



Triumph Times

The national newsletter of the Triumph Owners Motor Cycle Club New Zealand Inc.
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TOMCC is a member club of WATOC

Established 1993

Inaugural ride for the newly established East Coast Area of TOMCC NZ

First ride and meeting held on the 30th April. Near perfect day for a ride with just a little mist on the Whararata's, not unusual at this time of year.

Ralph, Sid and I meet Rick and Dave who rode up from bay view in Wairoa and from there headed north. By chance I pulled over in Nuhaka to adjust my helmet and who do we see pull in, Bondy, who had come down on the Special. So off we head north again with Bondy heading off in front to stir the others at his pace. Uneventful ride until just north of Muriwai where Dave's phone decided to exit stage left, fortunately Rick saw it and picked it up. Phone was worse for wear but SIM card recovered. I had turned around to see where everyone had got to but missed all the action.

Bondy was waiting at the end of his road with Kari, Dig, and Sid so it was onwards to the Gisborne waterfront.

It was the Waterfront Cafe and Bar as Lone Star was closed for renovations. I was blown away by the turn-out, new faces old faces and probably a dozen or so bikes parked up, all Triumphs too. Bondy had put the word out to the Gisborne guys and had a great turn out from the locals, Johnny, Nic, Ally & Rex, Tony, Dave, Adrienne and Graham.

Dig had come over from Taupo the day before and stayed with Bondy & Kari. A meeting was held over lunch and Kari was welcomed on board as Area Secretary, ended up organising a May ride to Wairoa.

Kari signed up 3 new members on the day and word is there are others in the area to come so good news.

Apologies if I've missed anyone. Join us on face book TOMCC NZ, East

Steve Kendall, TOMCC NZ, East Coast



Our pick for June's TOMCC NZ Regalia



As a member of TOMCC NZ you're already "part of the legend", so let the world know with this distinctive and unique club patch, only \$10.



"Belt up and ride away", but first you'll need something to hold your riding gear up and what better item than this chrome and black, solid and substantial belt buckle at a bargain price of \$25.

Bike For Sale

2015 LT Thunderbird Limited Edition with crash bars, heated grips, saddle bags, screen & aftermarket Triumph mufflers. Only done 14,573 kms, Immaculate condition, 1 owner.
\$22,000 ONO Ph Richard Mason, 021 036 0100.

Primary drive cover needed

Need a complete primary drive cover assembly for a 72/73 Trident T150V, this is the one with the primary chain adjuster coming in from the front, not the later type T150V/T160 where the adjuster is underneath. Or if anyone has all the parts from inside the cover (I have a bare housing) that they will sell.

Please contact Graham Saunders,
shadee.edge@xtra.co.nz

Remit proposal

Remit for a rule change to facilitate remote participation in club meetings.

For some time now there has been discussion among members regarding the fact that many of our members are unable to attend club meetings such as our AGM. The suggestion has been put forward that we could make use of the likes of Skype or Zoom to enable our members to participate remotely in the AGM, or indeed any other club meeting.

But for us to establish a remote electronic means of conducting a club meeting, either for all or just a few of our members, the NZ Incorporated Societies Act requires us to have provision for this in our club rules. This means that a remit is required for this addition to our rules. Therefore I propose that the following rule be placed in the TOMCC NZ Inc rules, version 2018 and to read:

Rule 9A Remote participation at meetings

In the event that the club, or any of its Areas, requires a meeting to be held for the purposes of discussing club business, and not all interested members are able to physically attend such a meeting, alternative means of including such members may be utilised so as to include these members in the conduct of the meeting.

The means whereby this can be achieved may be by the use of digital, electronic, audio and video links or whatever other means are appropriate for the meeting in question.

If it is found that remote participation is unable to be put in place, for whatever reasons, then the meeting shall proceed with only those members who are able to physically attend the meeting.

For remote participation to take place the person, Area or entity organising such a link must be able to guarantee that whatever takes place over this link can in no way find its way onto any sort of social media platform and is not able to be recorded in any way.

This ruling equally applies to Rule 10 Annual General Meetings.

Voting on the acceptance or otherwise of this remit will be carried out according to Rules 16 and 16(B) of the clubs current rules and constitution. The members will be notified of results of the vote at the next AGM. If the vote shows that the remit has been accepted by members it will then take immediate effect.

Ken Spall
TOMCC NZ, Otago Southland

It's Membership Renewal Time Again

Hi everybody, a few comments about membership just to clarify some details. If you knew it all along my apologies for banging on about it.

As you can see on the membership form, fees are graded as to how close to the annual renewal date a new member joins. The initial joining fee also includes \$10 for the cloth patch. Annual renewal fees are therefore now **\$30.00 payable before July 31st 2022.**

As you can imagine, with over 400 members this is a very busy time for me, and I would like to ask members to follow a few simple procedures to make it easier for me.

