

6

Early cycle touring in New Zealand

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When bicycles were introduced into New Zealand in 1869, they were readily embraced. Bicycles offered independent travel and the promise of adventure and discovery. This paper explores the nature of cycle touring in New Zealand, and the role played by the New Zealand Cyclists and Touring Club (NZCTC) in encouraging touring. The NZCTC contributed to the development of New Zealand tourism infrastructure through road improvements, touring maps and guides, a system of roadside accommodation, signage, tide and lighting tables, and traffic legislation.

Adventure and discovery through cycling

Exploring the New Zealand landscape by bicycle offered touring cyclists unique experiences and challenges in their quest for adventure. For cyclists to embark on extended journeys in an uncharted land was highly

adventurous. Non-cyclists and cyclists alike considered the very act of taking up cycling adventurous by definition. People of all ages and both genders embarked on tours. The majority of touring cyclists were men (married and single), but it was not uncommon for family members to tour together - wives and husbands, sisters and brothers - as well as friendship

groups. Alice Burn, for example, enjoyed cycle touring with her husband. In January 1893, they cycled from Oamaru to Hokitika. Alice was acclaimed to be the first woman to ride one hundred miles in a day.¹ Alice Mitchell of Gore travelled extensively in Southland with her younger sister Lizzie, preparing herself for a tour of the North Island with her brother George by cycling from Gore to Bluff and back in two days (about 120 miles). On her North Island tour in 1895, she and George travelled over 1,000 miles in three months. Starting from Gore, they rode to Christchurch in seven days. From Christchurch, they took the steamer to Wellington, and continued north via the Rimutaka range to their destination, Masterton.² As the decade matured, more and more cyclists, including women, travelled.³

Adventurers embrace challenge, and early cycle touring was certainly a challenging experience. The challenge and adventure of a cycle tour began by managing the very machine chosen for the ride. From 1869, when the first velocipedes arrived in New Zealand, until the mid-1890s, cycles underwent various technical metamorphoses, each development an attempt to improve on its predecessor. On all of these models, cyclists toured. Velocipedes were made of solid cast iron and were very heavy.

The next major development saw the advent of the ordinary, popularly known as the penny-farthing. Since the pedals were attached to the front wheel, riders had to find machines for which the radius of the front wheel matched their inside leg measurement. Riding an ill-fitting penny farthing added to the dangers of this model, where the rider was perched way above the ground, vulnerable to being tipped off the front of the machine, and lucky to have brakes (a later development). It was on these machines that cyclists were enabled to ride long distances due to the efficiency of the enlarged front wheel which allowed a greater distance to be covered for each turn of the cranks, and cycle touring took off in popularity in the late-1870s. Touring women seldom rode the ordinaries, not only because of the dangers they posed but also because their clothing did not

enable them to sit astride a bicycle unless they wore bifurcated costumes. By the time some progressive women in New Zealand and overseas dared to wear bifurcated clothing, the safety bicycle (smaller wheels the same size, driven by a chain) had been developed. The safety bicycle revolutionised cycling - it was safer, enabled the development of gears, accommodated freewheeling cranks, and could be fitted with shock-absorbing pneumatic tyres. Even so, these models presented their own challenge - more parts meant more could go wrong mechanically (including punctures), and they were still quite heavy, the average weight around twenty-five to thirty pounds (11-14 kilograms). With increasingly diverse models available as the manufacturing and retail industry expanded, riders began to be more discerning and knowledgeable about which models were most suited to their needs.

Besides managing the machine used for touring, the next set of challenges cyclists faced consisted of those brought about by the natural features of New Zealand. Touring cyclists enjoyed (and endured) the challenges presented by the varied topography of New Zealand, from wide flat plains to steep or mountainous hills. Much touring in hilly country consisted of walking; nevertheless, cycling writers tried to imbue their readers with optimism, extolling the opportunity to get off the saddle, utilise the upper body and stretch the legs while pushing uphill.

