



September 2021

No. 99

THE KIWI BULLETIN

Website <http://www.royalenfield.org.nz>

Facebook page <https://www.facebook.com/groups/1542767776027246/>

Secretary: Phil Marsh. 4 Dunbar Place, New Plymouth. New Zealand
Treasurer: William Smith. 308 Letts Gully Road, Alexandra. New Zealand
Membership Secretary/Editor: Lew Martin. 60 Barrett Road. New Plymouth NZ



Finland winter - 1953 Royal Enfield Meteor

Cover photo -- Source, [Andreas Papadakis](#)

A winter Finnish photo of a 1953 Royal Enfield Meteor owned by my friend Kaj Nyholm!

"Some others are known to have left the factory in the primer only. No gold stripes on tank....

Also from the early series that had a slightly different engine than the later ones " Kaj.

WELCOME to our new members

Philip Bailey, Whangarei. 2017 Bullet Classic 500 EFI
Brian Allison, Taranaki. 1925 Model 350
Darrell Foxall, Hastings. 2021 Classic 500.
Dean Ramsey, Christchurch. 2018 Himalayan
Alan Preston, Blenheim. 2017 Himalayan.
Murray Olsen, Wairoa. 2021 Interceptor 650
Syed Bellary, Wellington. 2021 Continental GT 650
Tim Collier, Gisborne. 2020 Interceptor 650
Glen Smith, Whangarei. 2019 Interceptor 65
Clarrie Pearce, Christchurch. 2021 Meteor Stella
Mike Tasker, Katikati, 2020 Classic 500 Black
Steven Hall, Te Anau. 2020 Continental GT 650
Patrik Kral, Auckland. 2021 Himalayan
Nick Fazaerley, Waimate. 2021 Himalayan
Mihir Gajjar, Auckland. 2021 Bullet 500 Classic
John Whitefield, Fielding. 2021 Classic 500
Nick Wilcox, Taupo. 2016 500 Classic C5 Black Custom.
Shaun Munden, Auckland. 2021 Continental GT 650
Paull Chunn, Te Awamutu. 2021 Interceptor 650
Jason Todd, Geraldine. 2020 Classic 500 Chrome/Green
Debra Hood, Pokeno. 2021 Meteor 350
Jason Keen, Ngaruawahia. 2021 Meteor 350
Scott McIntyre, Wellington. 2007 Classic 500
Ronnie McHale, Whakatane. 2021 Interceptor 650
Phil Coveny, Auckland. 2021 Interceptor 650

Current membership now stands at 192

Boyd's Motorcycles in Hamilton no longer offer discounts to NZREOR members. Apparently they no longer have the RE franchise.

Refer June Bulletin -- Stimy's article about his misbehaving Interceptor and the fix.
Anybody with any sort of niggles with their bike, please write in to share.

Midterm - Up North Rally - Organisers: Chris Blenkinsopp & Allan Cole.
Look for the rally entry form in this issue. Get your entries in now, please!

26th Annual Rally - Kumara 25th - 26th February 2022. Venue Kumara Hall, Organiser Eileen Parker.
Entry form and accommodation info in this issue.

Thanks to those of you who sent in articles and photos.

Anyone looking for an old 350? I know of a Model G coming up for sale.

Lew



This little bile lay dormant in my back shed for nearly 40 years



*After a 14 month rebuild by Marley & Grandad Lew
Job done just in the nick of time for the bike show in June at New Plymouth
Behind the RE2 is my 1952 500 Twin also finished just in time for the show. (Lew)*



My 1952 500 Twin



*Grandson Marley
Showing his RE 2 at the New Plymouth Classic Motorcycle Clubs 40th anniversary show. (Lew)*



Brian Allison - 1925 Model 350

Extract from The GUN

Magazine of the Royal Enfield Owners Club UK

Safety Warning

Received this via Triumph Owners Club.

"Please take note as we start to ride again. If you see a truck with no mirrors then it probably is equipped with a new camera system which appears to be slightly flawed. Take note and take care! Just a little heads up for you guys. Today I had the pleasure (not) of driving a new Merc truck fitted with mirror cameras, from a bikers point of view, they're bloody awful. Although you no longer have the big blind spot caused by the half-acre of plastic sticking out, which makes it hard to see approaching bikes on a roundabout, you now have quite a large area beside the cab that isn't covered by the wide-angle section of the mirror, and you could easily lose sight of a bike if you're not careful. It is also impossible to get a better view by moving your head, as it's like looking at the TV, no matter where you stand, the picture isn't going to change. Probably the worst bit though is the lack of eye contact, especially in slow moving traffic. With normal mirrors, I can see you, and you can see me, and that little bit of eye contact makes a massive difference. With the camera, you have no way of telling whether I've seen you or not, so it's best to assume that I haven't. So there you go, if a truck has cameras instead of mirrors, give it a bit more room, don't get anywhere near the corners of the cab, and never assume the driver knows that you're filtering up to the front of the queue".

