



Established 1993

Triumph Times

The national newsletter of the Triumph Owners Motor Cycle Club New Zealand Inc.
Published Quarterly

JUNE 2026

www.tomcc.co.nz



TOMCC is a member club of WATOC

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 on page two and TOMCC NZ website
or text/phone Ken on 021 26 99 530**

Otago Southland Chapter of TOMCC NZ Inc
 33rd TOMCC NZ National Rally, 19-21 February 2027
 Heartland Hotel, Haast

Membership number
 (required)

REGISTRATION FORM

ONE REGISTRATION FORM PER PERSON ONLY PLEASE

Rally registration must be emailed to **kent140d@gmail.com**
 or posted to **TOMCC NZ RALLY**
50b Hargest Crescent, St Kilda, DUNEDIN 9012
by 13 DECEMBER 2026

IMPORTANT – PLEASE NOTE

Accommodation is payable directly to Heartland Hotel, Haast.

Meals, entry fee, and T shirts are payable with this rally application.

Non members are welcome to attend.

First Name Last name

Address

Email Phone

TOMCC NZ Area

Bike Details: Make Model Rego

Accommodation at the Heartland Hotel, Haast

To enable us to be together as a rally we have secured rooms at the Heartland Hotel with a variety of bed configurations. As the hotel accommodation is limited please share accommodation with friends and club members if at all possible. As the hotel is the main venue for the rally this will ensure that as many members as possible are able to be on the rally site together.

We also have been allocated private areas with a licenced bar for the weekend of the rally.

To make payment and book accommodation at the Heartland Hotel please do so by phone.

DO NOT BOOK ON-LINE – Phone 03 750 0828

Tell them you are attending the Triumph club rally, you will need to give them a booking code:

TOMCC NZ followed by your membership number

Rally Meals at the Heartland Hotel

We have arranged with the Heartland Hotel to provide us with breakfasts and evening meals in a private dining area.

Prices as shown. **Please tick (✓) meal choice.**

Friday evening	2 course buffet dinner	\$58	
Saturday morning	cooked breakfast	\$32	
	continental breakfast	\$18	

Saturday evening	2 course buffet dinner	\$58	
Sunday morning	cooked breakfast	\$32	
	continental breakfast	\$18	

Rally T Shirts

COLOUR (please circle colour required)					SIZE (please circle size required)						
Mens T Shirt - Heavyweight	Black	Blue	Green	Red	S	M	L	XL	2XL	3XL	\$38
Womens T Shirt - Heavyweight	Black	Yellow	Pink	Purple	XS	SM	M	L	XL		\$38
Polo Shirt	Black	Blue	Green	Red	S	M	L	XL	2XL	3XL	\$38

COSTS AND PAYMENT

Internet Banking:

Otago Southland 03-1725-0412314-000

Please use Surname and Membership Number as reference.

Registration Fee (includes rally patch)	\$30
Rally meals	
Rally T Shirt	
TOTAL COST	

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

Absolutely no BYO, no gang patches, no dogs, no glass and no attitudes. Right of admission reserved.

Confirmation will be issued on receipt of payment.

Name Signature Date

Active Auckland Activities



TSS Supercharged Thunderbird



Pinecone, Glenn and Al at the Puhoi Tavern, Boxing Day.



Kaiaua ride Leaving from Drury Mway Services



Pinecone enjoying a fresh one.



Clevedon Health Care Fundraiser show



Kaiaua ride. Steve Galea's Norton and Steve Bevington's 1939 Ford.



Western Hospice Fundraiser Rosebank Speedway



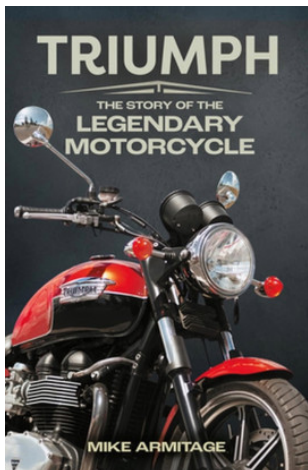
Pinecone, Glenn, Ken and Andre at Wanganui National Rally.



