



# Triumph Times

The national newsletter of the Triumph Owners Motor Cycle Club New Zealand Inc.  
Published Quarterly JUNE 2019 [www.tomcc.co.nz](http://www.tomcc.co.nz)



TOMCC is a member club of WATOC

## Prizes awarded at the WATOC Rally of the Year 2019 & TOMCC NZ 25th National Rally

*Prizes for the various bike show categories were awarded by Chris Reid,  
one of the rally organisers and club president John Witherington.*

*Some recipients' information not recorded at the event and not available.*



**Terry West**  
Best Meriden Twin



**Mischelle Casey**  
Best Ladies Triumph



President's Choice



**Douglas**  
Best Other Non British



Best Custom Triumph



**Terry Hancox**  
Bring out the Hot One's



**Bill Spice**  
Furthest Travelled -  
National



**Paul Knight**  
Best Hinckley Twin



**Debbie**  
Best British Other



**Kevin Emmerson**



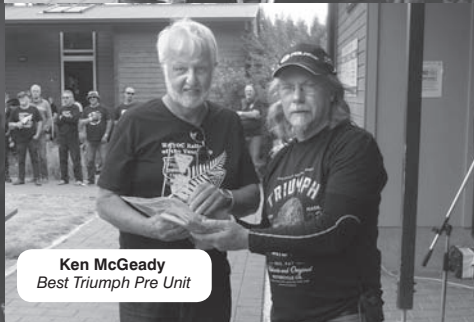
**Wayne Watson**  
Best Hinckley Triple



Furthest Travelled -  
International



**Christopher Pearson**  
Bring out the Hot One's



**Ken McGeady**  
Best Triumph Pre Unit



**Mark Purves**  
Best Foreigners' Pick

**PLEASE READ IMPORTANT NOTICES ON PAGE 5**



# Claire Morrell



**Above, Claire with her beloved Legend and her T140D Special. Left, Claire at the 2015 TOMCC NZ national rally, Waitawheta.**

My name is Glenn Mills long time friend of Claire's and fellow life member of the Triumph Owners Motor Cycle Club NZ.

The first time I met Claire was in 1994 out on the first south club ride, my Norton had run out of gas, and while I was stranded on the side of the road Claire and Shaun Chrighton came roaring up, Claire on her newly acquired '56 Triumph TR6 and Shaun on his trusty Kawasaki. That was the beginning of our near 30 year friendship. It didn't matter how long it had been since

we saw each other, we'd carry on where we finished off !

Claire's involvement with the Triumph Club included being president, secretary and membership secretary, treasurer and later on, as a life member. One of her signature trademarks on any note or correspondence that Claire sent would be adorned with stars, and it broke my heart when I realised after Claire had passed that her last xmas card she sent us had no stars on it.

Over the years Claire owned a '56 Triumph TR6, an HD 883 sportster and then the Triumph Special, that I now proudly own, and finally a Triumph Legend. She was always passionate about her bikes and liked to keep them in top fettle. As with the Triumph special that she had named Bob, when asked why Bob, she replied "If the bike was running well

it was boobs on bikes or if Bob wasn't running well, bastard of bike."

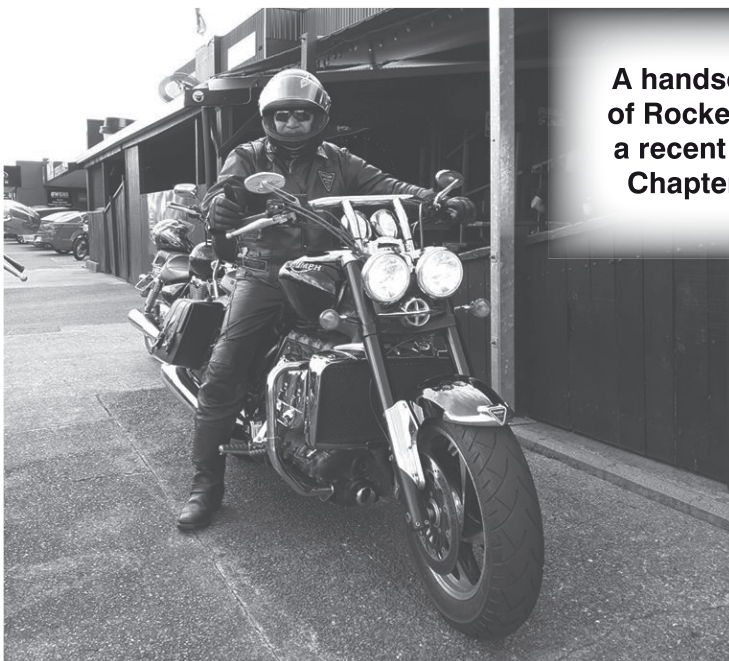
The last big ride I was on with Claire was the 2015 annual boxing day ride she was riding Bob, I was leading the ride ,coming over the brow of a hill, when a dog wandered across the road in front of me, I narrowly missed it, looking in my rear vision mirror I saw Claire come over hill, the dog had turned around and crossed in front of Claire, she hit the dog and she went down with the bike. I quickly turned and the rest of the riders turned up ,we picked her and her bike up .Claire insisted she was ok and would carry on, we straightened out the gear leaver and foot peg and I took the bike for a bit of a ride to makes sure Bob was ok, we carried on for the rest of the ride up to Mangawhai heads pub!