Just as the topography of New Zealand offered touring cyclists unlimited variety and challenge so, too, did the weather. When Alice and George Mitchell rode from Gore to Christchurch, most of their journey was in thick fog, drizzle, driving rain and head winds. They waded two rivers, numerous streams and, at times, the mud on the roads was so bad they had to scrape it from their bicycles in order to keep riding. A Canterbury couple, known only as Mr and Mrs Z., and their friend, 'A member of the Atalanta Club,' cycled from Christchurch to the West Coast. Their trip was hampered by severe and scorching Canterbury north-westerly winds. The exertion and duration caused by the

weather saw their food stores seriously depleted between the Springfield and Castle Hill stage of the trip. In addition to the discomfort caused by the weather, some parts of the route were very dangerous; when they reached Porter's Pass the wind was so violent that they walked 'like Christian in the Valley,' for fear they should be blown over the cutting. Half way up, where the old road meets the present one, they 'met a wool-waggon, and had to put their cycles and themselves hastily over the fence to allow it to pass.'⁴

The variable topography and climate of New Zealand naturally had a significant impact on the development and state of tracks and roads throughout the colony. New Zealand's main road network was well developed by the time cyclists began touring in number the 1880s, thanks to vigorous efforts by the provinces to establish good roads to penetrate inland Aotearoa.⁵ But the quality of roads varied greatly from province to province. Roads away from the major routes were usually very poor. Some formed into deep bogs in the rain; when they dried out, they formed deep ruts. Inevitably, cyclists had to cross and re-cross many rivers and streams. Only major routes afforded the luxury of bridges. Most of the time, cyclists had to ford, wade, and swim or be ferried across waterways. Sometimes riders had to follow the river or stream to the coastline and cross at the beach.

Part of the thrill of cycle touring came from the limited knowledge early cyclists had about their forthcoming journeys. Until the NZCTC began to produce maps specifically for touring cyclists, cyclists relied on general, all-purpose maps that did not necessarily note minor roads. These were not they designed to be folded again and again, nor to be used in the

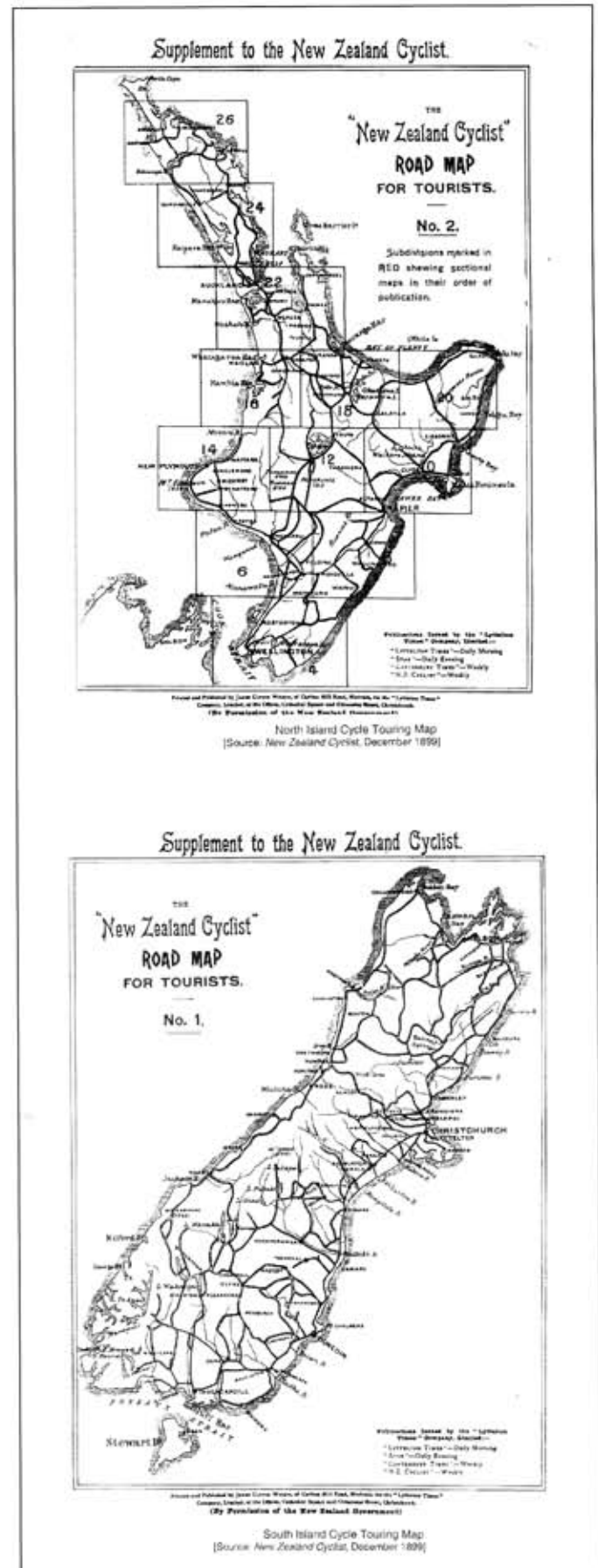


Fig. 6-1. North and South Island cycle touring map. Source: *New Zealand cyclist*, December 1899

