



Triumph Times

The national newsletter of the Triumph Owners Motor Cycle Club New Zealand Inc.
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Established 1993

“Crossing the High Seas” or “Kiwi for Lunch”

What I had written as a light-hearted comment when corresponding with other members about the Otago Southland Area’s invitation to participate in “Crossing the High Seas” to Stewart Island seemed to have struck a chord. I had suggested that as Stewart Island is blessed with an abundance of Kiwis, that we hunt a few to supplement our rations while we navigate a Triumph over the Island’s sparse road network. The idea took off and we thought “what better hunter for birds than a cat?” In this case a well-used but still youthful Tiger Cub.

So with a very early Friday morning start three riders departed Mosgiel heading south. One of our North Island guests, Glenn Mills had come down earlier and was meeting up with Kylie in Invercargill. Unfortunately Glenn also met up with one of the famous Bluff Bees. These large insects feed on the equally famous Bluff oysters, this makes them particularly solid when they hit you in the face whilst riding!

On arrival in Invers, bikes were stowed safely with a biker friendly motel before catching a charter bus to Bluff for boarding the ferry to Stewart Island. At Bluff we met up with John who had trailed the bike to the ferry terminal, along with the very necessary cradle and tie-downs to enable the bike to be loaded onto the ferry.

Loading John’s Tiger Cub onto the deck of the ferry was somewhat of concern as the ferry captain indicated that there may in fact not be enough deck space. Deck cargo priority is give to Stewart Island supplies, passengers luggage and then anything else that will fit. As it turned out all was ok with the Tiger Cub being well covered against sea spray and firmly secured against other containers of deck cargo.

The Foveaux Strait was its usual bumpy crossing, but not as bad as I have previously encountered – it is a notoriously rough stretch of water.

Off-loading the bike at Oban, the island’s port of entry, was easy with the only minor issue being where to store the metal cradle the bike had been strapped to. A brief enquiry of a wharfie suggested that we dump it behind a pile of junk sitting in long grass by the roadside, and it was still there for the voyage home.

It was only a 300 metre short walk from the wharf to our home for the weekend – known by the locals as the “pink house” – at the end of the line of buildings across the Oban seafront. The distance in this instance is significant. Many of you will be aware of the annual WATOC Challenge, an international competition that club members participate in for the highest mileage obtained through the year. [More information about the challenge on page 2.]

With John riding the Tiger Cub from the the wharf to the pink house he was able to qualify for the shortest distance ever in a WATOC Challenge. Not sure what sort of prize is awarded for this dubious achievement!

Over the weekend, with five of us taking turns to ride the Tiger Cub, we covered pretty much all the roads on the island, at least all the sealed ones anyway, as well as a few gravel roads. As a Triumph ought to, the bike did us proud and never let us down, apart from a small incident when a rider, unfamiliar with older bikes, didn’t realise that a petrol tap need to be turned on! Surprisingly the bike was easier to start when placed on its centre stand. – quite a bit of compression for such a wee motor.

Of course with one bike between the six of us a group ride is a bit difficult so for one trip Glenn and I walked to Paterson Inlet along what is reputed to be New Zealand’s southernmost road. As we arrived at the little bay John turned up on the Tiger Cub and shortly after Kylie arrived on a hired e-bike. Laps of the foreshore and up and down the road were enjoyed by us all, and, being the hoons we are, attempts were made at doing burn-outs with the front wheel drive e-bike – not difficult but also not very spectacular.

Kylie was not the only one to be lured by the novelty of an e-bike. Clive and Johnny had also each hired one and according to the tales they told, had attempted some short cuts over rather steep walking tracks, which had included an ascent up steps cut into the hillside. This had seriously tested their off-road skills as well as revealing that e-bikes under some conditions were no lightweights!

Another significant and enjoyable trip on the Tiger Cub, was the ride over the hill from Oban to Lee Bay. There I had a look at the chain that connects Stewart Island to Stirling Point near Bluff. As Stewart Island is a lot smaller than the South Island it has a tendency to drift away in rough weather so the locals fashioned the chain that now ties Stewart Island to the mainland.

In the unlikely event that the chain might break there is a tree mounted telephone with which to contact the local fishermen who carry with them plenty of zip ties to make a temporary repair of the chain.

To get to the chain I had to ride down a narrow walking track where I must confess to having got a few disapproving looks from lycra-clad, walking-pole wielding track walkers. They didn’t seem to appreciate the need to take a Tiger Cub for a wee stroll!

Whilst on the island and socialising in the pub, we also had a good chat with Ross, the owner of the one and only local garage. He also owns three Triumphs, was very interested in club, and asked us what bike we’ll be bringing over to the island next year! He’ll be receiving a complimentary issue of Triumph Times. A further spreading of the gospel of TOMCC NZ was to place some brochures and business cards on the local community notice board.

As for Kiwi hunting – as you can see we had a good bag of the birds, which along with the local excellent blue cod and chips, sustained us in our island adventures.

So what will be the next “Crossing the High Seas” event – Chatham Island looks inviting. There’s plenty of wildlife there that a Tiger Cub can take care of !

Ken Spall

TOMCC NZ, Otago Southland



Hunters of protected species – Glenn, Kylie, Johnnie, Clive, John and Ken.

Get your riding gear on – new look WATOC Challenge

Many of you will be aware that each year only a few of our club members participate in the WATOC Challenge, and yes, it is only a few, too few really.

So, to get more of you out there and riding your bikes the rules for the Challenge have been revised. Day rides and runs are now included along with a bit of fun in the way of choosing a point of interest during the ride.

To get the best out of the WATOC Challenge it is important that Area and Chapter events, runs and rides are advertised to all club members. So if your Area or Chapter is organising a ride or event please make sure your Area Co-ordinator lets all of us know what is happening.

So, for 2020, get out and start riding the WATOC Challenge!

