



Established 1993

# Triumph Times

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



TOMCC is a member club of WATOC

## TOMCC NZ Northland AGM Ride & BBQ



30 Oct, Another fine but bloody windy Northland Sunday. Checked the Bonnie and off to the Club Rooms (Fringes) for our AGM. This coincides with our annual People's Choice Award where members of the unsuspecting public are asked to pick their favourite bike from the ones parked outside the pub.

After the general stuff and members voted on our other two trophies it was our monthly meeting discussing everything on Deb's agenda – this over the hard choice of where to go for a ride. Parua Bay Tavern was picked so we saddled up and headed for the coast. 11 bikes of the usual Triumph Harley mix including a Moto Morini 350 with Liz and Debs bringing up the rear in the BMW soft top.

The car park at the pub was empty on our arrival so we took up the whole area in front of the old Tavern. The strong wind was blowing straight onto the large deck but wasn't too cold as we spent a pleasant hour enjoying good beer, lots of laughs, and being entertained by several boaties trying to get their boats on the trailer in the windy, choppy conditions. Next stop back to the Club Rooms (Fringes) then off to Jocks for a BBQ lunch. I didn't go for lunch but the pics show everyone enjoyed themselves. Thanks to Deb's for the photos. Another good ride with great company.

Worzel

TOMCC NZ, Northland



### TOMCC NZ Nominations 2017

	Nominee	Member Nominating
President	Wayne Woodward	Peter Free
Vice President	John Witherington	Ken Spall
Membership Secretary	Melissa Todd	Barry Shipp
Treasurer	no nominations received	
Regalia Officer	John Milligan	Wayne Woodward
Newsletter Editor	Ken Spall	John Witherington
Website Administrator	no nominations received	

#### Area Co-Ordinators:

Northland	no nominations received	
Auckland	no nominations received	
Franklin	no nominations received	
Waikato / BoP	Allen McLeod	Ray Hayward
Taranaki	no nominations received	
Wanganui	no nominations received	
Manawatu	Barry Shipp	Melissa Todd
Canterbury	Peter Free	John Milligan
Otago / Southland	John Witherington	Ken Spall

Voting forms are on page 11



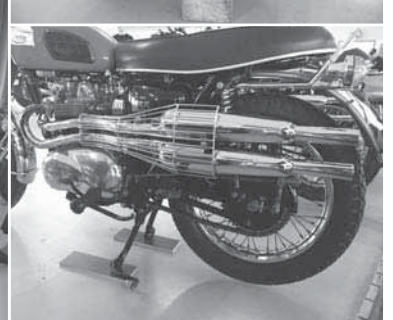
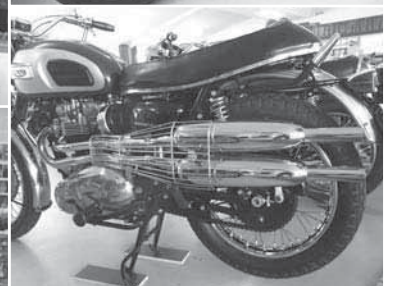
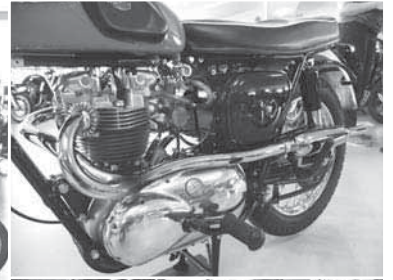
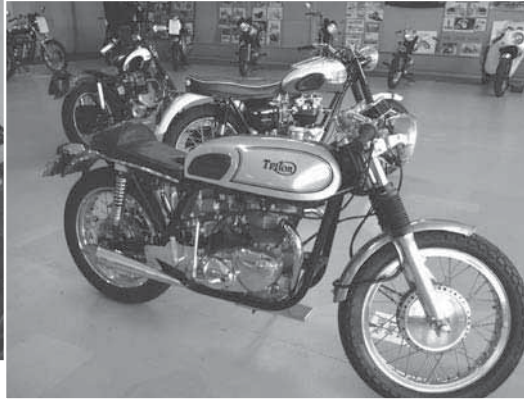


# Triumph Bike Show, Christchurch, October 2016



Over a sunny spring weekend the TOMCC NZ Canterbury Chapter created another memorable and very successful bi-annual Triumph Show at the Woolston Workingmens Club in Christchurch.

A large and varied collection of Triumphs from all eras drew an enthusiastic audience, as well as an encouraging number of new members joining who took advantage of the opportunity to get to know just what TOMCC NZ can offer the Triumph rider.





# Combining Two Passions

I have a love of running marathons and riding my motorbikes. I have just completed my very important long term goal of completing 100 marathons before I'm 60 years old on the original course that Phil-lepeidis ran from Marathon to Athens, Greece to inform his Army of victory over the Persians.

I have 4 motorbikes, 3 Triumphs (1998 Thunderbird, 2011 America & 2012 Storm) and a 2013 Moto Guzzi V7 Cafe racer. I can't afford to have all 4 bikes registered all the time so register each one for 3 months. I ride my current registered bike to all my NZ marathons, subject to weather, which gives me a great deal of pleasure as well as a challenge battling fatigue after a marathon, riding home again.

I have run Auckland Marathon and the Lydiard Legend, also in Auckland, many times and ridden my motorbikes up and back in some very miserable weather, including snow through the Desert Rd. Have I fallen off? The answer is yes but not seriously enough to stop me continuing my journey to get home and ride again to the next race.

I have run all over the world on all 7 continents, twice including Antarctica. I have also hired and ridden bikes in a lot of countries. In 2011 I ran New York Marathon, then hired a Harley Davidson and rode down the coast to Miami whilst my long suffering partner, Rachel, who loves Classic Cars not Bikes hired a brand new Red Mustang convertible with 400 miles on the clock. We both are living our dreams and long may they continue.

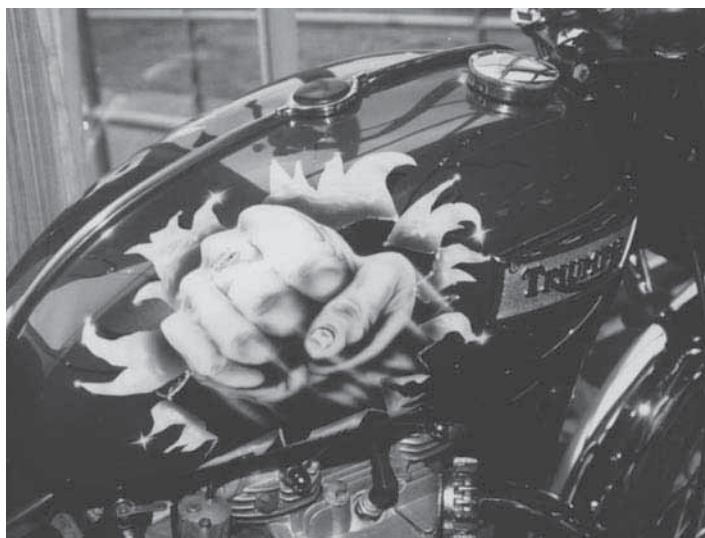
*Paul (The Black) Knight  
TOMCC NZ, Canterbury (Blenheim)*

**Thank you Paul. We need more articles like this from our readers. Yes, you, our reader – it's now your turn to send something about yourself and your Triumph rides to your club newsletter!**

*Editor*



## The Challenge – bring out “The Hot One’s” for 2019



With it being only a couple of years out from the 2019 WATOC Rally of The Year, now is the time to prepare your best or original Triumph for the occasion.

