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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

A character building ride down and the long way home

Kerry and Brenda had invited us to stay at their house in Hamilton on Wednesday night, have dinner and all leave after breakfast in the morning. So we would leave from our home, Waihi, on the Wednesday arvo, after having a relaxed day in Waihi, getting packed and ready, a short hour and a half ride from Waihi, me on the 6T and Sue driving our car, with everything we needed for the trip in the car, not crammed on the bike.

The plan was Kerry and I would meet Steve at Whatawhata at 9.00am, about a 15 minute ride, and Sue and Brenda would head straight off towards Whanganui in Brenda's car with all the gear, perhaps do a bit of shopping on the way? Kerry, Steve and I would meet up with them again for lunch on the way, further down the track. The weather was fine, with some rain expected on Thursday in the Waikato, we hoped we might miss it as we got further south towards Whanganui.

After a very relaxed evening with our hosts, who served up burgers on the barbie for the men plus a few coldies, and Mac cheese for the ladies, followed by dessert, we all retired.

Another relaxed morning, the bikes and the car were all ready and there was plenty of time to get to the servo at Whatawhata so a cooked breakfast was enjoyed. Final bits and pieces sorted and we were off, Kerry on his '82 Bonnie and me Pete on my '51 TBird to meet Steve on his '59 Speed Twin. The rain was holding off, the weather was fine.

At the servo we spotted Steve fussing over his bike. A little faux pas 'redirecting' some oil flow had led to a slight puddle of oil under his bike. A quick 'undirecting' fixed that issue and our ride proper got underway. Kerry led us along some secret Waikato back roads, light traffic, clear weather and we were soon pulling into Otorohanga. I signaled the others to pull over for a minute while I replaced a strip of tape that was coming loose and flapping around my headlight (from the original roll of tape that came with the bike in the toolkit for just such a situation. That roll by the way is getting close to the end, it's lasted well – thanks Rob O)

Short breaks to top up gas at Te Kuiti and Taumarunui. Kerry's old bike, the '82 Bonnie has a smaller petrol tank than the 4 gallon tanks of mine and Steve's '50s bikes but we all enjoyed a bit of a stretch and a walk around for a minute.

Then, off towards National Park and perhaps catch up with the ladies at Raetihi.

It felt like one of those special days, great to be out on the road, just cruising, a truck even pulled over and let each of us pass. The weather was great, clear and sunny, traffic was light and the bikes were just humming along, me behind Steve and Kerry further back behind me. What a great day. What could go wrong?

Suddenly, a huge racket snapped me out of my thoughts.

Someone's dropped a muffler! I hope it's not me! I shut off my throttle and the gap between me and Steve quickly increased.



But the racket remained. Bother I thought – It's me !!!

We were on a straight stretch of road, Kerry must have been just back around the corner and Steve was disappearing around the corner ahead. There was a fairly narrow grass verge sloping down to a farm fence. I would have to get the bike on its back stand with the rear wheel to the fence and front wheel to the road. This achieved, I had a look at the bike. No left hand exhaust system at all. The header pipe as well as the muffler had disappeared. I had a look back up the road, no sign of it at all. I wouldn't be going anywhere for a while. This could be serious, the end of my trip.

Steve turned up and realised Kerry and I weren't behind him, so came back to see where we were. After a quick explanation, Steve headed back to find Kerry and give a hand to bring back the exhaust. The truck we had passed earlier rolled past. The driver moved towards the middle of the empty road, giving me some space, nice. Steve and Kerry soon arrived

I first thought the bracket holding the muffler to the frame must have broken off below the footpeg. Steve pulled up and handed me the exhaust system, pleased to pass it over as it was still hot. Kerry had carried it halfway back first but had to stop and pass it over to Steve as it was still too hot to handle, even with gloves. Thank you both. Kerry had seen the exhaust in the middle of the road and quickly pulled over to rescue it.

When he got off his bike and looked back along the road, that truck we had passed earlier was quickly closing the gap with the exhaust. He raced out onto the road waving both arms to get the attention of the truck driver, frantically indicating the exhaust on the road and trying get the driver to move over on the empty road to avoid running it over. The driver finally saw it, got it, pulled his truck over, and missed it. Saved ! Thank you Kerry.

