



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

Triumph Owners Motor Cycle Club 26th National Rally

14, 15, 16 Feb 2020

**Lakelands Holiday Park
Kaitoke Road, Wairoa, Wanganui**

All motorcyclists welcome!

**\$50 pre-paid entry
(includes cloth badge and accommodation)
Registrations close 20th December 2019**

**Registration forms at
<http://tomcc.co.nz/2020-national-rally-wanganui/>
or email tomccwanganui@gmail.com**

or write to TOMCC NZ Inc National Rally, P.O. Box 5035, Wanganui

**Friday night meet 'n greet with licensed bar and band (Green Floor)
EFTPOS available on-site**

Saturday morning organised ride with lunch stop

Saturday afternoon show 'n Shine bike show and organised games

Saturday night licensed bar and DJ

Lake setting with many tent sites and powered sites

Limited cabins will be allocated to South Island members first

On-site service to stitch badges to your leather gear - \$2 per badge

**NO BYO, GANG PATCHES, ATTITUDES or DOGS
R.O.A.R (Right of Admission Reserved)**



Waikato Bay of Plenty August Monthly Ride

The day started with the Waikato guys meeting at the BP on Victoria St and with Kerry saying he was having difficulty keeping the smoke in one of his spark plugs. But at least he started the ride – then turned around and went home, obviously too much smoke had escaped!

We carried on, hoping this was not an omen for the rest of the day and then met up with a couple more bikes at the Wooden Farmer cafe in Putaruru while having breakfast.

From there we headed down the back road from Tokoroa to Tokaanu – what a road and we only went over 100Km once! A glorious, sunny day it turned out to be and on arriving at the hot pools we headed in. For \$13 you got 30 min in a HOT pool, well worth it.

Just outside there were big trout in a stream – free for the taking (I think) but we had no way to cook them so we left them alone.

We then headed down SH 47 to the Te Porere Redoubt, a pristine historical remnant from the Maori wars and worth a visit if your into historical stuff. From there we headed to Licorice cafe for a late lunch where we also made our plans of where we were going to split off on the way home, and then said our good-byes. The sun was low in the sky most of the way home making riding interesting, but still quite sublime.

And for those who didn't show up – you missed a good one! See you next month

Rob Orton

TOMCC NZ, Waikato BoP



YOUR CLUB



NEEDS YOU

As you can see from the included nomination form it's time once again to choose who you want on the club's committee, but this time how about you choosing to put yourself forward for one of these positions – why? – because **Your Club Needs You.**

Don't just ignore this call for help.

Your Club Needs You to step up and fill the necessary positions.

Your Club Needs You to be an Area Co-ordinator.

Your Club Needs You to get involved.

TOMCC NZ, Canterbury Area **2019 Whitebait Run** Canterbury Anniversary weekend **Friday 15 November 2019**

We will be meeting at the Yaldhurst Hotel car park at 9.45am with departure at 10.00am sharp.

The first stop will be at Sheffield to top up with fuel. For those who wish to meet up with the group in Sheffield, be at the petrol station by 10.40am.

Next stop will be at Moana for lunch at the Hotel. Fuel is also available in Moana.

We will then travel the coast road, stopping for refreshments at the Punakaiki Tavern and the Star Tavern at Cape Foulwind. On the Saturday, dependent on the weather, there will be a ride up the coast north of Westport, for lunch and some local hospitality.

Accommodation will once again be at McManus Hotel in Westport where the legendary waitbait breakfast will be served on Saturday morning. Cost for breakfast \$10 pp.

If you intend to stay at McManus Hotel, please advise Wayne Woodward of your name and number attending by 31 October 2019.

Phone Wayne 027 285 3083 or Email woodyx75@gmail.com

TOMCC NZ Regular Area/Chapter Rides and Meetings

Northland No Details

contact Glenn Maconaghie, glennmaconaghie@gmail.com

Auckland

Monthly Meeting. Last Tuesday of the month, 7pm at Swashbucklers, 23B Westhaven Drive, Auckland

Franklin No Details

contact Chris Smith, trippletrickz@gmail.com

Waikato Bay of Plenty Details vary,

contact Neville Wilson, nevilleandjoanne@farmside.co.nz

Taranaki

Monthly Ride and Meeting. Last Sunday of the month, 10am at the Caltex service station on Eliot St, New Plymouth.

Whanganui

Monthly ride. Last Sunday of the month. 10am, clubrooms Anzac Pde at 10am. Monthly meetings, last Monday of the month also at the clubrooms at 7pm.

Manawatu No Details

Canterbury

Monthly Meeting. Second Tuesday of the month, 7.30pm at First European Motorcycles, 114 Carlyle St, Sydenham, Christchurch.

Otago Southland

Monthly Ride. First Sunday of each month, 11am at the Z service station, Andersons Bay Road, Dunedin.

