



Established 1993

Triumph Times

The national newsletter of the Triumph Owners Motor Cycle Club New Zealand Inc.
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www.tomcc.co.nz



TOMCC is a member club of WATOC



TOMCC NZ National Poker Run

Hosted by Auckland Area of TOMCC NZ

Saturday 17th October 2026 Starts 11am

Departing from wherever you like or contact your local Area Co-ordinator to see if there is an organised ride, or just stay at home and sit on your bike!

\$20 entry. Text your membership number and last name to 021 032 9920 to register.

Members only. Registrations start 1st September and close 15th October

All profits are going toward prizes for those attending the poker run.



TOMCC NZ Inc Canterbury Area

Once again, the Canterbury Area of TOMCC NZ would like to invite all members, family and friends to the

19th Whitebait Run Westport 23 – 25 October 2026

The 19th annual Whitebait Run will take place over Labour weekend. This is to allow those interested to attend the Greymouth Street racing on Sunday 25 October. There is still some accommodation available at the Quarry bar where we stay, and can be booked by contacting Wayne on 027 285 3083 or email woodyx75@gmail.com, so that I know when full, otherwise there are plenty of motels close by.

As many of you who have previously attended this event will know, the Whitebait Run is one of TOMCC NZ's longest running and premier events. Over the weekend, as well as lots of socialising, there will be a rideout and an evening meal in a local restaurant.

**For further information contact
Wayne Woodward, ph 027 285 3083
or email woodyx75@gmail.com**

Membership Update

Yes, it is me once again! This year's round of membership renewals is now over and there have been some issues that I need to mention.

First of all, a big thank you to everyone who renewed their membership on time with no hassles.

When you make a bank payment for your membership there are some small details that make my life much easier. All I need in the Particulars/Code/Reference boxes is your name (First AND Last) and your membership number. Nothing else is necessary and being able to search with your number is the quickest way for me to find you. Your full name allows me to cross reference and identify your payment precisely. This then means it takes me only 5 minutes to complete the process, Easy Peasy. Initials only, can and have, led to confusion about identity. Sorting this out and establishing who the payment is from has taken up to 30 minutes at times this year. Mistakes also mean I must involve the treasurer to correct the records, again more time required. If it is important to you to be in the club surely you can arrange to pay on time with the correct information, it's not hard we give people plenty of notice.

Should you fail to pay before the 31st July end date, you will lose any accrued time towards a year badge, no argument, this is the rule. We are not just a 'club' we are an incorporated society and as such we have a legal obligation to abide by the rules of our constitution.

This brings me to the matter of privacy. Most members (not all) select for their personal details to remain private when they join. The only people who are entitled to see this information are the elected officers of the society. Area coordinators can only see the area they have been elected to represent. I have become aware that in order to share the work load some areas have multiple people having access to these details. Personally, I understand and have no problem with this, however, this is not, technically legal. The club has in the past run foul of the Privacy Commission after complaints have been lodged about personal information being shared. Should you be generous enough to offer your spare time to help in your area please be aware of the responsibilities that come with this. All club information is Private – Period.

Year badges are another ongoing issue I will comment on in my Membership Report at our AGM. I look forward to seeing you there.

Rik Reid, Membership Secretary

John Milligan



John with Wendy, who was also a very patient helper and supporter of John's involvement with TOMCC NZ

British bike clubs in the Canterbury area, bringing together a huge number of classic and modern machines which were greatly appreciated by the public and bikers alike.

Furthermore, John was actively involved in organising some of the club's early rallies and rides and could be seen happily cooking in the catering tent or manning the club regalia stand. All in addition to attending to, and fixing, the little problems that invariably cropped up.

For his unstinting devotion to the club, he deservedly received an Honorary Life Membership award as well as collecting all his Long Service Awards, culminating in his most recent 30 years award

John's three passions in life were his family, the Triumph club and Holden cars. We will miss John's happy smile and can-do attitude, and our thoughts and condolences go to Wendy and his children.

There will be a celebration of his life on 23 September at the Hornby Workingmens Club at 11 am. All past and present members, friends and family are welcome to attend.

Ken Spall, Editor, Triumph Times

It is with great sadness that we inform our members of the recent passing of one of our longest serving and staunchest supporters of our club.

