



Triumph Times

The national newsletter of the Triumph Owners' Motor Cycle Club of New Zealand Inc.
Published Quarterly

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www.tomcc.co.nz



A word from our founder

Well, our club is now approaching it's twentieth anniversary which is really a great milestone for us, and I am confident that given the continuing enthusiasm and dedication of both the founding members and the newer ones the club will still be going strong in twenty years time.

I have often been asked as the club founder, how do I see the club today and my response has always been, I am happy with what I see, and it's full credit to the hard work put in by the members. Certainly over the years there have been issues that have arisen which have given me reason to be concerned, but only when I have seen potential for the club's good name to be damaged.

I would like to take this opportunity to relay to you, and in particular to the later members, what my vision for our club was and has been over the years, I will do this, hoping that reminding you our members, why, from that vision the club exists today, and in doing so asking you to hold onto that vision on my behalf so that our club will continue to go forward and prosper.

The Triumph Owners Club is one of two Incorporated Societies that I have founded and I can tell you it has been a great learning experience (The other club is The Canterbury Morris Minor Club) and whilst this no doubt seems a contrast in interests at least those little cars are English.

So, firstly I envisaged a club with a few rules as possible so it didn't get bogged down in politics and nonsense, (every minute spent arguing about money or the rules, is a minute not spent riding or talking about bikes). I saw it as a club that was firstly about motor cycling and those who enjoyed it as a pastime and for those who had a passion for British made Triumph motor cycles.

I envisaged a club that encouraged family participation in it's activities and that would also encourage social activities with like minded clubs – a club where there was no prejudice or discrimination toward other brands of motor cycles or other clubs, including Japanese or similar.

A club that is about riding motor cycles and having fun, and forming new friendships, and a club that would have

a good foundation and always be one that people would be happy to be part of.

Today I see all of that and more, and if asked what I believe the most important things are for us as a club are – I would say firstly the members. Because without them we are just a shell with a name, so I would rate looking after them as number one. Secondly I would say protecting the clubs good name, this is very important. Finally I would

say, promoting the clubs good name, because if we don't promote and market it, then possible prospective members will be denied the opportunity to be a part of what is undoubtedly the best Triumph experience in New Zealand.

Thank you to all past and present members for helping to make our club what it is today, stay safe and upright.

*Darryl Payne, Founder,
Triumph Owners Motor Cycle
Club New Zealand Inc*



Invitation to all past and present TOMCC NZ members



**The Triumph Owners Motor Cycle Club of NZ Inc
was established on 12 July 1993,
now 20 years on you are invited
to celebrate this anniversary**

Programme

Friday 12 July 2013 6pm

Meet and greet at the Sideline Sports Bar,
331 Stanmore Road, Christchurch.

Saturday 13 July, 12 noon

Gather at Street & Sports, Carlyle Street, Christchurch before leaving
at 1.15pm for a short ride to some old haunts
(weather conditions permitting)

Saturday 13 July, 7pm to midnight

Social Night at Ouruhia Hall, Guthries Road, Marshlands, Christchurch.
Catch up with your old mates. Partners, friends and associates
all welcome. **BYO and a plate for supper please.**

Sunday 14 July

Backup day for ride and final farewells.

If you have any questions, or would like to attend and require accommodation,
billeting can be arranged with local TOMCC members.

Please contact Chris Reid 03 383 3351, or 027 226 4375.

MORE WITCHCRAFT THAN ROADCRAFT

There was no argument about the fact that it was a great day out in the Taranaki boondocks. To protect the innocent, the members of the wee troupe are coded.

We set out just at a few minutes after the appointed hour from the Wanganui clubrooms ... all credit to our leader, W1. Progress to the outskirts of Hawera was steady, even if W2 had not quite grasped the finer points of staggered group riding. But hey! This is a social ride.

We had agreed to stop at the Zed in Hawera for those of small tank, to take on board more fuel. This was most important for W3. However, he decided not to bother with liquid gold, and so the group tootled into town to the Mr Tun bakery. This was part of the cunning plan that W1 had outlined to his 6 co conspirators an hour before. For those who slept in, or could not find nosh in their fridge, this was where we could buy some tucker for our picnic lunch. And yes, T1 – T7 were already there, coffees in various states of evaporation. To ensure that suitable bonding between members was the go, Wanganui riders had a coffee too. And a cake. Why not.

From the twitching of eyebrows and the multiple slices of advice about to give orders to T1's Uncle Tom Tom, the next part was going to be interesting.

