

TOMCC NZ President's Comment

Lock Down – with the social restrictions put in place to keep everyone safe it has come at the cost of enjoying our hobby. Still, necessary and we hope all survived the isolation – with being able to participate, contribute to the club and ride again. That said our thoughts do go out to those in a less fortunate position.

As the restrictions start to ease, no doubt areas will be thinking about starting up monthly rides again and planning further trips / tours etc as we get back to the objectives of TOMCC NZ. That being our interest and involvement with Triumph motorcycles. Sharing of information is one of the pillars of the objectives and one of the reasons the Triumph Owners Motor Cycle Club NZ Inc was created in the first place.

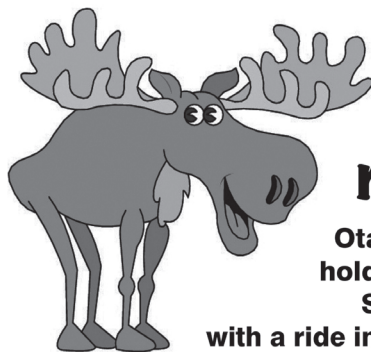
With the new changes to the WATOC Challenge this may be the very catalyst to kick-start rides again, while encouraging members into organizing area / chapter rides. Check your December 2019 or March 2020 Newsletter for details of the revised WATOC Challenge. Have a go ! Don't leave it to the next person. It's simple – any member can create an area ride – pick a date, time, place and go riding. Get the information out to the members via the area co-ordinator, remembering that it must be an advertised or notified ride to all club members throughout the country.

Over the years members have asked questions as to how some things within the club have come about. Whilst we as a national committee endeavour to do our best in answering these it must be appreciated that a lot of these questions pre-date the joining dates of a lot of the committee members who would not have been involved yet alone present. So a lot of personal time does go into research, looking though old AGM minutes, old newsletters and in some cases trying to contact long serving members while trying to piece together an answer.

While the answer may not be what was expected or assumed in some cases, some members raising the questions who are not new to the club, should shoulder and acknowledge some of the answers, having been present or receiving AGM minutes / newsletters at the time themselves.

Members putting forward a nomination for one of the two categories (Honorary Life Membership or Life Membership)

The Southern Moose Safari is on again ... as we've done for many years now!!!



Otago Southland Chapter of TOMCC NZ is
holding a two-night overnighter at Te Anau,
Saturday 24 to Monday 26 October 2020
with a ride into Milford Sound on Sunday 25 October

**It's becoming something of a Southland tradition, so come and join up!
Who knows what adventures may befall us – all in the pursuit of the
legendary Fiordland Moose. If we find it, fame and riches await us! If not,
well, we will have enjoyed one of NZ's best rides – one not to be missed.**

Accommodation at Te Anau is up to you to arrange. Most of us will be staying at the Te Anau TOP 10 Holiday Park, 15 Luxmore Drive Te Anau. Phone 03 249 8538 or 0800 249 555. They offer a wide range of accommodation to suit everyone. Meals and drinks are available at the various restaurants, cafes and hotels in Te Anau.

This is an all weather ride. Come prepared, it may be wet and cold. Bring spare fuel for those using older or small tanked bikes – approx 250 kms return from Te Anau to Milford.

If you want to join us on this southern adventure please contact John with
numbers Ph or Txt 027 247 2853 or email john.witherington@xtra.co.nz

should make it clear as to which category you are nominating the person for. Also do justice to the person you are nominating by providing as much information as possible in support, as again, the member being nominated will no doubt pre-date the members of the national committee who are asked to make a decision.

Annual Subscriptions – The first reminder that subs are coming due is in this, the June issue of *Triumph Times*, then at the end of June you receive direct from the membership secretary via mail or email a reminder that subs are now payable, coupled with reminders from the area co-ordinators. At the end of a grace period a final reminder is sent out via the area co-ordinators that your membership is about to be cancelled. This process is more than sufficient to encourage subs renewal.

The role of membership secretary is one of the most time consuming roles within the club so please spare a thought for the effort that the membership secretary puts into encouraging you to get your subs paid early.

With the realization that a lot of members have now been receiving continuous 10, 15, 20 and 25 year membership badges there is no simply assuming you can back pay subs to receive one.

Remember also should you change your address, please tell the membership secretary.

Is WATOC Challenge a catalyst to kick start rides again? That may have Auckland area member Glenn Mills on the leader board. See the WATOC Challenge details on page 2 and get together to ride and hold events. Send in your photos and stories to Ken our national newsletter editor and supply them to the national Facebook page and let us all see what you get up to with your involvement in the club.

2021 TOMCC NZ National Rally

As you would have read in the 2020 AGM minutes, the Otago Southland Area / Chapter of TOMCC NZ have offered to take on the 2021 national rally, in the absence of any North Island area doing so at the time. Since the 2020 AGM, Auckland have now also offered to host the Rally.

Pre Covid 19, a number of venues had already been approached for holding a rally. But with the impact of Covid 19, winter coming, and businesses relying just on domestic tourism to keep them going, many potential rally venues are struggling to remain open. Both the Auckland and Otago Southland areas are working together to bring a rally together, but because of the current situation details of our 2021 rally have not yet been finalised.