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



Fish and chips ride to Kaiaua



Today's ride was sublime. Kerry and Brenda met me at the rototuna BP and it looked like we were the only ones so we set off, the fog lifted as we left Hamilton and the day turned into a sunny one

Arriving at the L&P bottle we were joined by Pete & Sue, Steve on an immaculately turned out retro '71 Tiger (photo above), followed by Chris, Chris & Anne and Simsy on his Dark Indian. I may have missed someone here but there were so many new faces to keep track of. We set off to Kaiaua at a leisurely pace due to the traffic but once the roads opened up, the speed rose to a more usual pace. Arriving at Kaiaua we were met with the Aucklanders, Mike, Al Brown, Glen, Steve and Jay, and a few more new faces, Carl, Greg (who had been at the BP when we set off) and his brother Duncan on a HD. The fish and chips required were duly ordered, consumed and washed down with various liquids. Although we didn't hold a formal meeting, interesting conversation ensued. It was good to meet and introduce new people to the club, hopefully some of the new faces will join up if they haven't already done so – we hope to get to know them a bit more. All in all it was an easy day for riding and meeting new people – nice!

Robert Orton
TOMCC NZ, Waikato Bop

Greg Chalmers – 15 year badge presentation

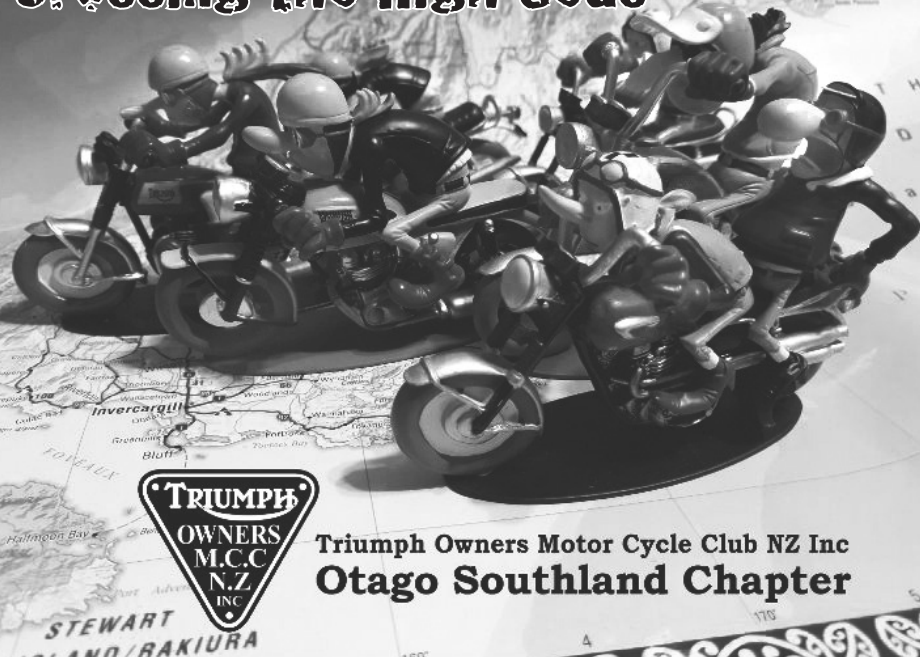
Left to right – Graham Fairbrother,
Brian Craig, Clinton Collier,
Glenn Maconaghie, Geoff Higgins,
Greg Chalmers, Jack Kawiti.

Donald Garden



We regret to announce the recent and untimely death of Northland Area member Donald Garden. Our condolences go out to Donald's family and friends at this sad time.

Crossing the High Seas



**Triumph Owners Motor Cycle Club NZ Inc
Otago Southland Chapter**

**Organised by Otago Southland Chapter of TOMCC NZ,
this will be a two night overnigher on Stewart Island
Friday, October 4th to Sun October 6th 2019.**

**All members are invited to "A Crossing of the High Seas"
along with shipping of a Triumph motorcycle to Stewart
Island. This will give members the opportunity to ride a
Triumph on New Zealand's southernmost roads.**

**Accommodation and ferry bookings are now very limited so
anyone interested in attending please let us know ASAP.**

**There may be accommodation space available for anyone
wishing to share in house booked by members.**

**As usual this is an all weather, all seas ride, come prepared,
it may be wet & cold.**

Further information contact:

**TOMCC NZ Otago Southland Area / Chapter co-ordinator
john.witherington@xtra.co.nz**

Exchange of information and respecting members' privacy

When filling out a membership application form members are asked if they wish to have their phone / email to remain confidential.

The following by way of explanation is also on the application form.

NOTE: The privacy act forbids the club giving out any of your details without your specific permission, therefore this form will remain confidential unless you advise us otherwise.

As part of their role the Area Co-ordinators are provided with a list of members. The list indicates those who wish to have their email or phone details remain confidential. When sending out emails please ensure that you use the BCC (Blind Carbon Copy) function to ensure that members' details remain confidential.

Also it is not for members' to collectively decide as a group to disregard this over and above a member's personal choice. This appears to be happening in some instances. If you wish to pass on a member's details, you must get permission from that member to do so. Cheers

*John Witherington
President, TOMCC NZ*

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Northland Chapter July Ride and Meeting



For July, our TOMCC NZ Northland Chapter Ride & Meeting was hosted by Jan and Graham Fairbrother at their home in Kamo, Whangarei.