Black Beanie \$22 each You'll need this for winter!

Available from Wayne Hughes (Regalia Officer)
Phone 0275 209091
or email tomccnzregalia@gmail.com

Triumph, the legendary motorcycle



For all of you who immerse yourselves fully into Triumph culture, I can heartily recommend this new book, published recently by Mike Armitage. It is a really excellent and very detailed historical account of our beloved machines. From the very earliest days when Triumph's two German founders came over to England and started their enterprise to the magnificent resurrection by a little known but equally enterprising builder.

You'll be surprised at all the little snippets of information the author has been able to dig up. Did you know that in 1913 they experimented with a 600cc twin prototype engine with horizontally split crankcases? But

rather than give away all the little gems of historical detail I'll leave you to get the book and discover these for yourselves.

Along with a number of colour photos, it is written in a very easy-to-read, and humorous style. I have a fairly large library of Triumph books in my collection, but this latest edition would definitely have to be one of the best – highly recommended.

Ken Spall, TOMCC NZ, Otago Southland

Take care out there !



Heading out of a mates up hill driveway, when at the top the bike stalls. I put my leg out to hold the bike upright and lo and behold my boot does not hold on the metal and the bike starts to fall. By the time I got my right leg over mister bike started sliding down the back of my left leg causing it to go down slower and bruising the back of the leg. Four days on and still can't walk properly. Moral of the story be careful when stopping on loose metal.

Bill Spice (Bulldozer), TOMCC NZ Northland

Your subscription is due

Greetings, it would not be a June newsletter without a comment from me re membership.

For the uninformed and forgetful, we are now accepting the membership fee for the 2026/2027 year. it is **\$30** and payable to the usual membership account.

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Triumph Owners Motor Cycle Club NZ Inc

Your membership will expire on the 31st July 2026. A reminder invoice will be sent to all members by email where possible from the 1st July, so you have up to 4 weeks notice. If you are late your membership will lapse and all accrued time towards year badge entitlement will be forfeited. We have not made exceptions in the past, this will continue.

Membership cards will be printed in early August and sent out as soon as they are ready. This sometimes depends on how busy the printer is. Cards are valid for one year only and should be carried at official TOMCC events.

Enough from me, enjoy your winter riding, remember, shiny side up!

Rik Reid, Membership Secretary.

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 Saturday 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.

“Ken’s” Bonneville turns 80

Recently the 2009 Bonneville I purchased off newsletter editor Ken Spall in 2019, with just over 20km, on the clock reached 80mk. The upgrades that the bike had been advertised with certainly got my attention

Below are details of modifications that its had from standard, both under Ken’s ownership and mine, going from front to rear and a few thoughts regarding. It must also be taken into context that I do ride rather sedately nowadays, I am are risk adverse and seldom double.

- Progressive Fork Springs. Pleasant surprise at how good these are and the difference has made to front end. Really positive.
- Led headlight- Purchased from Triumph Performance In Australia. The \$350.00 odd dollars was money well spent as was struggling to see at night now days. A little like fitting an H4 headlight to Meridian Triumph’s compared to standard.
- Bar end mirrors. First and only bike I have ever had with these and still can’t decide if I prefer them over standard mirrors
- 19-tooth front sprocket conversion. Certainly stops reaching for that extra gear and keeps the revs down which has to help with engine wear.
- Oxygen sensor removal
- Norman Hyde Bell Mouth. Does make a difference to response especially mid range acceleration
- K & N Filter. Was actually 80th birthday present, wish had purchased sooner, at \$170 cheap performance gain
- Main stand. While it would have been standard on this model when new, modern bikes it now as an extra. I certainly prefer having one.
- Seat-Purchased from Burton bikes for \$800 making it one of the more expensive items and while I’m more than happy with it, and like the head light, it’s a major talking point with people I come across. I actually don’t find it that much more comfortable than the factory seat.
- Scott Oiler. Like the bar ends again, only bike I’ve ever owned with one on, certainly increases chain life
- Carrier and saddle bag supports, great for touring and taking that extra gear quick and easy to use.
- Hagon shocks. Definitely an improvement over the factory shocks but I actually didn’t find them terrible. Would certainly be a must for frequent doubling.
- Seat extender Bolts- A must they do make life a lot easier
- Vickers Mufflers. Definitely sound the part. English made and don’t seem to be available anymore.
- Rear tyre valve extension. Like the seat bolts, just makes life a lot easier for minimal cost.

