



Established 1993

Triumph Times

The national newsletter of the Triumph Owners Motor Cycle Club New Zealand Inc.
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TOMCC is a member club of WATOC



Triumph Owners Motor Cycle Club NZ Inc 23rd Triumph National Rally

26, 27, 28 February 2016
Blue Skies Scout Camp
Kaiapoi, Canterbury, NZ

\$50 pre-paid entry (includes cloth badge)
\$20 day entry, out by 7pm (no badge)

- 🏍️ T shirts and meals – pre-paid on entry form.
- 🏍️ On-line entry form – www.tomcc.co.nz
- 🏍️ Entertainment on Friday night and a band on Saturday night
- 🏍️ Organised ride on Saturday followed by Bike Show
- 🏍️ All motorcyclists welcome
- 🏍️ Plenty of tent sites

Email enquiries:
wayneandjude@paradise.net.nz
or phone 027 285 3083

Application form on page 15

NO BYO, GLASS, GANG PATCHES, ATTITUDES OR DOGS, ROAR.
Attend at own risk, with usual disclaimer from the organiser
(who shall be held blameless for every thing)

Frankton Thunder – TOMCC NZ Overnighter

Waikato Bay of Plenty and Otago Southland chapters will be hosting an overnighter over the same weekend as the Frankton Thunder show (see advert page 5) 5th & 6th March 2016.

The big bike day will be Sunday. There is going to be a breakfast and organised ride from the Hamilton Museum to the show. Hamilton members will be the co-ordinators for this ride.

Local members are able to provide some beds and tent spaces, but this will need to be organised beforehand by contacting Ray Hayward, ph 07 829 8919 or 027 473 5951, email rhayward@waikato.ac.nz or you may organise your own accommodation.

This overnighter follows on nicely for those of you taking part in the tour following our National Rally (see advert page 5).

A Triumph Times Milestone

Just for the record you might like to know that this is the 50th edition of our club newsletter as produced in this format and entitled *Triumph Times*. Unlike earlier formats of our newsletter, *Triumph Times* has been in continuous unbroken production since I took over as Editor 12 years ago, in August 2003.

It has been a bit of a love/hate relationship with the newsletter and a struggle at times to make it interesting for you the reader, but I do still get quite a buzz when its finally printed, folded, addressed and posted off to you all.

Thank-you to all of you who have contributed to make this publication what it is. Although I am a bit concerned that it tends to be the same small number of club members who are contributors. As far as I know you all ride your bikes, so how about a few more of you sending me some photos, comments about your rides and motorcycling experiences.

I would also like to thank my friends for their occasional help, but in particular, thanks to my dear wife Lisette for all her support and help with preparing *Triumph Times* for posting, even though at times I have been a grumpy old bugger during the process.



Best wishes for Christmas and the New Year to all our readers. Ride safe, stay alert and continue to enjoy one of life's great pleasures – riding your Triumph as a member of TOMCC NZ Inc – New Zealand's Triumph enthusiasts club.

Ken Spall, Editor

2016/2017 Nominations for TOMCC NZ Inc Executive

POSITION	NOMINEE	NOMINATED BY
President	Wayne Woodward	Trevor Lau
Vice President	John Witherington	Ken Spall
Membership Sec	Melissa Todd	Bryan Coskerie
Treasurer	nothing received	
Regalia Officer	John Milligan	Wayne Woodward
Regalia Officer	Bill Spice	Simon Mahon
Newsletter Editor	Ken Spall	John Witherington
Website Admin	Geoff Morgan	Melissa Todd
Area Co-ordinators		
Northland	Deborah Darton	Simon Mahon
Auckland	nothing received	
Franklin	Chris Smith	Tracy Smith
Waikato/BoP	nothing received	
Taranaki	nothing received	
Wanganui	Bryan Coskerie	Melissa Todd
Manawatu	Barry Shipp	Steve Andrewes
Canterbury	Peter Free	John Milligan
Otago/Southland	John Witherington	Ken Spall

Please use the voting forms on page 13 to vote for your choice.

The use of our club name

There has been some confusion recently regarding the use of our club name. We urge all our members to use the correct name of our club particularly in print, on regalia or clothing, on the internet, or when dealing with other organisations or businesses.

We are the **Triumph Owners Motor Cycle Club New Zealand Incorporated**. If you wish to abbreviate this please use the terms: **Triumph Owners Motor Cycle Club NZ Inc** or **TOMCC NZ Inc** or **TOMCC New Zealand Inc** or **at the very least TOMCC NZ**.



TOMCC National Rally 2016 Information
23rd TOMCC NZ National Rally



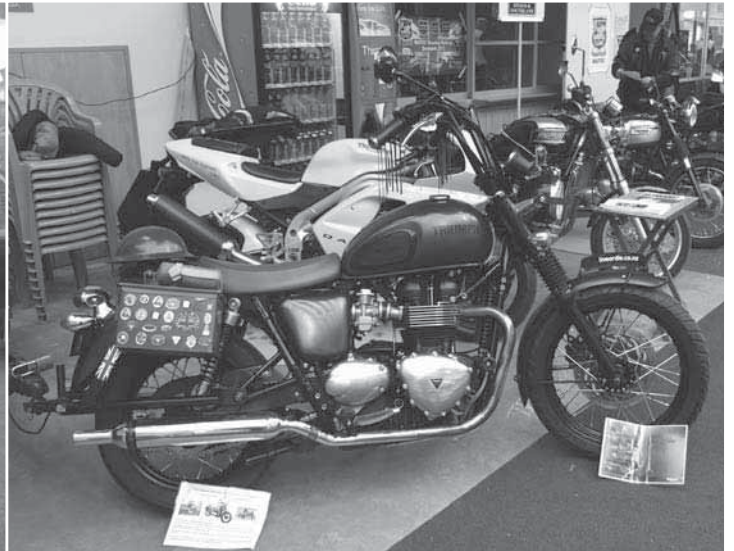
26, 27 & 28 February 2016

OPEN TO ALL MOTORCYCLISTS

- Date: 26, 27 & 28 February 2016
The rally site will be open from 12 noon on Friday, 26 February 2016.
- Venue: Blue Skies Centre, 12 Williams St, Kaiapoi. Site access is from Stone Street. This will be well sign posted. 15 minutes north of Christchurch.
Have a look at the venue www.blueskies.org.nz
- Registration fee: \$50 prepaid (includes badge). **Must be registered and paid by 31 January 2016.** No refunds for no show.
A raffle will be drawn from the first 100 entries with the winner will receive a refund of one registration fee.

