



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 2017 National Rally, Taranaki



The Taranaki Chapter members who worked so hard to make the the 2017 TOMCC NZ rally such a success.

Our annual national rally is an event I always look forward to with great anticipation, and this year's rally was no exception, particularly as we would be hosting an overseas guest who specifically made the trip to be with us, as well as to sample some of the superb riding roads we have here in NZ.

Roy Maddox arrived at our Motueka motel room late Wednesday evening after having stepped off the plane at Nelson airport. It was also his first long-haul flight experience from Britain. We expected him to be weary after his long ordeal, but no, he was alert, cheerful and raring to go.

As many of you now know, for the last few years, John Witherington, (our Vice President and Otago / Southland Area co-ordinator) organises the Twisted Thistle Tour. This combines the ride to and the ride from our national rally, into a mini tour as well as adding a few more days of riding where possible. Any member may join or leave the tour at any point to suit themselves. For this year Motueka was the start point of the tour.

Thursday morning the adventure began when David Arnott, from Top of the South Motorcycle Rentals picked up Roy to get his bike hire sorted, with John, Wayne and myself following them out to David's bike hire depot out in the Tasman Bay countryside.

As with all good adventures there are the occasional problems and this would be no exception. After having got Roy all kitted up and the bike nicely packed, he went to press the starter – with just a desultory click from the relay – but at least the sun was shining!

A quick check of battery connections followed by a voltmeter check and it was quickly diagnosed that we had a dead battery. Our well-prepared club president Wayne quickly came to the rescue with a remarkably powerful little power pack complete with jumper leads. A quick zap across the terminals and the Bonnie burst into life.

David suggested that we head back into Motueka to his local bike dealer who, he assured us by the time we arrived, would be waiting for us with a new battery ready for installation. David was as good as his word and before too long we were underway towards Nelson.

As always the twisties between Nelson and the Pelorus Bridge are a bikers delight and, as we were riding, I had a thought that this road is a great introduction to NZ biking for Roy. Picton eventually came into

view and after a bit of confusion due to new a access road layout to the ferry, we arrived as first in the queue, with Bill and Terry joining us a few minutes later. The Cook Strait ferry crossing couldn't have been better, almost mill-pond calm and a bright sunny afternoon. Perfect for Roy to be able to appreciate the scenery.

We did arrive about half an hour late, which was just as well as it helped us to avoid the worst of Wellington's rush-hour traffic, although the ride north still needed the usual vigilance. Somewhere north of Wellington had been the plan for an overnight stop and shortly before sundown Foxton was the choice, or more specifically Foxton Beach. After a bit of to-ing and fro-ing we eventually found the very peaceful Foxton Beach Top Ten motor camp.

A quick un-pack and we were off again in descending gloom looking for an evening meal, eventually ending up again in Foxton in an Asian restaurant housed in a rather quaint old villa with the added attraction, for Bill, of a very large and aggressive carp in a huge fish tank.

Breakfast next morning was in what looked like an old petrol service station in central Foxton, converted into a cafe. It also doubled up as a home for a well used V8 speedway car, surrounded by a host of speedway and racing memorabilia. Very friendly staff and excellent breakfast during which the bikes parked outside generated some interest among the locals.

The highlight riding north towards New Plymouth was a quick stopover in Waverley to visit our dear friends Sue and Bruce – Triumph enthusiasts from way back, but for now not active members. They were founding members of the Wanganui Chapter, but they must still be pretty keen – they keep their bikes in the bedroom! Bruce and Sue live in the delightfully converted village hall and also run a very successful business in the cottage next door selling plants and a wide variety of quirky and decorative arts and crafts items.

Arrival was a bit delayed as I continued from Hawera heading to Opunake instead of towards Stratford. This was done to see if those who were following me were taking note of our direction and if they would pick my "deliberate" mistake! [Amazing what lies you can get away with when you're the editor].

I pulled up at the side of the road right outside a garage that opened onto the footpath. Parked in the garage entrance was a partly assembled



Triumph Bonnie chopper. What a delightful coincidence! After a bit of a chat with the owner my riding companions assured me that yes, they had spotted my deliberate mistake, and then had the audacity to blame me for trying to take them the long way round!

The first stage of the Twisted Thistle Tour was over on our arrival at the rally site just south of New Plymouth. We checked in at the gate in glorious sunshine, a pleasant change from the very changeable weather we'd had coming up from Foxton. Check-in was easy, slick and well-organised and before too long we were settling into our respective bunkrooms. These consisted of a number of six bunk huts scattered around the perimeter of the rally site, with bedding for those who had ordered it and the rest using sleeping bags.

Our TOMCC NZ 2017 National Rally, was designated the "Lost" Rally – Lost, as there was some confusion over which number rally it was. It seems that we as a club have been around for so long that we're forgetting how many rallies we've had! But then, unlike some clubs I could name at least we do have a history and don't have to artificially create one.

I'd have to say that the Taranaki Chapter did us proud. The location was ideal, the food was excellent, the band was superb and organisation was flawless. The Taranaki Chapter, one of our smallest, has very few members, yet they all helped to make the rally the great success that it was. Members of some of our larger and more established chapters could learn a lesson from the enthusiasm of the Taranaki crew.

The usual rally activities filled the weekend, AGM, bike ride, bike show, music and prize-giving. Of note at this year's prize giving was an award established by the Taranaki Chapter. The Attendance Percentage Challenge is an annually awarded trophy given to the chapter that has the highest percentage of its members attending the National Rally. This year's winner is the Wanganui Chapter with by far the largest number attending the rally. Well done Wanganui!

The bike ride was well attended and instead of the usual round-the-mountain tour, the organisers chose to take rally visitors over some of the lesser known roads in the Taranaki region and by all accounts this proved to be a popular choice. As for myself and a few from the south we chose to explore the New Plymouth city environs.

After a light lunch at a central city pub, Terry led the way to the harbour where he and I climbed the tall pinnacle of the Paritutu Rock. Great views of the Taranaki region from the top whilst the others

waited at the bottom and probably considered us to be a bit mad to be climbing it in jeans and motorcycle boots on a hot sunny day!