Revised Rules for New Zealand WATOC Challenge 2020

Participants in the WATOC Challenge must be paid up members of a WATOC affiliated Triumph owners club.

Events in New Zealand which qualify for the WATOC Challenge are only those day rides, runs, rallies or overnight events organised by TOMCC NZ Areas or Chapters. In addition each participant is allowed to add ONE event organised by a British themed or classic motorcycle club.

Events eligible for the WATOC Challenge must have been advertised or notified to all club members, eg. through *Triumph Times*, the club's website, Facebook page or other suitable form of communication.

To qualify for the WATOC Challenge members must attend a minimum of three events in the period 1 December to 30 November.

The points scoring for these events will be based on the following distances:

5 points – up to 200km	20 points – up to 1000km
10 points – up to 500km	25 points – over 1000km
15 points – up to 800km	

These distances are for the route (chosen by the rider) from the rider's home to the point furthest away before heading back towards their home in one direction. Distances submitted for the WATOC Challenge are subject to confirmation by the WATOC ILO.

For day rides, 5 points may be awarded for a photo of the rider at one point of interest chosen by the rider. For overnighter's 2 points of interest are allowable. The photo must also include a WATOC logo either as a cloth patch or included through some other means at the time the photo is taken.

For day rides the point of interest must be more than 100km by road from the participant's home address or in the case of a group, more than 100km from the group's departure point. For overnighter's the mileages are 200km respectively. A Triumph agent including dealers of aftermarket parts and accessories may be included as a point of interest.

Points may be doubled for an event that requires the rider to make a crossing over the Cook Strait or Foveaux Strait, or to any other New Zealand offshore island. Any such journey qualifies as an overseas trip for the purposes of the WATOC Challenge international requirements.

In the event of any dispute over distances, points allocations, photos, validity of points of interest, or any other issue involving participation in the WATOC Challenge, the WATOC ILO for New Zealand will make the final decision which will be binding on the participant.

Details of events attended, mileages and photos of points of interest are to be submitted by email or post to the ILO by 30 November. Score cards for recording ride details are available from the ILO.

Prizes for participants in the WATOC Challenge will be awarded at the club's annual national rally.

Further information:

**WATOC International Liaison Officer for New Zealand,
Ken Spall, Ph 03 489 1740 or 021 26 99 530**

WATOC Cloth Badges



WATOC cloth badges are now in stock. Available for **\$10 each inc p&p** in NZ from Ken Spall, email spall@callsouth.net.nz for payment details. These will also be available at our national rally in February.

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.

2019 Magpie Rally, Best of British – TOMCC NZ, Canterbury Area Winner

The bike is a “loose” replica of a Triumph X75 Hurricane. Built by the late Jon Russell, it made its first public debut at the 2016 Triumph National Rally held at Blue Skies, Kaiapoi. I lusted after it the first time I laid eyes on it. A real work of mobile art.

Jon was a highly skilled engineer, and the bikes, trikes and accessory parts he built for modern Triumph’s are testament to this. Many bikes will be on the road with grab rails, carriers and pannier racks etc, that Jon fabricated in his workshop in Dunsandel.

Although a competent engineer, Jon knew the value of a dollar and as the genuine Hurricanes climbed in price beyond the average working man, Jon set about building his own. He started with an early Hinckley 900 Trident motor and fabricated the frame, swing arm, triple tree and forks, as well as all the brackets to hold the original Triumph guards. He sourced a replica tank and seat base until he had what you see in the photo.

The bike rides well although ground clearance on the right side is limited due to the pipes and the modern motor can easily out-perform the period drum brakes so some restraint and caution is necessary when open road riding. Every time its parked it always gathers attention and has fooled a few people who think its an original.

*Wayne Woodward
TOMCC NZ, Canterbury Area*



Canterbury member Pete Williams triumphs again

Pete would like to take this opportunity to thank all those in our Canterbury Area who supported and helped him achieve such an outstanding success in his racing.



Competitor's view of Pete's Speed triple in the B.E.A.R.S winter series. Pete won the pre '96 Championship for the second year running



Sparks fly as Pete rounds the corner heading for victory in the inaugural B.E.A.R.S Hinckley Twins Cup.



Greg Chalmers' Bikes

I joined the club to get spares because I like building Triumphs out of boxes which I did when I was young. I haven't got a lot of spares from the club over the 15 years because everyone holds onto them - I did get a rear end frame which completed a bitza thanks to our resident witch in Whangarei - a great lady (bit scary).

Bike number 1. I tend to favour 1970 Bonneville, because that was my last and best bike. I got this one out of a barn in bits. It goes great and hasn't let me down.

Bike number 2. Another box of bits which turned out pretty good and I enjoy riding.

Bike number 3. I couldn't believe how someone could dismantle a bike to its smallest bits - even the tappet blocks removed - but it was all there and an easy put-together really - turned out to have a half cam and balanced crank - runs like a sewing machine.

Bike number 4. My first bike was an A65 Star - laterly known as a Thunderbolt - bought this one in bits from a P manufacturer in Riverhead forest who needed more room in his container. He had bought it back from the US 30 years ago - an easy build - went

together no sweat and is now the Labrador - sits there ticking over saying "come on dad lets go"

Bike number 5. Bought one and a half tridents off a guy on Palmerston north - one bike had been in a fire - I thought I would be lucky to get one, but got some bits from a mate and made two - I sent the burnt one to my son in Aus - was talking to him today - says it runs like clock and looks burnished - loves it.

Bike number 6. looked around the shed as you do, and thought I could get another bike out of this lot. Didn't have the back section of the frame - enter witch who had it in the back shed. Super lady - deal done. Bike is 63 frame, 65 motor, 71 front end.

