

TMMEC NEWSLETTER

DECEMBER 2021



Located at the Memorial Park, Tauranga

Open to the public Sundays 10:00 to 15:00
(weather and Covid Level permitting)

CONTACT:

The Secretary, PO Box 15589., Tauranga, 3112

Palmerville Station: Phone: 07 578 7293

WEBSITE: www.tmmec.org.nz

FACEBOOK:

<https://www.facebook.com/memorialparkrailway/>

COMMITTEE:

President: Jason Flannery 07 572 1165

Vice: Bruce McKerras 07 577 0134

Secretary: Warren Belk

Treasurer: Joanne Knights

Club Captain: Max Donnelly 07 571 6778

Committee: Ash Thomas Warren Karlsson
Russell Prout Regan Olivecrona
Bruce Harvey

Boiler Committee: Peter Jones

Bruce McKerras

Safety Committee: Warren Karlsson

Peter Jones Jason Flannery

Editor: Chris Pattison 021 231 6612

Ytrose2@gmail.com



CONVENORS:

Workshop: John Nicol Brian Marriner

Track: Bruce Harvey John Stent
Russell Prout

Librarian: Chris Pattison

Rolling Stock: Bruce Harvey

Website: Max Donnelly Murray de Lues

MEANZ Rep.: Peter Jones

SPONSORS:

Our thanks to those companies who sponsor us.
You will note their logos spread through this newsletter.

President's Report – November

Hi TMMEC

Another quiet month for the TMMEC, which was to be expected.

We did get in a playdate on the 27th of November which I am glad to see was well supported. Several members had a go on the Phantom and Tamar, it is really good to see more people having a go at learning the skills required to operate steamers.

Ashley Grant hit the raised track with his 5" gauge Speedy, it looks like he's got the steaming sorted now, plenty of laps were notched on the belt.

The TMMEC intends to re-open for public rides on the 30th of January 2022, this being the last weekend before the kids return to school. Although the government has given us a traffic light system to work with, the logistics are not quite as simple as opening up the window again.

The whole process is a little more complex now we are using the My Vaccine Pass, but I won't dwell on Covid for now, see the separate article here on this.

Before we re-open we plan to have a meeting down the club rooms to run through any operational changes and the Covid policies. This will be the Saturday before we re-open, on the 22nd of January 2022.

This day is also the MEANZ biennial general meeting via zoom at 10am, also to be held at the clubrooms, so most will be in attendance.

Members I urge you to please attend, there are a number of operational changes that have occurred. Level crossings, fire extinguisher signage, power boards, the list is simply far too much for a toolbox talk, and definitely not one on our first day back.

We need all members to be aware of these changes. Those who cannot attend will have to try catch up with Warren Karlsson another day before accessing the track and its operations.

One major operational change we are also making is the introduction of a lunch break, 12:30pm to 1pm. We will make the public aware of this and in time it will just be the new norm.

Enough about operational stuff. More importantly Christmas is almost here. If you are anything like me, I am ready for a holiday! And looking forward to saying goodbye to 2021.

So, I'd like to wish all of you well, a merry Christmas, a happy New Year, and a well-deserved break!

And just when you think you can't take any more of the holidays, the family driven you to the edge, it will be 2022 and we can all escape to what we like doing best....

Please also don't forget, the TMMEC Christmas Party, it will be at Bruce Harvey's house this year, 18 Youngson Rd, Omokoroa. Time to be confirmed, afternoon of course. There is a 5" gauge track and we will have several locomotives for all ages to drive.

Please, have yourselves a great holiday and see you all next year.

Thanks

Jason and family.

Editorial

Dear Ferroequinologists,

I have spent a good bit of time in the workshop recently moving metal and the front suspension of my waggon is close to completion. One very dirty job is behind me – that of turning all the wheels. Turning Cast Iron can really make you filthy!

Whilst doing all this turning, what do you think about? I tend to get a bit philosophical about issues both personal and otherwise.

My latest thoughts were on the subject of impatience. If you think about it, in our hobby, being impatient can lead to all sorts of undesirable consequences.