Wish list before turning 90? I do think about a set of Hyde headers to tidy up the originals that are a little rough and four pot front brake conversion, but reality is these two items would be around half the value of the bike cost wise and for what I’m doing I do find the front brake satisfactory,

I do think about a set of heated grips, yes ironic from the man that used to mock friends with, not so many years ago. Kelly did buy me a pair for recent birthday but turned out be wrong size.

I have thought about a fork brace but do like the gaiters.

The only upgrade of Ken’s that I removed was the small after market indicators replacing them with standard ones that I just felt are a lot more visible.

I have no intention of selling the bike and do still refer to it as “Kens” so will see what the future brings. Upgrades do draw attention when bikes are listed for sale, but you certainly don’t get the investment back.

Would be great to hear from someone who has one that has done over 100km.

Syd Ross, TOMCC NZ, East Coast



Note from Ken

Certainly interesting to see what Syd has done to my old bike, and of course, I’m happy that he’s had such a good run out of it.

I would like to add to Syd’s list of mods that I had also extracted the catalytic converter out of the header pipes. If you look carefully you can see in the bottom run of the header pipe a bulge that has been painted over. I had to cut with an angle grinder about halfway into the diameter of the pipe. Then with a pair of pliers fold open the metal to reveal the cat. It was then a case of drilling it and chopping it out with a sharp cold chisel. A rather brutal operation but it did free up the exhaust flow. This was followed by folding the metal flap back and welding it shut.

A further mod that Syd may not know about, is that I also cut out the baffle plate inside the airbox. This was achieved with great difficulty by using a dremel tool and pieces of short hacksaw blade. I have since, on my current Bonnie, taken the rear wheel and airbox off and simply undid the airbox cover screws. A bit more work involved but much easier to do. This also gives one a chance to properly clean the rear end of the bike.

At the same time I also installed an EFI Performance 2 Tune, downloaded from Triumph Twin Power, which really did make a noticeable difference in performance. And finally I replaced the flexible oil feed pipes to the front of the cylinder head with the later solid pipe versions, it just made it look a little less like a domestic plumbing fitting.

I wish Syd many more happy miles on my old Bonnie.

Ken Spall, TOMCC NZ, Otago Southland

Kickstart Ride, King's Birthday weekend

As many of our regular readers will have noticed, the Otago Southland Chapter of TOMCC NZ takes great delight in organising regular rides, particularly overnights.

One such occasion is our regular Kickstart Ride scheduled for King's Birthday weekend each year as an overnights, in the charming wee village of Owaka, nestled among the rolling hills of the Catlins.

The Kickstart Ride is principally focused on encouraging our older kickstart Triumphs to get out for a decent ride. Modern Triumphs are welcome to come along as an escort, which of course, they always do.

This year, instead of us leaving as a group from Dunedin and meeting up with other members in Owaka, we decided to meet up in Clinton and then explore the little used gravel road from Clinton down to Owaka.

Myself, Neil and Gary left Dunedin in very cool conditions. Even with overgloves on, by the time I got to Balclutha my hands were feeling the chilling effect of a winter wind. Arrival at Clinton was a welcome stop for warming up with a cuppa and a bite to eat to top the body's reserves. Getting off the bike my first move was to put my gloves on top of the hot motor.

John and Bill were already there, so it was into the cafe for the three of us for some refreshments whilst we awaited the arrival of Neil and Gary. On leaving Dunedin they had decided to take a more scenic route via Taieri Mouth.

So with the five of us fuelled up in body and machine it was off on the road towards Mataura, followed soon with a turn off down Owaka Valley Road. The mainly gravel road winds its way through the scenic hills of the northern Catlins – excellent biking country.