John Milligan joined our club in February 1994 and is rightly regarded as one of its founding members. Having held a wide number of important positions in

the club: Area Co-ordinator, Committee Member, Newsletter Editor, Membership Secretary, Treasurer and Regalia Officer. He had thus gained significant experience in running our club.

John was front and centre – instrumental in organising a number of very successful British Bike Shows. He successfully liaised with the various

TOMCC NZ Inc Club Officers and Committee Members

President

John Witherington
Ph: 027 247 2853

Email: john.witherington@xtra.co.nz

Vice President

Glenn Maconaghie
Ph: 021 279 2807

Email: glennmaconaghie@gmail.com

Membership Secretary

Rick Reid
Ph: 027 258 8530

Email: tomccnatsec@gmail.com

Treasurer

Melissa Shipp
Ph: 021 843 564

Email: tomccnztreasurer@gmail.com

Regalia Officer

Wayne Hughes
Ph: 027 520 9091

Email: tomccnzregalia@gmail.com

Webmaster

Tim Fraser
Ph: 021 963 280

Email: webmaster@tomcc.co.nz

Triumph Times Editor

Ken Spall
Ph: 021 26 99 530

Email: kent140d@gmail.com

AREA CO-ORDINATORS

Northland

Glenn Maconaghie
Ph: 021 279 2807

Email: glennmaconaghie@gmail.com

Waikato / Bay of Plenty

Kerry Hickey
Ph: 021 058 0988

Email: kerry.hickey2@gmail.com

Taranaki

Michelle Casey

Ph: 06 756 8686 or 027 448 0326

Email: victoria@ps.gen.nz

Canterbury

Geoff Walton,

WhatsApp +44 747 3090 138

Email: cantytomcc@outlook.com

Auckland

Glenn Mills
Ph: 021 032 9920

Email: wokkey@hotmail.com

East Coast

Kelly Ross

Ph: 021 134 2705 or 0274 988 023

Email: syd.kelly@xtra.co.nz

Wanganui

Mike Ward

Ph: 021 343 180

Email: tomccwanganui@gmail.com

Otago / Southland

John Witherington

Ph: 027 247 2853

Email: john.witherington@xtra.co.nz

Franklin

Chris Smith
Ph: 027 637 9546

Email: trippletrickz@gmail.com

Manawatu

Otene Wirangi
Ph: 020 497 9562

Email: owirangi216@gmail.com

Marlborough / Tasman

Donald Clark

Ph: 027 213 2473

Email: donaldi.clark@gmail.com

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Syd Ross, Kurt Burns, Kerry Hickey, Lloyd Capon, Rachael Seddon
Mick McTeigue, Owen Exler, Ken Spall

Triumph Times Editor: Ken Spall

Phone 021 26 99 530 Email: kent140d@gmail.com

50B Hargest Crescent, St Kilda,
Dunedin 9012, New Zealand

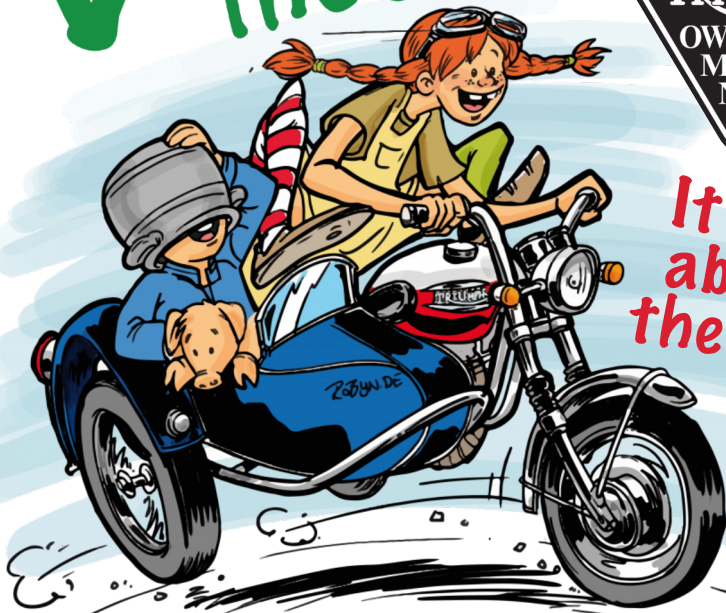
*The deadline for the next issue of
Triumph Times is 6 December 2026*

