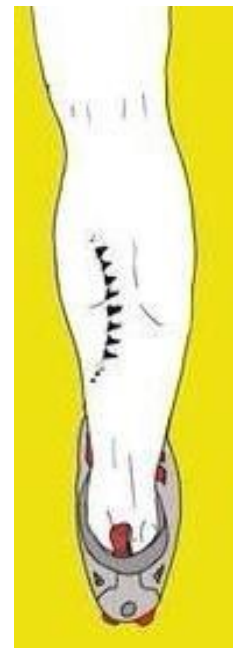


Cyclist's



Cyclist's



"Tattoo"

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### YOUR COMMITTEE April 2020 – March 2021

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### REGULAR CLUB RIDES

**ALTHOUGH REGULAR ACTA RIDES ARE SHOWN BELOW,  
WHILE NZ IS IN LOCKDOWN DUE TO COVID-19,  
ALL ACTA RIDES ARE CANCELLED UNTIL FURTHER NOTICE**

**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! **1<sup>st</sup> 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 2<sup>nd</sup> Wed ride and Bill Pepler, peplers@ihug.co.nz, 09 266 6846, 021 073 7019 is the coordinator for the 3<sup>rd</sup> Wed ride and is the contact for new people who want to try out this ride. **NB: Despite the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Wednesday rides, the usual Wednesday rides from Kumeu and Riverhead starting locations remain unchanged.**

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

## ACTA SAFETY GUIDELINES

### YOUR BIKE.

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

### YOU, THE CYCLIST

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

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

### WHAT TO BRING.

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

*Enjoy your ACTA rides*

# Hi and welcome to your May Spokesman...

Wow! What a quarter this has been with the potential implications of the global **Coronavirus (COVID-19)** (previously known as “2019 novel coronavirus”) and the disease it causes!!

**A formal email message addressed to all ACTA Members from our President and Secretary dated 22 March 2020 suspended all official ACTA Bunch Rides on Wednesdays, Saturdays and Sundays as a result of email discussions amongst your Committee Members.**

As stated in that email, the Committee had already decided to *postpone the second Supported East Cape Tour and Garth had decided to cancel his Invercargill trip*. Having regard to the date this official email was issued to all members, the Committee had also decided to cancel what, at the time, were future activities in April, May and June being the *Otorohanga Weekend and possibly the Mangawhai and Winter Solstice Weekends, the social “Yoga, Nibbles and Natters” evening and also our ACTA AGM with an associated Potluck Dinner and a possible slide show*. The Committee made these decisions with a heavy heart as we love riding and socialising with our awesome ACTA members. **However, it was necessary for your Committee to have regard to the NZ Government announcements and regulations relating to COVID-19.** The Committee’s decision proved to be correct due to the subsequent Government change to Level 3 “Alert Status” on Monday 23 March and the commencement of the Level 4 “Lockdown” for just over 4 weeks on Wednesday 25 March. As mentioned in the email suspending all ACTA Official Rides, Committee Members felt that ACTA needed to act responsibly. It was considered that it would be selfish and inappropriate for us to congregate and ride in large numbers. Bunch rides can resume when social distancing rules are relaxed, and public toilets re-open. That might not happen at Alert Level 3, or even Level 2. Level 4 continued until mid-night Monday 27 April after which we are now on Level 3 for at least 2 weeks. As far as ACTA rides and activities are concerned the situation during Level 3 is no different to what we experienced during Level 4. Also, the development and availability of **COVID-19** vaccines is generally reckoned to be 12-18 months away. We might be doing group rides before that, albeit with some precautions. No doubt most of you will have read all about **COVID-19** and the **NZ Government regulations**.

Despite the *Alert Level 4 and 3 “Lockdowns”* it has been lovely to chat with ACTA Members on “Zoom”, and our AGM also went smoothly using “Zoom”. Sadly, two of our Committee Members, being *Richard Oddy and Ron Jackson* have resigned from the ACTA Committee and no nominations had been received for other members to replace them. *Ron Jackson* has also been on the *ACTA Tours Sub-Committee* and he has very kindly agreed to remain on the *Tours Sub-Committee*.

Rather than disturb Auckland Transport (AT) *Cycling* during the **COVID-19** Level 3 and 4 Lockdowns, I have included a communications email from Auckland Transport under the “*AT Cycling Logo*” and included other activities under “*Snippets*”.

Despite the impact of **COVID-19** on this quarter and NZ Government actions to reduce community transmissions, I hope you enjoy the articles of ACTA activities that were able to take place before the restrictions and suspensions occurred.



It has been an honour and a privilege to be your SPOKESMAN Editor over the past few years and I have enjoyed doing it. However, I regret to advise that this May 2020 Issue will be my last as your Editor and you will note I have now removed my name from the current ACTA Committee shown above. While I appreciate it may be regarded as a difficult time for me to resign as Editor with the current COVID-19 situation, I sincerely hope that another ACTA member will happily take on this role and enjoy it. It might also be possible that the forthcoming August Issue may not be published due to the lack of ACTA rides and social activities as a result of the COVID-19 Levels over the next quarter.

## Message from your President...

While we had a regular start to the year with some lovely rides enjoying our continuing fabulous summer, our rides and events have certainly come to a grinding halt now! It was so sad to be at home when our Bush Railway ride was meant to be on and at last, we had a beautiful fine day for when it was scheduled!

When reflecting on a ride in February, I observed we are lucky to have such an eclectic mix of members from so many walks of life. In just one cycle ride there can be so many stories shared like a member deciding one day to run the New York marathon and then training for it even though they'd never run a marathon before or a member who built their own boat to sail around the world. Another member finishes the ride and goes off to kill the lamb for the freezer. And another on a training ride ready to head off to ride the Rainbow and the Molesworth. And plenty of ribbing goes on! It doesn't take long for new members to realise we don't take life too seriously! All of this just on one of Bill's beautiful rides in the Southern countryside.

As mentioned, we had a very brief online "Zoom" AGM and I believe I might have got the award for the fastest one yet!! All went smoothly and we elected the new ACTA Committee, which is largely the same as last year.

The outgoing Committee had achieved a great deal over this past year, and it's been a pleasure working with them. *Simon* has been our "Social Convenor" and as a result, we have had more social events, which was great. Unsurprisingly, we enjoy each other's company on and off the bike. *Ron Smith* has been a stalwart on the Committee for more years than I can remember, and he continues to make sure that key bike shops are aware of ACTA's existence. The 70th-anniversary Sub-committee were impressive in arranging our anniversary events last year. And the programme from the Tours sub-committee had many new variations!

Thanks for the feedback on whether we should alter the starting time of our rides during the summer period. The Committee will review this but, on an initial look at the results, it appears the majority are happy with the current times. Hopefully, by next summer, things will be back to normal for our rides.

The next months will be hard for ACTA members who are missing their social rides, but at least we can get out locally, whatever that means, and enjoy the pleasure of near traffic-free rides on roads. We are all missing our times with our buddies out on our bikes so do please check in with everyone either by phone, "zoom" or email, particularly those in a bubble of one!!

Cheers Annette/Annie



# ACTA Waipu Cove Cycle Weekend Sat 8<sup>th</sup> - Sun 9<sup>th</sup> February by Stu Andrews

**Waipu Cove** is one of the best beaches in **Northland** with great surf, a long safe beach, rocks to clamber over and a walkway to the local secret destination of “Pancake Rocks”. One of our ACTA members, *Kit O’Halloran*, has a holiday home located on the hill in St. Anne Rd. that overlooks the *Waipu Cove Camping Ground*, the *Waipu Cove Resort*, *Waipu Cove beach* and the “*Hen and Chickens*” Islands, which were originally named by Captain James Cook in 1769.

Louise and Kit very kindly arranged this cycle weekend and integrated with it a celebration of the *80<sup>th</sup> Birthday* of one of our legendary members, being *John Billinge*, often referred to in the club as “*JB*”. Details of our celebration of *JB*’s 80<sup>th</sup> birthday are provided in the next article. Since the previous Thursday was Auckland’s Anniversary Day, many people took Friday off work in order to enjoy a long weekend. This meant that the *Waipu Cove Camping Ground* was nearing full capacity. Consequently, ACTA wisely arranged to book the *Waipu Cove Camping Ground Bunkhouse*, which was capable of housing 13 persons. ACTA Members participating in this Northland Cycle Weekend arrived in the vicinity on the evening of Friday 7<sup>th</sup> February. 12 members, being 7 ladies and 5 gentlemen, stayed in the *Bunkhouse* whereas some others either stayed in *Kit’s holiday home* or in *motor homes*. Those staying in the *Camping Ground Bunkhouse* walked up to *Kit’s holiday home* on Friday evening for an evening “meet and greet”.



Waipu Cove Beach and Camping Ground

## SATURDAY 8 FEBRUARY (65 Km)

Despite Saturday being *JB*’s *80<sup>th</sup> Birthday*, he was only too happy to join the ACTA Club ride. We all met on Cove Road just outside the Campground and at the bottom of St. Anne Rd. After being briefed by Kit, who arranged the ride, we split into two groups due to the number of participants, with *Kit* leading the first group and *Simon Bucherer* leading the second group. We started at 9am.



The group congregating for start of the ride. Kit on the left had his “fat tire” bike for riding on sand later

Initially we headed to **Waipu township** about 9 kms away for our first cups of coffee and tea. However, rather than riding directly to **Waipu township** north along Cove Road we turned left and rode up **McLean Rd**, which included a climb on a gravel surface. **Waipu** is renowned for its Scottish heritage and **McLean Rd** is named after the **McLean Family** who lived in the area. At the end of **McLean Rd**, we turned right onto the sealed **South Rd** and then rode directly into **Waipu**. The café where we enjoyed our tea and coffee did not have any name shown outside, but your author was told by the staff that it is known locally as the “**Goody Goody**” Café. A few other ACTA members who did not start from **Waipu Cove** met us at the **Waipu “Goody Goody” Café**.



*Morning Coffee and Tea at the Waipu “Goody Goody” Café*

From **Waipu**, the two groups rode separately along **Nova Scotia Drive**, crossed **State HW1** carefully and then turned left and rode along **Rosythe**, **Mountfield** and **Doctors Hill** roads in order to avoid riding too far along **SHW1**. From **Doctors Hill Rd** we turned left onto **HW1** for a short distance before turning right onto **Marsden Point Rd** where **Ruakaka** is located on the right. We continued north along **Marsden Point Rd** and then turned right onto **HW15** before turning right again onto **Marsden Bay Drive**, which took us along to **Marsden Bay Reserve**. At the Reserve there is access for boats from **Marsden Bay** into the **Marsden Cove Marina**.



