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# JAPANESE MOTORCYCLE CLUB NEWS LETTER



**April 2014**

**ISSUE 109**

**Featured on the front cover:**

**The Honda CB450 was the first 'big' Honda motorcycle with a 444cc 180° straight twin, dual overhead cam engine producing 43-45 horsepower (more than 100 HP/litre).**

## Editors Message

Hi Everyone,

Well here we are at the end of March the rally has been and gone, we still haven't had any rain and things are pretty dry here and the temperatures are still reasonably high, would be ideal for motorcycling if the Roads weren't so clogged!. Everyone seems to be doing about 20kms under the speed limit until you get near a passing lane then they all speed up until the lane finishes, then the speed drops right back again.

We are still looking for more input into the newsletter to make it a bit more interesting. If anyone wants to advertise to Buy, Sell or Swap just send Angela or I an email and we will add it to the newsletter.

Now I feel I need to clarify something concerning the organisation of the Rallies, I am solely responsible for this, Ross can't handle any stress connected to it so I don't even discuss it with him unless he asks where or when it is.

Barry handed out some forms but that caused more headaches then anything connected with the rally as it started with the wrong dates, prices etc. then I had lots of phone calls and emails from people that just wanted to look at the bikes but not participate in the Rally in any other way. I know he was only trying to help but I had it all in hand.

Angela comes with me when she can to suss out Rally sites or if she is in an area I am interested in makes enquiries into accommodation options. She also does the certificates for me and organised the band for the recent rally. She does exactly what I ask and I am grateful for that as it makes life so much easier.

I hear there was a mumbling of discontent over the time lunch took on the Saturday, that was because I didn't see the menu for the Tui Brewery until the Wednesday before the Rally and it wasn't anything like I had imagined or had been lead to believe, it wasn't pub type food and was reasonably expensive so I got hold of my sister in Woodville and asked her where would be a good place to have lunch, she got hold of the Dudley Arms Hotel and asked what they could do, and they told her they could do a set lunch or people could have things like pies, sausage rolls, fish and chips, wedges with cheese and bacon etc., they didn't mention hamburgers, but on the Saturday they were on the menu and just about everyone ordered them, I presume that the burger patties etc. would have been frozen so took longer to cook.

They did know how many of us were coming but I don't think they realised that it would be such a rush to do lunch, we allowed almost two hours.

There were only the owner and his wife running the kitchen and bar so it took a while to get all the burgers made. They did it in time and everyone I spoke to said that they were well worth waiting for so it wasn't really a disaster, worse things happen at sea!.

But it was a learning curb and I won't get caught out again in the future, if we go anywhere like that again I will get a written copy of the menu and phone before we go to give them an idea on how many are likely to want certain things. I apologise if this caused any stress on anyone but it was unforeseen.

The only other problem was I couldn't find a map from Tatum Park to the Brewery, I tried googling one but they all said to Turn off at Kuku Road in Manakau, which would have got everyone lost for a start, we did have riders stop at each turnoff to show everyone where to go and I managed to keep up in the Old Mitsi Tin Top that has done 300,000 Kms, But I think at least one rider nearly got lost, I think I will rename him Grannie.

And last but not least if anyone has any ideas for the 2015 Rally in the North Island please get hold of us ASAP so we can look into it. I would like to do somewhere around New Plymouth but that is one place where accommodation is expensive. And I haven't been able to find anything suitable.

**Sayonara,**

**Judy**

# Honda Black Bomber



Manufacturer Honda      Also called Dream, Hellcat

Production 1965–1974      Predecessor CB77

Successor CB500

Class Standard

Engine 444 cc (27.1 cu in) DOHC straight-2, two 32 mm (1.3 in) CV carburetors[1]

Bore / stroke 70 x 57.8mm[2]

Compression ratio 8.5:1[2]

Top speed 180 km/h (110 mph) (claimed)

Power 43 hp (32 kW) @ 8500 rpm (claimed)

Torque 27.6 ft lb @ 8500 rpm (claimed)[1]

