



# 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

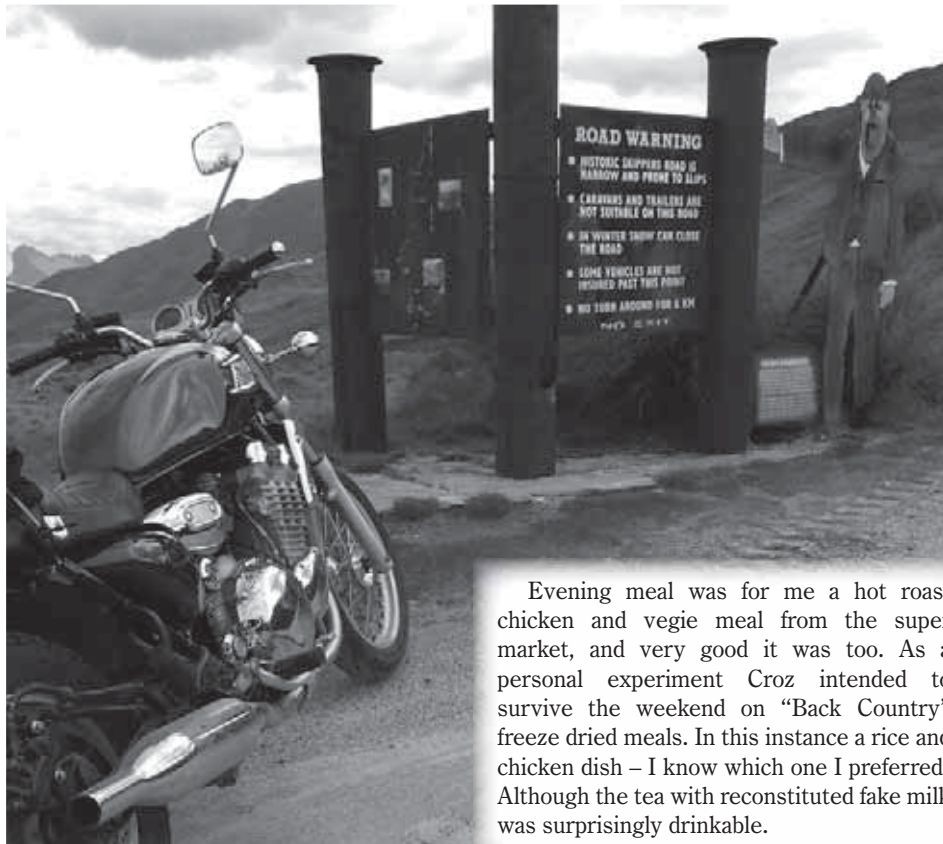
## Skippers Canyon Capers

Skippers Canyon Road – reputed to be New Zealand's most dangerous public road. I had always wondered really just how dangerous it is and how feasible it would be to ride using ordinary road bikes.

Only one way to find out – organise a ride. So it was that on the Friday three of us, Croz, Bruce and myself, rode out of Mosgiel on our way to our first night in Cromwell. John had intended to come up from Invercargill to join us at the start but unfortunately shift work hours prevented this. Naturally, as we rode off, it was raining. I say naturally because it seems that any bike trips I have done recently have been plagued by wet weather – I really am getting just a bit tired of it.

Luckily by the time we got to Roxburgh for a Jimmy's pie at the pie shop we were only encountering brief light showers. But the first stop had actually been Lawrence, not only to re-group, but also to perform a bit of surgery on Croz's ear! The rubber bud had come off the ear phone for his on-bike music player and had got jammed into his ear. So, I whipped out my handy Swiss Army knife which just happens to have a pair of tiny tweezers in it. And there, on the streets of Lawrence, without further ado I extracted the offending item from Croz's ear. It's not the first time that these tweezers have been used on a club member – ask John!

Continuing over the delightful hilly roads of Central Otago it was not too long before arriving at our accommodation in Cromwell at the Top 10 motor camp. Bruce was going to



spend the night with family who lived nearby and Croz had intended to camp. But as I had paid and booked a unit that held 6 it was silly for him to put up a tent when so many beds were available (we had unfortunately had some earlier cancellations for the trip).

Evening meal was for me a hot roast chicken and vegie meal from the super market, and very good it was too. As a personal experiment Croz intended to survive the weekend on "Back Country" freeze dried meals. In this instance a rice and chicken dish – I know which one I preferred! Although the tea with reconstituted fake milk was surprisingly drinkable.

Whilst we were chatting during the evening Croz's wife Carol rang him with the news that the Skippers Road had been closed due to a slip caused by heavy rain. This news did not bode well for our plans.

*Continued overleaf, photos on pages 8 & 9*

## TOMCC NZ Executive Nominations and Voting

<i>President</i>	<b>Nominee Member</b>
<i>President</i>	John Witherington
<i>Vice President</i>	Deborah Darton
<i>Membership Sec'tary</i>	Chris Martin
<i>Treasurer</i>	Melissa Shipp
<i>Regalia Officer</i>	Sandy Snell
<i>Newsletter Editor</i>	<i>no nominations received</i>
<i>Website Admin</i>	Ken Spall
	<i>no nominations received</i>

### Area Co-Ordinators:

	<b>Nominee Member</b>
<i>Northland</i>	Glenn Maconaghie
<i>Northland</i>	Deborah Darton
<i>Auckland</i>	<i>no nominations received</i>
<i>Franklin</i>	<i>no nominations received</i>
<i>Waikato / BoP</i>	<i>no nominations received</i>
<i>Taranaki</i>	Chris Martin
<i>Wanganui</i>	Tim Fraser
<i>Manawatu</i>	Doug Cook
<i>Canterbury</i>	<i>no nominations received</i>
<i>Otago / Southland</i>	John Witherington

In previous years Individual Voting papers were included with Triumph Times to enable those members who were not in a defined Area to vote for club officers.

As such members have now all been allocated an Area to which they can belong, Individual Voting papers are no longer necessary. Only Accumulated Voting Papers, which will be supplied to your Area Co-ordinator, are now all that's required. The procedure for you to vote for club officers is:

1. Choose who you wish to vote for from the list. That is one vote for each position having one or more nominees.
2. Send your votes to your Area Co-ordinator by one of three ways:
  - By email (the preferred option)
  - or By post, in a letter.
  - or At a meeting, called for this purpose.

Your Area Co-ordinator will then combine all the votes from within their Area. These will be recorded on an Accumulated voting paper which your Area Co-ordinator will have in due course. This will then be submitted to the returning officer.

Notification of a meeting for the purpose of voting, must be sent by the Area Co-ordinator to all members. For the purpose of emailed and postal votes the final date for receiving votes will be the date of this meeting.

Once the Area Co-ordinator has received all votes, these will be accumulated and recorded on the Accumulated Voting form which must then be submitted to the returning officer, in this case our membership secretary.