This is a call to all our members, throughout New Zealand, to get that re-build finished, to get that bit of chroming finally done, to get the paint job finished that you've promised yourself for so long. Prepare and ready some of your best or original Triumph motorcycles to bring to the 2019 WATOC Rally of the Year. You've still got time to do it. Don't be standing in the crowd wishing you had put your original back together, get started now !



## TOP OF THE SOUTH

### Motorcycle and Scooter Rentals




Hinckley Bonnie, BMW R1200R, BMW F800ST & G650 GS, Suzi DR200's

Free collection at Nelson Airport 3 days + hire  
Enquiries welcome on '67 BSA Thunderbolt

**Unlimited km's, Insurance, Helmets, Luggage  
Equipment provided – All inclusive  
Check website for rates & details**

Discount applies to Club Members

**Enjoy the freedom of the Top of the South  
and beyond.**

Contact David Arnot to tailor an option.  
**www.tosnz.com email tosnz@outlook.co.nz**  
63a College St. Motueka, 7120, New Zealand  
0800 Motors 0800 66 86 77

**Rates dependent on bike, season and duration of hire**

**Contact David Arnot in the event of mishap or  
breakdown near Motueka. I will collect and store  
bike until arrangements are made.**



# Canterbury Chapter Annual Whitebait Run 2016



In spite of wet weather, Canterbury's ever-popular annual Whitebait Run, was very well attended by members from all over the South Island. The traditional breakfast of whitebait in a slice of bread and butter was rapidly demolished before setting off on a wet ride to Karamea via the Seddonville pub. That evening after a late but very sociable meal at the Denniston Dog in Westport, the handful left standing enjoyed an energetic evening of karaoke singing back at the McManus Hotel.





## Badger Earns His Stripes – 2016 Triumph pre-unit tour

About 250 days out, Trev commenced his usual countdown to the upcoming Triumph Pre-Unit Club's annual rally, with this one eliciting a response from Ray, "Bryan has finally got himself a pre-unit Trev, so include him in the emails" to which Trev replied, "What has he purchased?" "A 1956 TR6 Trophy-Bird" was the reply.

With the rally in Nelson and our South Island jumping off spot being Picton, the challenge was to pick a route to not only interest us all but test Bryan and the new Trophy-Bird.

A 30 minute YouTube video on the road out to French Pass ticked a few boxes. 5 minutes research via Doctor Google showed not only 100km of public road on D'Urville Island, but also a barge or car ferry to enable us to get there.

This year's pre-unit side trip was set: Picton via Queen Charlotte Drive to the Rai Valley, French Pass, car barge to D'Urville Island and return to French Pass, on to Nelson and return to Picton.

The Wednesday evening before rally weekend everybody assembled at Dave & Lynley's in Fielding. Bryan (Badger) '56 TR6, Mike '63 T120 Bonnie, Pete '51 6T Thunderbird, Ray '51 6T Thunderbird, Dave S '58 6T Thunderbird, Dave K '56 6T Thunderbird and Trev on the '42 5T Speed Twin (I hear you groan with surprise here readers, yes, Ted survived the war!).

Thursday morning the plan was for 6 of us to get to Wellington, cross on the ferry and stay at the Top 10 in Picton. Less than 1km up the road and Trev's steering was still showing signs of overtight headstock bearings, manageable at cruising speed, so we decided to keep going and stop in at Joe Hannah's in Plimmerton to borrow the appropriate 1-1/4" spanner to back the nuts off a little.

All went reasonably well as we passed through Paraparaumu when an almighty noise like a chocolate wheel came from Trev's 5T. Haul the clutch in and coast to a stop.

Quick check and nothing sticking out the front of the cases, no globs of oil in the end of the muffler and not seized. Off came the helmet and gloves, out came the tools which was not a good sign for the rest of the boys parked 500 metres up the busy road.

Rear chain was intact and tension was OK so off with the primary inspection cap. The primary chain was so loose that the only explanation of the noise was the chain had to be slipping on the drive sprocket. Pete and Mike, who had come back to check on the malady, then returned to communicate the problem to the rest of the tour group as Trev re-adjusted the gearbox, checked the chain tensions and we were soon back heading south to Joe's to adjust the steering.

Into Joe's with Bryan & Pete who wanted to buy some spares while the rest continued on to Wellington. With the aforementioned overtight head stock bearings now loosened off and Pete and Bryan's pockets filled with their "must have spares" we headed to Wellington and a fuel/coffee stop at the BP servo



at the waterfront. Meanwhile, Ray, Doc and Mike having an hour to fill in before Trev, Pete & Bryan caught up, decided to park up and take a walk along the waterfront in a very strong cool wind. Loads of locals out jogging like there was nothing wrong at all, strange folk those Wellingtonians!

At this point we received a text from the Interislander informing us that the ferry was running late due to a bloody truck driver who got his rig stuck on the previous sailing.

Fuel and coffee'd up and with still over an hour to fill in to our new check-in time we took a quick tour via Oriental Bay, Rongotai, and Mt Victoria tunnel then out to the Interislander terminal.

What a bleak shit hole the Interislander terminal was, and not Ray & Trev's favourite place after the last pre-unit tour's slashed trailer tyres (see 2015 pre-unit tour report).

Finally we were given the all clear to load and in company with a lone BMW tourer and a Harley we were soon tied down and in the bar.

Despite the gale force Northerly forecast and tying the bikes down with everything we could find it was a smooth sailing which saw us finally into Picton an hour late. A quick stop at the Fish 'n Chip shop for Elephant Fish and chips and the off license for a couple of bottles of rum then on to the Top 10 to check in.

This year we were in 3 neighboring units at the rear of the complex (wonder if that had anything to do with last year's shenanigans?)

With everyone settled in and the bikes locked up, it was into the fish and chips and the first of the rum.

With the excitement of the first night away the boys got a little carried away and ended up knocking off two bottles before deciding to turn in for the night. Why oh why do we always blow out on the first night?

We awoke to a text message from Dave S who was catching the early ferry. He had got all the way to Picton and was backing into the dock when the harbour master closed the

wharf to all landing vessels due to the 7.1 earthquake earlier that morning in the Gisborne area.

At first we thought he was taking the piss and offered to boost it to higher ground just in case Picton was under threat. What is it with these big earthquakes hitting NZ on the Saturday morning of the Pre-Unit Rally? I am sure our readers will recall the year we were in the Trout Hotel when the Christchurch quake struck.