At the end of the day Owen followed Claire home to make sure she was ok, but as we found out later everything was far from ok, Claire had ended up in Auckland hospital that night with a ruptured spleen among some of her injuries.

Later that week when I went to see Claire I said to her "you tough old beggar, any of us big burly bikers would have cried and packed a sad and gone home, but not you! you just dusted yourself off and carried on, the pain you must have been for the hours that followed, yet you never let on that you were in any discomfort." To me that is what sums up Claire, never wanting to put anyone else out and wanting to see things through!

She was the epitome of a good friend and will be sadly missed, keep on riding in the stars my dear friend, I will remember you when I look up at a starry night – farewell.

*Glenn Mills  
TOMCC NZ Auckland*



**A handsome brace of Rocket Threes at a recent Northland Chapter meeting.**





## In remembrance of Clair



Claire Morrell, one of our club's most enthusiastic members, joined the club in 1994. At various times Claire held the positions of President, Vice President, Treasurer and Membership Secretary. Always carrying out these tasks with care, dedication and humour she became well known and a friend to a large number of club members, particularly those living in the North Island and the Auckland area. Her life membership was well deserved.

Claire's funeral held in Glenn Innes was attended by an impressive turn-out of TOMCC NZ members and motorcycling friends with the funeral procession being led by Al (picture on left) riding Claire's Triumph Legend. Of the many bikes in attendance there were three Bonnie specials, one being Claire's old bike ridden by her close friend Glenn Mills.

Claire moved from Auckland 3 years ago and even though not able to ride over the last two years was always at the Mangawai Pub to meet the club's annual Boxing Day ride and lunch at Manhattan.

In attendance at the funeral were many from Auckland, Northland, Waikato and Bay of Plenty, Franklin, and the South Island. In addition there were many who had since left the club but still turned up on bikes, and in cars for those no longer riding.

Our dear friend Claire with her cheerful smile will be sorely missed by many TOMCC NZ members and all who knew her.





# Waikato BoP Remembrance Ride 2018



The 2019 Waikato BOP Chapters Remembrance Ride was held over the weekend on November 10<sup>th</sup> & 11<sup>th</sup> overnighing in the Paeroa Hotel, probably better known as the Grandstand viewing over the Paeroa battle of the Streets race circuit (now a non-existent street Race lost to all).

Day one saw Ray & Maxine (Tiger 1050), Bryan & Sue (2018 T120), Rob & soon to be Selina (Rocket), Neville (120 Black), Kerry & Brenda (T120), Eric & Susan (T120), Tony (T120), Pete & Sue (T100), Trev (T100SE) and a guest Tim (Moto Guzzi) all gathered at BP Ngaruawahia.

Via a zig zag series of back roads led by Trev, we eventually joined the Southern Motorway only to be halted with bumper to bumper almost stationary traffic. How Aucklanders can live with this I have no idea.

Over an hour's travelling via the new Waterview Tunnel to get to Waikumete Cemetery, where after a few words from Ray & Trev, we toasted Rod Gallant, #168.

Next stage was through to Papakura for lunch and gas then off via Hunua to SH2

and Maramurua, eventually to the Totara Cemetery (Thames), where Judy & Joc (Toyota Corolla) were waiting for us.

A few words from Ray and another generous toast to Kathy #182 and more Green Ginger wine (it's a long story!).

Next it was back over the Kopu Bridge, left into Hauraki road and on to the "Yesteryear Barn" at Netherton. \$5 each to enter, great personal lifetime's collection of stock-car, Speedway and general motor engineering collection. You can even buy a stubby to suck on while you walk around. Then it was off on the final short ride into Paeroa and our night's accommodation at the local pub.

Interesting general discussion around the dinner table with everyone being asked how they would like to be remembered and their favorite ride they would like those left to ride & remember.