rain. Few signposts or distance markers existed except along the highways between major towns or cities. Once away from these roads, cyclists travelled in relative ignorance, possibly relying on information passed on to them by others who had preceded them. Part of the excitement of touring for the really adventurous was exploring uncharted or ill-charted routes. But for those who liked a degree of certainty, cyclists were able to consult the numerous New Zealand travel guidebooks that were produced for the benefit of overseas tourists. Using these guides, they could decide where they would like to visit and could find out about the condition of existing roads, what kind of transport, communication services and accommodation they could rely on, and estimate how long it might take them to get there.⁶ Cyclists could also consult the *New Zealand wheelman* for touring information, as detailed reports of journeys were regularly submitted. The most useful information, however, was found in the *New Zealand Cyclists' Touring Club gazette* and, later, in the *Pocket book and diary*,⁷ both produced by the New Zealand Cyclists' Touring Club.

Fostering cycle touring

In 1896, the formation of the New Zealand Cyclists' Touring Club formalised the increased popularity of cycle touring. The broad aim of the NZCTC was to 'encourage and facilitate touring in all parts of the Colony.'⁸ It sought to achieve this by three key strategies: by providing vital information *via* the *Gazette* and handbooks; by establishing a national network of provincial representatives or 'Consuls', officers who represented the needs of cyclists on the national committee and who acted as a contact person within a particular region of the colony; and by interacting with the legal system, defending cyclists' rights and lobbying for legislative change at all levels.

The organisational structure of the NZCTC was based on the English Cyclists' Touring Club, the rules of which were adopted with suitable modification, including allowing

professional (or cash cyclists) to join. In addition to the normal offices of a committee (President, Vice-Presidents, Secretary and Treasurer), the NZCTC appointed Chief Consuls to form the governing body of the club. The Chief Consuls were elected representatives of each Provincial Division, with 25 members entitling a Division to one representative on the Council.

Membership of the NZCTC grew steadily since its inception in September 1896. Each month the *Gazette* listed new members. In the first month, 193 were reported to have joined, twelve of which were women. By March 1897, the club had amassed 740 members, more than its English counterpart had totalled in its first year.⁹ Women were very keen to join, and formed roughly a quarter of the membership by 1900.¹⁰ Judging by the names listed each month, many people joined in family groups. In all likelihood, most members of this organisation were middle-class cyclists who could afford the time and money for holidays and travel.

The New Zealand Cyclists' Touring Club systematically gathered and organised travel information relating to the whole country and published this in its magazine. Each issue of the *Gazette* detailed descriptions of cycle routes, which included the number of hills to be expected and their degree of difficulty for cycling, and identified the cycle repairers in each town. Members contributed their own accounts of trips they had undertaken, and offered advice to potential tourists on how to improve their journeys. As well as publishing cycling maps which marked popular cycling routes, the *Gazette* listed hotels sympathetic to cyclists' needs; these subsequently developed into a network of accommodation houses offering special rates (including prices for meals and beds) to members of the NZCTC. Through the *Gazette*, many cyclists solicited cycling partners by placing advertisements for proposed trips. The *New Zealand Cyclists' Touring Club gazette* ran successfully into the early-twentieth century. It was eventually subsumed into the pages of the *New Zealand wheelman* in 1901, where it regularly appeared until the end of that year and was

never revived.¹¹ In its place, a column focusing on motoring interests appeared, signalling a new phase in the modernisation of New Zealand society.

