



Keeping traffic moving for Kmart opening

As shoppers prepare for an awesome day celebrating the opening of Kmart, Invercargill City Council and the NZTA are calling on motorists and pedestrians to take care.

We're expecting the roads and streets to be very busy for the opening today.

To improve the safety of all road users, Kmart will have traffic management in place for the day.

Pedestrians are encouraged to use the pedestrian crossings outside Reading Cinemas on Dee Street, and across The Crescent.

For those approaching Kmart from Wood and Forth Streets, a temporary pedestrian crossing will be installed just south of Wood Street.

State Highway 1/Clyde Street will be reduced to one lane in each direction for motorists, and there will be a temporary speed limit in place of 30km/h.

Heading north towards Dee Street, there will be no right turn into Wood Street. If travelling south away from Dee Street, there will be no right turn into Wood or Forth Streets.

With a detour in place at the roundabout of Dee and Tay Streets, traffic coming from North Road/Dee Street heading for Kmart are encouraged to use Leven/Liddel Street.

These measures will ensure a safer journey and smoother traffic flow for all road users.

If you have any concerns regarding the traffic management, please contact Highways South on (03) 2111561

Bluff Community Board Bursary

APPLICATIONS are now invited from residents of Bluff for the Bluff Community Board Bursary.

The bursary is \$2,000 per annum for three years for:

- Candidates enrolled for a full-time course of study at University or other agreed establishment within New Zealand.
- Candidates who are making applications for admission to a University or other agreed establishment within New Zealand to a full-time course of study in the coming year.

Further information and application forms can be obtained from the Bluff Service Centre Manager with whom applications close on Friday 17th January 2020.



Party to launch Summer Reading Challenge

INVERCARGILL City Libraries and Archives are inviting one and all to a party at the Library right before the Santa Parade.

The party, to be held on Saturday 30 November, will celebrate the beginning of the annual Summer Reading Challenge, a popular Library activity.

Customer Experience Manager Cynthia Smith said the challenge would this year also feature activities for all age groups, including adults.

“Our annual Summer Reading Challenge is offered to encourage children to keep up their reading skills over summer. Reading mileage is important to help children develop their skills, and it can be a fun family activity,” she said.

“This year we are encouraging the whole family to participate and read for at least 10 minutes per day. For those who are more adventurous, there is also an activity challenge.”

The Launch Party begins at midday, and will run until 1pm, ahead of the Santa Parade.



YMCA

CAROLS IN THE PARK

Wednesday 18 December, 7pm-8.30pm
Queens Park Band Rotunda

Grab your friends and family for an evening of Christmas festivities with local musicians

Proudly supporting Southland Foodbank

Postponement day is Thursday 19 December

FREE EVENT!



SOHO SOUND SYSTEMS

UNITED SCAFFOLDING GROUP

ILT FOUNDATION



Disability Action Plan 2019-2023

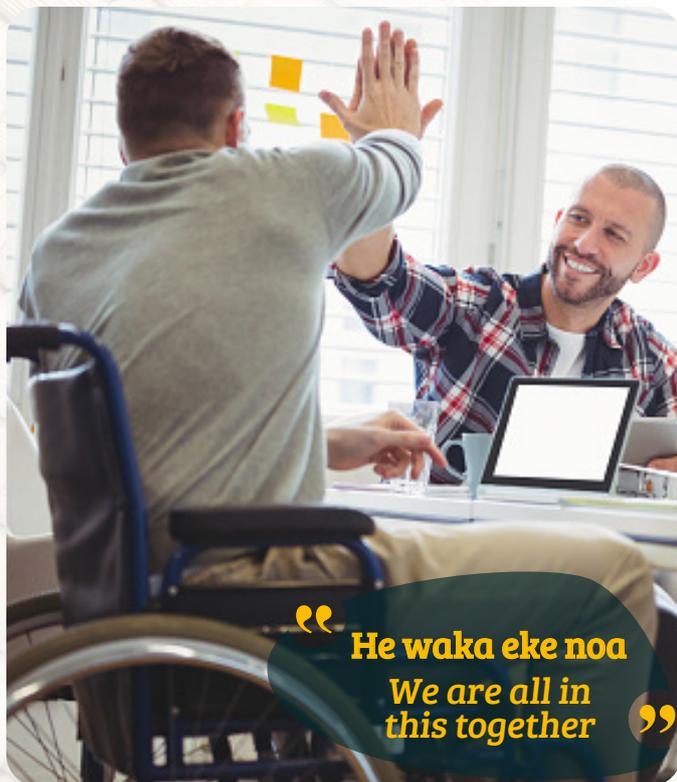
THE Disability Action Plan presents priority work programmes and actions developed through a co-design process by government agencies, disabled people and their representative organisations. The work programmes and actions will advance implementation of the United Nations Convention on the Rights of Persons with Disabilities and the New Zealand Disability Strategy 2016-2026.

It was launched on 14 November 2019 by the Minister for Disability Issues.