Day 2, sees us taking a short ride through to Waikino and up the hill behind the Waikino Hall to the infamous site of New Zealand's first mass shooting in 1923. The only visible evidence is a small mound of concrete debris

in the middle of a hay paddock. Following the 3<sup>rd</sup> toast of the trip we headed back to a great breakfast at the Talisman Café in the gorge.

The next section was completed in light rain as we headed to Pyes Pa (Tauranga) where we toasted our old mate Shads #143 with more Green Ginger wine.

Following a quick walk through the cemetery we said our goodbyes to Joc, Joel & Jude who head home to Papamoa, while the rest of us headed back over the Kaimai's to the Okoroire for the ride finishing point. For most, it was all up, around 550kms to complete the full ride.

It is pleasing that we are seeing new members who, even though they did not know some of the members who are sadly no longer with us, coming on this very special ride.

It was good fun and great company. and There was enthusiastic conversation about next year's ride, and we are all looking forward to it.

"Some roads aren't meant to be travelled alone"

*Trev & Ray  
TOMCC Waikato BOP*



## Calling all Canterbury Area members

Your Area Co-ordinator, Peter Free, after many years of service to you has stepped down from this position. Your Area now needs a new Area Co-ordinator – please consider volunteering for this role. It requires keeping in regular contact with local members and the club's national executive. The task is not difficult and there will be plenty of support from the Canterbury Area committee as well as from the club's National Executive. Please contact either Peter Free, ph 021 0254 8469 or John Witherington, ph 027 247 2853.



## IMPORTANT NOTICE

### **TOMCC NZ Inc MEMBERSHIP RENEWAL**

Your membership renewal is due on **1 July 2019**. Please send your **\$25** membership renewal fee to: TOMCC NZ Membership Secretary, PO Box 5035, Wanganui 4542, New Zealand or pay online to: **02-0792-0060254-00** TOMCC NZ Membership Account. Overseas members please send an International Money Order.

## Backroad 500 with the Wanganui chapter



On Sunday March 31st, a group of about 15 bikes set off on the usual end-of-month ride organised by the Wanganui chapter of TOMCC NZ. Except this wasn't quite the usual club ride, it was the second-ever "Backroad 500".

Inspired by the Taranaki chapter's annual 1000km-in-1-day ride, we decided to do something similar but different. The basic idea was to cover 500km of mostly winding back roads without encountering any gravel (apart from roadworks) and essentially without going over the same bit of road twice. It's an "endurance" event and, after 500km of back roads, you definitely feel like you've had a workout, but it's also not necessary to rush and it fits nicely into the 10 hours between 8am and 6pm including breaks.

Last year's inaugural Backroad 500 went from Wanganui back to Wanganui via Woodville, Patangata (in Hawkes Bay), the Gentle Annie and Taihape. This year we decided to stay within the Manawatu region. We covered roads that most of our local members would have seen before, but we

squeezed about 200km more of them into the monthly ride than we normally would.

Of the 15 starters, most were Wanganui Members, plus a few Taranaki Ramblers and one Ulysses club member. Mostly Triumphs, a few very nice Harleys, an Aprilia, a Kawasaki and a Honda Goldwing. Mo and his Goldwing (with its fabulous collection of headlights) made a brilliantly visible tail-end charlie! Thanks Mo.

The first leg of the journey had us travelling over various bits of the Turakina Valley Road and arriving outside the Kickstand motorcycle accessory shop in Hunterville. Lyn is always happy to see a bunch of fellow motorcyclists and the coffee at the Relish Rangitikei cafe next door is excellent! We carried on through Vinegar Hill and Halcombe to Feilding where we stopped to get petrol (having covered just under 200km) and where our Taranaki Ramblers mates peeled off in another direction. The remaining 12 bikes carried on via the scenic Pohangina Valley East Rd to arrive at the Apiti Tavern for lunch. Apiti is a favourite with local bikers and with

### **Reminder regarding voting on a remit to change Rule 3, Honorary Life Members**

In the March issue of Triumph Times a remit was submitted for a change to Rule 3 of our club's rules. All TOMCC NZ members are reminded that if you have not already done so, voting will need to take place at your Area level. Area Co-ordinators will need to organise this with their local members. There is still plenty of time for this process, but voting must be completed before the end of the year. We suggest that you get this done now rather than later.

good reason - the food is simple but great and the outdoor dining area is brilliant. The next leg of the journey followed some more great winding roads out on to State Highway One (briefly) before pausing in Taihape for more petrol. Then it was off to Ohakune via Waiouru for refreshments at the excellent Mountain Rocks Cafe and Bar. That gave us more than enough energy for a bit of a hoon down the final 100km leg of our journey along the Parapara Highway to Wanganui.