We set off from where we had parked on the footpath, and soon took a left in line astern. I was wearing a yellow fluoro, so to give T1 and Uncle Tom Tom a chance to see what was happening at the back, I slotted into the tail-end-charlie role. I also knew where we were going to have our lunch, so if things went sloppy, I could get to the destination with any rescued bods.

All went well, until we passed Fraser Road, the access road to Maata and Rawhitiroa. Then it went really wrong. The mountain does not move, so it is a great checkpoint for Uncle Tom Tom. Instead of right into Fraser Road, we turned left towards the mountain. Naughty, Uncle Tom Tom. We went around the block and headed for Ararangi. At least that was away from Te Maunga, but was a doomed choice. After a great ride in narrowing seal we saw those words that any ride leader hates: No Exit. And worse: Gravel Ends.

Turning 14 bikes on a narrow end-of-seal road has its own challenges, especially for Captain America, aka W1. As he began the

delicate manoeuvre, his co-pilot decided to help by getting off. Only, he did not know that she had a helping plan. Not to worry, they did a zillion point turn and headed back up the hill. I had waited, hoping not to implement my high level training about lifting a bike without getting a permanent spinal injury. Yeah right.

So we were now on our own, abandoned by our mates (?) and in the case of W1, lost. At the first opportunity, W1 was about to take a "shortcut" to the right. No, W1, that way will end in tears as the chosen road may not all be sealed. On we went, the way we had come, until we saw W3 doing cool 360's at the corner we were to take. So it was now follow the new leader. Oh No!!! Fraser Road flashed by again, as we headed for the State Highway 3.

At least with SH3, there is little chance of missing Eltham. Through Eltham, turn right just after you pass the 50kph sign and follow the signs to Sangster Rd ... as a group!!!. No ride leader can predict cattle being moved along the road, but in Taranaki, the green underseal is de rigeur. Drought or not, those steaks-on-legs looked great.

The destination, Lake Rotokare, has a vermin proof perimeter fence, but we were able to get in through the 2 stage gates. We are not Rats or Mice.

Lunches, hot drinks and other sustenance were attacked with relish. And bull. And jibes. And a quick lesson in map reading. But most of all we had a great laugh and thoroughly enjoyed our time shared at this tranquil lake.

We had missed Fraser Road twice. Now make the thrice. Petrol became an issue for W3. Remember the Zed? Not sure how much his reserve would take him, he needed fuel sooner rather than later. So the shortest route to Eltham it was, where the BP did some good business while the Taranaki folk rode north, sticking to the main drag to avoid confusing Uncle Tom Tom.

From then on, the horses were heading for the home paddock. Erstwhile leader,

W1, waited at the Caltex at Westmere to be assured that all the ponies had galloped safely home. On yer, Mate!

Thanks Taranaki riders. You are great company and a delight to be with. And thanks Uncle Tom Tom for your delightful, if unplanned, saunter through the Taranaki boondocks.

Lance Nixon, Wanganui



Alexander (Sandy) Begbie

It is with sadness that we have recently been informed that Sandy Begbie, a valued member of the Canterbury Chapter of TOMCC NZ Inc has passed away. We extend our condolences to Sandy's family. Sandy will always be remembered by the members of TOMCC NZ Inc.



TOMCC REGALIA

SPECIALS



New Line: Cloth badges 'TOMCC EST 1993'
\$10.00 each including postage



SPECIAL
TOMCC Triangular
Cloth Badges
\$8.00 each inc postage

LIMITED STOCKS UNDER COST PRICE



Black Crew Neck T Shirts – Medium only. \$12.00 each plus Courier



Black Singlets - Medium only. \$12.00 each plus Courier

Please Contact John Milligan
Email: jandwmilligan@gmail.com
or Phone: (03) 339 6430

