



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

## Pre-winter run around the Coromandel loop. May 2016

Thanks to the organising skills of Pete and Allen, the chapter got together on Sunday for a jaunt over the Coromandel Peninsula.

The numbers in attendance were good at 11 bikes and the day just perfect.

From Hamilton, Ray & Maxine, Trev, Kerry and Brenda (on a brand spanking new T120), Allen plus Bryan & Sue. From Tauranga, Grant & Rose, Geoff plus Judi. From Rotorua was sole representative Dazza and from Waihi was Pete & Sue and Steve (on a brand spanking new Commander).

For a short time we were joined by Raj and Helen on a Rocket who were on a week's Holiday cruising the NI coastline.

Meeting place was at Paeroa at 10 am or was that 10:30am? (nobody seemed to know or care). Once the group photographic evidence was obtained in front of the giant L&P bottle in Paeroa, Pete being the only person on a Meriden took the lead.

Paeroa to Thames and up the coast was the first leg to Coromandel Township with a stop on top of the hills to admire the view.

There were heaps of bikes on the road, and with blue skies and no wind it was a great day to be a motorcyclist. It's always a good ride up this coast when the Firth of Thames is flat calm.

After the Coromandel lunch stop it was up over the hills down past Matarangi and through Whitianga to Tairua for gas. Then down through Whangamata and out to Waihi where we stopped to de-brief and strategize on our various journeys home at a local watering hole.

Those who have ridden the Coromandel loop before, will know the twisty nature of the coastline. It is certainly an enjoyable ride and one of the better rides in our great country.

Most departed from Waihi just after 4 pm so they were home before dark heading back to Papamoa, Rotorua and Hamilton. We got home just on 6 pm doing 430kms in total.

Thanks to the organisers and those who attended for making it a great incident-free day out.

*Ray Hayward*

*TOMCC NZ, Waikato & BoP*

### 2016/2017 Membership Cards

I now have the 2016/2017 membership cards available, so I would like to encourage you all to pay your subs early. They are due on 1st July but with about 450 membership renewals, early renewal does make the task a lot easier Either internet bank 02 0792 0060254 00, or post to PO Box 5035 Wanganui. Please use your name and membership number as reference. Thank you.

*Melissa Todd*  
Membership Secretary



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



## **24th National Rally 10, 11, 12 Feb 2017**

**T.O.P.E.C**

**(Taranaki Outdoor Pursuits & Education Centre)  
Hydro Road, New Plymouth**

**\$50 pre-paid entry (includes cloth badge)  
\$25 day entry, out by 10pm (no badge)**

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



**Friday night meet 'n' greet and live band**



**Fire pit (pending fire restrictions)**



**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)**

**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**



# TOMCC NZ Taranaki's "South Island Blast"

## Part Two, continued from the March issue of Triumph Times



### Day 6 (0kms)

As all our riding gear was wringing wet, we decided to stay at the Crown for 2 nights in order to dry out. This is where, once again, southern hospitality was greatly appreciated. The manager said that she would get the fire going in the Public Bar and we could use it to dry all the gear. Unfortunately no photos were taken, but if you could imagine, x6 all the gear you would normally ride in, spread out over an area of around 7-8 square metres, in a semicircle around a rather large fireplace in the middle of summer!

We spent most of this day walking around Alexandra and I can say it was very much worth the time as it is a very nice place.

### Day 7 (200kms)

As the norm, the morning saw the loading of the bikes and lots of thank you's to the lovely ladies who run The Crown Hotel. If it had not been for their hospitality we would be riding in wet gear on this sunny morning.

We headed south over the 'new' bridge and pointed our steeds south on SH8.

The scenery out of Alex is a mixture of tussock, thyme and a large helping of rocks. The merino sheep that inhabit this strange landscape even look like they are made of rock. After some 10-15 km's the landscape changes dramatically. Instead of a lunar looking area, it suddenly becomes like a ride through a fruit orchard, with fruit trees on both sides of the road. It all makes sense as you ride into a place called Fruitlands.