Ignition type Coil with auto-advance,[2] twin contact breakers[1]

Transmission 4 or 5 speed

Frame type Tubular semi-duplex[1] cradle with single front down-tube[2]

Suspension Telescopic front forks with two-way damping, rear swing arm, shock absorbers with adjustable preload[2]

Brakes Drum, 8 in (200 mm) twin leading shoe at front[1]

Tires 3.25x18 front, 3.50x18 rear[2]

Wheelbase 53 in (1,300 mm)

Dimensions L 82 in (2,100 mm)

W 31 in (790 mm) H 42 in (1,100 mm)[1]

Weight 412 lb (187 kg)[1] (dry)

Fuel capacity 3.5 gallons (UK Imperial gallons)

Oil capacity 5 pints[2]

Fuel consumption 65mpg (UK Imperial gallons)[1]

Related 12 volt alternator, 12 Amp Hour battery, 30/35 watt headlamp, standard mirrors and comprehensive toolkit[1][

Appearing first in the 1965 four-speed K0 model, and progressing through a series of 'K' models with various improvements and styling changes, notably a redesigned fuel tank and 5 speed transmission in the 1968 K1 model.

K0 models are often known as 'Black Bomber' models were notable for their distinctive large chrome-sided fuel tank with the same common 'family' styling used in the S90 and CD175. In Canada the K1 model was marketed as the Hellcat.

The CB450 was first shown in UK during the Diamond Jubilee Brighton Speed Trials of September 1965, traditionally held along the seafront. As the bike was newly imported, the engine was not run-in, so the appearance was a semi-competition demonstration sprint run for publicity ridden by (the late) Allan Robinson, MBE, a Honda staff member, recording a standing-start kilometre time of 30.1 seconds and a terminal speed of 100 mph (160 km/h).

The CB450 was then publicly exhibited at the nearby motorcycle show, held for the first time in Brighton at the Metropole Hotel exhibition centre situated on the seafront.

When David Dixon first evaluated the bike in December 1965, he reported that UK sales were planned from February 1966. The price of £360 (GBP) quoted at introduction in the February 1966 Official Honda advertisement was about the same as a traditional UK 650 or 750 sports model.



Honda (UK) planned a further publicity event by entering Mike Hailwood as one of the riders in the 'Motor Cycle' 500 mile production race at Brands Hatch during July 1966. Instead, Hailwood completed demonstration laps on a CB450 before racing began as it was unable to compete in the 500cc category, the FIM deeming it was not classified as a production machine as it had two overhead camshafts.

Although the CB450 never sold up to Honda's expectations, it had excellent engineering for the time, notably including reliable electrical components, an electric starter, and a horizontally split crankcase, all features distinct from the British twins of the era. The most radical feature was the valve springing. Instead of the conventional coil springs, it used 'torsion bars' - rods of steel that twisted to provide the spring effect.

The basic engine was modified and installed in the Honda N360 car and the exported N600, the precursor to the Honda Civic.



# Just for a laugh

I'm too sexy for my shirt



Yeah Right.



## God & Arthur Davidson

The inventor Arthur Davidson, of the Harley Davidson Motorcycle Corporation, died and went to heaven. At the gates, St. Peter told Arthur, "Since you've been such a good man and your Motorcycles have changed the world, your reward is, you can hang out with anyone you want in Heaven." Arthur thought about it for a minute and then said, "I want to hang out with God." St. Peter took Arthur to the Throne Room, and introduced him to God. Arthur then asked God, "Hey, aren't you the inventor of women?" "God said, "Ah, yes. " "Well, " said Arthur, "professional to professional, you have some major design flaws in your invention." God was somewhat taken back, and when He asked what the flaws might be, Arthur Davidson produced a list for Him to read.

1. There's too much inconsistency in the front-end protrusions
2. It chatters constantly at high speeds.
3. Most of the rear ends are too soft and wobble too much.
4. The intake is placed way too close to the exhaust and finally,
5. The maintenance costs are outrageous.