John Witherington
TOMCC NZ, Club President

Result of Club Chaplain Remit vote

In the March issue there was a notice published calling for a vote on a remit to formally establish the position of Club Chaplain. A vote among all members has subsequently been taken on this proposal with the result that the remit for the position has been rejected by a majority vote.

As had previously been indicated, any member who wishes to provide chaplaincy services on a casual basis to other club members is free to do so, just as any member is free to provide other trade or professional services to club members.

TOMCC NZ newsletter archive

Since August 2003 I have edited and produced almost 70 copies of *Triumph Times*. Naturally I have kept a hard copy of each issue for my own records. Also, I have digital copies in PDF format of all these issues. These digital files of *Triumph Times* are available free at any time to any member who wishes to receive them.

If any member wishes to receive a printed copy of any archived *Triumph Times*, these are also available but at a cost of \$7 a copy. Furthermore I do also have an incomplete digital archive of our early club newsletters prior to my taking up the position of editor.

Whilst on the topic of available club material I also still have a small quantity of our club's 20th history book. These are available to members at \$10 a copy including NZ post and packing.

Ken Spall

Editor, Triumph Times

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 a point of interest chosen by the rider. For overnighter's 2 points of interest are allowable. The photo must 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. 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**

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, 127 Ferry Road, Waltham, Christchurch.

Otago Southland

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

WATOC Cloth Badge



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.

Blast from the Past



I've been trawling through my old photos and scanning them from when I was in Auckland and Franklin areas. Above is from around 1997 when we were visiting another club member (Yackety, long gone now, no one's seen him in years) in Middlemore Hospital after a very bad motorcycle

accident. In photo left to right Pete Webster, Rose, Andrew Phillips (RIP) and Glenn Mills.

Pic below is Glenn and Pete (Akld) from when we came down to the club's Silver Jubilee Dinner over 20 years later.

Andrew Donovan, TOMCC NZ, Auckland



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

Randall McKay	<i>Christchurch</i>
Treyton Maddock	<i>Christchurch</i>

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

I bought my 2015 Can-Am Spyder RS in December 2016, having briefly got back to riding on two wheels after a 30-year absence, but wanting something more stable.

My partner Lionel and I drove up to Hamilton after finding the trike for private sale on Trade Me. We rode a couple of blocks around the seller's neighbourhood, firstly with me as pillion, then swapped on the way back. It was my first experience of riding such a vehicle, but I felt confident and comfortable in the saddle.

The bike was priced to sell quickly, in order to make room for the aircraft being built by the owner in his garage, meaning no room left for other boy's toys. With less kilometres on it than it would take to ride from Kaitia to Christchurch, and all the specs I was after, it was definitely going straight home to the Sounds with me, and we took the careful owner to the bank and postal agency to do the transfer right away.

With Lionel having previously owned a Spyder in Australia, I was happy nominating him as rider out of the city towards the ferry terminal in Wellington. We took the route via SH1 around the top of the mighty Waikato River, then south around the west side of Mt. Tongariro.

It was bitterly cold and wet coming down the Desert Road, and I must admit I felt a *tiny bit* (read that as *massively*) smug feeling cosy in my RAV4, heater up high and favourite tunes being belted out on the speakers via the iPod. We pulled in to fuel up steel and flesh tanks at Waiouru, allowing Lionel's coffee to seep through and warm him up slightly, before continuing on the journey. It was a relief to have booked a sleeper cabin on the Bluebridge 8.45 pm sailing and doze off across the Strait before arriving into Picton at 12.15 am.

My first proper ride on the machine was after releasing the stabilising tie-downs and chocks, rolling down the gangway ahead of other traffic, fuelling up at the port village's Z garage, then weaving along the pitch black 'top of the South' scenic route to arrive home in the Sounds at 1.00am.

The Spyder catches a fair bit of attention around the district, and I only know of three others in Marlborough. The first question I get asked is 'What's it like to ride?' The easiest answer is, 'Much like a quad bike, only you lean into the turn not against it.'



Steering is better controlled by either leaning your torso, or shifting weight slightly over on the seat. Moving forward towards the tank to shift the centre of gravity, gives more control when cornering, or at high speed.

The 2015 RS (sports version) model has a five-speed, sequential, manual transmission, with reverse easily selected by chopping down to first, pressing the reverse button on the handlebar, and chopping the gear lever down again. A kick up brings it back to first gear. Seating is an upright position with arms extended at waist height.

Had I been able to get the F3 (Sport-touring version) for near the same money, I'd have chosen it over the RS for its cruising style with extended handlebars and feet-forward position. The upright position and the inability to weave in and out of queues of slow traffic because of its width (not a hell of a lot different to my RAV) are the only compromises. The latter is taken care of by answering the two variations of the second most asked question. 'How many CC's?' or 'How much horsepower?'

CanAm's are made by the Canadian company Bombardier Recreational Products Ltd. As well as the 998 cc V-twin, electronic fuel injected, liquid cooled engine in my motorcycle, Rotax engines are run in light aircraft, karts, Sea-doo jet skis and the Ski-doo snowmobiles. I find the 100-horsepower and relative torque is more than adequate to get out and pass slower-movers and *crappervans*, (y'all know the ones I'm referring to eh!) when the opportunity arises.