From here on you pass orchard after orchard, with their road side stalls offering fresh produce. We stopped at one of these in Roxburgh and purchased plums and apricots to eat beside the town sign. This was done in order to have a photo to send to one of our friends who had planned to be on the trip but due to an issue with demerit points, was not able to come. (Sorry Less but we had to do it!). Once that was taken care of, we continued down to Gore.

At Gore, as you must when in this city, we rode up to the big trout and had the usual photos taken. During this time a police car came around the corner and seeing 4 motorcycles and 6 people climbing over

their beloved statue, waved to us and carried on down the road with a smile. Now you don't get that in many other places! All this climbing and picture taking was making us very hungry, so on the bikes and around the corner was lunch in Gore.

After lunch it was back on the bikes and south to Invercargill where we had booked accommodation and man, were we happy with this place. We had a 3 bedroom house with all the trimmings. An outdoor area with table and chairs, plenty of room for all the bikes and an area to wash the bikes.

Invercargill is a place full of petrol heads. Doesn't matter where you go in this city, you will see all manner of internal combustion driven vehicles on display in all sorts of shops. From the massive collection at Bill Richardson Transport World, where it will cost you \$25 to get in the door, through to the 'Burt Munro collection' at the E. Hayes & Sons Hammer Hardware store. The latter is, for me, one of the best places I have seen.

I love the way most of the exhibits are in a "lovingly used" state and not all polish and bling. They also have a replica of Burt's Streamliner Indian that you can sit in, if you are smaller than me. So Geoff decided that he was just the right size so in he went and bingo he was right.

### Day 8 (30kms)

The next day in Bluff, the wind was gusty but the sun was out. Arriving at 'The Post' we parked all the bikes under the post for pictures. Once again we found ourselves the centre of attention with the tourist population. I am pretty sure that somewhere in China, Korea and Japan multiple pictures of 3 Triumphs and 1 Harley are being shown to family and friends.

On return to the 'house' it was decided that we needed alcohol. Sounds simple, but as we were to find out it was a long walk. Supermarkets don't sell alcohol in Invercargill and the closest wholesalers was about 2 km's past the supermarket that doesn't SELL ALCOHOL!!

### Day 9 (317km's)

After packing all the bikes up, we headed for Tuatapere on SH99. On the way we come across a small Museum and outside was a very cool steam train with carriage. I just had to stop for some pictures. We decided that if we ran into any more accommodation problems we could always come back here and sleep in the carriage. I'm happy to say that that was not necessary.

From here on, the wind started to get very gusty so it was head down and throttle open until we stopped at Tuatapere for Lunch. We planned to follow SH99 through Clifden then turn right onto SH96. Before we made it to Clifden we came across a suspension bridge. Not just any suspension bridge, but the longest suspension bridge in New Zealand!! So, off the bikes once more for the all-important pictures. This time we found that the tourists had changed from Asian to English but the fascination for the large cruisers was still as strong.

After the photos and chatting with a very nice English couple, we were back on the bikes and heading to Nightcaps on SH96 passing through Wreys Bush, Winton, Springhills, Clencoe and Mataura. It was here we turned off the State Highway and headed down Old







Old and new at the Kingston Flyer



Time for a hot soak at Franz Josef



Waterfall at Milford Sound





Coach Rd to Clinton. Why? Why not? Then it was a hard right turn and through the hills to Gore, our intended place for the night.

Charlton Motel was our accommodation, not a bad place but too far from town to get into trouble. It was here we discovered that Geoff's Storm had sprung a coolant leak. After a considerable amount of searching the pipe into the top of the water pump was loose. A quick fix with a borrowed screw driver and a trip to the local bike shop for more antifreeze fixed the problem.



### Day 10 (140 km's)

This day was to be a slow ride day as we only had to get to Te Anau. We headed out of Gore on SH94 and sedately headed to our first stop at Lumsden.