Firstly: Remember to pay! You will be **reminded only once** and then your membership will lapse.

I would like to take this opportunity to suggest to all that they set up an annual automatic payment with their bank for any time in July. This will ensure you never have to think about it again, without doubt the easiest way to pay any bill.

When you pay online please make sure you tag it as 'renewal' and please, please, please, include your membership number. Your name usually comes up as the person making the payment. This way allocating and recording payments is made as easy as possible for both myself and our poor long suffering treasurer.

Should you choose to do this I would be eternally grateful if you send me an email (tomccnatsec@gmail.com) to advise me that you have. That way I will not need to send you a reminder.

The account to pay to is: 02-0792-0060254-00. (BNZ)

Paying your membership fees EVERY year also goes towards the service or years badges we give out. These badges are the club's way of recognising and thanking members who have completed the appropriate number of years of CONTINUOUS membership. So, if you miss a renewal you go back to Go and you don't collect anything on the way! It's a snakes and ladders kind of thing, responsibility rests with the individual member, no one else.

The chronology of these badges is calculated from Year end, so year 1 starts at the end of the December following your joining date. Granted, this is a little unfair on people who join on December 30th, but again the extra work involved in making it sensitive to individual joining dates is prohibitive. Badges are awarded at the rally following that year end date, so we can all applaud those who have made that continuous effort.

Thank you for your time in reading this and making all our lives that little bit easier.

Rik Reid, Membership Secretary.

Triumph Manuals for sale

I was recently offered some genuine Triumph publications at a reasonable price which I thought was an offer I couldn't refuse.

Personally I don't need them, especially in today's era of digital files. However, there are historians amongst us and I thought there may be some one out there who would like to archive a real book.

The prices suggested will not make me any profit except to hopefully cover the cost of shipping to any interested party. I can be contacted on 027 258 8530 daytime Thursday – Sunday. Unless I'm riding but I will reply to messages, first in first served.

Items are as follows, these are genuine Triumph workshop manuals, published and issued by the Meriden factory and with Triumph part numbers.

Top left (Yellow ring binder) for Twin Cylinder TR5T dated March 1973 This also has a parts list for a Trophy Trail TR5T in the back. Used, there are a couple of loose pages that need rings stuck on. \$50.00

Bottom left (Blue ring binder) for Unit Construction 500cc and 350cc twins. T100, T90, 5TA, 3TA. Dated August 1973. Used, front page is loose, plastic cover split on one edge. \$50.00

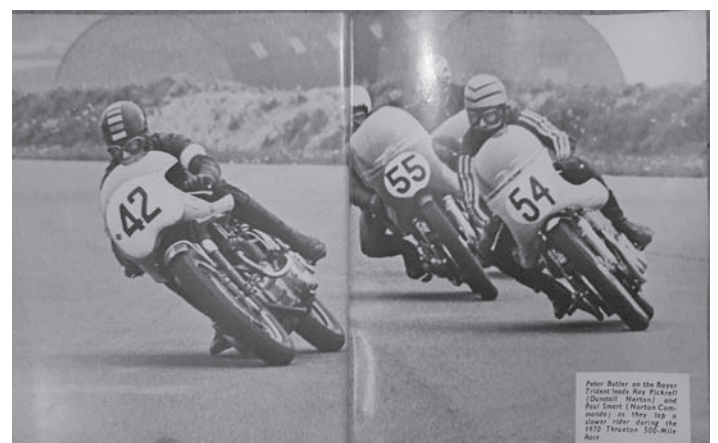
Centre top Red Factory Parts list for 1974 500cc Trophy Trail TR5T Series 1 Dated June 1973. This is well used, the spine has been repaired, some staining, some dirty fingerprints, a couple of ratty edges on the front cover. Some may well call this 'The Patina of age'. \$15.00

Centre bottom Blue Factory parts list for 1974 Models 500cc Daytopna T100R Series 1 dated June 1973. This has the extra of a couple of engine gaskets inside! This is in good condition with the spine punched for a ring binder. \$25.00

Top right Triumph Tuning by Stan Shenton Published by Boyer Racing, Bromley, Kent. No date but early 70s no doubt. Good condition, glossy pages with the centre pages detached from the staples. \$20.00

Bottom Right Motor Cycle Electrical Equipment Service Manual from none other than the Prince of Darnkess himself. A Joseph Lucas publication, Good condition with a small tear in the front cover. Very thick pages, dated 1972. \$20.00

Rik Reid, ph 027 258 8530



Peter Bell on the Rover Triant leads Roy Pickard (Quintal Norton) and Roy Smart (Norton) when they set a new record during the 1970 Thruxton 100 Mile Race.