Soon enough we were in town when Dave's ferry docked and he joined us for the traditional pre-ride breakfast, the "big breakfast". Once gassed up we were off around the Queen Charlotte Sounds. Not the best idea as the road was covered with grit laid down for ice, and just as much mud from slips after all the recent rain, making it a slow journey.

We cruised up to the Rai Valley then right into the the road to French Pass. The wind was increasing as well as the rain. A signpost told us French Pass was 60kms away and travelling time was 1 hour 40 minutes, which pointed to this being a very tight windy rough road. As it turned out the weather conditions added to this making it at over 2hrs, a very slow trip.

Low cloud, very strong winds, piss poor visibility (50 metres max) 23 kms of gravel and clay plus the road was unknown to all of us. It was a tough ride, 23km in first and second gear. Still, we are Triumph pre-unit riders and tough bastards, so we battled on, finally arriving 35 minutes late at the French Pass servo where we had booked ahead to make sure he was open. The owner greeted us with a non smile and gruff comment, "you're late, where you bloody been?". Hard to please some people, he was lucky we made it at all!

The ferry to D-Urville island was also waiting for us but at least he was a little more pleased to see us. The second challenge was now to make it onto the ferry which was moving around with the wind and tide. This

looked a very dodgy manoeuvre I must say, but everyone got on board without getting wet boots.

The plan now was to drop the bikes off and carve off a few of the roads which were rumoured to be over 100kms long, however the weather forced our hand and we needed to get to our accommodation for the night and into dry gear. So the ferry man called the accommodation man to come and get us earlier after we had locked the bikes in the old stock corral near the wharf.

Ash, our host turned up on a boat called Absolut Debt which made us chuckle. We loaded all our gear into the boat and cruised out of the bay. We had one important task to complete before heading to the Lodge and that was to catch our dinner, a bin full of blue cod.

As it was raining we were all still in our bike gear. Dave S kept his helmet on so was dubbed the "Stig" whilst fishing for the cod. Fishing was easy and in less than 40 minutes we had our limit. With a "lines up" the skipper pointed the boat north and opened her up.

Twenty minutes later he throttled off and glided into a private jetty at the head of a cluster of buildings in Catherine Cove.

We set up a chain gang and all our gear was soon unloaded and we followed Ash to our evening's accommodation. Here we had the choice of either beach view or bush view. The choice was very dependent on the weather, so with the beach view not having fireplaces, bush view it was.

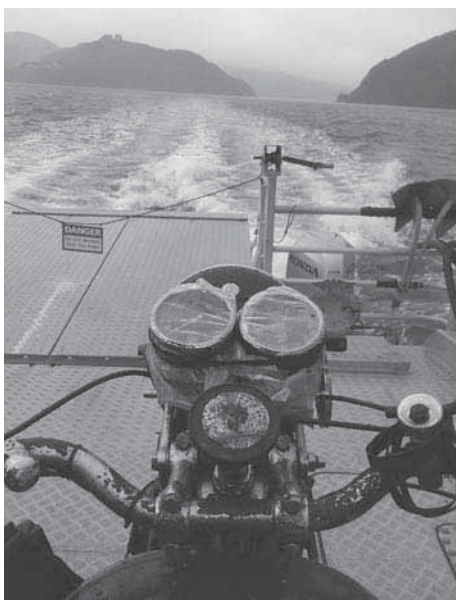
Lots of mutterings from our host as his staff had lit the fire in the wrong unit, but he soon returned with a pile of paper (telephone directory), kindling and wood. Didn't take long before we had a roaring fire going and our wet gear hung up on every hook or chair we could find.

With Ash now having to return to French Pass to pick up his wife (Virginia) who had gone to Nelson for supplies, it was time for us to pop the cap on a bottle of the Captain's finest and explore our surroundings. Check it out at <http://durvilleisland.co.nz/>

The resort is located in a large cove with a private jetty with about 6 metres of water off the end. There were two large flat grassed areas with the resort bar and restaurant in the middle and a mix of accommodation from self-contained bunk cribs sleeping up to 10 set back on the bush edge, to queen bed naughty weekend hideaways almost on the high-water mark, having incredible views out over Catherine Cove.

An hour later and with the best part of a bottle gone Ash had by now returned and soon had our fish filleted and the bar open. Over the next hour slowly, in ones and twos we drifted into the bar, where we discussed the day's events over a beer while Virginia and Ash cooked our dinner, fresh Blue Cod, salad and chips.

Not just because we caught it, but that fish would have to be the best fish n chips we had ever experienced. Three large fillets each followed by a large tray with a dozen or so fillets all cooked to perfection and then we ended up

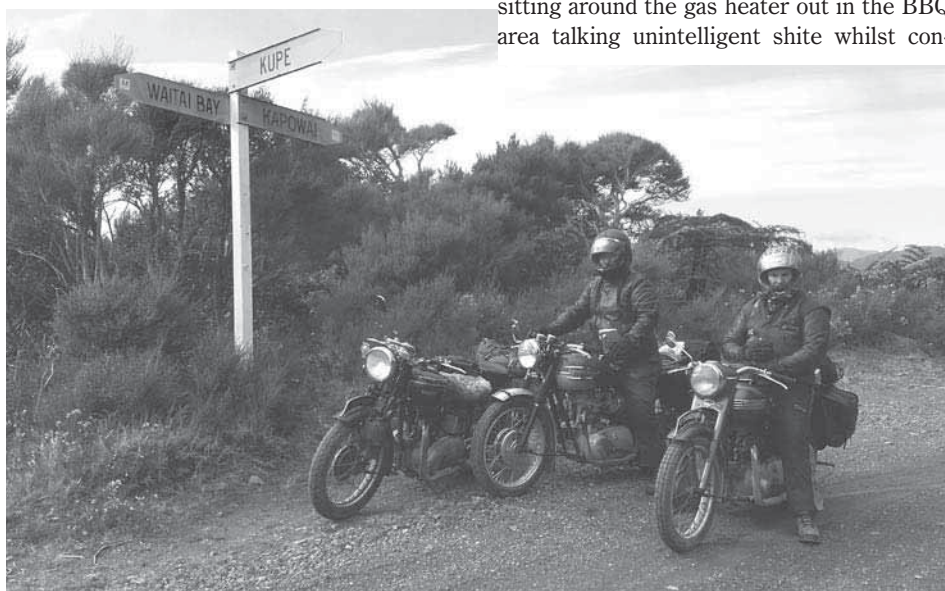


gifting the last 4 uncooked fillets to a couple of backpackers staying there.

It had been a long, wet, tiring day which saw most of us wander back to our crib for a last nightcap and bed around 10pm. Last instructions to everyone were "whoever gets up during the night for the bathroom has to stoke up the fire."

During the night the wind and rain had stopped so we woke to a cloudless sky. After a quick breakfast, bikes were rolled out into the sun, Trev's battery was hooked up and while Dave worked on his electrical problem a couple of others decided to laze in the sun. Ray, Mike & Trev took advantage of the hour's wait for the car ferry to explore a small part on the island's roads.

