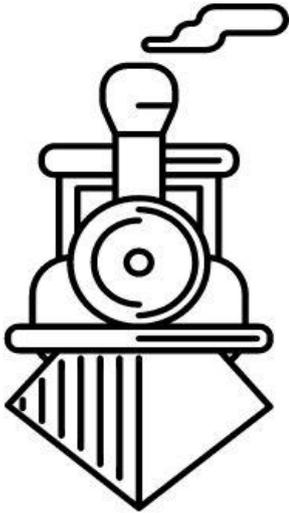


THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER



JUNE 2025



THE GARDEN WHISTLE

NEW ZEALAND LARGE SCALE NEWSLETTER

June 2025

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[Cover photo](#) — Andrew's new Harrogate Locomotive in steam hauling a passenger train.
Photo supplied by - Andrew Bishop

The **Garden Whistle** is published monthly by the Christchurch Garden Railway Group and features news from various Large scale Groups in New Zealand.

Each club is a separate identity and the contact details may be found in club contacts.

Contributions of articles and/or photos are always welcome. Photos should be sent as separate jpg attachments.

The views expressed in this newsletter are not necessarily those of the Editor, Executive, or members of the Christchurch Garden Railway Group

Editor: Iain Collingwood, Email: gw.editor@outlook.com

Wairarapa Garden Railway Group Meeting

Report and Photos - Lloyd Dickens

Wairarapa Garden Railway Groups input to WaiRailX 2025

We use the bi-annual RailX run by the Wairarapa Railway Modellers as our running weekend for May.

Our temporary layout was brought out for the occasion. This layout has had some changes recently including joining the inner and outside loops together to allow the setup of battery operated locomotives on the outside and then driven to the inside loop. This required the purchase of extra points. The other change was the introduction of some scenery by Murray Clarke. For a few weeks before the event Murray had been working on adding some greenery and a road. Dean Ellicock added some cars to the road. The organisers had also arranged with the local primary school for their pupils to build some buildings for the display and so we placed some tables in the centre of the display for these to be placed on. A piece of track was also placed on the tables for the display of trains and locomotives. Some of the kids buildings were later moved onto the display. Well come the setup some small problems started to rear their heads. The layout would not fit in the area allocated even though it fitted there two years earlier. Out came the measuring tapes which confirmed the problem. The cause was a new layout of the recently repopularised TT-120. This was not there two years previously. Our temporary layout is a brilliant design by Warren Stringer which allows for it to be reduced in length by one and a half metres and still function and look the same. This we did and had it all setup before leaving Friday night.

Come show opening Saturday morning the crew to run their trains arrived and started running. DCC controlled trains on the outside loop and Battery trains on the in side. All went well for a while till a member brought a large locomotive along for display. Instead of placing this in the centre of the display it was placed on the interconnecting track between the inner and outer loops. This track was connected to the DCC controlled outer track. The next I noticed was that those running DCC had stopped running. No one seemed to understand why. I checked the track with a LED monitor device I have and noticed the lights were flashing together at about a 2 second rate. The DCC unit was turning on finding an over current situation and turning off. Finally a DCC expert came along and asked what was added the track last. The Display locomotive was removed from the track to the side of the display. DCC was working again. The next drama occurred in the afternoon when a member turned up to run on battery in the centre. Unfortunately some of his rolling stock did not have insulated wheels. DCC stopped again. The fix was easy as we had some insulated joiners. When we had planned the joining of the inner and outer loop we forgot about the possibility of uninsulated wheels on battery powered trains, a reasonable possibility as I have a locomotive with uninsulated wheels. If you think the drama is over I was running again on Sunday afternoon and found the large locomotive that we were displaying had been put back on the track joining the to tracks. So we could not drive our trains from the outside to the inside and had to manually move them across by hand.

The public were well pleased with our layout and trains. At least two primary aged pupils identified themselves as constructors of the buildings. Our members made a fuss of them. We I hope learned some lessons from the weekend.

Wairarapa Garden Railway Group changes Coordinator.

Lloyd Dickens has been the coordinator of the group for the last tens years. He has stood down and Brendon Clarke has taken over.

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Ian Webb getting his loco going.



Main Station.



The Clarke Family, Brendon now our Coordinator.



Ian Webbs logging train.

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The kids liked out display, the Future of Model Railways.



Wairarapa Garden Rail Group layout with Phil Smith and Ian Webb.

Christchurch Garden Railway Group Meeting

Report - Editor, Photos as Credited

The May meeting for the Christchurch Garden Railway Group was held on Sunday the 18th at the Rod Benders Hall for our AGM.

We started the day by having a working bee to carry out some scenery work for the U-drive layout, there was also a great turnout of members and partners for the AGM.

Bill Stanley presented his Presidents Report which he thanked everyone for attending today and all the members for their work over the past year with working bees, transporting layouts to the shows, those members for having running days over the past year and also thanked the ladies in the kitchen for their work today.