Only a slight twist of the throttle gives crisp and responsive power to the rear wheel drive, and within no time at all I've caught up to Lionel on his Thunderbird Sport 900, soon forgetting the initial frustration of him slipping past when I couldn't. Riding around the twisty narrow roads of the Sounds, usually sees me down to third gear, but most corners can still be safely taken up to 40 kph, the same as I would in my RAV.

Braking at intersections is a breeze, with no worries about balancing. A right-side foot

lever operates Brembo's on all three wheels, and also locks down for parking, being released with the same pressure. Handling on gravel roads is made easier with a vehicle stability system, ABS, and power steering. Gas charged Fox Podium shocks are fitted up front with a Sachs monoshock at rear.

The forward sloping, curved framework of the 'frunk' (front trunk) suspended over the front axle, resembles the body of a spider. This frunk or bonnet as I prefer to call it, has a 44-litre capacity. More than enough to carry your choice of a decent sized haversack or backpack, wet weather gear, four full bags of groceries, or a couple of cartons of beer.

A quick push and quarter-turn of the ignition key, followed by a one-fingered lift of the bonnet, gives easy access to these things. A quarter turn in the opposite direction allows the saddle to be lifted, and the 25-litre petrol tank exposed for easy filling.

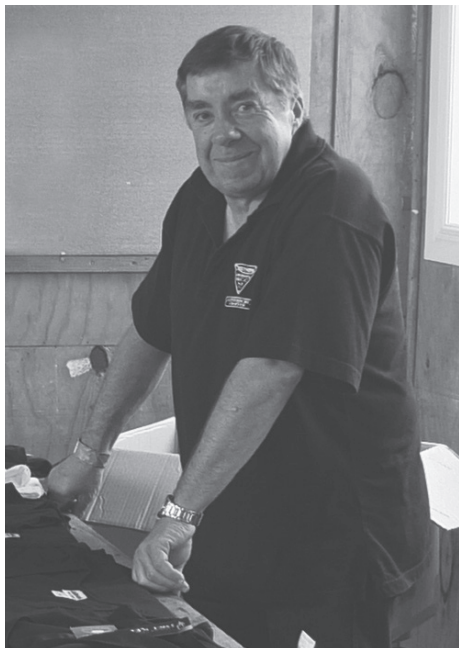
A few of our members have shown interest in the Spyder, saying they wouldn't be against getting one once they no longer feel comfortable riding their current bikes, when health issues start curtailing their flexibility. Being easy to mount/dismount (with the extra stability you can climb up using the pegs if you can't throw the leg over as nimbly as you used to), it's a great option to keep a rider in the saddle longer, but the Spyder is not just a bike to end your riding years on. There's as much fun and freedom to be had on one, as there is on any other brand of motorcycle.

Maybe I'm a little biased, but as the saying goes, 'Don't knock it 'til you've tried it.' Just days before the Covid lockdown, a fellow member and friend asked a big favour of me. 'Could he possibly have a ride on my Spyder, as he would be interested in getting one when riding a Triumph or other two-wheeled motorcycle becomes more difficult?'. My quick reply was, '*Absolutely!*' Once restrictions are lifted, and we can all get out more freely on the roads, I'll make good on that promise so he can form his own opinion.

Barb Allen, TOMCC NZ, Canterbury Area.

John Milligan – new Canterbury Area Co-ordinator

In the recent March issue of Triumph Times the Area Co-ordinator for the Canterbury Area was listed as Peter Free, this is in fact incorrect and I apologise for this error.



John Milligan is the Canterbury Area Co-ordinator and was elected into this position at the end of 2019, therefore all correspondence and members' concerns can be directed to John, his email is jandwkmilligan@gmail.com and his phone number is 03 3396 430.

John is one of our club's founding members and has worked tirelessly for our club since then. He is also our club's Regalia Officer.

Another Canterbury Area winner



TOMCC NZ Canterbury Area once again took honours, at this year's March Hare Rally, held in Waimate This year's Best British winner being Bill Meadows with his very smart Bonneville T100.

British Bike Day, Mandeville Casualties



British Motorcycle Day wasn't going to be stopped by any coronavirus. Electrical issues however did catch another Otago Southland TOMCC NZ member out.

Dr Pat, following in the footsteps of Glenn, an Auckland member of TOMCC NZ, pulled out the AA plus membership card and within an hour one tidy 1980 Bonneville and rider were being transported straight back to Dunedin.



Otago Southland member of TOMCC NZ, Bob's rear tyre blew out sending him from one side of the road to the other in one of those "It's all over rover moments!" Fortunately no vehicles were coming the other way and Bob kept it upright.

The bike was quickly picked up and arrived by trailer in time for Bob to commence judging at the 27th British Motorcycle Day held at the Old Mandeville Airfield.



The Beginning

Once upon a time, long long ago in a garage far far away there was heard a comment. Not just any comment, THE COMMENT, the one that started it all.

"Choice shed bro, could do with a bar." Was it a compliment? Was it a criticism? Perhaps, as legend has it, it was a challenge!

What is certain is that it started many stories around the social table. The stories of who had a bar, who didn't, where they might be, how good they were. The best it seemed



At Al Brown's enjoying a cold one. Al Brown, Eric Bone, Pete Morgan, Glenn Mills, John's daughter, John Neil and Al's lovely wife Maurine.