We met up at the ASB Stadium in Kensington at 11 am, and at 11.15 and headed west to Maungatapere, through Poroti then north, coming out onto Three Mile Bush Rd and ending up at Grahams home. A one hour round trip , good riding through mostly farming country on roads every motorcyclists would enjoy.

On arrival at Grahams he gave us an enjoyable tour of his impressive collection, as detailed by Graham:

From the front:

1972 Bonneville OIF 650cc, was owned by Don Garden, it has been fully rewired using the correct looms and electronic ignition, etc. No other work has been done to it, it's a first kick starter and runs sweetly. This bike will be for sale in the very near future.

1956 Norton Dominator 99, 600cc, is a numbers matching machine including the gearbox, it is in fact the 5th 600cc Model 99 manufactured by Norton. The motor was fully reconditioned in 1975 by a qualified motorcycle mechanic, at this time the bike was completely dismantled and packed into boxes. I bought it in that state about four years ago and restored it.



1959 Triumph Tiger 110 pre unit 650cc, was purchased about six or seven years ago and used for Vintage Car Club rallies etc. About a year ago I fully reconditioned the engine.

1961 Triumph Tiger 110 pre unit 650cc, A couple of years ago I bought this of a guy in Hastings, it came complete with

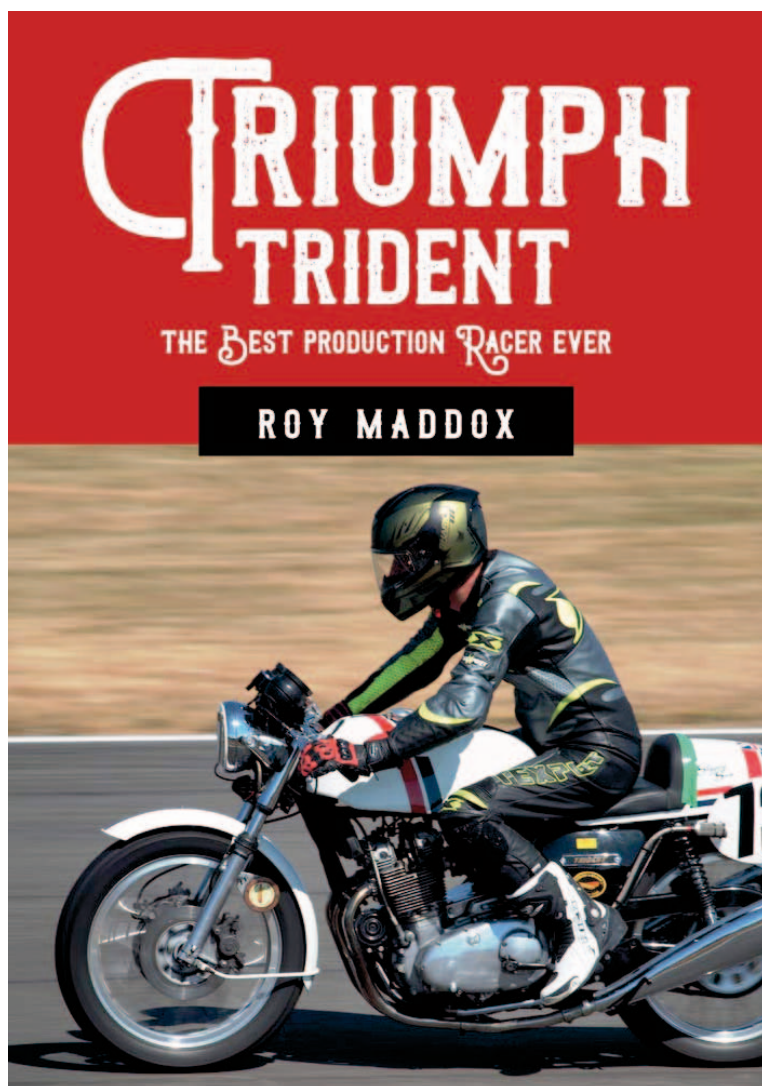
a Watsonian side car. The motor has been fully reconditioned also. It has been started but never been on the road as yet.

1989 BMW K75S three cylinder 750cc has only travelled 61000km so not expecting to even think about mechanical work for at least another 100,000km

Following the meeting was a sausage sizzle with refreshments.

We had 11 members on the ride, 14 at the meeting and 16 apologies.

*Glenn Maconaghie
TOMCC NZ Northland*



A treat for Triple lovers

As some of you may remember, at our national rally in 2017 in Taranaki and again at the WATOC rally earlier this year, Roy Maddox attended as one of our overseas guests. Also at the WATOC rally we had a surprisingly large turn-out of Meriden Triumph triples and a few BSA triples – all of great interest to Roy who has just recently published a book on these very iconic machines.