As it always does, and rather too quickly, Sunday rolled round and the rally was once more at an end. At each rally that I have attended I always make a point of pausing at some point during the weekend to consciously reflect on the good time I am experiencing with friends, who I often only see once a year. These fleeting times are precious moments that I try to commit to memory. I know it sounds a bit airy-fairy, but there you have it, I love the times I have with TOMCC NZ, long may they continue.

With a wet departure from the 2017 rally site the Twisted Thistle Tour re-commenced with Roy, Terry, Wayne, John and myself heading towards Taumarunui via Stratford and the Forgotten Highway. Most of us have ridden this road a few times now but it's still a great ride. Lunch at the Whangamomona Hotel was a leisurely affair swapping tales with a group of Harley riders who arrived shortly after us. By the time we were ready to continue north the light rain had stopped and we were able to really come to grips with enjoying the never-ending corners north of Whangamomona.

Our accommodation in Taumarunui was the Twin Rivers Motel where we usually stay, a biker-friendly motel with excellent facilities. It's also across the road from the RSA club, also to be recommended for their excellent, good value meals.

Unfortunately this is where I had to leave the Twisted Thistle Tour and head south back home to Mosgiel. But first there was a quick stop at Taihape to visit a cousin, who I don't see very often.

After crossing over from Wellington the ride south was only notable for the huge volume of traffic now going from Blenheim, via the Lewis Pass and on to Christchurch. This is of course, due to the recent coastal road closures following the Kaikoura earthquake late last year. There are now interminable road works as the road is unable to cope with the extra volume and also all the wonderful twisty bits through the Lewis Pass now have 80kmh speed limits. What was one of the South Island's best motorcycling roads has turned into somewhat of a nightmare. Hopefully once the coast road is fixed it'll return to a more peaceful experience.

But, it was a great week away, always good to meet up with the other club members we usually only see once a year. Already looking forward to next year's rally.

*Ken Spall*

*TOMCC NZ, Otago / Southland*



Twisted Thistle Tour riders halfway through the Forgotten Highway.  
From left, Roy Maddox (Flying Foxes, Leicester), Wayne Woodward and Terry Hancox (Canterbury), Ken Spall and John Witherington (Otago / Southland).

# TOMCC NZ Inc. President's Report 2016

The past year has been one of the best years for the club that I can remember. I don't recall a time when we have been so organised with our national rallies, with Northland hosting the 2018 and the WATOC rally being hosted by Canterbury in 2019.

Our finances are very healthy as are our membership numbers, although I do believe with a little effort we can increase our membership, but I will touch on this later.

On behalf of the general membership, I would like to sincerely thank all the members of the National Committee including Area Co-ordinators, for all their efforts and hard work over the past year, especially Ken Spall, Newsletter Editor, Melissa Todd, Membership Secretary, Sandy Henry, Treasurer and Geoff Morgan, Website Administrator. Geoff is stepping down from this position due to work commitments so if you or someone you know is keen to do this job please speak up.

I would like to welcome Allan McLeod who has taken over from Ray Hayward as the area Co-ordinator for Waikato. A big thank you to Ray, who has worked tirelessly for the club for many years. All of the National Committee do a great job; volunteering their time and skills to do their individual tasks, but they work for you, the members, so if you have a suggestion you think will improve the club tell one of us or your local Area Co-ordinator who will bring it to our attention. It may be as simple as a regalia suggestion or something the club could do better for its members, but you need to tell us.

Some areas are very proactive in seeking new members as seen by the Auckland/Waikato display at the bike show last February and the Canterbury bike show. These events show the motorcycling public what TOMCC NZ Inc. is all about and give them a reason to join us.

Although I believe we can do better, one area of concern I have is the average age of our members. I welcome any suggestions as to how we can attract younger members. On this note I encourage all members to take some TOMCC NZ Inc. business card from the box as they leave the meeting today and hand them to their friends or even the person they happen to meet while out on a ride who isn't a member. Go talk to them, politely tell them about our club, suggest they visit the website, and tell them how easy it is to join even if they are not riding a Triumph, especially if they are on a smaller learner style bike. Maybe if they join our club and see the benefits and how much fun we have they will consider a Triumph for their next bike. Be proactive; don't just wait for them to come to us.

Another tool we can use to our advantage is social media such as Facebook. Young people use this lot and although we do have Facebook pages I suspect some areas are not using them to full advantage. As members I urge you to use these tools to the club's advantage. Even simple things like a few photos of a ride you and some friends have been on. It all helps to lift the profile of the club.

Something else we could work on is getting support from our local area business' especially motorcycling related. We can advertise their business in our Newsletter cheaply or even for free and maybe they could offer members a discount. I am well aware we are already working in this area, but again I feel we can do better with a bit more thought and effort.

Lastly, I would like to thank Taranaki area for hosting this rally. Everyone I've spoken to so far, are really enjoying themselves. So thank you.

*Wayne Woodward, President, TOMCC NZ Inc*

## Alteration to Rule 24 of the TOMCC NZ Inc Rules and Constitution

As you will recall through the June 2016 issue of TriumphTimes, a remit was submitted to all members proposing that Rule 24 be amended to more clearly define the correct logo of our club. Following appropriate voting procedures, the club committee and the AGM were notified that the remit was accepted by a majority of votes. Thus, Rule 24 will now be amended to read as follows:

### Rule 24 TOMCC NZ Inc Logo

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.

Please take note of this change and if a file of the correct logo is required for use on any event promotion, stationery and specific regalia not covered under the National Regalia items for purchase, please get in touch with Ken Spall, email [spall@callsouth.net.nz](mailto:spall@callsouth.net.nz) or ph 03 4891740

In due course new rule books will be printed and will be available to any member who wishes to receive one.

Given the large number of variations of the logo, and applications that are currently in use, it will take time for areas and individuals to change over to the use of this logo. The club committee does not expect you to suddenly dump your personal regalia or club banners to reflect the change. Rather we expect the changeover to take place gradually, as clothing and banners wear out, or become damaged through normal wear and tear.