The exhaust system was a bit dented and scratched, but complete and serviceable!! The exhaust was even still in one piece, the header pipe clamp was still clamped to the header pipe, the muffler clamp was still clamping the header pipe to the muffler. The the top part of the bracket holding the muffler to the frame had snapped off, leaving the eye of the bracket still bolted to the frame. This was going to be a very simple 'get home' fix. Clamp the header pipe back onto the engine, get out



the roll of wire that was also part of the original tool kit (and is also getting low) and wire the muffler securely back to the frame.

Tools away, gear back on, bikes started and away. Luckily, we had got through a potential trip ending event, apart from a few dents and scratches and a slight delay. And it was still a great day. So it was back on the road and into Taumarunui for a fuel stop for both bikes and us.

Next stop was going to be Raetihi, however, about half way the Bonneville decided to intermittently become a 374cc, surging back to full power on occasions for short periods. I managed 50 mph on 1 cylinder and got up the climb to National Park before pulling into a car park and put new plugs in. No improvement after a short ride around town, so nothing for it, rang Brenda who was in Raetihi and ask her to wait there.

So off to Raetihi on a single cylinder, through the Paraparas and stopped at Ruapehu Motors and had a chat to Daniel a mechanic with an interest in classic bikes. He produced a spark tester and confirmed no spark to the right cylinder. Brenda arrived and a spare 6v coil was removed from the major stuff tool bag and fitted in less than 10 minutes.

One kick and started running on both cylinders and after thanking Daniel again we were on our way to Whanganui with me leading as I now had the most unreliable bike.

Brenda and Sue went ahead of us and we met again at the supermarket and once the car was loaded we headed out to the AirBnB on Sunset Parade at Kai Iwi Beach a bit over a kilometre past the rally site, with beach down below and a great view out to sea. It can be said a few refreshments were consumed that night.

Friday was a fine day so we headed in town and up Drury Hill first and looked at the view and then headed down to Taupo Quay and the paddle streamer Waimare, a cruise up the river was paid for and off we went, the boat was nearly full, a very enjoyable trip.

Then to the supermarket and out to the rally site to register and catch up with people. The two members from Canterbury, Kerry and Stu had arrived and got settled into their room before going back to the rally site for dinner, drinks and listening to the band, it was not a late night.

Saturday and we rode down to the rally, attended the AGM and then went on the ride out to Paloma Gardens and motorcycle museum, you know what we were interested in, and it was not flowers. A very good lunch was provided by the organising team and something different, lunch in a paddock surrounded by bikes, then back for the bike display before dinner, year badges and prizes. Kerry, the other one from



Canterbury had left on Saturday morning and was riding to Wellington after getting a text about ferry cancellations. Andy Winning also attended the rally on his Rocket 3.

On Sunday after Petes muffler had its bracket back on it was down to Taupo Quay again for a ride on the tram, the original 1912 tram that had been restored to a high standard, only a short run but they do two runs. We also explored Drury Hill tunnel (213m) and took a ride in the old elevator (66m). Our other housemate, Stu packed and left early to head up through Taranaki to the Waikato.

The weather started to really hammer on Sunday afternoon and it was not looking good for riding back to home on Monday, ferry sailings had been cancelled and Otorohanga had flooding and roads closed.

Monday morning we had a talk and decided we needed to delay riding back until Tuesday so it was arranged with the owner for us to stay another night. SH4 Whanganui to Raetihi was closed with slips, flooding and trees down and the temperature had dropped so we lit the fire and had a quiet evening.

Tuesday was a vast improvement so we packed and were on our way before 9. SH4 was still closed so we decided up through Taranaki a was the best way for us.

After filling up at the Caltex on the main road it was off to Hawera for another top up and then north through Eltham, Stratford and Inglewood and another refueling of bikes and us, bypassed New Plymouth on SH3A and up to Mokau for lunch. Weather was good and light to medium traffic, and bikes were running well.

Mt Messenger was conquered without missing a beat, we even passed a truck and trailer on the uphill passing lane with ease. Mokau was a welcome sight and lunch. Then off through Awakino and the gorge and then Pio Pio and not far now, a stop in Te Kuiti for fuel and a stretch and the final push home.

With the bridge out on the Pirongia road it was through Otorohanga and on to Te Awamutu, a left turn onto Alexandra St, right onto Paterangi Rd which becomes Medway Rd, a toot of the horn as we pasted Eric's farm, right onto Kakarama Rd and who should pass us going home, Eric.