The coolest café in Lumsden is Route 6 Café Bar; This is the place to stop at. It has a 1956 Dodge Kingsway Custom as part of the counter in the café. Not a plastic replica, it is all steel and walking around the café you find all sorts of cool posters, some of these look old but once you start reading them they are actually about the modern world of Facebook and such.

This was a very cool place to stop at for scones and a pot of tea. After refreshing ourselves, it was a short blast north on SH6 to the intersection of SH94. A left here takes you through Mossburn, Centre Hill and a place called The Key. After The Key we turned left and headed to Manapouri, gateway to one of the greatest engineering accomplishments in NZ, the Manapouri Power Station.

After another smoko stop on the banks of Lake Manapouri, it was off to Te Anau.

On arriving at Te Anau Kiwi Holiday Park, we meet the 4 lucky tourists who would be sleeping in the dorm room with us. They would only stay the one night. We booked here for 2 nights as the next day the boys planned to ride to Milford Sound.

That afternoon we all headed into town for a look around. In one of the shops was what looked like a large boulder. This turned out to be a boulder of Pounamu, aka Greenstone. Apparently, so the lady in the shop said, it was insured for \$1.75 million. Te Anau is a nice place and after a good meal, it was back to the dorm and our poor room guests.

### Day 10 (236km's)

Today was the day I had looked forward to for a long time – riding to Milford Sound.

The sun was shining, the weather forecast was for fine weather with a high of 29. You couldn't ask for better weather for this ride. The scenery on this day is still etched in my mind. It is without exception the best riding in the world. The solid rock cliffs and the ancient bush is just breath-taking. Then there is the Homer Tunnel. Carved out of the solid granite cliff face. It is 1.2 km's long and has a 1:10 gradient and is very poorly maintained with large potholes on the road surface due to water dripping from the unlined roof. The tunnel is also very poorly lit, with only low powered lights every 50 or so metres. This makes riding through the Homer Tunnel very interesting indeed. We loved every bit of the ride.

Milford Sound is a place that should be visited at least once in your life. The sheer size of the mountains surrounding this place makes you realise that humans are not as important as we think and that we are only here for a very short time.

If you manage to venture into this delightful area, head to where the sightseeing boats are moored but keep on walking and you will find an overgrown track that runs along the base of the cliff. Follow this and you come to a locked gate. This track is closed so you do this at your own risk. Climb around the gate and the track takes you to a very spectacular waterfall. This is usually only accessible by kayak but why should they have all the fun?

After some walking around watching all the tourists we decided it was time to head back to Te Anau. The ride back was just as awesome as the ride in, if not just a little faster.

That night we had new room-mates, one of the great things about staying in a dorm. This time it was an Australian family, mum, dad, daughter and son. Dad was the only happy one in the family. Not a great thing when traveling around a foreign country in a small car and staying in a room with 6 biker's hell bent on having fun!

### Day 11 (251km's)

Before we finished packing all our gear onto the bikes, the siren for the volunteer fire service was sounded. We didn't really think much of it at the time. We left Ta Anau, after refuelling, and headed for Queenstown on SH94. then turned left onto SH97 at Mossburn.

About half way along this road we came to the reason for the siren. A car had lost control

on a straight bit of road, flipped several times before taking out a wooden power pole. VERY MESSY! The road was closed but the police had opened up a paddock to divert the traffic around the accident scene. Unfortunately this was a fatality. Very sobering.

Queenstown is a place to visit but not stay in, in my opinion only. The streets are busier than Queen Street Auckland! We stopped for lunch and got out fast heading for Arrowtown.

Arrowtown is very nice, not as crowded as Queenstown. We stopped for a look around and once again the tourists came out with their cameras. One in particular was disappointed that none of the bikes were Kawasaki's. He walked from one to the other, with camera in hand, saying "Not Kawasaki, not Kawasaki, not Kawasaki and not Kawasaki. No photo" and walked off.