## DATE CHANGE WATOC Rally of the Year 2019

A change in date for the Burt Munro rally has resulted in a clash of dates with our own rally. Therefore, the Canterbury organisers of the WATOC Rally of the Year 2019 have changed the date of the rally. It will now be held over the weekend 22/24

February 2019. Also, due to booking restrictions, the rally is now a 2 day event in the same manner as our normal national rallies.

The venue remains the same, Hanmer Springs Forest Camp.

We will arrive at 11am on Friday 22nd February and leave by 1pm on Sunday 24th February 2019. This tight schedule does mean that we will need lots of assistance from TOMCC NZ members. Given that this is somewhat of a special rally we're sure that you will be willing to lend a hand where necessary.



## Emailing Triumph Times

At our recent AGM there was some discussion regarding emailing *Triumph Times* to those members who are happy to receive a digital copy rather than a printed copy. This would of course save costs, postage and extra work in distribution. At the AGM there were a number of members who indicated that they were happy for me to do this. If you would also like to receive future copies of *Triumph Times* by email please let me know, my contact details are:

email [spall@callsouth.net.nz](mailto:spall@callsouth.net.nz),  
phone 03 489 1740 or 021 26 99 530.

*Ken Spall, Editor, Triumph Times*



# Old bikes, Whitebait and the search for the Black Panther

## TOMCC NZ 2017 Lost Rally – Taranaki

With the 2017 National Rally being hosted by the Taranaki chapter and the lure of some magnificent South Waikato – Taranaki backroads it was a perfect opportunity to attend mounted on the pre-units.

Trev on board Mr Ted rides to work on Thursday and heads off to Piopio and stops the night at the Owls Nest Motel. He unpacks the bike and pushes it around the back, but before he can get a cover on the heavens open up with torrential rain accompanied by thunder.

Good digs here with a nice restaurant, no tap beer so forced to drinking dirty ole dark from the bottle (it's a tough life). At dinner when a text comes from Ray & Smokey saying they are all but packed so have decided to head away earlier in the morning rather than wait for the group leaving at 11.00am on Friday from Trevor Hall Motorcycles.

Friday dawns bright and fine, not a cloud in the sky which after the heavy rain of yesterday evening is pleasant to see. Lay the wet gear out in the sun and bugger around while it dries. Another text arrives from Smokey saying they are leaving around 8.30am which means we still have about 2 hours to fill in. By 10am with all the gear now dry Trev & Ted decide to head across to the servo and gas up with Ray and Smokey also pulling up just as Ted stops at the servo, good timing Sir.

Soon gassed up and after a short discussion on the planned stops to spy out our fishing spots for Sunday's return journey, we hit the road through Awakino Gorge. With it being the first time I have gone through there with no major road works it lives up to its name as one of the premier biking roads in New Zealand.

We are soon at Awakino where the pub is closed, so down to the wharf for a look. Might fish ok on the incoming tide but does not excite us. Next we checked out the river mouth but does not look suitable. If we fished there we would be too far removed from the bikes.

Mokau is the next stop. Under the bridge to the wharf and boat ramp, could be good with deep water, back up the hill and out to the point where you would be fishing direct into the channel. Now with two likely spots sorted back up to the village and the Whitebait Inn for a Whitebait sandwich.

Pull into the Whitebait Inn and with the bikes on the rear stands Ray spots an oil covered interesting looking nut on the ground. No idea what it's off so like a good squirrel puts it in his pocket to be added to the tin in the shed back home. Now this interesting nut was playing on his mind, so a closer inspection of Smokey is called for and it is soon discovered that it is the nut holding the rear stand onto the frame.

With the Whitebait sandwich eaten and Smokey's offending rear stand nut now reinstalled we continue down the hill across the bridge and through a gate to the end of the track, where we are hidden from the road and less the 75 metres from the main boating channel, we have found the spot for Sunday's fish.



Mount up and head south to Mike's Brew House at Urenui. A great venue with 7 or 8 beers on tap to choose from, there is a variety to suit everyone's taste. Check it out at [www.mikesbeer.co.nz](http://www.mikesbeer.co.nz)

The next 40km to the rally site at TOPEC with all the resealing would have to be the slowest 40km ever! Seems every time we got back up to Ted's cruising speed of 85km we would hit another section of fresh seal. State highway riding stinks, give me unsealed backroads any day.

The TOPEC rally site is a great spot tucked in under the Mangarei Power station, nice and isolated with no passing traffic.

With the bikes unpacked and in the premium parking spots (under the cabin verandah) and bottom bunks secured we head over to the bar only to discover it is cash only, bugger, as between us we didn't have enough cash to buy even one round.

The lady managing the bar, (sorry I have forgotten your name but she was Chris's partner) very kindly offered us the loan of her car to head back to Merrilands where there is a hole in the wall. We are soon cashed up and enjoying a pie from the Z servo.

As we are sitting on the bench enjoying our pie, an old guy pushing a shopping trolley full of New World shopping bags full of El cheapo wine casks joins us on the bench. Muttering to himself about "fuck, that is dear, I'm going to report them to the Police". With no thought about preserving the evidence he pops the top on a \$5 bottle of sparkling wine. As it foams he chuckles to himself, "Ahh this is going to be fucking good", whereupon he lifts the bottle and takes a long swig, belches in satisfaction then hides it under the flap of his coat. It's time to go before we are offered a drink I think.

Once back at the rally we turn our cash into a couple of beers, grab ourselves a seat, and catch up with a few mates we've not seen for a while, and watch the rest of our chapter members as they roll in.

It appeared the group gathering at Trevor Hall's had a few problems. Al (new chapter area organizer) was missing, Kerry was miss-

ing, Ray was missing and Pete & Sue were missing. Neville rides in on his Thunderbird and the water pump shifts itself. Geoff goes to restart the Meriden Bonnie and the electronic box has shit itself. Man it is lucky they were parked outside a bike shop.

Geoff immediately gets a replacement black box and Neville phones home to Jo to put the 800 Tiger in the back of the Horse float and deliver it to Trevor Hall's in TA (man it is good to be a bloke). Judi sits there thinking, "man these guys are disorganized" and announces the 10 minute call but getting the ride to the rally site finally underway nearly 50 minutes late.