Wherever you are, make your way to the 29th TOMCC NZ National Rally in Westport, 3rd to 5th March 2023

Our 29th Rally, organised by our Canterbury Area, will be based at the McManus Hotel, Palmerston Street, Westport. Rally check-in, meetings, socialising and meals will take place there.

The rally entry cost will be \$35.

Accommodation, meals, T Shirts etc are all at attendees cost.

McManus hotel is currently fully booked so those wishing to attend can choose from the many and varied accommodation options in the town. The following are suggestions only – Black and White hotel, Melbourne Hotel, Ascot Motels, DB Westport Hotel, budget accommodation can be had at Basils lodge or Tripp Inns.

Westport is not a huge town, 15 minutes walk from one end to the other. There will be a courtesy coach available.

A rally entry form will be available in a month or so and will be sent to all members by email to download and print. It will contain phone numbers for suggested accommodation, a rally itinerary and all required information.



Help & Support List.

Any members wishing to add their name to a NEW "Help & Support" list can do so by contacting Arthur Bond (Bondy) at energysystems16@gmail.com

The new list, previously known as the Break Down List, will be compiled by Bondy, and will once again be placed as a supplement in Triumph Times, our national newsletter, this will ensure that all paid-up members will receive a copy.

Otago Southland Chapter April Monthly Ride



Ken, Karen, Chris and Mike, local members of the Otago Southland Chapter at the Albatross colony on Taiaroa Heads at the end of the Otago Peninsula. Along with Clive, who had to leave early, they enjoyed a spirited ride along the top road, dropping down into Portobello and onward to the cafe at the Albatross information centre. Return journey was along the delightful and scenic winding harbour road back to Dunedin.

The Otago Southland Chapter hold regular monthly rides (first Sunday of the month) all year, summer, winter and all seasons in between. All TOMCC NZ members, friends and family are always welcome to attend.

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

Bill Davis	Canterbury
Brian Nicholson	Waikato/BOP
Paul Hawkless	Waikato/BOP
Alan Petrie	Auckland
Sara Kinsley-Smith	Auckland
Davis Lawry	East Coast
Alison Samson	East Coast
Nicholas Tamatea	East Coast

East Coast Ride

To RANGITAIKI TAVERN,
Napier / Taupo Rd

Saturday July 2nd

Departing

BP Bay View at 10:30 am

Meet up with the Central/
Taupo riders at the tavern.

Estimated arrival
at Rangitaiki 12:00pm

TOMCC NZ Inc Club Officers and Committee Members

President

John Witherington
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Email: john.witherington@xtra.co.nz

Vice President

Arthur Bond (Bondy)
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Email: Rik Reid tomccnatsec@gmail.com

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Otago / Southland

John Witherington
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Canterbury Area Overnighter in Fairlie

Thankfully Saturday 26 March 2022 dawned fine and clear after some very iffy weather during the week. Today was the area overnighter to Fairlie and 25 Canterbury members were eagerly awaiting a good post covid blowout.

We all assembled at the usual pub car park for a 10.30am departure and the first card of the poker hand. We departed on time, which is a first for us. Off to Glentunnel for a quick regroup, pickup Pete and Debz and the 2nd card of the poker hand. Then on through the Rakaia Gorge for some twistys, and with Brent to join in on the way past Methven, we were enjoying the ride. Ian Scott riding his recent purchase of Lindsay Jones's immaculate T140 set the pace for much of the ride and those following had their work cut out to keep up. I sat behind Ian for a while. Just to listen to a Meriden 750 twin on song is a delight to the ear.

We arrived in Geraldine at a large cafe for lunch. We had a good lunch and catchup plus another card for the poker hand. After an hour or so it was onward for the last 45kms to Fairlie and the motor camp and motels for our nights' accommodation and our 4th card for the poker hand. After getting ourselves sorted, it was almost time for afternoon drinkies and some snacks, so a couple of us headed off to the local Four Square and soon returned with all kinds of delicious fare. Soon the group had congregated in the sun outside one of the motels and with all available chairs taken, the wooden steps and deck became quite crowded.

Ken, Simon, Mike along with a few others from down south turned up and it got to standing room only with much banter and leg pulling taking place.

About 6.30 the group started to drift off to the local hotel for the evening meal and maybe a few more drinks and the last card for the poker hand. The poker was won by Heather, followed by Mick and Ken in second and third place.

The evening meal was sumptuous with all the usual fare - steak, chicken or fish with an entrée or dessert. We enjoyed a hearty meal, a good natter and a couple of drinks but all too soon it was late evening and all but a couple of stayers hit the hay.

Sunday dawned bright and a tea, coffee and toast brekkie was enjoyed in the camp kitchen before saying our goodbyes.