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**



Heartland
Hotel Haast

BUFFET DINNER MENU FOR HAAST RALLY

FRIDAY NIGHT

Main

Locally grown green salad
Creamy coleslaw
Penne pasta salad
Sirloin steak with a mushroom jus
Grilled Chicken with fresh ginger, spring onion
and sesame seed teriyaki sauce
Gourmet potatoes with salsa verde
Steamed seasonal vegetables
Tempura battered fish bites
Fries

Dessert

Carrot cake, Fruit salad, Ice cream
Tea and coffee

SATURDAY NIGHT

Main

Locally grown green salad
Creamy coleslaw
Spiral pasta salad
Honey glazed ham
Roasted vegetable medley
Minted peas
Broccoli and cauliflower mornay
Venison casserole
Garlic and rosemary roasted potatoes

Dessert

Peach and passionfruit cheese cake
Fruit salad, Ice cream
Tea and coffee

*All meals are prepared in a facility using products containing allergens.
Please advise the restaurant team of allergies or intolerances.*

HAAST RALLY NOTES

The final date for rally registration is **13 December 2026**. Rally registrations after this date will not receive a rally patch. Also you will not be able to order meals or a rally T shirt.

Accommodation at the Heartland Haast Hotel is limited so we suggest you book with the hotel as soon as possible.

Sharing a room with friends or family will help in ensuring that as many of you as possible will be able to secure accommodation for the weekend.

We will have available our own function area for meals and a bar, but it should be noted that only drinks purchased in the bar may be consumed in this bar or in the hotel's public areas. Liquor licencing laws will be applicable.

We have had some enquiries about having a live band at the rally, but unfortunately, due to distance and isolation, the cost of organising a live band is more than we can justify. Therefore we will be using a sound system. We suggest that members bring their own music devices to plug into the sound system, be this cellphones, mp3 players or CDs.

A bike show will be organised. Only bikes ridden to the rally from the riders' home address will be eligible for prizes. But in extenuating circumstances, bikes that have been trailered may be eligible at the discretion of the rally organisers.

A courtesy van organised by the Heartland Hotel, for those staying off site may be available at the hotel's discretion and only if a driver is available.

So, all that needs to be said is, **"It's all about the ride"**. Time to dust off the bike, prepare it, and enjoy the ride south.

Tiger Cub wanted

Tiger Cub wanted, complete and in reasonable condition.

**Phone John Witherington
027 247 2853**

**or email
john.witherington@xtra.co.nz**

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.

East Coast area – Collections' Visits

Ten Triumphs gathered at the Mobil service station in Napier, with Austin arriving on his trick T150 after the long haul from Bulls, and Ron riding in from Wairoa on his Hinckley Bonneville. Also joining was Martyn, who made the trip all the way from Wellington. The lineup covered an impressive spread of years and models, from a '74 Tiger right through to a late model Rocket 3.

A short ride took the group to the Webster private collection, where a few more enthusiasts, who hadn't ridden on the day, arrived. Of the 72 motorcycles on display, 12 were Triumphs, accompanied by a fascinating mix of English, Italian, Japanese, and the occasional American machine. Every bike was in outstanding condition and beautifully presented in a purpose-built shed. There was truly something for every motorcycling enthusiast.

Brian, the owner, was on hand to share insights and answer questions.

From there, the group headed to member Aaron's place to view his immaculate Triumph triple collection, featuring a Hurricane, a T150 (see the June 2023 newsletter article The Great Survivor), a T160 styled as a Bonneville Special, a Norman Hyde-kitted 1000 T160, and a Speed Triple. Aaron gave a detailed history of each bike and fielded plenty of questions.

A great day all round, and a fantastic chance to catch up with so many Triumph people.

Syd Ross, TOMCC NZ, East Coast



Nominations for club committee positions and Area/Chapter Co-ordinators are now due

We are always in need of volunteers to help run this club, if you or someone you know would be willing to help please take the trouble to fill in the nomination form on page 11. If you volunteer you can be sure of plenty of help and support and you will find that you will be making a lot of like-minded friends up and down the country.

MAGNZ action against further ACC levy increases

Members will be aware of the dramatic increase of the ACC proportion of motorcycle registration fees from the 1st of July, and in particular for 750cc bikes and over. This will be a further price rise at a later date.

For those who do not follow Facebook and are unfamiliar with Motorcycle Advocacy Group NZ Inc, (MAGNZ), they have a public Facebook page created with approx 14,800 members / followers. MAGNZ exists to represent NZ motorcyclists at all levels of government, regulatory agencies, and media.