Meanwhile, back at the rally the missing Al rolls up in his Hilux, that's odd we thought. Turns out he had a flat tyre, threw his toys out of the cot, loaded the ute and left for the rally. Kerry & Brenda didn't turn up at all. Seems Kerry now had to work Saturday and move his daughter Sunday.

Neville cruises in on the 800 Tiger about 30 minutes after the main group with a big smile on his face. About that time Ray receives a text from Mrs. Orton to say they are on their way and bumped into Pete & Sue at Te Kuiti, book a bed was the request from "her indoors" (that's another story in itself). Then out of nowhere Eric is standing with the group but without Sue.

Seems the Waikato/BOP group is gathering and getting larger. The Don arrived on his 800 and Jo drove in behind Geoff in the Camper van. Crickey, its time for another beer, just too much happening. Then out of nowhere Roy, Chas and Steve turn up to join the conversation.

The afternoon drifted into evening and food time (for those who ordered dinner) for the others, hmmm, may as well have another beer. The band started playing as darkness descended. Soon after the fire pit was in action and was welcomed as the evening cooled down. Soon enough, or after just too many beers, the lure of the cabin and the sleeping bag is too strong.

Saturday dawned an absolute cracker and after the coolish night it was nice to see the

sun. Many were cleaning their bikes for the pending show in the afternoon and others doing a bit of maintenance. Breakfast was on the go and others were setting up the chairs in the forested area within the camp for the AGM. What a unique location, it could have easily been a scene from a murder movie.

We decided not to go on the rally ride but joined the Auckland crew for a ride up Mount Egmont. Andrew D set the pace and led the way out through Inglewood for fuel then onto Stratford where we took a sudden right turn and our ride up the hill.

The trip heading up the hill didn't seem that steep until on one sharp left hand turn Ray noted the T-Bird nearly stalled and had to throw it into 1<sup>st</sup> gear to keep up the momentum – Old Smoky didn't like going up this mountain! The views from the carpark were outstanding and with the bikes parked on a small grass knoll the photographic evidence was taken.

Glenn led us into New Plymouth central where some of the others at the rally had agreed to meet for lunch at the Irish Bar. We enjoyed lunch with a dark ale and a Guinness Pie before heading back to the rally site in time for the bike show.

Trev, Ray & Mike lined up the three Pre Units at the front of the show, with the Pre Unit class being the prestige trophy of the rally that everyone was keen to win. So keen in fact that a load of Hinckley's had parked behind the PU plaque (perhaps they just don't understand what a Pre Unit is).

The competition was tough between the three pre units with Mike as the deserved winner. A Billy T impersonator aided Chris with the handing out of the trophies and he did a good job telling some great jokes – an excellent entertainer.

Bit of a kick in the guts for all the Triumph twin owners with the lone BSA winning best twin (no controversy in this report!).

As afternoon rolled into the evening Billy T as the DJ played his music through the night and a couple of keen members got up to try their hand at Karaoke. Suddenly at 10pm everything went quiet. Oh dear, that's it folks, lets head over to the fire pit to see what's happening. By 11pm we were all wrapped up and warm in our sleeping bags thinking of the day ahead.

Sunday morning dawned overcast with it looking like rain at some point. A flurry of activity with breakfast on the go, coffee shop was brewing, people in and out of the showers, tents being packed or thrown in the bin. Others saying their farewells to old mates whilst the bikes were being packed.

Mike has asked if he can ride back with us (Trev & Ray) and after breakfast the 20 minute call is sent out. Get ya shit together! With final farewells given and everyone now ready we are off to the shops to buy water and bait as we are really keen to do a bit of fishing around Mokau.

Soon after leaving New Plymouth the rain started requiring a stop to put on the wets. Mike announced on our arrival at Mokau that he will pedal on in an attempt to get home today. Trev and Ray pull into their fishing spot just inside the harbour entrance.

The rain stopped and humidity went sky high. It was an enjoyable 2 or so hours with

the line in the water, Trev winning pulling in 4 fish to nil (true story Abbo!). We decide to pack all the gear away and head into Mokau for our second whitebait fritter of the tour (yum).

Not far out of Mokau we caught up with a group of vehicles that slowed quickly then suddenly hit the brakes. All Pre Unit owners know that their bikes are not blessed with good brakes. Trev swerves to the left to miss them and Ray takes to the right. At least Ray still had a road to ride on, but Trev was in the wet grass still trying to scrub off some speed bouncing in all directions on the rigid frame. Ray spots the problem. There is stock on the road and a couple of people trying to round them up. Trev wasn't helping as he was in the same space and the cattle were trying to get out of his way as well – classic. All ended up fine, and even better, we are both now in front of the traffic.

We fueled up at the servo in Awakino and our intention was to head up the beautiful Manganui Valley road to Marakopa. Those who have not ridden this section of road should put it onto your rides list as you can go all the way to Kawhia and beyond.

It's a great riding experience if you have the time as it bypasses Otorohanga, Te Awamutu, Hamilton, and Ngaruawahia & Huntly before emerging at Pukekohe.

After 40km of leisurely riding on a great road made for motorcycling we arrive at Waikawau the approximate half way point to Marakopa where we turn towards the coast and head through the tunnel to the beach.

Interesting half hour here where we pick the brains firstly of a fisherman heading to the rocks on the point to chase Snapper, then an old guy heading to the rocks to chase some Paua. Could be a good spot to return to for an overnight fish.

Back on the road and head north to the Pomarangi Road intersection. This is the road into the clouds taken during our tunnel tour of 2 years ago when we went in search of the 'Black Panther Ranch'. Doesn't take our intrepid travellers much persuasion to turn right and head into the clouds. Like the tunnel tour of two years ago, as we got higher the light wind-blown misty rain got heavier and heavier (perhaps it's always like this up here?).

The road has not improved in the past couple of years either, still very narrow with grass up the middle. More tree branches and Punga fronds on the road than at the green recycling tip in Hamilton and all the while playing dodgems with the wild goats and sheep. Eventually we wind our way to the end of Pomarangi Road 18km from our start point at Marakopa Road and with no sign of the Black Panther so we U turn and head back stopping at a couple of places to explore over the fence but still no sign of the Black Panther.