BOOK REVIEW

Triumph Daytona 2003-2009 Road Test Portfolio

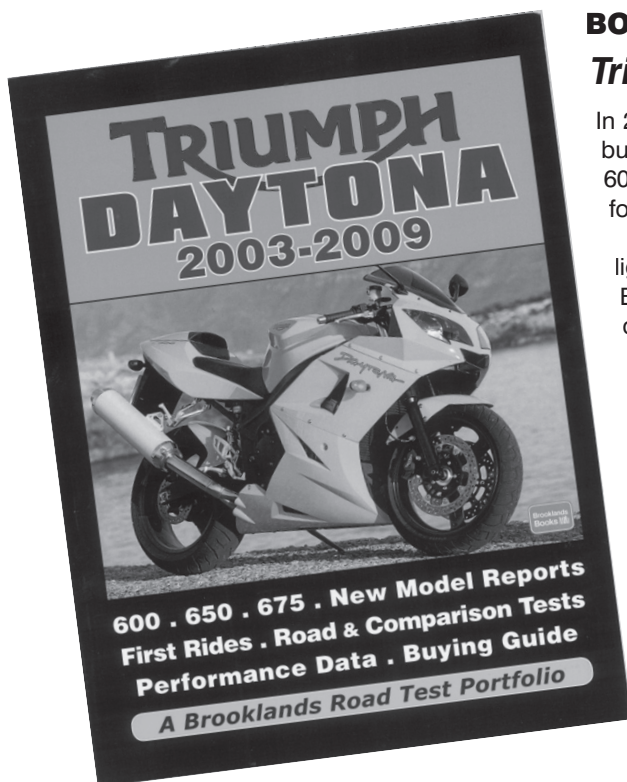
In 2000 Triumph launched the TT600 which unfortunately proved to be a flop, but not to be outdone, another 600 was launched 3 years later - the Daytona 600 - a completely re-designed 3 cylinder sports bike soon proving itself a force to be reckoned with in the highly competitive 600cc sportsbike class.

The history of Triumph's burgeoning success with these powerful, lightweight bikes can be enjoyably traced in a new book published by Brooklands - *Triumph Daytona 2003-2009*. Another in their excellent series of Road Test Portfolios, it is a very comprehensive 140 page collection of road test articles, comparison tests, riders impressions and technical reports originally published in motor cycle media from all over the world as well as a comprehensive buyers guide.

The international articles report on the liquid cooled inline 3 & 4-cylinder sports bikes which were first introduced in 2003 and cover the 600, 650 and the 675 models.

Like the magazines from which the articles originate one can flick through the book - pick and choose whatever catches your eye and you'll be rewarded with an enthusiastic account of whatever model the page happens to have opened on. How many times have we wished we'd kept magazines with a particular road test report in them? In the form that Brooklands have made available we now have all the road test info on a particular bike available under one cover - excellent!

Triumph Daytona 2003-2009 Road Test Portfolio is available for \$55 a copy plus p&p. from:
Octane Books, 57 Nuffield St, Newmarket, Auckland.
Phone 09 524-0138. Website: www.octanebooks.co.nz



100 years of Triumph Rally
Hamilton 2002
Sandy Henry's Tiger
is in the foreground.





BRITISH BIKE DAY, MANDEVILLE AIR



RFIELD, SOUTHLAND, MARCH 2012



Once again,
the annual
British Bike Day
at the Mandeville
Airfield, just outside
Gore, mustered a great
turnout of British bikes
with a generous helping
of Triumphs, well supported
by several local TOMCC members.



Rider in Charge (RIC)

So you are the assigned/voluntary/co-erced Rider in Charge. Great news. Relax!

1. Have a look at a map and see what the possibilities are. You have been assigned a loose description of somewhere to go on Sunday. **You choose** how you want to get there and how you want to get back. Some RICs even ride the route before the actual day to get a feel for the roads.
2. Have an idea where petrol will be available to suit the smallest tank. That is usually about 120 k-ish. And add the need for a caffeine fix and a munch for lunch.
3. Some prepare a map or list the way-points so they can feel secure about the route they have chosen. Remember that you as RIC who sets the route. **It is your ride.**
5. Where a venue has a limited amount of space, or may be booked out, it is a good idea to ring the venue and let them know of your intention in the week before the ride. Confirmation on the morning of the event is good PR too.
4. Pick up the First Aid kit. It can be picked up well in advance of the ride. . You will need to return it as soon as possible after the ride too. Others may be able to do that for you. Don't be afraid to ask.
5. On the day . . . **you** get to make the weather - whether call. If it is marginal and you wish to can it, it is helpful to turn up at the departure point to advise the stalwarts of your decision. It is OK to go in your car!
6. So it is all go. Weather route & venue are all in place. Punters arrive. Count the bikes. Remember the number. You feel the excitement and anticipation of a good day out. And a tad nervous.
7. Ask for a volunteer to be Tail End Charlie (TEC) and assign them their badge of office . . . a first aid kit. TEC's should have some idea about First Aid procedures, and be prepared to be last to arrive at the breaks. Give them a route map & your cell phone number. TEC's have their own set of protocols. (We will go there later)
8. Explain the route to the assembled riders. A map handed out is OK but many can't make use of the map on the road. A few maps in the group is handy though.
9. Make it clear how you want the ride to be organized. Remember it is **your ride**. So give the group your view of behaviour on the day. Some