And what causes impatience? Wanting to finish a job before supper. Wanting to finish a project before a deadline. Getting bored with a repetitive turning job and the mind wandering. Wanting to start a machining job before thinking it through beforehand.

And what is the result of this?

Poor workmanship is one. A part is made badly and has to be repeated. An incorrect sequence of operations resulting in having to make a special jig to get a job done.

Covid has given us model engineers one big benefit – time to spend on our projects. Use it wisely and do not rush the job.

Wishing you and your families a Happy Christmas and a peaceful 2022.

Editor (Cotter Pin)

CLUB MEMBER PROJECTS

Nothing to report at present, although I am progressing steadily on my wagon.

FAVOURIED SUPPLIERS & RECOMMENDATIONS

Recommendations are welcome.

LIBRARY CORNER

Good news is that we are now getting our subscription replacement for the discontinued AME. The latest edition of Engineering in Miniature has arrived. Amongst other articles, of interest are two, one on an eco-coal – Ecoal50 and tests done on it in various locos.

The other is on silver soldering union nipples.

I am still on the lookout for missing issues of Model Engineer to complete the club collection. If you have ME magazines lying around gathering dust, or know of somebody who has, and wants to rid themselves of them, we can provide a good home.

SMALLS – FOR SALE/ WANTED:

LATHE FOR SALE

There is an old lathe available. It is a flat bed lathe belt-driven , 21inch long bed and "swing" of 6 inches, mounted on a tank transformer base, two chucks , a faceplate , tailstock drill , driving dog and a stack of change gears .

Property of the late Len Kilgour.

Asking price of around \$500 , o.n.o

Contact Dave Owen on 07 552 0302.



SUGGESTIONS AND IDEAS:

Marty Rickard recently helped me out. The bearings for the front wheels on my Atkinson are a top-hat shape and needed to be trimmed to length. The shoulder of the top hat prevented me from securing it in my chuck.

What I needed was a bush to slip over the bearing so that I could hold it in the chuck. Marty kindly printed out a bush on his 3D printer which I then split and was able to use to grip the bearing. Thanks Marty.



CLUB CHRISTMAS PARTY

As is usual, the Christmas Party will be held in February on Saturday the 12th. At Bruce Harvey's place. So, put that down in your calendar for future reference.



ITEMS OF INTEREST:

Bruce McKerras writes:

I have recently acquired a bundle of taps and dies from Bruce Harvey (ex Steve James). With these I have topped up the club's Metric collection, as well as putting a couple of sets of Whitworth in the workshop drawers.

Club members – check your selection of taps and dies. Let me know of any gaps, I might be able to assist you in filling them. (Not many BSF though). – B.M.



Not Model Engineering but certainly Heavy Engineering!!!

Roy Robinson reports:-

Many moons ago, in fact Easter 1974, I, with mates took a trip up the Coromandel to locate, view and understand just a little more of the Gold Mining in that area. I had driven and tramped over much of the Coromandel hills over several years, this trip was to the Neavesville area. Access to this area (at that time) was from the small community of Puriri on the Paeroa – Thames Road where one takes a right up the Neavesville Road which leads right to the top of the Range in that area.



The Neavesville Battery is located and dug into what is effectively a cliff face. Above the Battery and further up the hill is a "chimney" with an adit at the bottom. This was a "dry" Battery with little water available for processing the ore. Wood was loaded into the "chimney" which was about 6 feet dia. and 30 feet deep and the raw ore was added on top of the wood. A good fire was then raised which dried the ore to a state when it could be crushed and processed. According to

my information the Battery was built prior to the 30's Depression but was not operated until after that period. To drive the 10 head stamper a National single cylinder horizontal open crank hit and miss engine was installed. I believe it would have been built in the mid 1920's of English manufacture.



Actual details are not known but would have been in the vicinity of 30 – 40 hp and ran on producer gas from an onsite retort. It has a flywheel of about 6 feet and bore of 10 inches (best guess). When installed the engine refused to run on the producer gas. It was believed that at the altitude of 2500ft was too high to be able to run, and the project was abandoned despite there being a reasonable amount of ore ready to be crushed.