Information about communications and travel infrastructure was of immense value to the touring cyclist. Completed journeys were routinely submitted to the *Gazette* to inform fellow cyclists of routes of scenic note, the facilities available along the way,¹² and the pitfalls encountered. Later, such informal trip information was compiled and possibly published as route guides for cyclists.¹³ As these routes were more frequently travelled, subsequent cyclists called for mapping (including cross-sectional maps noting gradients) and signage. Many a cycling trip was

thwarted by poorly marked tracks or monumental ascents or descents. Signs provided the necessary information for modifying decisions along the way. The NZCTC undertook to lobby on behalf of cyclists for improved signage on routes and was very successful in establishing a nation-wide system of signs warning travellers of blind bends, steep gradients, uneven surfaces as well as pointing the way and indicating distances.

Accommodation has always been a critical aspect of cycle touring. Although some hardy cyclists camped out in the country, most preferred to stop overnight at some sort of fixed shelter, such as an hotel or house. In rural communities, residents were able to make a little bit of money by taking in travellers. Cycle-friendly hosts were noted and published in the *Gazette* and pocket books. The hospitality of such intimate accommodation was often described in terms of the personalities of the hosts and the kind of food and services they offered, so that some hosts became legendary amongst touring cyclists. The NZCTC actively sought to negotiate reduced rates amongst hoteliers and those that supported cyclists were rewarded with regular patronage as a result of the publication of their businesses in the cycling guides.

To support their trips, touring cyclists also needed to know where they could buy food supplies to keep them going between accommodations, and to have their cycles repaired if necessary.¹⁴ Whilst this was seldom a problem in larger towns or rural supply centres, the services offered by smaller villages played a vital role in sustaining their trips. Again, those businesses supportive of cycling were publicised in the *Gazette*. Services that were prepared to operate after hours or on Sundays were particularly popular.

Timetables for hours of daylight, tides, and other transport services assisted touring cyclists in planning their routes. Whilst on tour, cyclists tended to rise with the dawn and retire at dusk. Nevertheless, cyclists often carried a cycle lamp in case they were shy of their destination before sundown, although not all

Fig. 6-2. Woman on cycle tour at Mt Cook, South Island.



did so because of the extra weight of the lamps. Mr Z. and his companion had this experience of riding in the dark in the Otira valley:

In spite of our efforts [to ride quickly], we were benighted about ten miles from Kumara. We had no lamps, for we wished to avoid carrying all extra weight, and the mountain torrents crossing the road made riding very uncertain [hence the desire for less weight]. It was pitch dark when we got to the Fern Avenue, and never shall I forget that weird and silent ride between trees that seemed nearly to meet overhead, while millions of glow-worms shone and glistened on the banks underneath the tree ferns on either side. Mr Z. rode in front, and at length entered a torrent that seemed like a small lake in the darkness. I waited, and when he found terra firma again he struck a match, and black enough the water looked. However, I rode in, and finally got through, a little damps as to the feet, but otherwise none the worse. At last we saw the welcome lights of Dillmanstown, and

after riding four miles further we found ourselves in Kumara at 10 p.m.¹⁵

Given the state of the roads, especially in the hills, riding in the darks was potentially perilous. Tide timetables were also helpful where tidal plains were to be crossed, such as at river mouths. Whilst most major routes were bridged early in the Colony's development, many rivers and streams had to be forded. Where routes followed the coastline, the tides had to be factored into the equation.

Longer journeys often necessitated mixed travel modes. Cyclists on such trips knew about train, coach, and steamer timetables. If travelling between the two main islands, for example, a cyclist had to take a steamer. Knowing the timetable of other transport services enabled cyclists not only to plan their trips more accurately but also to make alternative arrangements should the trip not go to plan for various reasons. The cycling diaries of F. J. Macdonald, a keen tourist at the turn-of-the-twentieth century, contain tables of daylight hours, tide times, train and steamer timetables. Inserted among the pages are telegrams telling of his departure and expected arrival times, and giving feedback to his friends about the arrival



Fig. 6-3. Ferry crossing with bicycles.

of his luggage in various places. Obviously timetables of all sorts were extremely useful in helping cyclists plan their itineraries and manage their journeys.

Perhaps the most valuable information published was the detailed personal accounts of cycling trips, enriching any existing information by recording impressions and observations of unique interest to cyclists. Trip reports were useful not only in the sense of warning cyclists of the conditions to expect, but acted as interpretive guides. Accounts of the scenery, flora and fauna evoked a sense of wonder and awe for the New Zealand outdoors. Such accounts were by no means novel, as travel writing was well established by the 1890s; but for cyclists, the experience of the outdoors was perhaps unique because of the routes that cyclists were able to explore. Only horseback riding came close by way of comparison - one literally felt a part of the countryside - but no horse was as obliging and accommodating as a bicycle.