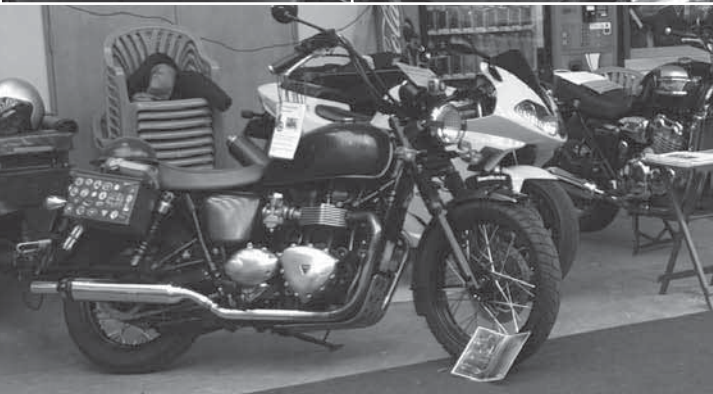
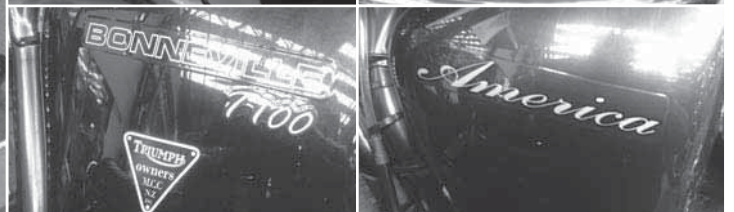
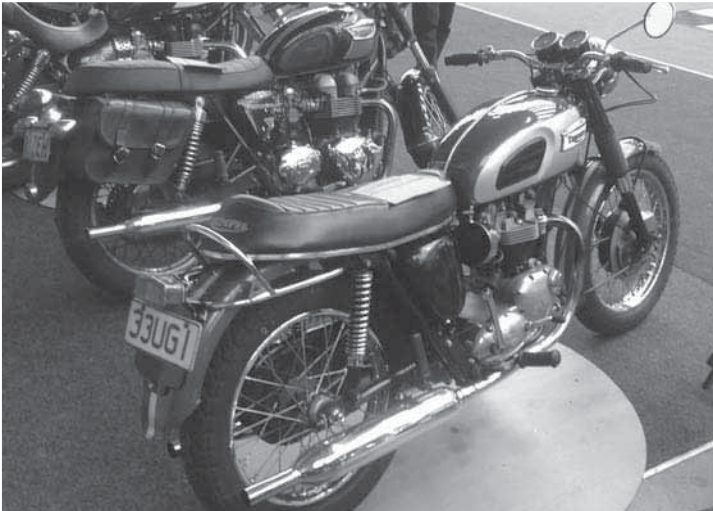
Not pre-registered? It will cost you \$50 at the gate and sorry no rally badge.
- Rally shirt: Rally shirt available at a cost of \$30 for men's and ladies T and \$40 for a unisex polo BUT ONLY with the prepaid registration. Several styles and colours are available. Check the rally website to see the rally shirt design.
Limited number of rally shirts will be available for sale at the rally but no guarantee of sizes.
- Meals: Meals will be available with prepaid entries only. Good selection of café style food will be available.
- Meal menu: Check the rally website to see the menu that is offered.
- Accommodation: Bunk accommodation available with preference for North Island visitors. Bunk rooms will be allocated on a first come basis. There are plenty of tent sites.
- No fires: Due to local fire regulations, no open fires will be permitted.
- Bed Linen: Can be hired from the venue for use in the bunk rooms at a cost of \$15 per bed. TOWELS not included.
- Entertainment: Friday night there will be live music and Saturday night one of Christchurch's best rock n roll bands.
Saturday a rally run, bike show and trophies, regalia and merchandising stands.
Sunday enjoy the racing at Ruapuna with the BEARS **Sound of Thunder** race meet.
- Annual General Meeting: The AGM for the National Club will begin at 9am Saturday morning before the ride.
- Bar Facilities: Cash only bar available on site. Free tea coffee and water.
To meet the requirements of the special liquor licence, attendees to the rally are not to bring their own alcohol and NO GLASS will be allowed on site.
- Courier goods: If you want to courier your gear: send it to **Wayne Woodward c/- SPOTLESS, 16 Magdala Place, Middleton, Christchurch 8024.** Please ensure your goods are clearly labelled with the senders name, and email or text Wayne at wayneandjude@paradise.net.nz or 027 2853083 once you have sent your parcel so he can look out for it.
It will be your responsibility to package, label and pay for the return of goods.
- Who to contact: If you have any queries please contact: Wayne Woodward 027 285 3083
Or email Trevor Lau on t10069yee@gmail.com

Dunedin Autospectacular, September 2015



Once again the Otago Southland Chapter stand at the recent Dunedin Autospectacular proved to be a hit with the viewing public. Many of whom expressed interest, and comparisons, in the bikes that we had on display.

Of particular interest was the 1982 Triumph TSX that John had brought up from Invercargill. It is one of only 371 made. On delivery the original owner had the seat modified as well as cutting down the rear mudguard and changing the paint scheme to suit his own taste. It is here being modelled by John's granddaughter Hayley Jane in appropriate TOMCC NZ clothing.



More Whitebait anyone? – The Whitebait Run to Westport



Whitebait breakfast at the McManus Hotel, Westport

A group of a dozen or so met at the Yaldhurst pub car park for a 10.00am departure and headed away on time into a fine sunny Arthurs Pass, with the first stop being the Otira Hotel for a regroup and the draw of the first card in the poker hand.

This hotel is well worth stopping at as its almost a museum, with collectables and artefacts almost overflowing from each room. After a suitable refreshment and a good look around it was onto Jackson's Hotel. Unfortunately for our group, there was a driver reviver station set up here, with free coffee, and it proved to be difficult to get served at the bar. After 10 minutes or so of hanging around we made the decision to cut our losses and head to Moana

Hotel where a few guys had ridden down from Westport to meet us and would be waiting.

After greeting our friends from Westport we enjoyed a bite to eat and a drink whilst enjoying the warm West coast sun and the stunning views of lake Brunner from the deck of the hotel.

The 2nd and 3rd cards of the poker hand were drawn and a couple of people started to get good hands – interest was starting to peak. All too soon it was 2.45pm and time to head along the fantastic coast road to the second to last stop for the day, the Cape Foulwind Hotel. Along with the perfect weather it would be very hard to find better scenery – the rich native forest covered mountains on your right and the thunderous Tasman sea on the left. All under a sky so clear sky, the view goes on forever.