The climb up out of Kapowai (first gear only here folks) to the top of the ridge would have to be the steepest road we had been on, seemed to just keep going, firstly through regrowth bush then after a couple of kms through Beech Forest before we came out into the open on the top of the ridge with views to Africa. It took us 30 minutes to climb to our vantage point and 20 minutes and smoking rear brakes to get back down. We did less than 10kms of about 100km of publicly accessible roading on the island but it was more than enough to whet the appetite and



make us want to go back sometime for more.

Bang on 11.00am, the ferry which operates on demand only, pulled in and we are soon on board with our bikes and heading back to French Pass. This loading and off-loading onto the ferry needs a mention as the ramp at about 3 metres long and only 600mm wide has the potential to turn bad very quickly with the rider ending up in the sea.

It was amusing to watch the first mate (a black and white heading dog) check us out and then dash from side to side forward, on the lookout for dolphins and seals.

All too soon we were unloaded at French Pass, a quick lineup of bikes by the wharf for a team photo, then in weather that was the other end of the scale from the previous day we set off back to the Rai Valley and on to Nelson.

Great ride out with about 25km of the 60km ride on very narrow winding roads with sweeping views out over Golden Bay. Few stops for photo opportunities, otherwise it was fill ya boots to the designated regroup point at the intersection with SH6 in the Rai Valley Interesting ride through the Rai with yellow clouds of drifting pine pollen laying a thick yellow coat over us. Arriving in Nelson and with Mike leading we headed to the Royal Hotel for a well-earned pint and pie.

Slowly over the next hour we were joined firstly by Les & Lee from Christchurch on their Speed Twins, then Wayne & Wendy from Wanganui who, hearing the sounds of rattley tappets had followed them to the pub. At around 6pm the craft brew was starting to have an effect so we decided to head to the Rally HQ at the Prince Albert to register and claim our beds for the night.

About 20 bikes were already there so time to greet old friends and tell stories about our adventures on D'Urville Island.

It was interesting to watch people's reactions when we were asked, "did you get to French Pass?" with our response, "Yep, passed through there on our way to D'Urville Island". I would guess that D'Urville Island is not on many motorcyclist lists of 'places to go'.

Great night with a huge roast meal and \$6 pints but the evening ended with most of us sitting around the gas heater out in the BBQ area talking unintelligent shite whilst con-



suming another couple of bottles of Mount Gay ("knowing the consequences the following day, why do we continue to do this to ourselves?" I ask).

Sunday, once the obligatory big cooked breakfast is dealt with, it is time for the AGM. Not a lot on the agenda as there was no agenda. Top bike went to a very tidy 1959 Bonnie, Wayne & Wendy put their hands up to organize the 2017 rally in the lower east of the North Island and a spiel shorter than a wedding speech from Badger (Bryan) and another new member from Nelson, then we lined the bikes up for the rally photo. About 30 bikes this year which was down a dozen or so on previous years but still a great sight to see that many Triumph pre units all lined up.

At mid-morning, and as different groups loaded up to head off home we held a team meeting. "Load up and first gas stop at Havelock?" nods and general agreement all round so away we went.

Did I say Havelock first stop, bloody hell what did you not all understand? The first two riders (Ray & Trev) arrived at Havelock and there was nobody else with them, as for their own mysterious reasons the rest had decided to stop at either Rai or Pelorus. Never mind as by now it was raining again and bloody cold so off we went to Blenheim for lunch then a short blast up the road to our pre booked accommodation at the Spring Creek Pub to see if we could check in early.

Check in and Mike, Dave, & Pete, who had decided the previous day not to tour D'Urville island, decided to get some extra road time in and head out towards Cloudy Bay. They did not get far as with Pete's generator giving up the ghost and starting to leak oil and once again heavy rain threatening, they decided to head back to the hotel and socialize with the rest of our group.

What a great pub, roaring fire to dry wet gear in front of, the biggest Whitebait patties for dinner I have ever seen and cold beer, what more could a man want? Despite being on a very busy intersection with SH1 and the Renwick - Spring Creek Blenheim by-pass it was surprisingly very quiet overnight and

at only \$50 per head, including continental breakfast, very good value (that's another old pub ticked off the list).

Monday morning and with an 8.00am sailing we were up early, toast and cereal was soon downed and we were on the road. With a couple with little to no lights, it was Dave in front and Mike at the rear with the rest of us squeezed in the middle, some with both lights, some only with tail lights and some with nothing, but we got there safely as always.

Check in at Bluebridge and not long to wait before we were signalled to get the bikes on board. Once again a Northerly was blowing, so a very flat uneventful sailing. Rider brief for Wellington was to head off the boat to Parliament, photo in front of bullshit castle then up the Ngauranga Gorge to Plimmerton and Joe Hannah's workshop so Pete could undertake repairs to his ailing generator.

So with Dave leading out onto the Hutt Road and up to the Ngauranga Gorge what happened to Parliament? We arrived at Joe's and Pete's 20 minute repair was firstly extended to 30 min, then 40 min then 1hr and finally 2hr and a mortgage. Meanwhile, everyone else had gassed up so we were a little surprised to say the least when Pete sailed right past the gas station with the comment "nah I should be right for gas" Over the Hayward's, north to Upper Hutt where Pete decides that maybe he won't be OK for gas, stops while 6 cold and wet bikers wait.

Then turn left into the Akatarawa Road from Upper Hutt to Waikanae. Just on 40km of very narrow (single lane mostly) winding hills which when we get to the end there is a mix of excited riders and a couple of ghostly white faces. One comment heard was, "FUCK that was the worst, most dangerous road I have been on, never again." "Harden up" I say "there is only one um...fuck um."

Back onto SH1 through Otaki, Levin, Foxton, all the while into a strong headwind, and rain making things bloody unpleasant, then lead by Dave S we turn off before Sanson and via a series of backroads we were soon at Dave's place in Feilding. We were starting to



wonder if the weather was ever going to improve. So far we had ridden in cold windy rain every day but one and it was getting tiring.

Trev loaded "Ted" on the trailer and provided back up for the next day's ride, Bryan (now Badger 1) put the TR6 in the back of the van and bolted, with van wheel spinning up the gravel road for home while the rest of us squeezed our bikes into Dave's shed.

Tuesday morning dawned and no, today's not the day for a change in the weather either as it was still bloody raining.

Doc, Mike, Pete, and Ray prepared for a good five hour ride home in more shit conditions while Trev, with Ted on the trailer, who was acting as back up, cranked up the radio and turned the heater down.

With farewells and thank you's to Dave & Lynley sorted, Ray lead the group via a short cut that came out onto SH 1 and Vinegar Hill, then it was north to Waiouru. The next leg over the Desert Rd was the best, as in the colder thinner air the old bikes grow an extra leg and the speed shot up to 70 mph passing everything in sight. Coming out of the twisty section Mike's Bonnie took off and he set a very hot pace to Turangi where we re-gassed, re-grouped.