Election of Officers were the following:

President: Bill Stanley

Secretary: David Day

Treasurer: Andrew Hamers

Committee Members: Neil Wiggins and Douglas Wall

Editor of the Garden Whistle: Iain Collingwood

Also discussed at the meeting was that we needed helpers for the Timaru Train Show for the group to be able to attend, this requires people to transport the layout to and from Timaru and setup and also participating in the running roster for the weekend.

Asset storage was also discussed along with future portable layout ideas, so please share any ideas you have for creating a plan for this layout.

Bill Stanley presented a life membership certificate to founding member Don Ellis after having spent 36 years in the group, taking various roles including, President, Editor, helping to build layouts, supporting & advising.

Congratulations to Don on this amazing achievement.

After the meeting Afternoon tea was enjoyed by all as some members continued the work on the U-drive layout before finally packing it away and cleaning the hall.

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Neil (left) and Andrew (right) working on the U-drive layout - Photo Bill Stanley.

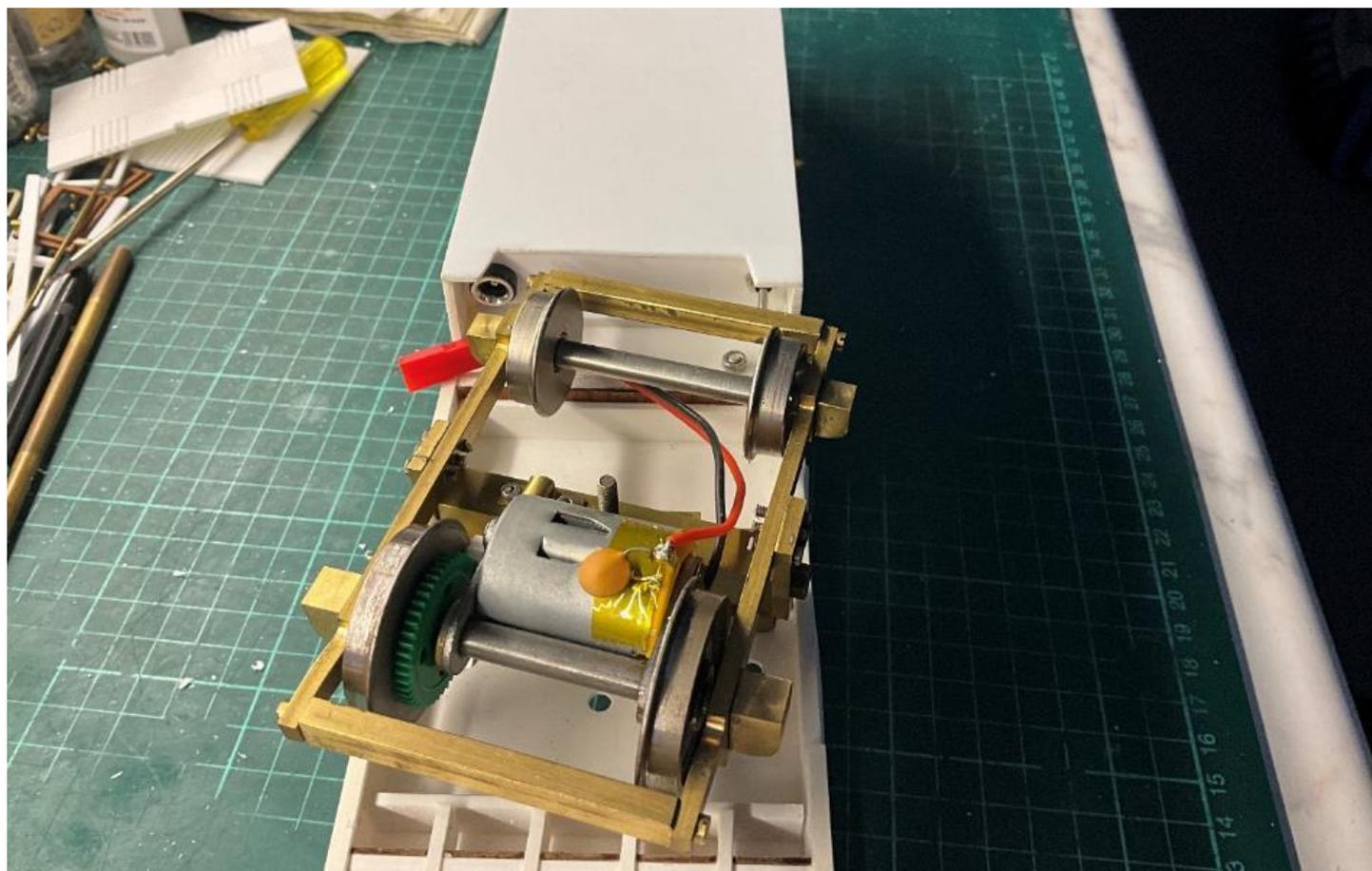


Bill presenting Don with his life membership - Photo Editor.