Following a fairly casual ride to the Cape hotel, all were chatting about the “fantastic scenery on the coast road”, although as the cards were being drawn for the poker hands many found it hard not to have a peek at their hands. It was getting exciting with the last card to be drawn at the final stop being the decider for who would win out of the 7 people in the group.

The Cape Pub is a great place on a Friday afternoon with “Toss the Boss” for beer and wine. This involves the bar staff shaking and dropping two dice from a cup and then the punter having a go. If the punter gets the best count the drinks are free. If its the bar person, the punter pays for his drink. Quite a few of the guys and girls enjoyed free drinks, but then supported the local social club by buying raffle tickets, so what goes around comes around.

5pm came around before anyone noticed and it was back on the bikes and into Westport to the McManus Hotel. Barrie the publican had us all booked in and very comfortable it is too. We all had individual rooms and very well priced they were too.

If you ever find yourself in Westport make sure you call in to Barrie's establishment and introduce yourself. He is a club member and will look after you.

After a quick freshen up it was back to the bar to catch up with others who had arrived separately and have a general chinwag.

As time wore on the group ordered some of the excellent meals from the bar. I had my usual shrimp cocktail as a starter then into a real good steak, scrumptious it was. No complaints from anyone, but the best was still to come – the whitebait breakfast – the whole reason behind the trip to Westport! An evening of general socialising and king of the table pool games ensued till after midnight when the last few headed to bed.



Barrie has found some more horsepower !

Saturday dawned fine and clear although the forecast was for rain later in the day. No worries, whitebait for breakfast, and didn't they get into it! Although Barrie beat them, he served up more than they could eat so the last remaining patties were stashed in the fridge for later, though I noticed a few sneak back 15 minutes or so later to mop up the left-overs.

A group ride to Seddonville was organised and about 11pm the group departed the Pines hotel at Fairdown for the gentle ride to Seddonville. On arrival a quiet refreshment was enjoyed and much relaxation took place. After an hour or so it was decided to head back to Ngakawau and the Hector hotel where more refreshments and relaxation was enjoyed along with a bite to eat, as the whitebait had worn off by now.

About 3pm the group left for the Pines hotel at Waimangaroa, where a quick drink was enjoyed and talk turned to who would have what for dinner back at the hotel.

Back at McManus Hotel the group slowly reassembled in the bar for the evening and another fine meal was enjoyed by all, and the talk turned to the rain that was appearing outside and the ride home tomorrow.

The evening was a little quieter, with most commenting that they could only handle one big night at their age LOL. A few were seen drifting off about 11pm with the comment "I'm getting up early to watch the league test" and they did. The Kiwi's put up a valiant effort but were out-classed by the poms, so lost the series 2 to 1.

A quick look outside after breakfast confirmed that wets would be needed for the ride home, although 15 minutes into the Buller Gorge and the rain had gone and for the rest of the trip to Canterbury with only occasional light drizzle being encountered.

All arrived home safely and started getting ready for the next weekends Magpie Rally in Winchester.

Wayne Woodward
TOMCC NZ Canterbury



Photos for this issue of Triumph Times were kindly provided by:
Terry McIntyre, John Witherington, Ray Hayward, Bill Ponsonby and Ken Spall



TOMCC NZ "Keep 'em running"
Otago Southland Chapter

We invite all TOMCC NZ members and friends to
THE AFTER RALLY TOUR
28 Feb 2016 - 4 March 2016 - and beyond
As with previous tours, best bring a tent (accommodation as we go)

From the TOMCC NZ National Rally site in Kaiapoi we head southwest through the Mackenzie country, Omarama, Lindis Pass and on to Hell's Gate and then to Jacksons Bay for their delicious fish & chips. Up the West Coast to Otira and Arthurs Pass. Back into Canterbury and onward to Sue and Nigel's in Oxford. Then the Lewis Pass, Blacks Point, Murchison, Nelson and finally Picton.

Ride it all or only part of it, whatever suits you.

FRANKTON THUNDER 5-6 MARCH 2016
FRANKTON VILLAGE HAMILTON

PROUDLY IN ASSOCIATION WITH 

Classic Cars • Motorcycles • Drag Racing Displays • Club Displays
Hot Rods • Performance Vehicles • Military Vehicles • Music
Ulysses Toy Run • Classic Bike Swap Meet • Frankton Market
and much more

9AM - 4PM
5 & 6 March 2015
Frankton Village, Hamilton

www.frankonthunder.co.nz
www.facebook.com/frankonthunder



BRITISH BIKE DAY

OLD MANDEVILLE AIRFIELD, GORE, OTAGO
SUNDAY 20 MARCH 2016
11.00am FREE ADMISSION
12.30pm PRIZEGIVING
ALL MOTORCYCLES WELCOME

Around the Cape in Three Days – 2015 Remembrance Ride report



This year's Remembrance ride took a bit of pulling together as it was decided quite early to head around the East Cape again and repeat the ride we did in 2013 with our mate Shads. His good friends in Gisborne Lee and Brian had mentioned more than once that they wanted to host everyone at their coastal property when we passed by, so the bones of the trip were sorted.

Expressions of interest were sent out to the members and Jocelyn was set to organise the first night's accommodation and Judi the second night. Soon enough accommodation locations were agreed and the numbers were flying in with both our chapter guys and some from Auckland showing a keen interest.

The day soon arrived and the Hamilton guys met at 8:00am on the Friday morning to ride over together. There we had Ray & Maxine on the Tiger, Kerry & Brenda on the Hinckley Bonnie, Allen on his 70's 650 Bonnie, Bryan and Sue (Hinckley Thunderbird), Tony on his Hinckley Thunderbird and Eric on his 675 Hinckley. Once fuelled up and with Al out in front on the oldest bike, we were off to Papamoa to meet the main group for the 10:00am start where we were met by a large group of enthusiastic motorcycles.



Remembrance Trophy



Waihou Pub, first night

Down from Auckland were Mike G (750 Norton) and Paul on his Hinckley Legend plus a number of our members, Joel on Shads Thunderbird, Jocelyn on her new T100, Judi on her T100, Pete & Sue on his '51 Thunderbird, Neville on his Hinckley Thunderbird, Chas on his Hinckley T100 and "the Don" who had pulled out at the last minute, popped down to farewell the group.

On the appointed hour with the 3 oldest bikes out in front, we were off heading down the new eastern access road that by-passes Te Puke. Down through the Matata straights to Whakatane over the hill to Ohope and down the coastal Rd to Opotiki. The sea was flat, no wind and a blue sky what a great sight – man it's great to be a motorcyclist!