After the walk around we mounted our steeds once again and attacked the Crown Range Rd. This is a very slow road at the start, with hairpin corners at a steep angle but then becomes a great twisting road to the iconic Cardrona Hotel. We stopped here for some refreshments. Not having been here before I thought "it's not a very big place for its reputation" Then we went through the bar and out the back. WOW!! It's like the Tardis on Dr Who. The place is very much larger than it looks from the front. The garden bar area is impressive. From the old Chevy in the barn to the single room cottage, it is all very well presented. After a couple of beers it was that time again. Back on the bikes, next stop, Wanaka Top 10 Holiday Park, our bed for that night.

The ride from Cardrona to Wanaka is very much like riding in any rural place in New Zealand. The main difference is that the roads are in better condition.

Wanaka Top 10 is a little bit out of town, 3km's in fact. We were not in the right frame of mind to walk, so we didn't. We unpacked the gear and rode into town, just like on some old western movie. Dinner was found, eaten and then paid for, in that order. I think this was the most expensive meal on our trip. After dinner it was back to the Top 10 with some beers from the 4 Square and an early night.

### Day 12 (287km's)

Today's destination was Sir Cedrics Backpackers, Franz Josef via The Gates of Haast. Now this is an impressive ride made even more so by the fact that it was raining.





The Post, Bluff

The ride from Wanaka to Lake Hawea is absolutely stunning. The weather was still very nice and the lake was like a mirror. We almost had the road to ourselves and it was just a bloody good day to be riding a motor cycle.

From the lake to Mount Aspiring National Park was a magnificent peace of highway but the sky was changing. The clouds had rolled in and they were very dark. By the time we hit The Gates of Haast it was raining. Normally this would have made the ride horribly uncomfortable. But no, when you are in a place like this water makes it come alive. We had waterfalls, one was landing on the road, and everything looks so much greener and alive. The one thing to be careful of are the cattle stops. 5 of them, and they are VERY slippery when wet.

We stopped at South Westland Salmon for lunch. Unfortunately, due to the weather, we didn't see much of the place. We stripped off all our wet gear and got stuck in to some hot food before struggling to get all the wet gear back on.

By the time we arrived at Franz Josef we were wet, cold and in need of drying off. If any of the readers are heading over to Franz Josef, I highly recommend Sir Cedrics.

Once we arrived, and unpacked the bikes, we set up a clothesline with some rope in the front of our room. Then found out that they had just finished installing a spa pool. Well that was just what the 6 of us needed. So we hijacked that spa pool and soaked away the cold and the world was just dandy.

Once we were all wrinkly and very happy we got dressed and took over the fire pit, which was still smouldering from the night before. I tell you this place is a gem. We had a great time and with all the different nationalities, man what a place. I will be going back at the very first opportunity.

### Day 13 (390km's)

This was the last day of our tour as we headed for the 23rd TOMCC NZ rally in Kaiapoi

We had realised our trip was coming to an end but it was an exciting time too as we would catch up with old friends not seen for a year or more.

The weather was perfect as we packed up the bikes. We refuelled and headed north along SH6 to Hokitika. On the way we stopped at Lake Mapourika for some pictures. Al and Willy were over the stopping for photos thing so it was agreed that the 2 Thunderbirds

would travel together, and stop for the photo thing when then need arose and the Sprint and Fat Boy would see us in Ross.

So from here on Geoff, Janine and I agreed to stop at anything that took our fancy. So begun the slowest part of the tour for the 2 Thunderbirds, and the second fastest for the other 2 bikes.

The ride between Franz Josef and Ross is magnificent, if you are into scenery and things that is. We stopped at anything that looked like making a good picture. Eventually we made it to Ross stopping at the old Ross Store where we had a bite to eat and coffee.

Now for those who have not been to Ross and stopped at this shop, next door is a collection of old, mainly British, motor cycles. This is continued in the café. Very much worth the look. I have since learnt that all the bikes are for sale. Do not hold me accountable for this statement as this is what I have been told.

From Ross it was a nice ride to Hokitika for a coffee/fuel stop. Here we met a guy from Taranaki who had come to Hokitika for a 3 month job that was 3 years earlier. Funny thing about this whole trip, wherever we went we meet people who either knew someone from Taranaki or they were from Taranaki. Talk about 2 degrees of separation!

