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NEWSLETTER

JUNE 2020

BMW Motorcycle Club
Aotearoa New Zealand



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New Members

We hope you'll take part in many of your local and national events. Your Area Rep will be pleased to introduce you to other members in your area. Our monthly newsletter is an open forum for all members. If you fancy having a story (and photos) published about your ride, the rebuild of your bike, a book you might have read or a movie you have seen lately, or just want to get something off your chest about how the club is going, then get in touch with the Editor no later than the 15th day of the month preceding publication. We welcome your contribution.

Grant MCMILLAN - AUCKLAND
Bruce MORRISON - WELLINGTON
Graeme SUTHERLAND -
WAIKATO
Bruce STUART - AUCKLAND

Please Note: Any material intended for publication in the newsletter should reach the Editor no later than the 15th day of the month preceding publication. The newsletter is an open forum for all members. Views expressed by members may not necessarily represent the views of BMWOR of NZ. Publication of all material is subject to the Editor's discretion. Photos are courtesy of article authors unless otherwise specified.

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Presidents Podium

Garry Williams

I want to commend you all for restraint shown during the lock-down in relation to getting out and about on the bike. I certainly hope you're making up for it now. I'm very pleased to say I've been out on the HP2 every day since the country moved to Alert Level 2.

Covid-19 is contained, but there's still a risk of community transmission with a number of active cases still in train. Area Reps have been advised that the fundamental principles the Club is operating under during Alert Level 2 are about reducing the possibility of members getting sick, making sure we can track and trace for anyone that actually does get sick, and that we all understand this is not a return to "normal".

Currently, social gatherings are restricted to groups of up to 10, if following public health guidance' but this is to be reviewed on the 25th May. We have asked Area Reps to factor this in to any rides they are organising until restrictions are relaxed further.

People with underlying medical conditions, especially if not well-controlled, and seniors are still being encouraged to take additional precautions when leaving home so that's something you need to think about if you're joining an Area ride. Above all else, it is your personal responsibility to keep others around you safe. If you are on a ride or socialising with other members, keep your distance from others. If you're sick, don't go on a ride or socialise with other members.

I'm back at work in our Christchurch office and, while I enjoyed 8 weeks or so "working from home", it's been great to re-connect in person with a lot of people I spent a lot of time with in Zoom meetings. The weirdest thing has been getting used to wearing dress shoes again.

We're still planning for the South Island RAG Rally. Unless something untoward happens and we find ourselves back in Alert Level 3 or 4, it will be in North Canterbury on Labour Weekend and it will be awesome! With the North Island RAG rescheduled the weekend before (16/17 October) there's also every opportunity to treat yourself to doing both, you have earned it!

Planning is also well underway for the Annual Rally in Taranki next January. Registration forms for that will be available soon.

In the meantime all the best - stay safe!

Garry

BMW Motorcycle Club of Aotearoa New Zealand - Risk Management Plan

The BMW Motorcycle Club of Aotearoa New Zealand is an organisation whose members join together for rides to nominated venues and for other social occasions. The organiser nominates the destination and regrouping stages along the way, but otherwise has no influence upon the way that riders behave on the road. There is no element of organised competition in the rides.

Riding Code

1. All Club members on Club rides shall do so as individuals responsible for their own safety and shall take into account the safety of others they encounter on the ride.
2. Club members are responsible for ensuring that their motorcycles are in a safe and legal condition, the minimum being to Warrant of Fitness standards.
3. Riders, Pillion and sidecar passengers where required, shall have as a minimum standard New Zealand Approved Motorcycle Helmets, and stout footwear, gloves and clothing that will be capable of protecting their body in the event of a mishap.
4. Club Members are to go to the aid of any others suffering a mishap.
5. Rider organisers shall nominate the destination for the ride as well as any regrouping locations or other stops. The organiser is not responsible for the other riders' behaviour or safety.
6. Riders shall ride at a speed and in a way that is comfortable for them. Do not ride outside your personal comfort envelope.
7. If a rider is unfamiliar with the route, they shall arrange to follow another rider who does know the way and who travels at a comfortable pace.
8. Riders who decide to travel as a group shall adopt a staggered riding formation such that there is an accepted following distance to the rider immediately in front. A reasonable following distance is indicated by a time of two seconds between riders for dry conditions and longer for inclement conditions and on loose surfaces.
9. The Ride Organiser and or the Club are not responsible for the participants' safety, and all participants participate at their own risk. All participants are aware that they are travelling on open public roads and are responsible for their own safety and compliance with the Road Rules and Laws.



