious viewing platforms, while ensuring safe and continuous travel for those travelling through. The pressure is now on NZTA to give the public a clear idea of the timeline, and to identify and resolve any roadblocks. Aucklanders are tired of delays and deserve certainty. That certainty will come as we see details of the landings at each end of the bridge and get clarity around whether the existing resource consent can be leveraged to ensure rapid delivery." *Bike Auckland* also strongly encourages NZTA and the *SkyPath Trust* to work together to resolve any outstanding issues. "Let's acknowledge that this design ultimately rests on the inspirational leadership and momentum generated by thousands of dedicated volunteer hours of energy, expertise and public spirit, thanks to the "GetAcross" campaign and the *SkyPath Trust*. Their vision and tenacity has spurred NZTA to action. We also credit the unflagging support of the people of Auckland, and this government's commitment to delivering a harbour crossing as a proud legacy for our city. "We celebrate this progress, and we call on the Transport Agency to act quickly to deliver Auckland's most desired project so we can freely walk and bike across our harbour at last."

❖ Auckland Transport Community Bike Fund

The *Auckland Transport Community Bike Fund* was open for applications for grants between \$300 and \$5,000 for community groups up to Sunday 29 September 2019, with funding available for local groups to support cycling initiatives and projects. The fund was available to support community groups who were interested in encouraging cycling within their local areas in Auckland. The fund could be used for events, activities and the development of resources and information for their various neighbourhoods.

"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" says **Zane Bray**, Senior Walking & Cycling Coordinator. "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,"

MPHS Community Trust, who have previously received a grant from the fund, run guided bike tours in the Henderson area around the Twin Stream's cycleway. "We are very grateful for receiving the *Auckland Transport Community Bike Fund* as this helped us tremendously." says **Tina Samuelu**, Community Coordinator for the Trust.

❖ New Kiwi Designed e-Bike Brand to Become Available

Editor's comment: Kindly note that, as SPOKESMAN Editor, I do not necessarily advocate any particular bike brands but, in this instance, I am simply advising ACTA Members that another Kiwi e-Bike brand, like the Hybrid brand mentioned in the previous August Issue, is shortly to become available.

Two young Kiwi men with biking in their blood (i.e. they know, and live, bikes) have founded *Sinch e-Bikes*. They are **Kim Struthers**, the son of the founder of Avanti Bikes in Sheppard Industries and **Stephen James**, Kim's brother-in-law, who has held senior management positions in Sheppard Industries. They founded *Sinch e-Bikes* to introduce riders of all ages and experience to a good level of reliability with a wide choice of smart designs. Designing brilliant simplicity is not an easy task, but these two have lots of experience.

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

The Tour is full (Booked Out) Athol and Erica are leading.

❖ ACTA QUIZ Night Thursday 21 November

Time: 6.30pm for 7pm start. Finish about 9.30pm & out by 10pm

Venue: The St. Luke Community Centre, 130 Remuera Rd, Remuera - plenty of parking

Drinks: BYO (take away your empties) - Nibbles will be provided on each table.

10 tables of 6 PEOPLE EACH. Participants: Members & friends Quiz Master: Phil Le Gros, Scorer Simon Bucherer

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

Weekend away in Hamilton. Book own accommodation at Hamilton City Holiday Park. Ph07 855 8255

www.hamiltoncityholidaypark.co.nz Contact Simon Bucherer if you are going

❖ ACTA Christmas Luncheon Sunday 8 December

Noon (12pm) at Birkenhead RSA, Recreation Drive off Birkenhead Ave.

2020

❖ ACTA Cycling Weekend at Waipu Cove 7th - 9th February

This club weekend coincides with a special birthday celebration for "JB" (John Billinge). Kit O'Halloran Leading.

Please note accommodation is already limited at Camp Waipu Cove. Some Cabins are already booked out. ACTA will book a bunkhouse that sleeps 14 persons. There are also tent and powered sites available, but filling fast. Book at

www.campwaipucove.com Phone 09 432 0410.

❖ ACTA Unsupported Cycling Tour of Parts of South Island 26th February - 13th March

Starts in Queenstown and ends in Christchurch. Options for joining and leaving at various places. Includes Mavora Lakes, Nevis Valley, Thompsons Track, and various passes along the way. The final route is still a work in progress.

Contact Louise if you are interested.

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

Book in with Garth.

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

- subject to number of participants and organisers.

❖ ACTA Cycling Weekend Away 30th April - 3rd May

Location to be confirmed

Editor's Comment

The ACTA TOUR ORGANIZING SUB-COMMITTEE still have some decisions to make. Consequently, they will issue a separate club email with details of upcoming events once decisions are made.



Yes, some more wheelie-terrible bike jokes and puns!



- 😄 Q: What do you call a bicycle built by a chemist? A: Bike-carbonate of soda!
- 😄 Q: What does a bicycle call its dad? A: Pop-cycle
- 😄 Q: Why couldn't Cinderella win the bicycle race?
A: She has a pumpkin for a coach!
- 😄 Your wife tells you the only way she'll let you ride across the country is over her dead body and you tell her, "If that's the case, you'll be my first speed bump!"

You know you are addicted to cycling if:

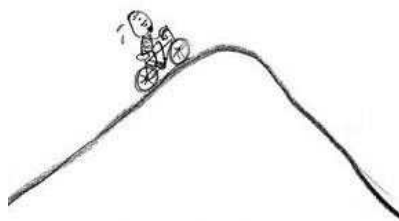
- 😄 You see a fit, tanned, Lycra-clad young thing ride by, and the first thing you check out is his or her bicycle.
- 😄 When you move to a new area the first thing you look for is a bike shop.
- 😄 You take your bike along when you shop for a car - just to make sure the bike will fit inside.



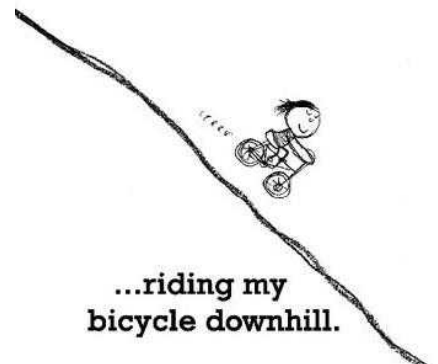
HAPPINESS IS...



...living for the moment.



...making it to the top
of a huge hill on my bike.



...riding my
bicycle downhill.

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 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