Now for something completely different - Part 2

Article and Photos - Geoff Hallam

At the end of my last article, I said there was just the fine detail to add before painting. As usual with any project it is the fine detail that seems to take the most time to complete. Once the bogies were mounted, it gave a clear indication how far I could push the battery bay and electronics enclosure for size. I needed every mm I could get for the diameter of the batteries and length for the electronics, on/off switch and charge socket. As can be seen from the following photo, the base plate of the battery bay had to be cut back to clear the swing of the power bogie. The switch and charge socket had to be mounted on a panel set back from the sides of the enclosure. All compromises that you can expect with scratch building.



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The running boards were the next part to tackle. I needed them to be strong enough to be handled without breaking off. A scrap piece of styrene made a suitable jig for holding everything in place while the glue set. The brass brackets were made from gauge 1 bullhead rail. The bullhead rail was so much stronger than a thin strip of brass sheet. There was much filing and muttering dressing off the side that mounted onto the body. The other side of the rail had to be filed for mounting the step.

A simple jig was made to drill the multitude of holes for 12 Ba clear.



The same process was used for the steps under the drivers cab doors.



Battery bay installed and the jig for glueing the running boards.

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The blue headlamp units are from some cheap torches bought at the \$2.00 shop. The passenger safety bars in the open cab area slide up and down. All the detail is complete and it is now ready for painting.



The drivers' cabs were painted separately and they slot into place on the body.

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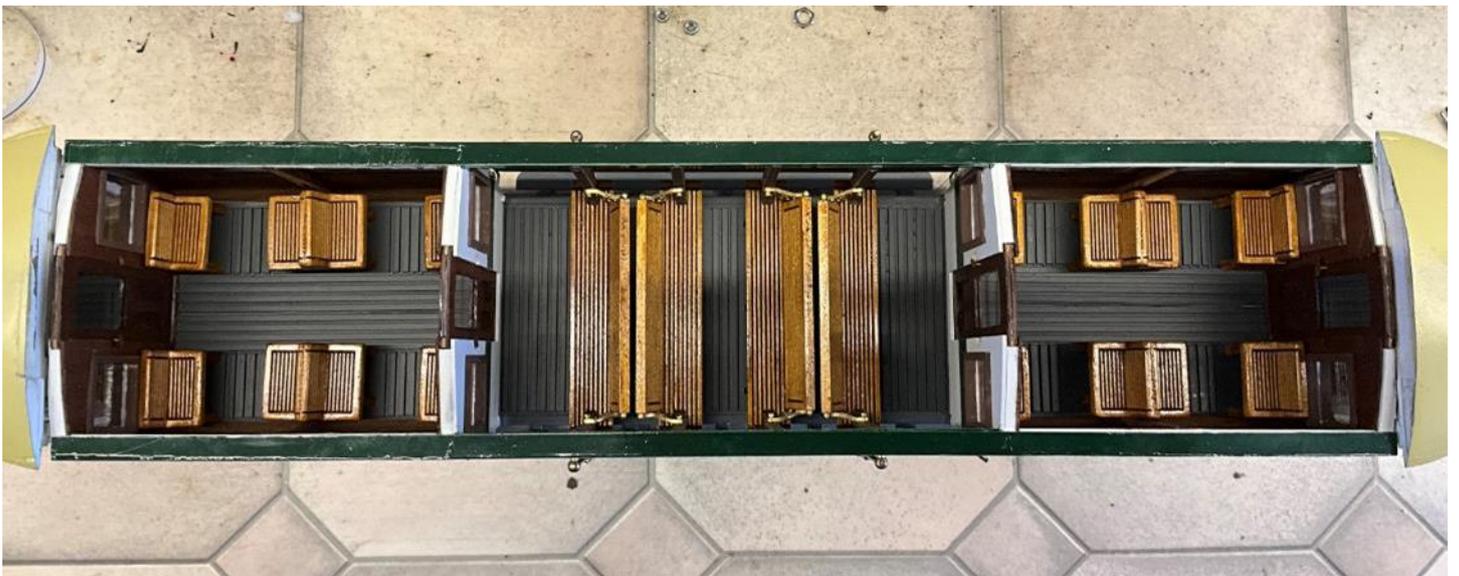
You wouldn't think that I had 7 metres of workbench from this photo. Always seem to be trying to work on about 1 metre of it with everything else pushed to the side. I often do a tidy up when the mood takes me. Trouble is, I can never find anything after doing it. I would have thought there would have been a set place for everything after 5 years, but it never happens.



After multiple masking stages with 3 colours to spray on, the timber uprights were brush painted. The running boards will get the same treatment.



Mahogany veneer installed under the windows. I forgot about this stage when designing the CAD files for cutting the flooring. Ended up having to split the floor into two pieces to get it installed without scraping the varnish on the veneer.



Interiors complete

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This photo shows the trial fitting of the overhead pick up gear. I couldn't see it clearly on any photos of 152 so I made them up using a generic sketch found on a tram web page. Two small rolling pickup pulleys were turned from brass and attached to some servo link clevises. Just have to add the tension springs to give the arms lift and locating hooks on the roof to stop the arms moving about out on the track.