Over drinks at the clubrooms at the end of the event, it was generally considered to have been a fun ride with no problems and worth the few aches and pains that resulted. And the weather gods smiled on us too. Now we just have to figure out where we'll go next year.

*Tim Fraser, TOMCC NZ Wanganui*

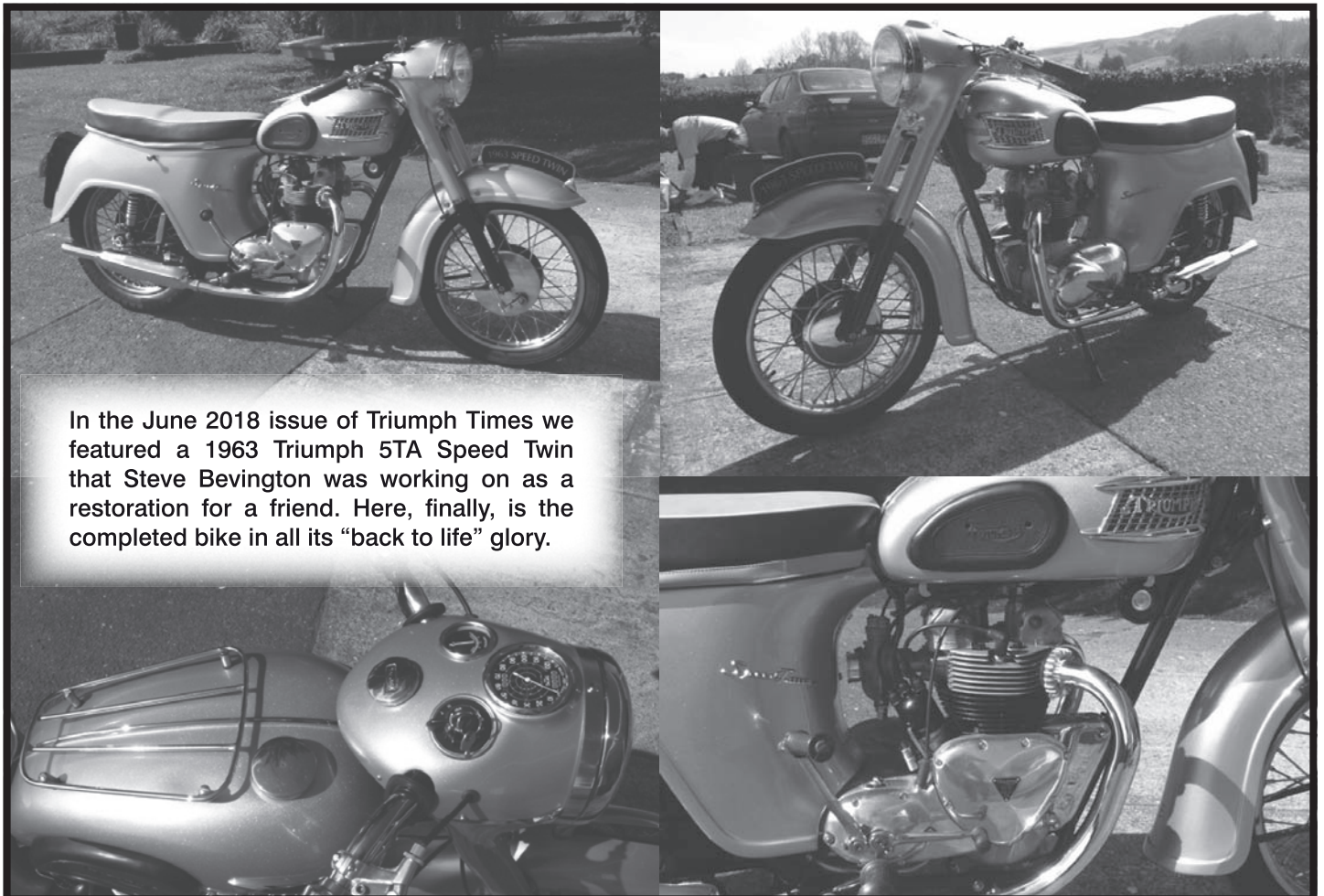




## Otago Southland May monthly ride



Simon, Ken and Clive stopped for a leisurely lunch at the Beaumont Hotel after “playtime” on the beautiful S-bends of the Rongahere Gorge. Then setting off for more of the same on the Lawrence – Milton road before heading back home to Dunedin.



In the June 2018 issue of Triumph Times we featured a 1963 Triumph 5TA Speed Twin that Steve Bevington was working on as a restoration for a friend. Here, finally, is the completed bike in all its “back to life” glory.