*Marsden Bay Reserve and entrance to the Marina*



*Vessels sailing in and out of the Marina.  
Andrew Sinclair fishing on the right.*

We then rode a short distance back along **Marsden Bay Drive** and turned right onto **Rauri Drive** before turning left to the “**Land and Sea**” Café where we had further coffee, tea and snacks. This café has a lovely view of the **Marsden Cove Marina**.



The "Land and Sea" Café at Marsden Cove Marina



The group enjoying coffee, tea and snacks at the "Land and Sea" Café



View of the Marsden Cove Marina from the "Land and Sea" Café



Our bikes parked at the "Land and Sea" Café

From the "Land and Sea" Café we rode around the **Marsden Cove Marina** and onto **One Tree Point Rd** along the **Whangarei Harbour Coast** up to the **Marsden Yacht Club** before following **One Tree Point Rd** south where we crossed **HW15** and then turned left onto **McCathie Rd** back onto **Marsden Point Rd** and then onto the **Ruakaka Beach Holiday Park** where we had our lunch.

After lunch we split into two different groups with **one group riding south along the beach sand** from **Ruakaka Beach** down to **Uretiti Beach** before going onto **Uretiti Rd!**



**LEFT:**

The group on Uretiti Beach. Looking North towards Ruakaka where they rode from.  
Kit deliberately rode his "fat tires" bike to assist him riding on the sand.



**LEFT:**  
The group on Uretiti Beach. Looking south towards Waipu Cove.

The other group rode on the roads such as HW1. Some then went on the previous *Doctors Hill, Mountfield, Rosythe* and *Nova Scotia* roads back to **Waipu** whereas others carried further along HW1 before turning left onto *Uretiti* and *Nova Scotia* roads. From **Waipu** we rode back along *Cove Rd* to **Waipu Cove**. After showering we then walked up *St. Anne Rd* to Kit's holiday home for John Billinge's birthday dinner and party (refer next article).

**SUNDAY 9 FEBRUARY (17 Km)**

Despite enjoying JB's wonderful birthday party last night (Sat 8 Feb) at *Kit's* holiday home, virtually everyone including *JB* congregated at the bottom of *St Anne Rd* for the start of Sunday's ride at 9am. The ride was relatively short due to the need to check out from the *Camping Ground Bunkhouse* by 11am and then drive back to **Auckland**.

We rode north along *Cove Rd* and turned first left up *Cullen Rd*. *Cullen Rd* winds up the hills and heads in the south direction. Initially we were on a sealed road for 5 km. After that we continued along a windy gravel road with some tight turns and steep sections. However, on our left along parts of the way we had lovely views of *Bream Bay* and the "*Hen and Chickens*" Islands. We rode to a "lookout point" to enable us to admire the view.



Some of the group getting close to the "look-out". Our Leader, Kit, shown on the right still using his "fat Tire" bike



*The whole group, except your author who took the picture, at the Cullen Rd Lookout*



**LEFT:** View from the Cullen Rd Lookout

After relaxing at the *Cullen Rd Lookout*, we rode back along Cullen Rd through the gravel and onto the seal before turning onto *Cove Rd* and riding past the *Waipu Cove Campground* Entrance to the famous *Cove Café, Restaurant and Bar*. Because there were many people in the Café and it was getting close to 11am most decided to go to the Campground, pack up and head back to Auckland ***after what has been a wonderful weekend with sincere thanks to Kit O'Halloran and Louise Sinclair for organizing this wonderful club weekend.***



# HAPPY BIRTHDAY

**ACTA Celebration of John Billinge's (JB's) 80<sup>th</sup> Birthday at Waipu Cove on Sat 8 February 2020 by Stu Andrews**

After our wonderful ride north to Marsden Point on *JB's* birthday, we showered and freshened up and then walked up St. Anne Rd to Kit O'Halloran's Holiday Home. In addition to those who enjoyed the cycling on both Saturday and Sunday, several other ACTA members also joined the celebration including our President Annette and Steve.

***While thinking of JB, several of us also had fond memories of the special "160<sup>th</sup>" function celebrating the 80<sup>th</sup> birthdays of each of Garth and Judy Barfoot about 3 years ago, who, like JB, are also wonderful ACTA "legends".***



**LEFT:**  
*The lovely coastal view from Kit O'halloran's Holiday Home at Waipu Cove*



*ACTA Members enjoying drinks and nibbles on the deck of Kit's holiday home before the celebratory Birthday Dinner*



ACTA Members enjoying drinks and nibbles on the deck of Kit's holiday home before the celebratory Birthday Dinner

Although ACTA members pre-paid for the celebratory birthday dinner, sincere thanks to Kit and other members who assisted with the cooking and dish washing. The main course consisted of the following:

**Beef and Guinness stew, mashed potatoes (peeled by our sous chef, Geoff Phillips!), ratatouille and barbecued courgettes.**

After enjoying the main course, of which there were plenty of second helpings, the more formal part of the celebration took place with **JB** blowing the eight candles on his birthday cake and then proceeded to cut the cake.



**ABOVE:** JB's 80<sup>th</sup> Birthday Cake  
**RIGHT:** JB cutting his birthday cake



After cutting the cake, presentations were made by President Annette and another **JB** in our club being **John Briers**, often known as "**SLOOP**". Sloop had very kindly arranged a speaker system connected to his smart phone by "Bluetooth" to provide background music during the celebration. In his presentation he referred to **JB's** past as a native from Liverpool being a "**Liverpudlian**" and the slightly more derogatory term of being a "**Scouse**". Sloop then played **Cilla Black's** the "**Liverpool Lullaby**" on his speaker system and got all members present to sing out loud his adapted version (see below). All present entered into the "spirit" of the occasion and the adapted "**Liverpool Lullaby**" proved to be good fun!

LIVERPOOL LULLABY - CILLA BLACK (Sloop's Adaptation)  
**SING BITS IN RED PLEASE! LOUD!**

**Oh, JB you' re a mucky kid  
Dirty as a dustbin lid  
When he hears the things that you did  
You'll get a belt from yer dad**

Oh, you have your father's nose  
So, crimson in the dark it glows  
If you're not asleep when the boozers close  
You'll get a belt from yer dad

You look so scruffy lying there  
Strawberry jam tarts in your hair  
In all the world you haven't a care  
And I have got so many

It's quite a struggle every day  
Livin' on yer father's pay  
The beggar drinks it all away  
And leaves me without any

Although you have no silver spoon  
Better days are coming soon  
Our Nelly's working at the loom  
And she gets paid on Friday

Perhaps one day we'll have a splash  
When little woods provide the cash  
We'll get a house in Knotty Ash  
And buy your dad a brewery

**Oh, JB you 're a mucky kid  
Dirty as a dustbin lid  
When he hears the things that you did  
You'll get a belt from yer dad**

Oh, you have your father's face  
You're growing up a real hard case  
But there's no one can take your place  
Go fast asleep for your mummy

After the "*Liverpool Lullaby*", Sloop presented **JB** with what appeared to be his largest sized present. However, it turned out to be a specially designed T-shirt for **JB** and he had to remove multiple wrappings to get to it!



*Sloop making his presentation*



*JB removing multiple wrappings from Sloop's present*



*The front of the T-Shirt includes the Liverpool Emblem*



*The back of the T-Shirt. Despite referring to a Cuppa Tea, JB usually drinks cold milk on our rides!*

After the presentations we then enjoyed both a slice of **JB's** birthday cake and dessert that comprised of:

***Fruit cake by Jackie, plum cake by Louise, carrot cake, fruit salad platter and watermelon.***

After enjoying our dessert, **JB** proceeded to open other birthday cards, vouchers and presents. Afterwards, Geoff Phillips showed a memorable video concerning **JB** that he had produced. For those who weren't there, and for those who were, the link below will take you to it. <https://youtu.be/7ZXE4ikSYfw>  
When climbing up the gravel in *Cullen Rd* on Sunday morning after the wonderful birthday celebration the previous night, **JB** was one of the first to reach the *Cullen Rd. Lookout* confirming that he is an amazing bicycle hill climber!

***The Waipu Cove Cycling Weekend, which integrated JB's 80<sup>th</sup> Birthday Celebration, was a wonderful weekend and sincere thanks to all who organized it!!***

# Tamaki Drive Cycle Route Sod-Turning Ceremony for Upgrade Sun 16<sup>th</sup> February 2020 at 10am by Stu Andrews and Auckland Transport

**Bike Auckland** expressed concern regarding an article in the *NZ Herald* that the *Auckland City Orakei Councillor* warned AT there would be "hell to pay" if traffic was disrupted on the proposed \$14.4 million cycleway upgrade project about to begin on Tamaki Drive." Consequently, **Bike Auckland** requested at short notice that members of **ACTA** attend the ceremony to demonstrate to both the **Minister of Transport, Phil Twyford**, and the **Mayor of Auckland, Phil Goff**, plus other councillors and officials that cyclists are very keen for the project to go ahead and be completed. Despite the short notice, it was indeed pleasing the number of **ACTA Members** who attended the ceremony.

**Auckland Transport** had setup a marquee that provided seating for the various officials as well as members of the **Ngati Whatua** tribes and provided a podium and microphone with amplifier speakers both inside and outside the marquee. Virtually all cyclists and other members of the public attending the ceremony stood outside the marquee. The ceremony commenced with a "powhiri" welcome by members of the **Ngati Whatua** tribes. The two main officials being **Phil Twyford** and **Phil Goff** then spoke. Phil Twyford was in shorts and a T-shirt and, much to the appreciation of all the attending cyclists, he advised he had ridden a bike to attend the ceremony!