First visit to the lower Rosedale Abbey station. I needn't have worried about the motors having enough power to get back up the 1:70 gradient to the top station. In fact, I could probably remove one of the drive motors and replace the axle with a standard G1MRA wheel set. This will free up a motor drive unit for the next project.



The tram looks quite elegant out on the main line and has the ability to go far too fast. I will investigate the Spectrum transmitter documentation to see if I can change the power curve and reduce the top speed. I am sure it will be possible. The best speed at the moment is between the second and third notch on the control stick.

I was talking recently to a good friend about transfers. He makes his own on his inkjet printer using transfer paper from Aliexpress. As a result, I have just ordered the paper and bought an Epson colour inkjet printer to have a go myself. It will be a case of watch this space.

Auckland Garden Railway Society Meeting Notice

Notice - Robert Graham

The June meeting will be a visit to Manukau Live Steamers (www.manukaulivesteamers.co.nz) at Mangere Centre Park, 141 Robertson Road, Mangere from 10.30 am on Sunday 8 June (weather permitting).

Alan Burrows will show us their setup and we can have some rides on the miniature trains (normal fares may apply). Make sure you wear footwear with closed toes, no jandals or sandals. Also bring your own lunch.

The July meeting will be at Simon Sharps on Saturday 19 July.

Robert

Ozark Miniatures Velocipede Kit

John Robinson, Te Horo Branch

Back in 2008 I purchased from Ozark Miniatures one of their Velocipede kits and subsequently assembled it, then it happily lived outside on our railway in Tawa until we moved to Te Horo 2020. The kit is principally white metal with a few pieces of brass wire and went together well, using low melt solder, the bits of brass wire tinned with normal solder first. It survived the elements well and still gets to see the light of day on the Te Horo Branch when buildings and stuff is put out for a full running session. <https://ozarkminiatures.com>

I have always felt I'd like to build a second one but never quite got around to ordering another. Recently I restocked my parts draw with some of Ozark's other bits and pieces (nut bolt washer casting etc) adding two velocipede kits, one for me and one for a fellow WGRG member Grant Allen, to help split the postage costs. It was very pleasing when unpacking the kits that, like the first time, the kits didn't have much flash to clean up, what there was I scrapped away with an Xacto type knife. The instructions are fairly brief so a bit of time is needed to read and re-read them, studying the few sketches and photos contain within. I know reading instructions, such a hard thing to do when you want to race ahead!

The low melt solder I used is sold locally by South Dock Models <https://www.southdock.co.nz> and has a 70°C melting point. They recommend Duzzall flux for the best result, and I followed that recommendation with good results. A good soaking in Citric Acid later to remove any nasties left behind once assembly completed. In a rather primitive way I control the temperature of my 25W soldering iron by running it through a dimmer switch, something I have done for years but probably today is frowned upon, a proper solder station with temperature control would be better and safer. For most of the joints I shave little bits of solder off the stick of low melt solder, brushed flux into the joint to be done, place bits of the shaved solder around the joint then introduced the soldering iron. This gave me more control than carrying solder into the joint on the iron, the diameter of the low melt solder stick is rather too large to use directly on the joint with the soldering iron.

The instructions say the kit can be assembled with CA glue and/or 5 minute epoxy as well but I doubt it would survive the test of time outside assemble like that, just how good a bond you get on some joints I don't know. The low melt solder was quicker to, no waiting for glue to dry or unsticking fingers as I have a habit of doing with CA glue.

The completed velocipedes were paint with rattle can red primer. One completed one velocipede was send to Grant and mine was loaded, along with a completed hand cart kit, on to a low side wagon. One of the trickiest parts of the project was tying proper knots in the thread replicating rope tying the velocipede and hand cart onto the wagon, it felt like I was tying knots for a ship in a bottle. The kit is nominally 1:24 scale so would be rather over scale on 1:29 or 1:32 scale G1 stock and possibly a bit small for "G Scale" but place discreetly could make a nice cameo lineside scene on any garden Railway.