From Hokitika it was a short ride to Kumara Junction and then a right turn onto SH73 and inland to Arthur's Pass. This is an interesting ride with long straights through wide valleys then up into the mountains and into Kea territory.

At Arthurs Pass we stopped at the café where I had a run in with one of our native parrots, the Kea. This particular Kea has obviously been around people way too many times as he was not at all intimidated by a leather clad biker. This bird came out of nowhere as soon as we got our food on the table.

This started the stand-off between the flying rodent and me. In the end it was agreed that I would give some of my scone to him and he would allow me to have some too and keep all my fingers. All in all, a reasonable trade off I thought.

From here it was a sedate ride down into the Canterbury Plains and through to Kaiapo for the rally, which is a different story.

All in all this was one of the best 2 weeks I have ever had. The people we met and the places we visited made for a trip that will stay with me for a long time to come. The one thing that makes a trip like this so outstanding are people you travel with. It's that simple. Thank you Al, Di, Willy, Geoff and my ever forgiving partner Janine. Without all of you this trip would not have been even half the trip it was.

I hope you have enjoyed the telling. And that it helps to persuade you, the reader, to get out there on your Triumph or for that matter anything with 2 wheels – but it is more fun on a Triumph.

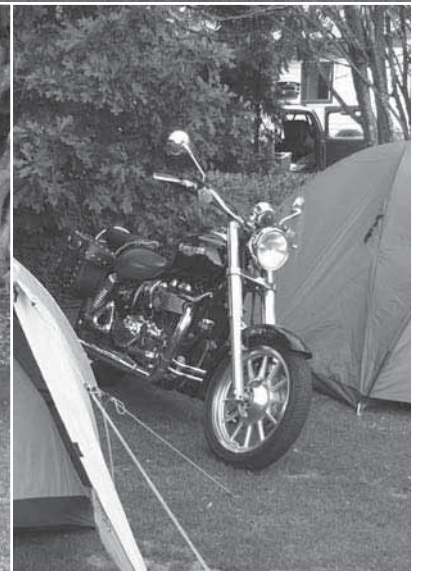
*Chris Martin  
TOMCC NZ, Taranaki*



Possible accommodation at Kingston?



# Canterbury Area Overnighter



This year's Canterbury Area Overnighter was generously hosted by Terry and Donna Hancox at their beautiful country home just out of Kaiapoi. It was well attended by a happy crowd of local members many of whom spent the night there camping on the extensive lawns.



# The Bonnie Run – Long Live The Bonnie !

Arguably the most successful motorcycle ever made, the Bonneville was first produced in 1959 as a 650cc pre unit. It has undergone many changes but until recent times it has remained loyal to its roots as an air cooled parallel twin. With the pending release of the new T120 water-cooled Bonneville range it seemed right that a ride dedicated to honour the history of this beautiful machine take place.

So Sunday 17 April 2016 it was on.

Pulling out of my own driveway with Nicola on the back of the T100 we immediately saw Don Cooper going by on his '71 Tiger. Catching up with Don we were soon joined by Simon Knox on his T100. We were still 10km from the meeting place, but you could feel a sense of a good day about to happen.

Arriving at the meeting place, being Z Addington, it soon became evident that this ride had struck a chord with many. A continual stream of Bonnies, Thruxtons, Scramblers and other Triumph Twins started arriving and filling up with fuel. The earliest bike being a '68 Bonnie owned by Kevin Hathaway followed by Don Cooper on his '71 Tiger and Al Campbell on his '71 500cc Trophy. Wayne Woodward was on his recently acquired and well known '72 Tiger. After that there was a great selection of Trumpy twins with probably my '14 T100 being one of the newest. The only non Triumph was Damian Muir on a lovely '74 Norton.

There was great excitement displayed by most, some rider being well known to each other and others less so, but soon becoming engulfed in Bonnie chatter, rekindling old friendships, and making new ones.

