

ULYSSES CLUB

ULYSSEAN

NEW ZEALAND

**THE MONDAY
MAFIA**

*RIDE THE CHATTO
CREEK 800*

**A BALKANS
ODYSSEY**

*WITH ROMANIA
MOTORCYCLE TOURS*



FREE TO ULYSSES CLUB MEMBERS



MARCH 2024 | AUTUMN EDITION



Proud Supporters of the Ulysses Club of New Zealand for over 25 years.

Our exclusive offering to Ulysses members includes discounted rates and enhanced policy cover.

Key features include:

- Age, multiple bike, loyalty, trike, Named Rider and Restricted Usage discounts available
- New replacement motorcycle for total loss within 24 months of registration as a new motorcycle up to 30,000km*
- Windscreen/shield, headlights or tail lights covered with nil excess*
- Roadside assistance*
- Riding Apparel automatically covered for Market Value, with the option to cover for Replacement Value*
- One nil excess claim for damage to your bike due to an accident within 12 months of completing a Ride Forever course

** apply to motorcycles covered under Full Cover only*

Say **hello** to **your** local Aon broker today.

nz.aonprestige@aon.com





DON'T ASK, JUST RIDE

2023 Model Run Out Sale



\$4,000* OFF

ADVERTISED RIDE AWAY PRICE

TOURING

\$3,500* OFF

ADVERTISED RIDE AWAY PRICE

STREET BOB™

\$2,500* OFF

ADVERTISED RIDE AWAY PRICE

CRUISERS

\$500* OFF

ADVERTISED RIDE AWAY PRICE

SPORT

AUCKLAND
Harley-Davidson



DONTASKJUSTRIDE.com

*Offer available at participating dealers only. Promotion is only offered on new MY23 Touring models with \$4,000 off the advertised ride away price, new MY23 Cruiser models (except Breakout™ 117) with \$2,500 off the advertised ride away price, new MY23 Street Bob™ 114 with \$3,500 off the advertised ride away price, and new MY23 Sport models with \$500 off the advertised ride away price. No other models are included under this promotion. Not to be used in conjunction with any other offer. This offer is only available on eligible models retailed from 1 January - 31 March, 2024. Offer subject to eligible model availability and may be withdrawn by Harley-Davidson® Australia & New Zealand at any time without notice. Vehicle shown may vary visually by market and may differ from vehicles manufactured and delivered.



ULYSSES CLUB

ULYSSEAN

NEW ZEALAND



TRIBAL BIKE SHIRTS AVAILABLE NOW



LADIES TEE SHIRT

\$35 plus postage



MENS TEE SHIRT

\$40 plus postage



LADIES POLO SHIRT

\$50 plus postage



MENS POLO SHIRT

\$50 plus postage

MERCHANDISE

TRIBAL BIKE SHIRT ORDER FORM

Name: _____ Member #: _____

Address: _____



Please tick desired style(s) and circle colour, size and print colour

LADIES TEE SHIRT - \$35 plus postage
Colour: Grey Marle / Sage / Light Blue / Black / Navy
Size: XS / S / M / L / XL
Print: Black / White / Silver

MENS TEE SHIRT - \$40 plus postage
Colour: Black / Grey Marle / Petrol Blue / Cobalt / Coffee /
Size: S / M / L / XL / XXL / XXXL
Print: Black / White / Silver

LADIES POLO SHIRT - \$50 plus postage
Colour: Red / Pink / Royal / Silver / Black
Size: 8 / 10 / 12 / 14 / 16 / 18 / 20 / 22
Print: Black / White / Silver

MENS POLO TEE - \$50 plus postage
Colour: Silver / Royal / Navy / Slate / Cyan / Black
Size: S / M / L / XL / XXL / XXXL / XXXXXL
Print: Black / White / Silver

To Order: Scan this page and email to administrator@ulysses.org.nz
Or phone our National Admin, Debby on **0800 859 772 (2:30 - 5:30 pm)**