Triumph Trident – The Best Production Racer Ever is an important addition to any early triple enthusiasts library. Thoroughly researched and written in a very easy to read style, Roy has captured the unique essence of the bikes along with a host of little known facts and technical revelations.

At almost a hundred pages, the book is chock full of enough excellent photos and illustrations to keep triple enthusiasts happy for hours when they discuss the bike's unique features among themselves. I can see this book also becoming a reference manual for those in the process of restoring the triples.

Roy Maddox takes the reader through the full range of models, including the BSA Rocket 3, the Meriden and the A75 Hurricane, as well as the technical changes that took place and the range of specials and one-offs. As this book reveals, the Triumph Trident T150 was a milestone in British and world motorcycle design that also achieved huge success on the racing track. As it reaches the 50th anniversary of its launch, the Triumph Trident T150 is as appreciated today by its many owners and enthusiasts as it was in its heyday.

Roy Maddox is the author of several articles covering different aspects of Triumph ownership and motorcycles. He has been a regular contributor to Nacelle, the official magazine of the Triumph Owners' Motor Cycle Club.

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\$41.13 Available for purchase through the Amazon website

Tales of Triumph Motorcycles & the Meriden Factory

By Hughie Hancox

A fascinating record of life in the Triumph motorcycle factory and a delightful and often humorous account of life with the Triumph motorcycle company in its heyday.

Hughie Hancox started work with the Triumph Engineering Company (manufacturer of Triumph motorcycles) in 1954 and, apart from a short break for national service, stayed with the company until its closed in 1974. In his time with Triumph, Hughie worked in the Experimental, Service, Product Road Test, Toolroom, Final Production Assembly and Service Repair Shop departments before joining the staff in the Service Office. He also served as a Technical Writer/Advisor/Customer Relations and "Trouble Shooter." Even his National Service was spent with the "White Helmets" motorcycle display team! Here, Hughie tells the story of his life in the famous Meriden factory and of his many adventures with Triumph motorcycles and Triumph people and, by doing so, records the fascinating inside story of one of Britain's greatest motorcycle marques.

Publisher: Veloce Publishing UK Ltd. email: sales@veloce.co.uk

Paperback • 25x20.7cm • 144 pages • 90 pictures

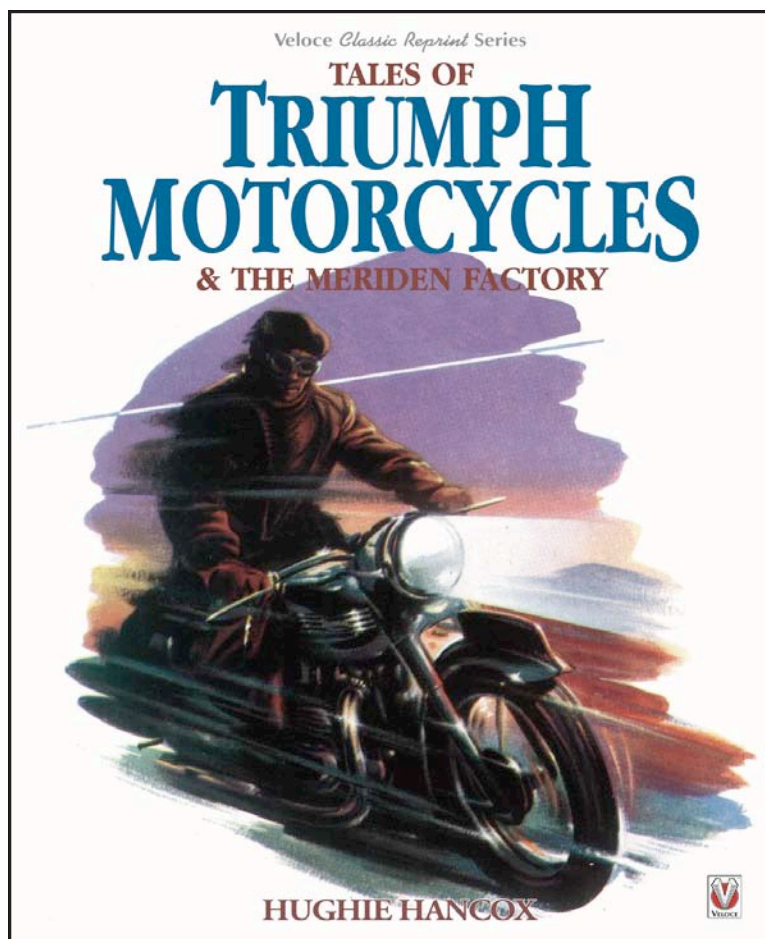
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£19.99 + P&P (eBook prices vary, and delivery is free)

Also available from:

South Pacific Book Distributors, email sales@spbooks.co.nz

Octane Books, email sales@techbooks.co.nz



NZ AA Recovery Service

Glenn's story

Over the years a few of you have heard my tales of dealings I've had with AA breakdown services and this a story about why I joined. But first a bit of history.