Gas up at Okotiki and grab a spot of lunch and right on cue Dave & Linley on their Hinckley Tiger rolled in having ridden from Fielding. Apparently, they left in a frost and Linley's only stretch of the legs was one run around the bike on the desert road to try and warm up.

With everyone gassed up, we headed for the East Coast road with our target being Waihou Bay for the night's accommodation. It was agreed we would cruise around the coast with the odd photo opportunity stop and then stop at the Te Kaha pub for a quick pint. The day was so clear you could clearly see White Island (active volcano) puffing away on the horizon. As we rolled into Te Kaha the person at the front must have missed the briefing and rode right past and continued out of town. Mike was horrified so Ray and Maxine stopped to join him at the local for a pint of their finest "Waikato Draught".

Everyone got to Waihou Bay and discovered we were missing so Dave and Linley were dispatched to see what we were up to. No drama really and we all puddled our way around the coast enjoying the beautiful view.

The accommodation and food at the Waihou was awesome. What a great night with some staying in the bar others going for a walk to the end of the road and others off to bed early.

The next day dawned just as good as the previous day. Another great meal for breakfast and a group photo and a bit of banter with the bar staff and the riders briefing for the day as today we walk up to the East Cape lighthouse. Enroute we stumbled into a couple of

obstacles on the road as you always do when travelling the Cape and that's either dogs, cattle or horses for us today it was two lots of stock that had escaped the paddock so luckily we have a couple of farmers in our ranks to sort the problem. Once at Te Araroa not everyone was keen to ride the 20 odd km's of gravel to the lighthouse so a group headed off. No drama on the road apart from a couple of incidents – sorry again for the Paul but good reactions mate well done.

The farm scene and stock control on the roads didn't improve as the farms moved from fences with loose wires, fences with posts and one top wire, fences with no wire, only posts then simply open paddocks with no stock control at all. However we managed to navigate the hazards. On arrival to the lighthouse we all took a big breath as it was 700 steps up to the top in bike gear. Everyone made it but most were sucking in the big ones.

On the way back to the rest of the group Kerry lost his rear foot peg which wasn't discovered until Brenda jumped on the back. Chas, a quick thinking Vegas member, as quick as a flash had the rear peg off Joel's bike and onto Kerry's bike, and as fast as you could say "who stole that foot peg" we were off.

Te Puia Springs was our next stop for fuel but all the lunch places were closed so we continued on to Tokomaru Bay pub a wee pub we had been caught at previously and ended up having to stay the night. But today we were on a mission as Lee and Brian were expecting us in Gisborne. After lunch we were down the road for a photo opportunity at the long jetty and then off to Gisborne.

On arrival at Gisborne there was a big group of people waiting to greet us. The jug was boiled and the kids carried plate after plate of food around to the group. We spent a good hour enjoying their company and hospitality then after taking the kids for a ride up the road that they won't forget in a hurry, we headed into town to the Top Ten.

Here Geoff and Jo caught up with the group after travelling over the Waikaremoana road to Gisborne on the Aprilia. Whilst some unpacked others looked at Joel's bike and a group of us did a bottle store run. Beer, wine (Arrogant Frog), rum and green ginger wine were purchased and back to camp we headed.

That evening we all congregated in the kitchen area taking over the bench seats. Ask Jocelyn about the French guy who burnt his dinner and took offence at the mention of the arrogant frog – little did he know it was the bloody wine.

It was well and truly dark when we ordered \$101:50 worth of pizza's and the night rolled on as we reminisced about our old mates and the rides we had done. Thank god we ran out of booze and green ginger wine as I think there would have been a few big hangovers the next day.

Sunday was the last day and it's a simple plan today, get home safely. Keeping with tradition with the old bikes out in front, we were off toward the gorge. Dave and Linley headed off in a different direction down the coast towards Napier taking that direct route



to Fielding. Chas turned off at Matawai to head through the hills towards Waikaremoana taking on some back road gravel.

First stop for the rest of us was the half way memorial where we had placed a memorial stone to the 2013 Cape tour.

The evidential photo was taken and we were off to Opotiki to refuel and say some further goodbyes as the group would split in half just after Kutarere and head in different directions.

The rest of the trip was uneventful and I was home by 4:00pm, 1100kms later. This was our first overnight Remembrance Ride and it was just a cracker. Great weather, roads and awesome company. I suspect next year's ride will be another overnighiter.

Ray Hayward
TOMCC NZ Waikato Bay of Plenty

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.

3rd Moose Safari, October 2015 or “Ken, go catch that bus”

All members had been informed that TOM-CC NZ Otago & Southland Chapter's Moose Safari is on for Labour Day weekend so all that was left to do was look forward to enjoying moose hunting Triumph style.

Local members John Witherington (head hunter, that is hunt leader, not hunter of heads, oh well, you know what I mean!), Bill Riddell, Gilbert Stace and myself all answered the call to head into the hills in search of our elusive prey. One of our members David Perez remained on call at the Dunedin Hospital in case of injuries from a Moose attack. Waikato/BoP members will have some knowledge of such things.

In Southland, bike preparation is underway. As always, for the Moose Safari, John's favourite ride is his 1968 T100C Trophy Sport. As you will recall from a previous issue of Triumph Times, due to its off-road capability the Trophy is ideal in the hunt for the giant swamp donkey – the Fiordland Moose.

With a \$100,000 reward offered for catching the Moose, a camera is being fitted and tested on the bike. GoPro – good picture and sound should capture the events. With 2 minutes and 42 seconds into the first test run with the camera, the Trophy is humming along and the audio which is really good on these things, records the exhaust note, then that moment – silence – as the engine winds down to a stop! You wouldn't read about it Ray, its like a Waikato/BoP Chapter run. Something or someone breaks down and we haven't yet started the ride.

After testing for a spark its found that the electronic ignition has packed up. A day and a half out – a call to Andy at Pazon Ignitions and a unit is on its way to replace the Boyer unit. One asks why Pazon Ignition over Boyer? Andy

having worked for Boyer claims to use better parts and offers a 7½ year warranty.

Back up bikes had already been prepared, just in case – a choice of a T140 Tiger or the “Slayer”, a very effective bitsa Bonnie featured in the Dec 2014 newsletter - Klondyke Cruise to the Coast. But the parts arrive in time and are fitted the night before so the 500 is go again.

Meanwhile, further north in Otago, I had arranged with Gilbert to meet up in Tapanui, with me coming from Mosgiel and Gil coming from Cromwell. After a pleasant days ride in rapidly improving weather we meet up with John and Bill at the Top Ten motorcamp in Te Anau.