The Disability Action Plan 2019–2023 (Action Plan) aims to deliver the eight outcomes in the New Zealand Disability Strategy 2016–2026 (Disability Strategy).

It is not a conventional Action Plan in that it does not consist of a series of work areas followed by lists of actions. Instead, it is a package of 25 cross-government work programmes that are underway or are being planned that have an explicit disability perspective.

www.odi.govt.nz/nz-disability-strategy/disability-action-plan-2/#Summary



“ He waka eke noa
We are all in
this together ”



**HUI-Ā-IWI
2019**

22-24 NOVEMBER

JOIN Ngai Tahu at Stadium Southland in Waihōpai (Invercargill) for Hui-ā-Iwi 2019.

This year's event is centred on Ka Tū Te Tītī – the return home. Hui-ā-Iwi is a three-day event dedicated to all things Ngāi Tahu – it is a celebration of whanaungatanga and Ngāi Tahutanga. It is about remembering and connecting as iwi, hapū, and whānau. It is a call to Ngāi Tahu whānau throughout Aotearoa and the world to come back to what binds us all – our whakapapa and whenua.

Find out more at ngaitahu.iwi.nz/hui-a-iwi

If you can't make it to the hui, you don't have to miss out as it will be live streamed at ngaitahu.iwi.nz/hui-a-iwi



MASSAV PRODUCTIONS **CHRISTMAS IN THE PARK**

LIVE MUSIC FROM... - **SANTA** -
- **THE POSSUM PICKERS** -
- **JETSET - SAM CULLEN** -
- **LACHIE HAYES - RAMBLIN' ROSIE'S** -

QUEENS PARK BAND ROTUNDA
Free Event | 21-12-2019 | 3pm-9pm

FOOD AVAILABLE FROM LOCAL VENDORS

Tour of Southland 2019

862km with 5,500m of climbing (22 times up Bluff Hill)



As Project Technician – Capital Projects dealing with roading and infrastructure is part of David McCormick’s job at Council. Competing in his first Tour of Southland gave him plenty of opportunity to admire more than 800km of roading as it sped under his tires. David tells us all about his experience.

THE BUILD UP

TRAINING started on the first of July with a FTP (Functional threshold power test – 20min max effort) to find out how fit I was at the time, this test came through at 183W. This was the building blocks of where I started for the next 17 weeks.

The next 10 weeks of training consisted of between 11 and 18 hours (320km – 530km) a week training, Mondays and Wednesdays were 90 minutes indoors on my trainer pushing to build strength, Thursdays varied from 2-5 hour rides. My memory of a 5 hour ride was starting an hour-long climb of a hill behind Mataura at 8.30pm in the middle of winter when the sun went down at 6pm, very hard mentally knowing I still had to bike back to Wyndham to get my car. Fridays involved only walking the dog to freshen up for racing on Saturday and a 3-6 hour day on Sunday for endurance.

Luckily I wasn’t the only Southland B grader looking at competing in Tour of Southland, there was a group of four good friends who all started at Tour of Southland which meant there were friends to train with, travel throughout NZ to race with and help with any mental struggles.

The week leading into the Tour my body decided it was tired and wasn’t happy, I ended up needing antibiotics from the doctor and wasn’t able to ride my bike the whole week. This

was the hardest week mentally but I knew I had done all the hard yards to get me through so just needed to rest and recover.

Sunday 3 November has arrived, the big day is here. Sunday is somewhat the most rewarding day of the week as you get to ride through Queens Park with all the kids wearing your Tour of Southland kit and they look up to you and ask all types of biking questions. Great to be able to involve the community.

I struggled through Sunday being dropped by my team mates after 1.5km in the 4km course, this woke the body up which couldn’t remember how to ride a bike!

Monday 4 November. The longest stage of the week being 170km. Biking to the velodrome couldn’t have been better, no wind, no rain and no sleet! Unfortunately this all changed once we got out of the town boundary, by the time we went over the iron bridge there was a stiff wind and the pace was on. Being popped out the back with multiple people travelling through Thornbury was disappointing, I thought my tour was over and done. Guess I might as well go back to work? I kept pressing on with a few other Southlanders who were also out the back, thankfully the pace backed off just after Fairfax and we were able to return to the bunch by Otautau.

This made the next 50km very cruisy sitting in the bunch and making sure I ate and drank. Once we hit Ohai the pace went up again, blowing the whole field to pieces. All the non-Southland riders were seeing what the Southland cross winds were like. I ended up out the back riding in a bunch of seven, one of the riders had 10 days earlier competed on the Pro Tour level in Europe so I couldn't have been doing too bad. By the time we hit Dipton the bunch had swelled to 45 riders including my whole team (minus a team mate who crashed out and broke his scapula). Ended up finishing with the groupetto so time to recover and get ready for another day.

Tuesday 5 November. Riverton to Te Anau—oh no! Rain! Wind! Here comes another long day. Thankfully I was able to stick with the bunch over the Longwoods (climb leaving Riverton) which my team mates were unable to do. This meant I spent 100km (to the bottom of Blackmount) in the peloton enjoying the ride and making sure I kept my food and water intake up. Once I climbed over Blackmount I was on my own with 45km to ride to the finish, I had no issues with getting time cut as I spent so long in the bunch. I just sat at 250W for the next 75min, this was a regular part of my Thursday and weekend rides so I knew I could easily sustain this. WOOT another day done!

