



Established 1993

Triumph Times

The national newsletter of the Triumph Owners' Motor Cycle Club of New Zealand Inc.
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www.tomcc.co.nz



TOMCC is a member club of WATOC



Christmas best wishes to all our TOMCC NZ members, families and friends. Please ride safe and have an enjoyable new year



Waikato/Bay of Plenty Chapter showing the flag with their well set up stand at the recent Hamilton Spring Show.

2015/2016 NOMINATIONS

POSITION	NOMINEE	NOMINATED BY
President	Wayne Woodward	Peter Free
Vice President	John Witherington	Ken Spall
Membership Secretary	Melissa Todd	Mike Ward
Treasurer	John Milligan	Peter Free
Regalia Officer	John Milligan	Trevor Lau
Newsletter Editor	Ken Spall	John Witherington
Website Administrator	Geoff Morgan	Donald Clark
Area Coordinators		
Northland	Bill Spice	Clinton Collier
Auckland	Glenn Mills	Claire Morrell
Franklin	nothing received	
Waikato/BoP	Ray Hayward	Melissa Todd
Taranaki	Chris Martin	Janine Martin
Wanganui	Barry Shipp	Melissa Todd
Canterbury	Peter Free	Wayne Woodward
Otago/Southland	John Witherington	Ken Spall

Please use the voting forms on page 15 to vote for your choice.

Tribute to Kathy Moulden, TOMCC member #182



Kathy joined TOMCC Waikato in 2006 and in the latter years moved to Auckland before becoming sick and returning to the Waikato and her family.

Kathy was a passionate club member who always kept in touch, attended as many meetings as she could and she would always help out where she could but most of all Kathy loved her old Meriden motorcycles.

Some of the club members may remember her being on the gate at our Lake Okataina Rally checking the registrations, she stayed at that post all weekend (who could forget the pouring rain!). But that was the dedication to the club that Kathy always showed.

She is pictured here with her T150, not the normal bike for a female by any means but Kathy broke the mould.

In more recent times she returned to University and was studying Psychology. For two years she was in my daughter's class, and working at the Uni, I used to see her on a regular basis.

Kathy was a real good sort and her attendance and contribution at club events will be missed.

Ride safe and stay free Kathy.

Ray Hayward
Waikato/BoP TOMCC NZ

WATOC Rally of the Year, 2019 IMPORTANT ANNOUNCEMENT

The committee and Area Co-ordinators of TOMCC NZ Inc are happy to confirm that the 2019 Rally of the Year for the **World Association of Triumph Owners Clubs** will be held from **Thursday 7 to Sunday 10 February 2019**. The rally will be hosted by our Canterbury Chapter. Further details regarding venue, organisational details and events will be released in due course.

Even though the rally will take place in Canterbury it is a particularly important national TOMCC NZ event where help will be sought from you as a member of this club. To make this an unforgettable event for the overseas Triumph owners who will be attending, your help will be needed either before, during or after the rally. There will be lots to do, not only in Canterbury but in other parts of NZ that our guests will be visiting. This will be a time when you can show what you can do for your club, for your fellow members and for our overseas guests.

Ken Spall, WATOC Liaison Officer

WANGANUI



2014 CEMETERY CIRCUIT BOXING DAY LOCKUP

VENUE: FARMLANDS CARPARK
HEADS ROAD, WANGANUI



\$10 PER PERSON BIKE & GEAR STORAGE

NO LIABILITY:

We will endeavour to take care of your motorcycle and your gear. However your motorcycle/gear is stored with us at your risk. Under no circumstances will TOMCC NZ Inc be liable for any loss or damage to your motorcycle or gear

Tough Nuts Rally, September 2014

As 6th September rolls around, Canterbury TOMCC NZ members are praying for a fine start to early spring for The Tough Nuts Rally. As the name suggests it can get mighty cold at Liz and Patrick's Conway River Retreat nestled in the foothills, 30kms south of Kaikoura.

As the dozen or so riders in our group headed north out of town under cloudy but dry skies, the mood was cheerful and spirits high for a great time to be had. A quick regroup at Cheviot with a pie and pint, the talk was all about the rally being sold out, prepaid only, so no gate sales.

The smart ones knew tent sites would be at a premium so no time was wasted getting to the site and setting up camp, then catching up with mates not seen over the winter months. Soon it was games time, Patrick and Liz put a lot of effort into their rallies and this year was no exception. They even had a helicopter offering rides up the gorge out to the coast and back over the hills, for a small fee. I went for a ride and thoroughly enjoyed it.

By the time I got back the games were in full swing with the scooter slow race over the planks underway. Although this soon turned into a Evel Knievel style jumping competition with some of the landings copying Evel's and having the crowd in stitches.

As the sun got lower in the afternoon sky the double drum fires were lit and thoughts turned to the feast of an evening meal (included in the entry fee) to come. Soon enough the call "come and get it" went out and 200 hungry souls lined up for a meal of roast meat and veges that would take most, 15 minutes to eat.

While a bit of quiet descended on the scene due to most mouths being full of food, the band takes the opportunity for a sound check and a few teaser tracks as to what's coming later.

After the feast it was time for some more liquid refreshments and find a warm spot from which to enjoy the band. And what a great cover band – they played all the right stuff and had the crowd dancing all night into the small hours. I gave up about 1.30am and headed to my sleeping bag for a few hours shuteye.

About 7.00am I could hear the stirrings of humanity. As I got up and ventured out of my tent, a quick survey of the dance area showed that the festivities must have gone on long after my demise, and only got more spirited, if the remains of the burnt out couches were any thing to go by. And some of the bodies were looking the worse for wear after a hard night of partying.

After a couple of hours packing up, much coffee and goodbyes it was time to turn the T160 in the direction of home. A beautiful sunny day awaited soon clearing the head and thoughts of all the up-coming summer rides filled the mind. Bring them on.



Wayne Woodward
Canterbury TOMCC NZ

The Members and Committee of TOMCC NZ would like to welcome the following new members to our club

Roy Long	<i>Ngaruawahia</i>
Todd Greenbank	<i>Tauranga</i>
Chester Goodson	<i>Westport</i>
Lance Bazley	<i>Christchurch</i>
Steve Forsyth	<i>Christchurch</i>
Dale Williams	<i>Paramata</i>
Allen McLeod	<i>Hamilton</i>
Jeanen McLeod	<i>Hamilton</i>
Owen Rushton	<i>Christchurch</i>
Linda Rushton	<i>Christchurch</i>
Ron Leijen	<i>Ruakaka</i>
Luke Wit	<i>Orewa</i>
Vanessa Blignaut	<i>Wanganui</i>
Anita Coleman	<i>Wanganui</i>

Jeanette Prier	<i>Wanganui</i>
Glenn Macgonaghie	<i>Whangarei</i>
Don Mardle	<i>Papamoa</i>
Carolyn Flood	<i>Kerikeri</i>
Kitt Wyatt	<i>Snells Beach</i>
Andy Reisch	<i>Waikanae</i>
Mark Caldwell	<i>Christchurch</i>
John Mantell	<i>Mataura</i>
Simon Knox	<i>Christchurch</i>
Bernie Sergeant	<i>Whangarei</i>
Jason McLeish	<i>Hamilton</i>
Peter Crawford	<i>Auckland</i>
Deborah Darton	<i>Whangarei</i>
Donald Garden	<i>Whangarei</i>

TRIUMPH TOOLS WANTED

Period tools wanted for 1927 Triumph.