Stay safe and look after yourselves,

Ron Wright

1 more from The GUN

New Zealand 25th



25th Anniversary Rally

A BIG thank you to Mal Ritchie for organising a great rally

Really nice to get a mention in the Gun (Lew)

MIDTERM RALLY 2021



UpNorth- Northern Rally

Whangateau Holiday Park -- Fri Nov 12th to Sun Nov 14th

Coordinators: -Chris Blenkinsopp 0220749955 - Allan Cole 0273721563

Entry fee:- ... \$25 PP

Direct payment TSB – 15 3945 0253553 00

Particulars: - Your name. Reference: - UpNorth Rally.

Return entries by FRIDAY, 29th OCT to allancole@xtra.co.nz
copy chrisrobsyd@gmail.com

NAME.....
PHONE.....
EMAIL.....

FOR SHARED ACCOMMODATION: This is filling fast.
Contact the Whangateau Holiday Park and ask to be slotted into a cabin
or caravan that's not full. Mention R.E. Rally. **Phone 027 260 5271 or 0800 947 275.**

Web address:- www.whangateauholidaypark.co.nz
email whpark@aucklandcouncil.govt.nz

All enquiries to Chris 0220749955 and/or Allan 0273721563

1. Hope Covid is at a level where we can still hold the rally.
2. We have jacked up two amazing exotic bike venues to visit...some absolute beauties!
3. Route is still being planned. There may be an alternate loop for those who want to ride further...we'll see.
4. Please pay your entry fee to -- TSB - 15 3945 0253553 00

Chris & Allan

Whangateau Holiday Park <whpark@aucklandcouncil.govt.nz>

Subject: Accommodation Royal Enfield weekend 12-14 November 2021 - email out
To: chrisrobsyd@gmail.com <chrisrobsyd@gmail.com>

From: **Whangateau Holiday Park** <whpark@aucklandcouncil.govt.nz>

Date: Sun, May 16, 2021 at 6:11 PM

Subject: Accommodation Royal Enfield weekend 12-14 November 2021 - email out

To: chrisrobsyd@gmail.com <chrisrobsyd@gmail.com>

Kia ora koutou,

We're looking forward to you staying with us at Whangateau Holiday Park for the Royal Enfield trip in November.

Price per person in shared room: \$90 for the 2 nights. This includes bedding, towels and eating gear provided. Maximum 3 people per room. Most rooms do not have their own bathroom so includes use of all communal bathroom & kitchen facilities

As people contact us wanting to share a room for this weekend we'll add them to the next available bed space.

Contact to be made by email to whpark@aucklandcouncil.govt.nz

Subject: Royal Enfield weekend 12-14 November 2021 – shared room

Name:

Email address:

Mobile number:

Home city/town:

Please contact us directly if you'd like to book a room to yourself.

Have a good day!

Petrina Brenchley --- Manager -- Whangateau Holiday Park



Scott McIntyre -- 2007 Bullet 500,

NZREOR 26th ANNUAL RALLY



RALLY

Venue Kumara Hall --- 25th and 26th February 2022.

Entry Form
Entry fee \$25 per person

Name..

Phone..

Email..

Arrange your own accommodation. (see below)

Direct credit –TSB Bank – 15 3945 0253553 00

Particulars -- Your name: Reference -- Kumara:

Return entry by 5/2/22 to eileenparker.mail@gmail.com

All rally enquiries to Eileen Parker

eileenparker.mail@gmail.com

Because the West Coast Wilderness Cycle trail runs through Kumara, accommodation can become quite scarce over the summer.

Therefore, I would suggest that if members wish to book somewhere they do it sooner rather than later.

Accommodation options

Unlimited tent site camping is available at Kumara Sports ground No booking required. Donations would be appreciated. Public toilets available on site, but no showers. These are available within walking distance... * See below

greenstoneretreat.nz has various options for accommodation. If you choose to stay here, they will offer 10% discount if you book on their site, and include 'bike rally 10%' in the comments.