The boys were by now getting hungry so we charged to Taupo and took a well earned 30 minutes off the bike to recharge with a bit of greasy food. At this stage a local came up to us and introduced himself as Hawkes Bay Classic, a strange name we thought to ourselves, Hawkes must be his christian name!

Anyway back on the road we farewelled Pete at Tirau as he turned off toward Waihi. Mike & Doc followed Trev to Hamilton North, and Ray meanwhile peddled his way home to Te Pahu on his own.

Mike had already clocked over 1000 miles for the trip at Taupo, so that was a pretty impressive effort; but not as big an effort it turned out to be, as it was to clean the bikes after that French Pass clay/gravel type stuff we rode in.

2017, the rally is in the lower North Island and the boys are once again keen for the traditional Father's Day trip away...looking forward to that.

*Trev & Ray,  
TOMCC NZ, Waikato/BoP*





## From the "Cape to the Bluff" and everywhere in between – TOMCC NZ is a National club

TOMCC NZ co-ordinators and members are urged to go to our Facebook page and website to supply, share and view information on their runs and events so as to give ALL members an opportunity to participate in the activities of Triumph Owners Motor Cycle Club New Zealand Inc.

As you know TOMCC NZ is hosting the World Association of Triumph Owners Clubs World Rally 2019 in Hanmer Springs. This will also double-up as our 2019 TOMCC NZ National Rally.

What you may not know is that Ken Spall and myself are spending time promoting 2019 around the world through various social media sites and also to the extent of joining the TOMCC in the UK as members to further promote this event with their 6500 members.

WATOC was formed for the purpose of sharing information that is why we are part of it. Like-minded TOMCC clubs from around the world are looking toward TOMCC NZ to see what we as a Triumph club do.

So lets get about to sharing our information about rides and events that we organise. This also includes sending our newsletter editor photo's and write-ups, and we shouldn't, forget that we also have a website and a Facebook page.

*John Witherington*  
TOMCC NZ Vice President

## Campsite invitation to all TOMCC NZ members.

My partner Lionel and I would like to offer to members travelling in our area, the use of a private and sheltered grass paddock on our property suitable for short term overnight camping.

There isn't a fee, as we are just offering the use of a small, sheltered, sunny grass paddock on the side of the driveway below the house, suitable for safe parking of motorcycles and pitching a tent etc. There are no facilities other than a water tap. We would be happy to allow use of our personal facilities (ie toilet/bathroom/ bike lockup in shed) by request, on a donation basis. And of course we would love to have members come up to the house and share a yarn and a cuppa with us.

The address is 1024 Queen Charlotte Drive, Linkwater.  
(GPS coordinates 41° 17'30.50"S 173° 50'29.50"E).

10.2 kms/13 mins from the corner of State Highway 6/Mahakipawa Road, Havelock, or 24 kms/34 mins from the ferry terminals in Picton.

Located just 1 minute from the Linkwater Country Inn and Challenge Garage, our property is on a slight rise above the tourist route, overlooking the picturesque Mahakipawa Arm of the Pelorus Sound.

We can be contacted by email as below, and would provide phone numbers and other necessary information at point of contact.

Looking forward to meeting other members.

Kind Regards,

**Barb Allen - seabarns66@email.com**

**Lionel Roberts - seabarns55@gmail.com**

## Triumph Owners Motor Cycle Club New Zealand Inc Taranaki Chapter



## "THE LOST" National Rally

# 10, 11, 12 Feb 2017

**TOPEC Taranaki Outdoor Pursuits & Education Centre**

**Hydro Road, New Plymouth**

**\$50 pre-paid entry**

**(includes cloth badge and accommodation)**

**\$25 day entry, out by 10pm (no badge)**

**Friday night meet 'n'  
greet with drinks**

**AGM Saturday morning**

**Organised ride (Approx. 100km) after AGM**

**Show 'n' Shine bike show**

**Organised games (if time allows)**

**Beautiful bush setting with sociable tenting area**

**All motorcyclists welcome**

**Extra goodies for those with prepaid registration**

**Cabins for up to 80 people (must supply own bed linen)**

**Cabins will be allocated to South Island members first**

**For Registration form, email [tomcctaranaki@gmail.com](mailto:tomcctaranaki@gmail.com)**

**NO BYO, GANG PATCHES, ATTITUDES or DOGS, ROAR**

**Attend at own risk, organisers will not be responsible for any damage to private property or the wellbeing of any rally participant**

## Waikato/ Bay of Plenty Chapter upcoming events

Nothing on in December due to the busy nature of the time of year but if anyone has any ideas for a ride let the group know. But don't forget the Street Races in Wanganui on Boxing day. There are a couple of members shooting down.

### Sunday 22nd January 2017

Chapter meeting at the Okororie Hotel at 1:00pm.

This meeting will be chaired by Allen McLeod.

We need as many members as possible to this meeting as we have to vote on the National executive positions! We need a good turn out folks, see you there.

Hamilton guys meet at BP Rototuna at 11:30am to ride down together.

### 10th, 11th & 12th February 2017

National Rally held in New Plymouth.

As a Chapter we should look to head to this rally together and fully support Taranaki with their 1st National Rally.

**WHO WANTS TO ORGANISE A RIDE THERE?** (maybe a couple of days there but straight home?) To enter, email [tomcctaranaki@gmail.com](mailto:tomcctaranaki@gmail.com)

### 4 & 5th March 2017

Hampton Downs Super bikes & Road race champs.

TOMCC NZ display themed around racing.

Only Meriden machines in the display as requested by the organisers.

But the odd Hinckley could sneak in I reckon. Free entry for those displaying bikes.

More detail to follow but we will want a few Meriden bikes.

*Ray Hayward, TOMCC NZ, Waikato BoP*  
Ph 027 369 0018



# On any Sunday, a Northland ride

2<sup>nd</sup> Sunday Oct – Fine for a change but with rain promised.