It was just as well John had organised the accommodation as I had completely forgotten to do so! A last minute panic but John came to the rescue. Thank you John.

It was sometime during the evening that somehow I had been volunteered to cook breakfast before the next morning's departure on the Moose Hunt.

Accordingly, as designated chef I rose early and got stuck into breakfast preparation. All went along nicely and then took a somewhat bizarre turn. As always John is on the lookout for interesting publicity and photos. With this in mind he suggested that we pretend to add a dash of bourbon to the fried tomatoes. I couldn't resist taking it a bit further and so was born a Moose Safari tradition – “Moose Safari Bourbon Fried Tomatoes at the Long Lost Moose Cafe”!

And so, with full tummies and a slightly different twist to a “full English breakfast” our intrepid quartet of Moose hunters headed of towards Milford Sound in the early morning sunshine in hopeful pursuit of Maggie, the elusive Moose. Also hoping the excessive number of tourist

buses on the route would not frighten her off too much.

As it was, buses were to somewhat dog the whole trip. The first instance when they stopped for a photo opportunity of a nice mountain scene. I had placed my camera with timer on a fence post across the road. Result – a good picture of a passing bus! Next attempt would be at the entrance to the Milford Tunnel.

Coming down into the Eglinton Valley, we were met with six tourist buses on both sides of the road disgorging what seemed like hundreds of Asian tourists. From a distance they looked like black insects spread across the tussock floor of the valley. NZ needs tourists but this sight was a bit disturbing. Still, seeing the look on their faces as the motorcycle mounted Moose hunters screamed past was priceless.

After riding in and out of sun-dappled stands of beech forest the road climbed up a valley between towering snow covered peaks towards the entrance of the Milford Tunnel.

Once again we had a bus problem. Whilst waiting to enter the tunnel John asked me to cross the road and take a photo of him and the bikes. Simple you would think, but no, once again a good shot of a passing bus. Too late to get another shot as it was the downward traffic's (that was us) turn to enter the tunnel. As we awaited our turn to go in, the last lot of traffic coming out of the tunnel was a group of about 6 or 8 bikes with riders in brightly coloured floral Hawaiian shirts over their riding jackets. I recognised them as a group



Our happy Moose hunters arrive at Milford Sound. From left to right, Gilbert Stace, Ken Spall, Bill Riddell and John Witherington

from MCR Motorcycles in Dunedin. We later found out that they were out to celebrate the first spring ride of the year, hence the coloured shirts. Nice custom, could TOMCC NZ do something similar?

Descent into the downward sloping tunnel is always a little exciting. Coming suddenly out of bright sunshine into the darkness of the rough-hewn cavern does take a bit of adjustment. But the bikes do sound good as the exhaust notes bounce around in the darkness.

A quick dash in warm and brilliant sunshine and we finally arrived at Milford Sound. No Moose were spotted along the way, the unseasonably good weather probably meant that the Moose were able to hide in the upper slopes beyond our reach.

On the way back through to Te Anau there was an idea that the group might make a detour to Gunn's Camp. Arriving at the turn-off we found that DoC had closed off the road. Now having taken a member with military experience in explosives on a Moose Safari in the past has resulted in some severe road and



Sunshine and snow at the Milford Tunnel entrance



Triumph riding days don't often get better than this!

environmental damage. It had been rumoured that a stray nuclear device found in the undergrowth had been used in an attempt to flush out our quarry.

DoC upon hearing we were covertly going in there again, quickly closed off the road to Gunn's thus hindering our ability to flush the Moose out of hiding – but only for this time.

So, unfortunately Margaret the Moose was not located, although we had a distinct feeling that we were being watched! But we did have a damn good ride in brilliant sunshine. To experience this part of the country in fine weather, going in and out, is a rare treat as Fiordland does have the country's highest rainfall. This is why going on a Moose Safari does mean being prepared for cold, wet conditions. The previous Moose Safari found us waiting at the tunnel entrance in a snowfall.

Our homeward ride took us through Lumsden where we had an excellent coffee at the rather unique Route 66 Cafe & Bar. It was along one of the long straights before Lumsden that John surprised us with what his little 500 Trophy was capable of. He was lead

rider and we noticed that he was gradually upping his speed, 120kmh, 140kmh, 160kmh. Yeeehaaa, he had us all following him at a Ton!!! Of course we should have known as the motor in his bike is an ex-race motor.

At Lumsden it was time to part and each go our own way – John headed off to Invercargill, Gil, back up the road to Cromwell, myself and Bill off towards Gore.

What a great weekend it was, no Moose but good company and a fantastic ride. Thanks to all who took part.

*John Witherington & Ken Spall
TOMCC NZ Otago Southland*



Tomatoes à la Bourbon



I don't use brand X for my chain lube!



On the Milford Road. We knew something had been watching us!

A Triumphant Cold Kiwi – we think !

Some of us have been going to the Cold Kiwi for a number of years. The weather has differed each time and by and large we have coped. So traditionally we have consulted the Met Service, The 6 o'clock news a'la Jim Hickey and even an old Gypsy who lives up the road who will for a bottle of Home Brew throw a few sticks, stones, Lion Red bottle tops onto a clean tablecloth and make a weather prediction without fear or favour.

Undoubtedly the same conclusion comes from these revered institutions in that you are no wiser and really nobody has a clue regardless as to what the Bloody Weather is going to do!! With this in mind the best approach can often be one of discipline, boldness and a certain amount of devil-may-care attitude. A type of military endeavour.

So we started off gathering intel as to who is going and who might be, who is a possible and who is a probable. Those with a lack of moral fibre type of thing need not apply!

We had volunteers for a Pathfinder Squadron who would go half way down the island on the Thursday to Te Awamutu and make a lightning dash for Horopito on the Friday morning to secure and hold the high ground. A Mayfair and Park Lane Neighbourhood would be established to allow the main body of probables to arrive and reinforce the position. This elite unit, a Wilkening Brothers affair of Andre and Pete AKA (Mad Mullah) was code named Blue Leader and Wingman!

So from the North we had a Taniwha squadron meet early at the Brynderwyns at 7 am consisting of Steve, Russ and Lewis plus the indomitably failed Kamikaze Scotsman, AKA Bill Ponsonby.

Nobody ever hangs about and away we head for BP Drury at a cracking pace. We came across bandits at Angels Dome Valley and the heavier traffic at around Silverdale and at that stage it was every man for himself as they negotiated Spaghetti Junction and the high house prices of Auckland.

Consequently, arrival at the BP Drury before 9 and time to gas up plus try and figure out of all the bikes and leather clad types just exactly who was going to be part and parcel of the Jaffa Squadron!!