"Hmmm, you may have some good points there and it may be true that My invention is flawed... " God said to Arthur. "But the last time that I checked, more men are riding My invention





## ROSS'S RALLY REPORT.

It seems really hard to believe that it is 25 years since the first Vintage Japanese Motorcycle Club Rally was held at Waitomo. In those pre internet days most people joined clubs in order to source parts for their projects; today the internet has changed all that.

The 2014 Rally took place at Tatum Park which is located between Otaki and Levin on State Highway One. We had a total of 36 Rally entrants which given the current economic climate was satisfying, we even had 2 members who ventured South from North of the Bombay Hills!. Good on you Nod and David, you were very welcome and it was really great to catch up with you both.

Friday afternoon the rally entrants began arriving, after they had put their gear into the allocated rooms, had a drink or two and caught up with others that were drifting in, it was time for the BBQ for dinner then the rest of the evening was spent socialising and catching up with friends.

Saturday morning started with breakfast, organising the bikes into groups and then the judging. I did not envy the judges job as there were some great bikes present but at the end of the day there can only be one winner in each category.

After bike judging we set off on our ride over the Pahiatua Track to Mangatainoka the weather which had looked threatening turned to drizzle on the Pahiatua Track which made the Road really slippery so caution was the order of the day.

We had lunch at a pub in Mangatainoka then went on a tour of Tui Breweries after which many sampled their excellent products and even got to take their Beer Stein home. All too soon it was time to return to Tatum Park, luckily the drizzle had disappeared and we had a fine ride all the way back.

Once back at Tatum Park it was time to clean up and get ready for Dinner, prize giving and to be entertained by the Band which was busily setting up their gear in preparation for the evenings festivities .

I was surprised to be given a Certificate for attending all 26 VJMC Rallies, there have been some memorable ones over the years, one of which springs to mind was in the South Island and we had about 10 Suzuki GT750 Water Bottles in attendance!.

The dinner and the Band were excellent and I got to bed sometime after 11pm, the next morning we had a cooked breakfast provided after which it was time to pack up and say our fond farewells.

We would like to say a big thank you to those that attended and hope that you enjoyed yourselves.

Finally on behalf of the club I would like to thank Judy for organising the majority of the 26 Rallies that have been held, there is a lot of time and effort put into this to try and find good suitable accommodation, good food and all the other things that go towards organising a successful rally at a reasonable price, this can be very frustrating and is not something I would be prepared to do, in fact I avoid it the best way I can and usually head out to the safety of the garage when organisation is under way!. So once again thanks Judy.

Ross



# RALLY PRIZE RESULTS

## Best Kawasaki

Steven Scott    Riding a Z1B

## Best Suzuki

Michael Howard    Riding a GSX750

## Best Yamaha

Murray Smith    Riding a RD250

## Best Honda

Merv Garrett    CB350

## Best 1970's Motorcycle

Kim De Lautour Kawasaki H2A

## Best 1980's Motorcycle

Victor Kamazona    GT750 Kawasaki

## **First Rally Entry**

Ross Douglas

Riding a Kawasaki ZX

## **100% Rally attendance**

Ross Charlton

Riding a Kawasaki H2

## **Furtherest Distance Travelled**

Dave Van Dam Riding a Honda CB750

## **Man Nearly down the Road**

Howie James riding Something sideways & flicking

## **Man Down the Road**

Victor Kamazona riding a nasty tank slapper in the rain



# Members stuff

## Tatum Park Rally trip – Dennis Goodwin

I have been looking forward to the bike trip for ages, but didn't know it would coincide with a bloody cyclone. I couldn't believe our luck on the Friday morning when we woke up to sunshine and clear skies. As always, we met at Tauriko Service Station, Me, Tommy, Vic, Titch, Dennis (OC) and Rosco. First stop was Whakamaru Dam Café where Tommy made sure everybody knew it was his birthday. I shouted him a cuppa and half a date scone because they were too big for one person. (Except Cuz who had no problem in demolishing his) After a very non eventful and pleasant ride to Turangi we filled up and headed off in the direction of National Park. The speed demon in Rosco took over and before long we were nipping along at a steady 130-140 kms. The plan was to head for Ratahi and through the Paraparas for a late lunch at Wanganui. The ride was great but as usual the front runners took off so Dennis and I just paced each other and had a ball. There was only one dodgy corner with loose gravel half way round which gave us all a little wake up call, including the boys up front.