A member of MAGNZ, Mark Chapple back in June, had filed in the high court for an injunction to stop the rego increase.

The High Court has declined to grant that interim order stopping the 1st July ACC motorcycle levy increases from taking effect. Mark Chapple may consider whether there are reasonable grounds for an appeal.

Meanwhile, Mark Chapple with the full backing of MAGNZ, has filed a judicial review challenging the lawfulness of ACC's motorcycle levy decision-making. This went to

court Monday 10th August 2026 and is on going. The Statement of Claim argues that ACC relied too heavily on engine size as a proxy for risk, failed to properly consider crash responsibility, exposure, rider behaviour, alternative levy models, and whether the increases are fair, evidence-based, and proportionate. This case is not about avoiding ACC levies. It is about forcing transparency, accountability, and lawful decision-making where they want ACC's evidence tested properly.

Further information about the structure of MAGNZ can be found on Facebook. Here you will also find a Social Membership and High Court Opt-In Form to join the Class / Representative Action against ACC.

A Givealittle page has also been set up for a legal fighting fund. It has raised \$43,524 from only 1025 people. Myself and several other club members we know of are included in that figure.

MAGNZ have now opened up asking for interested parties to become Affiliated to MAGNZ. At the request of members I have in my position, contacted MAGNZ and the following is a summary of what I believe is involved in being affiliated to MAGNZ.

It creates a formal communication and co-operation relationship between our club, TOMCC NZ Inc and MAGNZ. As an affiliate, our club will:

- Receive direct communications and updates on significant motorcycle advocacy issues;
- receive updates on the High Court Proceedings and other MAGNZ advocacy activity;
- can contribute information and views to submissions, consultations and policy development ;
- receive relevant research, OIA findings, briefings and other advocacy information;
- be invited to participate in appropriate national campaigns and co-ordinated action;
- be recognised as a MAGNZ affiliated organization.

Affiliation is subject to the MAGNZ constitution and their safe association and organization integrity policy. Our society remains completely independent and affiliation does not place TOMCC NZ Inc under MAGNZ. MAGNZ is politically neutral and does not exist to promote or attack political parties. Affiliation does not require TOMCC NZ Inc to agree with every MAGNZ position, nor does affiliation constitute a general endorsement by either organisation of all activities, policies or positions of the other, and TOMCC NZ Inc will remain politically neutral.

MAGNZ is an incorporated society and primarily acts on Facebook. We have been assured there is moderation protection in place to protect the name of our club.

Any information received from MAGNZ would have to be passed onto members via the co-ordinators, so requires their co-operation, and of our newsletter editor, subject to editorial approval and time constraints.

A liaison person is required who can communicate directly with MAGNZ and distribute relevant information within our Society TOMCC NZ Inc.

At this time of writing affiliation is still under discussion within our national body.

*John Witherington,
TOMCC NZ National President*

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Motorcycle Number Plate Surround

Overall Size: 265 x 105mm

Fits 260 x 100mm number plates

\$13.50 + freight

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TOMCC NZ Inc T Shirts



Women's V Neck Tee
\$25 + postage

Current stock: 12, 14, 16, 18, 20



Mens Tee Shirt - Black
\$30 + postage

Current stock: M, L, XL, 2XL, 3XL

**T shirts and number plate surround are available from our
Regalia Officer, Wayne Hughes
Email regalia@tomcc.co.nz
Or phone 0275 209 091**

TOMCC NZ National Poker Run Saturday 17 October

For 7th year our National Poker Run is on once again. Each year this has gradually gotten bigger and better.

Just a recap for what this event is all about – its about you the members getting out for a ride on the same day and time as other members throughout the country hence this is only open to TOMCC NZ members. Non members can come if they want, but to register and participate in the poker run you have to be a TOMCC NZ member.

Hopefully you or your local Area Co-ordinator has put together a ride on the day. The idea is you pre register for the

run, pay \$20 and on the day you will receive 5 cards and the top 3 hands win. Also on the day there are spot prizes.

One change this year is that to make it easier for me it will be one hand per member. Area Co-ordinators if you organise a ride on the day how about getting some sponsors for the event, obviously local sponsors will hand out prizes to local members but if you can get sponsorship nationally, please let me know?

Sign up and enjoy the day with your club.