Minister of Transport in his cycling gear



Looking inside the Marquee when Phil Goff was addressing the audience. Members of Ngati Whatua on the left and Council Officials on the right



Mayor of Auckland

**Auckland Transport** produced the following **media release** that summarised a lot of the comments made by the two Phils:

"Construction has started on *Tamaki Drive* to upgrade walking and cycling facilities, forming a critical link in Auckland city's network of cycleways. The project also improves flood protection by lifting the road. The project was launched this morning with a sod-turning by *Transport Minister Phil Twyford* and *Mayor Phil Goff*. A new two-way separated cycleway will be built along the seaward side of Tamaki Drive, between the Quay Street Cycleway extension and Ngapipi Road. Once completed, the cycleway will connect with cycle routes to *Glen Innes*, *Parnell* and the central city. During construction, low spots on *Tamaki Drive* will be raised up to half a metre to help improve protection against seasonal flooding from the sea frequently experienced in the area. A separate path for pedestrians will also be constructed. *Auckland Mayor Phil Goff* says, "This project serves twin purposes for *Tamaki Drive* and for *Auckland*. Significant engineering works will raise low sections of the road by up to half a metre to help reduce coastal flooding caused by king tides and storms. "The greater frequency of flooding, and sea level rises caused by climate change, make this work essential to stop ever more frequent road closures. As the effects of sea-level rise caused by global heating become more pronounced, we need to provide infrastructure that will mitigate the damage it causes. Likewise, we need to provide options for Aucklanders to get around the city without having to drive their cars, in order to reduce transport-related carbon emissions and traffic congestion on our roads."

*Shane Ellison*, AT's Chief Executive says *Tamaki Drive* is Auckland's most popular route to walk, run or to ride a bike or scooter. "It's the city's busiest bike route, averaging more than 1500 cycle trips a day. The project aims to deliver a

high quality, safe and attractive route that caters for everyone who rides a bike, walks or goes for a run. It forms a critically important cycling connection as there are no alternatives for bike riders in the east-west direction from the eastern suburbs and the city centre. To the west, the *Tamaki Drive Cycleway* will connect to the proposed *Quay Street Cycleway* and the existing *Beach Road Cycleway* to the city. To the east, it will connect to *Tamaki Drive* at the *Ngapipi Road intersection* and to the planned *Glenn Innes to Tamaki Drive Shared Path*. The 7km route is being constructed in four stages, with final completion targeted by 2022. A tidal flow traffic management system will be used during construction which allows a lane of traffic to change direction to maximise traffic flow during peak periods, minimising disruption and delays during the works. During morning peak (6am – 10am), there will be two lanes open heading toward the city, and during evening peak (3pm – 7pm) there will be two lanes open heading east. Outside of these times single lanes will operate but additional lanes may be maintained if work allows. The \$14.4m cost of the *Tamaki Drive* project is shared by *Waka Kotahi NZ Transport Agency* and *Auckland Transport*. **Supporting comments:**

- The **Ōrākei Local Board** supports the work with *Chair, Scott Milne* saying, “This is another link in the chain of new initiatives planned for the coming months and years and has been long awaited by the community. Everyone is looking forward to improved safety for pedestrians as well as cyclists along Tamaki Drive and beyond.”
- *Waka Kotahi NZ Transport Agency Senior Manager Project Delivery Andrew Thackwray* says the *Tāmaki Drive* upgrade is another connection in the city’s growing cycling and walking network. “We know that more people go by bike when paths for cycling are joined up and form a connected network. *Waka Kotahi* and *AT* are working hard on the *Glen Innes to Tāmaki Drive Shared Path* which will connect with this path as well as train stations and schools to the East. It also connects with the city centre network and we are excited to see the progress on the *Northern Pathway* between *Westhaven* and *Esmonde Road* which will enable people on bikes to travel to and from the *North Shore*.”

During his speech, *Phil Goff, Mayor of Auckland*, also acknowledged the attendance of **Garth Barfoot**, one of our ACTA “Legends”. Your author also took the opportunity to speak to both our *Mayor, Phil Goff*, and the *Auckland City Ōrākei Councillor* who stated there would be “hell to pay” if traffic was disrupted on the proposed Tamaki Cycleway upgrade. She gave assurance that she supports cyclists.



*The two Phils turning the sods to indicate the start of the Tamaki Drive cycleway upgrade*



*Your author speaking to Phil Goff*



*ACTA Members enjoying ice blocks compliments of Bike Auckland*

# TOUR AOTEAROA 17 Feb - 16 March 2020

## Impressions from ACTA Participant Reg Churton

### INFORMATION CONCERNING TOUR AOTEAROA

#### Editor's Comment:

Some of this information was also provided in the SPOKESMAN Issue 126 dated May 2018

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



The *Tour Aotearoa* route was designed by *Jonathan Kennett*, a New Zealand Cycling Guidebook writer. In February 2016 he organised a "Brevet" event designed to highlight the best New Zealand Cycle Trail Great Rides, Heartland Rides, and quiet back country roads. He has published several books about the Tour. The *Tour Aotearoa* is a self-supported 3,000 km "brevet" from **Cape Reinga** to **Bluff**. A brevet is not a race. It is a ride following a set course, via 30 photo checkpoints, which you must complete between 10 and 30 days – no more and no less.



*Riding on "Ninety Mile Beach"*

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

#### RESTING THE LEGS

During the **3,000km tour**, it is important to get plenty of rest. To find out more about accommodations, follow the regional website addresses or pick up a free accommodation guide at any I-site, airport or ferry terminal. The **Tour Aotearoa** provides comprehensive accommodation options as well. General costs for different types of accommodation are:

- Camping: up to \$18 per person per night
- Backpackers dormitory room: \$15-25 per person per night
- Backpackers twin room: \$40-80 per person per night
- Standard motel/hotel twin room: \$70-180 per night
- Luxury hotel twin room: \$180-350 per night
- Five-star hotel room with a chocolate on your pillow: \$300-3000+ per night

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

ACTA has two amazing ladies being **Kathy Engelbrecht**, who was the **first ACTA Member to ride the TA in 2016** and **Sue Woolnough**, who **rode the TA in February 2018**. For a lot of our older members, the TA may seem to be extremely onerous. **Reg Churton**, our ACTA Member who lives in Whangamata, rode the 2020TA and turned 70 years old while undertaking the Tour, which was amazing!

## TOUR AOTEAROA ROUTE 2020



### Impressions from Reg Churton, who rode the 2020 TA



Following *Kathy's* completion of the **2016 tour** and *Sue's* **2018 tour** and hearing many positive things from them both, it sounded like something really challenging to do! But my concern was that to ride 30 days at 100 km a day was asking too much of me. My thoughts were that I would like to do it in 40 days averaging 75 km a day. Talking to a 2018 rider near *Mavora Lake* following ACTA's Dunedin to Queenstown unsupported tour she said - **start on day 1, take your time and forget about the 30-day maximum and there will be plenty of company.**

The entries opened for 2020 and within a few days "**Waves 2 to 4**" were already full. I entered "**Wave 1**" on **Day 1 being Monday 17th February** and paid the horrendous entry fee of \$100 to a charity of my choice. I was not fully committed to going, but my son told me I must go. He said that whilst I had done lots of cycle touring, I had not done anything that my grandkids could relate to. So, I did ride the tour and **completed it in 29 days on Monday 16th March and I am so glad I did it!**

## THE BIKE

In 2019 I, together with Kathy, Sue, Maureen and Antony, did the unsupported ACTA tour from **Otorohonga** to **Wanganui** and back to **Otorohonga**. I learned from this if you go on a Maureen organised ride expect lots of gravel and occasionally some sealed roads. And, as I heard there was a lot of gravel on the **Tour Aotearoa**, I was glad I had bought a carbon hardtail mountain bike some 18 months ago with the **Tour Aotearoa** in mind. This turned out to be the correct decision.

## BAGS

I had bought a "Thule" rack and was going to take my small panniers, but I settled for bikepacking gear. This was a front harness which held a dry bag and my tent, a half size fame bag and a saddle bag. I also had an old top tube bag. This limited what I could carry, which was good. Overall, I was happy with my bags, but I would probably buy a couple of feed bags so I could carry more food.

## GEAR

I also learned on the 2019 unsupported ACTA tour that you must not take anything other than real necessities. In **National Park**, after a 70 km ride which took 7 hours of peddling, the girls went through what I had and made me get rid of many things, in fact the bag I sent home was overflowing!

I sorted out what I wanted to take on the **TA** and then started trimming from there. Instead of (1) a woollen jumper - a puffer jacket, which packed really small, (2) Instead of long trousers - some long johns, and (3) Instead of my self-inflating mattress - a blow up thermarest mattress. These replacements did not come cheap, but they did save space.

## BIKE SERVICING

I had owned my mountain bike for 18 months and had used it mainly on forestry roads and some relatively easy mountain bike tracks. So, I decided a full service was needed. The bike mechanic gave me a list of what needed doing, so I said go ahead. But then I thought the first day is a long ride down "**90 Mile**" beach so I said leave the chain and cassette and I replaced these in **Auckland**. In **Nelson**, I could hear a noise in the brakes so these also were replaced, albeit they had only done 1600 km. It was good to have a well-serviced bike as I am not a bike mechanic. Fortunately, the only issue I had was a puncture and this was only one kilometer from where I was staying, and I was able to pump it up and ride into camp.

## ACCOMMODATION

I took a tent and used this for 10 nights. I spent 4 nights with family and friends and the rest was in cabins and "backpackers" with one night in a hotel, the **Blackpool Hilton** near **Greymouth**.

## FOOD AND MEALS

Regarding food (cyclist's fuel) I carried some emergency food, like one square meal and hydrated food where I just had to add cold water. As I do not drink hot drinks, I did not take a cooker. But most nights I was in a camping ground, "backpackers" or cabins and food was available.

## WEATHER

Boy, was I lucky with the weather! There were very few head winds and hardly any rain. The biggest complaint was the heat! Had the weather been unfavourable, I would have struggled to complete the tour in thirty days, but I was able to achieve this challenge!

## SOLO OR IN A GROUP?

I went on my own and I met up with many who were also on their own. I was told earlier there would be constant company. This is true to some extent, but someone riding at my pace who starts three days after me will always be three days after me. There were those who caught up with me and provided some company for one night, but, because they were riding faster than me, generally I would not see them again. However, I am glad I went on my own. It would be a pain riding with someone who did not want to ride at my pace. To illustrate this there were seven of our original group at **Taumarunui**. Matt said he had had enough for the day and he was stopping there. Others were riding with had booked accommodation at **Owhanga**. I knew some people who had an old children's camp about 8 kms south of **Taumarunui** and had spoken to them about hosting TA riders so I talked **Matt** into staying there with me. The next morning **Matt** said he was not feeling great, so he had a rest day there. If we had been doing the tour together the pressure would have been for him to push on, for me also to have a rest day or for us to part company. I am glad I went on my own to save this type of problem. Sadly, after the rest day **Matt** had an accident and had to be helicoptered out. There were four people helicoptered out in just two days. After Day 2 we had a group of 8, one younger couple and six solos. At **Bluff**, I rode in with **Lyndal**. Four had arrived the previous day, three of whom were there at the finish to cheer us in, one a few days earlier, and **Matt** who had the accident. I was not at all alone.