We eventually came to a small pub just out of Wanganui where Dennis and I arrived to see Cuz stripped down to his undies with one leg cocked, pissing on a Yukka tree. Turns out, that's the penalty for not opening that day for thirsty bikers. Once we had all shed a layer or two, we headed into Wanganui for a well deserved cold beer and a chance for the blood to return to our bums. I thought at this time I'd lost my wallet (doing the Aussie haka) but they were in my leggings on the bike. With thirsts quenched, we headed for Bulls where we planned to fill up, but took us ages to get through town as two cars had collided right in the middle of the turn off to SH1. Bikes full, we headed off for the mind numbingly boring ride across the plains to Levin and finally onto Tatum Park.

We found our rooms and got settled in where I discovered I had left my rum at home but managed to bludge a drink off Tommy and Titch. Dinner Friday night was a BBQ which went down well. Judy had managed to get real sausages from her butcher which were the real McCoy. Top work Jude! After tea everybody stood around talking bullshit about bikes and consuming copious bottles of booze. After a good night's sleep, despite Dennis (OC) snoring so loud he nearly sucked the blind off the window we headed over to the kitchen for welcomed breakfast of cereals and toast. With breakfast over, everybody set about cleaning their bike for the prize giving. My favourite was the Kwaka 900 of Steve and Ruth who I hadn't met before. The plan after prizegiving was to head for Mangatanoka to the Tui beer factory. We got away about 11am, probably around thirty of us in all. It started out well but the faster bikes soon pulled away. I wasn't in a hurry so I just stayed with Dennis and we had a ball carving up the corners. I must admit, his Ducati has a lovely exhaust note when he accelerates out of a corner. Before long the inevitable rain hit us. Not heavy, but enough to make you stop and put your leggings on.



We finally made it to Mangatanoka Hotel where we met Angela and Russell for lunch. Auntie Irene was there too (Judy's sister) who was wearing a bra this time. (it's a long story). I think we caught the hotel workers by surprise, because the food took forever to come out. I must admit though it was really nice, or maybe I was just starving. After lunch we all went across to the brewery for the guided tour. I must say the tour was disappointing, as nothing was working and it was more like looking through a museum. I Did like the Mangatanoka dark beer though. Finally we headed back to the car park where I lost my neck warmer (any body pick it up?) and headed back to Tatum Park. By this time the wind had increased somewhat and we knew the weather was packing in.

Back at the lodge the bullshit continued to flow and so did the booze. Some nasty person at this time sneaked into our room and filled it with the smoke from some illicit substance. Just can't trust anyone! Angela told me Russell was going home for a while to feed all the animals before dinner and asked me if I wanted to go too. I jumped at the chance, as she had told me about all the animals she had. When we got there, I didn't realize just how serious her illness was. There were horses, goats, ducks, and the chickens were taking over out the back. Seriously Angela, you need counselling. We went inside to the curiosity shop!!! Where Russell made me a lovely cup of coffee from his fancy machine and we headed back just in time for dinner in the dining hall which was delicious. With dinner over we had the prize giving with Angela and Judy squeezing the bums of all the people coming up for their prizes. This was a little disconcerting for some of the new members but were all used to it now and don't bat an eyelid.

After dinner the band from Wellington kicked in with a vengeance. It wasn't my kind of music but I figured if they were paid for we had to make an effort and get up and dance. Angela was first up, pounding the floorboards with her four inch heels and really getting-down. Titch followed shortly after and provided the entertainment for the night. He took a shine to the lead singers tambourine and after half an hour wasn't giving it back for the rest of the night. The guy had to steal it back when Titch was at the bar. Steves wife Ruth was also showing us how it was done on the dance floor. I stayed on the dance floor for a good couple of hours until the storm outside shut the power off at 11.15pm. This was my chance to thank the band and head off to bed where I couldn't sleep because Dennis was yapping all night and I was suffering from a tiny bit of flatulence.