MOTOMORINI®



SEIEMEZZO SCR

ACTION
SPORTS
DIRECT

AUCKLAND
09 884 8336

ACTION
SPORTS
DIRECT

MT MAUNGANUI
07 928 8045

COLTON'S
MOTORS

HAWERA
06 278 6676

AVON CITY

CHRISTCHURCH
03 341 3490

JFK
POWERSPORTS

AUCKLAND
09 276 8075

MOTORAD

LOWER HUTT
04 382 8011

TIMARU
POWERSPORTS

TIMARU
03 688 7515



MOTO MORINI NZ

www.motomorini.co.nz



@MOTOMORININZ

**RIDE
FREEDOM**
MOTO MORINI

**Ulysses Club of New Zealand Inc.
 National Committee members**

President: Andy Wilson #7169

5 Awahou Place,
 Foxton, 4814

Mobile: 027 779 7766

Email: president@ulysses.org.nz

Vice President: Craig Moodie #8602

278 Matua Road,
 Kumeu, 0891

Mobile: 021 797 487

Email: vice.p@ulysses.org.nz

Treasurer: Vicky Noda #9990

Mobile: 027 684 2590

Email: treasurer@ulysses.org.nz

Secretary: Suzie Pentelow #8532

192 Kina Road, Opunake,
 Taranaki, 4681

Mobile: 027 412 0913

Email: secretary@ulysses.org.nz

Committee: Karen Wilson #7787

5 Awahou Place,
 Foxton, 4814

Mobile: 021 779 776

Email: com.3@ulysses.org.nz

Committee: Phillipa Were #8849

4G Amber Drive,
 Whangarei, 0112

Mobile: 027 434 3430

Email: com.1@ulysses.org.nz

Committee: Maree Vincent #9383

5 Portchester Street, Aranui
 Christchurch, 8061

Mobile: 027 277 3356

Email: com.2@ulysses.org.nz

Administration/Membership/Gear:

Debby Morgan, PO Box 40218, Upper Hutt, 5140

ULYSIAN SUBMISSIONS

WINTER EDITION | MAY 2024

Booking/Copy (editorial) Deadline |

Wednesday, May 1, 2024

Advertising Material Deadline |

Monday, May 13, 2024

**Please ensure all images are high resolution
 and sent as an attachment. Advertising
 requirements are 200dpi, CMYK.**



COVER PHOTO: Kapiti Kapers - Roland, Glenn and Martin have fun in the sun. Kapiti Branch News P68 — **Paul Nees #6782.**

Contents

President's Report	7
National Secretary's Report	8
Welcome New Members	9
Administrator's Report.....	10-11
National Treasurer's Report	12-15
Win A New Motorbike	16-17
The Monday Mafia Rides The Chatto Creek 800	18-21
Icons 150.....	22-23
The Inaugural Chatto Creek Double Badger	24-27
Upcoming Events	28-29
A Balkans Odyssey.....	30-35
If At First You Don't Succeed.....	36-38
Member Antics.....	39
Baton Relay Update.....	39
Mentor's Mumblings - Prats	40
North Harbour Ronnie Run	41-43
Recipes	44-45
Coffee Break Puzzle Page	46-47
Branch News	48-71
Product Picks.....	72-73
Co-ordinators' Contact Details.....	74-75
Coffee Break Solutions.....	76
Upcoming Rallies.....	77-83
Forthcoming Branch AGM Notices 2024.....	85-87

Ph: **0800 ULYSSES** or 0800 859 773 between 2:30pm and 5:30pm
 Mobile: 021 072 3636 Email: admin@ulysses.org.nz

Keeper of the Remembrance Book:

Peggy O'Neal #2849 Email: remembrance@ulysses.org.nz
 PO Box 96219, Balmoral, Auckland, 1342

Website Administrator: Web21 & Shotbro Design

Email: greig.neilson@web21.nz

Club website: www.ulysses.org.nz

Ulyssian Magazine Production:

Publisher/Editor: editor@ulysses.org.nz

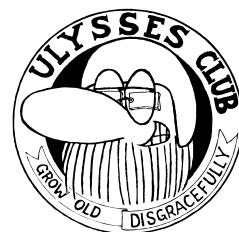
Advertising: Georgina Collins

Phone: 027 636 7492

Email: advertising@ulysses.org.nz

Design: Beacon Production

Printing: Beacon Print



PRESIDENT'S REPORT

ANDY WILSON #7169
NATIONAL PRESIDENT

MAR 2024



Wow, March already, time flies for the busy.