Wednesday 6 November. Mossburn to Coronet Peak. No wind? Sunscreen? What's going on again? With no wind the pace was high to start with. We averaged 48km from Mossburn to Kingston. Covering 51km in the first hour of the day. I made it over the Jollies with the bunch so I was able to sit within them all the way through to the bottom of Coronet. Wednesday ended up being a recovery day as the conditions weren't too hard. This would have been the most "enjoyable" day of the week as I got to enjoy scenery.

Thursday 7 November. Bluff Hill. Again no wind? Sunscreen applied! Yes please. Another high speed day due to great conditions, the pace stayed on all day and never eased off. Getting through the Wyndham hills was the only critical point of the day, I was able to stick with the bunch through here and then cruised to Bluff. Bluff Hill is never enjoyable, I just went up there as slow as I could to start to recover for Friday. Woot we are more than half way through!

Friday 8 November. Gore stage. OHHHH NO! Southland cross winds hello! The North-westerly wind was blowing. Unfortunately two of my team mates didn't make it through this stage, they were unable to stay with the bunch through the cross wind sections early on. I was able to use local knowledge about where the wind was coming from and when to change to the other side of the road to get shelter. This helped hugely to make it through to Drummond with the bunch. Once we hit Drummond the race BLEWWWW



apart, one team had a plan to blow everyone to pieces which they most definitely did! Knowing that the wind was about to turn to a cross tail wind I moved up in the bunch and took the right-hand bend high up, allowing myself to have people behind me once the gaps started appearing. Within 1km the race was in 6+ bunches across the road trying to keep up with the leaders. I was with 15+ riders which ended up being 45+ riders similar to Monday which we worked to finish within time cut. I also enjoyed this day because it just shows how strong some of the Tour of Southland riders are, world class riders got blown to pieces and dropped. Some of the officials said it was the best day's racing they have been part of anywhere in the world.

Saturday 9 November morning. Winton time trial. 14km of me, myself and I, and the RAIN. The scary thing about the time trial is that I have to be within 20% of the winners time or else have the chance of being time cut, so I have to go "full gas" to ensure that I can even start in the afternoon. I know what "full gas" is because of the equipment I have on my bike, in particular a power meter. This power meter is used to calculate how much power in watts I am producing. My FTP was 183W 18 weeks ago, it is now 320W. Being 320W I need to sit around this mark or else I could blow up during my time trial. Luckily over the week my body

had remembered how to ride a bike well and I was able to produce this power and more. I ended up doing a time of 19:35 (40km/h average) which meant I was within 20% of the eventual winner. I was able to start the afternoon! My team mate had posted a 20:06 which was outside of the 20% which meant there was a tense wait to see if he was able to start. I was glad I had done enough to be able to relax. How gutting would it be to complete 6 out of 7 stages.

Saturday 9 November afternoon. Winton to Invercargill. OH NO, my friend the wind had returned while waiting for the start of the final stage. The wind ended up causing the whole race to blow up, being so fast that the winners averaged over 50km/h from Winton to Invercargill via Browns and Spring Hills. This was the most unenjoyable stage as the body was tired, scrambling home and just no way to catch up with the fast guys. Sorry ICC Rooding, I averaged over 50km/h down Queens Drive! Once I hit Queens Park I relaxed, I was home! Finishing the Tour of Southland had been done, thankfully the weather was hard on days and easy on others. Allowing for me to say I finished a hard Tour of Southland not an easy one (if there is ever a thing).

Reflections on the tour. Would I ever do it again? No, I would never plan on it. If for some reason I was just as fit and



an opportunity arrived... maybe. Don't think I'd be allowed to dedicate the amount of time over the past 18 weeks on myself again.

The most rewarding thing? The congratulations and appreciation from Southlanders and other cyclists. Coming from Christchurch, no one other than cyclists know what TOS is, whereas everyone in Southland knows what it is because it is part of the yearly calendar.

I was blown away by a work colleague who said she was screaming and yelling my name and showing her son who I was at the start of the last stage in Winton. Unfortunately I was in my own world and didn't notice her at the start line, we have discussed how she could get my attention next time if I do it again!

The best part is the people within the Invercargill Community that have congratulated me that I didn't even know were following me.

Note from Editor: We asked David about what position he actually achieved at the end of the race. His response: "dead last".

BUT let's remember, 108 people started. Of those 108 people, only 92 finished.

David came in at 92.

David hasn't cycled competitively in five years. So this seems like a pretty awesome achievement to us!

Breakdown of the week:

862km RACED

40km RIDDEN

5,500m OF CLIMBING



39km/h AVERAGE SPEED
(for the guy who got last!)

84.5km/h MAX SPEED

105,431 PEDAL STROKES

3,703 CALORIES BURNT