Next morning was a slow rise and shine. It was still very warm outside and sunny but we knew the bad weather hadn't gone anywhere yet. I didn't envy Merv having to ride all the way home into a headwind for 460kms. The weather stayed fine until we got to Waiuru and we could see it wasn't going to be a walk in the park over the Desert road. We all put on our wet weather gear expecting the worst and wasn't disappointed. The rain just got heavier and the wind got stronger. What can you do? You just have to press on and hope it clears up. It's a horrible feeling, those first few drops of rain getting through your gear and running down your crutch until it found its way into every nook and cranny.

I lost the guys behind me and despite the atrocious weather the bike seemed to like the wet roads. Before long we finally came into Turangi where the rain subsided so we carried on to a little café for a well deserved cuppa and a snack. Cuz demolished a melting moment and the lady had to vacuum where he had sat. Tommy made such a scene about Rosco squashing his pie the lady gave it to him for half price just to shut him up. Finally with full tanks (and the bikes) we headed for home ,180kms the weather held off until we got to Wairakei where Cuz Titch and I headed for Tokoroa, and Tommy and Rosco went right for Rotorua. They missed all the rain and we got the lot. By the time we approached the Kaimai ranges I was drenched and aching all over. I had caught up to Cuz and Titch as we went over the top of the hill, despite the torrential rain Cuz and I passed everything using the outside lane and made the final decent to home. All this time I was dreaming of a hot bath as my shoulders ached. Just as we were going over the Namawahine bridge Cuz decided to overtake at a bad spot and started a tankslap from hell, finally losing it on the bridge. I parked at the front of the traffic and ran back to find him sitting on the Armco barrier. We picked up all his bits of bike, threw them in a car that was going his way, and off we went for home .. He did quite a bit of damage to his farings but the forks weren't bent. Cant say the same about his fancy one piece suit he was bragging about back at the café. Got home, unpacked all my wet gear and climbed into a hot bath. Ah bliss!!!!

### **VJMC.NZ Rally 2014.**

Theme 25<sup>th</sup> Anniversary & Power cuts. Tatum Park "Otaki"

By Barry D



The day dawned overcast with the met office predicting Cyclone Lusi to destroy our weekend, which has been much anticipated for a year.

So with out a further thought I pulled the blankets back over my head and had a few more winks sleep. Preparation you know for the forth coming night.

If there is one thing I have learnt over the last 20 odd years of VJMC rallies it is that Friday night is the biggy and Saturday night is wind down for the homeward journey.

As luck would have it we had only a ¾ hour ride to get to the rally site or 1 hour on the technical route. Paekakariki Hill. So I had lawns to mow, some painting to do. A few repairs and a general tidy up before I could be in rally mode.

The email was to leave at 3.00pm from the Mana Z petrol station.

Half way through the morning Grant G rung and could not get there for 3.00,

so to go on without him. Ken Fraser turned up at 3.00 at my place and after much pandemonium we finally left for the Z to meet whoever.

Poor Mike Covney was by himself. (It is not a good look when an organiser is 10 minutes late on the blast off time.

The always punctual GT750 of Bruce Curries had not arrived either.

It was a hot day. I managed to get in an ice cream whilst waiting for Bruce.

The scarry cyclone Luci was nowhere to be seen. We were in no rush for a change.

Bruce duly arrived and for some reason we just cruised up SH1 to Otaki and into Tatum park. We got a reasonable run through and missed most of the traffic.



Upon arrival, we were meet by Ross and Judy, Murray smith and the boys from Tauranga. Rob Scrown and his reliable old XS650 (complete with extra seat padding) arrived where as a golden days brit bike may have expired by Tiahape.

Even from north of Bombay were Nod and Dave Vandam. Well done boys.

After all the reacquainting, hello's and catch up discussions on the arrived motorcycles and restorations, a few of us headed to Levin for some evening supplies to enjoy.