Bike number 7. Bought this T160 out of the states not running - a bit of a risk, but on further investigation, a broken coil wire and two kicks later, running like a dream. 6600 miles on the clock. The best sounding MC in the world - the original pipes came in a separate box - totally unexpected, but am running a 3into 1 so they can get my coke ready at the Parua Bay tavern !

Bike number 8. 1970 Bonneville -still to come

Bike number 9. 1970 Tiger - still to come - almost finished

Bike number 10. Harley 1200 Sportster R model - who cares.

I know a lot of members have a stash down in the shed - would be interested in seeing them. My heads from Jack Willemen Whangarei - an absolute master, general from Chris Willemen another master and the rest with bits from Kerry Sleeth - real good bastards.

Hips, knees, ankles mean I don't ride a lot anymore - kind of sad but safe. Had a race with my partner a few months ago - her running a short distance and me having to do a u-turn on the gravel road - what the hell !??? A Steve McQueen slider !??? Ended up stuck under the bike with bits burning and her lifting it off me - in the old days a week would have fixed it, but I was still moaning a month out - Be careful out there !!

*Greg Chalmers
TOMCC NZ, Northland*

Father's Day out - Pioneer Village, Kaikohe, Northland

What a great day out in the sunshine and lots of club members along with Dads and their kids for an open day at the Kaikohe Pioneer Village Museum.

Bikes, Hot Rods, Classic Cars, Traction Rollers, Vintage cars. Along with all the old time machinery, everyone at this day out was excited with all the attractions and displays.

Our Northland Chapter has a new meeting venue in one of the oldest court houses in New Zealand, there is even the jail from Kaikohe there on the site, This jail was located in Kamo as the Kamo Police station in the 1890's, then moved to Okaihou just out of Kaikohe before it was moved to Kaikohe until 1970. This can now hold anybody who misbehaves at the meeting, as well as paying a fine. Children had a great time in the play area as well. Sandy and Helen also enjoyed their Fire Engine ride.

Thanks go out to all the volunteers who put this Father's Day event together.

*Bulldozer
TOMCC NZ, Northland*



Greg Chalmers' Bikes



Triumph dealer news

To dispel any rumours you may have heard – THERE IS A TRIUMPH DEALER IN NELSON

Dave Filer and his team at FILCO welcome all TOMCC NZ members. Whether you are a local, or visiting Nelson, they would love to meet you. Introduce yourself as a member of Triumph Owners MCC NZ – ensure you emphasise “owners”.

Free coffee is available whilst you enjoy looking over the good range of new and used Triumphs on display. If you require anything for yourself, or your Triumph, FILCO are well equipped to help you. Show your current membership card to receive 10% off accessories and clothing.



When I visited recently, Dave made me more than welcome. He was obviously busy, but took the time to listen about our club. He is happy to display our brochures and business cards, gave me a tour of the dealership, offered me a coffee, ensured that I received discount on merchandise I bought, talked motorcycles, and emphasised that TOMCC NZ members are very welcome.

If you would like to be on FILCO's email list advising Triumph model launches, FILCO rides and events, please advise Dave and send your email details to: dave@filco.co.nz

The above comments also apply to the Triumph dealers we have had in Christchurch. Jeff at Eric Wood, and Robin Hampton at First European Motorcycles always made me very welcome. When I could finally afford a Hinckley Triumph, Glenn Hayward and Phil Garrett at Street & Sport (later First European) answered my many questions and trusted me to take Triumphs on test rides. They altered the bike I finally selected so it suited my height and riding position.

For two years they paid the first year's membership to our club for anyone who bought a new or used Triumph from them, as well as giving a discount on parts and accessories. When Andy and Teresa Burchall took over First European the great service continued. For Andy, there were more questions/test rides/bike alterations when I upgraded.

They continue to offer 10% discount on accessories, clothing, and service work on presentation of your current membership card. They also very kindly allow the TOMCC NZ Canterbury Area committee to hold monthly meetings on their premises.

Andy and Teresa from First European have asked me to pass on a VERY BIG THANK YOU to all of those TOMCC NZ Inc. Canterbury members who helped them shift into their new premises on the corner of Fitzgerald Ave and Ferry Road (opposite Repco)



Coffee and a sticky bun at First European Motorcycles

Our newest dealer is CMG where I was also made welcome. As well as supplying prizes for our 2019 WATOC Rally, Brad Clarke from CMG arranged for Triumph NZ to supply a very good jacket, which arrived after I had left for Hanmer. Even though he was busy arranging a



display at Ruarupuna for Sound of Thunder that weekend, Brad delivered the jacket to the Rally after work on Friday so that it was available for prize giving the next day. CMG offer 10% discount on accessories, clothing, parts, & service upon presenting your membership card.

Whilst on my travels around the region I also popped into British Spares in Nelson, who also gave me a very warm welcome

I am sure many members from throughout NZ have similar good things to say about their Triumph dealer. I believe we should all get to know our nearest dealer, and as an Area encourage a 50/50 partnership. After all we all have the same interest – Triumph motorcycles.

In the end it is about what we can do for each other. Without each other it may be a very long journey to get our Triumphs serviced by qualified people using the specialised equipment that Hinckley Triumphs need to keep them on the road and in top condition. These Dealers also stock the gear that is best for keeping us warm, dry, and safe on our journeys.

*John Milligan, Canterbury Area Co-ordinator
TOMCC NZ, Canterbury*

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**The deadline for the next
issue of Triumph Times
is 7 March 2020**

TOMCC NZ Executive Nominations and Voting

TOMCC NZ NOMINATIONS 2020

	Nominee
<i>President</i>	John Witherington
<i>Vice President</i>	Chris Martin
<i>Membership Sec'tary</i>	Melissa Shipp
<i>Treasurer</i>	Sandy Snell
<i>Regalia Officer</i>	John Milligan
<i>Newsletter Editor</i>	Ken Spall
<i>Website Admin</i>	<i>no nomination</i>
Area Co-Ordinators:	
<i>Northland</i>	Glenn Maconaghie
<i>Auckland</i>	<i>no nomination</i>
<i>Franklin</i>	<i>no nomination</i>
<i>Waikato / BoP</i>	<i>no nomination</i>
<i>Taranaki</i>	Chris Martin
<i>Wanganui</i>	Tim Fraser
<i>Manawatu</i>	<i>no nomination</i>
<i>Canterbury</i>	John Milligan
<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 !