Please contact

ph 027 225 1313 or 06 343 1257

or tomccwanganui@gmail.com

WANTED TO BUY

Rear seat cowl cover and
alternator for T509.

Call Lance on 02 2487 8670

\$25 per night for B&B . . . what can go wrong?

2014 Triumph Pre Unit Owners Rally – Masterton

100 days out and the first countdown email and list of jobs to do on Ted flashes out to everybody. After sitting out last year's rally there is no way Trev is going to miss this one. This continues every Monday morning and slowly over the coming weeks the jobs are ticked off to be replaced by new ones.

Trouble with old bikes – you fix something and it shows up a weakness elsewhere. Doubly frustrating for Trev as Ted has been cobbled together with parts ranging in years mid 1930's to late 1950's, sometimes making it no easy task to match up parts. One week out and Ted is finally finished, test ride to Raglan with Ray and Ole Smoky shows up. Nothing to be tweaked so it's home, pack the bags, encourage Mrs. T into supplying some home baking and its 3 Thunderbirds, 1 Speed twin and a Bonnie are go.

Jump off point is the servo at Whatawhata, 8.30am meet for a 9.00am departure.

Trev & Pete who had travelled from Waihi to stay with Trev the night before were tucking into a feed of bacon, eggs and mushrooms at 8.00am when the heavens opened up. So off comes the gear, on goes some more bacon and they wait it out.

Finally starts to clear, don the gear and brave the Hamilton morning rush hour traffic to Whatawhata to find Ray (51 T/bird) Doc (56 T/Bird) and Mike (61 Bonnie) who had all been waiting since 8.45am and it is now 9:45am. Oh, oh, this was not going to be a pleasant morning as the well-deserved cheek goes Trev's and Pete's direction. With the wet gear on we finally hit the road 45 minutes late.

First scheduled gas stop was at Whakamaru. There were bikes everywhere as this year the "Cold Kiwi" was being held at a new venue at Horopito.

From Whakamaru with Trev on Ted in the lead the plan was a first pint stop at the Tihoi Trading Post & Tavern. Much to Mike's an-

noyance Trev seeing no beer advert hoardings decides to sail on by and 40 minutes later we haul up at a picnic stop 5km short of Tokaanu overlooking Lake Taupo. Out come the thermos flasks of coffee and tea to be liberally splashed with Trev's rum or Green Ginger wine from Ray's hip flask. The biscuits came out and we enjoyed a warm cuppa in the coolish conditions overlooking the Lake.

An assortment of bikes continue to pass whilst we were stopped here all waving frantically on route to the Cold Kiwi.

We now had the Desert road to contend with – it was a was a shocker – raining, low cloud, slow trucks and tourists. The group got split up here as passing was a slow and dangerous manoeuvre.

The visibility decreased hugely as we now had water inside and outside of the visor – this is motorcycling at its best! With the evidential photo taken and the stories told of how everyone got past those bloody trucks we headed into Waiouru for a beer, gee, sooner said than done. Pete was the last to leave the lookout and came flying past Ray & Doc doing at least 90mph, man he must have a thirst on!

Whilst stopped in the pub Trev did a bit of texting to find out where the rest of our group have got to. After a number of txt messages it was clarified that they were indeed in front of us by some 30 to 40 minutes.

The next section of the trip is a short burst to Taihape, gas up, then cruise down SH1 to Mangaweka for a nights accommodation at the Langholm Hotel. We're greeted at the door by our host Lynn, George the Foxy and Mildred the cat to find that we are the only guests for the night and no local patrons in the bar. At \$25 for B&D what can go wrong?

First things first, its been a long day of 307km on the old pre units so we unpack our gear and lock the bikes in the shed that Lyn has made available for us. An hour later and a

couple of pints downed, sees the bar slowly filling up with locals who are all friendly and very forthcoming on advice on our planned route for the next day.

The cook turns up so a dinner of steak and chips or fish n chips soon comes out. Huge meals, guess they are used to catering for shearing gangs and the likes.

The evening is still young when we retire to the lounge for a committee meeting along with a bottle of rum (compliments of Mike). Poor old Pete, been a long day and within 5 minutes he's asleep waking himself when he drops his rum glass with a crash. No damage so half a blink and he's snoring again. Don't you know Pete never leave a camera or phone unattended with Trev around? Sending pic txts of that nature could lead to disciplinary action by the TOMCC NZ.

Next morning, breakfast is up. Once again a huge meal which despite our hunger we only half eat. At \$25 for B&B plus \$10 for the cooked breakfast – nothing went wrong. Highly recommended and none of us would hesitate to stay there again.

All 3 Thunderbirds, a Speed Twin and a Bonnie are gassed up, riders fed and loaded so we point east and it's time to leave. Today's ride takes us onto the Ruahine Road which followed the Rangitikei river to Rangiwhia.

Magnificent bit of road and for most of us, one to be ridden again. 30 minutes later and we pull into Rangiwhia in front of a long closed servo and garage. We're soon joined by the fielding crew, Dave on 57 T/bird, No1 (Ken) on his 'colours not quite right' Gold 57 T/bird, Rob 54 Speed Twin and Brian 56 Tiger 100.

Greetings all round and excited talk about the ride some of us had just done. Evidential photo is taken and with Dave now in the lead setting a hot pace we head East to the foot



hills of the Ruahine ranges then south via the Pohangina Valley route to Ashhurst. Yet another great road that's not in the south island.

Rather than take the Manawatu Gorge we take the Saddle Road to Woodville with a stop at the top surrounded by the giant wind turbines. Home baking is washed down with rum splashed coffee once again but those not participating are concerned as a big dark rain cloud is rapidly making its way toward us.

By now most can smell the hops from the Tui Brewery at Mangatainoka so it's every man and his bike for himself. The garden bar at the brewery is reasonably full with a group of wannabe 1%ers from Palmerston North and smaller groups of guys on their way to Napier and the All Black vs Argentina test match for later that night.

After Les & Lee from Christchurch arrive on their Speed Twins and a couple of quick pints of dirty Old Dark, Trev decides to do some quick maintenance on Ted's front guard while he can still see straight. Judging by the good natured ribbing from Ray & Les who were supervising the repairs I think it was time to head south to the rally headquarters before too much more Tui was consumed . . . Yeh Right!