Before I joined TOMCC NZ I had been riding my '55 Thunderbird mainly as a commuter and probably the longest trip I had made on the T-bird was Auckland to Tauranga. When I joined the club I had my '55 T-bird along with a '55 Tiger T110 and a '71 Norton commando, I quickly gained a reputation of losing mufflers, kick start cotter pins, mud guards and various other parts.

My first real breakdown requiring a trailer was on my Tiger. the magneto had finally stopped working after a club ride to the Cambridge to Hamilton toy run, Te Kauwhata is where the Tiger had stopped and not being a member of AA yet I had plenty of time to think about joining.



The 2nd National rally in Wellington (the 1st and 3rd rally I took the Commando), I had the Tigers mag reconditioned and I was ready for action, but still not an AA member.

All went well going down to the 2nd TOMCC rally, so pleased, that when we made it, Al Stoneham and I had a drag race down the main street only to have the Tigers throttle stick on and the rear brake suddenly stopped working (I'd put a tooth pick in the break rod to hold it temporarily and forgotten about it) and I overshot the pub, killed the ignition and pushed the bike back to the pub. Looking at the bike it appeared the throttle cable had jammed on, I thought I had it loose and kicked the bike over only to have it roar into life and spit the oil sender out of the timing chest.

Al was rolling around on the ground laughing, not laughing at my misfortune but the car parked next to the bike that had a pet cat in the back seat that had shit itself, minutes later a little sweet old lady came out and complimented on the bikes and hopped in her car and drove off oblivious to the mess on the back seat.

The Tiger went flawlessly the rest of the trip until Te Kuiti on the return, where the head gasket blew out, luckily Mary (Des Giffkens first wife) had a back up trailer and was able to transport the tiger home. That convinced me to become a member and coming up 25 years later still a member.

I sold the Tiger a few years ago and the Norton dropped a conrod but that is another AA recovery story. I still have my Thunderbird and hopefully be back in action soon and not seeing the deck of a AA recovery Truck.

Over they years for the money the AA plus service is peace of mind especially if your doing big miles on a new or old bike.

Make sure you sign up to the plus service it covers you throughout NZ.



John's story

Over the years many members riding their Triumph have been brought to a stop due to a flat tyre, electrical or a mechanical issue.

Those members who generally carry tyre levers and patch kits etc have done running repairs but with the advent of the modern rims with a safety lip / ridge to hold the tyre in place it becomes more difficult to break the bead without a bead breaker particularly on the side of the road should you need to effect a puncture repair with a tubed tyre.

Those running tubeless tyres have the advantage of using tubeless repair kits and should carry one thus avoiding taking the tyre off. But let's ask, how many of you do ?

With this in mind a few stories have appeared in *Triumph Times* from time to time with members experiencing mechanical or electrical issues, such as Croz's wiring issues when on an Otago Southland Chapter ride into Skippers Canyon. Only perseverance and luck got him home in the end. Members who would have been able to assist with a trailer where also riding with Croz at the time and as for any others, would they have been willing to drop everything to make the long journey to rescue him?

Another memorable incident was at the Otago Southland Chapter 2008 Beaumont overnighter. Beware the pitfalls of parking close to old country pubs – discarded nails from centuries of repairs lay in wait on the ground to puncture your tyres.

On the Sunday afternoon after leaving the overnighter at Beaumont, and between Roxburgh and Alexandra in the bowels of the big dipper of all places, I got a flat tyre. Well, seemed to take longer to climb up the hillside for phone reception than it take the AA to arrive only 45 minutes after the call. They brought a bike trailer and took the bike back to Alexandra and even arranged a local bike shop to open up to replace the tube – all this on a Sunday.

The realisation that you need assistance then and there while standing on the road side in all weather, makes joining the AA a no-brainer.

Consider joining say the AA or seeing if your insurance company cover you for road side assistance with mechanical / electrical and tyre issues as some appear to be offering now.

For those that have AA or have up graded to AA plus membership the benefits are priceless and give you peace of mind when it comes to being long distances away from home.

Ken's story

I have been an AA member for almost 50 years and had many occasions on a bike and in a car, when I have been extremely grateful for their rescue service.

Some that spring to mind are when I was riding my '79 T140D, shortly after having moved to Dunedin from Christchurch. The bike had been giving me intermittent electrical problems from time to time, but I still took a chance on riding it – hope and confidence always springs eternal for Triumph riders!

On two occasions the AA trailered the bike back home after it cut our and flatly refused to start, once just outside Dunedin, heading up to the Northern motorway and a second time in the city centre among heavy traffic and on a crowded Friday evening – and it's oh so embarrassing, but I was so relieved to see the AA ute shortly after.

At these times the nearest person on the club's breakdown list was up in South Canterbury – I could hardly expect them to come all the way down to Dunedin for me.

The most recent occasion was once again in Dunedin, riding with our overseas friend Roy Maddox. The Speed Triple I was on had likewise been playing up electrically all the way back from the WATOC Rally in Hanmer Springs and finally gave up the ghost in heavy traffic in South Dunedin. Once again, the AA soon arrived and trailered the bike back home for me. It transpired that the electrical issue was a faulty pin in one of the multi-pin electrical plugs deep underneath the tank – now fixed and the bike flies, as Speed Triples do.