## OVERALL VIEW OF THE TOUR

My main aim was to complete the ride with the time being irrelevant. *However, I did complete the ride in 29 days being one day less than the organisers' requirement of 30 days maximum.* The **North Island** involved some long days and at **Wellington** I was finding it tough! That was my shortest day, just 40 km and the ferry to **Picton**. I resolved that I would take things easy, so the next day I rode from **Picton** to **Nelson**, which had to be my hardest day with about 10 hours of peddling and walking. And after that, I started really enjoying the ride, so much so I was sorry the ride had to end, believe it or not. I honestly think for anyone wanting to see the towns and not just the scenery, one should work on about 40 days and for genuine tourists more like 60 days.

The route was great. Lots and lots of gravel, but tarseal also. There were some single tracks and by "single track" I mean the equivalent of mountain bike tracks. And some of these were grade 4. Even on my unloaded mountain bike I would not ride grade 4 tracks. The track from the *Duck Creek cafe*, south of **Taumarunui**, to the "*Bridge to Nowhere*" resulted in me walking some of the track, especially after getting the wobbles and looking at what could have been a serious fall. This was where the four cyclists had to be helicoptered out after crashing. At *Pelorous Bridge* there were two options, to cycle over the **Mangatapu** hill or take the road. I cycled on my own over the hill as I had heard the road was super dangerous. Having cycled the **TA** is not correct. I walked up a lot of the hills as the gravel was too hard to ride on and had to get off several times on the way down as I was scared that I would fall off. From **Reefton** there is the *Big River track*. I took the road option as I had heard the track was super tough, so I was not willing to ride it on my own. This, I believe, was the right decision and others who did it told me so. But, on hindsight, I do regret having skipped this. The Guidebooks were excellent. These and my speedo were all I needed. Overall, it was a great route and the *Kennetts* need to be congratulated on organising such a great event.



*Reg riding the TA with his gear*



*Reg near Makaroa in beautiful weather*

## COSTS TO DO THE TOUR AOTEAROA

Entry fee donation	100
Spot tracker rental	200
Boat, bus and flights	600
Food and accommodation	2,900
<b>A Total of</b>	<b>3,800</b>

In addition to the above, I spent a further **\$2,200** on getting my bike sorted, bags, sleeping mat and clothing.

## HIGHLIGHTS OF THE TRIP

- The food, lollies, pies and other non-healthy stuff, all of which I burnt off;
- My kids coming from Palmerston North to join me in Wellington to celebrate my 70<sup>th</sup> Birthday;
- Corrine who did the tour in 2016 and 2018 coming to ride with me from **Kumara** to **Wanaka** having ridden the **Kopiko East Cape** to **Cape Egmont** tour and having a week to spare;
- The finish at **Bluff** and having three riders from the start of the ride as well as many others cheer us in; **Lyndal**, part of the original group of 8, who rode with me for the last 10 days and whose husband greeted us with Moët and Bluff oysters at the finish. I hope to see **Lyndal** on some ACTA rides as she lives in **Mangawhai** and is a friend of **Sue's**;
- The many people I rode with and chatted to on the way and the words of encouragement I got from those that followed my progress



*During the TA, Standard food, drinks and lollies*



*Reg at the finish – an amazing accomplishment!!*

# ACTA Unsupported South Island Cycle Tour Wed 26<sup>th</sup> February – Frid 13 March by Maureen McRae

The day before the tour we all met up at Queenstown while we waited for the *Earnslaw steamboat* to take us to *Walter's Peak*. It was quite interesting seeing how everyone had set up their bikes. *Ron, Susan* and *Louise* had bike touring panniers, *Sue* and *Kathy* had bike packing gear, while *Andrew, Anthony* and I had a mixture of both. We had all decided it was slightly more difficult coming to the *South Island* where we must be prepared for all weathers. Of course, we were all carrying tents.



Looking back at Walter's Peak Homestead on our way to the DOC Camp

After a pleasant 45-minute journey across *Lake Wakatipu* on the beautiful old steamboat, we arrived at *Walter's Peak High Country Farm* and *Historical Homestead*.

We enjoyed a look around the beautifully kept premises before a very short ride around the corner to the DOC camp. It is very picturesque, just a pity the wind didn't let up.

## DAY 1: Walters Peak to Mavora Lakes



A truck getting assisted uphill by a digger

From the DOC camp, we rode 58 km on a good gravel road. This is all part of the "Around the Mountains Trail". Today's ride started out straight into a headwind up *Von Valley*. We then had a compulsory stop for a low loader truck which had to off load it's "digger", in order to cross over a small bridge. Then the truck needed a shove using the digger's bucket to push the truck since it couldn't get any traction.

We then rode through *Mt Nicholas Station*. After 16 km we changed direction to enjoy a northwest gale on our backs for the rest of the day. What a great way to start a tour! Now we know what it must be like riding an electric assisted bike. We had morning tea by candlelight at the *Old Nic's stone cottage*, with many thanks to someone finding the key to get in. We arrived here in dry but windy weather, but we were met by rain as we were about to leave. I was most impressed by all the newly built shelters and toilet blocks along the way, even collecting rainwater into tanks. At our lunch stop we were overtaken by a couple of the very fast and rather serious *Tour Aotearoa (TA)* leaders. The first guy was looking strong and fast and the next guy was looking rather stuffed and unfriendly (or maybe he was just in a world of pain?). Upon arriving at *Mavora Lakes* we were met by the DOC Ranger who collected our money and gave us a tag to display. We had plenty of time to enjoy this wonderful place and shared it with a very friendly South Island Robin bird! After finding a spot to pitch our tents we had time to either relax or go off exploring the other lake nearby. That night, there was lots of night life, like a mouse that ran up *Anthony's* back while he was in bed, (rather him than me!), a rat going past *Susan's* face, along with hedgehogs visiting *Kathy* and possums I was also told about.

## Day 2: Mavora Lakes to Athol 100 km

There was plenty of gravel that day and mostly tail wind. After **Centre Hill** we got onto the "Around the Mountains Trail" which took us all the way into **Mossburn** where we stopped and "refuelled". Also, there was a lot of water damage to parts of the trail from the recent heavy rains. The sheer force of the water had done some major gouging out. We saw thousands of wrapped bales with farmers being able to get a second cut, a few dairy farms, and wheat being harvested. We stopped at **Mossburn**, the "Deer Capital" of NZ, where there were a couple of cafes and a very basic store. Then we took the road to **Five Rivers**, where we got back onto the trail again.



Susan and Ron with their Athol Burgers

At **Eyre Creek** we were clearly on an old railway line with a lovely downhill gradient, which eventually meandered all the way into **Athol**, which is a small village with a couple of newly opened art galleries and two places to eat. That night, we stayed at *The Lodge* and camping grounds where Pam the owner is presently busy upgrading. Dinner was at *The Brown Trout* where "Athol Burgers" were eagerly eaten.

## Day 3: Athol to Nevis Valley 55 km.

It was an easy start to the day along the *Around the Mountains Trail*. We stopped at the *Coffee Bomb* caravan at **Garston**, which was a real treasure. Their freshly baked muffins, which came straight from the oven, quickly disappeared! There were quite a few nice new shops, art and crafts, furniture and the old hotel across the road. Soon after that the real work began with climbing and a fair amount of pushing fully laden bikes up 8 km of **Nevis Hill** which zigzagged upwards.



Some of the group holding their hands in the air because they were pleased to be at the top of Nevis Hill

Unfortunately, I managed to hold up the group with bike rack issues. My Thule rack had slid down and was rubbing on the back wheel. Thanks to the group it held together with "pretty pink rope" and cable ties. You never know what others have hidden in the bottom of their bags! We met a French man riding in the opposite direction at "*Welcome Rock*" ski hut. It was reassuring to know he got through after some extremely heavy rain a few weeks earlier. The views were amazing. We passed some extremely docile Angus cattle that were on a large station and were probably not handled that often. They didn't seem to have a care in the world! We also crossed about 25 streams that could be forded meaning that we could not keep our feet dry. They were all different depths with the deepest being well up

our legs. It had been a long hard day on the bike, but we were rewarded by a great wilderness camping spot just past **Commissioners Creek**. It was quite surprising how busy the *Nevis road* was with it being a Saturday with motor bikes, All terrain vehicles (ATVs) and 4-wheel drive vehicles. The following paragraph is a history lesson provided by *Louise*:  
“*The Nevis Valley was first used by Maori as a trail route and Mōa hunting ground. In 1917 an amateur archaeologist digging in the Schoolhouse Creek area came across what he described as a large 'moa-butchering site' with remains of a campsite, adzes and bones estimated to date from about the 14th century. Unfortunately, the activities of subsequent gold miners destroyed most of the site. When the gold rush hit central Otago the Nevis Valley was not spared and by 1862 the first Nevis township on the eastern banks of Commissioner's Creek provided services to upward of 1500 miners and 60 businesses lined its main street. It is hard to believe as we camped in our peaceful spot that this was where the town would have been situated. By 1864 most of the gold rush was over but small-scale gold mining continues to this day. Some facilities hung on in the valley, but when the Nevis Hotel closed in 1952, that was closely followed by the closure of the school, the library and the hall also disappeared.*”

#### Day 4: Nevis Valley to Cromwell 45 km.



*We made it to Duffer's Saddle at the top*

After a very short distance we arrive at *Nevis Museum*, which is very neat and tidy, considering it is out in the middle of nowhere! We had plenty of climbing again with spectacular wide-open spaces seeming like we were in another world! We finally made it to **Duffers Saddle**, at 1300 m being New Zealand highest public road!

As we neared **Cromwell**, the views over the town were amazing. We found a perfect spot to sit back and enjoy our lunch before the long easy descent. We rode through **Bannockburn** before arriving at **Cromwell** where most of us headed into "The Old Town", which is rather special.

That night, we stayed at "The Top Ten Holiday Park". Here, I took a cabin, which was a big mistake because not only was it expensive, but the room was so extremely hot that it was difficult to sleep. The others weren't impressed either. Even those who camped were affected by noise coming from a major construction right on the boundary. **Ron** and **Susan** had parked their car at **Cromwell** and then took a bus to **Queenstown** in order to commence the tour. **Ron** and **Susan** decided that the next day they would "leap-frog" their car ahead, so it was a perfect opportunity for me to lighten up my load and put what I can live without into their vehicle. I also sought help from the two professional super lightweight travellers, **Sue** and **Kathy**, who helped go through my gear with a fine-tooth comb.