As with most other activities, folklore gradually developed and was passed on to new community members and their descendents. By the mid-1890s, most touring cyclists were aware

of the feats of others before them, the names kept alive through cycling magazines, club histories, and by word of mouth. F.J. Macdonald's diaries, for example, contain several letters from people whom he had never met, responding to his queries about best routes on certain journeys, covering topics such as road conditions, accommodation possibilities, and convenience of nearby public transport modes. An example from the *Gazette* further highlights the value of sharing information in its published correspondence:

TOURIST. - The Nelson-Reefton-Hokitika-Bealey-Christchurch road is the sort of tour you apparently desire. There are no real difficulties if you don't mind fording rivers. None of the rivers are likely to be deep in summer, as there has been very little snow during the past winter. Will try to describe road as fully as possible shortly. In meantime will members send along copies of their diaries of the tour.¹⁶

Although cycling trips were often undertaken solo, most cyclists sought companionship on their journeys. The NZCTC assisted cyclists in meeting other touring cyclists by setting aside space in the *Gazette* where cyclists could advertise for trip companions. The trust placed in this system of matching up strangers for a tour demonstrates, again, the sense of community shared by cyclists. In many cases it seemed enough to be a keen cyclist to accompany a complete stranger on a holiday. Some individuals, however, demonstrated an element of discrimination, asking for companions interested in nature and scenery, or who had literary tastes.¹⁷

Derived from their many shared experiences of the highs and lows of pioneering cycling, a sense of community among cyclists was strongly felt from the outset. With the NZCTC acting as a central focus for touring cyclists, the sense of community amongst riders extended beyond local environs to the entire colony and,

Fig. 6-4. Cyclistes on steamer, setting out on their travels.



in some cases, worldwide. Cycling magazines routinely printed overseas stories of joys and hardships with which New Zealanders could identify, and vice-versa. In a more tangible way, cyclists travelling to other countries were extended hospitality as a matter of course; the only recommendation necessary was to be a keen cyclist and perhaps know someone in common (even remotely) with the host cyclist. Honesty and trustworthiness were the hallmarks of the touring cyclist.

Recognising that prevention is better than cure, the NZCTC actively advocated and lobbied for the rights and needs of cyclists as *bona fide* road users. Advocacy was an important role for the NZCTC because it was able to give a national voice to issues, reinforcing the efforts of local advocates (initially, the individual cycle clubs but, later, regional advocacy leagues or groups). Local advocates were knowledgeable about local politics, politicians, regulations and by-laws, and so on, but they needed the weight of numbers for their efforts to have any impact. The national voice provided this. Furthermore, the inconsistency of by-laws throughout the

country meant that a cyclist on a day excursion could pass through at least half-a-dozen different local bodies, each with its own regulations for cycling traffic, 'framed without any regard to a general scheme'.¹⁸

In facilitating cycle touring, the NZCTC also offered legal assistance to its members and actively engaged in advocating for cyclists. Serious traffic conflicts arose as cyclists, horses, and horse-drawn vehicles competed for road space, the prejudice against cyclists enduring from the early 1870s.¹⁹ These problems had still not been resolved by the late 1890s. Although most road users were aware of the basic rules of the road, many drivers and riders failed to heed them, and this increased the likelihood of accidents in built-up areas. Collisions with animals, carts, and other cyclists were a frequent occurrence that often resulted in serious injuries and hospitalisation. Despite the efforts of various cycling organisations, such as the Cyclists' Touring Club, the League of New Zealand Wheelmen, and the Cyclists' Alliance to regulate non-cycle traffic, 'road hogs' (*i.e.*, any road user or pedestrian who interfered with cyclists on the road) were deemed to be on the increase. Sometimes road users endangered cyclists simply by their carelessness, such as by cutting corners when turning, going around corners on the wrong side of the road, or passing too closely to cyclists. Quite frequently, drivers of horse-drawn vehicles deliberately ran riders (including female riders) off the road, disobeyed the road rules by driving on the wrong side, cut corners when turning, and failed to display lights at night, etc.²⁰ Many traffic violations and accidents involving cyclists were resolved in the courts, and where cyclists were patently aggrieved, the New Zealand Cyclists' Touring Club represented them.²¹ For example, the NZCTC was successful in an action against William Sutton, of Dunedin, who was charged with not allowing cyclists enough room to pass his horse and cart on the Blueskin road, February 14, 1897. 'The offence of not leaving a reasonable portion of the road for any vehicle passing another was a contravention of the provisions of subsection 13 of section 139 of

Fig.6-5. Men touring in Arthurs Pass region, South Island.