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BMW Annual Rally 22 - 25 January 2021

TARANAKI

'Like No Other'



More details and update on page 17

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MAKE LIFE A RIDE



Events Calendar

National Events - Link for country-wide events:
<https://www.mnz.co.nz/events>

Taranaki - Our monthly ride day on 2nd Sunday will be 14th June, so will email a bit closer depending on the weather. Put this date aside and plan for a nice sealed road ride (no gravel) some place for food, drink and a natter. Other impromptu events will be notified by text or email.
Ray 3214



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Area Reports

Rangitikei - An Honour Bestowed

Rangitikei member Ron Rutherford (#4) was awarded Life Membership on 5 June 2005. He had the certificate but some felt that something more substantial was needed. Something to place on the mantelpiece. Something to hand on to his children. A tangible reminder was called for.

The current Board could see the sense of this. They had suitable plaques made and began to distribute them to local area reps for Life Members in their district. And so it came to pass that Ron's plaque arrived in Rangitikei rohe. Getting it to Ron was no problem surely. What could possibly go wrong?

The first idea that hatched locally was for the presentation to take place at the North Island RAG. Big audience. Plenty to reminisce about. Ron has a fantastic memory of the early days of the "Register" (he is #4 remember). He can also entertain an audience with tales from his epic motorcycle journey from one end of the globe to the other ... on a Triumph.

But then we met Covid 19 head on and the RAG was postponed. No problem send it in the mail. The day that the parcel was taken to the postal centre in Whanganui was the day that they stopped taking parcels for delivery. Foiled gain by Covid 19.

Plan three was to deliver it once we moved from Covid Level 3 to Level 2.

Thus it was that on the first day of Covid 2, May 14 2020, an intrepid group of 11 Rangitikei rascals on 7 bikes rode to Ohakune to present Ron with his well deserved plaque.

He was thrilled and honoured. It became apparent that memories were flooding back.

Congratulations Ron you are a real treasure.

Lance Nixon



Area Reports



Top of the South Doings

Sunday 17th

Cobwebs brushed aside, dust blown off,ignition ! Nice to be back ! The Nelson crowd assembled like always at Jacks Tyre's preparatory to a gorgeous autumn ride through 88 Valley and Golden Downs for an early lunch and blob in the sun at Lake Rotoiti.

A lot of bikes joined us before realising their mistake and headed for the Ulysses gathering down the other end of the beach...bikes for Africa everywhere we went (except the gravel thankfully).

After a couple of blissful hours the party broke up, Peter & Sacha heading back home to Blenheim via the Mt Robert Carpark (!!) , William returning the way we had come, hoping to mentally note the right turnoffs, and John, his mate Mark (KTM, *sigh*), Allan (Triumph another *sigh*), Dale and two friends of his (More KTMs *sigh*), Murray, Gretchen, and Tony couldn't help themselves from stopping for coffee at the Flat Rock via Dry Weather Rd and Tapawera.

Then through the usual rabble of Sunday drivers on the main drag home.



1937 BMW R12- The quintessential Classic

(Re-print from the October 1997 Newsletter)

BMW had a big problem in 1926:

In sidecar service, their frames were cracking at the welds. It was necessary to design a completely new frame — and while they were at it a completely new motorcycle in order to cure it.

The new frame was stamped out of heavy sheet metal in left- and right-channel section halves, and then cross-braced and joined with large round head rivets. Called the “star” frame, it could take the heavy bending loads of a sidecar without fatigue. It was also the forerunner of the modern perimeter motorcycle frame.

The new 750cc engines were the largest and most powerful yet produced by BMW, a 16 horsepower side valve, and a 28 horse power OHV version. The front suspension was a trailing link unit with stamped metal forward-sweeping forks, and linkage rods to a leaf spring, which extended over the front fender.