Al's cook up via gas powered wok. John's daughter, John Neil and John Pollock.

were all around us, some close, some far out into the outer quadrants of the universe. "We should check them out" was the cry, eagerly agreed to by all those present. A cause for which there were many toasts raised into the night.

Thus the TOMCC NZ Fellowship of the Bar was born. To go where none had gone before, to travel to the furthest reaches of the known galaxy (well Auckland and a bit of the Waikato anyway) in search of the bar that would stand out amongst them all.

Ships Log 1: The First Foray

Our trusty band gathered on time at our usual departure port, we had a variety of transports turn up, some new faces with designs from other countries under them. As ever, anyone prepared to join the quest is welcome.

Our first foray was out to the western rim, a wild lawless area to some. To search out the legendary Al of the West we travelled through twisted wormholes of fields and hedges with many wonderous vistas opening around us.

A good day's travel arriving at our planned destination in need of refreshment. of which there was plenty at the 'Cabana below the pool'. Al of the West was resplendent behind the bar with his wild beard blowing in the wind. Food was plentiful with fresh chips produced in vast amounts by the host himself.

The indoor-outdoor-indoor flow of Al's establishment attracted many comments. Much merriment was had with full bellies fuelling our journey back to our own home stations.

Ships Log 2: The Southern Sweep

The deep south beckoned us for our next foray into the cosmos. As the same trusty fellows arrived we set forth on what was a variable journey weather-wise.

We called in at Huntly to collect a local pilot to guide us through the path ahead (Andrew on his Rocket) We dodged most of the rain clouds arriving eventually back at the Huntly Station to navigate the short jump up to John and Michelle at their lookout.

More than a few friendly faces of other travellers were found to have already arrived from different areas of the southern system (Waikato really). With the temperature a little cooler warm food was the order of the day with John's brewing skills being on display at the bar and tested thoroughly by all.

Plenty to see at John's, his other bikes, a pretty cool custom van and John's trusty old chopper. Not to mention the standard "gravity bash the ball into the pocket games". All with a view of the swirling lakes of the Eastern reaches. Pilots left in dribs and drabs choosing their own route through the sporadic storms now scattering across the quadrant.

Ships Log 3: Across The Spiral Arm

Having scoured the southern reaches the consensus was to ride across the arm to the North western Asteroid belt. Unknown



Round 2 at John Pollock's bar, Kevin holding up the bar with Al Brown pouring a beer, John in the check shirt and Eric Bone looking for something on the floor.

territory for some of the band, we kept to established routes keeping clear of the asteroid debris that so litters these areas (Cars).

A moment of pause with some fuel tank cladding becoming dislodged when we dropped out of warp at the Kaukopakopa way station. Repairs were easily made and we powered up for the last jump to – wait for it – Kenton the Collector. Now The Collector is well known to most of us but few have visited the hallowed grounds of his collection. What a collection it is, like their owner most of them are older models. Some even are duplicated to ensure one is always available for tinkering.

Docking was a bit humorous as neighbours had come over from their local satellites for the luncheon and there were people young and old all over the landing pads. So many machines waiting in parking orbits while space on the landing pad was organised for all.

A great family affair day, conversations were happening all over the place between travellers who hadn't seen each other for a while. In the main hangar there were earnest technical discussions over the attributes of older machines, the ones that paved the way for today's hi-tech vessels.



Bars Wars round 3, left to right old member Mark talking to Kenton, a rather sad looking 3TA crank and Glenn.



Bars Wars Round 2, meeting Hamilton/BoP at Huntly power station lookout



Pete Morgan's pre-unit at John Neil's place

Our merry band of travellers gradually dispersed over the course of the afternoon in dribs and drabs to rest up for the next episode of what by now had become known as Bar Wars (insert dramatic music of your choice here).

Ships Log 4: Down By The River

One of our fellow travellers HD John mentioned on a layover that he himself had a bar at his home station. A small settlement further west from the Northern section where we had travelled to The Collector.

A pretty part of the spiral arm known as the River, with many opportunities to open up to warp factor 9 passing small planets at will, then sweeping round to dodge small asteroids through the many more active areas, stopping off at a number of refuelling establishments on the way. We finally arrived at our target location at the head of the arm to find a splendid bar waiting for us.

Now this far out on the edge there are some strange customs to be found indeed, cuisine being just one of them. They had Pineapple Lumps! Legend has it they were handed down from the Gods, a tale I can well believe. This allowed for the creation of very special dish, Pineapple Lump Buns a sheer delight.



At John Neil's. L to R Mike Grey, John Neil behind the bar Peter Morgan and Chris Smith



Bars Wars 4 stop at the Albany Tavern before arriving at John Neil's.

OK some people were freaking out but as I said when out on the edge, do as the locals do!! Another special feature of HDJ's was they had staff, genuine people to carry foodstuffs around! (OK they press ganged the kids). I haven't seen bar staff since my last visit to Jabba's Hutt and then they had to be chained up to prevent them running off. Well done John and Co.

Ships Log: 5 Over The Bombay Rift

By now our Fellowship had become a tightly knit group who were prepared to go to the extremes of navigation and brave those uncharted places.

We had been assured there was a bar worthy of our inspection on the other side of the infamous Bombay Rift. Rifts are always difficult to navigate and can do all sorts of strange things to the space time continuum. This did not shake our resolve in any way, by now we were quite used to launching as a pack and letting no obstacle stand in our way in our search for THE BAR.