The site was taken over by the mineral rights holder and with the assistance of a person who claimed to know about internal combustion engines managed to bring the National into life. The battery was run and the ore on site was crushed with a reasonable return of gold, however it was mixed with a fair amount of silver so its value was reduced. Another vein of likely ore was found and this was dug out and processed producing 2 beautiful 60-ounce bars. Again, this was high in silver and was again degraded giving a return of 6 pounds per ounce. More gold was won but the whole operation had a fairly short life.

In 1974 when I first viewed it, the National engine was in basket case condition with all the brass bearings removed probably for scrap also bearing caps were missing and considerable damage to other parts of the engine.

Local Katikati man John Brown a member of the Tauranga Vintage Tractor and Machinery Club gained approval to remove the National engine with the intention of restoring it. In 1994 with the assistance of several like-minded people, John removed the engine (I estimate it weighs 5 tonnes or so) and transported it to his property in Katikati. Over the next 25 odd years he rebuilt the engine completely. Recently for the first time he managed to start and run it. The rebuild job was massive with 45kg of brass used for the big end halves alone. He currently has the National running on LPG but hopes to run it on petrol in the future. At the moment John uses a power pulley on a Fordson tractor to start the National but it should be able to be started by flooding the cylinder with fuel then with the piston set on the firing down stroke a flick of the low tension points should light the mixture and start the engine. Peter Lawn and I went to see it running a couple of Sundays ago. It is just so fascinating to watch the massive cast flywheel rotating. The real interesting thing to me was that there is virtually no ignition noise nor vibration. One has to listen very carefully to catch when it fires and I'm sure that my ute vibrates more than the National!! As the saying goes, it was "poetry in motion".

Roy Robinson

Ed – This reminds me during the 70's I went camping at a place called Pilgrim's Rest in the old Eastern Transvaal. There was an abandoned gold mine there with a couple of coco pans still free on the short rail network. There was an old air compressor there and the whole place had an eery quality about it. I suspect that some of the Kruger gold came from here.



Tuesday Evening Meeting (10th)

There were a couple of items presented at the meeting. Peter Lawn showed us a neatly boxed set of collets that he had made. Looked almost as if it was bought.



Then Bruce McKerras came up with his special flat vice for his milling machine. The idea being that one jaw is secured to the table, then the item to be machined is held between the jaws, after which the second jaw is also secured to the table.



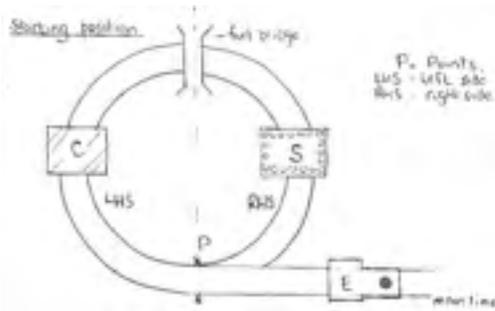
Chris showed his tailstock modification for accurate depth control, using a cheap carbon fibre digital vernier.



PUZZLE

The solution to last month's puzzle is this:

Here are the Shunting Instructions they came up with.



From starting position reverse E from main line to siding LHS

1. Change points. E forward to RHS to connect with S
2. Reverse to LHS. Stop
3. Change points. E forward pushing S into mainline
4. Uncouple. E reverse to LHS and couple with C
5. Change points. E pulls C to RHS and uncouple.
6. E forward in anticlockwise direction - under the footbridge to LHS
7. Change points. E forward into siding, The front of E couple with S
8. Reverse to LHS
9. Change points. E forward pushing S to connect with C on RHS.
10. Reverse to LHS (E - S - C)
11. Change points. Forward into mainline.
12. Uncouple C
13. Reverse E with S in front to LHS
14. Change points. Disconnect S and leave on LHS
15. Reverse E under footbridge in clockwise direction and round to LHS
16. Change points. E only forward into mainline to couple with C
17. Reverse to LHS. E pulls C
18. Change points. E pushes C forward to RHS
19. Uncouple C from E
20. E reverses to LHS
21. Change points. E forward into mainline

Alternatively:

The engine reverses on to the loop, then goes forward and connects to the sheep truck. It reverses and pulls this clockwise round the loop and then pushes it forward on to the main line. It

reverses back on the loop then goes anti-clockwise round under the bridge and pushes the cattle truck on to the main line next to the sheep truck. Then it reverses and pulls both trucks back on the loop. Then it goes anti-clockwise and pushes the sheep truck back where it came from. Then it reverses pulling the cattle truck clockwise. Then it stops, goes forward and shunts the cattle truck on to the mainline. Then the engine reverses on its own back on to the loop, goes round clockwise under the bridge and carries on pushing the sheep truck round to where the cattle truck started off. Then the engine reverses and goes back on to the main line to get the cattle truck. It pulls the cattle truck back on to the loop, then changes direction and pushes it anti-clockwise to where the sheep truck was. Finally the engine reverses and then goes forward again on to the main line.

Covid 19 and the TMMEC – President Jason

Well, it seems I have to do a bit of good cop, bad cop. Hopefully my report covered the good cop. Covid, Covid, Covid, if you are like me, I am sick of it, sick of hearing about it, sick of talking about.

Like it or not, it's here now, it affects our lives and clubs' operations, and we have to just simply deal with it.

The traffic light system and the My Vaccine Pass, these are the systems in place for New Zealand, again we just have to deal with it and move on. The club had a meeting on this in December, those that attended had their say in a show of hands. The vote was unanimous to use the My Vaccine Pass. This was later ratified in the December committee meeting.

For those not yet aware, the Club will be using the My Vaccine Pass for all our activities. If you are not vaccinated, you cannot enter the clubrooms or attend club activities. This includes meetings, working bees, play dates and public running.

Whilst running trains on the track is an outdoor activity, at some point, all members will use the facilities - kitchen, toilets, coal from the container, etc.

Same for the Christmas party at Bruce Harvey's house, we don't want to limit the numbers to 50 with 1m spacing. Many members will have partners, kids and grandkids with them.

Most of the member's My Vaccine Passes have been seen and recorded. List on the wall. For those who have not, please either send a snapshot to the secretary@tmmecc.org.nz email or present it at the clubrooms next time you are visiting. If you forget

your pass or have not emailed it, sorry, you will not be allowed in.

Some members are not vaccinated, and I ask that other members please respect their choices and do not hassle them about it.

Having to exclude members because they are not vaccinated has not been an easy choice, this has had lengthy debate on several occasions. At the end of the day the path that was chosen is seen as the best way to remain within the law, protect our members and avoid being a logistical nightmare for the club.

So, where to next?

We re-open the 30th of Jan. Why? Kids are back to school the 1st of February, we would like to get them a train ride before the holidays are over.

Why not earlier? It's not as simple as just re-opening. Now we are using the My Vaccine Pass we have to vet passes first. Our station area is open from several directions, we cannot have vaxxed members, vaxxed passengers and then all the un-vaxxed just mingling in the middle. We need to arrange a couple more gates and railings. Just before Christmas is too soon.

I don't want to be asking for passes. We intend to hire a security guard for the first month, who will be at a table by the only entrance in, located between the container and the viaduct. They will check passes and make sure QR code and signing in happens. After a month we can re-assess whether this service is still required. The openings between the station building and the steaming bays will be closed off with two gates, there will no longer be any public access between the coal bins.

Will we have enough members to run? We appreciate we will be some members down for various reasons. We are also introducing a lunch break like the Hamilton Club, 12:30pm to 1pm. We want to ensure all the members get an adequate break. This time of day there are hardly any public out there anyway, a break together as a club is a good thing. We are in the process of advertising this.

What about kids? We are only allowing children to ride on the train accompanied by an adult. QR codes and signing in are mandatory, we cannot allow under 12's to wander through without a record. Therefore, all kids will have to be accompanied by an adult, these adults will have to have a My Vaccine Pass.

Hi-vis vests, sharing of PPE? The club is in the process of issuing all the duty operators and Sunday volunteers their own personal hi vis vest. The system of communal vest hanging on a hook is no longer practical. There will be some vests on the hook for

visitors, if these are used, they will go in a bucket to be washed, they will not be hung back up.

I am sure I will have missed something, any questions please let me know.

We will put together a formal pack for Saturday the 22nd of January.