The R11 side valve “touring” model and the R16 OHV “sports” model were immediately successful both in solo and sidecar flavors. By the middle of the 1930s, all of Germany was heady with technological achievement under the National Socialist government, and BMW asserted its superiority by setting land speed records (eventually reaching 179 mph in 1936), and competing in international road races. In spite of reaching nearly 100 horsepower with their supercharged 500cc engines, victory in road racing eluded them. The evil handling of their chassis, and especially of their trailing-link forks, was the culprit.

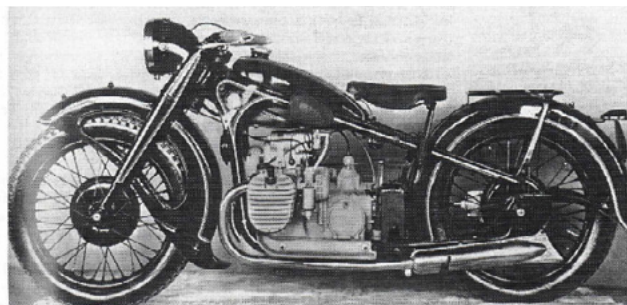
By pouring resources on the problem, a solution was found: The telescopic fork. These forks were not the first to use the telescopic principle, but were certainly the first to be fully modern in design, with an internal hydraulic damping piston and valves to control both the compression and rebound rates.

The new forks were so superior to the old that in 1935, the R11 and R16 were fitted with them and given a little facelift and a 4- speed gearbox, thus producing the wildly successful R12 and R17. These were the first production motorcycles to use a modern front suspension, though they lacked any rear suspension at all.

This machine was restored to its present condition over a period of three years. Although the control layout takes a bit of practice - it's a right- side hand shift with left hand clutch - it is an excellent runner.

(Shifting goes like this:

First, you close the throttle and take your hand off it, grab



the shift knob and change gears.

You then reach back up to the bar and grab the throttle again. If you do it quickly and with great coordination, you can get a fairly smooth shift because of the gigantic flywheel. It doesn't spin down very fast, and you can catch it at just the right RPM for the upshift.

Downshifting is a true bitch. But that's the layout.

Right-hand throttle, brake lever and tank shifter

Left-hand clutch and timing lever.

Right-foot heel-operated brake.

Left foot does nothing at all, other than hold you up at stoplights.)

Handling is quite good, although it must be forced into corners due to the sidecar- capable front geometry.

BMW finally solved its metal joining problem in 1936 by the introduction of electric arc welding, the R12 went on to be BMW's most produced model until the R75/ 5 of the early 1970s. Nearly 30,000 of them were made, 20,000 as civilian models (most of which were conscripted in 1939), and another 10,000 specifically built for the Wehrmacht.

R12 Military Model

BMW R12s did yeoman service in the German Army of WWII, but were eventually replaced by a purpose-built military model, the R75, in 1942. In addition to the messenger and scout roles that motorcycles played in the Allied armies, the Germans equipped motorized infantry regiments with R12 sidecar rigs and made war with them. The motorcycle units were the fastest in the blitzkrieg, and saw combat from the steppes of Russia to the deserts of North Africa.

Today, R12' s are still in operation all over the world, including about 30 examples in the USA. Used, original, and reproduction parts are available from several German sources, and small numbers of machines have recently appeared from former iron-curtain countries.



BMW R1150R Clutch Woes

I am new to the Club and I hope by sharing my story it will be of interest / help to other club members, as it has been a big learning curve for me.

Getting on in years, I was finding that riding either of my two classic Japanese sports bikes was getting a bit uncomfortable, especially on a longer ride, so I sold them both and bought a 2001 R1150R with just 39,000km on the clock.

The bike performed well, handled like a sports bike and was comfortable on a long ride. I couldn't have been more pleased with the bike - until at about 44,000km when climbing a hill near home there was a loud bang followed by a rattle and complete loss of drive. A quick search on Mr Google soon confirmed my suspicions that it had striped the clutch spline.

There was a lot of talk and it appears to be a common problem on six speed oil head models of this era and at about the same kms. There was mention of the spline needing to be lubricated occasionally, (This involves removal of the gearbox) and alignment issues, however the main problem seems to be the amount of spline that is in mesh when under load. Inspection of mine showed that only about 16 mm of a total 23mm was in mesh when driving. There is now a modified clutch plate available with a longer spline.