Then Steve carried on to Whatawhata and up to Te Kauwhata, Pete and I turned off at Tuhikarama Rd and headed for our place where Sue would pick up their car and they would head home to Waihi. We arrived home at 4 pm and it was satisfying that mechanical gremlins did not reappear on the way home. Sue and Pete had at least 1.5 hours to Waihi so a long day for them.

Next year's rally and AGM is in Haast at the Heartland Hotel. Probably the last long haul rally ride, advice was "be prepared for anything". There are up to 6 from our chapter looking at going already.

Footnote:

Special thanks to well known local TOMCC NZ Whanganui area club member Lloyd Williams who on noticing the wired up exhaust at the bike lineup at the Kai Iwi rally site, asked if I would like him to weld up the bracket, making it secure and safe from further incident for the ride back home. A very generous offer and a great job. We arranged to meet up at his home on Sunday morning, after he had finished his part in the cleanup of the rally site. Kerry, Steve and I met him there and before long he had uncovered for us the bike collection currently in his workshop, and told us a bit about each of the bikes. We were joined there by Lloyd's wife Raewyn who also made us most welcome and chatted with us while Lloyd did the welding. Thanks very much Lloyd and Raewyn.

Pete Sherman & Kerry Hickey. TOMCC NZ, Waikato



Otago Southland Chapter of TOMCC NZ

*Neil Aitken again has organised
the Kings Birthday Ride & overnighter.*

The **Kick Starter Ride** ride is on again.

Saturday 30th May 2026

Ride it all or part of it – All Weather Ride.

Open to all members. Whilst billed as a 'Kick Starter Ride' the focus is, but not restricted to, getting members with older kick start Triumph's out for a group ride. That said, push button modern Triumph motorcycles can ride along – the more the merrier.

**Meeting at 11am Saturday 30th May under shelter of
Clinton RD Petroleum service station / cafe for a break
and kick start bikes to fuel up.**

**Heading off via the Owaka Valley Road for lunch
and overnight in Owaka.**

Sat night accommodation is for you to arrange at Owaka.

PLEASE NOTE – Those intending on staying the 30th May Saturday night – accommodation is not available online at the moment you will need to book direct calling this number 027 701 7109 after 1.30pm.



**Stubbie / Can Coolers
with club logo**

\$5.00 ea + postage

Order from Wayne Hughes
tomccnzregalia@gmail.com
or phone 027 520 9091

Rosebank Rd speedway swapmeet and show

A new event on the calendar in '26 hosted by Harbour City Rod Club in conjunction with Rosebank Speedway - Auckland Speedway Riders Club. The 'Rosebank Swap meet & Display' was on Sunday 15 March at Rosebank Speedway, West Auckland. This is an automotive only swap meet for cars and bikes supporting Hospice West Auckland.

TOMCC NZ Auckland area had a display of some Triumphs best twins ranging from Pinecone's 1953 Thunderbird up to Royden's 2025 Speed twin 1200. As a club we were the only ones there and we certainly attracted a lot of attention, that will hopefully turn into new members. On the day we had Bill's brother sign up to the club, welcome Joe.

Overall, it was a nice easy day that was successful for us as a club and hopefully (I haven't heard back from the organisers) for the Hospice west Auckland. I have put an intention of interest in for next year, maybe some triples in the mix would be good.

A thank you to Pinecone Pete, Rik Reid, Royden Motu, Bill Hunt and his brother Joe for taking the time out to display their motorcycles and support our club.

Glenn Mills, TOMCC NZ, Auckland



Otago Southland Chapter of
TOMCC NZ Inc invite
you to a

Blast to the Haast



*It's all
about
the ride*



TOMCC NZ 33rd National Rally
19-21 February 2027
Heartland Hotel, Haast

*Application form and further details will be
in the June issue of Triumph Times*



The British Motorcycle Day, always held in March and now in its 33rd year, is organised by local Triumph enthusiast Hartley Hayes, and a local group of helpers, as well as financial support from local businesses. On arrival Hartley, with a small Union flag will greet all motorcyclists, but if you're riding a British bike he will also offer you a small tot of Port and then waive you on to the British Bike lineup, or to the other side if you're a "guest" bike rider.