By now it had warmed up a bit with the skies clearing into a very pleasant sunny afternoon. The gravel road surface was very good with only minor pot holes that are easily spotted. I did get the impression that it could be a bit slippery in wet weather as there were not a lot of stone chip on the hard packed earth, but no worries for today.

An important tradition for our Kick Start Ride, held on King's Birthday weekend, is the obligatory toast to our reigning monarch. This rather quaint tradition was started, a number of year ago by Neil Aitkin, one of our long-time members. So the toast this time round was no exception.

Bill, knowing the road, had suggested that for this important occasion we stop a-ways down the road by a community hall that boasts a bell outside. As Neil retrieved a fresh bottle of Stones Green Ginger wine from the depths of his pannier bag, along with some cups.

A noggin of the warming spicy nectar was duly deposited into the cups, followed by the first toast – "to the King". I say, first toast, as slowly coming down the road towards us was a monster tractor, reversing on our side of the road. For a panic moment we felt that he



might be an angry farmer who had it in for bikers and wanted to run over our bikes – imagine strains from the movie 'Deliverance'.

Thankfully, as it was, the tractor stopped and an overall-clad farmer climbed down, greeted us and introduced himself as Andrew. After asking us what we were doing, we immediately offered him a glass of our favoured tippie and suggested a second toast to the King with the farmer happily joining us to do so.

Over our little cups of social lubrication we explained to him what we were about, and that we were on our way down to Owaka for a Kick Start Ride overnights and to celebrate King's Birthday. Andrew then

responded by very graciously inviting us up to his farmhouse for afternoon tea. As there was no hurry to get to Owaka, we wended our way up a slippery little farm track to a farmhouse tucked in a delightful spot against a hillside well off the road, and commanding beautiful view across the distant hills and forestry blocks.

Andrew arrived from his farming labours shortly after we parked up outside the farmhouse. In no time at all there were chairs out on the deck with a small table laden with tea, coffee, sugar and milk, as well as a selection of herbal teas and an iced cake.

Andrew did comment that he had done quite a lot of travelling overseas, with many good experiences where complete strangers





had extended hospitality to him. So he just enjoyed doing equally the same for others – what a grand philosophy. So on behalf of a bunch of ageing bikers, I would like to thank Andrew for his totally unexpected hospitality. It made for a memorable weekend.

A very enjoyable hour or so of “putting the world to rights” conversation ensued before we were on our way again towards Owaka. Andrew pointed out a short cut through his property that would take us out on to the main road to Owaka. Once again, along a little rugged but delightful winding little detour through farmland.

On arrival we sorted out our accommodation at our usual place, the

Catlins Area Motel, always welcoming, clean and reasonably priced. It’s also perfect for bikers with the extensive canopy at the entrance to each unit. Ideal shelter for the bikes, especially in bad weather. As you well know, packing gear on your bike in the pouring rain is a particularly miserable experience.

Unsurprisingly, the late afternoon and evening was spent at the Catlins Inn, which was also very well frequented by the locals as well as visitors passing through. Their little restaurant did have a really nice roast of the day, big helpings and well cooked, although our only minor gripe would be the rather small apple crumble, but as a restaurant, pretty good.

Next morning it threatened a bit of rain which thankfully did not eventuate. After a bit of fluffing around waiting to make our payment for the accommodation, it was saddle up and head for home. John and Bill made their way south whilst Gary, Neill and I took the main road back to Balclutha for a fried breakfast at the Rosebank Cafe and then home to Dunedin.

What a thoroughly enjoyable weekend, thank you for those of you who took part. It really is all about the ride, getting out there and doing it on our Triumphs, that is what this club is all about.

Ken Spall, TOMCC NZ, Otago Southland

Northland April Ride



Otago Southland Chapter June monthly ride



For our regular monthly ride, Me, Mike, Carl, Chris and Phil headed up the Karitane coast road then made our way up to Kakanui with a brief stop at Hampden. Heading up the highway, we turned off at the mill house at Waianakarua, then along the coast to the cafe. On the way back we left the north side of Kakanui, then turned back onto the main highway to Maheno. Three of us had a short detour inland to check out the War memorial Kuriheka Estate.