* If you choose to set up camp at the sportsground, Greenstone Retreat offer the use of showers and kitchen outside of peak times (8-10am and 6-8pm) and charge \$5.00 for two hours

Route 73 Motels Kumara - View and book online

Theatre Royal Hotel Kumara, has many options, all available to view online

All of these options are within walking distance of each other.

All enquiries to Eileen Parker -- eileenparker.mail@gmail.com Mobile 022 0309216

My recommendation would be Greenstone Retreat, 5 minute walk to the hall. (lots of good photos on their website)

Kate, from Greenstone Retreat said, she has availability at the moment, but that can change very quickly on the Coast at that time of the year.

If members want a 10% discount from her, they need to book directly with her site, greenstoneretreat.nz -- NOT though booking.com etc. Just put " rally 10%"
greenstoneretreat@outlook.com -- 02108113396

Route 73 Motels (also some lovely photos on their website) Route 73 directly opposite the hall!
<http://www.kumarawestcoast.org/route-73-motels> - +63 (0) 3 736 9717

The Theatre Royal Hotel is a boutique hotel, hence reflects the prices. However, they do have a selection of cottages. I rang them earlier as they have a backpackers cottage, but it's booked...Supposedly a busy weekend for them already!

<https://www.theatreroyalhotel.co.nz/> ---- info@theatreroyalhotel.co.nz --- 03 7369277

The sports ground has plenty of room for those who just want to pitch a tent, that's just across the road too. No set fee, just donations gratefully accepted.

I'm happy to be available for anyone who wants to talk though the options.

Need to stress, book early.

Regards Eileen



Steve Burgess

Replaced the 535 with this C5 Military nicely set up by Trevor Clark photographed this morning in a thaw frost at Turangi.

Rode down from Whangaparaoa yesterday afternoon to western access via Te Awamutu, Mangakino , spoiled with spectacular views of the snow capped Tongariro and Ruapehu mountains.

Left my run a bit late and ended up riding in the dark which was a bit sketchy coming down towards little Waihi. I was relieved when I made Turangi and was able to warm my hands that had become numb, wearing two pairs of clothes.

Stimy Stimpson <raeandstim@outlook.co.nz>

Hi Lew

A bit of info for the mag.

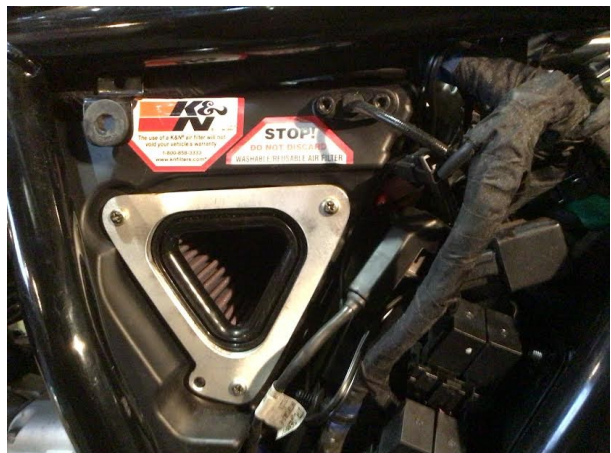
Hi folks. Just a bit of an update on small mods i've done to my 2020 Interceptor. As the weather has been getting colder I decided to fit bark busters to keep the wind off my hands. Unfortunately the handlebar end weights are spot welded in place so after a lot of drilling (and swearing) I was able to fit the covers in place. I choose this method as the RE weights are not square on the ends and I couldn't be bothered making a fly cutter to square them. Some bending and filing of the brkts was required to fit them but fit they did. I also fitted Oxford bar heaters as well which was a doodle with the instructions supplied. Hardest thing was tucking the wiring in place.

One other thing I decided to do was fit a washable, high flow K&N air filter. After contacting NZ Airfilters the filter they sold was for twins to 2019 and weren't sure if it would fit the 2020 model. I checked Hitchcock's part no. for both years and found the same numbers for both so i ordered it. Anyway. On arrival I checked it for fit which was all good. The one thing i did was make a new girdle from 6 mm alloy plate which is necessary if you want the full flow effect. The RE cap that holds the standard filter in place is restrictive so it's pointless using it.

All and all an interesting project which will benefit the motor breathing.
Hitchcock's part no is 576029

K&N's part no is RO-6518 available through NZ AIR FILTERS.
That's it!