AA membership – just regard it as part of the insurance cost for your bike. When the day comes that you need it – what more do we need to say?

AA Plus – Adding extra Benefits to your AA Membership

For an upgrade of only \$49 extra per year, you can be reassured of a minimum of expense and disruption of a major breakdown when you're away from home and travelling around New Zealand.

The added Benefits of being an AA Plus Member

Emergency rental car or accommodation – We'll get you a rental car and/or a place to stay for up to three days if you're more than 100km from home and the repairs will take more than a day.

Free towing – We'll get your disabled motorcycle home or to the nearest repairer.

Lost keys – If you need help from a locksmith, AA Plus will contribute \$150 towards the labour costs.

Help getting home – If you prefer, we can arrange ground transport home (e.g. bus or train) for you and those travelling with you.

Medical Assistance – We have access to medical staff to help and offer advice. We can also refer you to a local doctor, dentist, chemist or hospital and arrange transfer of your medical records in case something happens far from home.

Updating family and friends – If for any reason you're unable to let your family and friends know what's happening, we'll get in touch with them for you and keep them informed.

The benefits of AA Plus are the same for motorcycles as for standard vehicles, however as we do not provide spare tyres for motorcycles in the event of a puncture, etc; the motorcycle would be transported to a place of repair where the tyre can be replaced.

As with standard AA Membership, the AA will provide vehicle recovery for motorcycles on a best endeavours basis and may be subject to availability of suitable contractors.

Each AA Plus claim is to a maximum of \$800 (incl. GST) with an overall maximum annual subscription claim of \$1,500 (incl. GST).

Sign up for AA Plus at aa.co.nz/aa-plus or by calling 0800 500 444

AA Motorcycle Training and Testing

AA Driving School has several training and assessment options for each motorcycle licence level. Why not put your best foot forward and pick up some training before you take your practical assessment?

All AA motorcycle instructors are passionate riders and will conduct your training session and/or assessment in a relaxed, friendly environment.

Learner motorcycle licence – Including customised training, new rider training and assessment, novice rider training and an assessment.

Getting restricted motorcycle licence – Includes urban training, highway and rural training, a restricted motorcycle licence assessment and a combined training course and assessment.

Getting your full motorcycle licence – Includes highway and rural training, a full motorcycle licence assessment and a combined training course and assessment.

Advanced motorcycle training – Suitable for both returning riders and advanced riding.

ACC Ride Forever programme – AA Motorcycle Training is proud to deliver the ACC Ride Forever programme, which starts at just \$20 for a four-hour beginner course. From learning how to stay safe on your daily commute to practising advanced riding techniques, there is a course for everyone. The AA currently offers Ride Forever training in Waikato, Wellington, Manawatu-Wanganui, Otago and Southland. More locations will be added over time.

Find out more at aa.co.nz/motorcycle-training or by calling 0800 223 748

Cold Kiwi and the Tres Amigos

Some of us have gone to the Cold Kiwi for more than a decade. The event being very close to Waiouru in September there is an opportunity to reminisce on having done basic training for the Army a wee while back. Remembering the cold and the early morning parades and the subtle bastardisation and winning the Skill at Arms competition with your section!! (Skite)

We have had rain and snow. Wind and hail. Good friends have come and gone. The event has changed location a few times. The last couple of changes have been diabolical. Paddocks turning to mud and getting out on a Sunday morning is akin to one of those Survivor shows where your chances of being last man standing can sometimes be zero. I remember 3 people on either side of a bike propping it up and sliding down to the road out. Try that 5 or 6 times and the novelty can wear a bit thin.

For me last year, Saturday was edited by folk smartphoning the weather and coming up with different predictions as to when the storm was gonna arrive. As it turned out it arrived during the night and my humble abode collapsed around me. My neighbour made sounds in the dark and when questioned advised me he was off 5.50 am in the dark. So we pack up our sodden mess and head over the Desert Road and at Turangi I spot Trevor Hall of Classic Motorcycles and we agree there has to be a better option! But what? I got lost at the new bypass in Taupo but pick up the crew at Kawerau and get lost again as the weather deteriorates and overtaking traffic to stay together has the same appeal as the Kamikaze one way street people!!

Meet up with the crew at Meremere for gas and complete strangers are asking what the Fernando are you doing out in this! Good Question. Over the Bombays and as we get along the motorway the wind is up and the gusts are strong. I have been offered to stay the night in Auckland but Dargaville way has that elusive calling and it might rain for 40 days and forty nights. It's happened before ye know. So the companios peel off at Papakura, Otahuhu and New Windsor, But I'm made of sterner stuff!! Right? So I get to the new Point Chev tunnel. Its pretty much rained all the way home. The electronic sign is saying NO MOTORCYCLES ALLOWED OVER THE BRIDGE. Good Call. The next sign says BEWARE OF STRONG GUSTS OTHER SIDE OF TUNNEL. I know what I'm in for and sure enough I crab at 45 degrees across the Pollen Island wasteland get through in one piece then head up State Highway 16. I'm thinking amongst other things



what is it gonna be like up at the lookout 20km short of Wellsford? You guessed it!