# Northland Chapter March meeting



Hi Ken , Congratulations on the latest edition of the Triumph Times, great coverage of the WATOC and other events, those Moose hunters sure looked like they had a great time. I have attached some photos of 10yr badge presentations to Jack Kawiti, Billy Ponsonby, and Simon Mahon (Worzel). Also our own People's Choice annual Trophy (for best looking bike) to Richard Mason.

Glenn



Bill Ponsonby being presented his 10 year badge by Glenn Maconaghie.



Richard Mason being presented the Northland Area's People's Choice annual trophy (for best looking bike) by Glenn Maconaghie.



Jack Kawiti being presented his 10 year badge by Glenn Maconaghie.



Simon Mahon (Worzel) being presented his 10 year badge by Glenn Maconaghie.



# Scandinavian rallies

by Geoff Walton, one of our UK members

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

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

The rideout on the Saturday wasn't so well attended, as most people were still drying out from the ride up on the Friday. When the bikes returned they seemed to have picked up a drag racer along the way. Ernest Wagner is a veteran drag racer who has competed all over Europe with his Triumph-engined bike and has visited NZ on a couple of occasions.

Although the weather stopped Ernest from doing his customary run up the local road, he still gave a demonstration of the bike under the canvas of the beer tent. The rally was well supported with just over 100 in attendance (which is good up in Norway), with overseas riders from Sweden, Denmark, Holland, Germany, Finland and the UK. Thanks for a great weekend guys, and here's to another 30 years!

Then two weeks later with an apparent break in the summer monsoon season, it was time for the German TMOC rally at Hilders, a 1200 km run. The ride there went well, and after leaving at midnight Friday morning, I pulled onto the campsite at 6 in the evening without a drop of rain. I made a point of going this year as I knew a good friend of mine Martin, from Jersey in the Channel Isles, was going. He and his friends had turned up earlier in the day and were well into the liquid refreshment by the time I joined them.

Martin had come on his '76 Bonnie and after the rally they were going on a tour of the north of Italy before heading back home. Apart from a short storm Saturday evening the weekend passed without rain, and again a good international turnout, with the Scandinavians particularly enjoying the cheap beer.

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

This year the Swedish rally was up north in the lakes of Sweden, and once away from the cities, the scenery was spectacular. We arrived late afternoon with the site already getting very full with a wide array of different bikes.

As with many, the Swedish club were short on volunteers, so to help organize things the catering was done by the local school, and the bar was run by the site owners. Food was great and of excellent value, whereas the beer, as is usual here, was expensive, with many people buying it from the local supermarket.

Apart from a contingent from Norway, there weren't any other nationalities there. A heavy dose of rain quietened things down Saturday evening and most people were up early and on the road home on Sunday.

We headed back to Gothenburg for a few days before doing a short tour of Denmark before heading to the Danish rally. We went down and stayed a night at Roskilde on the Danish coast staying at a hostel right next to the Viking ship museum.

On the Thursday night the guy at the hostel told us things may get lively, and sure enough by 7 o'clock the carpark was full with a selection

of bikes and cars of all ages and styles, hotrods to immaculate Kawa H1's.

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

When we arrived Arhus looked like it was being rebuilt with chaos on the roads. Despite my satnav telling me it should take 30 minutes to get to the rally site, it was an hour and a half later when we arrived.

The TOMCC Denmark shares a clubhouse with the Jolly Roger Bike club. As it was the bike club's 40th anniversary, the Tuborg was going down well. The site is permanent and owned by the clubs, with a large barn used for the evening's entertainment.

There were two bands on, and both were excellent at getting plenty of grey-haired people out on the dance floor. The run out on the Saturday afternoon was timed to perfection with a horrendous down-pour starting 10 minutes after they left and not letting up until 5 in the evening.

It was good to meet up with old friends at the rally and although there weren't many countries represented, the Swedes won best club turnout with 16 members there, the crate of beer they won seemed to go pretty quick! The next day an uneventful run up to the north of Denmark to get the ferry across to Sweden brought the holiday to a close.

Hopefully next year should be drier, and maybe I will get to Finland as well.





# Dark days at Meriden Triumph



Photos of protests following the announcement in 1973 by NVT chairman Dennis Poore of the closure of the Meriden factory with massive redundancies. An 18 month sit-in followed. In the meantime some production continued at the BSA Small Heath plant.

Eventually the workers sitting-in at Meriden were helped by the government to establish a worker's co-operative which continued production until 1983 when John Bloor bought the Triumph name and manufacturing rights. He then licensed Les Harris to continue small scale production of the 750 twins until 1988.



A cheque for \$1000 was recently presented to the Amuri branch of St John's Ambulance Service by Canterbury Area Co-ordinator Peter Free. \$735 of the total was proceeds from the raffle held at our WATOC rally in Hanmer Springs. The difference was made up with a donation from the Canterbury Area's own funds.