At the same time Mike decided to head into town to see if he could buy some glue. His badge was going to blow off his jacket and he wanted to repair that as quickly as possible. So with 4 Speed Twins, 5 Thunderbirds, 1 Bonneville and 1 Tiger 100 we head south to Masterton.

We were in and out of rain clouds, some heavy down pours but the rain just didn't seem to be hanging around long so nobody stopped to put the wets on. Arriving in the late afternoon at Solway Park, our venue for the night, there were old Pre Units already lined up outside. With familiar faces all over the place, this was going to be a good catchup alright.

With the rooms allocated, bags placed inside and the dancing shoes replacing riding boots some opted to look at their bikes and do a little maintenance, some went for a walk to look around and some went to the bar but it was agreed to meet up again in the bar just after 6 for the 6:30pm meal.

After watching the All Black test being played at Napier everyone was invited back to Ray & Doc's room for the rum nightcap, committee meeting and debriefing on the day's activities. Soon enough once the bottle was dry the group started to disperse to their own rooms. We had one last shock though, breakfast was set for 7:00am, gee that could well

be a challenge. But even so, everyone was up and about before 7:00am and made their way to the dining room for another cooked breakfast, I tell you we could well get used to these cooked breakfasts.

After breakfast the bikes were lined up for the rally photo followed by a call for the AGM to commence. There was one item to discuss this year which is most unusual I tell you, but once everyone was in agreement the meeting closed and it was time to pay the bill and farewell our old friends once again.

With Doc now having to be back in Hamilton to attend a funeral, today's planned ride takes us back via Fielding along with Chas from Rotorua on his speed twin who bid us farewell at Ashhurst as he had decided to return back via the Wanganui route.

Once on the outskirts of Fielding we bid goodbye to Dave and the Trailer Queens from Hamilton leaving Trev, Ray, Doc, Pete & Mike to continue in the other direction. It wasn't long before we came upon the Cheltenham Hotel and it was agreed a quick committee meeting was needed over a toasted sandwich.

All too soon it's time to hit the road again so led by Trev on the 500 at a leisurely pace it's not long before we are off the Cheltenham straights and into the hills again.

Mike on the 61 Bonnie soon tires of this so opens the throttle and disappears into the distance, man that bike is seriously noisy and so smooth. Bit of a race through the hills and the group is soon split up. Just before we get back out onto SH1 at Mangaweka we make a stop for a regroup and P stop to unload the Cheltenham pints. Ray points out a sign, "Alternative route to Taihape 30km", better than SH1 we all agree so Taihape it is via yet more bloody great motorcycling back roads.

All too soon we are back at SH1 and just pull up to the Stop sign in time to see No1 and Rob drive past towing the trailer with their bikes in it. We had a short catch up with them in Taihape to be told they had lost Brian when leaving Fielding.

Gas up at the BP servo where Trev & Ted are accosted by a shapely young ski bunny who wants to know all about our bikes – who are we to deny her 5 minutes?

She is fascinated by Ted's brass fire extinguisher and when given a taste of the fermented sugar cane juice contained therein solemnly announces much to our amusement, "That's the bike I would have if I was a man". All too soon she is hurried away by her companions who looked a tad annoyed with the attention she is giving us.

Absolutely brilliant day on the Desert Road

on the old bikes, the usual traffic and bloody great trucks slowing things up but brilliantly fine with the mountain standing out like a snow cone billboard. Turangi is soon reached and with the sun over the yardarm it's time for a committee meeting in the local Tavern. A couple are a bit bugged (had nothing to do with a big night) so it's decided to bunk down for the night rather than head to Taupo.

Check into Parklands motel across the road and at \$240 for two rooms divided by the 5 off us at \$48 a night each cheap enough. Only problem was being a Sunday the restaurant and bar are both closed. With the bikes rolled under cover outside the rooms we head over to town via the off license for a bottle of rum then to Hong Kong Chinese restaurant.

It was a busy place and unlike a Chinese restaurant to take so long, so after 30 minutes of no food Mike decides to question the waitress. Long discussion between her and Mike then she goes out the back to talk to the chef. When she returns it's not good news. Good old Mike decides on behalf of us all that 20 minutes, no food and we are out of here, yep, that's her sorted.

Think she must have relayed this to the chef as 10 minutes see's the first of our plates arrive. Not worth the wait and would not eat there again, perhaps they got their revenge?

Never mind it filled a hole and time to return to Trev & Mike's (the two snorers) room for the obligatory committee meeting and bottle of rum (compliments of Trev).

The next morning we pack ready for the last leg of our journey and the group had agreed it was over the Saddle Rd to Taurunui and back to Hamilton via Te Kuiti/Otorohanga and Whatawhata.

Ray has a moment of inspiration that Smoky is cutting out because of the too large a gap in the tappet adjustment, so sets about adjusting them. Trev clears his fuel filters on Ted to see if that was causing the intermittent miss that developed the day before meanwhile Doc, Pete and Mike look on with quite amusement not expecting the events that are going to unfold in an hour or so.

On leaving the motel Smoky cuts down to one cylinder and doesn't sound too flash. A quick inspection indicates one of the nuts on the exhaust tappet adjuster had come off – things were looking a bit sick. On Pete's suggestion the tappet adjuster is fully removed and the mangled nut replaced from the bottom, 45 minutes latter yep we are off with Ray setting the pace nervously listening to every rattle hoping like hell the nut doesn't fly off.

It's not the tappet adjuster nut that flies off but his toilet bag from the saddle bag. While Ray blissfully unaware that his saddlebags are slowly emptying out, continues on his merry way. Mike who is next in line cuts across in front of Doc with the intention of stopping to pick up the offending saddle bag contents sitting in the middle of the road.

Doc who was looking down as he passed the bag in the road looked up just in time to see Mike is stopping in front. Quick as a NASCAR driver Doc takes the shortest escape path, into shingle and down across a shallow drainage ditch and slowly comes to a halt.



Meantime Trev who is third in line and safely on the outside line didn't know whether to laugh or cry. Good skills Doc.

All the while Ray who is blissfully unaware his saddlebag is emptying is just enjoying the morning ride in the sun when he notices he is on his own. Cruising slowly back to see where they have all got to when Pete turns up and soon explains things.

With the offending luggage retrieved and securely back in Rays saddle bag the group sets off again following Ray when Ted yet again blows a bloody head gasket. Trev limps to the Taumarunui / Whakamaru intersection and grinds to a halt. Pete is dispatched to chase Ray down who again. When they eventually return a quick discussion confirms Ted's blown head gasket. The group hatch a cunning plan that sees Doc and Ray shoot off home to grab the van and Trev Pete and Mike puddle along slowly once the bikes cooled down and head is re-torqued.