The Bombay Rift is located to the south of the main settled areas of the galaxy so we chose to sweep around the edge rather than crash straight on through the disturbance in the Force. This paid off handsomely with our

journey being problem free, (None of those Apollo 13esque mishaps).

We had always relied on coordinates supplied by another, the infamous GM, this time again they did not fail. I always thought he was the General Manager, (I didn't realise they were his initials!! Oops my bad) We flew in one after the other to land in parade order outside the place we had never been before, administer by an entity apparently called 'Fluffy Chris' (though I may have that wrong).

They too had serving staff though their main role seemed to be providing entertainment in the adjoining pool of Di-hydrogen Oxide. Wandering into the back of the hanger revealed that this mysterious Fluffy Chris had some hidden talents judging by the old craft parked there in full operational condition, an achievement indeed, not to mention the free form art pieces.

A convivial time was spent around the tables with fine ales quenching our thirst and fresh food stuffs prepared by the small entertainers. This was deemed to be the last of our expeditions for a while, hard solar storms were forecast in the coming months making it hazardous to venture forth without heavy levels of protection.



Final round at Chris and fluffy's place. L to R fluffy with her back to the camera, Mike Grey, Maurice Brown, John Pollock and Glenn Mills.

Epilogue:

So, which Bar was best?

This is a matter of such importance that due and careful consideration must be given to this question. It seems that the tasks of our intrepid Fellowship are not over yet, many hours of discussion and evaluation are ahead. No doubt requiring much lubrication of the throat to facilitate discussion, a hard task, but hell, we are up to it.

Anyone know a good bar we can go to for this? Watch this space, as the Robot said "We'll be back"

Rick Reid, TOMCC NZ, Auckland



A line up of Bar Wars Rockets, Glenn Mill's on the left, Kevin Emerson's next then Andrew Donovan's.

I'll only be 5 Minutes dear

How many of you have done this: told the missus you're just popping out to the garage for five minutes to do a little job, only to come back 2 hours later to find your dinner going cold on the table or in the bin.

When your young and still getting the hang of this spannering lark its fair enough, but I have been doing this for 50 years, you'd think I'd have learnt by now what jobs to tackle when time is limited.

Last week I was doing a few jobs tidying up a 1952 6T that strangely appeared in the garage (honest love, this guy down the pub let me have it real cheap . . .). Anyway fitted new handle bar grips, footpeg rubbers and kickstart rubber and was quite pleased with myself, some would say over confident.

That was when I started the 5 minute job to fit new grommets where the handlebars go into the nacelle. Taking the old ones off was no problem as they had perished, but then the real job started. On the left hand side, take off the clutch lever, disconnecting the clutch lever from the cable. Then fit the grommet over the bars and the clutch cable, refit the clutch lever and the cable, simple enough so onto the righthand side.

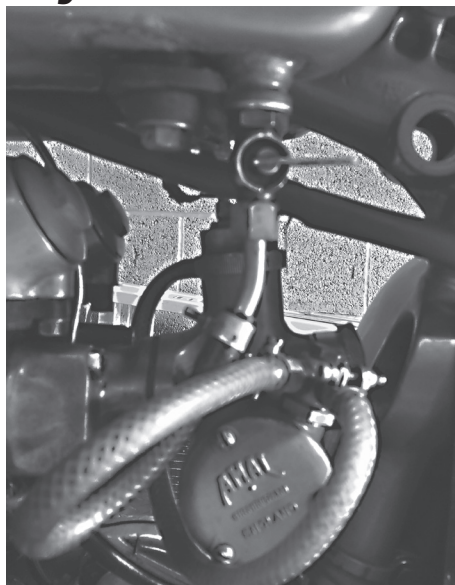


Disconnect the brake cable after slackening it off, take off the brake lever, take off the mirror, disconnect the throttle cable, remove twistgrip and push new grommet over the bars and cables. Refit brake lever and cable and set up (otherwise it would get forgotten until the first stop sign!).

Refit the mirror, and then onto the throttle, hmm . . . My 6T is fitted with a monobloc carb and as some of you will know there's not a lot of room to fit it. It's so bad that Triumph actually put a hole in the seat down tube to pass the air cleaner rubber through. Not being sceptical but think someone got their measurements wrong at the design stage and this is the solution.

Anyway, thread the cable into the twistgrip and then pull the slide up in the carb to try to get enough slack to fit the adaptor which takes up the slack at the twistgrip. Despite pulling on the cable as hard as possible it wasn't possible to fit the adaptor, so the only solution was to take as many bends out of the cable as possible just to gain that extra millimetre to fit the adapter. So you've guessed it, pull the top of the carb, simple just a screwed locking ring, but not enough clearance to the frame to lift the slide out.

Okay, so two nuts and the carb is loose, but not enough clearance rearward to take the



carb off, so remove the small bellmouth which someone had thoughtfully Loctited on and took 20 minutes to loosen off. The carb could be moved back just far enough to clear the studs allowing me to finally remove the slide and get enough slack in the cable to fit the twistgrip adaptor. Refit the carb slide, then the carb and scrape your knuckles refitting the bellmouth, and breathe a sigh of relief.