Eventually the forecourt attendant, thought to be from the land of the Royal Enfield, couldn't help himself and asked us to move on. When I duly advised him that eve-



ryone here had just filled their bikes up at his garage he advised me that people like us give them a bad name. Well needless to say we had a small discussion on that issue. Wisely it was now time to leave. After bidding farewell to Forecourt Attendant Enfield, 27 of the best of British made their way out of Z Addington (for the last time, ever!) (Editor's note, maybe a letter to their management might be appropriate)

The first leg of the ride was out to Leeston. Weaving our way through the lycra clad fraternity on the Old Tai Tapu Road, then out past Lincoln College before catching up with the Jaguar Club on an outing. On arriving at Leeston we found that the Jag Club had organised a viewing of a private collection of Cadillac cars and other fine machinery. Many of our riders took advantage of this open door opportunity to view these vehicles while others strolled up town for a coffee.

Once Terry McIntyre worked out that when the kill switch is on, the bike won't start, and when it is off the bike will start, we left Leeston in what could be described as perfect autumn conditions. Riding on some back roads to Coes Ford we stopped briefly for photo opportunities before riding out through Motukarara and then over Gebbies Pass to the Wheatsheaf Tavern at Teddington.

Waiting for us there was Jono and Ken bringing our total number of bikes to 29. Trout and her friend Fran from the UK also joined up with us there.

Lunch took a little longer to come out for some folk than others, but no one seemed to mind as this provided ample time for more Bonnie chatter, this time with a cold one in hand.

Leaving the Wheatsheaf and riding around the bays towards Lyttelton some Bonnies seemed to find a new lease of life, possibly a result of now having less fuel on board or maybe more fuel in the tank of the rider, but who would really know. Riding through the Lyttelton tunnel the Bonnies provided a symphony of Trumpies to let all other motorists know what they were about. Music to our ears.

Our final stop was the Historic Valley Inn at Heathcote. With another cold one in hand the excitement levels were now at a new high, with several including our esteemed National President, trying to lobby support to carry on to the Mak Bar.

Alas all good things must come to an end, with wifey on the back, washing on the line, dog home alone (you know the story) it was time to call it a day and start heading for home.

Thanks for all those who came along to support the ride and all the good comments I have since received. In a nutshell - a Perfect Day.

Will there be a Bonnie Run next year? Well if this one was anything to go by, you can bet your Bonnie on it.

*Chris Reid  
TOMCC NZ, Canterbury*





# The Bonnie Run – Long Live The Bonnie !



Group photo at Coe's Ford



Relaxing at the Wheatsheaf



Murray Davison, '79 Bonnie, at Z Addington. This is his son Mike eating the pie. What did Mike get for having his photo taken ? A pie.



Al Campbell and his '71 500cc Trophy.



More horsepower at the Valley Inn





# TOMCC Northland's Mother's Day Poker Run

Saturday 7th May dawned cloudy but fine. Checked all Misty's vitals and it was off to Fringes (the office) to see what was going on. Pam and Sandy were doing a great job collecting money for registrations and Ross was doing well selling raffle tickets and badges (of which we have a few over – email Deb if you are interested).

You could pick one card per stop or draw the whole hand when you registered. After pre-ordering lunch from Gavin and Jody's (great idea) it was time to saddle up and against all the ethics of Triumph time in Northland we left on time and headed for the first stop, the old Tangiteroria Pub. Good putt.

Everyone drew another card, had a quick beer or whatever and the first spot prizes were given out – including Glen from Auckland who won a bottle of Johnny Walker whisky for his Rocket, chosen by the bar staff. Deb called time and we were off to Tangowahine then up the back road to meet up with the Twin Bridges Road just North of Parakao.

So far no problems until Sandy hit a rock as big as ya boot, both wheels came off the road but she hung on, thank God because I was right behind her – old saying, look where you want to go. Found out later it dented the rim.

Onto Gavin and Jody's at the old Parakao Store for burgers and chips etc. Deb again called time and we were off to another Northland icon, the Poroti Tavern, the first pub in the country to have an annual Pub Ride Through, where again we were catered for by great people. More spot prizes were handed out including beer cards donated by the pub, Rennie received a nice bottle of Bourbon after his bike was chosen by the bar staff.

