



The Triumph Motorcycle Register of Australia

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Southern Triples Corryong 2026 Rally Report

13-15 February 2026

Perfect weather for the whole Rally!

This year the Southern Triples rally was moved to Corryong Victoria from Tumut NSW. In addition, the event was moved a month earlier than last year to mid Feb. There were two reasons for the change of location & date: the move to Corryong was due to my earlier decision to move the event every two years to maintain fresh interest. The date change was to endure good weather as there was a chance Corryong weather might decline in mid-March.

I arrived on Wednesday 11th as Ron Guyett had arrived then. On Thursday, the two of us rode the planned Sunday route, which I had not been able to ride during my December Rece. It was a good idea that we did this as my presumed route turned to dirt. We also detoured to the Tooma pub in advance of our visit there on Saturday.

By Thursday evening most of the riders had arrived which resulted in a jolly reunion in the Corryong pub for dinner. I was delighted that we had a large contingent from SA including Gerry Rowley & Steve Kelly of Trispark. However, our departure was delayed by several breakdowns. Trevor Fowler's Hinckley Thunderbird Sport was the first casualty. However, there was plenty of help & expertise available to solve the problem. Trevor's task was as 'Tail end Charlie' so it was important that his bike ran. Then Ron Guyett's lovely Rickman Metisse failed before we started, a flat battery. Then Bryce Bathe's T160 'Rodent' also failed with a broken ignition switch. Finally, Daniel Nance had a carb problem on his lovely T160 & we had to leave him behind. I must also mention Bronwyn Guyett who bravely towed the breakdown trailer all weekend, without getting any business!

I must mention that we had three international visitors with us Mike Andrews & his wife Vibeke from Denmark & Rob Lyttelton from the UK. Both had brought T160s to ride & Vibeke had hired a Honda in Melbourne. Rob admitted that he had never owned a car, a feat in today's world.

We rode over to Khancoban first, to the Pickled Parrot café for morning tea. This was a chance for everyone to get together in the morning sunshine. After refreshment we rode on to the Scammell Spur lookout with its stunning views of the high peaks of the Snowy Mountains. We rode on again up the Snowy Mountains Hwy to Tom Groggins where the road

becomes much steeper with many hairpin bends. I remember from many years ago that this section had been dirt!

We all accomplished the climb to Leather Barrel Creek, our next stop, to taste the crystal water there, before our final climb to the summit at Dead Horse Gap. I usually stop here for a photo but a load of junk had been dumped there which destroyed any photo. We then descended past Thredbo to the Wild Brumby Distillery for lunch. There we met the contingent from Canberra including Bernie Clark, who were all trailering. After a most enjoyable lunch we proceeded towards Jindabyne to refuel. Steve Mobbs riding his lovely Rocket3/Norton special was particularly pleased to see the petrol station as his bike has a small tank.

Our return was uneventful, being mostly downhill. We took a rest break at the Geehi Rest Area where to our surprise we met Dan who had removed his carbs & cleaned the main jet blockage causing the problem: A fine effort.

We arrived back in Corryong a little after 5pm where the Wishart Brothers had arrived & Brian Eldred the original TMRA President, with Chris & Shirley. With the Canberra fellows now unloaded we had 30 people for dinner at the pub. This is the largest group we have ever had at a Southern Triples Rally. We had a most wonderful social evening.

Saturday dawned, another perfect day, but not a perfect start as Chris Collins T150 had lost compression due to tightened tappets, so he was left behind also. However, the start outside the motel was the most impressive gathering of Triples many of us had ever seen. We rode again to Khancoban for refreshments before commencing the climb to Cabramurra. Our first stop was one of the Snowy Mtn. refuge huts. This one had been burned in the last fires but had been rebuilt faithfully, retaining the original chimney. This is the high country where the weather can be bitterly cold in the Winter hence the need for these refuge huts, which were once dotted all over the mountains. Sadly, many have been lost over the years, mostly to fires.

The next stop was the very impressive Tumut Pond pressure dam. This epic construction is unique in the Snowy Scheme. There was then a steep climb to Cabramurra where the Snowy Hydro Bistro provided us with lunch. It was after lunch when plans ran off the rails. We were to descend to a left turn onto the Elliott Way to Tumbarumba. Unfortunately, the long established TMRA Ride method which can be summarised as "Keep the rider ahead in view & don't leave a junction until you can see the rider behind" failed. At the Elliott Way turnoff somebody didn't wait at the junction so six riders missed it & rode on to Kiandra. On my trip home I passed that junction again & noticed that the signpost was some distance before the turning, but no sign at the junction itself. So on reflection a failure was inevitable.

We didn't notice the missing riders until we were refuelling in Tumbarumba. A text message from the missing riders told the story, with the added complication, Peter Byatt had a flat battery riding Ron Allan's T150. Ron was on his A75. This was strange as Peter had the same problem last year on his T120. We sent Bronwyn & Trevor back towards Kiandra, but the same solution as last year was found, swap batteries! The lost riders were already returning to meet Bronwyn & Trevor.

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Meanwhile the rest of us had ridden to the Tooma pub for refreshment, but there was another small drama! Bill Lewis rode in with one Raygun missing from his Rocket. Dave Phillis following had seen it fly off & the missing Raygun was soon recovered only slightly damaged. Thankfully that was the last drama for the day & we all arrived safely back in Corryong for our evening meal.

On Sunday morning the Canberra Riders mostly left, Ron Allan & Peter Byatt had work on Monday: Similarly, the Wisharts left & Brian Eldred with Chris. However, the majority were lined up for the last ride of the Rally. We rode west to Cudgewa which according to Ron Williams was the railway terminus, much used in the construction of the Snowy Scheme, but now just a weed filled paddock, sad. I had changed the Sunday ride to go to Walwa, where we got coffee at the shop. Then on back across the Murray into NSW again & climbing to Tumbarumba. This was open road with swinging bends, beloved by Triples. Tumbarumba was a fuel stop again as it had been quite a long ride. We used the other petrol station. This time on the descent to the Tooma pub, our lunch stop, we stopped at the Southern Cloud lookout & I told everybody the sad story of the loss of this early airliner in 1931 & how the wreckage was not found for 40 years, by a Snowy Hydro surveyor.

Chris the publican at the Tooma pub made us all a great lunch, amazing for a small country pub. Gerry & the SA riders left early to begin their journey home. And so the ride ended with the trip back to Corryong. There were still 15 of us for our last dinner that night. Everyone declared that the Rally had been a splendid success & they thanked me heartily. The breakdown trailer as not required & no-one was hurt, a success.

Peter Gallagher, the TMRA President, was absent so I took on his role & awarded the Presidents Trophy to Daniel Nance for his beautifully prepared T160. The Lucas Clock award (donated by Jeff Skillen) was presented to Steve Mobbs for his Rocket3/Norton special. We had a small carburettor award (also by Jeff Skillen) which we presented to our foreign guests as a memento.

The Southern Triples Rally will return to Corryong next year at the same time, the second week in February. I hope you will all come again.

Lorraine Litster
For Triumph Register of Australia
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