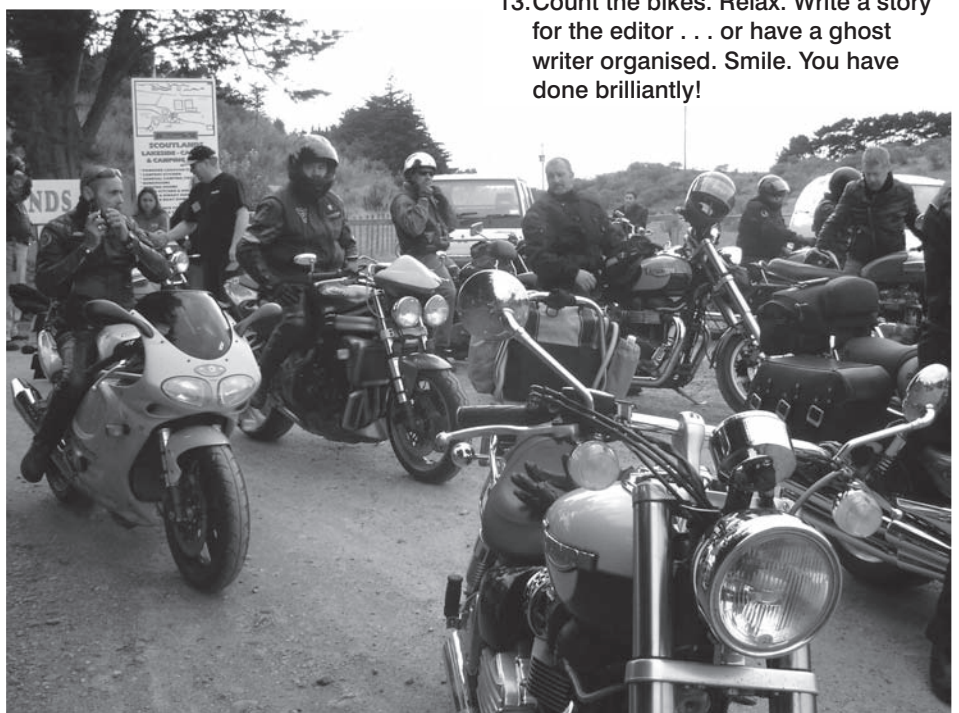


RICs prefer that no one passes the leader. Fine. Some are relaxed about that but define the meet-up points en route so the group reassembles from time to time. Some just announce the destination and arrange to meet up there, using one of several alternatives. Some offer two groups, but that is harder to manage unless you assign a "deputy RIC". Dirt riders like to use the dirty options. New riders want a gentle pace and should be cared for. Some members are good at being minders for newbies, so capitalize on their skill. As RIC you may even choose not to be the first in line.

10. As RIC, travel at **legal road speeds**. Others may want to exercise some discretion, but your timing and your planning should be worked around modeled behaviour. You are

representing the Club after all. You are an ambassador, mate. And legal is safe for all. If the first bike is a little "quick" the last one will need to about 140kph to keep up because of the rubber band effect. Not wise!. Not safe!! Scary for newbies and smaller engined bikes.

11. At the breaks, remind folk to get petrol first if they have a bike with a smaller tank. Others can get their coffee first. Give everyone a **5 minute call** before departure, knowing that someone will lose their keys or need to go to the toilet at the last minute. A 5 minute call gets you under way in about 10 minutes.
12. At the last catch -up of the day let everyone know how the day will end. It may be do-your-own-thing, or meet at a designated debrief place.
13. Count the bikes. Relax. Write a story for the editor . . . or have a ghost writer organised. Smile. You have done brilliantly!



Tail End Charlie (TEC)

So you are assigned to the role of TEC. That makes you a VIP. The task is to make sure that everyone gets there and anyone who has a “problem” is guaranteed help.

1. Accept the First Aid kit as a badge of office. Hope you do not need it.
2. Give the Rider in charge your cell phone number. From the back of the group you may need to tell the RIC what has happened.
3. If you trust your memory, note anyone who has told you that they are varying the plan of the day. If you are like me, write it down. You can expect all riders to tell you and/or the RIC of their intention to vary the plan.
4. Count the bikes, so you know how many set off.
5. Ride at the back of the group, even if the last but one rider is not travelling at your usual speed. If anyone stops, STOP too.
6. No one should get behind the TEC. Sometimes there will be a wait while a rider adjusts clothes, hat, mirrors . . . If there is a need to play catch up, do so sensibly. The group will not move on until you arrive. If the delay looks like taking a long time, ring the RIC so they know what is happening.
7. If the delay is caused by an accident, you may need to manage the scene. You will be the last one to arrive, you have the first aid kit, and you have the advantage of being able to survey what is already happening.
8. If you are trained first aider, say so and follow your training. Ask others to manage the scene. One hazard is a group of bikes parked carelessly and getting in the way. The other is well intentioned folk doing the wrong thing!
9. If the RIC is unaware of the event, ring them. They will clear their phone if they feel that the group is taking too long to catch up.
10. Normally this trauma will not interfere with your day out. Your job is to follow the group, in case.
11. After the day out, you will need to get the first aid kit checked.
12. If there have been some items from the first aid kit used, tell the Coordinator when it is returned, and make good the items in the kit.
13. If there is one rule of thumb, it would be to resist the temptation to play catch up. The group will wait for you. Trust in the RIC!