**Please note that you do not have to attend a meeting to cast a vote, this can be done by email or post.**

It is preferred that voting be carried out by email or post as this allows members to make their own private choice without pressure or undue influence from other members.

If for any reason you do not know who your Area Co-ordinator is, please send your vote to the returning officer.

**Your vote is important – please do it !**

## Skippers Canyon Capers – *continued*

The next morning promptly at 9.30am we left Cromwell and headed to Frankton where we met up with John, and following a brief discussion regarding a possible road closure, we unanimously decided that, what the hell, we'll just see how far we can get anyway.

Heading towards, and into Queenstown, heavy traffic kept us on our toes, but eventually we turned off up Gorge Road in the direction of Arrowtown, along which was the turn-off taking us up to the start of the Skippers Road. I was in the lead and as I got about a third of the way up the delightfully twisting road I noticed that I was on my own. I pulled over to the side of the road and waited, and waited. Eventually Bruce appeared and beckoned for us to go back down.

In a parking area at the turn-off John and Croz were standing by their bikes looking somewhat concerned – Croz's bikes was constantly cutting out. It had also happened a couple of times on our way through from Cromwell. After some discussion and poking around it was agreed that the side stand switch was the problem. So, it was out with the tools and John did what was necessary to fix the problem – by-passing the switch. We were once more all under way riding up to the start of the Skippers Road.

Arriving at the start of the road there were no indications of road closures although there is plenty of signage warning of the potential dangers that lay ahead for unwary travellers. As we set off, the road surface was still wet and muddy in parts after the previous night's rain but with the weather rapidly clearing it looked as though we were in for a good days riding.

And what a fantastic and exciting ride it is. Tight narrow corners where care is needed when encountering a 4 wheel drive tourist vehicle – why was it that every time I met up with one it was on a tight, narrow, blind corner? Passing is a case of either backing up or tucking in as close to the cliff face as possible with just a whisker of space as the vehicle brushes past the end of my handlebars.

Superb mountain scenery, vertical drops right off the edge of the road, and a river gorge way down below. As it's difficult to concentrate on riding safely on such a road and appreciate the views we stopped a few times for photos and an opportunity to really appreciate our mountain scenery.

Rounding a corner and we across a small front-end loader parked up on the side of the road. Judging by the state of the road surface, a mixture of mud and large rocks, this had been where the slip had occurred the previous day.

On the final stretch approaching the Skippers bridge there is a fork in the road. The left fork appeared to be heading down to the river, the right fork continued up the hillside. Ah, the choices in life! Sometimes we get it right – I was in the lead and in this instance I got it wrong. Anyway, the road climbing steeply, became increasingly narrower and considerably rougher, with several deep water filled pot holes and often just bare rock

surfaces to be ridden over. Exciting stuff and getting just a bit nerve-wracking, but we're here now so just press on – until the sound of a horn behind me. Bruce and Croz had caught up with me and wanted me to stop – I was going the wrong way! Croz had remembered checking this out on Google Maps and said I should have taken the left fork further back. We were evidently heading towards "The Branches", a high country sheep and cattle station.

Once back on track again it was only a short ride before we approached the iconic Skippers Canyon Bridge. A suspension bridge at almost 100 metres in length and 100 metres above the Shotover River, is impressive by any standards. Particularly given the wide steep-sided gorge it spans, and the fact that it was built at the turn of the century. It was opened in 1901 to service the small gold mining township of Skippers Point just a short ride from the other end of the bridge.

The four of us enjoyed a relaxed lunch on the mountain meadow of the remains of the township. All that remains now of a community that once had about a 1000 inhabitants is the refurbished school building. Until recently the Skippers homestead was also standing, but unfortunately a fire recently destroyed this and all that's left is a brick chimney stack amongst some charred remains.

Back at the bridge we organise ourselves for a photo shoot of all four of us, as well as an opportunity to have a walk on this wonderful structure. If you're not prone to vertigo its worth the walk just to gaze into the river gorge so far below.

Back over the bridge and we're all heading out, back along this wonderful piece of mountain road. Bruce is well ahead with me following. About half way along the road I stop at Maori Point to enjoy the view and also to catch some video footage with my camera of John and Croz coming along the road.

I am waiting, and waiting, and waiting, and also feeling a bit concerned. Eventually John arrives and informs me that Croz is once more having trouble with his bike. He suggests I see if I can get a length of rope from somewhere – we will need to tow Croz out! I think – we're in the middle of nowhere – where am I going to get a length of rope from!

Way in the distance further down the road there is a building. It's a tourist jet boating business right next to the bridge from which the original bungy jumping was started. The young lady in reception was very helpful and soon I had a length of rope draped around me as I ride off back to find my companions and a sick motorcycle. Sure enough I find John and Croz parked up by the side of the road not far from where the slip had happened.

We then get my bike and Croz's tied together with the rope and show Croz how to hold, and if necessary, let go of the loose end if anything goes wrong – which it does, quite quickly! We're on a slope, on loose gravel. As I rev the bike, let out the clutch and take up the

strain, the wheel spins, bike slips sideways and before I know it, it's down on the road on its side with me having to step off. We all agree this is not going to work, particularly given some of the rugged road surfaces and slopes we are having to contend with.

Plan B is to leave the bike, take Croz as pillion, ride out and then organise a bike pick up as soon as we can. But, as we push the bike so it's well off the road, I suggest to Croz that he press the starter one more time, just in case we're lucky. Sure enough it fires up and runs well. We tell Croz to get going now and not to stop. So off he goes with John and I following.

Not very far from the end of the Skippers Road we find Croz once again without power. After some fiddling with the wiring running from the headlamp to under the tank, we once more get the motor running, and once again tell him to ride as far as he can.

Once off the Skippers Road its downhill all the way until we reach the car park where we had the problem with the side-stand switch –, here his bike stops yet again.

This time John performs some surgery on the wiring, stripping away all the insulating tape to see if some of the joins are causing the problem. As it is the bike starts again, so off we go once more, into Queenstown where we all need to fuel up.

At the petrol station the same problem occurs, fiddle with wires and the bike starts. We do finally get back to Cromwell and enjoy some well-deserved rest, a meal and a pint.

Of course the next morning its more of the same, sometimes starts, sometimes it won't. Even so, we decide to go the long way home via Omakau, Ranfurly and Middlemarch. The weather is bright and sunny and in spite of these intermittent pauses, we should be in for a good ride home. Surprisingly we get all the way, trouble free, as far as a stretch of road somewhere between Becks and Wedderburn when drama strikes again.

This time in the form of a small spring lamb on the road (I think its name was Mint Sauce). Croz is able to avoid it, I am following, wondering which way it's going to go as it darts back and forth across the road. It just brushes past my left leg as I go past it. John is following me, he pulls on his brakes hard, skids his rear wheel, his front wheel gives the lamb a glancing blow on its rear end but thankfully John is able to remain upright.