Raffle tickets have been sent to the branches and are being sold as I write this report. What an amazing effort selling tickets from the Canterbury branch, well done. Much as we like to criticise Government departments, it was the police checks that held up the licence for the raffle, as we had some new names on the documentation this year. Mind you, it was a lot quicker compared to a work security check that took four months. We are now on our way and good luck to all ticket holders. Wouldn't it be fantastic if the winner is at the National Rally and AGM to win a new bike in a motorcycle dealership. How good would that be!

Before I go any further, I would like to thank the rest of the national committee, Craig, Suzie, Vicky, Pip, Maree and especially my wife, Karen, for all the work and help they have given me and the club over my first year as president. We have had a few headaches and issues to deal with, but we have all contributed equally and found resolutions or solutions that we all agreed on. So, once again, thank you all.

The co-ordinators, along with their committees, are the link between the club and the membership, and the main chain for the passage of information or questions. So, thanks to you all for your time and efforts. We are all volunteers and working like this can put

unseen pressures on an already busy life.

The overriding factor I always work towards is that we are a social club first, for people who ride or enjoy motorcycles. We don't need an ego to ride or enjoy motorcycles, we are there to enjoy each other's company and help each other if we can. Most of the issues I have had to deal with this year are of no consequence in the big picture and proving a point or being right is of no value to anyone if it is damaging a branch.

So, let's reset this year and enjoy the first decent summer for a couple of years and get out and enjoy some interbranch rides, meet ups and rallies. If you are taking a group into another branch's area, let them know and meet up – it takes only an email or phone call but has amazing effects.

We will have a co-ordinators' workshop in Lower Hutt in September or October, dates to be confirmed. Hosted by Wellington branch again (they do a fantastic job), details to follow. If you are a co-ordinator, please, try to attend or at least have your branch represented by a senior member. These workshops help everybody get a snapshot of how we are progressing, what we need to do and how we can help the branches.

Also, co-ordinators are reminded that there is a co-ordinators meeting on the Friday afternoon

before the AGM that we would like you all to attend as it is when we vote on our Life Memberships and Odyssey Medal recipients. Again, if you cannot attend, someone representing your branch would be appreciated.

Our next big commitments are the 5 Year Plan and then the Incorporated Society Rule changes and Remits for the AGM in 2025. So, we already have a huge amount of work in front of us. Talking of AGMs, the 2024 AGM, for the first time in my knowledge, is being held in a dealership, and they have really given us the run of the place for the whole weekend. Thanks to Cyclespot and Wayne Painter and his committee for arranging what will be a brilliant weekend. All members are encouraged to attend and enjoy the company of Ulyssians from all over the country. The business part of these amazing events is very small, and the fun factor is massive. So, get registered.

Most of the bikes on the Raffle list will be there to help you make your choice if you are the lucky winner. AON, our major sponsor, will be there in a larger role than at previous rallies.

Pip Reynolds is standing down from the National Committee this year as she is leaving us and heading to Australia to live. Thank you, Pip, for your support and for all you have done over the past few years dealing with the international Ulysses communication and the

discounts that we can get nationally. We are also saying goodbye to Marie Vincent, who came on to NatCom at the last AGM. Thanks for the time you have spent with us, and we wish you well.

With those two leaving, we have vacancies on the National Committee. One person has been nominated so far and we will take nominations from the floor at the AGM for the other position. Someone from the South Island would be great to spread the committee over both Islands.

There should also be a breakdown of the funds raised by the Cyclone Gabrielle Baton Run in this issue of the *Ulyssian*. What a great effort by the whole club and the highlight was the number of branches that tagged along for more than their leg of the journey. As I mentioned earlier, let's keep up the interbranch meet ups, competitions and rallies, and support as many as we can.

From now until about June, all the branches will have their own AGMs. Please support your new committees and events, and don't forget to let the National Secretary and Debby know of any changes to the committee and their contact details.

So, here's to a great summer and autumn. Let's have loads of rides and fun. See you on the road somewhere.

ANDY WILSON #7169

NATIONAL SECRETARY'S REPORT

MAR 2024



2024 RALLY AND AGM - CYCLESPOOT, NORTH HARBOUR

A Rally and AGM held in a motorbike shop. Nirvana for most of us, I think.

Keen to be involved in the direction of your club? Want to meet NatCom and fellow members from all over New Zealand? Then make sure you have sent in your registration and booked accommodation for the National

Rally and AGM at North Harbour. It's a great way to build those bonds with your own branch members, as well as meet many more.