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Above -

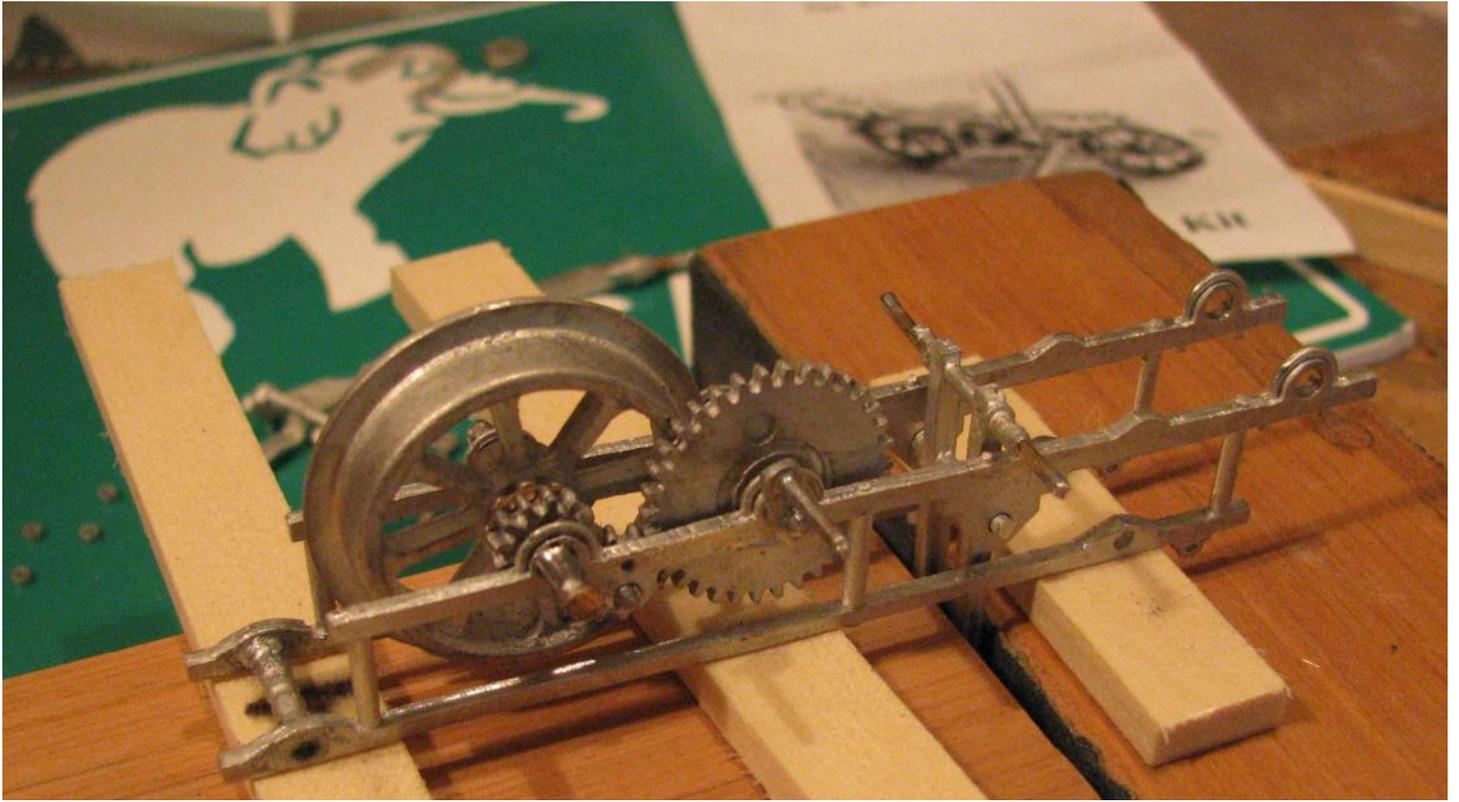
Parts laid out of an Ozark Miniatures. The photo is of the original kit I assembled but in 2008 when I frequented a forum "G Scale Mad" before the days of the dreaded Facebook.



Left -

Assembly underway. An advantage of low melt solder, plastic clamps can be used to hold things in place with care.