Back at the site the BBQ was fired up and after a few beers and rums, it was time to eat. Angela and Judy had got the salads ready. The man food was not even burnt by Murray or myself. (Masterchef watch out)





The stragglers continued to arrive in drips and drabs from Palmerston and Wellington.

So after meeting a few new members it was on to the traditional drinking discussions and bollocks exchanged until the wee hours. We must all be starting to grow up. I don't recall anyone trying to say that the H1 Kawasaki was still the best thing ever made and nothing has surpassed it.

The next morning dawned a bit overcast. After breakfast and some more stories it was onto the bike judging. What a great line up from old to new'ish. The judging would have proved difficult as a lot of the bikes were either a very high standard of restoration or very unmolested original condition bikes. There was a cracker Honda 350 twin and 2 awesome Kawasaki Z1's.



Quite a few people turned up to look thorough out the morning but at 11.00 it was off to the Wairarapa via the Pahiatui track. After a mass regroup and petrol stop at Shannon. We headed into a quite windy run up the side of the hills to the track to the Waiarapa. I guess that is why there is a big wind farm up there.

The Pahiatui track I had never done before. It really was a good ride in the drizzly conditions. The Kim Delauter H2 Kawasaki passed by my Honda MVX 250 and pulled away. They really do grunt out of corners. After a quick photo stop at Pahiatui,



We proceeded onto the Tui brewery, to meet all the others. After finding no one there,  
We realised the pub down the road was the lunch venue.





“The Dudley Arms” A great kiwi country pub.

With burgers ordered by most, the bar lady was run off her feet. The food was very good and the service was very good considering the staffing shortage.

Judy’s sister Irene was there to say hi to a lot of us who have meet her here and there over the years.

After a visit over the road to an old guy who restores tractors trucks and a few pom bomb motor-cycles it was off to the brewery for the tour.



I cannot comment on the tour, as some gorgeous big boobed blondes have sworn me to the Tui secret.



A few of us decided to continue through to the bridge coffee shop. You guessed it. It was over a viaduct on the start of the Manawatu gorge. By now I was reacquainting myself with Dion’s TZR and him on the MVX. He was will impressed. So into Palmerston North for a coffee. Yes success. Coffee and cakes all round.





After a great afternoon tea we all headed back to Tatum park.

We caught up with Mike Covney and Julia Barnes. The wind was still very gusty and there was a very scary moment when Julia got blown well off line and nearly onto the other side of the road. Heading back things started to wind up a bit, when the Honda went storming by Sir Al's Kawasaki 750 H2. Then Dion's Yamaha TZR250 whizzed by me. Kim wound up his trusty Kawasaki 750 H2 to keep things honest.



But some persistent buzzing by the two 250cc strokers and he let us by. After some major sparring between the 250 Honda & Yamaha things were back down to normal when a nice person in a white stripped car with pretty coloured top lights came past.



Back at Tatum Park more stories of wind and blondes came out.





We all got changed and went to the main hall for a fabulous dinner put on by the catering staff.



A magic dessert then followed and onto the 25<sup>th</sup> VJMC anniversary cake. Yummy.



Then it was onto the awards handled by Angela and Judy. A lot of fun was had by all.

After the awards (which Angela will have to report on who got what)

The band let rip with great music for the night. By now some rain had set in which was pretty heavy with some reasonable wind. The cyclone Luci was upon us.

All was going well until about 11.15 when the drummer was playing by himself.

Very strange. The lights were off too! Damn it. A power cut.

(We hadn't even got onto the coffee.)

So power cuts had robbed us of a coffee earlier in the day at a great place

and now a power cut (courtesy of Luci) had robbed us of a great band at a great venue. Bugger.

The band packed up and we continued drinking outside with a few more beverages.

The next morning came around far too quickly. We awoke to a fairly reasonable day. We all trudged back to the main hall for a really good hearty cooked breakfast. After that it was time to tidy up and depart for our homes in a reasonable day.