Thanks for your understanding.

Jason

OPERATORS ROSTER NEXT 3 MONTHS

02/01/2022	P.JONES
09/01/2022	R.PROUT
16/01/2022	W.KARLSSON
23/01/2022	B.McKERRAS
30/01/22	M. de.LUES
06/02/2022	B.FITZPATRICK
13/02/2022	J.FLANNERY
20/02/2022	B.HARVEY
27/02/2022	P.JONES
06/03/2022	W.KARLSSON
13/03/2022	B.McKERRAS
20/03/2022	R.PROUT
27/03/2022	M.de.LUES

RELIEF OPERATORS MAX DONNELLY,
JOANNE KNIGHTS



LINKS TO OTHER CLUBS:

MEANZ has a listing of affiliated clubs on its website. It is in the form of a map showing the various locations of each club. If you click on a location, it will give you details of that club. See: <http://www.pnmec.org.nz/meanzmap.htm>

Auckland Society of Model Engineers - www.asme.org.nz Cambridge Model Engineering Society Inc.

www.cmes.org.nz/

Christchurch Live Steamers - www.clstrains.co.nz

Canterbury Society of Model Engineers - www.csmee.org.nz

Hamilton Model Engineers

- www.hme.co.nz

Hutt Valley Model Engineering Society - www.hvmes.com

Kapiti Miniature Railway Association - www.kapitirail.org

Havelock North Live Steamers - www.keirungaparkrailway.org.nz

Manakau Live Steamers - www.manakaulivesteamers.co.nz

Marlborough Associated Modellers Society - www.mams.org.nz

Nelson Modellers - www.nelsonmodellers.org.nz

Otago Miniature Road and Rail Society - www.omrr.org.nz

Otago Model Engineers Society - www.omes.org.nz

Palmerston North Model Engineering Club - www.pnmec.org.nz

EBOP Society of Model Engineers, Whakatane - www.riveredgerailway.org.nz

South Canterbury Model Engineers Society - www.south-canterbury-model-engineers.org

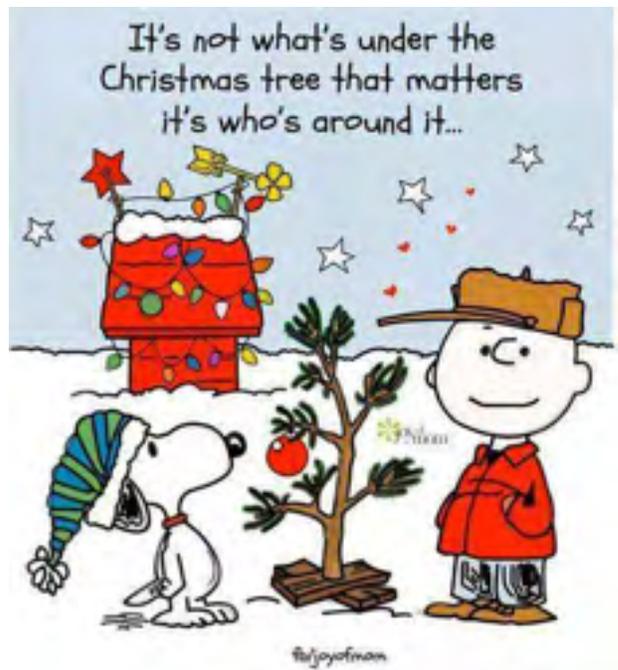
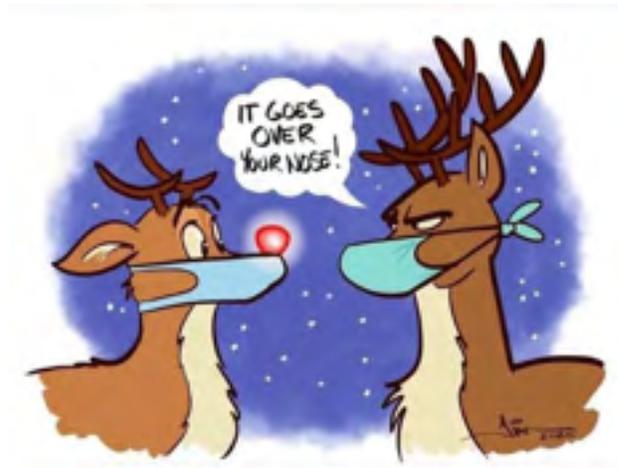
Whangarei Model Engineering Club - www.wmec.org.nz

MEANZ: - www.meanz.org/ meanz.org/

MEANZ: - www.meanz.org/ meanz.org/

MEANZ: - www.meanz.org/ meanz.org/

If I have missed any out, kindly advise me of whom and their details.