Another thing that may have been a factor is that these bikes are unhappy cruising at under about 80km in sixth gear and tend to surge. I read that if they are ridden a lot around town like this, it can contribute to spline wear.

With a quote of \$1000.00 from the local dealer - just for the clutch plate and gearbox shaft (Ex Germany), not to mention conservative labour estimates of 12 hours. I decided I needed to tackle the job myself or try to sell the bike as is.

I needed help - I joined up with the Wellington BMWOR (I had been meaning to for a while but had not got around to it) and with help / contacts from members and the loan of the very good Clymer workshop manual, I got started.

My background is as a retired car mechanic, but I have been out of the trade for a long time (fuel injection and



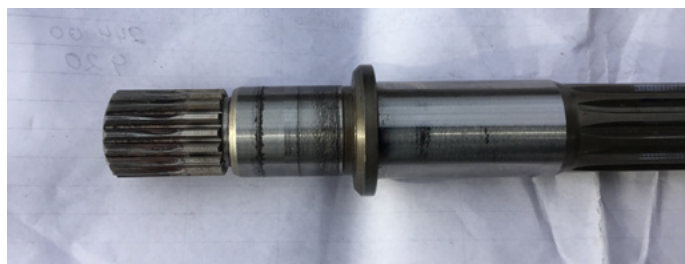
electronics hadn't been invented!) and I have only ever worked on my own motorbikes. I was learning as I went and doing a lot of reading, but even removing the gearbox was a fair bit of work and the bike ended up in quite a lot of bits. The rear drive was removed and the rear part of the frame pivoted up to allow access to the airbox etc. Probably the trickiest job was removing the gear clusters from the aluminium housings. This ended up being a three-man job with lots of heat, leavers and careful tapping.

Reassembling went easier, with the housings being heated in the oven and the gears cooled in the freezer before assembly (Lyn my better half was out at the time!?).

I ended up getting all the parts from Motorworks in the UK. This went really well and I don't think I could have justified the job without taking advantage of their prices.

The parts list I settled on included the modified clutch plate, clutch diaphragm spring, gearbox input shaft, two gearbox bearings, three oil seals, new clutch slave cylinder, six new clutch bolts, special spline lube and a modified timing chain tensioner. The total came to about \$1300.00 NZ including customs and freight.

My bike always had a quite loud timing chain rattle on start up. I had been told this was just a thing BMW's do and not to worry, but it was embarrassing at times and I had read it can lead to broken cam chain guides. Advice on line was to fit a



modified tensioner so I included one in the order. These tensioners come as 3 parts and totalled \$237.70 or £57 from UK. The crush washer was quoted as £8.40 or \$14 from the UK.

You can tell if your bike has had this modification as the standard tensioner has a 17mm head size and the modified one is 15mm. It seems you only need to do the left hand side.

After 2 to 3 months of work and waiting for parts, I finally had the bike back together.

With fingers crossed and battery charged I went for the big test and guess what - it would not start! There was good spark and I could get a couple of fires with a little easy start, but the bike just would not run. My thoughts of course were what have I done wrong?

With much appreciated help from Phil Patterson and Mike Dobson, I traced the fault to low fuel pressure. Having removed the pump and filter assembly from inside the fuel tank, I found that a hose had come off the fuel pick up.

Being impatient and in the middle of lock down I replaced the pipe with a new clip and ignored the advice to fit a new O ring seal. Now I had a leaking fuel tank, so the bike was pushed back in the corner and another three week wait for a new fuel tank seal, new fuel filter and set of clips. (BMW recommend you replace the filter at 40k)

I am now happy to announce the bike is going well, the clutch has never felt better and there is no timing chain rattle on start up.

I am now eagerly waiting for the lock down to be over and many more happy km on the bike I love to ride.

Bob Cumming



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All things have a beginning... Jean Hayes

History of the Register – Part 2

(Re printed from the May 1992 Newsletter)

The riders themselves, having come up through the ranks, were reaching a more viable economic position, and the dream machine was looking good. It was obviously not easy to attain ownership, and it meant sacrifices or a re-distribution of funding (not always appreciated) but it did happen.