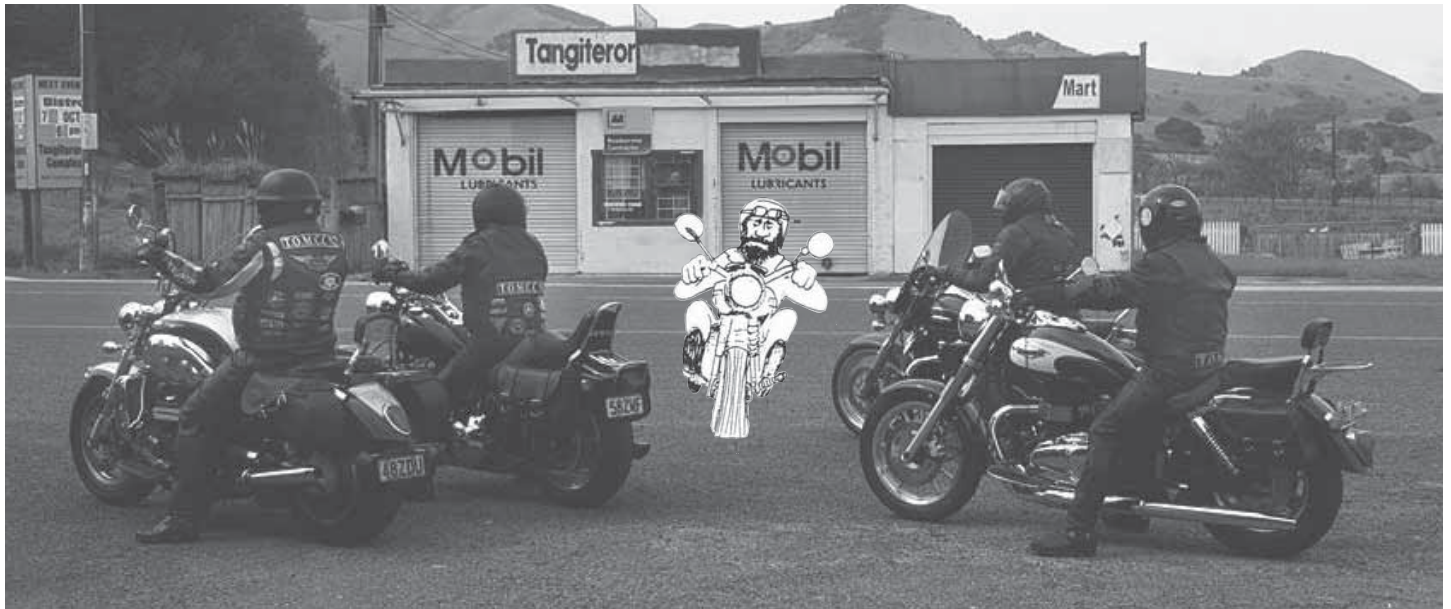
Got a Txt from Debbie saying if anyone interested in a ride be at Fringes at 10am. Cool I think – blow the cobwebs out of Bonnie so checked vitals and off down to HQ to see who had turned up. Jock (Harley) Ross (Triumph) Clint (Triumph) Sandy (Triumph) Rose and Gordon (Triumph) Worz (Triumph) and Debs in car.

Tangiteroria Pub was chosen, nice and close to home if the weather turned to shit so 10-15 (early for Triumph time) the traveling circus launch onto Highway 16. Pleasant putt on dry roads, pull in to the Tangi and we are greeted with a big sign in the window saying “Closed for Business” Bugger we think. The land lady came out with her humongous dog and shared the sad story of the old pubs demise. God, no beer! It was then decided to go back to Whatitiri Road and over to the Poroti Tavern.

Again neat ride on dry roads, RIC Ross missed the second turnoff so we carried on and came out on the Twin Bridges Road then back over to the Poroti. Bugger! It's only 11am and the place doesn't open till 12 noon. Cool day so far two pubs and no beer! We all then decided to go back from which we had come so off we blast back to Fringes (at least we can have a beer there) 80 clicks round trip.

Ross and I line up at the bar, handle of 2 stroke please says he, and as the bar person starts to fill the handle the pressure drains from the kegs – only ½ a bloody handle – still no beer – got to be a sign here Worz. Can't have 3 pubs with no beer no but wait, after 10 minutes it was all back on and all good. Enjoyed a couple of Darks with good company and lots of laughs. Another great day next ride we will leave a tad later – roll on summer.

*Worzel, TOMCC NZ, Northland*





# Summer in Europe

This summer I wanted to go somewhere different, and a yearning to see landscape similar to NZ led me to the TOMCC Norway rally just north of Lillehammer, a nice 800 km run. Although, as if to warn me of what was to come for the rest of the summer, 10 km in to the trip the heavens opened and never stopped until the Sunday morning when I was heading back.

It was the Norwegian club's 30th anniversary so it was always going to be a good weekend, and, although the rain did dampen things down a bit, on Saturday night it stopped the band playing as the stage was flooded. But even so, a good time was had by all.

The rideout on the Saturday wasn't so well attended, as most people were still drying out from the ride up on the Friday. When the bikes returned they seem to have picked up a drag racer along the way. Ernest Wagner is a veteran drag racer who has competed all over Europe with his Triumph engined bike and has visited NZ on a couple of occasions. Although the weather stopped him doing his customary run up the local road, he still gave a demonstration of the bike under the canvas of the beer tent.

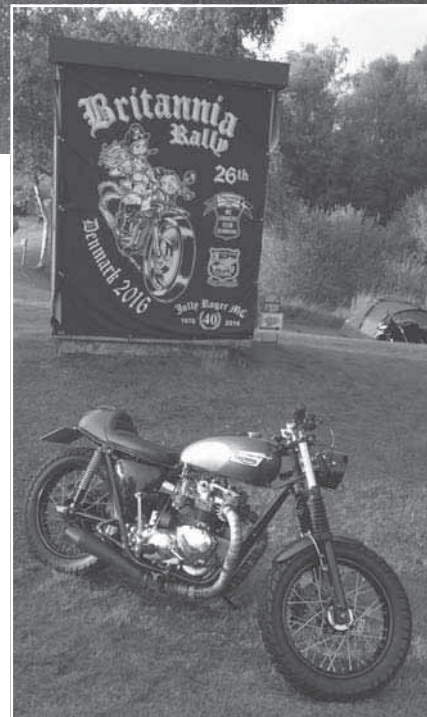
The rally was well attended with just over 100 in participants (which is good up in Norway), with overseas riders from Sweden, Denmark, Holland, Germany, Finland and the UK. Thanks for a great weekend guys and here's to another 30 years!

Then two weeks later with an apparent break in the summer monsoon season it was time for the German TMOC rally at Hilders, a 1200 km run. The run there went well, after leaving at midnight Friday morning I pulled onto the campsite at 6 in the evening without a drop of rain.

I made a point of going this year as I knew a good friend of mine Martin from Jersey in the Channel Isles was going. He and his friends had turned up earlier in the day and were well into the liquid refreshment by the time I joined them. Martin had come on his '76 Bonnie and after the rally they were going on a tour of the north of Italy before heading back home. Apart from a short storm Saturday evening the weekend passed without rain. Again, a good international turnout, with the Scandinavians particularly enjoying the cheap beer.

After returning home we had another couple of weeks for the good weather to pass, before the rain started again and Chris arrived in Sweden to join me for the next couple of rallies. The Swedish and Danish Britannia rallies are always a week apart and a good time to take a holiday.

This year the Swedish rally was up north in the lakes of Sweden, and once away from the cities the scenery was spectacular. We arrived late afternoon and the site was already getting pretty full, with quite an array of different bikes. As with many clubs the Swedish club were short on volunteers to help organize things so catering was organised by the local school and the bar was run by the site owners.



Food was great and excellent value, whereas the beer, as is usual here was expensive with many people using the local supermarket. Apart from a contingent from Norway there weren't any other nationalities there.