Doc and Ray set off and have just gassed up at Whakamaru some 67 km's up the road when Mike turns up soon followed by Trev and Pete. Bloody hell guys that's amazing how did you get here so fast? We decide the plan is unchanged but Ray sorts the van to be delivered to Kihikihi which is now only 77kms away. We down a pie and some bangers (that's breakfast for the day, what happened to bacon & eggs?) and we are off again.

Mike joined us this time as he wanted to get back to the big smoke before rush hour.

On this section of road just after the Stone

store Ray noted a familiar looking silhouette rapidly approaching, as it got closer the left hand came off the handle bars with a big wave. It was Chas still making his way to Rotorua after leaving us at Ashhurst. Gee he went the long way round.

Long story short – by the time Ray had rescued Trev and got back to Kihikihi where Pete was the only one still waiting (no committee meeting today) it was mid-afternoon and closer to late afternoon by the time Ted was finally delivered home and wheeled up on the work bench. The final cruisey day home

had turned into a mini disaster, but as we all know these things happen on old bikes, time on the side of the road is part of these tours.

We travelled over 1000kms from Hamilton to Masterton and back, Mike and Pete would have travelled further heading to a place just outta Auckland and Waihi respectively.

That's still a pretty good effort and heaps of fun was had with outstanding company.

Back to the South Island next year, let's hope Ted is all sorted and ready for the charge.

*Ray & Trev,
TOMCC Waikato*



Klondyke cruise-to-the-coast



It was at high noon, when out of the Can'bry plains a dusty band of riders roared into Klondyke Corner – led by “Triple Man” on his Trusty Trident – he was lusting for dominance of the highway.

Waiting for them on his double piston Bonnie was “Big Twin John”, a long way from his land far to the south. Friendly foes from many riding encounters, they both knew there had to be a reckoning – the Klondyke cruise-to-the-coast would be it.

With a click into gear and a slight, quick nod of dark helmets they were off and the power was on. Well oiled chains strained on spinning sprockets as gear changes played tunes in quick succession.

Under the merciless sun riders jockeyed for position over the hot tar seal as they swooped through the bends, into tunnels of bush and out again into the unforgiving light of day – where no-one can hide.

Soon it was just down to the two of them. Big Twin John was leading, his mighty twin pistons bellowing off the mountain sides with



Triple Man on his tail astride the turbine-like triple, its howl shattering the mountain stillness.

Big Twin John speared his shaking, thundering steed into a series of sharp switchback bends. With its lighter weight flicking easily left and right he was able to pull ahead of Triple Man – but only for a while.

Big Twin John flew out of the bends at a furious pace but in the distance there loomed a long straight. Almost airborne with the revs reaching dizzying figures, Triple Man knew that with a bit more road he would be able to reel in Big Twin John.

Triple Man on the shrieking triple closed the gap but could not pass the shuddering twin – the straight once more suddenly snaked into the hills where Big Twin John was in his element.

And so the road wound on but eventually a fuel stop was needed for both our heroes, at which point both knew they were evenly matched – they just had different horses for different courses.

Ken Spall, Otago/Southland TOMCC NZ

2014 Whitebait Run to Westport



Once again the events committee of our Canterbury Chapter turned on another fantastic Whitebait Run to Westport. This event has become somewhat of a legend and is definitely not to be missed.

Fourteen riders left the Yaldhurst Hotel car park in rapidly improving morning sunshine and embarked on a thoroughly enjoyable and at times rather fast ride taking the old West Coast road through to Springfield.

A couple more riders joined the group with another spirited ride taking us over the superb riding roads via Porters Pass and Arthur's Pass, past Lake Brunner and then through to the coast coming out just north of Greymouth.

After more wonderful twists and turns on the road to Westport we finally arrived at the McManus Hotel, our base for the next couple of nights.

Saturday was the highlight of the trip - a delicious breakfast of whitebait patties (big ones!) supplied and cooked to a turn by Ken Forsyth and assisted by Trevor Lau.

Most of the group also took part in a poker run organised by the nearby Pines Tavern. The rest of us just relaxed and enjoyed a quiet wander around Westport, as well as a look at the some 100 or so bikes that had also turned up at the hotel as part of the commemorative run for the miners killed in the Pike River mine tragedy.

Our thanks and appreciation to the Canterbury Chapter for another great weekend in Westport.

Ken Spall
Otago/Southland TOMCC NZ

Bluebridge Ferry Crossing Discount

The code for this is **TOMMC2014**. Valid dates of travel are from the 14th February 2015 to the 1st March 2015, with booking able to be made as of 1 August.

Interislander Ferry Crossing Discount

The discount code for the Interislander Ferry is **FA5366**. Please use this when making a ferry booking to gain a club discount for TOMCC NZ Inc members.

Please note that no discount is available between 22 December 2014 and 12 January 2015.

MEMBERSHIP RENEWAL NOTICE

Hi all, I would like to give you the option of having your membership renewal notice sent by email.

It will still show all the bank and your member details. If you would like to take advantage of this please email me at: tomccnatsec@gmail.com or you can put a note on the invoice when you return it with your payment indicating that you would like future renewal notices emailed. You will still receive your receipt and new membership card by post. Please email me your member name and number so I can update my database.

Thanks and Regards
Melissa Todd, Membership Secretary

WANTED – badges for WATOC

As most of you know, as a club we are also a member of the World Association of Triumph Owners Clubs (WATOC) and every year a few (we'd like more) of us take part in the WATOC Challenge.

As this is an international event various members of WATOC often send us badges or memorabilia items from their home events in Europe. These are usually used as prizes for those of us who took part in the WATOC Challenge here in NZ. We likewise try to send back some TOMCC NZ badges and regalia.

If any of you have any New Zealand Triumph related items, such as badges, caps, T shirts, etc, that you'd like to donate or swap please let me know.

Thank you to those of you who have already responded to this request. Your badges, memorabilia and posters are on their way to our friends in Europe.

Ken Spall
Otago & Southland TOMCC NZ
phone 03 489 1740
email spall@callsouth.net.nz



Another Canterbury Area prizewinner. Trout with her 500cc prize winning chopper trophy won at this year's Smash Palace custom bike show. She won first prize in the best chopper/bobber category.

Only \$45 TOMCC member or \$65 for non members. Gate sales \$80

22ND TOMCC

NATIONAL RALLY

WAITAWHETA

FEB 2015

Waitawheta camp, Coromandel Forest park. 20-22nd February 2015

prepaid entry includes camping site, cloth badge, bands on both nights and entry to the Paeroa street races.

Pre paid meals/t-shirts available as well as catering on site. All motorcyclists welcome

NO PATCHES, NO DOGS, NO GLASS, NO BYO AND NO ATTITUDE!