Noel and Pauline Jackson from High Country Motorcycles had visited on Saturday afternoon to catch up with some friends from Rakaia, and invited those interested to visit Noel's workshop a couple of kms south of Fairlie. So, a few of us headed south to the workshop for a guided tour. There was a range of interesting bikes in various stages of repair along with some of Noel's personal collection. Noel answered any questions from the group. All in all, it was quite interesting.

The ride home was uneventful for most, although Chris and Nicola Reid succumbed to losing all the air from their Bonneville's rear tyre and were forced to resort to a tyre Pando which surprisingly enough, actually got them home.

Watch this space for next year's overnighter event. You are ALL invited.

Wayne Woodward, TOMCC NZ, Canterbury



Mick receiving his 10 year badge from Ken.



The Rise of The Phoenix – Ted’s rebuild

Unknown at the time, Ted’s rebuild because of his off-road excursion in September 2020 during the Claytons pre-unit rally, was going to take close to 18 months and not the planned 12 months.

Firstly, the Insurer, although they were quick to pay out, still took over a month but fortunately, they agreed to my request to undertake the repairs myself rather than at a shop. Most shops would not touch it and the cost would mean total write-off and deregistration.

LTNZ have, since I first registered Ted, tightened up on the requirements and it would be very unlikely, I would be able to register it as a 1942 model again.

Allowing for the forks to be shipped to the UK for professional repairs and what I thought at the time was the extent of damage to the rest of the bike, I put a price in of \$4.5k which the insurer agreed to.

The cost of shipping the forks to the UK and back, plus time made me take a closer look at other options. In the end Graeme Cole from Cycle Torque in Hamilton said they were retrievable so that’s where they went.

Two weeks later I was the proud owner of better than new forks, marvellous job and a saving of around \$3k but more importantly a saving of around 12 months or more.

Meanwhile it was a total strip down with the frame going to Mag Fix in Cambridge to be straightened.

So, at six months after the crash the bones of Ted are back in the shed being reassembled. That’s when all the unseen damage started to show itself with many of the custom home-made parts no longer fitting and having to be heated, beaten, stretched or in a couple of instances, parts totally being remade to fit.

Header pipes were a problem, as I had a couple of very rough donor sets. I thought I would be able to cut and re-weld sections from all my sets to yield one usable pair. Nope, especially on the bends the pipe was that thin that they were un-weldable. This forced me into buying a new set from Armours in the UK. Best \$500 I ever spent, bolted straight on which demonstrated just how good a job Mag Fix in Cambridge had done with the frame.

In conjunction with this, I had been building a spare motor from a stash of parts I had under the bench and other sources. The plan was to build a new motor as Ted was on 60 thou over. While at 60 over had 1 set of pistons, 3 new sets rings and hones and was really crying out for a total freshen up. The new spare motor plan changed when I was lucky enough to pick up a set of genuine NOS barrels out of the UK which even with freight were a cheaper option than re-sleeving the old barrels back to standard.

To allow me to continue with the rest of the build I decided to pack off the motor along with the new barrels, pistons rings etc. to Trevor Hall Motorcycles in Te Awamutu where it was discovered my barrels were from a post 1956 model when the factory increased



the centres of the outer 4 barrel to crankcase bolts from 2” to 2-1/4” to the same as the 6T crankcases. This was done to allow the 5T & 6T crankcases to be interchangeable. An easy fix but trap for the unwary. Further to this it was discovered my head was cracked – fuck, this motor was starting to chew up the unbudgeted insurance money.

The rest of the rebuild was progressing well, to match the brand-new shiny headers, a set of correct pre-nacelle handlebars are sourced from Ace in the UK, and the tank that had been at Mark Hatten for repairs and instructions to give me “the roughest paint job possible” comes back. Oh Fuck, Mark has done too good a job, Ted’s tank is sparkling. Now means with the shiny chrome headers and sparkling tank some of the old original unpainted bits are now looking a bit scruffy so it’s down to linkup Paint Supplies with a colour sample and they mix up a rattle can which is sparingly applied to the rear guard and brackets.