Okay, so having worked out I needed to take the top off the nacelle to fit the rubbers, I first start by taking off the headlight, then the finishing ring and then the 4 screws each side holding the nacelle top on. Now the nuts for these should be welded onto the nacelle lower, but sods law says most of these became detached a long time ago and sure enough, they drop into those areas where one, you can't see them, and two, you can't reach them.

So another half hour or so fiddling about trying to retrieve the errant nuts (just thinking now how useful a magnet would have been, duh!) and then its all ready to slide the grommets in and put it all together.

When a part has so many screws you quickly learn not to tighten them up till you have all of them in finger tight Only problem is the "learn" bit. You learn everytime you do it because you forget again!

Finally after contorting my hand into the very depths of the nacelle to hold the non-weld nuts while finger tightening the screws finally everything lines up and you can screw it all together, fit the finishing ring and the headlamp, checking you still have a working headlamp.

It's at this point you look across at the bench and see the two chrome flashes from the sides of the nacelle you had carefully cleaned up, shining at you. Oh dear I said, well not quite those words. I pulled it all apart and refitted the flashes, and finally it was done.

It was just after six when I went into the garage, and when I went back into the house the 10 o'clock news was halfway through, yeah just a 10 minute job!

You see that's the problem with working on old bikes, everything takes forever, not

like that on Hinckley's. So a few days later having got hold of some flashing LED's I decided to fit one to the 2004 Sprint ST as a fake alarm light, having already removed the factory alarm which used to drain the battery in 3 days.

There was already a hole in the rear reflector just below the rear light so that was the obvious place to fit it, just run a couple of wires with an in-line switch back to the battery and jobs done . . . hmm.

Okay, so need to take rear light out to get access, just 4 bolts that go into weldnuts on the framework. Except, you guessed it, they are no longer weld nuts, 3 out of 4 were loose, meaning somehow I needed to mangle my hand getting in behind it all to loosen the loose nuts. I managed the top two but managed to drop one nut into a recess that I couldn't get to, and the lower two were impossible.



So what next? Off with the rear side panels, but first off with the luggage rack which is four bolts into weld nuts, and once again, you guessed it, two are no longer weld nuts, with more contortions of the hand to get to them. Now where's that swan-neck reversed 13mm ring spanner? Sure it's factory issue!

Finally get the luggage rack off, so another couple of allen bolts going into (thankfully still welded) weld nuts. Then a couple of clips and off comes the rear body work. Now out with the two last rear light screws and loose nuts.

Retrieve all the dropped nuts in various crevices (note must get a magnet sorted) and finally we can fit the LED.

Then as it says in all good Haynes manuals, assembly is just the reverse process, being careful of course not to drop any of those non welded weld nuts. Finally connected up to battery and the "alarm light" is working – and another cold dinner on the table!

So doesn't matter what you work on, your standard 10 minute job should take minimum of 2 hours and a lot of 'effing and blinding. Happy spannering guys, don't you love bikes!

*Geoff Walton, TOMCC NZ
currently residing in UK.*

TRIUMPH TIMES NOTICE

Due to to a possible temporary change in personal circumstances there may be no September issue of *Triumph Times*. If this is the case I will be publishing the next issue in October or early November.

Ken Spall
Editor, *Triumph Times*

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Help wanted with re-build

Dear friends,

My name is Tomasz Dymek. I am asking you for help in rebuilding the KNIRPS TRIUMPH motorcycle which I inherited from my father's cousin. The first owner of this motorcycle was his father.

The motorcycle is heavily incomplete. I don't have any materials or documentation needed to rebuild it. I asked TRIUMPH company for sharing the factory archive.

Unfortunately in reply I was informed, that no documentation of this model has survived. They suggested contacting with you. I will be grateful for sharing any information of this model (documentation, drawings, photos, descriptions, etc.).

I will add that I have been a TRIUMPH fan for many years and I also have a 2017 THUNDERBIRD STORM and a 2011 THRUXTON.

Best wishes,
Tomasz Dymek
Chodzie, Poland
email: arbet@op.pl



WANTED



1966 to 69, Triumph T20B
Super Cub / Bantam Cub.

john.witherington@xtra.co.nz

Neil and Cameron Clark – North Island Tour

We packed the Storm with two bags and our wet weather gear on the 5kg carrier behind the sissy bar. Bags were at least 20kg but without panniers, we risked it. Caught up with other TOMCC riders at Pine Acres just north of Christchurch and headed to Picton. Pretty stop/start with the roadworks along the Kaikoura coast, but the weather was perfect and if anything, too hot. We all stayed the night in Picton and headed off on the Interislander first thing Friday morning. Another lovely crossing and once we were sorted, headed north to Whanganui in a group. Some heavy going roadworks in sweltering temperatures made for a long day but we all arrived safe and well, ready for a few bevvy's.

The National Rally went well and on the Sunday, Cam and I bid farewell to the rest who were heading home and we started our trip around the North Island.

We headed back towards Bulls but turned off before then and headed to Waiouru. An afternoon looking around the Army Museum is a must for all as we have a proud history and it's so well set out I was incredibly impressed by the displays.

A night at Ohakune then off to Tauranga. Weather was hot and dry so a few stops on the way to keep things lubed.

A swim on arrival at Mt Maunganui and great night at the AirBnB.