More info and entry form @ www.tomcc.co.nz

Bands featured:

HARLEY & the ROCKET III

Event brought to you by:

POSITIVE PAEROA

Auckland Area

Twisted Thistle Tour 2015

**Pre & After Rally Ride hosted
by the TOMCC NZ
Otago Southland Chapter**

**TOMCC NZ
Otago Southland
Chapter**

Pre Rally Ride

North with ferry crossing on Thursday 19th Feb then onward to Taumarunui for the night.

After Rally Ride

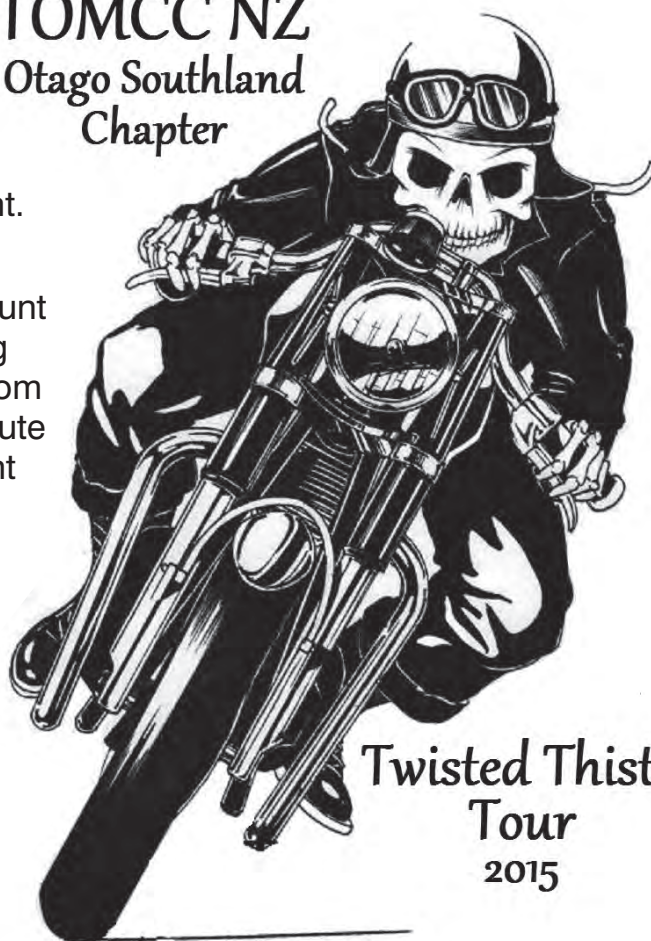
Sunday: Paeroa Street Races then onto Mount Maunganui for the night. Next day, returning South to take in the Gentle Annie starting from the Taihape side. Then continuing down Route 52 looking for the site of the old Ti Tree Point Post Office.

**As with all our previous tours –
best bring a tent.**

There are no fixed times other than those above and accommodation is yours to arrange.

**All TOMCC NZ and friends welcome to
ride with us, all or part of the way.**

Further details, contact
john.witherington@xtra.co.nz



**Twisted Thistle
Tour
2015**

TOMCC NZ Breakdown Assistance

The purpose of this list is to offer member's assistance in case of a breakdown or an event while travelling out of their own area.

For further information, additions or deletions, or if you wish to be added to this list please contact John.Witherington@xtra.co.nz or your area coordinator.

Christchurch

Phil Garrett	027 441 5954	Breakdown assistance & accommodation
Wayne Woodward	027 285 3083	Breakdown assistance & accommodation
Geoff Walton & Chris Devos	03 324 8385	Breakdown assistance & accommodation
Trevor Saul (Rangiora)	027 296 7066	Breakdown assistance

Murchison

Sue & Chris Donavan	03 523 9016 027 892 1544	Breakdown assistance & accommodation
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Otago

Ken Spall (Dunedin)	03 4891740 021 269 9530	Breakdown assistance
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Southland

John Witherington (Invercargill)	027 247 2853	Breakdown assistance
John Holgate (Lake Hawea)	027 432 2917	Breakdown assistance

Waikato

Ray Haywood (Hamilton)	027 369 0018	Breakdown assistance & accommodation
Keith Randle (Te kuiti)	021 0291 0605	Breakdown assistance & accommodation

Bay of Plenty

Judi Nightingale (Papamoa)	021 324 063	Accommodation
Geoff Morgan (Papamoa)	021 646712	Breakdown assistance

Taupo

Dig Young	021 244 4090	Breakdown assistance & accommodation
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Gisborne

Arthur Bond	022 140 6252	Breakdown assistance & accommodation
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Wanganui

Alan & Dayle Abbott	06 347 7550 027 245 7771	Breakdown assistance & accommodation
Baz & Mel	021 843 564 027 225 1313	Breakdown assistance & accommodation
Sharon Rowan	027 256 5595	Accommodation
Beano	021 175 2696	Breakdown assistance & accommodation
Bob Anderson	07 345 3333	Breakdown assistance

Levin

Ron Schiphorst	027 442 1345 021 164 6045	Breakdown assistance
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Northland

Roger Moselen	021 2132943	Breakdown assistance & accommodation
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2014 Magpie Rally, Winchester



Annual Remembrance Ride, 8th November

On Saturday morning the Waikato/BOP chapter gathered for the Annual Remembrance ride. This year was particularly important to the Chapter as we had two members pass during the year, Brian Shadbolt (Shads) and Kathy Moulden.

The ride started with an outstanding turnout of 20 bikes at the meeting point in Waihi. 8 were from the Waikato, 7 from the BoP and 5 from Auckland, it is always good to see the Auckland guys along. This year we also had a friend of Shad's join us – Merv on his Harley rode over from Papamoa.

In perfect weather and under a blue sky the two oldest bikes led the ride, Pete and Sue (51 T-Bird) and Allen C on his 71 Bonnie.

Leaving Waihi after the welcome and briefing we rode through Whangamata to the Coroglen Pub for lunch. As the road from Waihi to Whangamata was Shad's favourite bit of road to ride we decided to head this way for this year's Remembrance Ride.

At the Coroglen we were entertained by the numerous bikes also riding the Coromandel loop with some wheel standing up the road and others trying to wheel stand up the road. You could sit there all day cheering them on waiting for someone to flip!



The next section was up to Whitianga and over the Hill to Coromandel itself. The view from the top of the hills looking towards Auckland were just amazing with the water all shades of blue. Here we stopped at another pub to freshen after a torrid 70 kms in the saddle.

Then it was down the Thames coast to the Kopu Hotel for the final stop. The road was pretty busy as it seemed everyone was out enjoying the sunshine, but the day was about remembering not racing around the Coromandel loop (or the Coromandel GP as it is affectionately known).

At the Kopu Hotel Trev proposed a toast to our past friends before the farewells commenced. I noted as Trev was speaking when I looked at the Remembrance plaque that it was ten years since the Passing of "Po" in a bike accident in the Hawkes Bay – where do the years go?