#### Day 5: Cromwell to Omakau Domain 58 km.

For the first 15 km we rode along *SH 8* then turned off onto *Bendigo Loop Road*. We rode past a large vineyard and then stopped at the remains of the historic *Bakehouse building*. It was after here that the navigating became a challenge! What didn't help was a sign saying "*Thompson Gorge Road this way but private property construction site - keep out*". We were all rather puzzled by this large new road that went in. I learned later that it is to be for future lifestyle blocks. Today we rode on a very remote high country 4 Wheel Drive track across the **Dunstan Mountains**. It proved to be a rather tough day with climbing up to nearly 1000 meters. *Thompson Gorge Road* could be summed up as being rather challenging to say the least! Perhaps this was one of the reasons why **Ron** and **Susan** didn't ride that day. I also learnt that my speedo does not record below 3 km/hour when walking. For several places it was hard to get traction under foot. **Andrew** had the unfortunate bonus of riding a very large hill twice when he realised he had left his backpack behind with his lunch inside it at the top of a big hill a fair way back, so he had to go back to get it. The rest of us relaxed in front of an *Old Stone Hut*, eating our lunch while he headed back. But what goes up certainly comes back down again and at least the wind gods worked in our favour! At one stage, with gale gushes it was possible

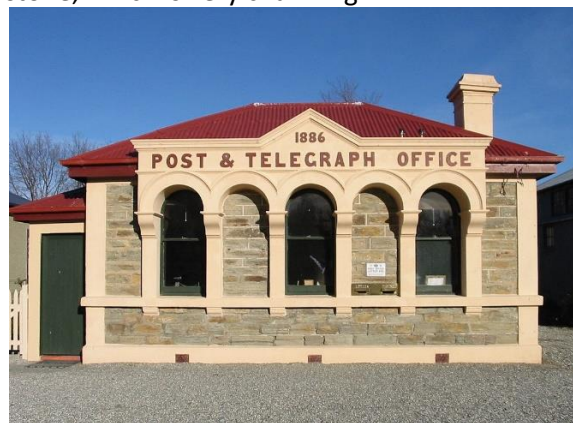
to mount our bikes on an incline while hardly pedalling. What a day! Everyone got off to push their bikes at some stage during the day. We had the odd stream to cross - so yes! - wet feet again and lots of gates to open and close along the way. What an achievement when we finally came to the end! We were rewarded with a strong tail wind along *Racecourse Road* where we let off some steam. This was a great moment to test out my new *Schwalbe Hurricane* tyres with beautiful smooth centre lines, which I am pleased to report performed very well. Even with a fully laden bike we sure did get them flying along arriving at **Omakau** in record time. We stayed overnight at the lovely camping grounds with beautifully renovated ablution blocks all at a very reasonable price. We also had a great meal out that night at the local hotel.

**Day 6: Omakau.**

Although this was a Free day some of us rode 95 km on the Otago Rail Trail to **Alexander**. I then continued down to the beautiful historical **Clyde**. I then rode back on *The River Trail*, to return to **Alexander** and **Omakau**. From here there was just a short ride out to historical **Ophir**, to see the famous Bridge. There was far more at **Ophir** than I realized including the beautiful *Old Stone Post Office*, and other very old buildings. We visited the *Pitches Store* award-winning restaurant and *Boutique Accommodation* built in 1883 of schist stone, which is very charming.

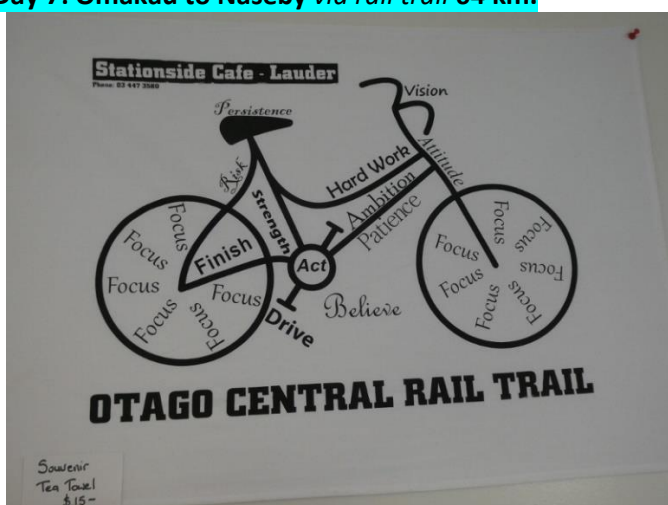


Ophir Bridge



Ophir Post Office

**Day 7: Omakau to Naseby via rail trail 64 km.**



Tea Towel offered by Stationside Café, Lauder

We rode off together for the first 10 km on the rail trail to **Lauder**, passing big irrigation units and dairy herds. From here, I split off from the group and went and explored the Stationside Café, which was a sheer delight! Not only was I made to feel very welcome, it was set up beautifully to cater for the many cyclists passing by. They had bean bags outside for weary cyclists to relieve their sore backsides.

From **Lauder** I passed over the **Manuherikia Bridge**, **Poolburn Gorge** and two tunnels, followed by **Poolburn Viaduct**, then on through the lovely **Ida Valley**. My next stop was *Hayes Engineering Works* and *Homestead*, which was the reason I rode alone today. I loved this place, I found it fascinating and very interesting. In the café/store they sold some very interesting bits and pieces regarding cycling, including cards, jewellery, bags and book markers to name a few. *Ernest Hayes* was a bloody genius, making all sorts of things, from fencing tools, wire strainers, pest control, revolving clothesline, nuts and bolts just to name a few. His wife *Hannah*, who in 1895 became New Zealand's first travelling saleswomen, by biking **Central Otago** remote passes, peddling her husband's ingenious tools to farmers across the region while leaving her very young daughter at home to care for her six young siblings. It is a bit bizarre that *Ernest's* factory was out in the middle of nowhere, only to be right on the *Rail Trail* many years later. It sure was busy with cycle touring groups calling in while I was there. Just a few hundred meters down the trail I stopped at **Oturehua** General Merchants, which is a store/cafe cum museum all in one. Then I rode in the **Marchburn** area

followed by the highest point of the trail then onto **Wedderburn** and I eventually arrived at **Naseby** which was very quiet. I then checked in at the lovely Camping ground just ahead of the others.

During the day, the weather temperatures had been a bit of everything. In the morning it started rather cold then heated up beautifully, but very quickly a cold southerly wind arrived. Fortunately, when we went out for dinner at the *Royal Hotel* the sun reappeared, and we were able to enjoy lovely al fresco dining and watch local bikers gather up for their ride. Here is *Kathy's* notes of today's ride up to **St Bathans**: "Leaving *Omakau Domain Camping Ground* on the quiet SH 85, and heading for *Naseby* first stop was *White Horse Hotel* and antique shop, *Becks*, for a second breakfast and a browse of the well-stocked antique shop. Our hosts provided a warm welcome saying, "yes we are open" and shared stories of the local filming location up *Home Hills Run Road* and the how articles from the antique shop were used. When heading to *St Bathans*, we rode on a quieter *Loop Road* and had stunning view of the surrounding mountains. After a side trip to explore *St Bathans Domain* campsite, the next stop was *Blue Lake* to explore *St Bathans*. There was a buzz of activity with building works, house renovations, plenty of visitors and of course the *Vulcan Hotel*. We then rode back onto *St Bathans Loop Road* and headed for *Idaburn*. We could see the well graded and quiet *Otago Central Rail Trail* from SH 85 but there was no way we could join it until arriving in *Wedderburn*. Keeping on SH85 we took *Naseby Link Road* and enjoyed a rolling ride into the famous *Naseby* home of *Indoor Curling*."

#### Day 8: Naseby Free day 40 km.



The old school bus converted into a motor home.

*Sue* and I set off to explore **Ranfurly** and its "Art Deco" theme. We visited the *Curiosity Shoppe*, which was full of all sorts of various items. We saw a 1980 Bedford bus "Department of Recreation", which was an old school bus converted into a motorhome and owned by a Dunedin couple for the last 18 years. Upon returning back to *Nasby* I visited the *Blackforest* café where I met two "Good Sorts" ladies, who were busying packing up large handbags for women victims of domestic violence. This was part of a campaign in memory of *Grace Milane* from the UK who lost her life in NZ but had a love of bright coloured handbags. I thought this was a wonderful gesture. We returned to the camp where *Ron* and *Susan* had re-joined us again. They had come from **Clyde**, but their car had been parked at **Fairlie**.

#### Day 9: Naseby to Dansey's Pass 50 km



The group at Dansey's Pass Hotel

Most of the day we were on excellent rideable gravel. It was a picture-perfect, lovely, sunny and glorious morning. We rode all the way on *Dansey's Pass Road*. We experienced a real treat stopping at *Dansey Pass Hotel* with café and accommodation after riding 17 km. Out in the middle of nowhere, it was a beautiful old stone building with lovingly cared for surroundings and a rather unique outside bar.

From here it was onwards and upwards where we came across a young dog tied up, provided with shelter and water guarding an old in effective cattle stop, keeping the sheep in their rightful place. Lunch break at the top of a hill where there were spectacular cloud formations over the vast hills. Today we saw a lot of tussock grass. We enjoyed a great downhill run then in for a wee surprise being a Lavender farm, where the owners were pleased to see us. Selling soaps, lotions, honey and what was very popular with our group, Lavender flavoured ice creams. Soon after, we had a good climb getting out of the valley, followed by a great flowing section of tarseal to *Dansey's Holiday Park*. Some of us stayed in the very old, but well laid out, cabins while others camped down by the river.

### Day 10: Dansey's Pass to Otematata via some of the Alps to Oceans trail

I rode **82 km** and *Andrew, Anthony and Sue* rode a bit more being the whole way on the trail. It was another great day, not too hot or cold, but it was a shame the wind got up later in the afternoon. We then set off on a tarsealed road, with our first stop being at **Elephant Rocks**, which was amazing. We then continued along on the *Alps to Ocean (A2O)* trail, all the way to **Duntroon**, where there wasn't a lot apart from the hotel that served coffees, an interesting historic Blacksmith shop, a *Fossil & Geology* centre and a rather unique shaped church building. Sadly, the old *Flying Pig Cafe* is now permanently closed. Probably the most interesting thing here is the brilliantly painted public toilet block with rabbits riding bikes.