When Deb called time again it was off to visit a member for his Birthday, then back to Fringes for a meal and prize giving. I didn't go back for the meal but by all accounts it was a great evening with everyone enjoying the event. Hopefully it will be cemented in our Northland events calendar. Thanks to all who attended - cheers Deb, job well done.

*Worzel  
TOMCC NZ, Northland*





## March Hare Rally, Waimate

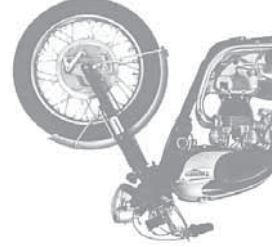


This year's March Hare rally at the small South Canterbury town of Waimate was well attended by local TOMCC NZ members and friends. A highlight of this event was Terry Hancox's win in Best British category of the bike show, proving that once again TOMCC NZ is truly a prize-winning club.





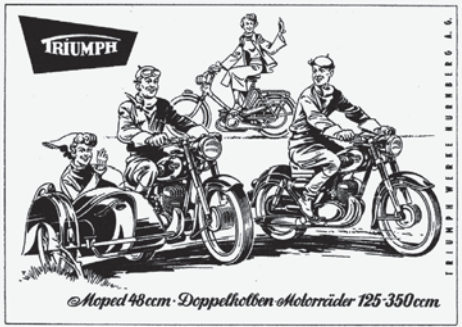
The Triumph Owners Motor Cycle Club New Zealand Inc.  
If undelivered, please return to 7 Glasgow St, Mosgiel, Otago, New Zealand



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

Jeff Neville	Motueka	David Brickers	Wanganui
Shannon Askew	Shannon	Peter Wilkening	Auckland
Stan Gilmour	Dargaville	Dave Edwards	Wainui
Shane Hurley	Patea	Lionel Roberts	Picton
Susan Sherman	Waihi	Barb Allen	Picton
Joanne Lawless	Papakura	Aaron Plows	Rangiora
Eoin Lawless	Papakura	Trevor Gleeson	Auckland
John Byrnes	Palmerston North	John Kendal	Christchurch
Robert Knight	Wanganui	Simon Eden	Rangiora
Te Awhi Ashby	Kaikohe		

**Photos for this issue of Triumph Times  
were kindly provided by:**  
**Barry Shipp, Chris Martin,  
Ray Hayward, Chris Reid, Worzel  
and Ken Spall**



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**The deadline for the next issue of Triumph Times is 10 September 2016**

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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.

**Remit to propose an amendment to Rule 24 of the TOMCC NZ Inc current rules**

**I propose that Rule 24 to now read:**  
The TOMCC NZ Inc logo, badge and graphic identifier to appear as illustrated herewith.  
Apart from enlarging or reducing for the purposes of clarity as is appropriate for a given application, this logo of the Society is not to be altered or distorted in any way. No words or graphics within the image are to be altered, added or deleted.  
Only the Area names (e.g. Canterbury, Auckland) etc can be used in association with the logo.  
The club is not responsible for nor does it recognise any member(s) not using the official logo as set out in this ruling.



**Reasons for suggesting  
this amendment**  
Since the founding of the club, there has been in use a large number of different versions of the image we see as our club logo. Also, the correct club logo has in fact never actually been defined. After discussion the national

committee recently voted on the issue of the correct club logo and the majority vote favoured the logo illustrated here.  
It is now appropriate that an illustration of our club's logo and its use be defined in our rule book.  
Given the large number of variations that are currently in use, it will take time for areas and individuals to change over to the use of this logo and the club executive will help where necessary to assist in the changeover. We are also in the process of expanding and up-grading our range of regalia, so now is a good time to deal with this issue.  
The discussion and voting on this rule change will be carried out in accordance with Rule 16 of our current rules. Please refer to your rule book.  

*Ken Spall*  
TOMCC NZ Otago and Southland