Cheers.
Stimy



Nick Rowe <zknix@xtra.co.nz>

Evening Lew

I finally managed to get out on the bike again today, but didn't manage to get some nice photos of it. Here's the last lot I took post light mod. The indicators are super super bright which was the aim, and they're real hard to spot when not on.

It's now an Indian/NZ/French/UK/USA collaboration. While it's no longer original I guess, I couldn't stand the factory mirrors or Lucas lights. The silver tank was a tad too much silver too so the stripe cured that for me.

Catch up again soon hopefully



Mini LED 10W turn indicators

Thanks for updating Nick. Where on earth are they?? Lew

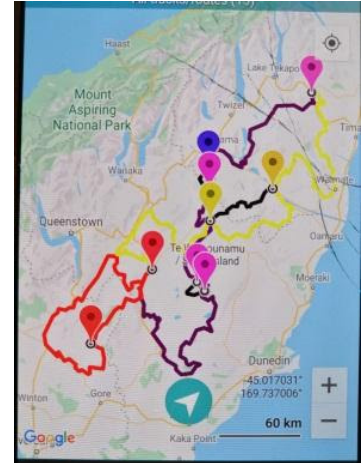
Oh they're there, but you have to look hard to see them, until they are on then they are ridiculously bright and you cannot fail to miss them! If you look above the rear shocks, and on the front black shock brace about level with the top of the oil cooler.

<https://www.baakmotocyclettes.com/en/motorcycles/2511-mini-10w-led-turn-indicators>

Graeme Howarth

The 2021 Dusty Butt 1400km ride on the Enfield

Part 2 Continued from the June issue.



Day 2

Yesterday we passed one bloke holding his shoulder after a fall. By his expression he'd already passed through the "angry-at-himself" phase and was at the "philosophical acceptance" phase. Apparently there were 3 guys who got choppered out yesterday which meant there were at least 3 guys who wished they'd had the kind of bad day I had. That made me feel a little better – at least I got through it. Today we headed from Otago into Southland getting away a little late, 8AM, but it was the shortest day's ride and we hoped to be back by 3PM. That might actually have happened were it not for my navigation failings.

The other boys were talking about raised water levels at the river crossings and lots of mud due to recent rains. Oh goody.

Like yesterday there were some lovely shingle roads. I had been watching YouTube and discovered that, unlike road racing, you lean the bike in underneath you on shingle instead of holding it up as much as possible. Weird. But that's how they said to do it and by golly it worked! Sometimes if I lost concentration I'd forget and revert to the old method which quickly gave me a fright.

Eventually I found leaning the bike in meant the front didn't often slide out on me and if it did move, the rear quickly followed (with some power) which brought the bike back into line. Or I could put the back wheel into a small power slide (or as Mr Rossi so colourfully puts it "give gas") and the front wheel stayed put. It was safe and was I actually quicker than Andrew on his KLR & some of the other blokes on the gravel (even if they were faster everywhere else).

Alas we had yet more bogs to go through and had some fun when we battled our way up a hill for about ½ an hour (getting stuck a couple of times) only to discover that the GPS said we had left the route! So we backtracked (I didn't get stuck on the way back – must be learning), picked up the route and rode for another 2+1/2 hours to arrive at a point roughly 5 minutes further on from where we turned round! So you can't always trust the GPS eh? Sheesh...

More rocks and ruts and mud and steep slopes but the views were amazing. We climbed up to a plateau and along the Nevis river valley and then climbed again to go through an area used in Lord of the Rings. Beautiful place! Wonderful country and sunny skies. I drank from a mountain stream which tasted cold, clear & sweet. I declare if I had access to this water all the time I don't think I'd ever drink anything else.

By now strange things were beginning to happen to me – I was actually starting to enjoy myself! As time went on I found I was steering with my legs more than my hands and that I was standing a lot more for better visibility which

was a big help (*well duh!*). I also found I could trust the knobbies a lot more than I thought. Yesterday I fell off in a river at a virtual standstill when I hit a big rock. I thought it best to paddle across slowly but those big rocks will just stop you dead. Some of the river crossings were deep and I was afraid they'd drown the bike. But if you gave it some Wellie & kept moving you were OK.

By now strange things were beginning to happen to me – I was actually starting to enjoy myself! As time went on I found I was steering with my legs more than my hands and that I was standing a lot more for better visibility which was a big help (*well duh!*). I also found I could trust the knobbies a lot more than I thought. Yesterday I fell off in a river at a virtual standstill when I hit a big rock. I thought it best to paddle across slowly but those big rocks will just stop you dead. Some of the river crossings were deep and I was afraid they'd drown the bike. But if you gave it some Wellie & kept moving you were OK.