The lamb, appearing to be unharmed heads off into a paddock to join his mates and also to boast about how he had given those bikers a hard time!

We roll into Ranfurly to fuel up and then notice that Croz is once more not to be seen. As I turn to try and find him, he's coming down the road with the others. He has decided that he will visit a friend of his, Doodah, who in his earlier years was a motorcycle mechanic, and may be able to help with Croz's bike problems. We all follow along to Doodah's place and enjoy an hour or so of bike chat and a cup of tea. Doodah's advice is, as it's an electrical problem, to get back to Dunedin and get it fixed there.

After another session of coaxing Croz's bike back into life we once again enjoy the

glorious riding weather through the big sky country of the Maniototo before arriving at our next stop in Middelmarsh for a late lunch.

We all say our goodbyes before heading towards Dunedin and home. Bruce and I peel off to our homes in Mosgiel whilst John follows Croz to make sure he gets home ok without further problems.

So, returning to the comment in my opening paragraph – yes, the Skippers Road is dangerous in parts. It would be very easy to drift off the edge of the road if you're too busy admiring the stunning scenery and with many steep and near vertical drops there would be no coming back. The road surface, for a gravel road, is excellent in parts, but also very rough in parts. There are some steep bits which would be difficult in wet conditions as the dirt surface is of the sort that becomes very slippery when wet.

With care the road can be ridden ok with ordinary road bikes, although chunky tyres will help..

It's a wonderful bit of road and a great ride through fabulous scenery and I really want to do it again. I would also advise you, dear reader, to ride it soon, as I fear that the tourist industry will be spoiling it with the extra 4 wheel drive vehicles that are likely to be on it as more people discover Skippers Canyon Road.

*Ken Spall*

*TOMCC NZ, Otago Southland*

## Richard Goodacre



Good pair of boots, mountain mule pack and fairy down 20 below sleeping bag was my major transport investment and opportunity to the Tararua and memorable tramping excursions. Later for more excitement I joined the Kupe canoe club and relished the experiences canoeing Wanganui, Rangitiki Manawatu and Ruamahanga rivers receiving plenty of thrills and spills. Needless to say my interests had to change once I married and reared children and only after my children were strong was I able to resume tramping, introducing my son and daughter to the great Ureweras

Suffering from worn out hips and possible future hip replacements I purchased a 1958 Triumph Thunderbird. It has never been a show bike but proved a reliable work horse. So for the last 28 years I have had the pleasure of touring this beautiful country, attending brilliant classic motorcycle rallies and meeting good like minded friends along the way. Many occasions

I have had fantastic tours down the South Island and have been able to park my bike up and disappear into the bush for 3-4 days tramping – enjoying the best of both worlds. I make no apologies for adopting new technology and making conversions to the old Triumph, installed later model front wheel with 8" drum and twin leading brake shoes, running Japanese tyres and chain, converted to 12v system with Pazer charging rectifier, and ignition system plus a new amal with a carbon fibre slide

Now looking forward to spring and joining a few rallies.

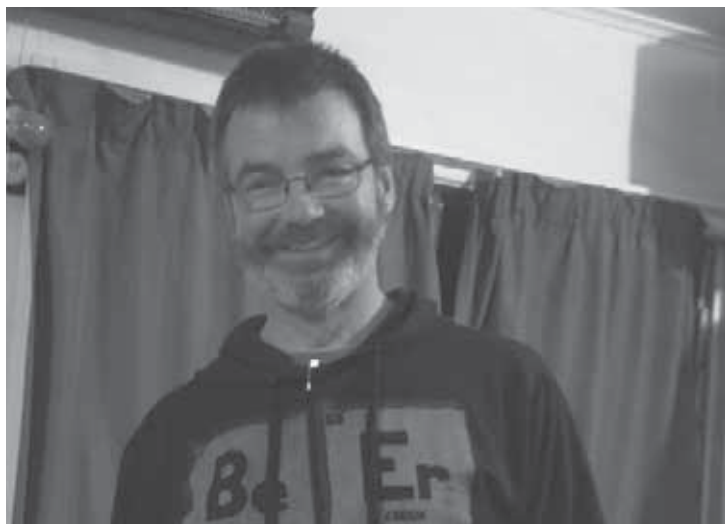
*Richard Goodacre*

*TOMCC NZ, Waikato BoP*

**Thank you Richard for your contribution about yourself. We would also like to hear from any of you other members out there. Please tell us a bit about yourself, what you ride, why you ride, your opinions about the club, anything of interest about you. Also a photo or two would be welcome.**

*Ken Spall, Editor*

## TOMCC NZ Wanganui Area AGM

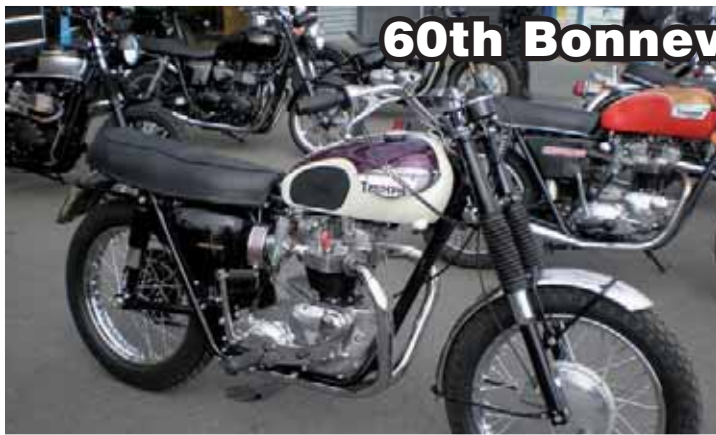


Tim Fraser, recently elected as the new Area Co-ordinator for Wanganui.

Also at the AGM each year, the Rick Weller Trophy is awarded to a member for the most outstanding contribution to the club. Each member votes on paper and this year it was awarded to Alan Westwood (Westy). The trophy was donated several years ago by Rick Weller, a founding member of the club.



# 60th Bonneville Birthday



Canterbury area's Bonneville Birthday celebrations were held at First European because when we organised it many months ago we did not know the Triumph agent for Christchurch was shifting to CMG Motorcycles. The day was a great success with many people of various motor cycling persuasions (from Highway 61 members to TOMCC NZ members) attending and enjoying the hospitality of the Canterbury Chapter of TOMCC NZ Inc who hosted a free sausage sizzle. I'm confident all attending enjoyed the bike show, and Andy's comments at the end of the day were very positive.

Wayne Woodward  
TOMCC NZ, Canterbury



## 4 dinner plates – 2018 Pre Unit report.

This year the preparation for the rally was a really stop-start affair.

Trev announces that he isn't going to make the Pre Unit this year as he is now heading for a 3 week holiday in China. Eric was working hard on getting his recently purchased '61 Thunderbird sorted so it would make the trip successfully, but had to pull out due to the ill health of a family member (our condolences to your family Eric).