The Public Works Act, 1894. Sutton was fined five shillings.

One of the most important projects of advocates was the state of roads. New Zealand roads were unsealed until the early-twentieth century, when the increased use of the motorcar demanded better road surfaces. Since the 1870s, cyclists had drawn attention to the poor state of both urban and rural roads. In summer, urban roads were slippery and wet because they were routinely watered to keep the dust down and, in winter, they were muddy and boggy because of the rain. Large ruts developed in the most heavily used roads, making negotiation by bicycle difficult. These difficulties were compounded by the presence of other road users. A great deal of space in the *Gazette* was devoted to the state of roads, particularly those of flat Canterbury, where cycling was most popular. In several centres, committees were formed solely to lobby for the construction of cycle ways. For example, a Christchurch group saw the Sumner Cycle Track formed; similarly, in Dunedin, the St. Clair Cycle Track was the result of the efforts of local activists.

The NZCTC encouraged members of parliament to consider national cycling regulations, as well as commented on proposed legislation. In 1898, the MP J. G. Ward introduced the well-intentioned *Cycle Traffic Bill* in 1898. Its purpose was to allow certain local authorities to levy a tax upon each cycle so that the proceeds of the tax (after administration expenses) would be used to build and maintain cycle ways. A great deal of the success of the Bill would rely on the wisdom and goodwill of local authorities to do their best by cyclists. The NZCTC was sceptical, however, and successfully opposed the introduction of this Bill on a number of grounds, including the scope of the Bill to allow each local authority to develop its own interpretation of the Bill, set its own taxes and fines, decide how the regulations would be enforced, and how much effort would be put into the cycle ways.²² Although the NZCTC spoke as a nationally representative body, it should be noted that not all cyclists were opposed to the Bill. Many Dunedin

cyclists, for example, were very much in favour, because they thought the Bill would help fund their current cycling track projects. The South Dunedin Council was also in favour, although not without dissent.²³ Those councils that opposed the Bill were concerned about the cost of maintaining the tracks - although cyclists would be taxed to provide the revenue, the tax would not cover ongoing costs. Local borough councils would need to look after the sections of track passing through their jurisdiction, and city councils foresaw the potential for a great deal of dissension amongst boroughs. The issue appears to have died down after the Bill was delayed through parliament, only to be raised again a few years later as the *Cycle Boards Bill*; this, too, was opposed and defeated for all the same reasons.²⁴

Clearly, the formation and development of the NZCTC fostered interest and growth in cycle tourism at the end of the nineteenth century. In addition to attending to the immediate travelling needs of tourists, the Club was very forward looking by establishing within its organisation and advocacy function.

Conclusion

Cycling was a tourist activity that developed very early in New Zealand's history and, like today, drew large numbers of domestic and international travellers alike. Cyclists actively lobbied for better and safer roads, new routes, road signs, and sensible legislation that would make travelling an enjoyable experience with maximum expediency. Through the tireless (no pun intended) efforts of cyclists, existing travel information such as tables of sunrise / sunset, tides, steamers and trains was collated and published into convenient formats. Maps were published and re-published, as were route guides with as much information as possible to prepare the traveller with its accurate and interesting information. The activities of the NZCTC laid the groundwork that made possible the establishment of the New Zealand Automobile Association in 1903, which

continued to serve the wider travelling public in the same ways - discounted accommodation to members, annually produced travel and accommodation guide books, and road maps.

Cycle touring and the role of the NZCTC contributed significantly to developing the infrastructure of domestic tourism we enjoy in New Zealand today.