Back to the Marakopa Road intersection and a short 10km or so on metal later we arrive at Marakopa. The rain by now is that heavy and cloud so low we are unable to see the great views from the top of the hill just before Marakopa and yep, we are soaked. Down to the end of the road and park up outside the last house where Trev has arranged accommodation for the night.



The owner is not there that night so knowing where the key is kept, and 10 minutes later the bikes are pushed into the garage and wet gear is stripped off and hung up to dry (it looked like a pre unit Chinese laundry).

Didn't want to push the free hospitality so apart from a couple of warm bottles of Tui we did not raid the cupboards.

Next morning with just a short-ish dash to Hamilton and home we adjusted our still damp clothes to hang more in the warm breeze and buggered around for a couple of hours. 10-ish sees most of our clothes dry enough so load the bikes and head firstly to Waitomo where there are about 15 plus buses disgorging tourist at the caves, then on to Otorohanga and a big all day breakfast.

After nothing substantial to eat since yesterday's Whitebait pattie the Big breakie with extra bacon goes down pretty quick.

Gas up with the decision to try a new back-road to Two Whata's and a pint at the Tavern before we go our separate ways. New back-road with roadworks and detours in place turns into a quick dash up SH3 to Te Awamutu then the Two Whata's to find the pub does not open until 2pm.

Oh well nothing, for it but to say our good-byes, head home, unpack the bikes and lay wet gear out.

Another great adventure on the old bikes, for the most part trouble free, and look forward to the next outing. Next rally is in Northland, see you there and book early!

*Ray, Smoky, Trev & Ted  
TOMCC NZ, Waikato BOP*





**TOMCC NZ National Rally 2017**  
**Taranaki**





# TRIUMPH OWNERS MOTORCYCLE CLUB (NZ) INCORPORATED

Society number 618282

## Balance Sheet as at 31 December 2016

	2016 \$	2015 \$
<b>ASSETS</b>		
<b>Current Assets</b>		
Cash at bank	15,915.37	16,106.82
Membership subscriptions due but not paid	25.00	75.00
Regalia on hand, at cost	4,749.99	4,273.82
Deposit on regalia not yet received	-	225.35
<b>Total Current Assets</b>	<b>20,690.36</b>	<b>20,680.99</b>
<b>Non Current Assets</b>		
Ezi-Ups		
At cost	400.00	400.00
Less Depreciation	300.00	200.00
	<b>100.00</b>	<b>200.00</b>
Computer		
At cost	2,570.63	2,570.63
Less Depreciation	2,570.63	2,570.63
	<b>-</b>	<b>-</b>
Laptop held by Melissa		
At cost	868.00	-
Less Depreciation	-	-
	<b>868.00</b>	<b>-</b>
TOMCC stamp		
At cost	31.97	-
Less Depreciation	-	-
	<b>31.97</b>	<b>-</b>
Manawatu chapter banner		
At cost	381.10	-
Less Depreciation	-	-
	<b>381.10</b>	<b>-</b>
National Rally advance to Taranaki chapter	1,200.00	-
Advance to Canterbury for the 2019 WATOC rally	1,000.00	-
	<b>2,200.00</b>	<b>-</b>
<b>Total Non Current Assets</b>	<b>3,581.07</b>	<b>200.00</b>
<b>Total Assets</b>	<b>24,271.43</b>	<b>20,880.99</b>
<b>LIABILITIES</b>		
<b>Current Liabilities</b>		
Wharehouse Stationery December account not paid	-	360.00
<b>Net Assets</b>	<b>24,271.43</b>	<b>20,520.99</b>
<b>Represented by</b>		
<b>MEMBERS' FUNDS</b>		
Opening balance	20,520.99	16,443.94
Surplus for the year	3,750.44	4,077.05
<b>Closing balance</b>	<b>24,271.43</b>	<b>20,520.99</b>

I certify that these financial statements have been submitted to and approved by the members at an Annual General Meeting held on 11 February 2017.

Signed  
Name Sandy Henry  
Designation Treasurer

### FOR SALE

Screen for Thunderbird 900 triple. Genuine factory part in excellent condition, complete with all the fittings. \$200  
Phone Ken, 03 489 1740 or 021 26 99 530

## TOMCC NZ 2016 Accounts Notes

I am pleased to report that the Club has a surplus for 2016 of \$3,750, slightly below 2015 by \$327. Membership income was 1,337 lower than 2015. This was offset by higher regalia sales. Stationery & postage costs increased during the year by \$304 reducing our surplus

At 31 December 2016, only 1 member owed subs and this amount is shown in the Balance Sheet as a Current Asset. This has since been paid by the member.

As in past years, the newsletter continues to be the major cost of the Club.

The main recurring costs are to print and distribute the newsletter and the costs of the Membership Secretary with postage etc.

We purchased a number of assets during the year. \$381 for the Manawatu chapter banner, \$32 for a TOMCC stamp and \$868 for a laptop computer held by Melissa.

We also advanced \$2,200 to Chapters to assist with rally costs. We advanced \$1,200 to the Taranaki chapter for the 2017 rally and \$1,000 to the Canterbury chapter for the WATOC rally in 2019. These advances are shown as assets in our Balance Sheet as assets.

When we take all of the cash in and cash out into account, our bank balance reduced by \$191 to a closing cash balance of \$15,915.

The Balance Sheet shows the assets that the Club owns.

At the end of 2016 the Club had assets totalling \$24,271 made up of:

-Cash in the bank of \$15,915, regalia on hand of \$4,750, the outstanding membership subscriptions of \$25.

-The Club owns a computer that cost us \$2,570 that is in the custody of Melissa, and two ezi-up shelters. (One shelter is in the North Island and the other in the South Island.) and the new assets purchased during 2016 that totalled \$1,281.

I would like to recommend that the Club move forward towards Internet banking, and getting rid of the cheque books. This is offered by our current bank, the BNZ, at a cost of \$10 per month. There will still be a requirement of 2 or 3 approvers on all payments.