Glenn Mills, TOMCC NZ, Auckland

Northland chapter June ride



We went for a bit of ride out through some backroads to take the long route out to the Porthouse at Ruakaka for a meeting and food and refreshments. A good turnout and even a new face on a new Rocket.

Kurt Burns, TOMCC NZ, Northland



Sunday Ride to a Great Shed – Waikato/Bay of Plenty Chapter

Sunday 19 July was not bright sunshine but neither did it rain, at least not in the Waikato, nor as I understand, in the Bay of Plenty.

The ride was to visit Kevin Mooney's shed and have a barbecue lunch. This was round 2 of the winter Bar Wars rides that the Auckland Chapter organises annually and we had arranged to meet them at the Kopu pub car park about 11:30.

So how the ride went – I arrived at the Hillcrest Caltex, Hamilton a bit after 9:30 to find Tony (Cambridge) and Graeme (Otorohanga) already there.

After a quick catch up we were off on Hwy 26 to Morrinsville, around/through the new "peanut" roundabout on Morrinsville Rd and east to the meeting place. Tony and self waited to see if anyone else was joining us while Graeme filled up at Waitomo self service.

Off on Hwy 26 again towards Te Aroha, a bit chilly so the heated hand grips went on. Not far from Te Aroha we were passed by a bike and rider white lining it, into oncoming traffic etc, oh well. Just before Te Aroha there were the familiar red and blue flashing lights on the side of the road ahead, yes he received some Sunday morning paperwork.

No-one at Te Aroha, so headed north on Hwy 26 to the L & P bottle car park in Paeroa, an uneventful ride with not much traffic and we pulled in and parked. A short while later Chris, Pete and Andy all from Waihi arrived. So a catch up was in order and at 11 we were off again, with Chris leading up Hwy 26 to Kopu.

Not much happening other than a long stretch of no passing lines with a slower car in front of us. We were patient and finally got past and carried on into the Kopu pub car park.

Geoff Morgan (Papamoa) was at the car park to meet us so after parking we had a good catch up with Geoff while we waited for Glenn and his team to arrive. It was raining north of the Bombays and their support vehicle had a minor electrical problem, but they all arrived. Glenn, Rik, Pinecone, Darren and 6 or so others whose names I can't remember, apologies.

So there were 13 bikes and 16 or so people, a good number.

One Streetcup, one Thruxton, one America, two Rocket IIIs, three Bonneville's, four Speedmasters (all 1200s) and one BMW, a good collection.

After a short catch up Rik led us on a short ride and into Kevin's driveway and down to the end with a great area to park all the bikes plus a few more if necessary.

We were met by Kevin and Steve Bevington, another Triumph enthusiast from Paeroa. and Kevin's rather large, friendly german shepherd.

So to Kevin's workshop I'll call it, a shed to be envied.

Kevin has as a very spacious workshop at the rear of his section and it is immaculate with bikes, a very nice Falcon 500 two door import, speedway sidecar rigs and a number of bikes, a couple of immaculate Tridents, an early BSA Rocket 3 being worked on and numerous other motorcycles and things to be admired along with a "T" bucket under construction.

The barbecue was soon going and lunch was served, steak, sausages, onions, bread, butter and tomato sauce, what more could you want.

A great time talking bikes and related things and having a second and third wander through Kevin's workshop.

Soon it was time to head home so we headed south to Paeroa and then split off to head to our respective homes.

Thanks to those who came on the ride, a thoroughly enjoyable day.

Kerry Hickey, TOMCC NZ Waikato BoP



1973 TRIUMPH TRIDENT PRODUCTION RACER

Number 278 “Soughta Sam”

By: Mike Ross, Photos: Lloyd Capon & Rachael Seddon



I've owned a Triumph Trident road bike for thirty odd years. I bought it mainly because I loved the noise they make and had been thinking about building a Trident race bike for a while to race alongside my BSA B50. I was lucky enough to be offered a few rides by Grant Walsh on his Rob North Trident, truly a dream come true for this Trident guy. I remember going down the start/finish straight at Hampton Downs flat out on it, with the triple's noise bouncing off the concrete walls – fantastic! At the end of the straight, all I wanted to do was turn around and make that noise all over again.