TOMCC NZ Regular Area/Chapter Rides and Meetings

Northland Contact Glenn Maconaghie ph 021 279 2807
Email: glennmaconaghie@gmail.com

Auckland Contact Glenn Mills, ph 021 032 9920, email wokkey@hotmail.com. Runs and meetings to be confirmed.

Franklin Contact Chris Smith, email trippletrickz@gmail.com

Waikato Bay of Plenty Details vary. Contact Kerry Hickey email jkerry.hickey2@gmail.com

Whanganui Monthly ride. Last sunday of the month. Clubrooms Anzac Parade at 10am. Monthly meetings, last Monday of the month also at the clubrooms at 7pm.

Manawatu Contact email owirangi216@gmail.com

Canterbury Monthly Meeting, second Tuesday of the month, held at various committee members' homes. Contact Geoff Walton, Email cantytomcc@outlook.com, WhatsApp +44 747 3090 138.

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

FOR SALE

King/Queen seat and screen for T100 Bonneville

Both in very good condition and with all the fixings. The seat has the Triumph logo etched on it.

\$350 for seat and \$100 for screen.

Phone Kelvin 022 309 8852

or email xr8.sprint@hotmail.com



FOR SALE

2010 Triumph Thunderbird 1700



Tee bars, passenger back rest. 27,131km. Good tidy order, small dent in tank.

\$15,000 ono. Phone Owen 022 601 8771

1968 T120R Bonneville

FOR SALE – a reasonable offer and it could be yours.

Matching numbers however, miles unknown and from a deceased estate, has a vin plate and is still in the system but registration has lapsed.

Engine has been done along with forks, chain guard and frame has been painted it runs using a single carb and trophy head on a older boyer ignition. Comes with two twin carb heads, new



mufflers, new wiring loom, headlamps and numerous other parts. Full list available if you're serious.

Bike is located in Hamilton and the owner is in Christchurch. If you want to discuss, ring Garry 020 4093 4417.

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

- | | | |
|------------------|------------------|----------------|
| Rob Mazzola | Graeme James | Warren Willmot |
| Luana Misa | Willie Maclennan | Mark Robinson |
| Richard Pentelow | Michael Hodges | Graham Biggs |
| Marise Oconnell | Lilac Selby | Peter Thomasen |
| Peter Evans | Peter Newland | Kerry Knight |
| Mike Newman | Ivor Borland | Phil Bryant |
| Anthony Grasso | Joe Costa | |

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We would like to thank the following for photos used in this issue of Triumph Times

Bill Spice, Wayne Hughes, Kelvin McKay, Kerry Hickey, Peter Sherman, Wayne Woodward and Glenn Mills.

Triumph Times Editor: Ken Spall

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The deadline for the next issue of Triumph Times is 14 June 2026



TOMCC NZ 32nd



National Rally, Wanganui



Cormandel Loop – A Shakedown Ride

In preparation for riding the “old bikes” down to the National Rally in 5 weeks’ time Steve Rochester and Pete Sherman organized a ride to Thames on Wednesday 5 January on their preunits as a shakedown and asked me if I would like to come along. Not having a pre-unit it would have to be my old bike, an 82 T140 and yes I was on for a ride.

Arrangements were that I would meet Steve in Te Kauwhata at 8:30 and we would meet Pete in Thames at 9:30. Pete lives in Waihi and I live in Hamilton and it all came together Allied petrol station in Thames at 9:30. We did find out one thing though, self-serve pumps don’t accept library cards, we don’t know why not! Then it was coffee time, around to the main street and found parking and a decent café.

The decision was to head up to Coromandel town for lunch and then decide if we carry on and complete the loop or come back down. So off we went with Steve leading on his ‘59 500 Speed Twin, followed by Pete on a ‘51 650 Thunderbird. Traffic was light and the slow ones pulled over as soon as they could, and the road was in good condition. If you have not been up to Coromandel town it’s a must. Most of the way is beside the Firth of Thames, right beside the sea, people fishing and a lot of boats out at the mussel farms, a great morning’s ride. When you get to Wilsons Bay its up, over and down the other side of a good hill to get to the town, some tight and twisty pieces of road in good condition with great views of the bays and up the coast to the north

We arrived in town about 11:30, parked up and went to Weta Café, they have excellent food that is reasonably priced. Then it was off across the top to Kuaotuna, another tight and twisty climb up the hill and down the other side, and start heading down to Whitianga. We started to catch up to more traffic and the

slow ones did not know about pulling over, never mind. We stopped by the beach at the north end of Whitianga for a break and then took the bypass around the commercial area. The main street would have been a clutch burner. We had planned a stop at Tairua for fuel and a longer break. So we continued south, twisties, the occasional slow one and through Coroglen with its popular historic pub and over Pumpkin Hill. A few slow ones meant we did not get the full experience on this great piece of road into Tairua. Stopped at the Gull, fuelled up and then went to the ice cream place next door for a house special. Real fruit ice creams, and a break before heading through Whangamata and onto Waihi.