Sandy Henry  
Treasurer, TOMCC NZ

## TOMCC NZ Inc Committee 2017

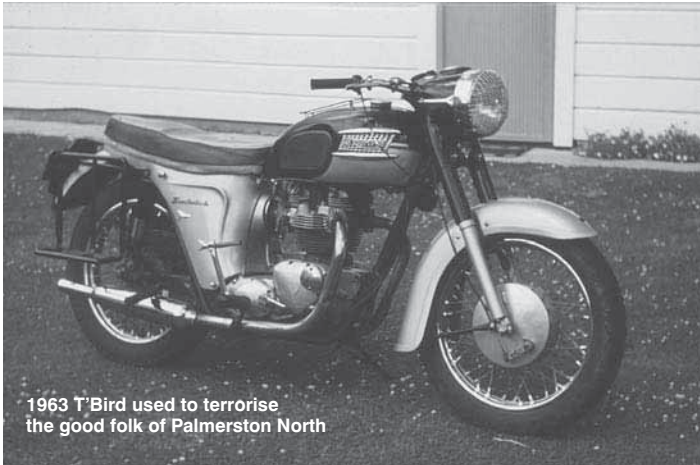
President	Wayne Woodward
Vice President	John Witherington
Membership Secretary	Melissa Todd
Treasurer	Sandy Henry
Regalia Officer	John Milligan
Newsletter Editor	Ken Spall
Website Administrator	Geoff Morgan

### Area Co-ordinators:

Northland	Deborah Darton
Auckland	Glenn Mills
Franklin	Chris Smith
Waikato / BoP	Allen McLeod
Taranaki	Chris Martin
Wanganui	Alan Ross
Manawatu	Barry Shipp
Canterbury	Peter Free
Otago / Southland	John Witherington

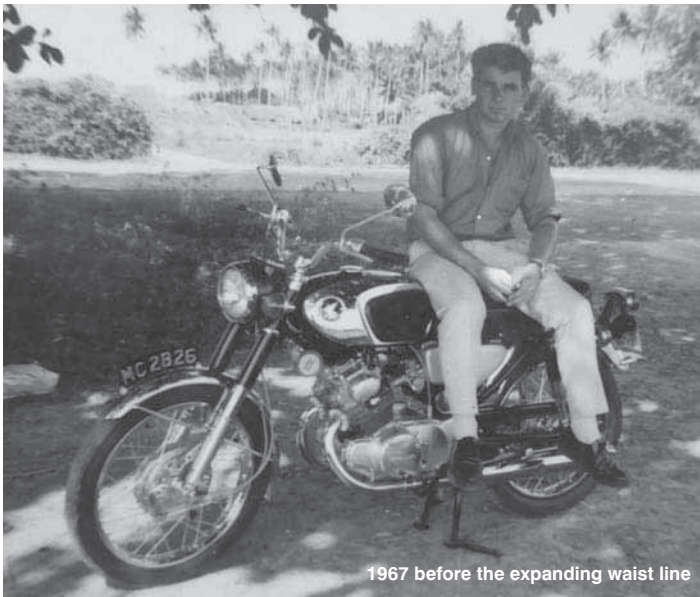
## Don's Selection

My first bike that could be relied upon to complete a journey was a 1963 ex MOT Triumph 6T Thunderbird that I bought from Tim Gibbs Motors in Palmerston North. Along with a Marlin Brando leather jacket (but no helmet) and other like minded rebellious youth I used it to terrorise the local citizenry.



1963 T'Bird used to terrorise the good folk of Palmerston North

After a year or so it was replaced with a Honda 125 Benly and of all things a parachute. That little Honda was driven flat out with complete reliability and what's more it had an electric leg. I moved to Malaysia in 1967 and on Boxing Day I bought a brand new Honda CB175 from Soon Ho Motors in Malacca and this too proved unbreakable. With that, I moved into the Japanese camp and thus did my part in the demise of the British motorcycle industry.

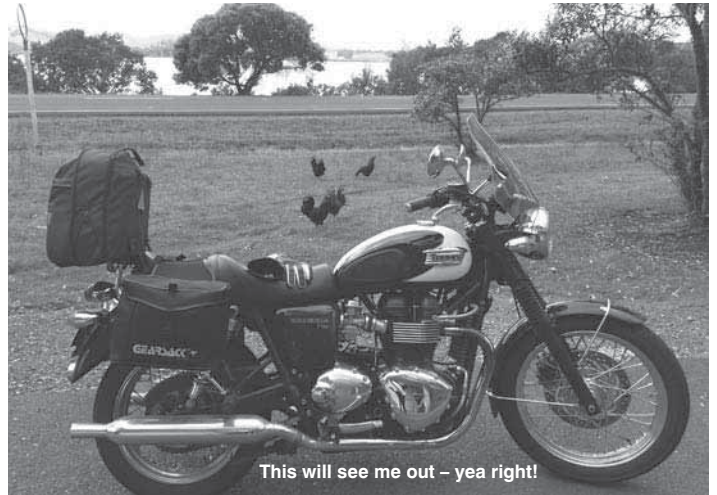


1967 before the expanding waist line

I joined the Vintage Car Club (VCC) in the early 70's and went back to British bikes but with nothing newer than the 1950's and mainly Ariels; no Triumphs. In the mid 70's the classic motorcycle movement started first with Rotorua forming a club then quickly followed by Tauranga. In Auckland, where I lived at this time, the VCC catered to the needs of us road riding types, however, the racing folk formed the Classic Racing Register. I eventually shifted from old British to old Japanese bikes and am currently a member of the Tauranga Classic club.

I was very content with Japanese bikes; I liked their style, performance and reliability and vividly recall when Hinkley introduced their 1960's lookalike Bonneville. What were they thinking? Old guys like me who remembered Triumphs in the "good old days" of the 1960's surely had no desire to go back there, so who were they going to sell them to? What a marketing cockup and clearly doomed to fail I thought.