Bling and Such Like

Earlier this year my Brother in Law and myself went on a Sunday afternoon Odyssey to the iconic refreshment Hole at Puhoi just North of Auckland .Pete on his 1973 Norton Commando and me on my 1977 Triumph Bonneville.

Pete had difficulty starting his old girl as he had omitted to have the classic wired up to the trickle charger for a few weeks. As he kicked and kicked (18 times for the knowing ones) I stood in the advantage of shade – a clump of Bamboo hedge. Starting up with a roar I left my place of advantage and held on to the Norton accelerator grip and Pete wiped himself down with the old handy oily rag which left a rakish slash of used 20/50w upon his countenance. No bother, it enhanced the look of an otherwise lived in mush.

Away we went and stopped in at the petrol station at Maungaturoto to the admiring glances of a set of Sunday type motorcyclists. They were on an array of bling festooned two wheelers you would normally associate with the western asian continent. You would be able to answer exactly where these motorcycles came from in the event it was a question asked on The Chase.

Inflated to the correct PSI and topped up with the correct Octane, we hit the road. The usual “getting home to Auckland weekenders” clogged the state highway as myself and the hastily inclined brother in law wove our way in and out of the clog.

Approaching the shemozzle of traffic at the Hill Street lights in Warkworth and both of us aware that the veterans do not like waiting and idling, as there are no radiators in evidence. The veterans being either the bikes or the riders. Through the shambles of a roadway, we get to Puhoi noting the roadworks are monumental between Warkworth and Puhoi. Who is paying for all this? It's ok, a benevolent Government is of the opinion that borrowing against GDP can be increased from 18% to 25%. Apparently this is acceptable to the Lenders! No mention that it will still needed to be paid back!

We get to Puhoi and the inevitable head turning takes place as we roll into town! We are in a sea of bling and anyone who knows Puhoi will know what I mean. All the latest bikes are there from Victorys to Guzzis to Ninjas to god knows what!

As a bonus, the Puhoi Tavern is hosting a Wood Chopping Competition and the place is heaving. For those of you who know about the parting of the Red Sea, the crowds part with solemn reverence as Pete and I park at a handy spot and find a couple of advantageous seats in the shade. We organise refreshments and are pondering the meaning of classic motorcycling when a couple of heavily badged members of a well known motorcycle gang roll up and park close to us and get seated in the shade. One (the biggest one) takes off his stainless steel helmet to reveal a luxurious mullet of blue rinse ringlets.

Pete and I give sideways glances that suggest we will not be going to the local Country Cutz Salon anytime soon.

The afternoon progresses satisfactorily and we note an older gentleman with perhaps his son in tow walk up to the two classics, point to an Amal and say to the boy, “Two of them one for each cylinder.” The young fella looks suitably impressed as his only notion of petrol induction into the wonderland of internal combustion is via a black plastic box.

So, lunch is partaken, and the crowd is becoming a lot more vocal as the woodchoppers wittle away at their charges and a winner could be decided anytime soon. A group of ladies behind us have lubricated themselves and are discoursing on the benefits of “Thin Lizzy” and Pete and I know they are not referring to Phill Lynot.

In their loud alcoholic fervour one of them unconsciously bellows “I shave my V****A all the way round”. Pete and I are veterans of unconscionable behaviour from all sorts of people and their respective utterances, but to this day we still ponder what “all the way round” could mean. What? To Timbuktu? The shopping centre? or Where? It is the very essence of Life. More questions than answers!

So on the way home, our ears ringing with traffic noise and the meaning of “all the way round”, the old Bonneville starts giving me the kangaroo shuffle. Not too bad, but it's a Jeez moment everytime.

A couple of days later I decide to check out this kangaroo event. I know it has something to do with batteries and the lack of charge. I am committed to checking the stator and the wiring ALL THE WAY ROUND. Sure enough as I take off the air filter casings and the charging wire becomes more visible, I see that one of the connections is broken. An easy fix, found and done before having to delve deeper.

Then the penny drops. Surely the loud ladies utterance did not mean to the stator? And if it was, well there's another question which needs to be answered.

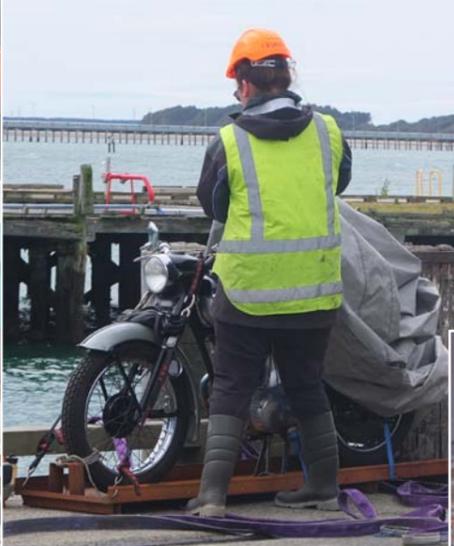
*Bill Ponsonby
TOMCC NZ, Northland*

Replacement or Duplicate Long Service badges

For those members who have already been awarded life membership or long service badges, duplicate or replacement badges are available. Please contact our membership secretary Melissa Shipp who will verify eligibility. Cost is \$12 per badge plus postage.