Elephant Rocks



Rabbit Mural on Public Toilet Block

We then rode past the historic Maori Drawings on cliff rocks and continued on some more of the *A2O trail* before arriving at **Kurow**, which is "*Richie McCaw*" country, where it was time for a feed. The gravel surface on the trail was brilliant to ride. We had passed a few dairy farms and more ground being irrigated. We passed by the huge **Waitaki** dam, followed by the **Aviemore** dam. Those of the group who rode all of the trail rode over this dam, while some of us saved a few kms and continued straight on the road into a decent headwind. We saw quite a few rally cars at this stage, that would have been driven on The **Nevis** road stage being part of the *Hayden Paddon* organized rally, which we got to view later on TV news. It was impressive seeing aerial shots of where we had ridden. That night we were at **Otematata Holiday Park and Lodge**, which hasn't changed a bit in the last 50 plus years. Let's just say it was clean and provided a roof over our heads, but badly needed some repairs and maintenance. We had excellent meals at the nearby hotel.

### Day 11: Otematata to Black Forest Station.

We only rode **36 km** today but climbed up to 1100m over three saddles. When setting off in the morning we rode out to, and over, the **Benmore** Dam, which was rather impressive. It is renowned for being NZs largest earth dam and the first to use "prestressed concrete". Today's ride was on a private four-wheel drive track, which we had obtained permission to use. It wasn't as difficult as we had expected so long as one was prepared to walk their bike for short stretches. We were rewarded with magnificent views. The day started out mild, but light cooler rain developed by midday. Towards the end of the day there were quite a few motor bikes and a few 4 WD vehicles coming towards us. After covering 24 kms, it was one big long downhill all the way to **Blackforest Station** shearers quarters, for the night. The accommodation was excellent. Afterwards, the weather cleared, and we were able to walk over and explore **Lake Benmore**. The *GROUP COMMENTS* of today's ride were: "Very scenic looking back on where we had been. A fabulous ride. Awesome. Great colours in the lake's water. We had a morning tea stop at a very picturesque Lake edge. Someone wasn't feeling great. "*King of the Mount*" award must go to *Andrew* for pedalling as fast as walkers.

### Day 12: Black Forest to Fairlie, 82 km.

After leaving the **Blackforest Station** shearers quarters gate we rode into fog and experienced a gentle gradual uphill for quite some time. We then stopped at the old historic **Haldon School**, which was recently closed, but still with beautiful old fruit trees in the playground. The highlight of the day was when we stopped for morning tea and **Mt Cook** appeared in the distance. **Mackenzie Pass** was an easy ride, (compared to where we have been), with a grader that worked in our favour, by clearing a smooth path. This area was made famous by *James Mackenzie*, a very clever sheep

rustler and his silent working dog "Friday". When we arrived at **Fairlie** we had to go and check out their famous pies, bacon and salmon, also pork belly with apple sauce and crackling on the top to name a few, which went down a treat. We stayed at the lovely **Fairlie Holiday Park**, which was an easy walk to town. There is a very impressive photographic display of the area on the main street taken by the local members of the photo club.

#### **Day 13: Fairlie to Peel Forest, 89 km.**

Ron and Susan left us this morning and we missed them. Here's a bit of a funny story. They were traveling with Ron's other female friend being, *Daisy the dog*. Some of the places they had stayed at on their travels did not allow dogs inside for the night. So, what did Ron do? he slept out in the car with *Daisy*! Apparently, Ron could be a bit grumpy the next day, since the car wasn't long enough for him to get comfortable. Looking on the bright side at least, Susan got a bed all to herself. The lengths some people go to for their pets surprises me. Not to mention the cost of keeping *Daisy* at country retreat boarding kennels she enjoyed while the *Jacksons* toured with us. Ron even splashed out and purchased a pretty new red "dog jacket" for her!

We took brilliant back roads today from **Fairlie** to **Geraldine**. The *Middle Valley road* was a real joy to ride. We rode past "Raincliff Reserve" then to St David's Church where there was also a youth camp and *Scott camp* across the road. When going up *Gays Pass*, we stopped to talk to a friendly farmer who plans to ride the next *Tour Aotearoa* himself. We stopped for lunch at pretty **Geraldine**, where they were the first in the world to sell "deer cheese" at around \$160.00/kg. I noticed there were no free samples of that to taste on the counter. We then rode the main road out of **Geraldine** for a short time. Unfortunately, the rain caught up with us just before we arrived at *Peel Forest DOC camp*. Five out of six in the group thought a roof over our heads would be a sensible option, apart from *Kathy* who must enjoy putting her tent up in the rain. The camp was exceptionally good and amazingly clean and tidy with *Tim* as a volunteer camp host.

#### **Day 14: Peel Forest to Lake Heron, 94 km.**

On this day we were now down to a group of four, having farewelled *Kathy* and *Anthony* who were both making their own way back to **Christchurch**. We rode out of *Peel Forest* on a cold and drizzly morning and back tracked to *The Green Man cafe*, only to peer through the window since they weren't open. We then rode onto *Ferry Road*, which had a sign up at the end saying "Road Closed" - bummer it! Two of us turned around and back tracked while the other two continued onwards pushing their bikes for a very short time, which we found out afterwards. Sorry *Andrew*, I should have listened to you, but you had led me astray before today. We saw large mobs of beautiful deer along with dairy herds and beef cattle. One very noticeable feature of today was the long *Canterbury flats*. We stopped for morning tea at the small village of **Mayfield**, "where if you blink you will miss out" or at least that is what the sign said! As we were about to leave town and by pure luck the "Overflow" shop, which included a collection of everything imaginable was open for a brief time to enable a truck to deliver. This was long enough for us to get our foot in the door. We could have spent all day here and not seen half of the stuff! Normally, it only opens in the weekends and is run by an elderly lady. Lunch stop was at the lovely domain at **Mt Somers**, where we sat beside a *Musterer's Hut*, built in 1910 which had been beautifully preserved. From here, we had 40 km mostly uphill still to go. We stopped on the way at **Hakater Station Historic Building** run by DOC, which is a high-country sheep station first settled back in 1857 by *Thomas Potts*, who also became NZ's first conservationist. From here, we only had 15 km to go, and if the grader from the day before had been available, it would have been a great ride, but instead it turned out to be the most challenging gravel road on the whole tour, just like riding continuously on ball bearings! Even with that said, it was like entering another world, with a vast open landscape. Quite some time later we arrived at our destination being "*Clent Hills Historic Station*" established in 1860, being part of *Mt Arrowsmith Station*, where we stayed in the fabulously renovated shearers' quarters. Many thanks to *Louise* for finding this little treasure. The facilities cabins and lodge here are superb. Later, that evening a glorious low cloud cover came down, over the hills, and was a real sight to behold.

#### **Day 15, Free day.**

We said farewell to *Sue* who left early this morning to head back to **Christchurch**. *Meren*, our lovely hostess personally delivered freshly baked muffins. *Louise* and I had a grand tour of the seven-bedroom homestead, where she had spent a serious amount of money to bring it back to its former glory. We went back to our shearers' quarters for bacon and eggs for lunch. Today was like "the icing on top of the cake" or perhaps I should say bacon and eggs on a plate courtesy from our hostess. Afterwards, we all rode 10kms down to **Lake Heron**. I continued a little further until the road resembled something more like a dried-up riverbed before I decided to turn around, and passed mobs of merino sheep, which looked very pretty with lightly snow-capped mountains in the background.

### Day 16: Lake Haron to Methven 74 km.

Just the three of us rode out of the gate this morning into a cold fog, after *Andrew* repaired a flat tyre. We rode over the gravel in a fraction of the time it took us to arrive because it was much easier going slightly downhill. From here, it was plain sailing past *Mt Somers Station* dairy farm. We then went back to **Mt Somers**, where there is a pub, hall, library, domain and a quirky general store with a cafe. Here they sold all sorts from, local honey, woollen blankets, right through to locally grown organic *Quinoa*, which is a new crop being grown at **Methven**. As we were leaving **Mt Somers** we arrived at an amazingly manicured hedge.



*LEFT: You never know what you might find! Louise and I at the Dragon Hedge.*

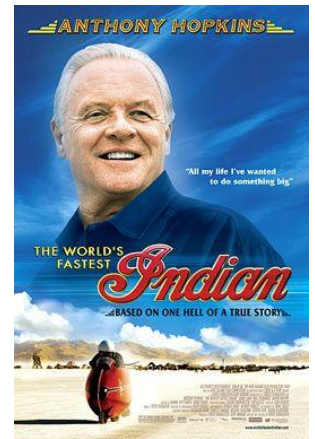
Shortly afterwards we arrived at **Staveley**, where there are two beautiful old churches, a hall and another general store/cafe. We then went along to Alford Hall, and the two Moa statues. This was followed by "Pudding Hill" where *Andrew* had to stop for a feed of blackberries, then we went over to the "Water Works" raceway established in 1944 for the last time. We arrived at **Methven** in time for lunch where we checked out the "Topp Country Cafe", (which is owned by one of the *Topp* twins) before checking into the camping ground located close to town and right in the middle of the A&P show grounds, where it pays not to judge a book by its cover. My cabin was very old, but everything was clean, while *Louise* and *Andrew* stayed in one of their newly installed "Pods". There was a hive of activity today including cutting grass, rowing up, baling, chain sawing trees, fencing and placing out bales for the show next Saturday. Obviously, there is a strong community here with several people in the working bee. **Methven** is a good-sized town and obviously a ski town. I also stumbled into the "Primo" cafe which was like stepping back in time with its excellent massive museum-like display.

### Day 17, Methven to Christchurch 125 km.

Our last day! We headed off and out into the fog for a while, but luckily it cleared at **Rakaia Gorge**. We made good time getting to the **Hororata** cafe. It was easy cycling drafting behind *Andrew* into a slight head wind, to **Kirwee**, where we found their lovely domain for our lunch and free entertainment watching the locals playing tennis. The one and only Hotel read "accommodation available", which wasn't true due to a major fire. We rode along further onto **Old West Coast Road**, then around the back of the airport past **McLean's Island**. It was interesting today passing dairy farms and one milking sheep herd, a few large crops of potatoes (the first we had seen so far), some green grass being irrigated while other paddocks were bone dry. Soon afterwards, I said goodbye to *Louise* and *Andrew* and started making my own way into **Christchurch** to stay with friends for a few days.