References and Notes

1. *New Zealand wheelman*, 14 January 1893, p 9.
2. *NZW*, 11 May 1895, p 4.
3. In 1898, for example, Mrs Ellis cycled solo from Waiau to Christchurch (about 75 miles) in two days - she had been riding for only a few weeks. *NZW*, October 19 1898, p 9.
4. *New Zealand cyclist*, 17 April 1897, p 5.
5. Chapman, 1966, 94; Grey, 1994, p 170.
6. M. Moseley (1885) *Illustrated guide to Christchurch and neighbourhood*, Christchurch: J. T. Smith; Ernest E. Bilbrough, ed. (1890) *Brett's handy guide to New Zealand*, Illustrated Jubilee Edition, Auckland: H. Brett; *New Zealand tours and excursions: tourist guide to the lakes, mountains and fiords* (1898) Wellington: John Mackay, Government Printer (one of a series of books covering different areas of New Zealand); Richard Wedderspoon (1925) *The New Zealand illustrated tourist guide: the most wonderful scenic paradise in the world*, Christchurch: Simpson and Williams.
7. The *Gazette* was the monthly magazine of the New Zealand Cyclists' Touring Club (NZCTC), which was founded in June 1896 to encourage and facilitate touring in all parts of New Zealand. It published handbooks, maps, and its own gazette, to give reliable information about roads, hotels, repair facilities and places of interest. Tourist guidebooks for New Zealand were by no means a new phenomenon, but they assumed travel was by boat, rail, or coach, not bicycle. *The New Zealand Cyclists' Touring Club pocket book and diary, 1897-98*, NZCTC: Wellington, 1898, was about seventy pages long, and contained the following information: a list of officers of the association including the Consuls for each region; Prospectus; Rules, Riding Regulations, Cycling By-laws of Local Bodies; Hints about Cycling; Directions for Repairing Tyres; Carriage of Cycles (on railways and steamships); Hints on Management of Double Tube Tyres; Cycling with a Camera; Cycling Dress for Ladies; Some Good Cycling Tours; Tabulated List of Hotels, Consuls, and Repairers; Phases of the Moon, Sunset and Sunrise; Riding Record; Calendar 1898; Diary. The book cost one shilling, and was available through stationers or the club secretary. It is not clear if subsequent annual editions were produced, but there was discussion about producing regional guidebooks. *New Zealand Cyclist Touring Club gazette*, 15 February 1900, p 84.
8. *NZCTCG*, September 1896, p 1
9. *NZCTCG*, March 1897, p 54. Note, however, that the English CTC was formed in August 1878, before cycling had gained much popularity; hence numbers were likely to be low. *NZCTCG* 15 April 1899, 17. By 1886, the CTC had 22, 316 members (McGurn, 1987, p 60).
10. Estimate based on numbers counted in the *NZCTCG*.
11. The last issue I found was dated August, 1900. It is unclear from this source what eventually happened to the club and its gazette; most likely it evolved into the present-day Automobile Association. Unfortunately the archives for the early years of the Automobile Association are scant, and no material was found preceding 1900. More detailed research about the eventual fate of the New Zealand Cyclists' Touring Club is required.

6. Clare S. Simpson: Early cycle touring in New Zealand

12. For example, location of telegraph wires along roads; railway crossings; description of direction posts; rough plans of towns; hills worth noting; state of road surfaces; and forks, junctions, cross roads etc. where it was possible to make a wrong choice. *NZCTCG*, November 1896, p 22.
13. Primary sources have not yet been completely analysed for this information.
14. The *NZCTC Gazette* produced articles about care and maintenance of cycles with touring in mind.
15. *NZC*, 17 April 1897, p 6.
16. *NZCTCG*, October 1896, p 18.
17. Most cyclists probably would have tried to meet or find out more about their potential companion through further correspondence or obtain character references before making a commitment, particularly for tours overseas.
18. *NZCTCG*, 16 August 1897, p 12.
19. *NZW*, 8 July 1893, p 5.
20. *NZW*, 2 November 1898, p 16-1. The irony should not be missed here: cyclists themselves were called 'road hogs' by non-cycling road users, and were accused of the same transgressions as other road users.
21. *NZW*, 13 March 1897, 17; *NZCTCG*, 1 April 1897, p 60.
22. *NZCTCG*, 1 August 1898, p 15-6.
23. *Otago witness*, 28 July 1898, p 41.
24. *NZCTCG*, 3 April 1900, 17; 16 October 1901, p25.

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