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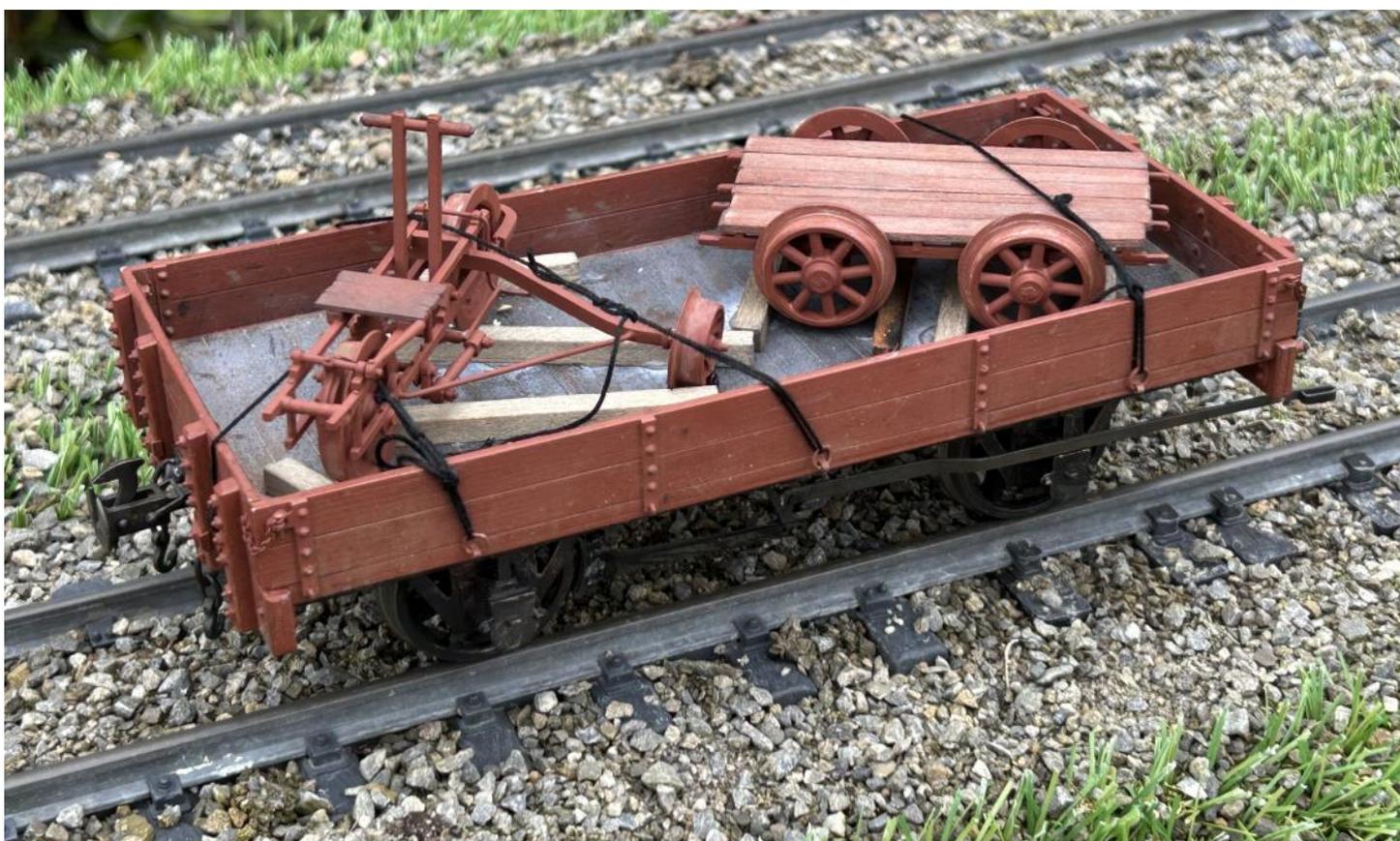
Assembly progressing.



Assembly of the 2025 velocipedes completed and like all good instructional content, to the left "is one completed earlier".



My 2025 velocipede following painting.



Completed velocipede and hand cart loaded and tied down on one of my scratch build NZR M wagons.

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The original 2008 velocipede making a recent appearances on the Te Horo Branch.



**15TH NZ GARDEN RAILWAY CONVENTION
CHRISTCHURCH GARDEN RAILWAY GROUP
WAITANGI WEEKEND FEBUARY 6TH, 7TH & 8TH 2026**

New Locomotive Update

Photos and Story - Andrew Bishop

New to live steam, I decided nearly a year ago that I fancied a new Roundhouse loco. I chose Harrogate as I like the Pecketts, I planned to rename Harrogate after my daughter so I let her choose the colour, she chose the olive green. So order placed with Roundhouse in July 2024, I opted for the RC version and paid extra for the Fosworks setup. The locos are made to order and was scheduled for March 2025 completion.

March came round and right on time my Harrogate was completed and ready for dispatch. The parcel only took a week to arrive, had some duty on it but as I had already registered with NZ customs the previous year for my A4 the paying of the duty went very smoothly.



The Roundhouse locos are very well designed and straight forward to use, Oil, Water, Butane gas. Fire her up and she comes up to steam really nicely and is ready to go. Although the water at cold is applied through an open water inlet, when at pressure it is possible to quickly squirt more water into the boiler with a hose pushed into the water inlet sealing bolt. This allows for long running times. The Harrogate should run out of gas before running out of water so it is fairly safe to use. The pressure gauge and the water level are very clear, although when running on the ground level garden bed track I do end up lying on a mat to get close enough to check the pressure, however of course the safety valve lets you know when its up to steam, the water level is large and very clear.

The loco RC controls the regulator and the reverser. When up to steam the breaks are on and so need to set the direction and hold until a quick push and she is off. The RC transmitter is nice and small and works really well.

Having got a new 16mm live steam, I then needed something for it to pull. I have some G scale wagons and a brake car, they are German but look ok with the 16mm Loco. But I really wanted some small coaches and maybe some small wagons.

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I have a 3D printer so I looked on line and found some suitable small tank wagons, I printed some off and used some Tenmille wheels and they worked well.



The original 3D design had the tank barrel and ends as separates, but I joined them into one with the valve gear as well and they printed very nicely. Still on the look out for some small coaches I decided to wait and take my time and only a few weeks later I got the opportunity whilst in Taranaki to visit Derek Cooper who happened to be selling 3 small coaches that he used with his 16mm locos, so I purchased them, as well as some slate wagons, all scratch built and very nice.



Nameplate is on order so soon there will be a renaming ceremony. I would highly recommend a Roundhouse loco if you are interested in small live steam locomotives.