Kelvin McKay, TOMCC NZ, Otago Southland



Long Service badges awarded at our 2026 Rally in Wanganui

25 Year Badge Sandy Snell

20 Year Badge

Tim Macan
Graeme Crichton
Wayne Woodward
Tony MacLellan
Mike Gray
Stephen Galea
Mischelle Casey
Paul Feavearyear

15 Year Badge

Jae Jonathan
Keith Cummings
Mike May
Robert Vercoe
Ralph McNabb
Tony Brown
Ken Forsyth
Karen Bremner
Tracy Smith

10 Year Badge

Pete Williams
Richard Reid
Melissa Shipp
Steve Andrewes
Roger Roebeck
Bill Reedy
Alan Church
John Cochrane

Wayne Hughes
Ross Maindonald
Tim Howard
Steve Rochester
Steve Pou
Marty Nicoll
Chris Hengst
Andy Deighton

FOR SALE 2010 Bonneville



Is a new Bonnie too expensive for you? Consider this excellent condition 2010 Triumph Bonneville A1 865cc.

Genuine 4863 km, yes! under 5000km.

White tank and guards. Upgraded with Hagon shocks and Harris mufflers. Triumph factory king & queen seat also included. EFI, air cooled, low seat height

Serviced by ex Triumph mechanic and WOF issued 6th May 2026. Registration on hold. Only \$7995 ono

Contact John Milligan in Christchurch, phone 03 339 6430
email: jandwkmilligan@gmail.com



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

Trevor Gleeson, Adrian Turney, Iain Jones
Michael Griffin, Dean Cairns

FOR SALE Screen for T100 Bonneville

In very good condition and with all the fixings.

\$100

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

TOMCC NZ HOODIE & LONG SLEEVE TEE

This is a one-off, pre-order offer. We need at least 30 confirmed orders (hoodies or Tees) to proceed. Please refer to the appropriate sizing guide when selecting the products.

Expressions of interest must be sent to Wayne before 22 August. Price is plus freight.

Wayne Hughes,
TOMCC NZ Regalia Officer
email regalia@tomcc.co.nz
Phone 0275 209 091



ZIP HOODIE
\$103
350gsm XSM – 3XL
3 Colours
Grey, Navy, Black



LONG SLEEVE TEE
\$72
280gsm SM – 3XL
3 Colours
Blue, Green, Black



ZIP HOODIE SIZE GUIDE

Measurement	XSM	SML	MED	LRG	XLG	2XL	3XL
Body Width (cm)	49	52	55	58	61	64	67
Body Length (cm)	69.5	72	74.5	77	79.5	82	84.5

Please note. Measurements can vary within 2.5 cm. This is within our tolerance

HEAVY LONG SLEEVE TEE SIZE GUIDE

Measurement	SML	MED	LRG	XLG	2XL	3XL
Body Width (cm)	52	56	60	64	68	72
Body Length (cm)	70.5	73.5	76.5	79.5	82.5	85.5

Please note. Measurements can vary within 2.5 cm. This is within our tolerance

Single line Area names

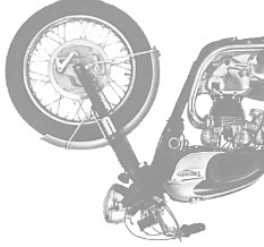
NORTHLAND
AUCKLAND
FRANKLIN
EAST COAST
MANAWATU
TARANAKI
WHANGANUI
CANTERBURY

Double line Area names

WAIKATO
BOP
MARLBOROUGH
TASMAN
OTAGO
SOUTHLAND



The Triumph Owners Motor Cycle Club New Zealand Inc.
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Triumph Times is 20 September 2026

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Bill Spice, Kurt Burns, Kelvin McKay, Carl Huchings,
Glenn Mills, Rik Reid, John Witherington and Ken Spall.

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.

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