Pete's telling us he is working 24/7 on his '51 Thunderbird (in between his 7 day cruise, yeah right) and not winning the battle and he announces he won't make the trip start line at Te Awamutu. Mikes Bonneville is humming after the latest bottom end rebuild but on a trial ride returns home to find he's lost his saddle bags off the back of the bike, never to be found again.

Bryan's '57 Trophy Bird is sorted and shiny and at the last minute announces he has a charging generator and is keen for a night ride! Dave when asked how is retirement announces "I am a natural at this" is just ready to go having plenty of time to spanner on the bike.

Ray, well I am not so sure the bike is running 100% but it is now fully up-graded to a 12 volt system, so let's get going and get this show on the road. Mike turns up to our place Tuesday afternoon and after a couple of beers we hit the sack excited about the crap weather report. The entire start of the ride will be in heavy rain and high winds.

### Day 1. Speedo reading 15276 miles.

8:30am Bryan turns up early at our place so Mike and I put the last of the gear onto the bike and put our wet weather gear on.

Turning up at Te Awamutu at 9:00am we gas up and agree on which way to go. Pete had indicated he would meet us in Turangi.

We headed out to Kihikihi in some of the worst conditions we have ridden in. The head wind was savage, threatening to take the bikes from under us. With heavy rain by the time we got to Whakamaru, we were nearly over it. On arrival in Turangi I was telling the boys at one stage we were heading up a hill into the wind and rain and the 6T was slowing rapidly. I was talking to Smoky to encourage a bit more power out of the old girl only to discover she was wide open in 3rd gear, there was no more power coming from this engine.

Sitting at Turangi wondering where Pete was we decide to call him. Things had not gone well and he was on his way back to Waihi to grab a few spare parts. It seems at 100kph Pete was the recipient of the biggest blowjob in the North Island when a gusts of wind blew him straight off the road going down in the dirt and through a farmer's mail box. So we decided to re-name Pete as our rural post delivery rider. Pete is a little worse for wear limping about and the bike had a few bent bits but is still rideable. Meanwhile, we are gassed up and decide now is the time to drink Ray's thermos of coffee to try and warm up. The tin top drivers were stunned we were out riding in this weather on old bikes and it seemed like we were heading directly into the worst of the storm. Oh dear we thought.

The rest of the trip to Dave & Linley's was easier, we even took the wet weather gear off at Taihape and turned up at Fielding right on time. At 6:30 there was no sign of Pete and it is now dark. After a quick phone call we discover that Pete and Tex are in Turangi and still trying to get on top of the miss firing 6T. Linley turned up from work and the boys shot into town to purchase dinner and a few lite ales for dessert. Yep, another hangover as the first bottle of rum goes west.

### Day 2, speedo now reading 15496 miles.

Dave was now the tour leader and we are off around the back roads of Fielding. The boys were in high spirits today as Dave had a treat and a couple of interesting stops for us on route to the ferry terminal.

First was a ride over the Akatarawas, now I can hear Trev laughing from here because he is the only one I know who actually likes riding this road. We called into John Saywell's at Silverstream to talk important motorcycle talk. I took the opportunity to take the carb off and clean it as the miss from the PU 2017 ride had returned. Mike was firing out questions as John had just fixed the bottom end of his Bonnie and Dave was on the hunt for some pre-war project parts. Soon enough we were back on the road and heading to the ferry terminal where Dave befriends a dyke on a bike (that's not very PC Raymond I can hear Trev say) and commences the usual motorcycle small talk.

Once on the ferry we (well Dave) helped her/him tie the bike down. During the crossing we heard from Pete who was now at the ferry terminal after missing the boat by minutes and is catching the next. Sitting at the terminal he could see where all 4 pre units were parked earlier due to the very obvious oil leaks. The crossing was smooth and soon enough we were unloading the bike gear at our Top Ten Picton accommodation then we headed into town for dinner. Spot on time we heard Pete roll into town and the group was now complete.

That night the second bottle of rum disappeared, I hear you readers and you are right, no we don't learn. It was during this night's entertainment that the first hint popped up about the 4 dinner plate sex.

The story teller who is recalling information that he was privy to many years earlier (his words not mine), wished to remain anonymous. No problem mate for our reader's sake we will call him "the contractor" who may or may not be an electrician. The odd thing is prior to this nobody had previously heard of this unusual sex game. It involved couples being pushed naked around a room with the female on all fours on four dinner plates (more to follow on this). Maybe Canterbury Chapter will have a trophy for this event at next year's WATOC rally? Right moving on.

### Day 3, speedo reading now 15603 miles.

Up early and ready for the ride to Blenheim for breakfast. After which it was off to fuel up whilst Pete and Bryan shot into a shop to buy some wet weather trousers. Bryan didn't pack his and Pete wrecked his whilst going through the farmers letter box.

The trip from Kaikoura to Rangiora was a real head wind battle and lots of cops, not that we were a concern to them battling away at less than 100kph. We were off to see Mike's Uncle Max and his small collection of motorcycles. He warmed us up with a cuppa and a few biscuits.

We headed out of town toward Cust to have a look at the famous Cust Street Circuit and then moved on to our next historic site on Tram Road. We stopped at the site where, on the 2nd July in 1955 Russell Wright and Bob Burns set two land speed records on a Vincent 1000. The solo rider Russell ran at 185 MPH and Bob ran at 162 MPH when they attached a side car. The amazing bit was this was faster than the factory Vincent.

After the evidential photos were taken we headed off to Oxford and our night's accommodation at the Rustic Country Hotel. This pub was built back in the 1870's and the bar lady was giving us all a run down on how the bar worked in those early years it was pretty interesting.

But somehow the conversation turned again to the 4 dinner plate game. Pete asked if it was like tennis with singles or mixed doubles. "The Contractor" informs us it is a game of skill and strength with longevity being an attribute. We decided to change the subject so we organised a group photo in the bar to toast our mate Trev who is off touring China.

It was time to retire upstairs to the corridor leading to our bedrooms and to have a de-brief of the day's activity and to plan the next. The dreaded bottle of rum was forthcoming and several hours later the pub owner laughed as he saw us jammed into the corridor – "night caps is it boys?".

### Day 4 15829 miles on the clock.

Breakfast was at a local café then it was off to Sheffield some 40kms down the road where we mee up with Lee & Les from ChCh. Les produces a dodgy small bottle of alexia. Written on the label was Miss Ridder 2018 edition. Another cocktail of alcohol designed to keep the bike running smoothly.

We caught up with Les & Lee's daughter Laura and their grandkids before saddling up for the journey into them thar mountains. This is magnificent riding, the sky was blue the boys had the old girls and the Miss Ridder was kicking in. The group got broken up with the traffic, and after some considerable time the front runners decided to pull up at the Bealey Hotel driveway to see where everyone was at.