CLASSIFIEDS

For Sale

If you are interested in any of these items, please contact:

Susan - soozn@scorch.co.nz or 027 586 0007 (Items located in Christchurch)



Colorado & Southern 28 Loco \$300



Short Island RR Brake Van \$65



Spectrum Climax Loco \$450



Log Car \$60



Tank Car \$100



D & RG 3527 Boxcar \$100

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Carson & Colorado \$175



Spectrum 36 tonne 2 truck shay \$450



Colorado & Southern Bachmann big haulers coach \$100



Colorado & Southern Bachmann big haulers combine \$100

Wanted

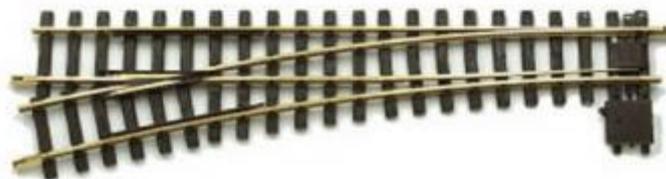
Large radius 4ft (8ft Dia) turnouts code 332

LGB R3, Piko R5 or Aristo X-wide

Lefts and Rights wanted

Contact Editor

gw.editor@outlook.com



THE GARDEN WHISTLE



15th NZ Garden Railway Convention, Christchurch
6th – 8th February 2026
Update #2

I thought it would be a great idea to provide everyone with another update on Convention progress. We have our Venue booked, this being the Prebbleton Hall, 617 Springs Road, Prebbleton. We have the Hall booked for Friday and Saturday, so hopefully this may help those from out of town wishing to book accommodation for the Convention. We are also working through a draft programme and menus for the Evening meals. Convention Tee Shirt design is the graphic shown above and sizing guide is located at below these are available to order with your registration. A full range of unisex sizes are available at \$25.00 each, to give us time for ordering and printing please order and pay for your shirts in full by 1st December 2025.

- Currently we have 14 Layouts to view, 4 of which are new layouts and 5 layouts which have had changes since the last convention in 2021.
- We will have sales tables and trade stands available at the venue Friday / Saturday. (If you wish to have a trade stand, please contact myself on nzgrc2026@gmail.com).
- We are currently organising some inhouse clinics and have had some expressions already but if you have a new clinic you wish to present, please contact myself on nzgrc2026@gmail.com.
- Currently our programme starts at 8.30am on Friday 6th (We may do pre-registration with a Layout Visit from Thursday 5th 5.00pm)
- For those from out of town also allow for 4pm finish on the Sunday (For those booking flights aim for 5.30pm or later)

With the 2026 Convention we have made the decision to have 4 registration prices including a junior membership which and are on the registration form and are the following:

Junior Registration Fee is \$125.00 per registrant 12 years of age or under with accompanying full registrant and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

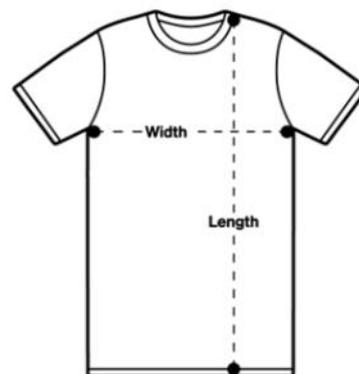
Full Registration Fee is \$180.00 per registrant if paid by 1st December 2025, and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

Late Registration Fee is \$200.00 if paid after 1st December 2025, and covers all activities including the Saturday evening Friday evening buffet meal and Saturday evening buffet meal.

If you're interested in attending the Convention, please return your completed registration forms by email to: nzgrc2026@gmail.com

Iain Collingwood
 Convention Convenor

Staple Tee



MEASUREMENT	XSM	SML	MED	LRG	XLG	2XL	3XL	4XL	5XL
Body Width (cm)	43	47	52	56.5	61	64	68	75	80
Body Length (cm)	68	71	75	78.5	82	83.5	85	87	89

Please note measurements can vary within 2.5cm, this is within our tolerance.

ascolour.

COMING EVENTS

June 4-7 2025	Midwest Garden Railroad Gathering, Oklahoma, USA
June 18-21 2025	40 th Garden Railway Convention, Sacramento CA, USA
July 5-6 2025	Taupo Hobby Expo, Taupo
July 13-18 2025	National Big Train Operators Club Convention, Georgia, USA
July 5-6 2025	Alpine Model Railway Expo, Timaru
October 4-5 2025	The Big Train Show, Christchurch
October 8-12 2025	National Steamup Symposium, California, USA
October 2025	Great Little Train Show, Invercargill
November 2025	RailEx, Taita, Lower Hutt
February 5-7 2026	15th NZ Garden Railway Convention, Christchurch
May 31-5 2027	2027 National Garden Railway Convention, Nashville, USA

Do you know of an event?
Contact the Editor to include in the next
Garden Whistle newsletter
gw.editor@outlook.com

The March / April Garden Railroading
News is available to read online, this can
be found at www.GRNews.org or

[Click here to view the current issue.](#)