It dawned on me that standing approaching river crossings also meant I could see the big rocks and avoid them! I'm a slow learner and, just like learning to road race, I was making all the new guy mistakes. But I wasn't falling off in the water any more. The muddy water holes were deeper, some almost to the saddle, but didn't seem to hide any big rocks, which was a relief. I patted the bike like it was a faithful horse getting me through all this.

I was pleased I could teach The Viking a bit about riding. He hasn't had the privileges I've had. So I introduced him to "Slow in, fast out" on the shingle roads – especially as we had oncoming traffic, blind crests and blind corners. Much of the traffic was coming at us very slowly, so they didn't make any dust – you couldn't see 'em coming. If you overcooked it on a bend you had an awkward choice between a car grill or a bluff.

It's faster to go slower. Once I came over a blind crest to find the road turn abruptly 90 degrees to the left. My speed was moderate so not a problem, but Eric the Red behind me was late at the next intersection. "I bet I know what he's done." Sure enough he'd gone through the bend and bent his bike – but not too seriously thank goodness. He also had a habit of racing the other guys – and was good at it too – but only I had the GPS and several times he'd follow people who weren't even on the Dusty Butt! "What have I told you about following strange men bro?" Eventually he learned that it really was faster to go slower.

Our little detour meant we got in at 6:30PM instead of 3PM. I adjusted the chain & topped up the oil 100ml. I spent the day changing up in the very notchy gearbox with my heel. But I did sleep well.



No matter the level of exhaustion the OCD sufferer will still get the horse ready for tomorrow.

Day 3

Had a sleep in and headed off around 8AM again. The first day they said was between 10-14 hours (we took 14); the second day was shorter but still took us 10 and today they said would take between 10 and 14 again – it took us 12, so we were improving eh? Today really was nothing but fun. I woke up with the mind-set that I am not going to let

this thing beat me and I wasn't going to take any short cuts – no matter the obstacles I wasn't going to bail on it. But I still knew better than to try the Challenge Sections!

At the turnoff to the Awakino Challenge section we chatted to some guys who were going that way. If anyone needs to know that this country can still produce real men then look no further than these guys. Square jaws jutted aggressively in the direction of the final horrible contest. One could imagine their ancestors beaching the first canoes from Hawaiki on our shores or continuing loading the cannons for Nelson at Trafalgar after they'd lost an arm.

I could visualise them flying up the mountain with half a cigar clamped between their gritted teeth as they hummed "Battle hymn of the Republic". These future fathers of All Blacks and SAS officers curled their lips derisively at the mere mention of taking an easier path. I was only too happy to chicken out! I knew my limits. I followed the bypass route via Danzies Pass and let Chris Birch and Seal Team 6 attack the hill on my behalf.

We only got lost once more that day but enjoyed the ride and the views. We finally rolled back into Fairlie at 8PM and I was actually sorry to see the end of the ride. I had an amazing feeling of exultation that I haven't known in years. Sure for the old hands it was ho-hum, just another ride, but for me, I felt like I'd conquered Everest! I really felt I'd achieved something. The saying was true: "If you don't give up you always win." A personal victory at least.

After a day's rest I also found that there was nothing wrong with the gearbox, it was just my leg that had got super tired. Riding back along the newly spread deep shingle to our accommodation I remembered how nervous I'd been on it just a couple of days before. Now it was a doddle!

We spent a day taking the bikes on the ute up to Hanmer Springs and the next day rode through the Rainbow Station to Nelson in cold Southerly rain. This section's reputation had previously intimidated me, especially in that weather, but now, again, it was a doddle. Like the Viking said "I would have fallen off on that nasty bit a week ago". We had learned a lot.



Made it! The Viking comes in handy when the zoo won't lend you a gorilla for the weekend

The Himalayan turned out to be excellent at what it was made for – the roads into the Himalayas. Be afraid, be very afraid of deep mud. Mad uphill's are not its forte either. But it's brilliant on farm tracks and shingle roads and now that I know its capabilities I really admire it. It's extremely capable in those areas_and gives such an enjoyable ride. It will go most places the big expensive stuff will and be far easier for people with low skills to ride. It is also extremely easy to work on. I look forward to doing lots of back road miles in the months to come and I know if I take care of her, she will continue to take care of me.