Those listed on the plaque (which is a Pre Unit timing cover) now are, Po, Horse, Morgs, Rod G, Shads and Kathy – let's not forget them.

With the farewells completed the Auckland crew were heading over the Kopu Bridge back to Auckland, The BOP crew heading east at Paeroa and the Hamilton guys decided it was a good idea to head west to the Tahuna for another pint (and that's a story for another day as well).

It was a great day's ride, 437 kms completed by myself and Maxine from start to finish.

The weather was outstanding and the tide was in when we rode over the Coromandel which made the scenery just breathtaking.

There were also loads of other bikes out on the road enjoying the first fine weekend for a while.

A special thanks to everyone for turning up making the day a special one especially Merv for coming along I hope you enjoyed yourself.

As a reminder the Remembrance Ride next year is set for the weekend of the 7th & 8th November 2015, it will be a ride to Gisborne and back, staying the night in Gisborne.

*Ray Hayward
TOMCC Waikato*



My first Cold Kiwi

It started about 3 months ago at one of our T.O.M.C.C. New Plymouth Chapter's committee meetings.

We had started off with talking about things that we could set up for the Nationals we are holding in 2017 and things sort of slowly changed to other events that members had gone to and things that were done there.

Well, Allen mentioned one Cold Kiwi that he and Geoff had gone too. After talking about some of the events and whether they would work at the location we had in mind I said that I had never done a Cold Kiwi. After all the stunned looks and the "you're bloody joking" it was agreed that 2014 was the year I was introduced to Cold Kiwi.

Not much was said about it after that night, until about 3 weeks ago I was looking around on the interweb and thought I would have a look for it. There it was and you could even pre book the entry and all meals. "Well that's me" I said to the dog, who thought I had said where's the cat, and went barking off down the hall. But it was not to be as "the online store is having difficulty at the moment please try again in a week or two." Bugger that I thought, its only 3 weeks to go.

Thursday 4th September

18.00 hours, attempt to pack into pannier 1 and 2:

4 x pairs of (new) wool work socks, 3 x under wear, 2 x polar fleece bush shirts (1 x s/sleeve 1 x long), 1 x polar fleece long pants, 2 x thermal tops (1 x s/sleeve 1 x long), 1 x thermal long pants, winter bike jacket liner, wet weather liner, a beany and my second pair of winter bike gloves. (Shit, what if it is not that cold) 1 x pair of shorts and a tee shirt.

1845 hours, scratch 1 x polar fleece shirt and 1 x pair of polar fleece pants.

1900 hours, attach trusty old hunting pack onto "sissy bar"

1910 hours, first attempt to load pack with:

1 x tent, 1 x sub-zero sleeping bag (much larger than summer one taken to nationals at Lake Karapiro), 2 x closed foam mats (remember trying to sleep at self-National on said foam mats), 1 x self-inflating hiking mat, small camp stove, small camp pan, small container (to hold bacon and eggs), torch, small lantern and tooth brush.

2030 hours, DOES NOT FIT (sub-zero sleeping bag MUCH larger than summer one taken to nationals). AAAARRRRRRRR

2031 hours, scratch 1 x small camp stove, 1 x pan and 1 x container (no bacon or eggs)

2032 hours, pack packed and ready for service sir.

Friday 5th September

0730 hours, having breakfast and thinking what have I forgotten?

0740 hours, unpack pannier number one. All present and accounted for.

0750 hours, unpack pannier number two. All present and accounted for.

0800 hours, look at trusty hunting pack. Start the bike.

0805 hours, open garage door, rain, light bulb in head turns on, grab dry-as-a-bone. Little voice in head finally stops yelling "what have you forgotten".

0815 hours, remembered to also fill tank up with 98 as could only get 91 on last ride.

0830 hours, arrive at the meeting/start point, AKA, Geoff's house.

"You're a bit bloody early" welcomes Geoff, "I haven't even packed the bike yet, coffees over there".

Halfway through making coffee I feel a slight tremor, about a 2 or 3 on the Richter scale, "and he's bloody early to" says Geoff as Al pulls up on his Milwaukee tractor (sorry I will retract that later) his 2013 Heritage Softail Classic. "Coffees on" I say, as Al walks in the door.

After coffee and watching Geoff attach all his gear to the Bonnie T100 we're off with the love-felt words from Geoff's partner ringing in our ears "you are all mad, it's going to be bloody freezing, you would not get me..."

After a quick stop at Stratford so Geoff could top up the Bonnie, and me to put on winter and rain liners, it was not a sunny day in the Naki. We were off for lunch in Wanganui.

Well the ride to Wanganui had us wondering if this was such a good idea, the rain got heavier, the road slipperier and the visor foggy. But by the time we hit Maxwell it was starting to improve.

We pulled into Kristie's Café at about 1130-1200, and it's the "Big Brekkie" all round with a coffee on the side. Note to all readers, if you find yourself in Wanganui with that empty feeling inside and \$26.50 in your wallet then go man go to Kristie's Café and get the Big Breakfast and the "Very Large" coffee. (100m south of Victoria Ave on SH 3).

After filling our "fuel tank" it was off to the Z on Dublin St to top up the bikes. From there it was over the Dublin St Bridge and left onto SH 4 then over the Parapara's.

Man that is a sweet ride, one of my top 10, it even has sufficient straight bits so any of your unfortunate mates who ride a HD can catch up, ah Alan. All joking aside, TOMCC Wanganui have some of the best riding roads you'll find.

I found myself leading as we roll into Rātetihi, so into the Caltex for a top up, then off to Horopito and the Cold Kiwi 2014.

Well Smash Palace is just as I remembered it in the move, that's one place I would love to spend an hour or 5 in, perhaps another time.

A short ride down Matapuna Rd then left on to a very long but well prepared gravel driveway to the main gate where we stopped to pay our \$50 entry (\$60 with event pin/badge), I now have a Cold Kiwi pin/badge, then off past the main tent where the bar and stage were set up.

Well next problem, where do we set up camp, all 3 of us ask simultaneously. We head off around the site slowly heading higher and higher until we find the end of the site. "A bit open to the wind up here" Al says. So it's off down the hill until we find a very nice place not far from everything. Perfect we say. Right let's get the tents up before it rains, snows or the wind picks up.

Picture this readers, 3 grown men, still dressed in full riding gear (minus helmet and gloves of course) putting up 3 completely different sorts of tents on a hill with a cross wind of about 15 knots. Well, Geoff and I to get our tents almost erected when one of our nice neighbours informs us that we have placed our tents in the path of what was to be a giant zoom slide, "really, a giant zoom slide in the middle of the main thoroughfare where over 400 motor cycles will ride past?" I ask.

"Yeah man, its going to be cool we even have 80 litres of liquid soap. Just move your tent about 1 or 2 metres higher up the track if you don't mind" says nice neighbour. Well Geoff and myself look at each other and say "more like 10 metres or more" as we picture drunk people attempting to break the sound barrier and careering of the slide in all directions.