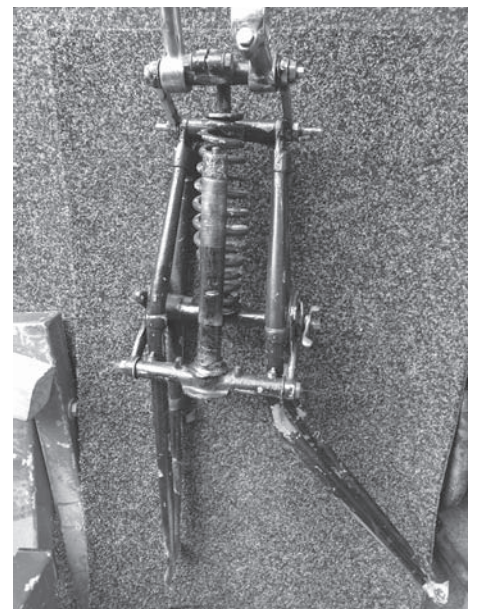
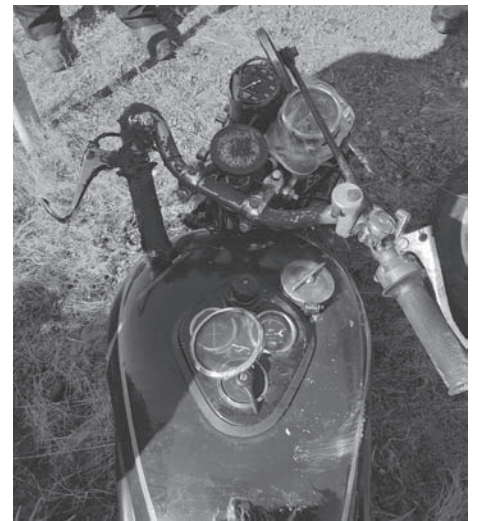
I get a call from Trev Hall that my motor is ready, so down to Te Awamutu to pick it up and two days later we have a fully assembled one owner 1942 Triumph 5T Speedtwin, a genuine survivor.

With my limited knowledge on the dark side of electrics I reinstate most, just leaving Bryan a short job checking what I had done and soldering new connectors for the handlebar mounted horn and headlight switch.

Liberaly squirt some Castrol 20w/50 in the rockers, kick him over 20 plus times then prime the carb and turn the ignition on and after another 10 kicks he coughs into life, quick check oil is returning, warm him up and run for around 10 minutes.

Next morning tank off and torque the head and tighten up rocker oil feed bolts when its discovered one of the domed nuts on the rocker oil feed has a bugged thread. Borrow and fit one off the TR6 project and restart then a 20km ride around the neighborhood. Back home and cool down overnight.

Next morning the tank comes off and re-torque the head and oil feed lines, still getting movement out of 3 head bolts so slowly getting there. I book in for a WOF with Steve at Apex Auto Centre and the old bugger passes with flying colors, Yeha.



Back home and after cooling down, another tighten of oil feed unions and torque the head. Still getting slight movement out of two head bolts. Adjust the tappets which solves the hard starting, then plan a nice long shake down ride but firstly I need to sort out how I’m going to carry my tools. I dig out 3 sets of bags and decide rather than refitting the canvas Army Surplus to instead fit the small leather ones I have under the bench for the TR6 project. The carrier which had been severely bent in the accident responds to a



bit of heat and gentle persuasion with a heavy hammer and much to Rob's amusement what he refers to as "Ted's Roll Bars" are now refitted.

Two days out from the 2022 TOMCC NZ National rally at Clarkes Beach, South Auckland and Ted and I head out intending to do 100km plus in and around the Taupiri, Orini, Te Huna area of North Waikato when at the 15km mark in Henry Road, Taupiri I come up behind an orange cone truck parked slightly to the left of the centre of the road.

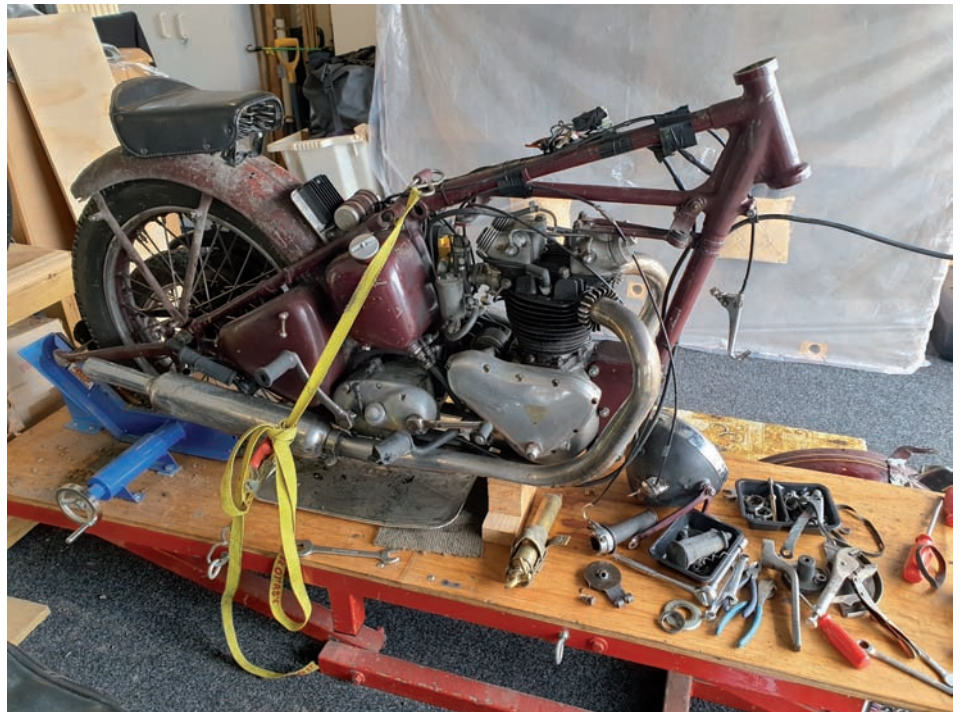
No cones out, two guys sitting in the cab, probably reading porn. I'm about 100 metres short of him, look left and not enough room to undertake so pull out, no cars coming when at 50 metres **BANG**, pothole 30cm across and very deep with sharp edges. Even at about 20kph the front hit with a huge bang, rear went down into hole then up, I left the seat, feet left the pedals. No idea how I managed to stay on, really I thought I was a goner.