**Melissa Shipp Phone: 021 843 564 or 06 327 7077
Email: tomccnatec@gmail.com**

“Crossing the High Seas” – Stewart Island



TOMCC NZ Northland August Meeting

Sun. 24 Aug dawned fine with a few showers threatening so me and Misty head for Kensington Stadium where we were meeting at 11am. Departure time 11.15 and by Triumph Time we were right on cue and the Travelling Circus, 8 Triumphs, 1 Harley, 1 Guzzi, Suzi and two cages headed for Kawakawa and a regroup. We picked up another Triumph rider on a Scrambler just before Wakapara then onto catch up with Rennie (Rocket 3) and Caro (Kwaka) at the Caltex Station.

On through Moerewa etc. through the KeriKeri Roundabout and on to the Pioneer Tavern at Waipapa, where everyone got the usual refreshments. Then on to the meeting where the local members presented a 10 year badge to Kevin Mangells. .

The main event, run by Glen and Bulldozer went well as usual, with all manner of things discussed and repeated for those a little hard of hearing. Dates arranged for different events, taking candid pics of people and yours truly (Sheriff) raised in fines \$18-00 for the coffers from members arriving in cages, thank you Jock, Helen and Clint.

After the meeting was over it was time for lunch with burgers, steak sandwiches (which sadly they ran out of), pasta and other yummys.

After a pint of Guinness it was time for home. Tim and I headed South, but somehow lost Billy P who must have stopped for gas. Home at 3.15, only 1 shower at the bottom of Vinegar Hill Road. 168kms round trip. Great company and another great Northland day.



*Worzel
TOMCC NZ, Northland*

Food for Thought from Abbo

Wanganui TOMCC NZ members were happy when allocated the National Rally 2020. All our members were asked to nominate a rally site that would be suitable. We had many sites to choose from, one being in the Ashurst valley. Other sites were discounted for many reasons – no alcohol, inadequate toilets and showers, and one was far too expensive.

Therefore, we were fortunate to have Lakelands available to us again, as in the end we had no other viable options.

I have noticed that a lot of our members are getting to pension age or are there already, and prefer not camp out anymore. This makes it hard to find accommodation for all.

Maybe something to consider would be to stage future rallies at a Resort or Convention Centre so everyone is then catered for.

Thanks for taking the time to read this and looking forward to seeing you all in February at the Rally.

*Cheers Abbo
TOMCC NZ, Wanganui*

OPPORTUNITY

The South Island has two TOMCC NZ Areas. Otago/Southland covers south of the Waitaki River including Central Otago as far as Haast Pass. The rest of the South Island is covered by Canterbury.

Within the Canterbury Area we also have a large number of members in the Marlborough region, with the obvious potential for this to be a third active area in the South Island. If you live in Marlborough please seriously consider volunteering to be the Area Co-ordinator for a re-formed Marlborough Area.

The role of the Area Co-ordinator is to oversee the activities of the Area. You are elected to, and to keep in touch with members in the Area. You do not have to do everything as other members are also expected to help organise rides and events.

Area Co-ordinators are also required on the West Coast and South Canterbury. To be an Area all that is required is a minimum of 5 financial members with one of these being the Area Co-ordinator.

There are probably already a number of TOMCC NZ Inc. members in your area. As an Area Co-ordinator you will get to know members from throughout the country over time. Wouldn't it be great to form friendships with others in your Area who love Triumphs? Participate in rides, have barbecues, catch up and talk Triumphs with fellow members.

Full assistance will be given at National, and Canterbury level to help you set up a new Area in the South Island

If you are interested please contact:
Club President: John Witherington
email: john.witherington@xtra.co.nz

or John Milligan
Canterbury Area Co-ordinator
email: jandwkmilligan@gmail.com.

New Members?

A member does not have to actually own a Triumph, but they must have an interest in the British made Triumph Motorcycle (including the Hinckley models made in Thailand).

Potential members could be a member of your family, friends, workmates, neighbour, someone you know, or someone you meet. Some people will only join if they are asked. The minimum age to be a member is 15 years.

It is amazing how many people talk to you about Triumphs when they see you with your Triumph, or notice you wearing your club regalia. It is too easy to take people at face value, but the truth is there are a lot of people in New Zealand who like Triumphs. Male and female, from the young to the not so young, of various occupations or retired.

Having helped run British and Triumph Bike Shows in Christchurch for the last 20 years I have watched, listened, and spoken to people as they get enthusiastic about Triumph motorcycles. Lets encourage them to get involved in our club

*John Milligan,
Canterbury Area Co-ordinator*

Otago Southland October Monthly Ride

The day started out just right – not too hot, not too cold, just perfect!

Got the bike out of the garage and around the road to our local petrol pumps and then off over Highcliff Road (Otago Peninsula) Stunning scenery, nice casual ride. Made it to the meeting place with a bit of time to spare, and one by one the other guys rolled in. Four of us, which wasn't bad considering our Otago Southland chapter had a number of members away to the "Crossing the High Seas" ride to Stewart Island!

Had a mixture of bikes between us... America, Speedmaster, Harley SoftTail and a Suzuki DR650 with Acerbis fuel tank. (Greg's Harley had a flat battery!) After discussing at what speed the Suzuki would cruise at we decided on one of our favourite rides. Round trip – Dunedin - Balclutha - Clydevale - Beaumont - Lawrence - Milton - Dunedin.

Off we went, and as we climbed Caversham Valley Rd to Lookout Point I spotted a familiar figure on a bike just one car ahead of us. After getting said car out of the way, I pulled up to the shoulder of the biker and tooted – our group of four became five as we swallowed Trevor up on his Harley 1200 Sportster!

A nice steady ride to Balclutha followed with the temperature cooling a bit. Following a comfort stop we were off up the valley to Clydevale where we crossed the Clutha River and headed to Beaumont. A great bike road and beautiful scenery to boot! Into the twisties of the Rongahere (Ken, you know the ones, lol) for some fun before a brunch stop at the Beaumont Hotel. As we ordered our food and a drink Donny (with huge smile), pointed out that we had come through the twisties faster than any other part of the ride. It just felt right!!