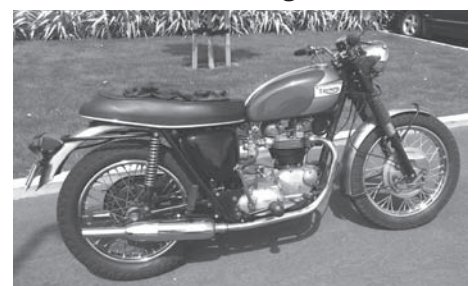
## WATOC Cloth Badges



A fresh batch of the WATOC cloth badges are now in stock. Available for **\$10 each inc p&p** in NZ from Ken Spall, email [spall@callsouth.net.nz](mailto:spall@callsouth.net.nz) for payment details.

## For sale

### 1969 TR6R Tiger 650



Ex-USA, matching no's, current reg and WoF. Bought for \$9500 7 years ago, \$8500 spent since. Price \$13500. Happy to discuss details after 7pm any day. Phone 027 32365108 or [johncochrane201056@gmail.com](mailto:johncochrane201056@gmail.com) Paint scheme of red and silver was my preference. Located in Invercargill.



# Canterbury Chapter Bonnie Run



Celebrating 60 years of the Bonneville, 21 enthusiastic riders were in attendance for another successful Bonnie Run organised by the Canterbury Chapter of TOMCC NZ Inc. After leaving the Yaldhurst Hotel, the day's run took the inland Canterbury roads through Darfield, Glentunnel and Methven, before returning back to Christchurch.



Vanessa tries out Woody's Thruxton for size.





# Threads of Confusion

by Gary J Parker, a UK Triumph Pre-Unit rider

I composed this a few years ago, hoping that it might be of some use for those who may not have a perfect grasp over what can be, admittedly a nightmare to understand.

Historically, there can be few things that have created more confusion for the classic British bike enthusiast, especially those who were born in the metric age and those not from the UK, than the difficulty of translating the intricacies of obsolete British Standard thread systems and by extension, wrench sizes (spanners) into language comprehensible to the layman. Because of this, misinterpretations have been perpetuated. Terms like 'Whitworth', 'Imperial', 'BS' and so on are applied casually to things that they do not belong to. This leads to further confusion.

If there is any aspect of British engineering which causes more hair to be pulled out in frustration, I'm not sure I know what it is. When referring to wrenches and threads, 'Imperial', popularly refers to BOTH what some refer to as American inch, AND British standard. They are of course utterly different, to make things as confusing as possible, and so to call both Imperial is not entirely accurate, however, SAE is derived from the British Imperial system (EDITED)

American inch wrenches are measured "Across the flats (A/F)" That is, the "size" of the wrench is measured according to the hex on the fastener, a 1/2" A/F wrench tightens or loosens a fastener with a 1/2" hex. These are the wrenches and fasteners used on Chevys, Fords and Chryslers for generations.

Older American wrenches using the SAE system were also marked according to bore size; however, but we'll just leave that there to save complicating matters further.

British Imperial fasteners are measured according to the BORE of the fastener itself, so a 1/2 BS wrench fits a fastener with a 1/2" bore.... In other words, when you look at the wrench, you might say to yourself "Self, there's no way that's a 1/2 wrench"... but it is of course, because it turns a 1/2" diameter bolt.

Now hang in there, stay with me, cos this is gonna get outrageously ridiculous. We're even going to take a pause, Put the tea on and make sure you have an ample supply of crumpets for this one . . . so you can gather your wits, you're going to need them for this next bit. BS vs. BSW vs. BSF.

In the beginning, there were no standard threads anywhere. If someone wanted to screw something to something else, they cut their own threads.

It's tricky to conduct a successful industrial revolution when you don't have standard thread forms.

A gentleman named Joseph Whitworth (later Sir Joseph Whitworth) came up with a standard system of threads. He designed the famous 55 degree pitch thread in a number of sizes from small to large, and then proceeded to pick standard sized hexes for each given bore of fastener cut with his thread. He picked sizes for the wrenches he wanted to use to turn his fasteners and his "hex sizes" do follow some arcane mechanical engineering principle, I am not aware of what that principle is, but suffice to say, they are what they are. (the nice thing, is that for the range of fasteners, there are fewer wrenches needed.)

Joseph Whitworth's first coarse thread series became known as BSW (British Standard Whitworth) the very first standardized thread form in the world, hence why he stuck his name on it. It is NOT a wrench size, but a THREAD.