Next morning off up though Paeroa to Auckland to visit my parent's grave site in Papakura. Formalities over we stayed in Auckland at a back packers, average accommodation, but good to visit the big smoke, even better to leave.

We headed to the Bay of Islands and stayed in AirBnB in KeriKeri. Stopped there for three nights, what a paradise.

First day there we went to Paihia and had a swim, like bath water. Really memorable. The next day we went to Cape Reinga via Monganui and had the famous Fish and Chips. The shop is over the water in a stunning location, with warm breeze and boats tugging on their moorings and yachts sailing out across the bay. Back on the bike and next stop was Cape Reinga. The roads were wonderful to ride on and when we got there the sea was like a mill pond. We walked to the lighthouse and saw the oceans meet. It was very hot and after about an hour of just looking in sheer



wonder at the view, it was a relief to get back on the bike and get some breeze to cool off.

Heading back the way we had come, rain clouds hovered over our intended route. As we pulled into Awanui, the skies opened up. The drought in Northland had broken, at least for a short time anyway. We found shelter under the awning of the local BP station and watched the rain bucket down. We really were in the tropics. While there, a biker on a Harley trike pulled up and started yacking as bikers do. He, 'Paddles', invited us to have a beer at the Northland Riders Club house just across the road. It was still hot so we braved the rain for fifty meters and went inside. We mentioned that 'Paddles' had told us to come over, they were so welcoming it was hard to leave but we still had a long way to go to get to KeriKeri. After about half an hour, the rain had eased so we reluctantly declined more beer, climbed aboard the Storm and headed 'home'. If anyone is travelling that far north, it is a must to call in and meet the locals.

We headed back to Auckland the following day, weather very warm and good riding. I avoided the main city its self but with my vague memories of Auckland from my school days, I managed to get to St Heliers Bay for the night.

Sunday the 23rd, we headed to Taupo for the night. Somewhere near Te Awamutu, the skies opened up again and forced us to

slow down to a crawl as the rain beat the hell out of my hands in their fingerless gloves. We were as wet as a couple of shags and by the time we reached Taupo, I was shivering uncontrollably. Our lovely Air BnB host soon had a fire roaring and helped by a couple of glasses of the Red stuff, we were happy again.

Our trip to Wellington was pretty uneventful but at least the weather was warm and the roads dry.

Tuesday the 25th we boarded the Interislander and headed home. The trip along the Kaikoura coast was interrupted with road works as before but it seemed to go quick and we were home in good time. In all, we did just over 3500 kilometres. The Storm performed perfectly without as much as a cough out of place. I perfect bike for cruising and even with two up and a bit of luggage it was in its element.

The highlights of the trip were:

The Army Museum

Fish and Chips in Monganui

Cape Reinga

Meeting the locals at the Northland Riders Club and

Meeting all the people on the way and in particular at the AirBnB accommodation we had throughout.

If I was to do this again, I would definitely take longer. We averaged over 300 km per day to get around and we didn't see any of the East coast. It was a marvellous experience and one I would recommend to anyone. The friendliness and welcome we received from everyone we met was humbling.

Neil Clark

TOMCC NZ, Canterbury



ROYSAL 0.5

Ride of Your Short Arse Life



Roysal was named after a good friend wanted to mark his 50th year by riding in the USA in 2014. The rides happen every 4 years in the states, with an inbetween ride in New Zealand every 2 years – hence 0.5. I rode my first ride in America in 2018, Miami to Boston, 3500 Miles. 2020 ROYSAL was in the South Island.

Thursday 20th February was a cool day to start the ride to Lake Brunner with threatening skies, full of rain. This was our meeting point with 5 other riders riding down from Nelson, leaving early afternoon.

My ride from Woodend, in North Canterbury to Oxford was pretty unamazing, but the short cut on Route 72 to get to the main road (Route 73) towards the Great Divide was dry and sunny. A quick comfort stop at Springfield, fill up the tank and I was away with a bag of hopes and a heart full of the ride ahead.

With hardly any other vehicles on the road a great ride was evolving and it wasn't long before I had gone through the hills, over the bridge, past Klondyke Corner, and Arthurs Pass was in my sights. The road has been greatly improved late last year and has been widened. It rolls easier and the sharp corners taken out, a pleasure to ride this on a bike.

Rolled through Arthurs Pass onto the next phase of climbing, going past the Devils Punchbowl track, to ride over one of the best engineering feats in the world – the Viaduct.

It had been raining hard up the back country as the river down into Otira was raging and angry. But the road was dryish. A coffee stop was due so I pulled into Otira Hotel/Coffee Shop. Not sure what it is at the moment, interesting is a word that springs to mind, and if you haven't stopped there in a while, it's worth a stop for a look.

Back on the road towards Jacksons – a great stop for all travellers during the days it was open, and always a warm pie and a cold beer. Again the road opened up and became a biker's paradise before the turn off towards Moana and Lake Brunner. The place has boomed over the last few years and a lot of holiday homes have been appearing for the Christchurch and west coast elite. The ride from there is pretty, although uneventful, but still had a great ride.

Waited for the Nelson crew to arrive, which they did about 2 hours after myself. I'd had a shower, put my face on and sorted out a spare garage to park the bikes for the night and was on my 2nd beer by the time they arrived, wet as shags. The ride down had been into a very wet and windy southerly from the start at the Hope Saddle. Their ride The ride was also a memorial ride for one the of the guy's wife who had passed away a couple of years ago.