This stop highlighted a small problem as we looked into the tank to discover the bottom was very visible so there was no going back that's for sure. Fuel was available at Arthur's so cruised through slowly and gassed up. My tank took \$35 it was that bloody low and the fuel was that expensive but mate, better to gas up than to push the bike to the top of Arthurs Pass.

Mike waited with Bryan and I and it was some time before the group turned up all smiles and hand waving. Seemed Lee's battery died, well exploded sounds more like it, and she lost all power to the 5T's electronics.

**2018 Pre Unit ride**





**Dave Scammell, Ray Hayward, Peter Sherman, Bryan Dawson and Mike Gray**

They were saved by borrowing a battery from another bike that was passing on a trailer.

The blue sky had disappeared, it was raining and felt like it might snow and to make it worse it is after 1:00pm and we weren't making rapid progress. Everyone warmed up with a pie and then the wet gear was put on before the group, now back together, headed up to the summit of Arthurs Pass then down onto the viaduct.

Once past Jackson's we turned right towards Lake Brunner. Bryan went to change gear, his foot slipped off the gear lever and when he looked down his boot was covered in oil and his generator was trying to leave its mount. Some would say this was quite puzzling as he had broken down right by Puzzling Creek. It was a quick temporary fix with wire and tape and just when we were packing up we heard the sound of another rattley Triumph twin heading towards us. Chas from Rotorua pulled up on his 6T. Another 15 minutes and we were entering Moana and looking for the Rally site.

Accommodation was a small bunk room with 4 beds, but it was maintenance time first. Bryan was looking for a screw (no not the 4 plate game again) to hold his generator in place and amazingly I found one in my tool box. Pete also needed some wire to hold his muffler to the frames as all his earlier cable ties from his postal deliveries had snapped. Again Ray had the wire needed for the job.

We covered the bikes and headed to the bar for light refreshments. Pete had his wife Sue's sister and her partner turn up so he was catching up with them. My son Matt turned up as he was in Hokitika working on an engineering project so he had to shout a few beers and others just caught up with old mates that they hadn't seen for 12 months.

Following dinner and dessert and another beer or two we headed off to Monty's unit to partake in a night cap. Hmm, this was some night cap as we finished off the rum left from yesterday and then Les produced another. Yes, I think this will be a big one. Monty's and his mates were introduced to the 4 plate game but they too knew nothing of it, is "The Contractor" making this stuff up I ask you?

#### **Day 5 15941 miles on the clock.**

We are all up early this morning and it's raining. Many of the group are moving slowly this morning including yours truly. Breakfast wasn't much help either.

Back up to the unit to the bikes to pack up and wheel them down for the group photo. Then into the AGM where we welcomed a couple of new members and congratulated a member on making his 20th Rally.

We all gathered together to make a decision. The weather forecast for the next few days wasn't good and it was considered the ferry service maybe cut. We decided to head straight to Picton and book onto any ferry that could take us on our arrival.

With our good byes said we started up and for some strange reason Pete's bike started backfiring badly. Everyone came out to discover what was going on, it sounded like WW3 had broken out. This took some time to clear and we were right out of Les's Miss Ridder potion.

After lunch in Murchison and about 15km out of town my rear tyre went dead flat as I passed a car. The puncture kit I carried was no help as this was terminal. With luck some of the Nelson members turned up towing a trailer. One good bike was taken out and mine replaced it so I had a back seat ride to Nelson whilst my rescuers made multiple phone calls organising a replacement tyre and tube. Great guys and a great help they were – thank you Richard, Murray and Niven for your assistance. The repair didn't take too long, many hands make light work as they say.

Mike, whose lights had failed headed to Picton in the day light and Dave, Pete, Bryan and I all left Nelson at dusk. Well we wanted a night ride! It rained off and on as well so at times the road was very hard to see so the 4 of us rode in a tight group to light up the way ahead.

Arriving in Picton around 7:45pm it was time for dinner so that was a "keep it simple" fish & chip night. Not many drinks tonight and I think the rum wasn't even opened. Dave got on the cell phone and booked us all on the Bluebridges early morning sailing and there is no surprise but we all had an early night.

#### **Day 6 16149 miles is recorded.**

Up early as at 5:30am Pete gave us a demonstration of how not to climb out of the top bunk with his back to the ladder. It looked very difficult and we all thought a head first climb down would have been simpler.

Off to the Ferry terminal where we meet up with two other pre unit groups. Wayne & his wife heading to Wellington and Don & Graham to Auckland.

The Ferry crossing wasn't too bad but a couple of our group went pale and very quiet. Once we off loaded we headed out of town (in the rain) to gas up then had a lovely tail wind all the way to Fielding. Turning off the main highway before Sanson we looked back to see where Pete had disappeared to. Five minutes later, still no Pete so Bryan and I headed back to find him. Turned out his speedo fell apart with bits flying off in all directions. Now with our tour leader Dave and Mike we navigated the Fielding back roads to Dave's.

Once there all the maintenance was completed for the next day's big ride home. We knew the forecast was for snow but we opted to stay at Dave's instead of taking the advantage of the sun and cutting out another two or so hours in the saddle (hindsight is a wonderful thing, wish we had).

Once we were all cleaned up, it was back into town to buy dinner and pick up a couple of ales. On the whole it was a quiet night I think everyone was starting to think about the back to work move that was only two days away.

#### **Day 7, 16252 miles on the clock.**

7:30am and we are on the road, in the rain, heading up the back way to Vinegar Hill then straight up the motorway. But man, it is cold today with snow forecast on the central plateau. Pete stopped in Taihape to pick up some new over gloves as he was feeling the cold so much.

The next section of road was amazing with the hills slowly turning white and as we got closer to Waiouru the snow was down on the side of the road. As we pulled into the Shell station my bloody 6T decided enough is enough and ground to a halt. Pete's 6T was also playing up.

We had a group meeting and a conversation around what is the safe direction to travel. Bryan spoke to a truckie who informed us it was snowing, the road plough was out on the main road and the road was slippery. Well that makes it simple Ohakune here we come.

It was a bit fresh around National Park but we journeyed onto Taumarunui for lunch. Then onto Te Awamutu for our farewells. Pete turning off to Waihi and Mike, Bryan and myself heading towards 2Whata's.

When I arrived home my speedo (ran well for the entire trip unlike the bike) read 16478 miles. That's 1202 miles or 19232 kms.

Mike being the one to travel the furthest had ridden 1579 fault free miles and a joy to ride.

Rural Postie Pete survived the ride limping around most of the time and overcame a lot to meet us in Picton, especially bearing in mind his foot was broken and he has been in a moon boot for 2 months following the ride.

Dave, as usual mate, thanks for being the tour leader and for putting up with us drunken bums. Well Mr Dawson, thanks for the humour mate and all the stories, brilliant.

Right Trev and Eric looking forward to 2019's ride.