By now I'm about 75 metres past them when, although Ted is traveling straight and not misbehaving, I notice the headlight glass and reflector hanging out with only the wiring stopping it from hitting the road.

I pulled up in a farm driveway, put bike on stand and examine the damage, putting the lights back together when the catch spring pings out, hits me on the arm and disappears never to be seen again. This means I have to tape the headlight rim onto the bucket. I delve into the tool kit for a roll of Danco tape when I discover ten plastic cable ties holding the saddle bags on are broken with a couple having cut through the eyelets in the leather throw-over saddle bags.

The two wankers in the cone truck who must have seen or at the least heard the bang when I hit the pothole must have feared for their lives. I was about to go back and whack the cunts when they started up their truck, did the quickest 3 point U turn I've ever seen and disappeared up the road back towards Hamilton.

I decide to limp home and take a closer look at the repairs to the forks and frame, good intentions, but Ted is soon absolutely singing so it's up to cruising speed and just



getting into it trying to scrub the knobbles of the new tyre when Phhhhhhhhhhrp followed by silence.

Blown fuse so replace that and he starts and runs OK so back on the road but only get about 1km further when Phhhhhhhhhhrp.

Soon track it to a stretched wire at a plug in the tank dash connecting the headlight loom to the main loom that is shorting out, must have been pulled when the headlight rim came out when hitting the sink hole in the middle of the road.

Out with the insulating tape for a quick roadside fix and 15 minutes later we make it back home.

I run Ted up onto the workbench, take the tank off and torque the head etc. with no movement, at least I won't have to pack my torque wrench for the upcoming rally.

Adjust the tappets, then reassemble and start up when I discover both sides of the rear wheel rim have suffered severe damage from

hitting the pothole. As Ted had shown no sign of misbehaving after I hit the pothole, I decide to leave it and fix with a few well aimed blows with my rubber mallet after I get back from the rally in 3 days time.

Although we now have no headlight Ted is ready to go the rally.

No, Ted is not a show bike and not a genuine 1938 5T Speedtwin, he is not meant to be. He was put together from an accumulation of mostly 2nd hand parts that were 'obtained' and then fettled to fit, if a part was unobtainable one was made in the shed. Nothing was painted unless it had been taken back to bare metal and except for the new header pipes to replace the accident damaged ones no new chrome. A true BITSA put together to roughly replicate a prewar survivor.

Trev & Ted, TOMCC NZ, Waikato BoP

Arthur Bond (Bondy), Vice President, TOMCC NZ

My name is Arthur Bond, and have had the privilege of being appointed vice-president of our fantastic club, Triumph Owners Motorcycle Club New Zealand.

I am Maltese who left my country in 1984 because I was bored and was getting into trouble. I moved to Australia and found that it wasn't a good idea and not any better, so the lady I was with at the time wanted to come back home, to Gisborne.

Kari and I have three kids, Lucy, Kaylee and Skye, we have two dogs and three cats and we reside 15kms out of Gisborne on an acre of land. Our sheds hold a few bikes, mostly triumphs and since cancer treatment five years ago, we have been able to accumulate bikes that I have spent my lifetime trying to own. Go figure, you have to nearly die to get something, while being ignored before when you're fit.

All through my life I have loved the look, sound, mechanics of English machines, having been in Malta while the English armed forces were there and after they left, leaving everything behind. The pickings were for the taking, but I was more interested in punk and girls, hence the trouble and I never had a penny to my name because I was still at school doing Engineering. This passion for British bikes continued through my life and 21 years ago, I bought my first Triumph, a 1971 Tiger that I re-built and got 105,000km's over ten years, before I welded the rotor to the stator heading home from down south, having to rebuild again. I could write a book about the trial and tribulations of this bike.