The late Garry Wendt reckoned I wasn't riding a bike, I was conducting a symphony. He loved it. Anyway, after all of that, I was really fired up to build my own bike. I had started collecting parts about eight years ago starting with a frame and oil tank which had been scorched in a shed fire, given to me by Colin McCorkindale, an old friend from the Wairoa British Motorcycle Club. The intention had been to build a 'Slippery Sam' replica, so step one was to shorten the frame. Yes, the

factory cheated by taking 13/8" out of the frame to lift the engine and give the triple some much needed ground clearance. I had a chat with Paul De Lacy and told him about my plans. He said he would have a crack at the job. He ended up taking 1 1/4" out. Next time you see the bike, see if you can see where! Great job, thanks Paul.

Parts continued to be accumulated – a set of forks and clamps from Don Greaves, Grimeca brake calipers from Plaz, Grant Walsh put me onto a motor he had sold to Kerry Sleath which Kerry agreed to sell to me. Grant also supplied a second-hand set of ray-guns as well as some new valves and springs. The wheels and tank came from a bitsa bike Don Greaves and I had acquired a few years back. Mudguards and a few other bits and bobs were found on Trade Me. So, having collected enough bits a mock-up was done and at this time my plan changed from building a Slippery Sam replica to building my interpretation of a production racing bike that Triumph could have built. Hence the 'Sort of Sam' (Soughta Sam) name.

Hours were spent modelling a tail piece, which Sam Lyle, a local automotive artist made in fibreglass for me. About this time the paint scheme dilemma arose. I was dead set on a metallic orange and black, but Plaz kindly pointed out that those colours were too close to Harley colours and that would never do! I then thought about blue. Johnny Stevens said every racing Triumph is blue, so that was out as well. I then flirted with purple, which brought a unanimous "are you mad?" from everyone. So, it was whilst mucking around with green masking tape on the primer gray tank and guards, that white and green looked like it might work. A Volvo car pearl white and masking tape green was it!

Johnny Stevens fabricated rear sets, a rev counter bracket, number board brackets and countless other bits for me. A true artist in metal. The tuck-under exhaust came from Viking





Exhausts' Paul Bryant and fitted perfectly. It looks great with its HPC black coating. The wheels were built by Tom Morris who did a great job mastering the offset required on the back wheel to take the larger than stock 18" tyre. With the mock-up complete it was time to throw most of the stock motor internals away and start accumulating parts.

I had been in correspondence with Jerry Leggett of Triple Tech in the USA and ended up getting some beautiful jewel-like CP forged pistons off him. Really a shame to put them inside an engine where you can't see them! Jerry was also very encouraging and helpful in other areas of the project. One of his builds gave me a lot of inspiration.

Carrillo rods were sourced, L P Williams supplied racing bearings and shells, etc. Grant Walsh came up with P&M oil pump gears and a 1/2" offset gearbox sprocket. A five-speed gear box was fitted once the cases had been modified. British Spares and British Motorcycle Parts supplied various other parts. One Megacycle 511-05 cam was found on Trade Me and Grant came up with the other one. Plaz built the engine for me at Aero Machinists. I went up and helped (or got in the way!) for a few days.

I had got a bit of billet bling and some lovely elephant foot tappet adjusters off David Maddigan in the States just to finish the engine off. Landen Bros had given the head a bit of a tidy up as well. Eventually the paint was done by Andrew Harvey of Gisborne – great job Andrew. It was about this time that all my mates started taking the piss and calling it a show bike!

Nat Hale, a machinist friend had lightened the clutch and made some trick inlet stubs and other bits and pieces. I had lightened all the hardware using my old belt driven Grayson lathe (I'm a quarryman, not a machinist). The hardware was



then plated with dull nickel by Jono at Gisborne Electroplaters. Time to assemble.

Thanks to Kob Hair for all his help cleaning parts and assembly, also to Terry Boyd who wired the bike and got the generator powered Boyer ignition to work (I had the wrong resistance plug caps). First meeting was at Pukekohe 2021 Festival, with dyno in Paeroa on the way up. I should have tightened the head down after this but didn't, so practice day ended with a blown head gasket requiring a fast trip back to Hamilton to replace it in Plaz's shed. The bike went well for the rest of the weekend, but the forks were appalling and I had a few gear shifting issues as well.

I am still chipping away at a few little issues, but I am really happy with the bike and am slowly getting used to riding it. It is a very different beast to my B50 single. It makes lovely smooth power and handles surprisingly well, apart from the forks which really only rear their head at Pukekohe. It is certainly a heavy beast to biff around after a BSA single. It would make a wonderful road bike when all this racing shenanigans is over.