A heavy dose of rain quietened things down Saturday evening and most people were up early and on the road home on Sunday. We headed back to Gothenburg for a few days before doing a short tour of Denmark before heading to the Danish rally.

We went down and stayed a night at Roskilde on the Danish coast staying at a hostel right next to the Viking ship museum. On the Thursday night the guy at the hostel told us things may get lively, and sure enough by 7 o'clock the carpark was full with bikes and cars of all ages and styles, hotrods to immaculate Kawa H1's.

Next day after a look round the museum, we hit the road to get the next ferry across from the island to the mainland at Aarhus. It was quite a surprise to find the ferry was a hydrofoil I have used before many times from France to England.

Aarhus when we arrived seemed like it was being rebuilt! With chaos on the roads and despite my satnav telling me it should take 30 minutes to get to the rallysite, we were an hour and a half late when we arrived. The TOMCC Denmark shares a clubhouse with the Jolly Roger Bike club and it was the bike clubs 40th anniversary so the Tuborg was going down well.

The site is permanent and owned by the clubs with a large barn used for the evening's entertainment. There were two bands on, and both were excellent getting plenty of grey haired people out on the dance floor.

The run out on the Saturday afternoon was timed to perfection with an horrendous downpour starting 10 minutes after they left and not letting up until 5 in the evening.

It was good to meet up with old friends at the rally and although there were not so many countries represented, the Swedes won best club turnout with 16 members there. The crate of beer they won seemed to go pretty quick! The next day an uneventful run up to the north of Denmark to get the ferry across to Sweden brought the holiday to a close, hopefully next year should be drier, and maybe I will get to Finland as well.

Geoff Walton  
TOMCC NZ, Canterbury  
Currently living in England





## Remembrance Ride, 12th & 13th November

Early November every year the Waikato BOP Chapter hold an overnigher in remembrance of members and close friends who are sadly no longer with us.

This year the plan was to ride a couple of roads in the south Waikato & King Country that Rod Gallant used to enjoy before he lost his battle with cancer and that would also allow us to visit the crash sites for Allan (Morgs) Morgan and close associate James (Horse) Aitken that took them from us all too soon.

With a rough route laid out, Ray & Trev rode it 3 weeks prior with the aim to check exact site locations so we didn't take the chapter following on a wild goose chase.

Saturday morning was pretty overcast and with rain forecast, the first bit of kit packed was the wet weather gear.

Bryan and Sue (1050 Tiger), Kerry & Brenda (Hinckley 1200), Rob & Selina (Rocket), Trev (Hinckley Bonnie SE) and Ray & Maxine (1050 Tiger) meet up in Hamilton to the ride to the start point at the BP Station in Putaruru. On arrival Judi (T100 Hinckley), Steve (Hinckley Commander), Eric and Sue (T100 Hinckley), Pete and Sue (51 Thunderbird) and The Don (650 Suzuki) were all waiting patiently. Now this is a bit of a shock 25 minutes before the ride start and everyone's here, unbelievable!

Just as we were to set off the rain started but bugged it we are off anyway.

Down through the Old Taupo Road to the Whakamaru dam and about 8kms up SH 30 to our first stop of the day which was Allen Morgan's (Morg's) crash site. Trev, a couple of weeks earlier, had placed a white cross on the corner post to identify the spot for us. We did a toast (there goes a bottle of Green Ginger wine) to Morg's, left him a beer and told the story of his accident before quietly departing.

Further up SH30 we took a left onto Kopaki Rd and headed up the spot where James Aitken (Horse) was taken out by a French tourist. His family has made a nice memorial on the side of the road here and we went through the same process, a few words,



a toast (there goes the second bottle of green Ginger wine) then left him a beer and quietly left.

Next stop was Taumarunui for lunch but on route Eric nearly lost his pack from the back of the bike.

Some dodgy farmer had welded the bracket up but it failed and the backpack swung around and was hanging off the right hand side of the bike. Thanks Don for carrying the bag for the rest of the day.

After lunch just as we were looking to leave guess what...the rain started again!

We went up over the saddle road to Turangi. Normally this is a lovely view but we were in the rain and the clouds so there wasn't much of a view today but once over the saddle the roads dried out and the weather improved.

Into the Turangi Hotel for a pint and time to complete some planning for our BBQ dinner. \$10 in each and the women were off to the supermarket and stocked up with steak, sausages, coleslaw and bread and others shot off to the bottle store. There was enough room to squeeze all the food and grog into various panniers and we were off the nights' accommodation at Waitahanui.

Our host Sue at the Waitahanui Lodge was fantastic and the accommodation was about 5 metres from the shores of Lake Taupo. It

was a neat spot. Everyone found a bed for the night then gathered in a sheltered area between two units where there was a dart board, BBQ, tables, a sink and couches so everyone settled in quickly.

During the nights activities the conversation turned to CPR and do you sing "Staying alive" or "Another one bites the dust" whilst performing CPR. Rob informed us there is another new beat now excepted as standard practise that you can perform CPR to. This was "going to the gay bar the gay bar". Alcohol wasn't involved but Rob gave us a number of renditions of the beat. There were a few more toasts to our departed mates and a few stories recited and oh dear, two more bottles of Green Ginger Wine and other forms of alcohol were consumed.

Morning dawned with a txt from Al at 6:30am indicating he was just leaving Hamilton and would meet us in Taupo for breakfast . . . damn I wanted to sleep in as well.

There were a few quiet blokes walking around outside with a coffee in hand getting some fresh air. Rob has stopped singing



### Bike security for Cemetery Circuit Races on Boxing Day

The Wanganui Chapter are once again organising the bike lock-up for the races. It is at Farmlands Wanganui, 49 Heads Rd.

Southern Entry to Wanganui, across the bridge and turn right at the roundabout.

Taranaki Entry to Wanganui, Follow the southern bypass and turn left at the last roundabout before the bridge.

Parapara Entry to Wanganui, Take the second road traffic bridge and turn right at the roundabout.



P.O. Box 19, Wanganui

## Raukawa Classic Motorcycle Rally

**March 3 – 5<sup>th</sup> 2017**

**Raukawa Falls YMCA Camp,  
State Highway 4, Wanganui**

**Open to all pre December 1992 Motorcycles**

*GREAT SITE:* Ample bunk house accommodation and camp sites, at a peaceful riverside camp. *GREAT PRICE:* Full weekend rally for under \$120 *WHOLESALE TUCKER:* All included in the price. *GREAT RIDES:* To some interesting places, on roads made for riding.

**A WEEKEND TO LOOK FORWARD TO – MARK YOUR DIARY NOW!**

**Enquiries: Andrew Kidd (06) 345 3574 AndrewKidd163@gmail.com**



# Twisted Thistle Tour 2017

Otago Southland's pre and after 2017 rally tour

TRIUMPH

All TOMCC NZ members and friends are welcome to ride all or part of the tour. Best bring a tent.