Over the world famous one way bridge at the south end of Tairua without delay (over xmas etc they have traffic lights controlling

traffic) and down towards Hikuai and the turn off to Whangamata. Once you take the left you head up another hill with great corners and the surface was again in good condition. We used the bypass to get around Whangamata, the main street would have been crowded, then past Whiritoa Beach and to Waihi and Pete’s house for a break and the first cold one of the day.

Steve and I headed home through the Karangahake Gorge and into Paeroa, past the giant L & P bottle, over the bridge and out onto the Hauraki Plains, at hwy 27. Steve headed north and west and I headed south and west and both arrived home a minute or 2 either side of 6pm.

A great day out on the old bikes and they handled 300 miles without protest.

Kerry Hickey, TOMCC NZ, Waikato BoP



My 25 years with TOMCC NZ Inc What it means to me and can for you



I joined TOMCC NZ Inc in 2000, hoping to meet up with some like-minded Triumph enthusiasts, back then it was still mainly Meridan bikes as the Hinckley’s had only been around for a few years and were still too expensive for most of us still paying a mortgage. I wasn’t disappointed, what a great bunch of people.

I have made many lifelong friends, throughout New Zealand, whilst being in the club. But you only get out of a club what you are prepared to put in, I found this out a year or so after I joined. Rather than just moan that some things could be done better, I decided to try and help improve some things. I quickly found some other members felt the same way and we set about making things better.

The club has evolved significantly for the better since the early days, and some may say there is still room for improvement and I agree, there always is. I have been lucky in the club with my work having been recognised, in 2025 I was very privileged and proud to be awarded life membership and this year I received my 25-year long service badge.

So, what can you get from the club besides camaraderie, bike knowledge, friendships, riding tips and a multitude of other things? If you choose to be a riding only as a member that’s fine, we need more of you, but if you want to help organise some things in the club such as rides, bike shows etc, I urge you contact your local area coordinator and ask what help you can be.

You will be welcomed with open arms. There is no better way to meet other members and get to understand your club than to get involved. Helping within the club isn’t onerous but does require some commitment, but there are many willing hands to guide you through any tough times until you become familiar and proficient with your chosen task. **So don’t wait and leave it “to the others”, volunteer and enjoy your club.**

Wayne Woodward, TOMCC NZ, Canterbury

Black Gully Moto Camping and Brit Bike Day

As well as riding bikes, one of the other things I love doing (but don't do enough of) is camping, particularly when I can combine the two. I avidly follow some of the many camping videos on YouTube, especially if it involves motorcycling. So, in an attempt to capture the last remnants of summer (dismal as it has been) I wondered if I could hurriedly squeeze in an overnight camp before the weather turns too uncomfortable.

Ping! Lightbulb moment! Combine it with the up-coming British Bike Day at Mandeville, which we as a Chapter, make a point of attending every year anyway. It's a perfect opportunity to have a whole weekend of Moto Camping.

With only a few weeks to get it organised, John Witherington, our Area Co-ordinator flicked out an email to all other Area Co-ordinators around the country. I really hope you guys received the email and in turn passed it on to members in your local area. This enables other club members to attend an event if they wish.

Saturday, 14 March dawned clear and warm, boding well for our departure later in the afternoon. Four other local members had already been in touch with me and had made a commitment to go, Carl Hutchings, Mike Gray, Simon Ritchie, Kelvin McKay and of course, myself. So five of us for an inaugural event is a pretty good number.

I had decided on a 4pm departure. It was less than two hours riding to Black Gully, and once there, as it is in the middle of nowhere, there really is little to see or do other than setting up camp, enjoying the peace and the bush covered hillsides.