My very first bike was a CD175 Honda with a chrome tank (wish I still had it). This I bought for \$150, while working for Corbans Wines and was my first mode of transport which ended up in a ditch. (Roadworks always get in the way and I did not see a big hole. I think it was port wine to blame for that night.

Then came the first child but I managed to swindle into my shed a CX500 because it was another cheap bike, (British bikes were so expensive, people ignored my offers to buy their triumphs, selling them to others, and the wages were shit, thank you Rogernomics). The first marriage was a shambles and while looking after my daughter, I met Kari, and

that's when the Tiger came on the scene. You might ask, what's that got to do with this story? Well Kari was the one that pushed me to buy it, even though I was going through hard times financially. She has kept on doing so, and is my rock.

I was told about TOMCC by a guy called Guss Heuser, (I hope to get him back to our club) while I was coaching a football team that we set up. He said that this club was a fantastic bunch of guys that I should look at meeting, so we attended the rally held at Lake Okataina that took place in 2008 in Rotorua.

Whoever went to that rally knows how good it was apart from the rain that did not stop through the Saturday, into the Sunday, stopping at the hills overlooking Gisborne, on the way home. My tobacco was saturated and it was underneath three layers of different jackets and wet weather gear. I was hooked, and before leaving the rally I paid \$50 to make sure I was covered for the next year, as did Graham Ovendon who had been encouraging me to attend for a while.

On the Saturday night there was a young guy that tried to do a burnout on an old triumph, and what got me was the amount of people around that were disgusted to see such an old bike being treated so badly. That won me over and to meet the likes of John Witherington, (I think it was his first rally as well), Loyd Williams, to name a few was enough to seal my faith. The knowledge around me was breath-taking and both that and the people won me over and I saw what the club was/is all about.

Over the years being part of TOMCC I kept on nagging Kari to join our club and in 2012 she managed to pull herself away from the kids and come to the Franklin rally, that's when Kari got hooked and she joined. Since then we have traveled around NZ together and have covered many miles, promoting our club and meeting some fantastic people on the way. You all should be proud of yourselves, you are the legacy of TOMCC.

We have been lucky enough to have been able to pick ourselves up through the trials of life and on the way we have been blessed with the opportunity to be the custodians of some beautiful bikes that we will look after for the

next generation. From the couple of 52-58 Cubs (Bob, haven't forgotten you) waiting on a rebuild, to a 2010 America several in between. It is a lot of hard work to keep them on the road because we believe in using our bikes and them mostly being older, need more attention. That is another story and whoever knows me, knows I'm good at spinning a yarn, but we will hear about these escapades in the future.

This is just a brief piece about me and I think is a good way for us to get to know each other. I would like to take this opportunity to thank you all for putting your faith, through your vote, to place me as your vice-president. It is a great honour to hold your trust and to fulfill this role, I hope that with all your help and guidance from our members, I will be able to represent this club and give my 'all' as TOMCC NZ deserves.

As everyone knows our place is open to everyone and many people have taken our invitation and visited. Please feel free to pop in if passing through Gisborne, we always have a spare bed or more. Also feel free to contact me on 022 140 6252 or the land line: 06 8628023, if you feel the need. I am always happy to help. We are in the process of setting up the email address for the vice-president, and this should be in place by the time this is published, but always feel free to use my own email: energysystems16@gmail.com

Keep safe on the roads and kind regards from the family Bond.

Bondy, Vice-President TOMCC NZ



Over the last couple of years, due to Covid 19 restrictions in Europe, the annual WATOC Challenge had been suspended. Happily it has now been re-instated but with a number of changes so as to make it easier for members to participate and hopefully to generate more interest in this international event. As the International Liaison

Officer for WATOC I am very happy to answer any questions you may have, so please feel free to call, 021 26 99 530 or email me, spall@callsouth.net.nz

As we are commencing this part-way through the year, events or rides taken since 31 October 2021 will be valid for this year's WATOC Challenge.



Established 1993

The 2022 WATOC Rally Challenge

Rules for New Zealand participants



TOMCC NZ is a member club of WATOC

1. The event is organised by Triumph Motorcycle Owners clubs of the following countries who are also members of WATOC:

United Kingdom, New Zealand, Australia, Sweden, Denmark, Norway, Netherlands, Germany, and Triton Club of France

Events which qualify for the Challenge are only those events organised by the above clubs.

2. All participants must attend events on a Triumph or any other British made motorcycle, although it is not necessary to use the same bike for all events. There is no upper or lower limit on the number of events an entrant may attend.
3. Attendance at events will be recorded on cards which are available from the NZ International Liaison Officer (ILO).
3. For attendance at TOMCC NZ Rallies, rides and events points will be awarded for distances travelled as shown below:

5 points – up to 200 km

10 points – up to 500 km

15 points – up to 800 km

20 points – up to 1000 km

25 points – over 1000 km

4. At each event the card should be signed by the event organiser, and the distance travelled to the event recorded. **This distance should be the distance for a one-way journey excluding air or sea ferry crossings and will be the distance from the competitors home directly to the rally site by the normally quickest road route, regardless of what journey they have actually ridden.** All distances will be verified and the judges decision will be final.