So I get home around 3.30pm, we had left the Cold Kiwi at around 6.45 am. It takes several days to gain some colour in my cheeks and the death grip on the throttle handle takes a little longer to come right. So I know what you are thinking! Are you gonna go to the Cold Kiwi this year which is a few weeks away?

Last year I had been over in Aussie for my young fellas wedding. On the way back through the Duty Free I had spotted a small bottle of Canadian Cinnamon Whisky. It had the cute named appendage Fireball Whisky! Being a man of Uisge Baha heritage I purchase the liquid with a few coins from my sporran.

Sure enough I took the Fireball Whisky to the Cold Kiwi and we all had a taste and agreed it was wickedness in a bottle. So this year there is no Fireball whisky but locally we have a guy who lives in the Black Hills of Paparoa. He is called Rocky Raccoon and he brews up Whisky and other Treats. I could get a bottle of something nice and take it to a Cold Kiwi.

So after reading and digesting all the above there is a call to be made here and you the reader can guess. Did he go???

Bill Ponsonby
TOMCC NZ, Northland

Otago Southland Area of TOMCC NZ Inc

"Distance is no Barrier"

The size and scale of the South Island is not truly reflected in the names used by the two Chapters that cover TOMCC NZ members living there.

Otago Southland Area is the southernmost chapter of TOMCC NZ, and quite possibly the most southern chapter of a Triumph club in the world. The area covers the lower third of the South Island, south of a line from the Haast river mouth to the Waitaki river mouth. The remainder of the South Island north of this line is administered by our club's Canterbury Area who also look after members in the Marlborough and West Coast areas.

Membership of the Otago Southland Chapter is currently 42 with one member living in England and another in Wellington, which also illustrates the fact that you do not have to live in a particular Area to be a member of that Area. TOMCC NZ members are free to be a member of any Chapter of their choosing.

Such a small membership in what is geographically a large area does pose a few problems, not the least of which is getting a reasonable number of members together for meetings, which don't occur as often as we would like. But in spite of this we do try to get together as often as we can. It is so important for the health of our club that in large areas such as ours, all members feel included in what is happening in our club. The enthusiasm of our local members shows that a Chapter covering a large area can in fact be successful.

Distance should be no barrier, so we organise rides and events that cover the whole of the area so as not to disadvantage members who are not living in the main centres. All our rides and events are advertised nationally as well as locally, and all TOMCC NZ members are invited to participate in our rides and events.

The events that Otago Southland Chapter have successfully hosted so far are:

Beaumont Overnighter, the bi-annual Southern Moose Safari, Keep 'em Running Tour, Millers Flat Overnighter, Skippers Canyon Ride, Haast Eagle Search, Black Sands Ride, Hell's Gates & Beyond Tour, Fish & Chip Run to Jackson Bay, Silver Jubilee overnighter to Owaka.

This is the first in a series of articles featuring each of the Areas (or Chapters) of our club. It will give our members an insight into what each Area does in the way of organising its own rides and events and how it is administered. As editor of *Triumph Times* I will be approaching the Area Co-ordinator and members in your Area with questions about your Area when your turn comes to be featured here.

Also, our annual Twisted Thistle Tour is designed to extend our rides to and from our national rally and to take in some exceptionally good riding roads just for the hell of it!

A monthly ride, the first Sunday of the month, is also a fixture for members living in the Dunedin area and, as with all our rides, all club members, friends and family are welcome to attend regardless of where they live.

Otago Southland also co-hosted, with the Canterbury Area, the 2010 National Rally which (up till the 2019

rally) had the highest attendance of members.

Two events that the Otago Southland Area is organising at the time of writing are the "Crossing the High Seas" ride to Stewart Island and the "Gunn's Camp Overnighter", both of which have already generated interest from our North Island members. More rides and events are in the planning stage and all of the forgoing shows our commitment to actively getting out there and doing stuff.

Through John Witherington, the Area Co-ordinator, all our local members are informed on a regular basis of what is in our local area bank account and are encouraged to put forward ideas for rides, events and to actively contribute, ride and participate in the objectives of TOMCC NZ. John also contacts each individual member by phone a couple of times a year to check if member's have any concerns they would like to discuss.

A recent idea implemented by John, and established at our 2019 National Rally, is a challenge to members who attend the rally to bring out the "The Hot Ones". The Hot One being a particularly well-presented Triumph, ideally one that has been restored. The call is put out to all our members throughout New Zealand, to get that re-build finished, to get that bit of chroming finally done, to get the paint job finished that you've promised yourself for so long, and to ride the bike to our national rally. With judging being carried out by an Otago Southland TOMCC NZ member, the winner of the Hot One will be presented with a prize donated by the Otago Southland chapter. Maybe this is the sort of idea other Areas/Chapters might like to consider as their contribution to the club's national rally.