Well, one day ANZA Motors in Palmerston North loaned me one for the weekend and on Monday I went in and bought it - a black and white T100 - just like the cops had in the day. So much for my opinion. What's more ANZA sold me another one, also a black and white T100. I did over 50,000 km on these two bikes and thought the last one would "see me out" but sadly no.

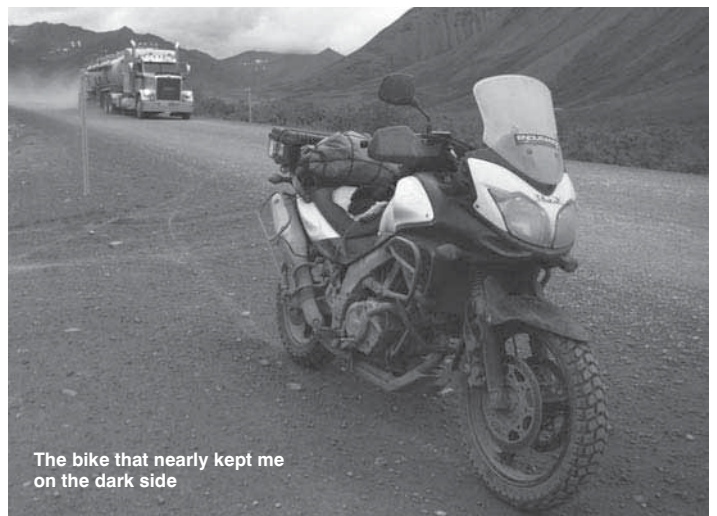


This will see me out - yea right!

In 2015 and over a period of eight months I rode the Pan American highway on a VStrom 650. Back in NZ I favoured the Suzuki and hardly ever rode the Bonnie so at just under 100,000 km when the VStrom had to go it was a case of what next. In the end I flicked off the Suzi privately and traded the Bonnie in at Bay Ride for a new Tiger 800.

It took a while to get used to it after the Suzi but now with 18,000km on the clock I think I've got the hang of it. I have promised myself not to try the new Bobber because "I remember when, in the 1960's - hey guys are you listening"!

*Don Mardle  
TOMCC NZ, Waikato/BoP*



The bike that nearly kept me on the dark side



On the road to who knows where.



## TOMCC NZ Home from Home

To residents of New Zealand the islands are simply home, but to residents of the UK they are an exotic place on the other side of the world.

It was a typical British February night moistened with heavy rain when I began my journey aboard the Emirates A380. It was Monday and it would be Wednesday before I would arrive at my destination.

Arriving at Auckland I was a little surprised to be asked if I was prepared to help the crew aboard the Jetstar. I had visions of piloting the plane to Nelson, luckily for all travellers this was not the case, although I did have charge of the exit door.

So began my greatly anticipated trip to join the TOMCC NZ National Rally in New Plymouth followed by the Twisted Thistle Tour.

I could now recite my itinerary including all the places I rode to, the fun I had and the fantastic memories that were created, but I won't.

I will however take these few lines to thank the people I met at the rally, on the tour, at the endless petrol stations, at the motels and motorcamps, TO ALL THE PEOPLE I MET, THANK YOU.

But I need to say a very special word for Ken Spall, John Witherington, Wayne Woodward and Terry Hancox who were my tour companions and a tireless source of support, humour and wonderful memories. To the members of TOMCC NZ thank you for opening your arms and placing them round my shoulder in friendship and comradeship.

I plan to return in 2019 to those exotic islands where this UK resident felt totally at home. Ride Safe brothers and sisters.

*Roy Maddox, TOMCC UK*

## TOMCC NZ

### Long Service Awards

This years awards presented at our 2017 AGM to long-serving members.

#### 10 Years

Brian Dawson	Kevin Mangnall	Gordon Handley
Brent Sargeant	Trevor Lau	John Wright
Kevin Yorston	Ian Mosley	

#### 15 Years

Steve Bevington	Greg Fox
Peter Free	John Wright

#### 20 Years

Ray Hayward	Peter Shaw
Daryl Patchett	Roger McCormick

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

Paul Hulsdouw	<i>Auckland</i>
Bruce Erskine	<i>Tauranga</i>
Neil Devine	<i>Wanganui</i>
Murray Taylor	<i>Waipu</i>
Ray Borrie	<i>Dannevirke</i>
Caleb Thurlow	<i>Milton</i>
Brendon Wilson	<i>Auckland</i>

## WATOC Challenge Results 2016

As can be seen from the results table below TOMCC NZ has put in an excellent result with 5 members taking part and one of them, Geoff Walton, taking top honours. It's of course nice to get a high place in the results but the idea of the WATOC Challenge is to get you out there riding. You only need to attend a minimum of three overnight events and you're in. 2017 WATOC Challenge score cards and further details from Ken Spall, email spall@callsouth.net.nz phone 30 489 1740.

	Name	Rider/ passenger	Club	Bike(s)	Events	Distance (km)
1	Geoff Walton	Rider	TOMCC NZ	Sprint ST `04	4	7544
2	Vic Oliver	Rider	TOMCC UK	Thunderbird, Bonneville	5	7070
3	Dave Thompson	Rider	TOMCC UK	Tiger 800, TR6 `70	5	7060
4	Steve Battye	Rider	TOMCC UK	Speed Triple, T140	3	6290
5	Ted Gould	Rider	TOMCC UK	Tiger Explore	5	5615
6	Paul Jessups	Rider	TOMCC UK	Speed Triple, T140	3	5513
7	Otto Nilsson	Rider	TOMCC S	Rocket 3	6	4110
8	Eva Nilsson	Passenger	TOMCC S	Rocket 3	6	4110
9	HP Nielsen	Rider	TMCOC DK	Rocket 3	3	3000
10	Peter Sherman	Rider	TOMCC NZ	6T Thunderbird `50	6	2843
11	Susan Sherman	Passenger	TOMCC NZ	6T Thunderbird `50	6	2843
12	Jim McKie	Rider	TOMCC UK	Bonneville SE	5	2812
13	Jesper Heegård	Rider	TMCOC DK	Trophy 1200	4	2746
14	Lars Hestehave	Rider	TMCOC DK	Tiger 1050	3	2604
15	Erik Hundsdaahl	Rider	TMCOC DK	Speed Triple	6	2574
16	Garry Perkins	Rider	CTF	T140	5	2515
17	Lucy Tenen	Passenger	CTF	T140	5	2515
18	John Witherington	Rider	TOMCC NZ	Bonneville T100	3	2332
19	Claus jepsen	Rider	TMCOC DK	Sprint	3	2160
20	Steve Rochester	Rider	TOMCC NZ	Speedmaster	4	1833
21	Birthe Munk	Rider	TMCOC DK	Bonneville T100	5	1831
22	Palle Munk	Rider	TMCOC DK	Thruxton	5	1831
23	Phil Loom	Rider	TOMCC UK	Street Triple	6	1816
24	John JC Curtis	Rider	TOMCC UK	Speed Triple	3	1768
25	Dan Christoffersen	Rider	TMCOC DK	T140 outfit, Commando	4	1678
26	Peter Nettler	Rider	TMOC	Trident	3	1601
27	Kees Stappershoeft	Rider	TOCN	T140, Street Triple, T120	4	1270
28	Nel vd Broek	Rider	TOCN	Bonneville outfit	3	1060
29	Kenth Olof Sjölin	Rider	TOMCC S	Tiger 800, Speed Triple	3	550