These factors of motorcycle expertise made up the majority of potential members of the Owners Register, and in structuring a new Club, their input was of immense benefit to strike a medium between the necessary administrative side and the many activities of social riding.

The November meeting was involved in this structuring process. First and foremost, the "How to Conduct a Meeting" booklet was dispensed with. It was decided to keep formality of any kind, out of the proceedings from here on. (Many of those present were well versed in the Ways of Committees and Incorporated Societies). "The Committee" on the listing of Official Officers was later changed to read - "all those members attending a meeting", hence each person became a Committee Member.

There were discussions on the importance of maintaining the group as a N.Z. wide identity, and the means to unify the Register as a whole, through a Newsletter, and a North/South Rally. Discussions also on funding to cover Newsletter printing, postage and future growth. Activities meant using the wealth of experience present, and the guidelines were put in place for a recipe to success.

It was intended that the Register was to become the focus of friendships for people who had at least reached a common bond in BMW motorcycles.

It was decided to write to Ian Aitchison of the BMW Club of Queensland. Ian was already well known to riders with the older BMW's and he had been very helpful in supplying second hand parts. An exchange of Newsletters would be advantageous.

The November run would take riders to Mangawhai Heads, with an unofficial run to Waihi on December 21st. The Annual Shell '500' Trial was to be held on December 6th (a tough 500 mile ride over much gravel road, particularly during the night section), with the Register hoping to enter a team, headed by Barry Williams.

This gathering also spoke of the pros & cons of having a stated "Constitution & Rules", and much discussion circulated on this question. With members generally requesting the group to be an informal one, there was also necessary merit in defining long term, the requirements.

To ensure the safe keeping of those original aims and



keep the Register on sound ground, we later had to thank Walter DeBeurs for the work he did on structuring a concise and uniquely operative Constitution. The term "uniquely operative" must apply, for on reading the 10 Register Articles there was no doubt that all potential members knew exactly where "the heart" of the Register was coming from.

Membership at this point was listed as follows:

Neil & Diane Barnard -	[Vincent]
Dave Rogers	
Gordon Rigg	
Butch Berryman -	[75/5]
John Samson -	[75/5]
Walter & Meryl DeBeurs -	[75/6]
Phil & Gail Scott -	[75/5]
Ron & Julie Rutherford -	[60/5]
Martin Bootten -	[50/5]
Brian Bird -	[75/5]
Peter & Jean Southern -	[R50]
David Cross -	[60/6]
Mark Hammond -	[75/5]
Barry Williams -	[60/5]
Jenny Hammond -	[75/5]
Paddy Brown (S.I.) -	[R61 & sidecar]
Neil & Lorraine Herd -	[75/5 sidecar]
Ross Oldfield -	[60/6]
Don Smith -	[60/6]
Vic & Daphne Paivinen -	[R60 & sidecar]
Dave Simpson (SI) -	[60/5]
Trevor & Leslie Willmot -	[R60]
Stephen Parry -	[R60]

Part three of Jean's original writings will be in next month's Newsletter.

SAMA Tours – Best South African Road Trip – Part 2

Day 5 Hazyview to Swaziland was a day of mainly riding in warm calm conditions, although as the day progressed it was clear we were going to get some rain as we could see lighting flashes in the distance, in the direction we were going. The first objective was to reach the border and enter Swaziland this involved a ride along country roads over mountain passes and in light traffic.

We rode into the border town and did not have to wait long at the border. The crossing point town out of South Africa was Oshoek. The stamp in the Passport for the name of the entry town into Swaziland is not clear. We had our body temperature electronically checked as part of the Covid 19 virus check. Each rider had to pay a R20 'Road Tax' fee to the Swazi Border authorities. We were then free to get on our way. Our first stop being a lunch stop at Ngwenya which was a glass works and a cafe we were able to see glass being blown and the end products in the shape of ornaments of the Big 5 animals and a range of glasses.

After the lunch stop, we rode through the town of Mbabane past our overnight accommodation, the Mantenga Lodge, and onto a Candle Factory where ornamental candles were being made. As we left this factory it started to pour with rain that had been threatening for some time. The down pour did not last long and after a short ride we arrived and checked into the Mantenga Lodge. This was another comfortable establishment that produced good food one of the attached photos is of the group having dinner at this lodge.