Group Riding: In the middle

Here you are in the middle of the group of like minded souls. The thrill of motorcycling is alive and well. You are having a great day out.

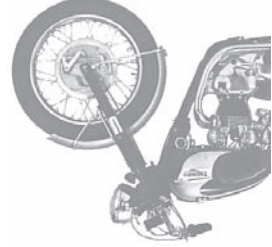
You are a valued member of the group because . . .

1. You understand that you are a part of a group, and ride as if you are a group member, and not as an individual out on their own.
2. You arrived with a full petrol tank and a road legal bike.
3. You listen to the briefing from the Rider in Charge
4. You know the protocols for the Tail End Charlie, and you know that you need to tell TEC & RIC if you vary the plan of the day.
5. You fill with petrol when the others do, so the group is not held up for the one bike to fill 15 minutes after the rest of the group have already done so.
6. You know the safe distance between you and the bike in front, and expect the one behind you to know the same thing
7. You know your comfort zone and you stay inside it, even if others are more exuberant.
8. You accept an offer to be buddied by other riders
9. You offer to buddy newer riders or those with less powerful bikes.
10. You know what to do in the case of an incident . . . manage the traffic . . . manage the scene . . . offer your special skills . . .
11. You let other riders know of things that they may have noticed . . . like a blown taillight bulb
12. You offer to be a TEC and a RIC a couple of times a year as your contribution to the welfare and enjoyment of others.
13. You offer a great ride idea or a fantastic ride venue or novelty event often.





The Triumph Owners Motor Cycle Club of New Zealand Inc.
If undelivered, please return to 7 Glasgow St, Mosgiel, Otago, New Zealand



Triumph Motorcycle Wanted

Fully restored Triumph from
1960-70's wanted.

Will consider all models.

Email:

brent.bishop@sclabs.co.nz

or phone 03 470 2963

MOTORCYCLE GEAR RATIO CALCULATOR

		GEARBOX SPROCKET						
REAR WHEEL SPROCKET		16	17	18	19	20	21	22
	40	2.50	2.35	2.22	2.11	2.00	1.91	1.82
	41	2.56	2.41	2.28	2.16	2.05	1.95	1.86
	42	2.63	2.47	2.33	2.21	2.10	2.00	1.91
	43	2.69	2.53	2.39	2.26	2.15	2.05	1.96
	44	2.75	2.59	2.44	2.32	2.20	2.10	2.00
	45	2.81	2.65	2.50	2.37	2.25	2.14	2.05
	46	2.88	2.71	2.56	2.42	2.30	2.19	2.09
	47	2.94	2.77	2.61	2.47	2.35	2.24	2.14
	48	3.00	2.82	2.67	2.53	2.40	2.29	2.18
	49	3.06	2.88	2.72	2.58	2.45	2.33	2.23
	50	3.13	2.94	2.78	2.63	2.50	2.38	2.27

The First Twenty Years of TOMCC NZ Inc.

We have a limited number of copies
of our club history still available.

Of course most of you will have received a copy
with the last newsletter or picked one up at the
TOMCC rally in February this year.

At present there are no plans for a reprint
so if you would like another copy, maybe for
friends or just for a spare, they are available
at \$20 each plus p&p.

Phone Ken at 03 489 1740

or email: spall@callsouth.net.nz



DISCLAIMER

Opinions expressed in this publication are purely individual and not to be attributed to the Triumph Owners Motor Cycle Club (NZ) Inc. as a whole. Nor does publication imply any endorsement, either by Triumph Owners Motor Cycle Club (NZ) Inc. or by its committee.

Triumph Times Editor: Ken Spall

Phone 03 489 -1740 email: spall@callsouth.net.nz
7 Glasgow Street, Mosgiel Otago, 9024, New Zealand
The deadline for the next issue of *Triumph Times* is 20 September 2013