Accommodation at Lake Brunner Motels is very good with the pub serving excellent meals, and opens to well into the wee small hours – I can vouch for that. This has been the 2nd year we have stayed here and always great to meet up.

The next morning was blue skies and no mention of rain, how wrong we were to think that. High expectations for a great ride and all in good spirits, even if a little jaded, but the wind in your face after a night out is always a great reviver. Turning back towards the Jacksons turnoff and then turning right to Kumara for a fuel stop and we're on our way to Hokitika.

With the Pacific ocean on the right and cruising along on the straight is when we encountered rain like only the West Coast of the South island can deliver. Passing Hokitika and turning towards the Glaciers the road opened up and was the first of the great wide open road that was in front of us towards Fox Glacier where we were to stay the night. A quick stop in Ross for lunch/Coffee and back into the rain and wet track.

Riding between Ross and Franz Josef/ Fox Glacier passed with the normal riding in the rain, passing everything, (but under control) with minimal traffic. Pretty tight in some places and a few road works with traffic lights, which never seem to change. Eventually pulled up in Fox, a quick beer at a bar, then off to our Top 10 Cabins. Good accommodation and priced really well.

Another night of drinking, telling tales and a few lies, then off to bed, again in the wee small hours, thinking about the best part to come – riding Haast Pass which the next day was to be the Jewel In The Crown.

But firstly next morning, following a few quick stops for photos and coffee – a side

and sealed with great west coast chip (bigger) placed on an excellent highway. It wasn't until I was on it, that I realised just how many tourists were around. It was mind blowing, the number was into the hundreds, if not the thousands and you can see why, with the wonderful scenery in this part of the country.

One of the best South Island rides is the Haast Pass, followed closely by the Rahu Saddle, 44kms of the best road between Springs Junction and Reefton, along with the Westport - Greymouth road as well. Personal opinion I know. But I'm getting off track, the Haast lived up to its glory and again a must do ride for anyone thinking of doing it.

A couple of stops for coffee just outside Wanaka as we headed to the local brewery in the industrial part of Wanaka. After a couple of beers, next stop was Cardrona, to say we had been there, another beer and then the Crown Range. A great ride to the top for a great view and downwards towards our Queenstown hotel for the night. Another long night with dinner, clubs, and eventually home to bed.

Unfortunately this was to be my last night with all, as during the night, I'd had some news about a family member who had fallen ill, so was time to turn the mighty Triumph Speedmaster homewards.

The rest of the crew ventured onwards to Lake Te Anau, Invercargill, to land's end at Stirling Point in Bluff. It took them another week to get back to Nelson, via the Catlins, Danseys Pass, back up the island on main roads and a few tracks.

A great week or so of riding, friendship, and being a tourist in our own country, is one I will never tire of. I'll do it again. Next 0.5 will be in the North Island.

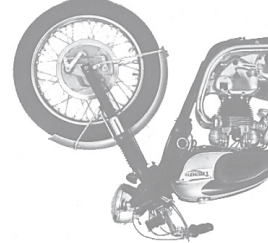
The next full ROSAL, the crew want to ride USA again, 2021. But this time Chicago to Seattle. But with what's going on in the world today, could be later.

But I know I am due (2022) with a good friend, to Ride LA to LA heading up Highway 101 to Seattle (Vancouver?) back down through Oregon, Salt Lake City, Vegas, San Diego, back to Los Angeles – time to save some money.

*Kerry Godinet,
TOMCC NZ, Canterbury*



The Triumph Owners Motor Cycle Club New Zealand Inc.
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Photos in the this issue of
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It seems our members are still having problems paying their TOMCC NZ subscriptions on time. This has been an on-going problem for years, see the piece below reproduced from the June 2005 copy of *Triumph Times* – nothing seems to have changed.

So come on guys how about this year as soon as you get your renewal notice, you pay it immediately? It means you will retain your continuous membership eligibility for a long service badge as well as making life so much easier for our hard-working membership secretary.

A MESSAGE FROM YOUR MEMBERSHIP SECRETARY

Re: Late payment of Annual Subs

I'd like to say – #!@*# – get your act together guys – we are after all, adults.

We're not called Genesis or Telecom, we are T.O.M.C.C., and like Genesis or Telecom, we WILL 'cut you off' if Annual Subs are not paid in reasonable time.

Paying 2 weeks AFTER 3 months grace is not on. It just creates a paper war, inconvenience for myself, the Newsletter Editor, and for Bruce, when his tea is late, 'cause I'm still trying to sort OTHER people out!!

When you receive your Renewal Notice, it asks if payment could be made by the end of that month. (Ref. Club Rule # 5 A.) One month later, you are sent a reminder notice and asked to please pay by the end of THAT month. One month after that you are DELETED. If there is a problem, a quick phone call or email would sort it, if not, you WILL be deleted, and be required to 're-join' the Club! How much fairer could we be??

P.S. I'm actually a very nice and patient sort of person, but tend to 'grow horns', after three months! Help me out here, pay up on time, and don't risk being deleted.

I look forward to your 'prompt' payments,

SUE WEEKS (TOMCC Membership Secretary)

PLEASE PAY YOUR SUBS ON TIME!