Brunch was great with whitebait sandwiches, open steak sandwiches and bacon and eggs. Filled and feeling happy, we crossed the Clutha again and set sail for Lawrence. Just the right sort of ride to settle brunch down before the twisties of the Manuka Gorge between Lawrence and Milton. Fantastic!!

Fuel up and goodbyes at Milton and headed for Dunedin with Spider, Trev and Donny. Quick meet up at Spider's in Mosgiel then off home to Portobello. Turns out Greg had ridden down from Waikouaiti to ride with us which is damn cool as the seat of the DR650 is like sitting on a scaffold plank and he did nearly 100kms more than us. Methinks the Harley battery will be fully charged in time for next month's ride

Simon Ritchie

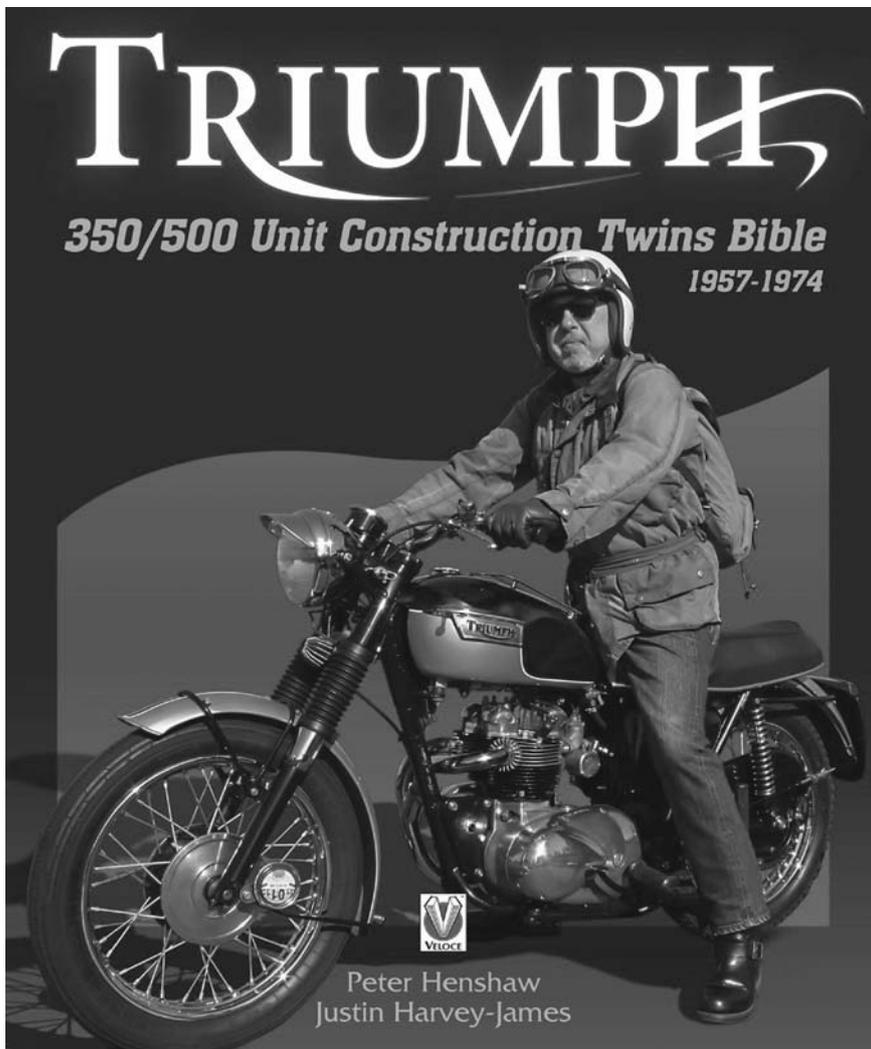
TOMCC NZ, Otago Southland

Triumph 350/500 Unit Construction Twins Bible: 1957-1974

Say Triumph to most people and they will immediately think of the Bonneville, but we as Triumph enthusiasts, also know that Triumph over many years also made a superb range of 350 and 500 twins. The unit construction twins were lively, light, and in some instances were close in performance to their larger capacity brothers. The long production run of these C-range bikes leaves us in no doubt as to their enduring popularity and those who know these bikes are sure to appreciate *Triumph 350/500 Unit Construction Twins Bible: 1957-1974* by Peter Henshaw and Justin Harvey-James.

Features

- The complete history of the Triumph 350/500
- How and why each model was introduced
- Triumph 350/500 competition successes
- Transformation from touring 3TA to race-winning Daytona 500
- How to date your Triumph 350/500
- A guide to factory records and production
- What to look for when buying a Triumph 350/500
- Useful contacts – clubs, parts suppliers, restorers
- Useful mods and upgrades for keeping a Triumph 350/500 on the road
- The most comprehensive book to date devoted to the Triumph 350/500s



A year-by-year guide to the Triumph 350/500cc unit construction twins, complete with all the variations. A full technical description is given, as well as advice on buying and living with a Triumph 350 or 500. Want to be an expert on Triumph's 350 and 500 unit-construction twins? Here is everything everything you need to know about these classic machines.

This comprehensive book covers the complete history of these bikes, with details of model variants, advice on buying and living with a Triumph 350/500, technical specifications, and a list of useful contacts.

Based on 10 years research by an acknowledged expert on this particular model, this book has everything you need to know about Triumph's classic baby twins – the most comprehensive book on the subject to date.

It features technical changes and specs, plus practical advice on buying secondhand models with detailed production figures and interesting insights into Triumph's production methods.