I really quite enjoyed the build, as usually we get hung up on originality with these bikes but this one, being a collection of parts, anything sort of went (within the Register rules!). Using a mixture of years to achieve "a look" was quite refreshing. A big thanks again to all the people who helped and encouraged me along the way with this project.

A special thanks goes to my wife, Cookie, and daughter Ophelia who became motorbike widow / orphan at various stages of this build and who also agreed to do all the computer stuff for me.

Mike Ross

Otago Southland June ride to the Albert Ross Flying School

On a glorious, sunny winter's morning two Trident 660s and a Bonnie SE headed up onto the Otago Peninsula Hills for our Otago Southland Chapter monthly ride. Always held on the first Sunday of each month and meeting at 11am at the Z service station on Andersons Bay Road, Dunedin, this regular ride is open to all club members, friends and family, as well as any interested guest riders who would like to join us.

Once clearing the South Dunedin flat it was onward past Tomahawk Beach seaside settlement before finally getting up



Carl, Gary and Ken, with the Otago Harbour in the background.

onto the crests of the peninsula hills. Fantastic views but only time for a quick glance as the road is delightfully twisty and needs full focus for riding.

We encountered very little traffic apart from a long snake of cyclists doing this trip the hard way – give me an engine between two wheels any day! After passing the turn-off to Larnach's Castle we negotiated the steep, winding descent, coming out onto the southern harbour road and then on through Portobello after which the road straightens out a bit and we can get a bit of speed on.

Otakau (after which our province is named) is passed after which we climb a short stretch of twisties before finally arriving at the Albert Ross School of Flying, although didn't see anyone taking advantage of the thermals. Time for a cuppa and a sticky bun in the very excellent cafe over some excellent conversation about our up-coming rally in February.

Just before departure we were joined by three young guys on mid-sized sports bikes who were still buzzing after a rapid ride along the harbour road, which, also for us with its many excellent corners, rounded off a very pleasant monthly ride.

If you haven't already done so, get your Area Co-ordinator to organise a regular monthly ride. It's a really enjoyable way for you and your local members to keep in touch.

Ken Spall, TOMCC NZ, Otago Southland

Long Service badges awarded at our 2026 Rally in Wanganui

30 Year Badge Sandy Snell

25 Year Badge

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

20 Year Badge

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

15 Year Badge

Pete Williams
Richard Reid
Melissa Shipp
Steve Andrewes
Roger Roebeck
Bill Reedy

10 Year Badge

Alan Church
John Cochrane
Wayne Hughes
Ross Maindonald
Tim Howard
Steve Rochester
Steve Pou
Marty Nicoll
Chris Hengst
Andy Deighton

This Long Service Awards listing did appear in the June issue of Triumph Times, but unfortunately there were a number of errors, hence the re-listing here.

FOR SALE

1972 Bonneville T120

1972 Triumph Bonneville T120. Totally restored and has 2000 miles on the clock.

Current Rego and WoF. \$18,000

Phone Mick 021 061 7376



Greystone Enterprises

Greystone enterprises – Tiger Cub Spares

For those of you who own or are working on one of our favourite small Triumphs, a club member has recommended Greystone Enterprises in the UK as an excellent source of parts and help.

Greystone Enterprises

Reeves Yard, Warwick Road, Whitstable, Kent UK
Phone 00 44 1227 262 799 Mobile 00 44 7483 306 025
www.triumphcubspares.co.uk
Mail@triumphcubspares.co.uk

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

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

Doug Lange, *Matakohe*
Jason Lincoln, *Hastings*
Jimmy Hunter, *Nelson*
Jeremy Hawkins, *Auckland*
Ray Coombes, *Napier*
Paul Mildon, *Napier*
Clive Fletcher, *Rolleston*
Lance Evans, *Blenheim*

Chris Pomeroy, *Takaka*
Neville Dallas, *Napier*
Biplove Bhattachan, *Christchurch*
Colin Rawson, *Wanganui*
Richard Lynch, *Wairoa*
Michael Leech, *Kerikeri*
Melissa Stanaway, *Mahia*
Rick Barker, *Hastings*

TRIUMPH OWNERS M.C.C. NZ INC. NOMINATION FORM

This form is to be used for the purpose of nominating financial members of the Triumph Owners Motor Cycle Club NZ Inc, for the position of an officer of the club. Nominating and voting will be carried out in accordance with Rule 7 of the Registered Constitution of the Club.