I'm a big fan of Michelin Tracker front knobby which grips well everywhere. The rear Pirelli MT21 rear is also great but not as necessary on shingle roads. I cracked, then broke the fork brace on the 2nd day. By the end of the event the instrument console rattled (I found a video on fixing this) and the tail piece also suffered from vibrations but is easy to repair.

The Tutoro chain oiler got overwhelmed with the dust, water & mud and stopped working. The front sprocket hooked a bit due to no oil and my cheap no-ring chain needed adjustment at every fuel stop. The aftermarket Double Take mirrors turned out to be a fizzer. By the time you tightened them enough to keep the mirror still they were as stiff as steel arms and a fall would rip the threads out of the handlebar mounts. A waste of time and money. But apart from that, no issues.

Riding gear: Sidi Adventure boots (great); Spidi Venturer jacket (very good), \$50 pre-loved trou (poor). I've concluded that it's probably best to buy cheap jacket/pants and carry waterproofs over the top, cheaper to replace and people put on waterproofs anyway even with expensive gear.

As I was slower than everyone else on the road(80ks) or the rough stuff I had to try my best on shingle roads to make time and was actually quicker than some others. The oft-criticised Himalayan front brake turned out to be great on shingle and off road. I also found I was using the back brake a lot at the start but it was too easy to lock the wheel so I changed to using engine braking and the front only which was much better.

I pushed the machine and I pushed myself. The experience was similar to going racing: I met some wonderful people, did some challenging things and I came out a better person, which I think this is the greatest gain. Up until now I had been the guy who wouldn't leave his bike out in the dew overnight and I was concerned about resale value. Now the bike is beaten up, but it's MY bike and I won't be thinking about resale for a very long time. We've been through too much and it suits me down to the ground. Now what about that Hitchcock's big-bore kit...



Graeme

Graeme Howarth -- model7@extra.co.nz

Hi Lew, Just thought I'd drop you a line as my article on the Dusty Butt is in this month's BRM magazine. Paul the editor said that Royal Enfield really liked it. Just let the chaps in the club know that the mag usually cost \$10.45 but I am prepared to let some autographed copies go for just \$30! They'll be lining up round the block ;-)

Spot ya and don't go crazy in the lockdown,

Graeme

Neil Evans here #342

I've booked a 'Stand alone' cabin at \$90/night for our rally. I'm bagging the big bed, not sure what's inside to sleep on and so far I'm on my own, I told Chris that I would share but, I'm a light sleeper and usually break the night and get up around 02:30 every night to read with a cuppa until tired again, I don't believe that I snore, if I do share, they would need to be snore free, definitely non smoker (ie. going out for a puff and coming back in is not an option for me) I'm allergic to tobacco smoke, but would welcome anyone needing a quiet place to rest between having fun, I'll be leaving Rotorua very early on Friday morning, or alternatively I could be staying with friends at Parakai on Thursday night ...

There's plenty of time for late comers, guys or gals to have a place to sleep. :)

Neil

Benefits

As a paid up member of The New Zealand Owners Register, you will receive discounts on parts and labour from the following Royal Enfield dealers.

As from May 2021 Swann Insurance are offering special pricing to club members.

Please note: You must show your official Club Member card to receive the discount. No card, no discount.

SWANN INSURANCE - Special Premiums -- *650's \$183.00, * 500's & 350's \$152

Additional bikes, \$96.00 Email swann@iag.co.nz



Smiths Motorcycles 153 Durham St. Tauranga

10% parts only



18 Northcroft Street Takapuna Auckland

10%



[Wanaka Powersports](#)

1 Sir Tim Wallis Drive Wanaka

10%



127 Ferry Road Christchurch

10%

Motorad -- 72 Victoria Street, Lower Hutt

10% parts & labour



Royale Cars & Motorcycles 860 Te Rapa RD Hamilton 10% parts & labour



May 2020 - Start of dismantling the bike.



Yes, he did use a mask, just doing a photoshoot.



Painted frame parts



Wheels required a true up. New wheel bearings, brake linings and Mitas tyres



Unit construction motor dismantled



Crankcase assembled with new engine & gearbox main bearings, crankcase seals and cylinder rebore. New old stock - 1953 Hepolite piston/ring set.



Re-corked clutch, new pressure plate & springs. New primary drive & rear chain
(no current from the electrics) Power from a battery to get mobile at present)



Assembly done, (not too many pieces left over

Thanks to club member Jim Nightingale for supplying some useful used parts.(Lew)



After having a couple of practise runs Marley has clocked 10 miles

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