5. In addition to the points acquired by attending TOMCC NZ Rallies, rides and events, riders can earn additional points by

1. visiting TOMCC NZ listed Points of Interest (listed below).

2. visiting Triumph Dealers and Triumph spare part outlets for Meriden, Hinckley or Coventry built bikes.

Riders can visit as many Points of Interest as they like, however they need to take a photo at each Point of Interest clearly showing themselves (or their bikes), the Point of Interest and the Challenge logo from the WATOC Website, <http://www.watoc.info/Challenge> You will need to print this off, or a WATOC badge, if you have one.

For visiting TOMCC NZ listed Points of Interest, the rider will receive:

5 points each for Points of Interest in their own island

10 points each for Points of Interest in any other NZ island.

For visiting Triumph Dealers and Triumph spare part outlets and taking a photo clearly showing themselves (or their bikes), the Shop and the Challenge logo, the rider will receive:

2 points each for shops in their own island

4 points each for shops in any other NZ island.

Photos can be e-mailed to the NZ ILO throughout the year or before 31 October 2022.

Completed Rally Challenge Cards shall be sent to the NZ ILO before 31 October 2022.

In case of any questions don't hesitate to contact your NZ ILO for clarification, ph 021 26 99 530.

5. All completed cards should be returned to the WATOC ILO by 31 October 2022. The ILO will then check them and send the results to the Rally Challenge co-ordinator.
6. For all participants completing the Challenge there will be a special cloth badge awarded. Each country will pay for its own WATOC members badge, but all the badges will be ordered together.
7. There will be one major trophy which will go to the longest distance participant and this will be paid for by a small contribution from each of the clubs.
8. Pillion riders may also take part in the Challenge but will not qualify for the Long Distance Award.
9. These rules may be amended by the NZ ILO as circumstances require. In the event of any dispute the decision of the NZ ILO will be final.

North Island 2022 Points of Interest

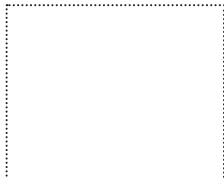
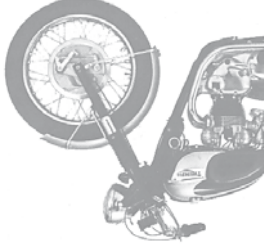
1. Twin Bridges, SH15, Northland.
2. Whiritoa Beach.
3. Oldest Pohutukawa tree, Te Araroa.
4. Surfboard fence, Opunake.
5. Longest Maori place name, Porangahau.

South Island 2022 Points of Interest

1. 45th Parallel South Marker, Milford Road
2. Macraes Goldmine.
3. Red Post Corner, Culverden.
4. Harwoods Hole, Takaka Hill.
5. Okarito boat jetty.



The Triumph Owners Motor Cycle Club New Zealand Inc.
If undelivered, please return to 50B Hargest Crescent, St Kilda, Dunedin 9012 New Zealand



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, tripplctrickz@gmail.com

Waikato Bay of Plenty Details vary.
Contact Judith Nightingale Email: judibonnie@gmail.com

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
Parade at 10am. Monthly meetings, last Monday of
the month also at the clubrooms at 7pm.

Manawatu No Details
East Coast
Monthly rides will be last weekend of the month to
various venues.
Check Facebook page TOMCC NZ, East Coast.
Steve Kendall, steverkendall@outlook.com

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.

DISCLAIMER

Opinions expressed in this publication are purely individual and are not to be attributed to the Triumph Owners Motor Cycle Club NZ Inc. as a whole. Nor does the publication or naming of any entity, organisation, product or concept, either private or commercial, imply any endorsement, either by Triumph Owners Motor Cycle Club NZ Inc. or by its committee.

Emailing Triumph Times

If you would like to receive future copies of *Triumph Times* by email please let me know, my contact details are on page 2.

Editor

WATOC On-line Triumph Library

The WATOC website now has an extensive digital library compiled by Geoff Walton, one of our own TOMCC NZ members. It really is worth a visit with a lot of interesting Triumph stuff. <http://www.watoc.info/Library>

Triumph Times archive

I have a complete set of digital files of *Triumph Times* 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 \$10 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 Anniversary history book. These are available free to members, or \$5 for postage within NZ.

*Ken Spall
Editor, Triumph Times*

Triumph Times Editor: Ken Spall

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Triumph Times is 4 September 2022

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