At this stage we have 2 casualties in that they didn't even have to get out of bed that morning, as a result of back problems, and therefore did not make the Roll Call. Anyway, we had Pinecone Pete, Frogman Rik, Owen, Glenn in van with a few luxuries, and Phil.

Next stop to Whatawhata down the new super highway to meet up with the Waikato volunteers of Windows and Jules. Everything looking good at this stage with hopes that the weather forecasters had got it wrong and we would see good weather for the weekend. Nobody had a sworn affidavit signed by a JP or anyone else for that matter and a mood of optimism swept over these Shock Troops !!

The road down the back to Otorahonga is as good as it gets but as we left Taumaranui a small smattering of rain gave us a surprise and as we got closer to National Park, the clouds got darker and more ominous.

At Horopito the entrance to the Cold Kiwi has a kilometre of track to the official gate and this would best be described as a quagmire of 2 or 3 inches of slushy mud. Plus the odd pot-hole of porridge mud and a determination by some road ruts to put you and your precious bike on your ear.

Using our legs as outriggers we made it to the gate and the organised mayhem. Quads with trailers going this way and that and Glenn and the van in a small lake. Bikes spinning and wobbling and to top it all we have a message, received at Taumaranui that our neighbourhood is not quite Mayfair and Park Lane, more like the Old Kent Road.

The road into the tent area is more suited to cross-country style motor racing. Then it finishes and you are on a rutted paddock that is "freak out city" as you try to stay upright.

So we all get to a rally point. Pathfinder Sqdn have done a good job in getting a flat spot which soon fills up and we cart stuff up from the van and establish a Forward Operating Position.

Put up the Ezyups barbecue and brazier and we're thankful that Glenn has brought a bag of kindling as the wood supplied could be wrung out and the moisture shipped off to some middle eastern desert kingdom.

There are of course the usual pyromaniac folks who know how to get a wet wood fire going. A couple of beers, catch our breath and GladWrap is wrapped around a number of legs of the eazyup to form a remarkable wind break. This attracted a lot of ooohs and aahs especially from females and they are quickly termed GladWrap Groupies.

So we get the barbie going and are able to get some sausies and bread underway. Even though someone was offered Tomato Sauce they declined and mentioned that the charcoal part of the burned sausage would do fine. I remind everyone that in Scotland it's called Well Fired and not burnt, and that you pay more for Well Fired!!

So with lots of Bull and visits to the Loo plus a look at the Band, underfoot is now decidedly squelchy.

A 30 tonne digger starts up at around 9ish with some speculation that its operator is drunk and hell bent on destroying a lot of motorbikes particularly Harleys. He pushes a load of large logs and some small stuff into a pile and lights it up – it struggles to call itself a bonfire and goes out! Never mind.

So we managed stay on board 'til the back of 12, closer to 1 and then its head for the Land of Nod and watch out for the Cow Poos.

During the night there is the usual Freddie Kramer types who start up their bikes and rev The @%*# out of them just as you were about to reconnect with the usual cross between Wonder Woman, Bo Derek and Dolly Parton. Soon enough you need get out for a pee during the night and you know what that's like!

Come daylight and there is a bit of mist around and you can't see the mountain. It clears and we manage a bit of a breakfast which has neighbours looking on in envy –

thats right more well fired sausies and bacon and nuked onions !

Some of us had already decided that we would take a look at Waiouru Museum as they have a bit of extra displays on WW1 and all the medals are home after that prick Ronald Van Wakeren and his Dipstick Sidekick got around 11 years jail and remember Wakeren said he had not stolen them for profit. He only has 200 other convictions!! Go Figure!!

There was Mad Mullah, Glenn, Frogman and myself. We had a reflective time at the Museum. Frogman and I have done Military Service and we appreciate what the museum does – a lot.

We had done a bit of shopping with the Mullah saying we were going to have a Horopito Masterchef with chicken drumsticks and a curry. Some of the bread we had would suffice as chipatas and naan bread. Couldn't wait.

We head back to the rally site and on the way we noted an ever increasing number of dirty filthy mangy bikes and their dirty filthy mangy riders heading off into the sunset. No doubt not prepared to fix bayonets and tough it out. In contrast some very clean, shiny and blingy type bikes and people are heading for the site and a reality check.

So we get the curry going and The Mad Mullah excels himself with a feed for everybody. I couldn't tell who did the dishes but a lot of appreciative comments re Pete's endeavours were noted and he will probably receive a mention in depatches!

While away some of the more technically savvy folk had checked the met service and were alarmed at the predictions being banded around about severe weather warnings with the central plateau going to get hammered at 1 am Sunday Morning. A pleasant evening beforehand and we could see the snow ploughs working on the mountain in anticipation of the snow down to 300 metres we reckoned we were maybe at 800 or 900 so it was looking dodgy.

Bed early as a good night sleep will make sure the bed bugs dont bite. Wrong, at 1.00am the heavens opened up and the rain came down – all the way from hell. At 2.00am it subsides for a minute and a chance to get out for a pee and re-set the pegs to the tent.

Morning comes, look outside and its Cyclone Horopito has been through the the rally site, and its still raining.

Some of us had put the bikes down on the Mudway/Roadway facing in the right direction to exit. Others had brightly predicted get it in the morning, sweet as – not! Each bike had to be helped down the slope by 5 or 6 mates and then pack up the camp and beat a hasty retreat. Actually a rout is a better description, but we did manage to get out in one piece and none of our lot spilled a bike which is always your worst nightmare.

Total confusion at this stage and we are all separated and I meet up with Rick and Windows/Jules and we head home together a bit worse for wear but glad to see a dry bit of road to hang into. Eventually home for me at 4.30pm having left Horopito at 7.30am. We

did manage a pit stop at Pirongia Hotel and washed the rain away somewhat.

So we think that the moral of the story is that the new Cold Kiwi site does not do tor-
rential. The old site seemed to cope better but then this was a downpour. Some of our
brave bedraggled squadron are saying next year wait to the last minute and buy your gate
ticket, provided the weather ain't gonna try and spoil your fun.

*Och Aye, the Kamikaze Scotsman
TOMCC NZ Northland*



Mudville Horopito exit stage right.



How many scotsman do you need
for a good time?



Rattle your dags and dont let go !



Glorious mud, Glenn's van in Lake Horopito.



Glad we brought the brolly.



We happy few.



Owen knows the story.

Endless Summers and Motorcycles – part 2

The year was 1969 and an iconic movie hit the big screen, Easy Rider. It was a movie that was to have a big impact on our young impressionable minds.