**ALL FORMS MUST BE SIGNED ON THE DOTTED LINE BY THE NOMINEE,
ALONGSIDE THE TITLE BEING NOMINATED FOR, OR WILL BE INVALID.**

PLEASE NOTE: The Nominee Signature is the signature of the person who you want to put forward for office, so they will need to see this form to enable them to sign it.

I,NOMINATE For **PRESIDENT**
NOMINEE SIGNATURE

I,NOMINATE For **VICE-
PRESIDENT**
NOMINEE SIGNATURE

I,NOMINATE For **MEMBERSHIP
SECRETARY**
NOMINEE SIGNATURE

I,NOMINATE For **TREASURER**
NOMINEE SIGNATURE

I,NOMINATE For **REGALIA
OFFICER**
NOMINEE SIGNATURE

I,NOMINATE For **NEWSLETTER
EDITOR**
NOMINEE SIGNATURE

I,NOMINATE For **WEBSITE
ADMINISTRATOR**
NOMINEE SIGNATURE

AREA CO-ORDINATOR

I,NOMINATE For AREA

.....
NOMINEE SIGNATURE

MEMBER NOMINATING:

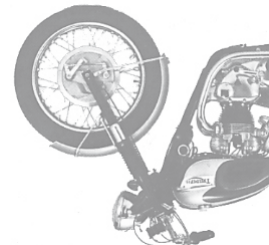
SIGNATURE, MEMBERSHIP NUMBER.....

RETURN COMPLETED FORM TO: **NOMINATIONS, TOMCC NZ Inc**
50B Hargest Crescent, St Kilda
Dunedin 0912
by 14 November 2026

All Committee and Area nominations are required to be signed off by the Nominee you have chosen. Once nominations have been received, the results will be published in the December issue of Triumph Times with details on how nominees will be voted in to office by all members of an Area/Chapter. Voting must take place by email or a meeting for this purpose.



*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 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.

TOMCC NZ Inc Club Officers and Committee Members

President

John Witherington
Ph: 027 247 2853

Email: john.witherington@xtra.co.nz

Vice President

Glenn Maconaghie
Ph: 021 279 2807

Email: glennmaconaghie@gmail.com

Membership Secretary

Rick Reid
Ph: 027 258 8530

Email: tomccnatsec@gmail.com

Treasurer

Melissa Shipp
Ph: 021 843 564

Email: tomccnztreasurer@gmail.com

Regalia Officer

Wayne Hughes
Ph: 027 520 9091

Email: tomccnzregalia@gmail.com

Webmaster

Tim Fraser
Ph: 021 963 280

Email: webmaster@tomcc.co.nz

Triumph Times Editor

Ken Spall
Ph: 021 26 99 530

Email: kent140d@gmail.com

AREA CO-ORDINATORS

Northland

Glenn Maconaghie
Ph: 021 279 2807

Email: glennmaconaghie@gmail.com

Auckland

Glenn Mills
Ph: 021 032 9920

Email: wokkey@hotmail.com

Franklin

Chris Smith
Ph: 027 637 9546

Email: trippletrickz@gmail.com

Waikato / Bay of Plenty

Kerry Hickey
Ph: 021 058 0988

Email: kerry.hickey2@gmail.com

East Coast

Kelly Ross
Ph: 021 134 2705 or 0274 988 023

Email: syd.kelly@xtra.co.nz

Manawatu

Otene Wirangi
Ph: 020 497 9562

Email: owirangi216@gmail.com

Taranaki

Michelle Casey

Ph: 06 756 8686 or 027 448 0326

Email: victoria@ps.gen.nz

Wanganui

Mike Ward
Ph: 021 343 180

Email: tomccwanganui@gmail.com

Marlborough / Tasman

Donald Clark
Ph: 027 213 2473

Email: donaldi.clark@gmail.com

Canterbury

Geoff Walton,

WhatsApp +44 747 3090 138

Email: cantytomcc@outlook.com

Otago / Southland

John Witherington
Ph: 027 247 2853

Email: john.witherington@xtra.co.nz

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

**Membership
number**
(required)

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

Triumph Owners Motorcycle Club NZ Incorporated
Otago and Southland Area
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