The next morning (Day 6) was fine and warm and after breakfast and a re-fuelling stop, we headed for the Swazi Border crossing point of Lavumisa in the southern part of the country. The South African Border town was Golefa. The things that remain in the memory in relation to Swaziland were speed bumps in odd places and not particularly well marked, large and deep potholes, not just unique to Swaziland, and the design of their Bus Shelters, not seen in South Africa. However, we were in Swaziland for just 24 hours so not long enough to form a reasonable idea of the place.

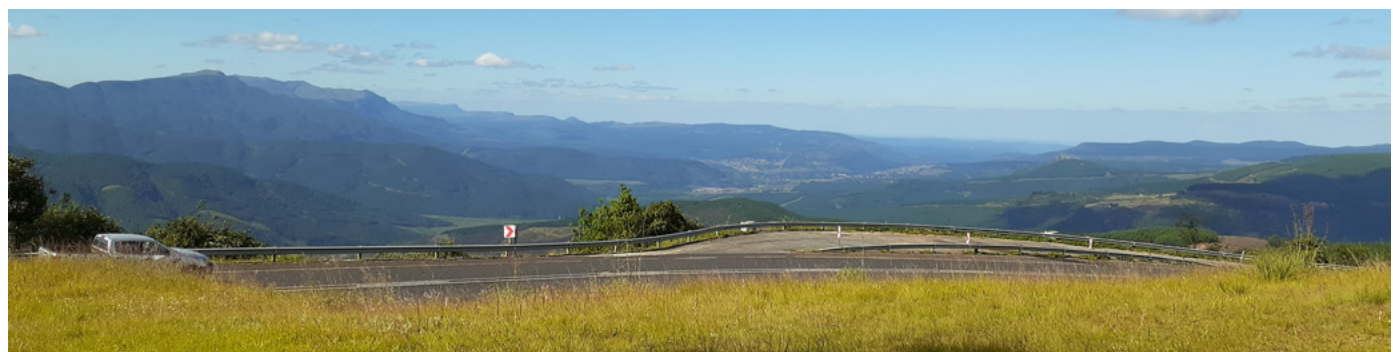
After re-entering South Africa, we headed for St Lucia described as 'a world-renowned natural heritage site'. The days ride had been through rolling country as we moved towards the coast. After a hot day on the bikes a quick dip in the Hotels pool was a welcome relief.

While we were having dinner at our accommodation, the Elephant Lake Hotel, one of our riders went outside to take a phone call and quickly returned to report that



he had seen a Hippo and calf wander past the Hotel. We were told by a local that the Hippo incident is not unusual.

Day 7 Friday 13 March our second day based in St Lucia we visited the Hluhluwe/Umfolozi Game Reserve, this reserve was large but only a fraction of the size of Kruger. Fortunately we sighted all the Big 5 except the Leopard. One of the attached photos shows 2 White Rhinos passing close to a Cheetah neither seemed to be particularly interested in each other.



SAMA Tours – Best South African Road Trip – Part 2

Later in the day we went on a Hippo and Croc Sunset Cruise on a large, flat bottomed boat and observed Hippos in the shallow water and two young Crocs. During this Lake Cruise a Hippo tooth was handed around and it was large as shown in one of the photos attached. Hippos are one animal that cause more deaths amongst humans than any of the animals in the wild. Whilst they kill more people the Hippo is vegetarian, so the killing act is not for food.

In the evening we had dinner at a restaurant close to the Hotel and had to order our meals early as the restaurant and other venues in St Luca were having the electricity switched off at 8pm which an ongoing issue in South Africa. The power cut situation appears to be done on a planned basis which is why a lot of places including the restaurant we were in, have their own generators. The food presented was excellent.