*Well it's the end of yet another amazing ACTA tour and here are the names of the Seven Passes we rode over, Vons Pass, The Nevis, Duffers Saddle, Thomson's Saddle, Dansey's Pass, Benmore East to Black Forest, and a fair amount of hills in between. Many thanks to everyone who rode and those who organized things behind the scenes. This tour ended in an unforgettable manner. Since we arrived at Queenstown the Coronavirus has made its way into NZ, and after listening to the news, I decided to head home earlier than I had planned. Soon afterwards our world gets turned upside down with NZ going into Lockdown. This really makes me appreciate the freedom we enjoy while away. I must say I was pleased to get out and away from Christchurch airport for fear of picking up the virus myself. I don't think life will ever quite be the same again!*

## The ACTA Movie and Dinner Evening on Saturday 29<sup>th</sup> February 2020 by Simon Bucherer with comments from Gary Hannam, one of the Co-Producers of "The World's Fastest Indian"



The Movie and Dinner Evening at JC Ryder's complex was a great success with 25 attending on a warm balmy night. Details of the JC Ryder complex are included in the August 2019 SPOKESMAN Issue No. 131. After enjoying the roast dinner, everyone was excited to see the movie along with a special ice cream or ice block treat to take into the private theatre.



JC Ryder Private Cinema



Historic Building in JC Ryder Complex

"*The World's Fastest Indian*" is a 2005 New Zealand biographical sports drama film based on the *Invercargill* speedy motorcycle racer, **Burt Munro**, and his highly modified 1920 Indian Scout motorcycle. *Munro* set numerous land speed records for motorcycles with engines less than 1,000 cc at the **Bonneville Salt Flats** in **Utah** in the late 1950s and into the 1960s. The film stars *Anthony Hopkins* as **Burt Munro** and was co-produced by *Roger Donaldson* and *Gary Hannam* and written and directed by *Roger Donaldson*.

The film opened on 7 December 2005 in **New Zealand** to positive reviews, and quickly became the highest grossing local film at the *New Zealand box-office* at the time taking in NZ\$7,043,000; and taking in over US\$18,297,690 worldwide. The film was theatrically released on 3 February 2006 in the **United States** by Magnolia Pictures; and was subsequently released on DVD on 22 December 2006 by Magnolia Home Entertainment.



Anthony Hopkins played Burt Munro

### Comments from Gary Hannam, Co-Producer of "The World's Fastest Indian"

"I am delighted that ACTA are going to watch '*The World's Fastest Indian*' and I am disappointed I am unable to be there. Wherever I go in the world I meet people who have seen our movie; the response is always a passionate acclamation for *Burt Munro*, the Southland hero. And there are benefits. My wife, *Joy*, was in Spain a few years after the movie's release, eating tapas with a group of NZ girlfriends. The young Moroccan waiter asked where they were from. 'Ah' he said on hearing New Zealand, '*Burt Munro*'! The girls got free wine that night, and *Joy* had to give an autograph as the Co-Producer's wife! As with many movies, there is a long back story. I arranged the finance for *Roger Donaldson's 'Smash Palace'*, the movie that got him to Hollywood. After the movie in 1981, *Roger* told me about the documentary he had made on *Burt Munro*, and how they took *Burt* to the *Salt Flats* in **Utah**. *Roger* was one of NZ's best TV commercial directors, and this documentary was his first film project. He said there would be a good movie in *Burt's* story. So, colleagues and I paid *Roger* to write the first draft of '*The World Fastest Indian*'.

In 1983 *Roger* made his first Hollywood movie, '**Mutiny on the Bounty**'. The star was a young *Anthony Hopkins*, an actor with a reputation for being more than wild, and he was a challenge for the young *Roger* on his first Hollywood movie. *Roger* requested his Hollywood agent to never send him a project in which *Anthony* was appearing.

The years passed, and *Roger* and I would get some interest in the script. Studios wanted a re-write: add in a role for a young US female star who goes to NZ and takes *Burt* back to the US to realise his dream. This wasn't the movie we wanted to make; it just wasn't the story at all.

In 2003 *Roger* had some time, and so did I, so we decided to give the movie another go. After 22 years of having never seen each other, *Roger* and *Anthony* met at friend's party in **Los Angeles**. They enjoyed each other's company. *Anthony* asked *Roger* to send him the script for *Burt's* movie. *Anthony* called back very quickly, saying "I want to do this movie. *Burt* is a character I have never played, and he is so much like how I see the world".

Having an 'A' actor for the movie is one thing, paying them is another. *Anthony* agreed to take the role for a fraction of his usual fee, and we were on our way. During the movie, *Tony*, as he preferred to be called, told many stories against himself of the "**Mutiny on the Bounty**" days, and how terrible he had been in those days. He had a great sense of self-deprecation and humour.

*Tony* had no airs or graces, just human compassion. When I first met him arriving in his private jet in **Utah**, he got off the plane, hugged me, 'Call me *Tony*' he said and thanked me for giving him this opportunity.

When we showed *Tony* and his wife, *Stella*, the first cut of the film in **Los Angeles**, he came up to me, tears flowing down his face. Not knowing what to expect, I asked if he was ok. 'It's the first time I've really seen me on the screen,' he said, 'I am *Burt*!'. He loved the movie!

You will see the last scene on the *Salt Flats*, with the Blue Bird and other majestic cars that raced in the summer of 1983. We found them in museums and private collections, and brought back to the *Salt Flats*, the first time together since that year. This was almost the end of the movie. The next morning after the last day of filming the weather had suddenly turned. We woke to find the *Salt Flats* being two feet under water. Had this happened even a day earlier, you would not be watching this movie! We had no budget to wait until the next year when the Salt Flats would be dry, and *Tony* would not be free.

During post-production at *Peter Jackson's* facilities in Wellington, the film also met another, more unpleasant near end! A malfunction of equipment during the preparation of the film for editing had scratched a good portion of the original negative. *Roger* and I could not have been more shocked when we saw the footage. It happened on that fateful day when *Peter* had a visitor from **Germany** who had developed software to remove scratches from film! At the time there was no conventional process to affect this repair. The film was ruined completely. This innovative and novel software had never been commercially trialled. *Peter* gave over his facility to us, and the software was used for its first time. This could only have happened in **Wellington**. *Park Road Post* and *Peter's* studio had the computing power that surpassed **NASA**, the best in the world. On Saturday 29 February ACTA will be watching the successful conclusion of this novel software process, which took each frame and married the image that had been destroyed, hundreds of thousands of frames. It took 72 hours of work to achieve this impossible task! As *Burt* says, 'Old age is not for the faint hearted', and nor is movie making. But it is immensely satisfying. While you are watching this, imagine this scene:

A velodrome in **San Sebastian, Spain**. The movie was the prime event of the film festival. The giant screen covered half the oval of the velodrome, with the audience capacity being thousands seated facing this enormous screen. The banks of speakers were as high as the screen. This was to be biggest screen for a film anywhere with the most dramatic array of speakers. The sound of the bike in the opening scene sent shock waves rippling through the velodrome. When *Burt* broke the record, everyone was "on the bike with him", with the throb of the engine penetrating our senses. If I could set up a screening like this again, I would! It was worth every ounce of angst! I hope my wife, *Joy*, felt the same way!

*Burt's* record at **Bonneville** still stands today."

### **Simon Bucherer's Comment**

We are extremely grateful for *Gary's* Comments to ACTA as Co-Producer of "**The World's Fastest Indian**". *Gary Hannam* and his wife, *Joy Draper*, who happens to be a member of ACTA, are currently based in **Switzerland** and during an **ACTA Group Tour of Switzerland and Italy** (refer November 2019 SPOKESMAN Issue No. 132) we stayed with them for three days. Subsequently, when they were in **New Zealand** over the Christmas period, we happened to mention that we were considering another movie night when we would show "**The World's Fastest Indian**" and *Gary* very kindly provided the above comments.

**Once COVID-19 Lockdown Levels are removed, we will endeavour to hold more movie nights as appropriate so look out for notices of upcoming club events.**

# Auckland Transport Cycling Information

IN ASSOCIATION WITH



and



**Auckland Transport** welcomes the Government’s announcement of extra funding for temporary cycleways and footpath widening to help people physical distance after the **Level 4 Lockdown**. Several projects and places could benefit from this funding, which is part of NZTA’s *Innovating Streets for People* pilot. Mayor *Phil Goff* says he welcomes the Government’s commitment of additional funding for walkways and cycleways.

“We’ll be seeking further information from the Government as to the details of the programme, but it could help with the development of widened footpaths and new cycleways in areas including the city centre and south Auckland where programmes are already under way. In the past two weeks we’ve seen a surge of individuals and families in their bubbles heading outdoors and making the most of the walking and cycling in their neighbourhoods, with some locations seeing a 100% increase in use compared to the same period last year. This is a good opportunity to deliver more active transport infrastructure for recreation, to support physical and mental health and to ensure appropriate social distancing on cycleways and footpaths as we move out of the lock-down phase. It will also help to future-proof our active transport network of cycleways, shared paths and footpaths, meaning that as the restrictions eventually lift, more people will have an alternative, healthy means to get around the city without adding to traffic congestion and carbon emissions.”

AT Chief Executive *Shane Ellison* says, “*Auckland Transport* and *Auckland Council* have successfully trialled tactical urbanism treatments like planter boxes and paint, in the city centre to create new cycleways and wider footpaths. Additional funding would enable us to quickly widen more footpaths in busy areas and deliver more separated cycleways so people can enjoy their streets and keep a physical distance at the same time. The funding could speed up the delivery of major projects like *Access for Everyone* in the city centre and the *Safe and Healthy Streets Programme* in south Auckland. We are seeing more and more people walking and cycling in the local neighbourhoods during the lockdown because the roads are quiet and safe,” he says. “We want this to continue after the lockdown and delivering quick, low cost footpath widening and temporary cycle lanes will give people more transport choice. AT will be applying for funding for several projects that we can get underway shortly after the lockdown ends.”