As with all our Twisted Thistle Tours, this tour, from 8th to 20th February 2017, takes in the ride to, and following on, from our national rally, and is all about pure riding on some of New Zealand's best riding roads. You can join or leave the tour at any point that suits.

As usual it is an all weather ride, and accommodation is "as we go" – so best bring a tent.

The first leg will be Sunday riding the Forgotten Highway, with Taumarunui as a first stop for the night.

Area coordinators have already passed on a message to members about group accommodation in Taumarunui being tight for Sunday night, therefore anyone still interested needs to contact John as soon as possible.

Further information – please contact  
TOMCC NZ Otago Southland  
Area Co-ordinator  
[john.witherington@xtra.co.nz](mailto:john.witherington@xtra.co.nz)

"going to the gay bar the gay bar" it's just lucky we know him well!

The bills paid, the place cleaned up, and the last of the BBQ sausages cleaned up as a pre breakfast snack and we were off to Taupo.

Al ('71 Bonnie) had already arrived and was surrounded by about 20 odd Ducati's. It seemed the Italian Bike Club was out for a weekend ride. They were a happy bunch of motorcyclists from all over the North Island.

Once breakfast was sorted we were off to the ride finish point at Tirau to the delight of a few it was straight up the main highway. Trev was very lucky sitting some 100 yards in front of me doing 120 odd when a cop came around the corner and quickly pulled off the road looking back at Trev. I think there was a bit of traffic in the way and the cop would have not caught Trev who was quickly considering his side road options. Luck was on his side.

Once at Tirau with the bikes fuelled up and the farewells offered the group split with some heading back to Tauranga & Waihi and others just going the long

way home and the rest of us just wanting to get home the quick way.

The ride was around 580kms depending on where your start point was of course.

The weather was average but that's motorcycling, the company and accommodation awesome plus the BBQ was outstanding (who was that cook!).

Thanks to all for your attendance and everyone be warned it will be the same weekend next year being the 11th & 12th November 2017. Book early.

Ray & Trev,  
TOMCC NZ, Waikato/BoP





# Just 3 rides to overnight events and you're in!

More information from Ken, ph 03 489 1740 or 021 26 99 530

## The 2017 WATOC Challenge –TOMCC New Zealand

Name ..... TOMCC Area .....

Address ..... Motorcycle .....

When completed, please return this card or  
send by email the total mileages to the  
WATOC International Liaison Officer  
for New Zealand, by 31 October 2017.

Date	Rally or event	Place	Travelling Distance	Organiser or ILO Signature

### Rules for New Zealand WATOC Rally Challenge 2017

- The event is organised by Triumph Motorcycle Owners clubs of the following countries who are also members of WATOC:  
United Kingdom, New Zealand, Sweden, Denmark, Norway, Netherlands, Germany, Trident & Rocket 3 Owners Club and Triton Club of France  
Events which qualify for the Challenge are only those overnight events organised by the above clubs.
- All participants must attend events on a Triumph or any other British made motorcycle, although it is not necessary to use the same bike for all events.
- Each participant must attend 2 events organised by their home Club, and 1 events organised by other WATOC members. (Or 1 in home and 2 abroad). There is however no limit on the number of events an entrant may attend. You should remember this when thinking of the long distance award.
- At each event the card should be signed by the event organiser, and the distance travelled to the event recorded. **This distance should be the distance for a one-way journey excluding air or sea ferry crossings and will be the distance from the competitors home directly to the rally site by the normally quickest road route, regardless of what journey they have actually ridden.** All distances will be verified and the judges decision will be final.
- All completed cards should be returned to the WATOC ILO by 31 October 2017. The ILO should then check them and send the results to the Rally Challenge co-ordinator.
- For all participants completing the Challenge there will be a special cloth badge awarded.  
Each country will pay for its own WATOC members badge, but all the badges will be ordered together.
- There will be one major trophy which will go to the longest distance participant and this will be paid for by a small contribution from each of the clubs.
- Pillion riders may also take part in the Challenge but will not qualify for the Long Distance Award.
- These rules may be modified by individual clubs as is deemed necessary to suit local conditions.

### RULES SPECIFIC TO TOMCC NEW ZEALAND MEMBERS

Rallies or events in New Zealand which qualify for the WATOC Challenge are only those rallies or overnight events organised by TOMCC NZ.

But, since there aren't many TOMCC NZ rallies or overnights, each participant is allowed to add ONE rally or overnighter organised by one of the following clubs:

BSA Owners Club of NZ  
Norton Owners Club of NZ  
AJS & Matchless Owners Register of NZ  
Motorcycle Section of the Vintage Car Club of NZ  
Manawatu Classic Motorcycle Club  
The Pre-Unit Triumph Club

Due to the difficulty of achieving overseas travel without incurring excessive cost, New Zealand members will regard crossing the Cook Strait as an "overseas" trip.

New Zealand members will be required to attend a minimum of either one national rally and two overnight events or three overnight events, bearing in mind that at least one of these events must involve a Cook Strait crossing to qualify.

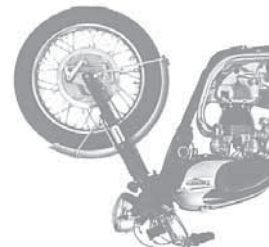
### Further information:

Ken Spall, Ph 03 489 1740 or 021 26 99 530





The Triumph Owners Motor Cycle Club New Zealand Inc.  
If undelivered, please return to 7 Glasgow St, Mosgiel, Otago, 9024 New Zealand



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

Brian Potter	<i>Auckland</i>	Richard Straight	<i>Christchurch</i>
Graeme Mortlock	<i>Raglan</i>	Kirsty Hopewell	<i>Christchurch</i>
Greg Powell	<i>Kaipoi</i>	Austin Mansini	<i>Christchurch</i>
Graham McNaughton	<i>Christchurch</i>	Monty McKeefry	<i>Christchurch</i>
Gordon Leddy	<i>Whangarei</i>	Nick Matthews	<i>Christchurch</i>
Julian Leaman	<i>Kaipoi</i>	Peter Knights	<i>Leeston</i>
Frank Eden	<i>Christchurch</i>	Brett Congalton	<i>Rolleston</i>
Steve Watson	<i>Christchurch</i>	Ken Martin	<i>Diamond Harbour</i>
Andrew Wells	<i>Christchurch</i>	Stephan Hodson	<i>Picton</i>
Darryn Thompson	<i>Christchurch</i>	Grant Evans	<i>Christchurch</i>
Dennis Jefferies	<i>Christchurch</i>	Tony Burton	<i>Coromandel</i>
Allen Austin	<i>Christchurch</i>	Allan Murray	<i>Huntly</i>
Darren James	<i>Rangiora</i>	Tania Coley	<i>Te Awamutu</i>

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Witherington and Ken Spall

**If you change your address  
please advise the National  
Membership Secretary by  
post or email immediately.**

**PO Box 5035, Wanganui  
or email:  
tomccnatsec@gmail.com**

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**The deadline for the next issue of Triumph Times is 1 March 2017**

#### **DISCLAIMER**

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