Triumph 350/500 Unit Construction Twins Bible: 1957-1974 by Peter Henshaw & Justin Harvey-James
Paperback • 25x20.7cm • 160 pp • 225 pictures
ISBN: 978-1-845849-03-0

Available from:

Veloce Publishing UK Ltd, www.veloce.co.uk
£27.50 Postage + 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

Gunn's Camp – first overnighter of summer



Gunn Campers – Kelvin, John, Ken, Paul and Barry



John dining in style.

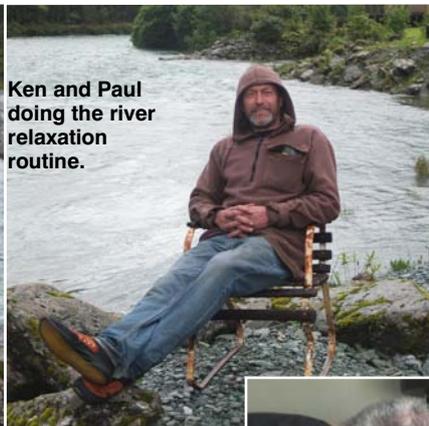


Barry, stoking the stove to keep us warm and dry.

Once again, TOMCC NZ, Otago Southland Area have created another of their unique overnights, and in spite of excessively wet conditions, it proved to be a resounding success. A full trip report and more photos will appear in the next issue of Triumph Times.



Ken and Paul doing the river relaxation routine.



Now listen to me, I have a tale to tell . . .



Area committee meeting, or just lies, lies and more lies!



John brewing up, and yes, the copper wetback boiler does work

A phone, recovery vehicle and police car ??

Following an article in the September 2019 *Triumph Times*, Glenn adds to the number of times he has used his AA plus membership. The realisation that you need assistance then and there while standing on the side of the road in all weathers.

From the first phone call at 8am on Friday, a call-out tech from Wellington was there at 8:30 and had ascertained that the charging system had failed. They contacted the AA Plus to call Glenn. AA Plus called Glenn again at 9am, having arranged a tow truck to pick the bike up.

AA Plus then gave Glenn 2 options – flights back to Auckland or a car rental for 3 days. Once the bike was picked up at 10.30am, AA plus then ordered a taxi to take Glenn and Kylie to Hertz rentals in Wellington. The taxi arrived before 11am took them to Hertz in the cbd, and they were on the road by 11:30am.

The bike was taken to the AA depot in Petone where it was picked up by Bike Tranz on the Monday to be delivered to Auckland by the following Friday/Monday.

AA Plus – an excellent overall service for a small sum of \$108. The speeding ticket was not covered in the price!



Waikato October Club Ride, Labour Weekend

What a great start to the long weekend. Early Saturday morning, the sky's clear, and more importantly, after a couple of weeks of gusts and gales, the wind has finally dropped. So a pleasant ride to the Te Poi café, the starting point of our ride.

For the early few, time for a catch up, and a snack and a hot drink – awesome toasted sammy with loads of bacon and 2 eggs. Leaving Te Poi, we had Peter & Sue on the SE Bonnie, Rob on the Rocket, Steve & Chas on their Tigers, Jude on her T100, Bryan & Sue and Kerry & Brenda on their T120s. Chris on his America had swung back round to join the back of the group.

From Te Poi we headed up (back up for some) and over the Kaimais. We turned off at Poripori Rd and wound our way up the hill with some impressive views back over the Waikato. The skies cleared, and at the top we pulled over at the Minden lookout.

This time it was extensive coastal views over the Bay of Plenty. We wound our way down again, this time coming out at Te Puna, then continued up to Katikati for gas. On to the Orchard House café to fuel ourselves up. Kerry had got caught up behind traffic as we left the gas station and raced to catch up, but Bryan had him covered and was watching out for him.

After a relaxed lunch, we continued north for a while, turning right at the Athenree turnoff then stopping at the corner to regroup. Got a bit concerned when after some time, some of the group had not arrived. Rob turned back to investigate. All good. They had taken an unscheduled jaunt out to Tanners Point. Another Triumph rider had joined the middle of our group from a side road and when he turned off, some followed.

All together again, we continued down to Waihi Beach then south to the Bowentown

Lookout above Anzac Bay. Some more great views, though only Rob raced to the top to the trig and the best views up the coast. From there across Waihi back roads to SHWY 25 and over the hill to Whangamata, bypassing the township and soon enough fairly well clear of traffic.

The weather was good, roads dry and we were definitely going the right way with most of the traffic was coming towards us. Waihi to Whanga, Whanga to Hikuai, then Hikuai to Paeroa. These are some of the great Coromandel roads and a great day with a great bunch of friends. Stopped in Paeroa at the L&P café for a beer or ice cream and a chat. All too soon time to head back home, some with still an hour or 2 to go. Another great day, Catch up Soon.

*Peter Sherman
TOMCC NZ, Waikato & BoP*



Cold Kiwi 2019

Saw Bill Ponsonby's Cold Kiwi story in the latest mag. Didn't see him there, but I thought some details about my trip down there would also be of interest.

Heading down to the Cold Kiwi, now in its 44th year, we left Whangarei at 8am on the Friday morning with a plan of stopping at the Bombays to meet up with other riders and continue on down to Waiouru. The weather was great and the ride was good up until the Bombays, then the day just went downhill. Couldn't find our mate at the Bombays so we carried on and caught up with him in Huntly.

As we left Huntly, my phone slipped out of my pocket, breaking as I accidentally rode over it. My brother-in-law took the lead with the intention of heading straight down SH1 towards Taupo, but somehow we got lost for over 2 hours and ended up in Otorohanga. After purchasing a replacement phone I took the lead and we eventually rode through to National Park, before the temperature dropped and it started to rain. When we finally reached the new site for the Cold Kiwi, about 2km from Waiouru, the weather had cleared so setting up the tent was no problem.

We enjoyed the night hopping between bonfires, meeting people and listening to the bands. Sometime during the early hours of the morning by brother-in-law, who was sharing the tent with me, couldn't find the zipper in time and vomited all through the tent. Even though we took everything out of the tent the next morning and cleaned as much as we could, the smell lingered.