Sadly the guys from the Hawkes Bay did not turn up this year. I had received apologies from Rodger Gray, Trevor Orpie and David Glenday.

I was asked to put in their apologies for Saturday night at the prize giving. Since the opportunity did not arise I will put it here. Also sending apologies from Christchurch was Doug Smith.

I have since learnt of several people who were going to come for the Saturday but with the predicted cyclone decided not to risk their pride and joys. Shame on you guys. but I bet there is another unsilent partner perhaps in the background which supplies advise, which one must listen to from time to time.

Latest rumours after the rally.

Only one Honda 750 was present this year and that almost didn't count. It had a fairing and 2 camshafts.

A Suzuki GT owner carried on despite having a faulty sparkplug. After a simple stop & repair & test ride. He returned and a search party was sent out to find and recover his gear change lever.



(Much like a propellor)



An unfortunate Honda rider, (Not Me) had an incident, which fortunately left him unscathed but the bike with a lot of damaged plastic bits.



MVX 250's are reliable. 335km later and still going strong. All this despite being rated in the top 10 worst 2 strokes of all time. "Bollocks"

So another year has come and gone.

Time to plan for next year. Any suggestions to the VJMC management please.

More pictures will be posted on the web site when I work it out.

Keep safe, Ride smart. Barry D



THE END.



# Angels Angle

After much planning and stress we managed to put on another rally. This being 25 years was a milestone for the club and we wanted it to be special. Thank goodness the doom and gloom over cyclone Lusi failed to come to too much. We managed to pull off a nice BBQ on Friday night. Saturdays ride went ahead as planned. I did not pillion this year due to health issues and I must admit I really did miss it. Hopefully next time. Despite calling ahead and arranging to have lunch at the pub there was a delay with the meals so please accept our apologies for that. It was great to see that the Tui Brewery let us swap our tap beers for a take away bottle. I hate to think what 4 beers, rain, gusty winds and a nice windy road would have equalled. A few more Man down the road certificates I suspect.

The dinner on Saturday night hit the spot, followed by the usual prize giving ceremony. The band arrived to set up in time to entertain us for the rest of the evening. Unfortunately after 2 ½ sets there was a power cut and of course that was the end of that. Hopefully those that attended enjoyed it. I saved up all my energy and made the most of it J The guys are playing at the Sandbar pub in Plimmerton on the 11<sup>th</sup> of April if anyone wants to go along. They are called the Heavy Crooners. On the way back to my accommodation I was warned to be careful of falling branches. I did give the tree towering over my little hut a suspicious look. I was woken at 3am by the tree next door losing a large limb but it missed me. Luckily I had Russell my hubby there to go and investigate the cause of the crash.

Breakfast on Sunday and the weather looked a little better for a short while. After saying goodbyes and packing up it was all over for another year. Even before we left the site discussions began about next year. It was great to see the familiar and not so familiar faces again. It's amazing the lengths some of our members go to in order to come to this event. Victor from Tauranga recently broke his back and was in hospital just before the rally. He rode his bike down to join us. Unfortunately he had an off on the way home but is apparently alright. That's dedication.

Any photos that you would like to send can be sent to me at [russ.ang@xtra.co.nz](mailto:russ.ang@xtra.co.nz) . Any articles you would like to see in the news letter would be greatly appreciated. I hope all of those that attended the rally enjoyed themselves and our efforts paid off. I know we can't please everyone but we really do try. On a quick note we are selling the Entertainment Book again this year. We would like to fund the hosting of the Website and get Microsoft Publisher to help with the news letter. You can get the book for Auckland, Waikato, Wellington, Christchurch and so on. We can also get the Australian books for anyone who is planning a trip over the ditch. You can preview the content of the books on line.

Apologies for the size of the newsletter to those who have small boxes J I mean inboxes. Also the fact the newsletter is a little later in the month than usual. Due to my being a little under the weather and the drought meaning extra work around the farmlett its been hard to get the time. At last here it is. I hope you enjoy it. Thanks to those that contributed to it.

Safe riding until next time.

Angela