We departed St Lucia the next morning (Day 8 – Saturday 14 March) for the Oribi Gorge and Margate a ride of about 460 kms. We headed inland to join the N2 Motorway and eventually, following the Coast South stopping at a beach a short distance north of Durban for a leg stretch and photo opportunity. We re-joined the N2 by passed Durban on the Motorway and continued South to the South Coast holiday town Port Shepstone where we head back inland to the spectacular Oribi Gorge Nature Reserve. Two of our number went on the breath- taking Gorge swing described as '160 metres of Pure Adrenaline'. This gorge is a fabulous piece of nature to large to get into one photo however, a visit to the internet will provide background. After the visit to the Oribi Gorge we back tracked to Port Shepstone and then headed down the Coast to Margate described as a famous holiday town and to the Sea View Villa for the night.

Sunday Day 9 – 15 March we leave Margate and start the ride down the coast and then inland. The country is gentle rolling hills with Pondo people's huts dotted all over the hills. The roads where a bit of nightmare containing a lot of potholes and either unmarked or faintly marked speed bumps and ripples. In some instances, the potholes were up to a metre in diameter and relatively deep hit at speed had the potential to cartwheel the bike with you on it fortunately no-one had that experience.

We rode alongside the Umzimvubu River to Port St John to the lunch stop beside the river. The area is scenic with sweeping twisties on a relatively wide road and with the potential for livestock to be on or close to the road. It was a little disconcerting to arrive at a corner at a lively pace to find a large cow complete with sharp looking horns in the middle of the road. Not sure who got the biggest surprise me or the cow – no damage done.

After lunch we backtracked and continued, on our way back inland and then back to the Coast at Coffee Bay. Before we turned onto the road to Coffee Bay, we passed through the town of Mthatha which has a large Xhosa population. Sunday is the only day of the week these people have off work and a lot of them write themselves off on various alcoholic beverages and some go loopy and was the only time during the entire tour that I had a stone thrown at me whilst riding past.

We made our way to Coffee Bay which is approximately 70kms on the coast east of the N2 Motorway. We arrived

at the Ocean View Hotel our accommodation for the next 2 nights which is inside a controlled gate with a Gatekeeper controlling the opening of the gate. Right outside is a local grog shop which was doing a roaring trade on this Sunday afternoon. The Hotel was comfortable although in need of some TLC. It was close to the beach which had good waves and was ideal for those wanting to surf. The food was great with plenty of variety and the staff were all friendly and service was good.

We had rain overnight and the next day (Monday Day 10 - 16 March) was overcast with rain threatening. Four of us walked up to the local village which consisted of a several shops one being a Takeaway basically serving the large local Xhosa population. One of the properties had large metal sculpted versions of the Big 5 animals. In the afternoon we travelled by Ute to a natural wonder – a hole in the rock similar to the NZ example in the Bay of Islands.

Day 11 – 17 March we rode from Coffee Bay to Port Alfred this will be included in a future report.

Peter Nash



Taranaki Rally 2021 Update

With life returning to normal the serious stuff of getting out riding again is amazing and only tempered by the more serious stuff of getting prepared for our next annual BMW Rally. We are looking forward to welcoming you all in January 2021 to see what the Naki has to offer in the way of riding, eating, socialising, sightseeing and just getting together and having a damn good time with like-minded friends.

While we had planned to be a bit further advanced with our preparations the Covid thing dampened our enthusiasm slightly but is now all GO, so please get yourselves organised to come and support us to make this the memorable occasion it should be.

We have only the Polo Shirt design and cost to finalise before getting the Rally Registration form out which will be in time for the July Newsletter. Please commit and get your entries in early so we know what we are going to have to deal with.

I had just finished a detailed report on our last ride that Scott organised for our gravel riding exponents when my computer refreshed and lost most of it. This was not nice so after managing to change settings to save drafts every 5 minutes I decided to try again for next month.

Till then, Ray Senior #3214





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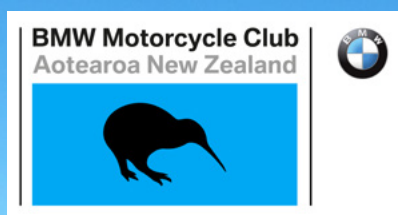
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Is now the time to start planning both your Ride there and your Accommodation?

More Information in next month's Newsletter



Members photos



Members photos



The Magnificent Seven. Dawn Chorus, Pureora Forest. l to r; Faulker, Al, Dave O, Tibbsy, Stephen, Jon, ?





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