Saturday provided great weather with events such as the hill climb, sausage grab, helmet dash and burnouts. There were also ironing board races which provided a great laugh and lots of spot prizes. The bonfires continued throughout the day and the bands kicked off again in the evening. Sunday was a cracker of a day weather wise and after loading up the bikes and saying our farewells we headed for home through the Desert Road and up to Matamata. It was a good and fast ride so we decided to make a stop at the Puhio before the final stretch home.

All in all it was a great Cold Kiwi for 2019. The new venue was so much better this year, not so much mud. I would recommend this for anyone keen next year – although I personally will be taking my own single tent!

*Perry Tonks
TOMCC NZ, Northland*





26th TOMCC NZ Inc National Rally

14th, 15th & 16th February 2020

Lakelands Holiday Park

Kaitoke Rd, Lake Wairua, Wanganui



Open to all TOMCC members and any other motorcyclists

- Venue:** Opens 2pm Friday – Must be cleared by 11am Sunday.
- Meals:** Meals available with prepaid entries only, but there will be a Food caravan on site.
- Accommodation:** Plenty of camping (incl powered sites) available. Cabins/dorms are VERY LIMITED and will be allocated to South Island and then Northland members FIRST. Some tents available for use on site. Please email tomccwanganui@gmail.com if interested - first in, first served.
- Earlybird Entries:** The first 50 entries go in a draw to win a selection of prizes.
- Entertainment:** Band (Green Floor) on Friday night. DJ on Saturday Night. Games and Show & Shine on Saturday afternoon after the ride.
- Bar, EFTPOS etc:** Licensed bar available on site. EFTPOS available on site. Free tea and coffee.
- Shipping of Items:** Camping items etc can be sent ahead to T Fraser, 14 Stark St, Wanganui

Please cut off at line and return bottom portion only to **TOMCC NZ Inc National Rally, P.O. Box 5035, Wanganui**
OR scan completed form and email to **tomccwanganui@gmail.com**

TOMCC 26th National Rally Registration Form - one per person please

First name:		Phone:	
Last name:		Mobile:	
Street address:		Club #:	
Suburb/City:		Bike make:	
Email:		Bike model:	
Preferred beverage:		Bike rego:	

Registration fee * (please tick):	<input type="checkbox"/> Friday only (\$25)	<input type="checkbox"/> Saturday only (\$25)	<input type="checkbox"/> Fri & Sat (\$50)
* Includes accomm.	Meals, badge, rally shirt and rally pack only with prepaid entry received by 20th December 2019		

Accommodation pref (please tick):	<input type="checkbox"/> Tent	<input type="checkbox"/> Powered site	<input type="checkbox"/> Dorm	<input type="checkbox"/> Cabin	<input type="checkbox"/> Linen (\$10)
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Meals – evening meals come with roast vegetables or salad and dessert (please tick):			
Friday evening:	<input type="checkbox"/> Roast beef (\$22)	<input type="checkbox"/> Butter chicken/rice (\$22)	<input type="checkbox"/> Vegetarian pasta (\$20)
Saturday morning:	<input type="checkbox"/> Cooked breakfast (\$15)		<input type="checkbox"/> Continental breakfast (\$10)
Saturday evening:	<input type="checkbox"/> Roast ham (\$22)	<input type="checkbox"/> Crumbed fish/chips (\$22)	<input type="checkbox"/> Vegetarian frittata (\$20)
Sunday morning:	<input type="checkbox"/> Cooked breakfast (\$15)		<input type="checkbox"/> Continental breakfast (\$10)

Rally shirt – unisex, 100% cotton (please tick Tee shirt OR Polo shirt and enter desired size/colour):		
<input type="checkbox"/> Tee shirt (\$25)	Size – S, M, L, XL, 2XL, 3XL, 4XL, 5XL	Colour – black (B), navy (N), gunmetal (G)
<input type="checkbox"/> Polo shirt (\$32)	Size – S, M, L, XL, 2XL, 3XL, 5XL	Colour – black only

Registration Fee:	
Linen:	
Total meal cost:	
Rally shirt:	
Total rally cost:	

Payment options

Cheques: Payable to TOMCC Wanganui
Internet Banking: Account no. 38-9016-0676399-00
Please use Surname and Bike Rego as the reference.

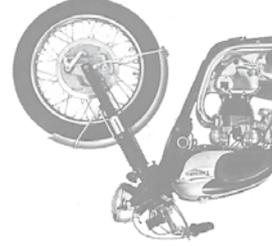
Disclaimer: In signing this form I agree to abide by all the rules of the rally and will hold blameless all organisers and/or officials connected with the rally for any injury, loss or damage at the rally or travelling to or from the rally.

Absolutely: No BYO, No PATCHES, No DOGS, No GLASS and No ATTITUDES. Right of admission reserved.

Name: _____ **Signed:** _____ **Date:** _____



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



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)

Christmas greetings and best wishes to you all for the new year. Thank you very much to those of you who have made the effort to contribute to Triumph Times. It's your input that makes the editor's job worthwhile.

Ken

Facebook Page of the Triumph Owners Motorcycle Club NZ Inc

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

Names Please

A club member has been in touch with me asking that when you send in photos of club members that you also supply their names. It is helpful to know who our fellow club members are.

Ken

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

Jeffrey Bloor	<i>Kaipoi</i>
Leslie Sherer	<i>Dunedin</i>
Brad Clarke	<i>Christchurch</i>
Peter Risbridge	<i>Paparoa</i>
Kelvin Harnett	<i>Kaiwaka</i>
Gary Mann	<i>Maunu</i>
Steve Culhane	<i>Hamilton</i>
Tony Dwane	<i>Tangiteroria</i>
John Neal	<i>Riverhead</i>