My bike crazy mates and I decided to ride into Queen Street and see this much-advertised movie. It captured our imaginations with its scenes of two guys who had nothing better to do but cruise down big American freeways on Harley choppers, and smoke dodgy cigarettes – everything we didn't have – well, except the dodgy ciggies.

We roared into Queen Street and parked on the footpath outside His Majesties Theatre (the things you could do in the 60's) and wearing our long army great coats, no helmets and long hair we traipsed into the theatre. We were captivated for 90 minutes until the last scene, which left us stunned and disbelieving, we never saw it coming.

We stumbled out into the bright sunlight, hating ordinary citizens and anything that looked like a cop and authority. How could the heroes be killed off seemingly just because they rode bikes and were searching for a country they thought existed. Ok, ok, they might have sold a few drugs along the way to finance the whole thing but was that reason enough to shoot them?

Our feelings wore off in time but it did leave an impression on us. Life was so good to us in the 1960's. We had not a care in the world and spent all our spare time tinkering and riding bikes. At that time there were two factions on the North Shore in Auckland, the bikers and the surfies, much the same as mods and rockers in the UK I suppose.

There was never any conflict, they did their thing we did ours. With the advent of computers yet to hit, laws were very lax, none of the government departments talked to each other so it was easy to get away with almost anything. Traffic cops were easy going and you could actually talk to them and most times avoid a ticket with promises on top of promises to get a WOF the very next day or a registration the day after that.

There was a local motorcycle cop who rode a 650cc Matchless with crash bars and canvas leg protectors. Whenever he saw us coming in the opposite direction he would quickly drop his machine over and do an expert U turn behind us and pull us over just to cast an eye over us and our machines. There was always friendly banter back and forth, unlike today where its all business, write out the ticket and see ya later sir.

I rode a motorbike for years before I decided to get a licence (actually persuaded to by the judge in the traffic offences court). I went to the Traffic cop shop in Takapuna which was behind the central post office which is now the new mall/arcade thing in Hurstmere Road. The testing cop told me to get on my bike on do the tightest figure 8 I could do in the gravel out the back of the police station with my feet up on the foot pegs.

That was the test. Likewise getting a WOF we went to an old garage in Albany where the mechanic got on your bike roared down the road did a skid and wrote out the WOF. You can't help but get all misty-eyed thinking about how simple things were back then.

We rode like idiots with no regard for safety gear. Helmets were not required by law and really the only ones that were available were Bells from the USA which we couldn't afford anyway. If it was raining we wore ex-army great-coats, took our boots or shoes off, stuffed the socks inside, tied the laces together and hung them over the handle bars so they wouldn't get as wet as if they were on our feet.

One wet day I was riding in this fashion and a cop pulled me over and expressed his concern that I was riding without any goggles on – don't ya just love it!

Our long hair was everything. What a sight we must have looked to the general public, longhaired hoons on bikes, but the truth was we had a lot of fun and never hurt anyone in the process. How we survived I will never know, we got so pissed that we could hardly stand, and still got on our bikes. One morning I got up and cast a bleary hungover eye out of the bedroom window and there was my bike lying on its side in the middle of the lawn exactly where I had left it the night before.

I know a lot didn't make it, but we did – all except my mate Barry. He was the first to be killed and it was the first time I really cried, and cried, and it took along time to stop. I still visit his grave with his bike

keys glued to the head stone. RIP Bas, you crazy bastard.

In 1971 the lads decided to go on a summer road trip down to Wellington via New Plymouth and Wanganui. I remember really pissing my father off because my grandmother had just died. I told him that I wouldn't be going to the funeral because we were going on a road trip come hell or high water, or granny's funeral.

With a hiss and roar we headed out of Auckland, south towards New Plymouth. There was an assortment of bikes, I had just ditched my pommy shitter and bought a new 500 Suzuki Titan twin with an electric kick-starter, WOW.

One of my mates on the trip was called Blair Harrison or more universally known as Horace, who was to become NZ champion 250cc motocross rider. This guy could really ride a bike. He was fearless and half mad. He was discovered by the Los Angeles Hell Drivers and was recruited by them to perform motorcycle stunts touring the world.

We rode into New Plymouth and ended up down-town at the local beach. Sitting on our bikes we noticed a large sign saying "No bikes on beach or sand dunes". For Horace this was like red rag to a bull. He fired up his bike and shot straight off the road into the sand dunes. We sat on our bikes watching Horace have a wonderful time charging up and down the dunes putting on a real show for us.

We didn't notice the motorcycle cop turn up next to us. He enquired over the noise who the idiot was and of course we didn't know. Seeing the cop, Horace stopped on top of a large sand dune and proceeded to give the cop the fingers (two finger in those days). To our surprise the cop fired up his machine banged it into gear and took off into the dunes in hot pursuit. Horace led him deeper and deeper into the dunes until the cop and bike were hopelessly bogged down in the sand, Horace roared around him in showers of sand amid laughs and jeers from us up on the road.

Horace re-joined us and we departed for Wanganui with lots of waves and advice for the poor old cop who was furiously trying to free his stuck bike. I wonder what he told his boss.

A lot of fun was had on our road trips we were always getting into strife. Another memorable trip was down to Rotorua. My girlfriend was on the back and we ended up in a motor camp on the shores of lake Rotorua. It was pouring with rain so we rented a rough and ready bunkroom with no showers, just a sink.

After a couple of wet miserable days my girlfriend Julie said she wanted to have an all over wash in the sink so we all retired to the pool room to give her some privacy (we did have some sort of manners). After a while we noticed that Horace was missing so we went looking for him and found him peeping through the keyhole at my girlfriend having a birdbath. We grabbed him and dragged him into the room yelling and kicking, my girlfriend clutching a towel around herself.

We stripped Horace naked and covered him in handfuls of raspberry jam from a large tin found in the cupboard. He spent the next hour standing outside in the rain trying to wash the very sticky mess off himself to much hollering and hooting from us watching from the balcony. Of course we got thrown out of that place as well.

I guess I have my father to thank for my long motorcycling life. When I was living at home as a young teen we had a house with very little parking for cars, so my father said that I could not get a car, it was a motorbike or nothing, god bless him. That was forty six years and a lot of bikes ago.

Peter Hyde TOMCC NZ Waikato & BoP

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

Ivan Rush	Christchurch	Peter Portman	Waiheke Island
Brent McConnell	Christchurch	Ian McDonald	Papakura
Andy Deighton	Wanganui	Paul Jennings	Christchurch
Jan Graham	Rangiora	Alistair Edwards	Palmerston North

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 SATURDAY 30 JANUARY 2016

I, (name) MEMBER NO:

VOTE FOR:

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

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:/...../.....