*Ray Hayward  
TOMCC NZ, Waikato BoP*

# Skippers Canyon Ride





Canterbury member Pete Williams competed in the Bears Winter series of 2018. Competing in 6 rounds in the pre '96 class he finished 1st overall for the season. His 1995 Triumph Speed Triple is stock apart from mufflers and race tyres, but Triumph reliability and Pete's trackside talent for consistent finishes helped achieve a top result.



Photo: mjsmyth images



World Association of Triumph Owners Clubs  
**2019 WATOC Rally of the Year**  
**New Zealand**  
**22-24 February 2019**  
**Hanmer Springs,**  
**South Island, New Zealand**  
**Combined with**  
**25th TOMCC NZ Rally**  
 Hosted by the Triumph Owners  
 Motor Cycle Club New Zealand Inc

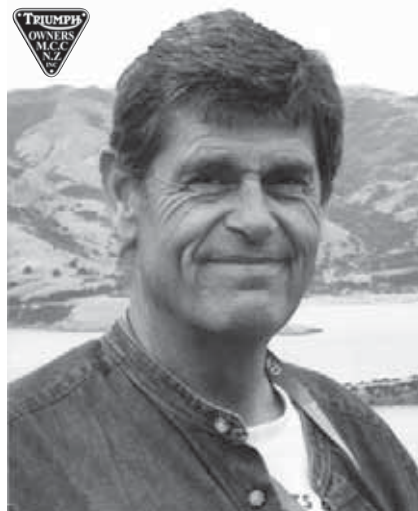



As enthusiastic TOMCC NZ members I am sure we are all looking forward to attending our next annual national rally in February 2019. This time combined with the WATOC Rally of the Year, an international gathering of Triumph enthusiasts.

Organisation of this event has been well underway and we now have almost 300 on-line paid registrations, and with gate sales, this number is sure to be exceeded. So it's shaping up to be TOMCC NZ's biggest rally ever.

As on-line registrations have closed there will only be gate sales on the day which means that pre-paid meals will not be available, although other food sales will be on site. There will also be a very limited number of rally T shirts for sale, as well as normal club regalia.

## John Miller



It is with deep sadness we acknowledge the passing of Christchurch classic British motorcyclist and club member John Miller, after a brave battle with cancer. He was a fount of knowledge, and a manufacturer of quality motorcycle parts. There aren't many authentic restorations of Norton, Triumph and BSA bikes of the 1950's through '70's that don't carry items produced by John. We'll miss his knowledge and professionalism.

A service to farewell John and celebrate his life was held at the Westpark Chapel, Christchurch on Tuesday, September 18, with a private cremation thereafter.

John will be sadly missed by family and friends along with the greater Triumph motorcycle community and parts suppliers.

**Photos for this issue of  
 Triumph Times kindly supplied  
 by Anita Coleman, Simon Mahon,  
 Trevor Stapp, Deborah Darton,  
 Bruce Wood, Richard Goodacre,  
 Ray Haward, Pete Williams,  
 John Witherington and Ken Spall.**

## Notice from British Spares Ltd, suppliers of British motorcycle parts

British Spares Ltd have purchased the complete stock of premium parts of manufacturer and wholesaler JCM Products. NZ made quality with special attention paid to being as close to OEM spec as currently feasible. We are integrating this huge inventory into our current stock lines under original part numbers where relevant. Also includes quantities of genuine new old stock items that have been previously unavailable or out of production.

# Northland Chapter's TOMCC NZ Jubilee Bike Show



Saturday the 6<sup>th</sup> of October dawned bathed in sunshine. Off to Northland Powersports we go to set up for the Northland Chapter of Triumph Owners of New Zealand Incorporated's Jubilee celebration in the form of a Bike Show.

The troops were there ready to go, with entrants lined up at the door. We took 30 registrations, but there were many more bikes there in support, and all keen to have a look around.

The BBQ team did a great job with the sausage sizzle and cold drinks, feeding and watering the masses.

It was great to see a large Auckland Chapter contingent come along to support us. Some of them even entering their bikes in the show. It was great to catch up with our neighbours. Thanks for the support guys.

I was surprised at the number of general public who also came along to see what was going on, and learn who we were. We even gave out several membership forms, so the hard work may just pay off with new members for our club. After all, that's what it was all about, spreading TOMCC NZ awareness.

The winner of our "People's Choice Award" was Errol Gray (who is now in the process of joining us), with his 1969 Bonnie.



Errol won a leather vest, a bottle of Irish whiskey and a hundred dollar note. There is quite a story behind Errol's bike. Errol bought the bike in boxes from Christchurch which had been through the earthquake and it surely showed. Errol's wife was diagnosed with cancer and rebuilding the bike was an outlet for him. Motorcycle Lab did the actual work, whilst Errol was in control of sourcing all the parts that were beyond repair, or missing. This rebuild took about two years, but you can see for yourself, it was worth every penny, blood, sweat and tears.

*Deb Darton  
TOMCC NZ, Northland*



Please support these business, they are generously supporting our 2019 WATOC and TOMCC NZ Rally



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### Shiny Side Up is back again in 2019

With a line-up of international guest speakers, demos and displays, plus thousands of bikes and riders.

#### Get these dates in your diary:

- Nelson, Trafalgar Park (3 Feb) • Kapiti, Southward Car Museum (17 Feb)
- New Plymouth, Quality Hotel Plymouth International (24 Feb)
- Hampton Downs at the Mike Pero Motofest (2-3 March).