Mr. Whitworth's system did well for around fifty years in the early Industrial Revolution, but after fifty years had passed, the engineering wonks decided that an additional FINE series of threads was required... Hence BSF (British Standard Fine), another series of threads of finer pitch.... And here is the fly in the ointment.

They decided that Mr. Whitworth had been too generous with his hex sizes, and that a given hex could turn a fastener with a larger bore. This decision was taken due to metallurgy... Steel was getting a lot stronger due to advances in smelting and steelmaking..

Anyways, what these boffins did was curse the world. Because of their decision, a given wrench may turn a coarse threaded fastener of one size, or a fine threaded fastener of 1/16" greater bore example: 1/2BSW - 9/16BS.

So in this case, the wrench above turns a coarse threaded fastener of 1/2" nominal bore OR a fine pitched fastener of 9/16" nominal bore. This is why wrenches are often encountered with two apparent sizes stamped on them. (5/16W-3/8BSF)

to add a final poisoned nail to the agony, when you get to quite large sizes, the difference goes up from 1/16" to 1/8" difference. So you have big spanners for buses marked 3/4W - 7/8BS - madness!

During the war, the sizes were standardized in that newer fasteners were made with both fine and coarse threaded bolts and nuts had the same hex. To add confusion, often the "F" is omitted, Snap-On's wrench set, for example, omits the "F" thus: 7/16BS, and doesn't list the 'W' at all.

So, to clear up this section, Whitworth isn't a wrench size but a thread.

American or Unified threads (UNF, UNC) and associated A/F tools are "Imperial".

British Standard threads (BSW, BSF, BSCy) and tooling, are also "Imperial".

BSW is a coarse pitch thread series.

BSF (or BS) is a fine pitch thread series. (as an aside, it is rare in British bikes but occasionally encountered on BSAs)

The same wrenches turn both types of fastener, but the fine threaded fastener will have a smaller hex.

Oh, sorry, sit down, we're not done yet!

BSCy. British Standard Cycle Thread, or CEI (Cycle Engineers Institute)

Adding to the confusion, and funnily enough the most common thread system you are likely to encounter if you own a machine dated before around 1966, is BSCy, or Cycle thread. It is a fine (increasingly so as the bore size rises) pitch thread, British Standard, but not Whitworth form, 60 degree pitch rather than 55 degree.

Cycle thread was designed for use in bicycles, to combat loosening due to vibration. It was deemed ideal for use in motorcycles, and appears in almost all marques up until the late sixties, and there are internal BSCy threads on Triumphs and Nortons into the seventies.

This is an interesting thread system due to the use of consistent thread counts for numerous fastener bore sizes. A 1/4" bore fastener has 26 threads per inch (tpi), and so do all the sizes up to 1/2" bore. There is crossover around that size to 20 tpi, so there is a 7/16x26tpi thread and a 7/16x20tpi thread and the same with the 1/2" bore. The main nuts and bolts with this thread on British bikes will be 26tpi, except for gearbox and engine shafts and axles, which often have 20tpi. (Very small BSCy fasteners have 32 tpi but are very rarely seen on motorbikes)

Note: BSCy. (Cycle thread) fasteners are turned with the same wrenches used for BSW and BSF.

Taps and dies for all of these threads are available, old stock BSW and BSF taps and dies are available though good sources in the UK, but BSCy is tricky to find, and only from Asian sources now.

Horribly, there is also the small BA (British Association) series, found in Lucas stuff, electrical things mainly, badge screws and the like, and BSP, British Standard Pipe, for oil lines - and, if you own an old Panther, Admiralty thread. I'll tell you if you ask nicely.

Note: BA wrenches are different, a small series of 8 or so usually, British bike guys can get away with the four or five biggest ones. Sizes from 0-12, 12 being smallest.

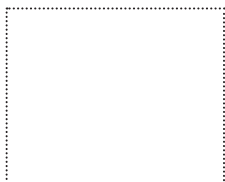
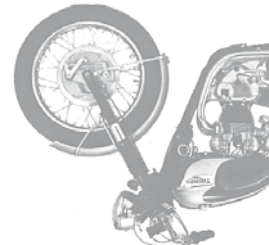
Final edit: Newcomers to the hobby should be aware that many bikes from the late sixties and early seventies are especially confusing due to the introduction, for the benefit of the US market, of American inch hardware (A/F) and UNF and UNC threads initially on the exterior only. The whole thing was introduced piecemeal over a period of several years. Any BSA, Triumph or Norton, commencing in around 1968 and running right through till 1975, can be expected to have a mixture of hardware and threads in sundry places. Many UNF nuts and bolts on Nortons are stamped with a line of circles on the flats of the hex indicating UNF.

Hope this helps someone, took me a while to wrap my head around it when I first started.





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

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 free copy to you.