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 SATURDAY 30 JANUARY 2016

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



2016 TOMCC National Rally Registration Form

23rd TOMCC NZ National Rally

26, 27 & 28 February 2016



OPEN TO ALL MOTORCYCLISTS

The Blue Skies rally site will be open from 12 noon Friday, 26 February 2016

(One form per person)

First name:			
Last name:		Email:	
Street:		Mobile:	
Suburb/City:		Phone:	

Bike details

Make:		Model:		Rego:	
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Accommodation (please tick)

Type Tent Bunk Bed linen \$15 per set (see info sheet)

No. of nights Friday only Saturday only Both Friday & Saturday

Meals (please tick meal preference)	Cost	Please select one main meal option
<input type="checkbox"/> Friday evening (includes dessert)	\$22.00	<input type="checkbox"/> Glazed ham on the bone <input type="checkbox"/> Chicken drumsticks
<input type="checkbox"/> Saturday breakfast	\$18.00	<input type="checkbox"/> Cooked, or
<input type="checkbox"/> Saturday breakfast	\$13.00	<input type="checkbox"/> Continental
<input type="checkbox"/> Saturday evening (includes dessert)	\$22.00	<input type="checkbox"/> Corned silverside & mash <input type="checkbox"/> Shepard's pie
<input type="checkbox"/> Sunday breakfast	\$18.00	<input type="checkbox"/> Cooked, or
<input type="checkbox"/> Sunday breakfast	\$13.00	<input type="checkbox"/> Continental
TOTAL MEAL COST	\$	

Rally shirt

(See the rally info page for the shirt design)

Style Ladies V neck T shirt \$30 each Men's T shirt \$30 each Unisex Polo \$40 each

Size Ladies T 8 10 12 14 16 18 20

Size Men's T & Polo S M L XL 2XL 3XL 5XL

Colour Black with white printing White with black printing

Size indications -half chest measurements: **Ladies T: 8 41cm: 10 43.5cm: 12 46cm: 16 51cm**

Men's T: S 49.5cm: M 52cm: L 54.5cm: 2XL 59.5cm: Unisex Polo: S 52cm: M 54.5cm: L 57cm: 2XL 62cm

Total Cost

Please complete with your selected options to calculate how much to pay:

Registration fee	\$50.00
Rally shirt	\$
Meals	\$
Bed linen hire	\$
TOTAL	\$

Payment options:

Cheque: Payable to TOMCC Canterbury Social Club

Internet: Bank account details **Account no: 02-0863-0171569-000**

Please include following details on your payment:

Surname and bike registration in the reference section

Post the registration form and cheque (do not mail cash) to:

TOMCC National Rally, c/-23D Hamilton Av, Ilam, Christchurch, 8041

Pre ordered rally shirt & meal orders MUST be received prior to 31 January 2016.

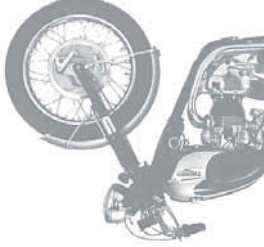
A rally receipt will be mailed back to you.

Disclaimer: In signing this form I/we agree to abide by all the rules of the rally and will hold blameless all organisers and/or officials connected with the rally for any injury, loss or damage at the rally or travelling to or from the rally. R.O.A.R., No patches, No dogs, No glass, No BYO and No attitudes

Name: _____ Signed: _____ Date: _____



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



TOMCC NZ Inc Club Clothing and Regalia

Fresh supplies of new clothing and club regalia have finally arrived. Items will be black with white print unless stated otherwise.

Additional items such as badges, beanies and caps are also available for viewing and ordering off our website <http://tomcc.co.nz/regalia/>

CLOTHING

Singlets & Mens short sleeve T's

Large logo on the front - \$20 each Available in black or white

Ladies short sleeve V neck T's

Large logo on the front - \$25 each

Long sleeve T's

Large logo on the front - \$25 each

Polos - Mens or Ladies

Small logo on the front left side and "Be part of the legend" in large print on the back - \$35 each

The logo image in black with the white background is a "Heritage Edition" and stocks are limited.

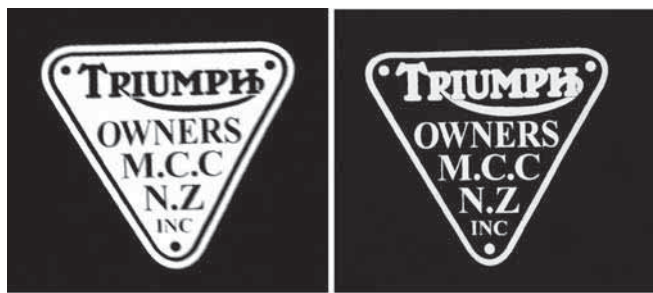
Due to different manufacturers using different sizing please supply your half chest measurement in centimetres (ie measure from seam to seam across the chest on a similar garment) rather than small, medium, etc.

NEW REGALIA

Black coffee mugs featuring our logo - \$15 each

Cafe thermal mugs featuring our logo - \$20 each. These have a stainless steel inner. They also have a lid, and handle

If you have any questions please contact John Milligan, phone 03 339 6430 or 027 637 6844 email: jandwmilligan@gmail.com



INTERISLANDER FERRY – GROUP DISCOUNT

Triumph Owners Motor Cycle Club New Zealand Inc

Group Booking Reference: FA5366

Fare details are available from Interislander – Phone 0800 878 898

Group Booking conditions and instructions for members are:

- Each reservation must be made direct with Interislander – Phone 0800 878 898
- Online <http://www.interislander.co.nz/Booking/Group-Bookings.aspx>
- Every reservation will be given an expiry/payment date, required to be paid in full by that date
- Each rider to take own tie downs
- Membership card to be shown at check in
- Space is subject to availability at the time of the booking request
- Refunds: Once paid, fares are 90% refundable if cancelled prior to check in and non-refundable if cancelled after check-in
- Fares valid through to 18 December 2016

BLUEBRIDGE FERRY – GROUP DISCOUNT

Negotiations are currently underway with Bluebridge in the hope of securing a Bluebridge ferry discount for TOMCC NZ members. As soon as details are finalised your Area Co-ordinators will be informed and they will then pass the relevant information on to you. Details will also be published on our website.

Triumph Times Editor: Ken Spall
Phone 03 489 -1740 or 021 26 99 530 Email: spall@callsouth.net.nz
7 Glasgow Street, Mosgiel Otago, 9024, New Zealand
The deadline for the next issue of Triumph Times is 13 March 2016