### Photos for this issue of Triumph Times were kindly provided by:

Barb Allen, Lloyd Williams, Trevor Stapp,  
Ray Hayward, Roy Long, Terry Hancox,  
Don Mardle 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**

### 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.

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Email: spall@callsouth.net.nz

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New Zealand

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



# Barb Allen – bikes, fun and her first TOMCC NZ rally

My first solo ride on a motorbike was on my big brothers Honda 100cc (don't know the year or model) in 1975. I was about 17. The photo in my album has faded with time, but it is clear to see I was wearing bell bottoms and jandals. My brother was generous and gave me, my other brother, and my twin sisters, all a go at riding his bike around the clothesline in the back yard of our house. We have all gone on to own bikes except for the younger of the twins. She didn't quite get the hang of easing up on the throttle to make the tight turn, and we all looked on in horror when she rode up on my father's prized garden, twisted the throttle full on in fright, and all but demolished his flourishing tomato plants. It was a hasty fix-it job on the tomato stakes and a disappearance of the squashed fruit, amidst lots of laughter, I can



Early days on a TS125

tell you.

My first bike was a 1979 Suzuki TS 125 (pic enclosed) that I bought in 1982. It was all I could afford at the time and I didn't have a car licence. I still vividly remember taking the practical motorcycle test. It was pouring with rain and I was decked out in only sneakers, jeans, and my old school oilskin parka. I don't know if it was because the traffic cop felt sorry for me or what, but I was only made to do a left-

hand rectangular circuit of three downtown blocks in Ashburton. No hill starts, no balancing around cones, nothing to indicate what my skills (or lack of!) might have been. So I happily commuted to work for a couple of years wearing jandals on some days, totally oblivious to being safety conscious. My cheap, but safety standard approved, helmet being the only sensible item.

Later on, still in my 20's, I took my husband's 1972 Kawasaki H2 Mach iv 750cc to work a few times and remember the one time I wound it up to 100 miles per hour on the straight just to see what it could do. I had the steering damper screwed tight, and I'm sure there were more horsies ready to take off at fast gallop, but going that speed on a big old heavy bike scared me, and I pulled it back up before I made mincemeat of myself. My husband didn't enjoy bikes and he'd only acquired it as a swap for a vehicle - it being the only trade available at the time, and the Kawasaki soon went to another home.

I then had a thirty year lapse of riding until visiting (my now partner) Lionel in Australia, and being allowed to go up front on his prized '98 Thunderbird Sport. I know how much he cherishes this bike and I wondered at his wisdom of offering me a solo ride. I hadn't ever taken a pillion, but I felt that at least with him behind me I would feel a little better. Its amazing how that 30 years just vanished in an instant, and my confidence came back in the ride out on the winding country road to a pub in NSW, where local bikers gather. I was about to ride all the way when I had the thought that it was selfish to not give him back the front seat and reluctantly stopped, blotting my copy book by forgetting to clutch and stalling. Damn!

Back here in NZ, and the Thunderbird safely back to the region it had gone to Aussie from, it wasn't long before we looked at getting me my own bike. I picked up a near new Suzuki GW250 last year, which I loved the feel of, except for its lack of power on the open road, and the bad feeling I had



Barb on her Can-Am Spyder RS.

being too vulnerable just short of 60 with little open road experience. Hence the sale of the GW250 and the purchase in the North Island just after Christmas of my 2015 Can-Am Spyder RS (pictured at the Tui Headquarters in Mangatainoka). I've hooned around chasing sheep and bulls at top speed, plus ridden narrow steep hill tracks on quad bikes for around 20 years, and find the Spyder more like a quad than a conventional so its second nature to me to ride it.

I'm absolutely rapt with my bike and it washes over me when the purists scoff and say its not a real bike - having three wheels and rego'd as a car. I am still very exposed, change gears just the same, and need to adhere to the exact same safety aspects of all other bikes. These days I'm kitted out properly, and I've thoroughly enjoyed the 2200 plus kms I've clocked up already in just 8 weeks. The last big ride was up to the TOMCC 2017 rally in Taranaki. I was really impressed with the organising and smooth running of the rally, particularly when I found out that the Taranaki Chapter have little over 10 members. Everyone was so friendly, and even though I don't ride a Triumph yet, it was a good feeling to be part of the Triumph family and be accepted purely as a motorcycle enthusiast. Thank you all for making my first ever rally so much fun. I'll be coming to as many as I can.

*Barb Allen  
TOMCC NZ, Canterbury*

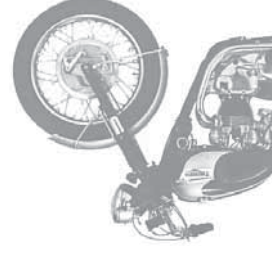


Barb's partner Lionel on his Thunderbird Sport.





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



## ***TOMCC NZ National Rally 2017, Taranaki***