Otago Southland Chapter

FIRST OVERNIGHTER OF SUMMER Gunn's Camp, Hollyford Valley

7-8 DECEMBER 2019

Organised by Otago Southland Chapter of TOMCC NZ



Otago Southland Chapter

You are invited to join us for our first overnighter of the summer

Following an organised ride from Dunedin and taking in a selection of back roads, we will be spending the night at the legendary Gunn's Camp.

The last Public Works Camp of its type left in New Zealand, Gunn's Camp in the Hollyford Valley was built in the 1930s and is now run by the Hollyford Museum Charitable Trust. It is situated 8km off the Milford road down the Hollyford Valley, and 10km from the road end at the start of the Hollyford track.



Accommodation has been booked in one of the historic cabins, at this stage for up to 6 people. Cost will be about \$30 per person, depending on total numbers. If sufficient interest is shown, more cabins can be booked. Tent sites are also available.



You will need to bring your own evening meal and breakfast. As kitchen facilities are quite basic, you will also need to bring your own cooking utensils, plate, cup and cutlery. Hot showers are available.

For further information and to secure a bed please contact Ken Spall, email spall@callsouth.net.nz. Ph 03 489 1740 or 021 26 99 530.

Please also refer to the Gunn's Camp website (www.gunnscamp.org.nz) for more information.

No ordinary bike trailer for this Bonnie



Brett Pilkington is a member of the TOMCC NZ Northland Chapter and lives in Paparoa, one hour from Whangarei. He is an old school boat builder from the late 60s, has a great workshop with woodworking machinery and the skill to undertake any project. The latest being a Tear Drop Camper which would also transport and accommodate his mighty Triumph Bonneville for overnights and extended trips.

So, with no design or plan to work from but an idea in his head he built this camper from plywood. All he needed was some sheets of plywood, timber, a lofting batten and tape measure – start the project and design it as you go is his philosophy. This story is to be continued.

Mystery Rider competition

A while ago we ran a contest open to all TOMCC NZ members. Won by Judith Nightengale, the contest was based on a question relating to a posting on the TOMCC NZ national Facebook page.

The Otago Southland Chapter have always openly invited all TOMCC NZ members on their tours and rides and often use a range of themed posters while advertising Otago Southland Chapter events. Members will have seen over the years some posters for events using a set of caricatures. It wasn't until recently that it was pointed out that one of the caricatures did not resemble any Otago Southland member but in fact bore a striking resemblance to a member from another Chapter. The uncanny likeness has been linked to a Facebook posting on the TOMCC NZ national Facebook page <http://www.facebook.com/tomccnz>

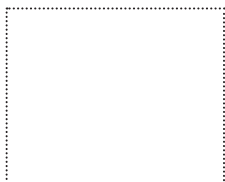
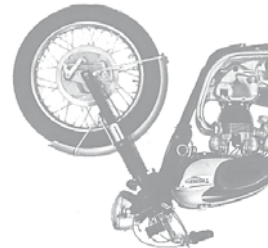
So if you take the time to follow the page, and can name the member in question, and provide the time and date of that posting, you will receive \$20 towards drinks or a meal while attending the TOMCC NZ 2020 National Rally, or in the event you are unable to attend the rally you will receive a \$20 voucher.

Compare the caricature to a posting if you dare and get back to Ken Spall with an answer. The winner will be announced in the following Triumph Times newsletter.





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



MANAWATU



Motorcycle Swap Meet

WHERE: Manawatu Vintage Car Club Rooms
The Grove, Kelvin Grove Road, Palmerston North

WHEN: Sunday 10th November 2019

TIME: 8.00am to 1.30pm

EMAIL: manawatuclassics@gmail.com

PHONE: Dave 021 715201
Clive 06 3555953

Free Entry for Sellers and Buyers

Sausage BBQ and Coffee on site

Clean the shed out and get it here so someone else can enjoy what you no longer need.
Make a day of it catching up and socializing with old buddies.

Old bikes, British bikes, Jap bikes, broken bikes, parts of bikes, classic bikes, vintage bikes, scooters, old engines, parts of engines, broken engines, good engines, luggage, screens, saddle bags, carriers, tyres, cables, wheels, mudguards, seats, mirrors, handle bars, boots, helmets, gloves, jackets, tools, petrol tanks, levers, M/C books, manuals, posters, pictures, and anything else that you can put on or take off or had a connection to a motorcycle.

Peter King
Wheel Builder

Ph (03) 366 4706
Ah 022 0587 944

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The deadline for the next issue of
Triumph Times is
1 December 2019

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

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

Brent Ritchie	<i>Auckland</i>
Gavin Bowden	<i>Christchurch</i>
Richard Tucker	<i>Ashburton</i>
Malcolm Reynolds	<i>Waitakere</i>
Shayne Keith	<i>Christchurch</i>
Vanessa Somerville	<i>Blenheim</i>
Greg Hart	<i>Auckland</i>
Blair Lloyd	<i>Whangarei</i>
Roger Pimblott	<i>Auckland</i>
Graham Saunders	<i>Hokitika</i>