# Snippets...

## ❖ Glen Innes to Tamaki Drive Shared Path Update



The tendering process has started. There was strong interest from suitably qualified contractors and construction started in April 2020. There are still two more years until the shared path is expected to be fully open in 2022. There is also other work to be done to get the critical north-south links across the valley in place. At a walkover of the route in mid-January with the *New Zealand Transport Agency*, members of the *Orakei Local Board* and the various organisations managing the *Pourewa Valley*, participants were treated to insights and updates about the project itself and the history and ecology of this extraordinary area of estuarine native bush, unique in the *Tamaki Makarau isthmus*.

## ❖ Measures Have Been Made to Protect Cyclists at a Busy Intersection

Work has been underway to make one of Auckland's busiest cycleway road crossings safer. Improved lighting and cycle phasing at controlled crossings are among initiatives to improve cyclists' safety in the *St Lukes* area. The *Transport Agency* is constructing raised crossings for both pedestrians and cyclists on the *St Lukes* Road bridge over State Highway 16. The crossings will slow down traffic and improve safety, especially for people crossing the motorway on and off ramps. Both *Auckland Transport* and *Bike Auckland* have been involved in their design.

## ❖ Lake and Esmonde Road Improvements

*Auckland Transport (AT)* is investigating how to improve travel choices and the reliability of travel along *Lake* and *Esmonde* Roads, between *Takapuna* and the *Devonport* Peninsular. The following link provides details and pictures of what is being considered: <https://at.govt.nz/projects-roadworks/lake-road-improvements/#approach>

*Bike Auckland* supported the following:

- Upgrading the *Lake Rd* cycle lanes from a painted line to physical separation with solid protection
- Protected 2-way cycle lane for the length of *Bayswater Ave*, including past *Bayswater Primary School*, to connect to the *Bayswater Ferry*
- Raised crossings at side streets along *Lake Rd* and *Esmonde Rd* to raise awareness of people walking and biking on the main roads
- New sections of 'transit lanes' for buses and high occupancy vehicles to improve bus travel between *Takapuna* and *Devonport* and encourage more ride- sharing.

and questioned

- the change the section of cycle lane between *Seabreeze Rd* and *Albert Rd* to a 2-way lane on the east side,
- the lack of safe transfer for people biking to *Takapuna* from *Devonport* through the *Lake Rd/Esmonde Rd* lights; (this is difficult at present and not being improved)
- The plans for people biking through the *Belmont* lights still expect the steep path past McDonalds to be used, and to bike past parked cars at the Belmont shops.

No doubt the outcome will be become apparent in the future.

## ❖ Advertisement from Richard Oddy

**Specialised Sequoia touring bike for Sale.** 56cm New. Not ridden. Steel frame with carbon forks.

32 / 48 chainrings. 11 - 36 sprockets. Shimano 105 derailleurs. FSA chainset. 700 x 35 tyres - will take larger tyres.

Braze ons for front and rear carriers and 3 bottle cages. No pedals. \$1500 (retail \$3,000) Contact 0272936096



# 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. **We are still unsure whether some of these events will occur due to COVID-19.**

## 2020

### ❖ **Cycling Weekend at Mangawhai 30<sup>th</sup> – 31<sup>st</sup> May (Currently Cancelled)**

To be led by Dave Winter and Carol

### ❖ **Cycling Winter Solstice Weekend at Pukehina, 18-21 June (Currently Cancelled)**

**Day 1. Thursday 18 June** - travel to Pukehina, arrive at Pukehina Beach Front "Uncle Tom's" cabin after 3pm.

**Day 2. Friday 19 June** 80kms. from cabin. Not all flat! 25-30 kms gravel or 62 kms and 10kms gravel. Bring your homebaking and flask coffee/tea for morning tea plus your lunch. Snacks.

**Day 3. Saturday 20 June** - 64kms from McLoughlin Park, TePuke. Not all flat! 25kms gravel. Explore TePuke hinterland. Bring your homebaking and flask coffee/tea for morning tea plus your lunch. Snacks.

**Day 4. Sunday 21 June** - 34kms from Paengaroa School. Mostly flat. Cafe morning tea on the beachfront Maketu. Bring your lunch.

**Evening Food - Thursday** bring your own dinner or may be Pukehina Fish and Chips open?

**Friday** shared meal. Bring your favourite dish to share. **Saturday** Mid-Winter Christmas. bring your favourite dish to share with a Christmas theme.

**Uncle tom's Cabin** sleeps 14-20 depending on number of couples. (5 bedrooms, 1 super king, 3 queen beds, 2 double bunks, 2 singles and 2 bunks. Price depending on final numbers \$43-\$50 per night approx. Owner will allow one campervan at \$40 per night for two people if needed. Lots of parking and bike storage. Large lounge. View on "holidayhomes" website. Bring your own sheets, pillowcase, duvet or sleeping bag.

**Cut off date** for final numbers 30 April 2020 with accommodation to be paid in full by 10 May 2020. (If not all beds are taken there may be at the discretion of the owner the possibility of a later book in for one or two people) **Leader:** Margaret Law 0212554124 [margaret.j.law@gmail.com](mailto:margaret.j.law@gmail.com)

### ❖ **3 Day Mid-Week Cycling around Dargaville 3<sup>rd</sup> – 6<sup>th</sup> August (Currently Tentative)**

To be led by Stephen Thoms

### ❖ **ACTA Supported Cycling Tour 6<sup>th</sup> – 15<sup>th</sup> November (Currently Tentative)**

Decision still to be made. Three possible Options:










- "Hub" Tour based in the Manawatu
- "7 Tunnels" Tour
- BOP Tour

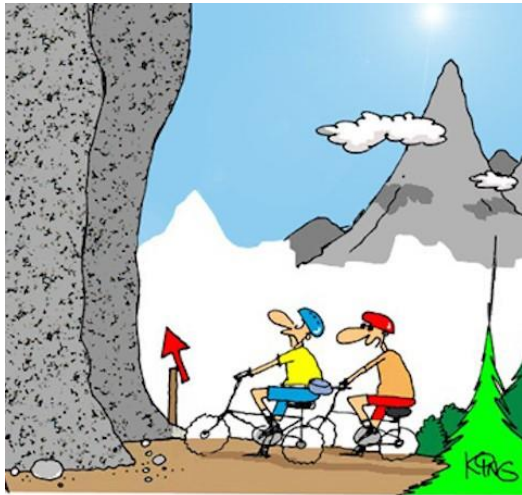
**Editor's Comment: The ACTA TOUR ORGANIZING SUB-COMMITTEE still have some decisions to make. Consequently, they will issue a separate club email with details of upcoming events once decisions are made.**



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



-  My sister told me I couldn't make a bicycle out of spaghetti  
*You should have seen her face when I rode pasta!*
-  What's the difference between a poorly dressed man on a tricycle and a well-dressed man on a bicycle? *Attire!*
-  What do you call a door to door bicycle salesman? *A Peddler!*
-  What's the difference between a brown bear on a bicycle and a black bear on a bicycle? *Bearly much, they're bicycly the same!*
-  Did you hear about the cyclist who used Viagra eye drops? *They made him look hard!*
-  What is the cheapest bicycle you can buy? *A penny-farthing!*
-  A Female Boxer Let The Air Out Of Both My Wheels Recently. I Had Two Puncture.
-  A priest is riding his bike down a busy road and passes a police car. The Officer is suspicious of the priest's erratic riding and signals him to pull over. Once he gets off his bike the Officer smells alcohol on the Priest's breath. He asks the priest, "Sir, have you been drinking?" "Only water!" the priest says. Not believing him, the Officer asks, "well then, why can I smell wine?" "Good Lord!" the Priest exclaims, "He's done it again, he's turned my water into wine!"
-  I went to the liquor store on my bicycle and bought a bottle vodka, put it in the basket on the front and then it occurred to me that if I fall or something happens, the bottle might break, so I drank it all right there and it's a good thing I did...'cause I fell 7 times on the way home...



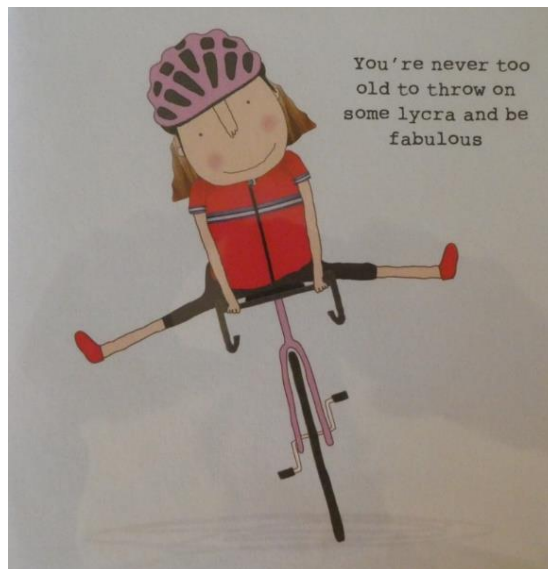
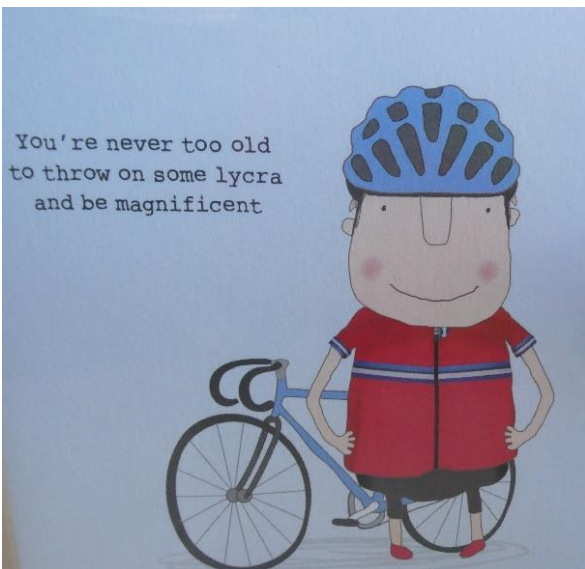
*"Here's where it gets a little challenging."*



**"I don't think right now is a good time to ask your dad how his mountain biking trip went."**



*Cyclist going to sleep*



***These two pictures provided by Maureen Mc Rae***

# 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. **THE EDITOR WOULD ALSO WELCOME ANY COMMENTS OR "LETTERS TO THE EDITOR"**. When supplying these items to your Editor 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 your Editor to edit and insert the article into the template used for publishing. Within the word document indicate where the photos should appear and add a caption. Contributions of other separate photos are appreciated, so your Editor 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:

**[editor@acta.org.nz](mailto:editor@acta.org.nz)**



*Tail End Charlie – The End*