Quayle Rail track now available in three metre lengths
It is available from Auckland, Masterton and Rangiora
Mike Hilliar, Auckland
mhilliar@orcon.net.nz
Henrik Dorbeck, Masterton
dorbeck@xtra.co.nz
Ian Galbraith, Rangiora
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Pirfic Station is on Youtube
find it here:

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@PIRFICSTATION](http://www.youtube.com/@PIRFICSTATION)



**15TH NZ GARDEN RAILWAY CONVENTION
CHRISTCHURCH GARDEN RAILWAY GROUP
WAITANGI WEEKEND FEBUARY 6TH, 7TH & 8TH 2026**

**NATIONAL GARDEN RAIL CONVENTION
2025**

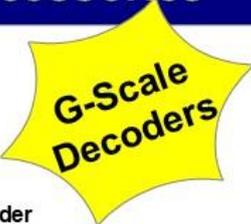


Coming the Summer of 2025
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Servo triggers for sound systems
Servo trigger Lyn & 3Chime Whistle modules



Contact Chris cdrowley@xtra.co.nz

Club Meeting	Club Contact
<p>June 8th (Sunday) 10.30am</p> <p>Visit to Manukau Live Steamers (www.manukaulivesteamers.co.nz)</p> <p>Mangere Centre Park, 141 Robertson Road, Mangere</p> <p>(weather permitting)</p> <p>More information on Page 15</p>	<p>Auckland:</p> <p>Auckland Garden Railway Society Inc Club Contact: Email: grahamclannz@xtra.co.nz Robert Graham, Ph: 09 836 0900</p>
<p>Running Days/Meetings cancelled until further notice</p>	<p>Waikato:</p> <p>GROW: Garden Railway Operators of Waikato. Club Contact: Email: sandnlipsey@gmail.com Stefan Lipsey, PO Box 612, Waikato Mail Centre, Hamilton, 3240, Ph: 07 859 3650</p>
<p>June 22nd (Sunday)</p> <p>Dan Hughes 20 Upperplain Rd Masterton</p>	<p>Wairarapa:</p> <p>Wairarapa Garden Railway Group. Club Contact: Email: Lloyd.dickens@wise.net.nz C/- Lloyd Dickens, 55 Titoki Street, Masterton. Ph: 06 370 3790.</p>
<p>June TBA</p>	<p>Wellington:</p> <p>Wellington Garden Railway Group. Club Contact: Email: bilthompson@xtra.co.nz Coordinator: Brent Thompson, 6 Bodmin Terrace, Camborne, Ph: 022 619 4006</p>
<p>June 18th (Sunday) 12.30pm</p> <p>Luncheon at C.B.K. Ferrymead 23 Humphreys Drive</p> <p>RSVP to Dave Day by 8th June.</p>	<p>Christchurch:</p> <p>Christchurch Garden Railway Group: Club Contact: Email: 2days61@gmail.com Secretary: David Day, 61 Carnarvon Street, Linwood, Christchurch. Ph: 03 981 4424 President: Bill Stanley, Ph: 027 282 4244</p>

CONVENTION REGISTRATION FORM



15th NZ Garden Railway Convention, Christchurch 6th – 8th February 2026

Personal Details

Name: _____ Name on ID Tag: _____
 Partners Name: _____ Name on ID Tag: _____
 Railway Name: _____
 Address: _____
 City: _____ Country: _____
 Contact Phone / Mobile: _____
 Email Address: _____

Junior Registration Fee is \$125.00 per registrant 12 years of age or under with accompanying full registrant and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

Full Registration Fee is \$180.00 per registrant if paid by 1st December 2025, and covers all activities including the Friday evening buffet meal and Saturday evening buffet meal.

Late Registration Fee is \$200.00 if paid after 1st December 2025, and covers all activities including the Saturday evening Friday evening buffet meal and Saturday evening buffet meal.

For **Partners / Friends** attending only the Friday evening Meal the cost is \$45.00 per person.

For **Partners / Friends** attending only the Saturday evening Buffet Meal the cost is \$45.00 per person.

Drinks for Friday evening meal is BYO and Saturday evening meal is at your own cost.

A **Convention Tee Shirt** is available to order with your registration. A full range of unisex sizes are available. To give us time for ordering and printing please order and pay for your shirts in full by 1st December 2025.

Costs

Junior Registration	\$125.00	No Attending	_____	\$ _____
Full Registration	\$180.00	No Attending	_____	\$ _____
Late Registration	\$200.00	No Attending	_____	\$ _____
Friday Buffet Meal only	\$45.00	No Attending	_____	\$ _____
Saturday Buffet Meal only	\$45.00	No Attending	_____	\$ _____
Tee - Shirt(s)	\$25.00 ea.	No Required	_____	\$ _____
#1 Unisex	Size	_____		
#2 Unisex	Size	_____		

TOTAL \$ _____

Notes (e.g. Dietary / Mobility requirements): _____

Please return your completed registration forms by email to: nzgrc2026@gmail.com

Please make Direct Credit payments to "CGRG Convention" account
 BNZ 02-0820-0432546-02 with your **Full Name** in the reference field.