With home base set up and operational, it was time to get our bearings and have a look around. The new site was very well set out. From our base the majestic Mt Ruapehu was East of us, the toilet block was "just far enough" down wind 200 metres North West, the on site caterers about 250 metres North and the most important tent, the bar and stage tent was a very accessible 150 metres due North North East.

The organizers had thought this out properly, not only did they have 2 pre-made bonfires, that needed a 15 ton digger with log grabber to stoke but they had braziers for the masses to set up at their discretion, and a endless supply of firewood which came in by the semi-trailer load all weekend.

After the walk around we headed off to the bar to grab some refreshments. On the way we meet up with Titch (TOMCC Auckland) and a few other likeminded people. That is when the serious part of the trip started, and it took the form of a can of Tui, or 24.

I must say that there is something very special about sitting around an open fire with a group of kindred spirits drinking cold beer and sharing good memories of happy times and sad, all washed down with a communal bottle of Stone's Original Green Ginger Wine, cheers Titch.

The band for Friday night was Six Chairs Missing, all in all a very capable bunch of musicians, they played music that us "older" people could relate too.

The three Taranaki hooligans attempted to drink the bar dry that night but all we accomplished was emptying our wallets. By about 2am it was time for the tent, luckily, we had neighbours that had covered their bikes

with solar Xmas lights, so finding the tents was not too difficult. Getting into the bloody thing, well that was very different, after about 3 or 4 attempts presto, I was in and after a quick wrestle with the sleeping bag it was lights out, until the first of the bombs went off. When I say bombs I don't think I am over exaggerating.

I am talking about camping gas cylinders, the small disposable ones, thrown into the braziers or open camp fire. What you get is an enormous explosion, a massive fireball, still burning fire wood in all directions and a subterranean shock wave that lifts a very drunk, almost asleep biker about 3 inches of his mattress yelling "Too much advanced timing and you'll blow the pipes off her". That seemed to be the thing to do over the weekend, just as you think you're going to sleep **BANG** and you have to start all over again, and so ended Day one of my first Cold Kiwi.

Day two

Day two started with the howling of a VERY stripped down GSX750 with what might have been pipes at some point, on the rev limiter for a full minute or in my case 5 groans, 15 pulses of my head and a sudden realization that my bladder REALLY needs emptying, so off to the loo for me and, about half of the other residents of the Cold Kiwi.

Breakfast was a very moreish bacon and egg roll, in fact, it was so moreish I had 2, plus coffee, and lots of it. Luckily this was free and set up in the form of a large stainless steel cylinder with a flame tube running up through the centre hooked up to a 45kg gas cylinder and a tap at the base. This equalled an endless supply of very hot water and beside this, a table with 2 massive bowls. One of coffee and the other sugar. All in all it meant a table of happiness.

After breakfast, it was time to have a look around the site and take some photos of all the beautiful machines.

About quarter way around the site, we hear over the PA system that a set of Triumph keys had been handed in and would be at the bar for the lucky bugger to pick up. I said to Geoff "That will make someone's day to get their keys back". After about another 20 minutes a little voice in the fuzzy part of my mind said "Hey you dump bugger, where are your keys, check your pockets. Check your pockets. CHECK YOUR BLOODY POCKETS". So after checking all my pockets twice it was back to the tent to check my bloody pockets of the bike jacket. "Yes Mr Barman those Triumph keys are mine". I say, looking very relieved.

At about 12.30 it was time for the games to commence. First up was the hill-climb, pretty straight forward really. Motor bikes with knobbly tyres going up a hill. But no, we had 50cc step through scooters bouncing all over the bloody place then a GN250 with pillion.

Then the impossible headed up the hill in the form of a I-know-not-what, as it was covered in passengers, 3 + rider. Up and up it went, and just as it looked like making it the little Gremlin that hides on some bikes suddenly turns the bike into a Turtle and the



riders into grass wigglers. They got a standing ovation from all there.

Next was the Helmet Run. Not my cup of tea. If it does not have an internal combustion engine then I'm afraid I have the attention of a goldfish, and running up a hill with a crash helmet on? I don't do running, not even when been chased by large German Shepard's. Sorry that is a different story.

Then there was the Tennis Ball Run. This was 5 road cones with a tennis ball sitting on it. The bike goes down one side and the pillion picks off all the balls, the bike turns around and the pillion tries to place all the balls back on the cones. Not the simplest thing to do on wet grass. Next was the Slow Race this was, well, slow racing. The last bike to cross the line wins. Also in the slow racing was the Tee Shirt Race. Two people on a motor bike, the pillion gets given a t shirt and, in the shortest distance, must put the t shirt on. Once again not the easiest thing to do on a motor bike. Did I mention that all the bikes were road bikes and a lot of them large road bikes.

The last event was the Burn-out Comp. No need to explain how this is done. But I feel I need to mention a part of this comp. It started with a stock looking Kawasaki 750 on the burn out pad. Lots of revs then drop the clutch. Back wheel spins at about 250kmh then, **BANG**, the bottom of the engine block hits the front wheel.

The rider casually climbs off and pushes the bike onto its side and places one foot on the broken machine like a hunter does to an animal carcass. The crowd loved it so much that the rider won best burn-out voted by the crowd. That bike was then placed on top of the second bonfire and got it blazing. But that was not the funny part, the funny part was that we found out that it was not the rider's bike but the rat bike of a rival member of the RMCC. Perfect.

The band on the Saturday was a Blues band called Blue Buffet. They sounded bloody good and the night was spent once again with

now good friends around the brazier but without the cold beers as it was going to be an early start.

Day Three

The final day of the Cold Kiwi started at 06.30 for me. I was woken by the gentle melody of a 103 cubic inch V twin being started about 2 feet from my head. Yes, my nice neighbour had thought that making sure his battery was good was a better idea than me sleeping in.

06.35 time to join my fellow Cold Kiwiers at the very unloved smelly toilet block, then across for coffee and, yes, one of my new favourite breakfast food, the mighty bacon and egg roll. After breakfast, it was off to see if the boys had survived the night. On arriving you would have thought I had gone to some other camp site – it was a hive of activity. Every tent was in a different stage of being pulled down and packed into, strapped on to or just duct taped over every make of motor cycle available for sale in Gods Own.

1 and a half hours later the 3 Taranaki members were standing beside their trusty steeds all packed, strapped and taped ready to hit the road. So after some hand shaking, man hugs and back slapping we were off to tackle that sweet ride back to Kristie's Café for Lunch.

The sun was shining and the air had that fresh new smell to it, until one of us crossed the path of the other two, then it was the smell of, well I think you get the idea.

From Kristie's it was a very fast, uneventful blast north, home to the Naki and to unpack all the VERY USED gear. Wash down the trusty steed and have a cold beer while watching the bike dry.