I also have a limited quantity of our club's history book, "The First Twenty Years". If you want a copy please let me know by phone or email. The cost is \$10 per copy including postage in NZ.

*Ken Spall, Editor*

## Anyone got a Triumph Thunderbird TR65?

Hi, I was wondering if any of your members own a Triumph Thunderbird TR65. 1981-83. I own one and have only ever seen one other in New Zealand, being in Hamilton many years ago.

It would be great if any members have one as I am interested to talk to them about this model. You can contact me, Scott Ross, 06 833 5690 or 027 498 8023

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

Donald Gunn	Wanganui
John Cochrane	Invercargill
Michael Gray	Mosgiel
Doris Black	Invercargill
Richard Fan	Auckland
Suzy Maddox	Auckland
Katherine Young	Dunedin
Noel Sutherland	Kumeu

## Triumph Wanted to Buy

Triumph T100, either a Tiger, Trophy or Daytona of 1969 to 1974 vintage.

Please email Richard T. at:  
clayman49@hotmail.com

## Facebook Page of the Triumph Owners Motorcycle Club NZ Inc

<http://www.facebook.com/tomccnz>

The Facebook page for our Canterbury Area is also now available.

## Triumph Times Colour Posters



Those of you who attended our national rally in February will likely have seen the colour posters that I had on display on the walls of the dining room. These are based on the colour centre spread collages that I often make up for the newsletter. They are now for sale, at A2 size and printed on a high quality photo grade paper. Cost, including postage in NZ, is **\$20 per poster**. So that you can choose which poster(s) you want, I can send you an email file of all the **21 different posters** that are currently available or, you can view them on our club website under the "Poster" page.

*Ken Spall, Editor*

## Emailing Triumph Times

If you would like to receive future copies of *Triumph Times* by email please let me know, my contact details are above.

*Editor*

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The deadline for the next issue of  
*Triumph Times* is  
**8 September 2019**



## **Remit to change Rule 28 Sub Branches**

### ***Remit submitted by Ken Spall, TOMCC NZ Otago Southland***

I think that on reading Rule 28 of our club rules, and then reading (below) what I propose, it will reflect more clearly how the club is now structured along with the adoption, as an option, of the term Chapter. This now tidies up a rule that has now effectively become redundant.

I propose that Rule 28 be amended to read:

### **Rule 28 Areas/Chapters**

As per the objectives of the Society, Rule 2 (l) where it is deemed necessary, branches of the club, to be known as Areas or Chapters, may be set up.

The decision as to whether it is necessary to set up an Area/Chapter will be made by the Officers of the Society after consultation and discussion with the financial members of the region where it is proposed a new Area/Chapter is to be established.

The decision will be made by way of postal or electronic vote in the following way:

1. Each standing Officer of the Society will be entitled to one vote.
2. Votes will be posted or sent to the National President before the previously notified final date of acceptance for the votes.
3. The National President and an elected or nominated Returning Officer, being a financial member, will then count the votes.
4. The final decision will be that of the majority of votes either for or against the motion.

**Note** Before any consideration is given by the Officers in reference to making a decision as to whether it is necessary to set up an Area/Chapter, the following criteria will apply:

1. There must be a minimum of five financial members of the Society living within the region where the Area/Chapter is intended to be set up.
2. A vote will be taken at a special meeting called for that purpose, postal and electronic votes will also be accepted. The purpose of the vote will be to ensure that the majority of the financial members living within the region where the Area/Chapter is intended agree to the setting up of an Area in their region.
3. The members wishing to establish an Area will present a proposal to the Officers of the Society which will outline what they consider to be the advantages of having a Area/Chapter in their region.
4. The members wishing to establish an Area/Chapter will also show that they have a full understanding of the rules of the Society, and how an Area/Chapter must be administered within the scope of the Society's rules.
5. Area/Chapter will be required to vote for an Area/Chapter Co-ordinator either at a meeting called for this purpose, or by email, or by postal vote. With the votes being sent to a returning officer nominated by the National President.
6. Area/Chapter will be required to conduct meetings as often as is practical given the geographical and population density of that particular Area/Chapter. Minutes of such meetings are to be conveyed to Area/Chapter members as soon as is practical.
7. Area/Chapter may make their own banking and financial arrangements but must also then elect a Treasurer and furnish local members with an annual financial report.

As part of this amendment, Rule 2, item I. in our Constitution will also need to be changed to read:

- I. If necessary, set up and have Areas/Chapters of the Society in other parts of New Zealand.

I also propose that in all instances where the Society's rules refer to Area this now also be amended to read Area/Chapter.

*Ken Spall*  
*TOMCC NZ, Otago Southland*