Tauranga Model Marine & Engineering Club

2021-2022

Committee Members

President: Jason Flannery
Vice President: Bruce McKerras
Treasurer: Joanne Knights
Club Captain: Max Donnelly
Secretary: Warren Belk
Bruce Harvey
Warren Karlsson
Regan Olivecrona
Russell Prout
Ash Thomas

ADR Paperwork – every two years

Warren Karlsson – paperwork and audit
Exp 22 Sep 2022.
Audit date 14/21 June 2022

Advertising

Jason Flannery
Joanne Knights

Boiler Inspectors

Peter Jones
Bruce McKerras

Club Calendar

Max Donnelly

Driver License Database

Warren Karlsson

Driver License issuing

Jason Flannery Exp 31/8/21

Duty Operators

Peter Jones

Front door entry codes

Warren Karlsson

Health and Safety Policy

Warren Karlsson – to be updated after the AGM and distributed.

Librarian

Chris Pattison

Locomotive WOF register – club locos

Bruce Harvey

Locomotive WOF – members locomotives

Bruce Harvey
WOF require two members to sign off, Bruce Harvey will arrange for an extra person when required.

MEANZ Rep

Peter Jones

Member Register

Jason Flannery

Newsletter Editor

Chris Pattison Subs notice May edition

PO Box

Jason Flannery

Ride car WOF register – club and members

Bruce Harvey

Safety Committee - First Aid and Fire Extinguishers

Jason Flannery
Peter Jones
Warren Karlsson Ext test dates

Tauranga City Council Park Managers

Phill Everett 027 836 2707

Test gauges - yearly

Peter Jones Exp 31/07/2021

Track Managers

Bruce Harvey
John Stent
Russell Prout
Max Donnelly – Raised Track

Ticket seller roster

Jason Flannery

Website Editor

Max Donnelly

Workshop

John Nicol
Brian Marriner



TMMEC 2021 CALENDAR

	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T												
JAN					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
FEB			1	2	3	4	5	6	7	8	9	10	11	12	CHR	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28					
MAR			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
APR			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
MAY			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
JUNE			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
JULY			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
AUG			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
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- SUNDAY RUNNING DAY - 10am to 3pm
- OFFICIAL CLUB PLAYDAY
- COMMITTEE MEETING - 7pm START
- GENERAL MEETING - 7pm START
- ENGINEERING TUESDAY - 7:30pm START
- OPEN WEEKEND
- CANCELLED
- AGM
- CHR CHRISTMAS PARTY - 13 FEB
- 20-21 MARCH HAMILTON OPEN WEEKEND
- 29-30-31 MAY MAUIKAU OPEN WEEKEND
- 17-18 JULY EBOP OPEN WEEKEND
- 30 OCT HALLOWEEN NIGHT RUN
- 11th APRIL KATIMATI VINTAGE MACHINERY CLUB SHOW
- 3rd JULY NIGHT RUN



TMMEC 2022 CALENDAR - V1.0

	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
JAN					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
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SUNDAY RUNNING DAY -- 10am to 3pm

OFFICIAL CLUB PLAYDAY

COMMITTEE MEETING -- 6pm START

GENERAL MEETING -- 7pm START

ENGINEERING TUESDAY -- 7:30pm START

OPEN WEEKEND

CANCELLED

AGM

CHR CHRISTMAS PARTY - 12 FEB

19-20 MARCH HAMILTON OPEN WEEKEND

4-5-6 JUNE MANUKAU OPEN WEEKEND

16-17 JULY EBCP OPEN WEEKEND

28 OCT HALLOWEEN NIGHT RUN