All and all I highly recommend that all bike riders do a Cold Kiwi at least once.

Me, I will be there for the 40th Cold Kiwi next year.

*Chris Martin
Taranaki TOMCC NZ*



TOMCC 2015 NATIONAL RALLY

Waitawheta camp, Coromandel Forest park. 20-22nd February 2015



Name.....Bike.....Rego.....

Address.....

.....Post Code.....

Contact:

Landline.....Mobile.....

Email.....

Rally entry(before 31/01/2015)		Tick
Member: TOMCC membership number:	\$45	
Non-member	\$65	
Day entry(Friday or Saturday till 11pm, no Paeroa street races ticket)	\$40	
Gate sales members \$60, non-members \$80(no cloth badge or shirt sales)		Total \$
MEALS		Tick
Friday dinner	BBQ Dinner	\$20
Saturday breakfast	Cooked breakfast	\$10
Saturday dinner	Roast beef or chicken, veg.	\$20
Sunday breakfast	Cooked breakfast	\$10
		Total \$
T-shirt/singlet	Sizes S,M,L,XL,XXL(please indicate size and colour or plain print))	Tick
Black T-shirt		\$25
White T-shirt		\$25
Black singlet		\$20
White singlet		\$20
		Total \$
Make cheques payable to Auckland TOMCC or direct debit in to account number 38-9012-0045514-00 use your name as reference and post your entry to TOMCC National rally PO Box 28 507, Remuera, Auckland 1541. Any questions contact Glenn 021 0329920.		Total Amount to pay \$

Disclaimer-I/we agree to abide by all the rules of the rally and will hold blameless all organisers or officials connected with the rally for any injury, loss or damage at or travelling to or from the rally.

NO PATCHES, NO DOGS, NO GLASS, NO BYO AND NO ATTITUDE

NAME:.....SIGN.....DATE.....

TRIUMPH OWNERS M.C.C. NZ INC.
VOTING PAPER
(Accumulated Vote)

This voting form is to be used by Area Co-ordinators, for the purpose of submitting the accumulated vote of the members within his or her Area, who are present at a meeting which has been called, for the purpose of voting for their preferred person to hold a particular Officer's position. Ref. Rule 16 (paragraph 2) and Rule 16 (B).

Only persons present at the meeting will be entitled to vote and a quorum of not less than ten financial members must be present.

NOTE: Members not covered by an Area Co-ordinator will be entitled to submit an Individual Vote on a separate voting paper.

This form should be sent, in an envelope marked VOTE, to
The President, TOMCC NZ Inc, PO Box 5035, Wanganui 4542
IT MUST BE RECEIVED BY FRIDAY 30 JANUARY 2015.

At a meeting called for the purpose of voting for prospective Club Officers, the members covered by a Co-ordinator in the Area wish to submit the following votes to the A.G.M. WE VOTE FOR:

<u>COMMITTEE POSITION</u>	<u>NAME</u>
PRESIDENT
VICE PRESIDENT
MEMBERSHIP SECRETARY
TREASURER
REGALIA OFFICER
NEWSLETTER EDITOR
WEBSITE ADMINISTRATOR

AREA CO-ORDINATORS
Area
.....

I hereby verify that all voting was carried out in accordance with the Rules of the Triumph Owners Motor Cycle Club NZ Inc. at a meeting called for this purpose on (date)
Number of members at meeting
Signature of Area Co-ordinator

TRIUMPH OWNERS M.C.C. NZ INC.
VOTING PAPER
(Individual Vote)

This voting form is to be used by current financial members who are living outside of an area covered by a Co-ordinator and are not attending regular meetings within his or her Area.

This form should be sent, in an envelope marked VOTE, to
The President, TOMCC NZ Inc, PO Box 5035, Wanganui 4542
IT MUST BE RECEIVED BY FRIDAY 30 JANUARY 2015.

I, (name) MEMBER NO:

VOTE FOR:

COMMITTEE POSITION NAME

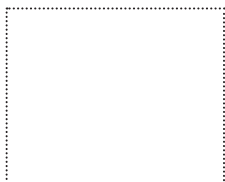
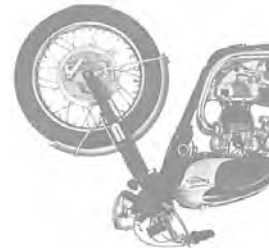
PRESIDENT
VICE PRESIDENT
MEMBERSHIP SECRETARY
TREASURER
REGALIA OFFICER
NEWSLETTER EDITOR
WEBSITE ADMINISTRATOR
<u>AREA CO-ORDINATORS</u>
Area

This form will be presented at the A.G.M. of the Club and all received votes will be counted by the elected Returning Officers.

Signature: Date:/...../.....



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



TOMCC 2015 National rally



20-22 February 2015 Waitawheta camp, Coromandel Forest Park

Here is the outline for the 2015 TOMCC National rally, I believe we have got a fantastic deal for our club members. Prepaid entry includes cloth badge, bands on both nights and **entry to the Paeroa Street Races**.

Friday night's band will be "Piston broke" and Saturday we will have playing "Fat max with Harley and the rocket 3s", Paeroa Street Races is on the Saturday (street parade, swap meet, hot rod show) and Sunday (main race day) those from out of town might want to book accommodation for the Sunday night as the races don't finish until about 5pm.

So for \$45 being a member does pay. Where else can you get a weekend full of entertainment at this price. There will be onsite caterers over the weekend but the Waihi memorial RSA has done us a good deal on catering:

- Friday BBQ Steak, sausages, marinated chicken nibbles, onions, bread rolls, coleslaw, bean salad, pasta salad, roast vege salad and mushroom sauce.
- Saturday Breakfast. Scrambled eggs, sausages, tomatoes, toast, bacon, fried mushrooms, hash browns.
- Saturday Roast beef, roast chicken, roast potatoes, roast kumara, roast pumpkin, bread rolls, coleslaw, pasta salad, roast vege salad, bean salad.
- Sunday Breakfast. scrambled eggs, sausages, tomatoes, toast, bacon, fried mushrooms, hash browns and baked beans.

You can check the rally site out at www.waitawhetacamp.co.nz Accommodation is bunk style, if you require private accommodation we can organise caravans (this will be payable on top of entry fee) otherwise tenting is best. If you wish to forward any gear ahead of time send it to System Control Engineering NZ Ltd, c/o Rik Reid, 182 Station Road,

Penrose, Auckland 1061. And we will get it to the rally site for you, please make sure your gear is clearly marked and has return packaging with it.

Those of you travelling up from the South Island we will be doing a draw, the first pre-paid entry before January 31st 2015 will get free travel on the blue bridge ferry.

This rally we opted to do singlets as well as t-shirts. Here is what the white t-shirts look like, and the black t-shirts will be a white print.



So there you have it, get your entries in, and we will see you next year.

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 6 March 2015

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