Despite the late start, the weather was still clear and warm and made for a great ride south, through Milton and then inland through Lawrence, past the Beaumont pub and on to Raes Junction where we turned south again towards Tapanui. About 20 kms on down a narrow country lane is the entrance to the Black Gully Domain.

Dismounting at the domain entrance I opened a mailbox for the hut and kitchen keys I had been told would be there – no, they weren't! A burst of panic. I showed Mike and Simon how

Black Gully, about 10km from Tapanui, derived its name from Jack Main who was an early Shepherd on Brookdale Station and was set up in a camp at the Gully. Main had very dark features and the camp became known as Black Jack's Camp and in turn became Black Jack's Gully. The area eventually became known as Black Gully.

The area then was used by a number of different owners for small scale farming and forestry work until 1923 when the area was declared as a Domain and thus has so remained. Much of the playground equipment in the domain was acquired from the 1925 exhibition in Dunedin. Maintenance and administration of the area is now undertaken by a group of local volunteers, and long may this continue.

to get up to the huts they had booked whilst the rest of us slowly headed up and over a grassed slope towards the kitchen and camp area. I then left a voice mail message with Cherie with whom I had been dealing with over booking the domain accommodation.

Not knowing when this would be answered I went back to a house nearby to the domain entrance in the hope that someone may be able to help. After knocking on the glass door, a very old lady in a dressing gown approached looking very anxious. At that moment my phone went off, with



Cherie on the other end. I then had to beat a hasty retreat indicating my apologies to the old dear at the door.

A little while later Cherie arrived with the necessary keys, she also mentioned that the old lady in the house had dementia and lived with her son. I just hope she didn't have any nightmares about a helmeted and leather-clad biker banging on her front door.

It didn't take long to get us settled, Mike and Simon in a hut each, Carl, Kelvin and myself finding ourselves a tent site each. Our evening meals were cooked on little gas camp cookers each of us had brought with us. These were also used to boil our drinking water, as we had been advised to do so.

With accommodation sorted we scavenged for extra firewood in the heavily forested edges around the camp. I had asked that each of us bring some firewood on the back of the bike, but as it was, with this and what we had scavenged, we had more than enough for a grand evening of chat and a few drinks around the campfire.

At a bit after 11 each of us headed off to our chosen corner of the camp for a night's rest. I couldn't sleep too well. I guess the cause was a couple of cups of wine around the campfire. Red wine has the same effect as too much tea or coffee late at night. On top of this was a Morpork calling on and off for what seemed most of the night. Just dropping off to sleep and away it would go again, one of the joys of camping in the bush.

Morning dawned a bit grey, but dry, which at least makes for comfortable packing of the tent and camping gear. As I wondered up to the kitchen I checked last night's fire, there were



still a few glowing embers so we could have resurrected it for a morning warm up if necessary.

The others joined me before too long, and after breakfast, in my case a bit of fried bacon and onion, and a turkish roll, we all stashed our tents, and once more loaded up the bikes, this time minus the firewood.

But before heading off towards a rendezvous in Mandeville I insisted that we catch a photo of us all on the giant witches hat roundabout thingy. Not as easy to get on as it looks but I imagine youngsters would have a ball spinning around on it. Maybe one day I can come here with my grandchildren. I wonder how long Black Gully would be able to keep the old fashioned playground equipment that we all grew up with.

The ride on to Mandeville turned wet shortly after leaving and wasn't helped by a gnarly stretch of road works consisting of a long section of large, loose rocks which made for interesting riding. Once at the Mandeville airfield the rain started to ease and before too long blue sky and sunshine greeted a steady stream of British bikes and guest bikes giving the event as good a turnout of bikes as I have seen previously.

The British Motorcycle Day (as it is correctly termed) is organised by Hartley Hayes and a local group of helpers, as well a financial support from local businesses. On arrival Hartley, with a small Union flag will greet all motorcyclists, but if you're riding a British bike he will also offer you a small tot of Port.

Ken Spall, TOMCC NZ, Otago Southland

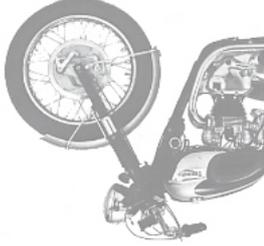


Black Gully Moto Camping





*The Triumph Owners Motor Cycle Club New Zealand Inc.
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