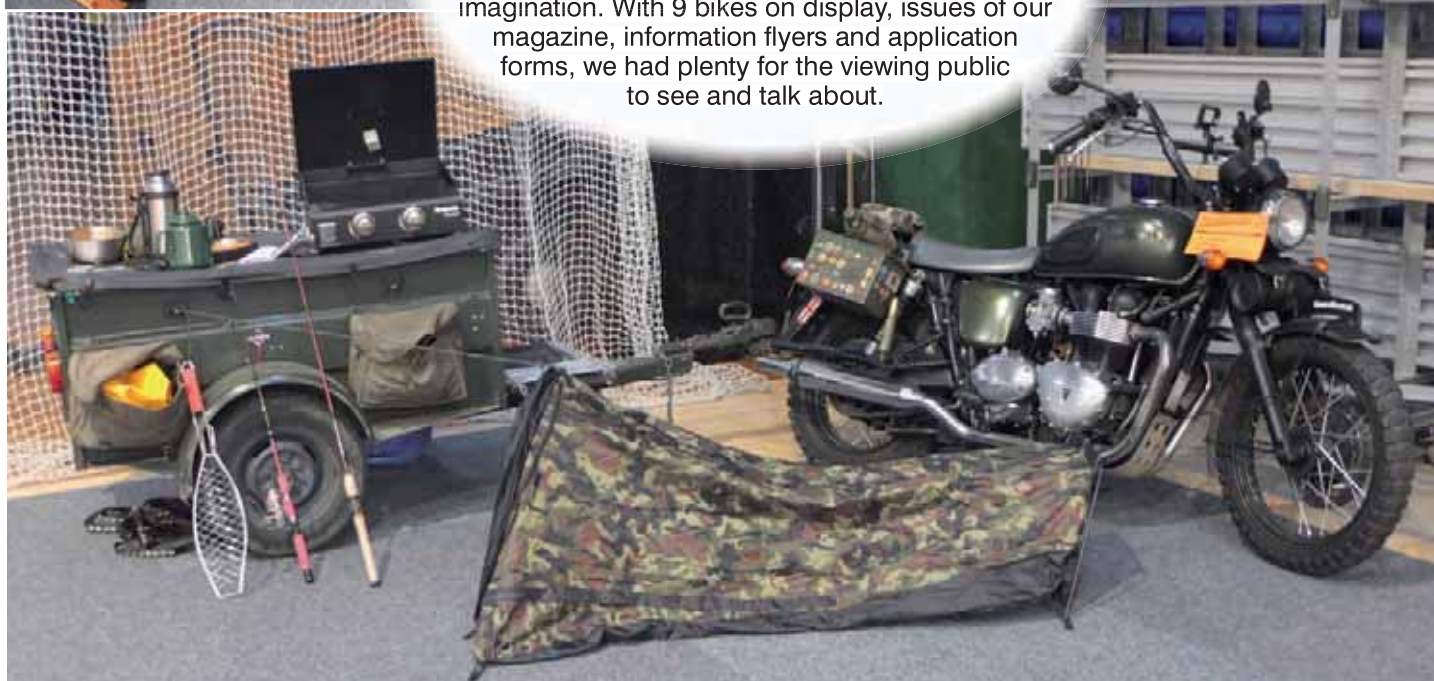
These events are proudly co-hosted by ACC's Ride Forever and the NZ Transport Agency.

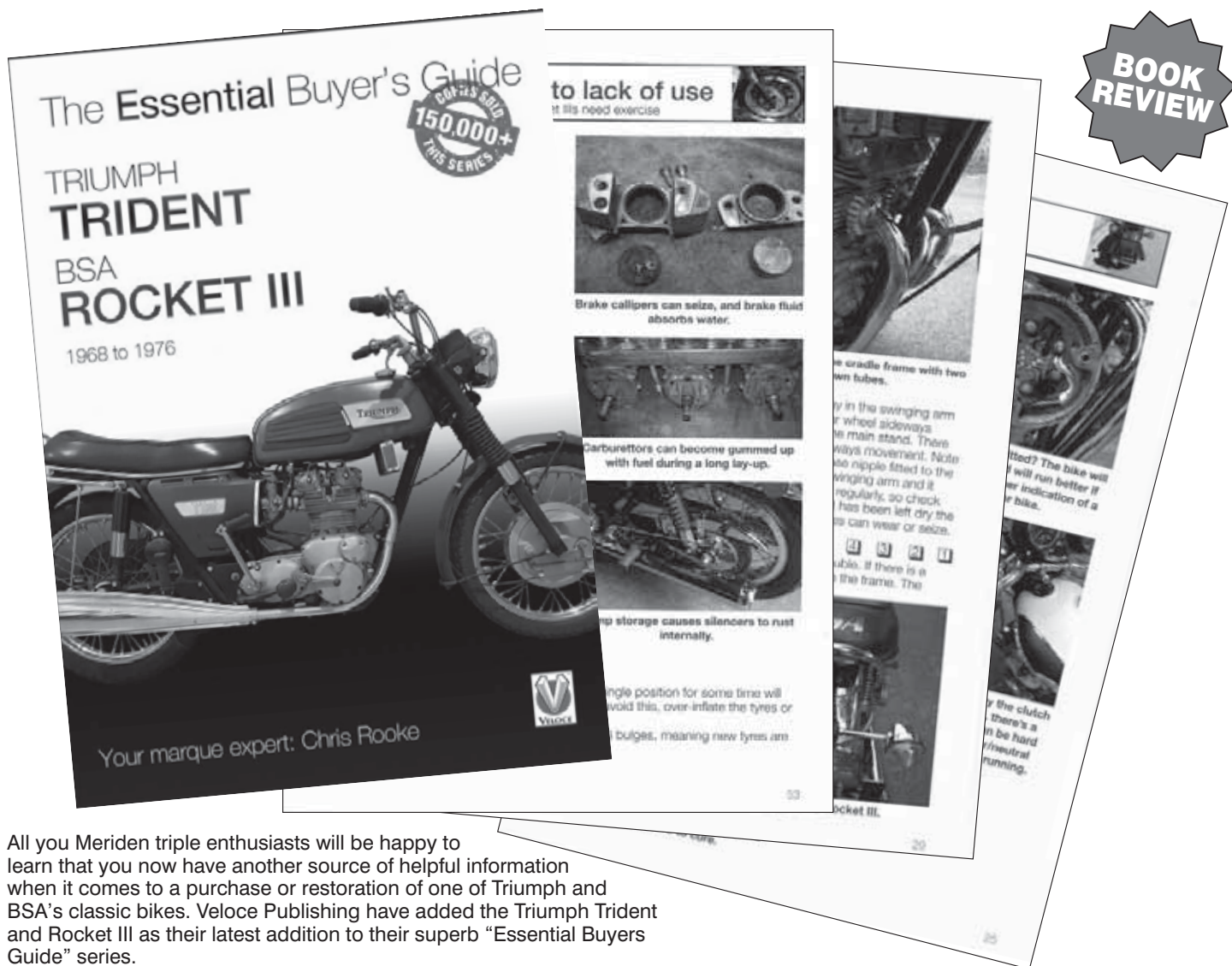
For more details, follow the Shiny Side Up Facebook page: www.facebook.com/ShinySideUpBikeFest or visit the events section of the Ride Forever website: www.rideforever.co.nz/events

## Dunedin Autospectacular September 2018



The theme for this year's Dunedin Autospectacular held at the Edgar Stadium was holidays and camping. Accordingly, the Otago Southland chapter of TOMCC NZ set up their display with enthusiasm and imagination. With 9 bikes on display, issues of our magazine, information flyers and application forms, we had plenty for the viewing public to see and talk about.





All you Meriden triple enthusiasts will be happy to learn that you now have another source of helpful information when it comes to a purchase or restoration of one of Triumph and BSA's classic bikes. Veloce Publishing have added the Triumph Trident and Rocket III as their latest addition to their superb "Essential Buyers Guide" series.

In a delightfully handy pocket sized book, the author, Chris Rooke, supplies a wealth of essential detail, advice and common sense comments on the purchase and maintenance of the Meriden triples. He pulls no punches in dealing with the bike's weaknesses and provides excellent advice on modifications that are worth considering.

Well illustrated throughout with full colour photos this little book is a very welcome addition to any Triumph or BSA triple owner's library.

**Triumph Trident & BSA Rocket III By Chris Rooke, Published by Veloce Publishing Ltd, [www.veloce.co.uk](http://www.veloce.co.uk)**  
**Paperback • 19.5x13.9cm • 64 pages • 90 pictures, ISBN: 978-1-787113-80-0**  
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## Gotta have chocolate! Wanganui Area monthly ride



For the the monthly ride, Mike Ward, Theo Huijjs, Andy Deighton, Tim Fraser & Ian Mosley made a spontaneous decision to do a chocolate eclair run up to Ohakune via Feilds Track. On arrival at Johnny Nation Chocolate Eclair shop it turned out that Mo had brought a plastic container with him for the purposes of delivering chocolate eclairs safely back to Wanganui. So maybe the decision wasn't all that spontaneous! After Ohakune the group headed for a coffe stop at Angel Louise Cafe in Raetihi. After which, Mike and Andy headed back home via the Paraparas, and Mo, Theo and Tim took the long way via the Wanganui River Rd. A great ride with some wet roads through the Paraparas but no rain encountered.

Tim Fraser TOMCC NZ, Wanganui

## 2018 Ulysses Remembrance Run.

Hell that twelve months went round quick. Every year it seems to go faster than the last one. As usual Barb and I loaded the Ute and headed off to unlock school early then off to Taupo around 7.30. Traffic was really good through Auckland and onto Papakura BP where Clive, Wayne etc. were saddling up to head South. (No sign of Pete W).

We decided to go down Highway 27, always quiet, wrong – busy as, trucks for Africa all the way to Tirau where we stopped for diesel and something to eat, catching up with an old work mate from the Portland days Perry Edwards who was also heading to Taupo with two other bikes.

Southward again arriving in Taupo around 1.45. Went to grog shop, supermarket and off to book in at motel. Next off for a look around to see what had changed from last year. The first thing we noticed was the great little shop called the Man Cave had shut down (bugger), it was so cool. Secondly the amount of empty shops in the CBD it must be a sign of the times everywhere.

After looking around town for a while and catching up with other wandering Ulybods it was off to the Pub N Grub for a couple of drinks as always but at \$19 for a beer and a wine (no Ulysses discount this year). I must have lived in the country too long to pay those prices, so it was off to the R.S.A where the same thing cost \$11 – we will stay here thanks. After a couple of hours, it was off to find a feed before turning in.

Saturday morning dawned fine, no clouds, no wind and quite warm. After the usual three S's it was off for breakfast at Peppies (name has changed since last year). We have eaten there for years but no, everything about the place had changed – no big breakfast, bacon eggs and toms – all that large pannini style food that only needs heating – moving along we found a little café called Replete that served a proper breakfast but sadly no cooked tomatoes. I think it's the place that Clive, Pat, Fred and Thelma used to have breakfast ages ago – could be wrong.

Caught up with Peggy O'Neil who sat and chatted for a while then off to check out the second hand shops for cheap priced leather jackets. I have been doing this for years, some people collect stamps, I collect leather jackets. Found a brand new jacket never worn for \$\*\* (I could tell you the price but then I'd have to shoot you, lol) then off to the motel to gear up for the service.

We got to the Events Centre around 1.30 catching up with heaps of people from all over while waiting for the ride to arrive from Rotorua. Then into the hall and after buying a badge found a seat by the door. The service and Val's readings were great as always and with this being our 20th one the list is defiantly getting longer. Very sad hearing some names read out we didn't know had passed, including Val Cotter from Wakatane.

Barb and I caught up with Ken her hubby briefly after the service. Val hadn't kept good health for a few years now and always came



Left to right, Keith Blakeborough, Clive Thomas, Worzel Mahon, Peter Webb, Kel Lennon, Neil Sherin

over to the service with Ken and would sit in the car. We have always had a yearly date every August with Val but sadly she didn't make it this year. Back to the motel about 3.30 for a couple of beers then off to the R.S.A for our traditional mixed branch dinner. This is always a hoot and when we arrived the place was buzzing with our noisy lot at one end and a large birthday party at the other. The meal was a beef roast with all the trimmings plus chicken legs for \$20 per head

Thanks to Trev and his daughter Angela for sharing our table, hope we didn't scare you off Angela. After our annual photo of the "Grey Bearded Bikers" some members moved on to the Cosi Club while we decided to go back to the motel via McDs for a hot sundae and a hot apple pie (another tradition) yum.

Sunday dawned foggy as and after arranging to meet Nick and Anne at 0900hrs we headed off to Wairakei. Deciding I was leading the way we headed for Tirau and the

Oxford Café for breakfast with Nick following my tail through the thick fog that cleared around Tokoroa.

When we arrived there wasn't one person in the place (bad sign) as usually at that time its full of bikers so we decided to go down the road a tad to eat then off up the main road to catch up with the grandies in Hamilton. Then onto Puhoi for a beer. The place was packed with only room to stand.

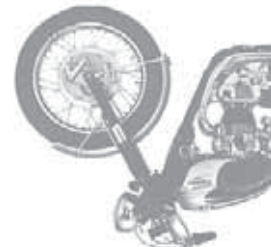
There were bikes everywhere including a large contingent from the Tribal Nations MC from the Waikato returning from a weekend ride North, as well as members from other groups. Then it was off home. 890kms for round trip. Great weekend, great company, great club. Maybe can get a few more Far North members to boost our numbers for next year. (Pete's bike refused to start so came in car. That's a fine for you Brother)

*Worzel Mahon  
TOMCC NZ, Northland*





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



## Rule books and club history books – do you want one?

We know that there are a number of members who don't have an up-to-date club rule book. If you want a club rule book please email me and I will post a copy to you for free.

Also, as some of you are aware, in 2013 we published a history of the club's first 20 years. The books were distributed to all current members at that time. There has been some interest expressed in having more of these made available. If you want a copy of the club's "The First Twenty Years", please send me an email so that we know how many we need to get printed. There may be a small charge made for these to cover production costs.

Ken Spall, Editor



Wishing you all a Joyful Christmas and a Happy New Year. Thank-you to those of you who have contributed to Triumph Times over the last year and to those of you who haven't, hopefully we'll hear from you next year. Ride safe and wishing you lots of happy miles on your Triumph.

Ken Spall, Editor



### Palmerston North Classic Motorcycle Show

Organised by the Manawatu Classic Motorcycle Club. On exhibit were a particularly large number and variety of Triumphs. The event held in July this year was well attended by motorcycle enthusiasts and members of the public alike.

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

Paul Farrar	Nelson	Paul Thompson	Kaipoi
Marie-Louise Farrar	Nelson	Warren Baker	Invercargill
Lloyd White	Tapanui	Brendan Murray	Dunedin
Phillip Russ	Greymouth	Peter Kirk	Murapara
Errol Gray	Whangarei		

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