NATIONAL COMMITTEE NOMINATIONS (NATCOM)

Update: In the December *Ulyssian* I reported that we had all positions filled unopposed. Since that magazine was printed, we have had one resignation as of the upcoming AGM. Pip Reynolds will be resigning, so we will be looking for a person to take over her position as a committee member. According to rule 3(b), nominations shall be called from the floor at the Annual General Meeting. If you are keen to talk to someone about what is involved in being on the committee, contact any of the current NatCom members.

ODYSSEY AND LIFE MEMBER MEDALS

Thanks to those who have spent the time to put forward members as nominees. We look forward to branch members sharing stories about these special Ulyssians at the Co-ordinators meeting and the presentations (if any) at the AGM.

BRANCH AGMS

By now, many branches would have had or be getting closer to holding their own local AGMs. Could all branch secretaries PLEASE make sure that you add to your agenda "Choose the date, time, venue etc for your 2025 branch AGM". This way, once you have sent me your 2024 AGM minutes (plus co-ordinator's and financial reports) I will be able to see and record this information immediately, instead of having to chase you all up in November for the December *Ulyssian*. Also, if you have a change of officers, please send me and Debby (our National Administrator) their contact details for our records.

See you all at the North Harbour Rally and AGM

Thanks!

SUZIE PENTELOW #8532

National Secretary

bikerider
NZ's favourite road bike magazine **magazine**

EXCLUSIVE OFFER!
to current members of the
Ulysses Club of NZ!

\$10 OFF!
the normal 1 year
subscription price
Just \$89 for
Ulysses
members!
*credit card fee may apply

**LOCAL NEWS, REVIEWS,
TOURS, TESTS, TECH
& MUCH MORE...**

Call BRM on
07 862 6957
& quote your Ulysses
membership number

WELCOME NEW MEMBERS

#10649	Allan Parkinson	Wellington
#10648	Ian Pilbrow	Taupō
#10647	Ron Buck	North Harbour
#10646	Dave Waters	Canterbury
#10645	Kathryn Graham	Canterbury
#10644	Andy Graham	Canterbury
#10643	Gavin Midgley	Taranaki
#10642	Stephanie Bublitz	Westland
#10641	Steven Elliott	Waihi-Thames Valley
#10640	Peter Moyes	Waihi-Thames Valley
#10639	Casey Livingston	Canterbury
#10638	Joelle Specht	Hawkes Bay
#10637	Detlev Specht	Hawkes Bay
#10636	Grant Astley	Auckland
#10635	Paul Durling	North Harbour
#10634	Nigel Filby	Auckland
#10633	Andy Watson	Canterbury
#10632	Ethan Hickmott	Hawkes Bay
#10631	Jason Batchelor	Canterbury
#10630	Dena Hedges	Nelson
#10629	Kenneth Hedges	Nelson
#10628	Graeme Bloomfield	Nelson
#10627	Lisa Clarke	Westland
#10626	Glenn Daniels	Canterbury
#10625	Dave Armstrong	Canterbury
#10624	Kevin Ahern	North Harbour
#10623	Kerry Anderson	Wellington
#10622	Marke Browne	Waihi-Thames Valley
#10621	Alisa Hendl	Hawkes Bay
#10620	Maria Hilton	Waihi-Thames Valley
#10619	Gino Maresca	Nelson
#10618	Mark Brown	Waihi-Thames Valley
#10617	Rachel Robertson	South canterbury
#10616	Tim Gerard	Canterbury
#10615	Lynn Ivory	Canterbury
#10614	Craig Weston	Wellington
#10613	Ross Steele	Whakatāne
#10612	Myles McLeod	Waikato
#10611	John Flood	North Harbour
#10610	John Morton	North Harbour
#10609	Judith Burns	Wellington
#10608	Lynette Willis	Waikato
#10607	Zachary Riosa	North Harbour



Motorecycle insurance that leads the pack

Insurance from the people who revolutionised motorcycle insurance.

Since 1989 the team at Star Insure has designed extraordinary, custom policies for New Zealand motorcycle riders. We lead the way because we innovate and engage in deeper levels of insurance analysis to craft highly-tuned, custom insurance policies that protect riders in the real world.

It's why Kiwi riders choose Star Insure.

Call us on: **0800 250 600**

Get a quote: **starinsure.co.nz**



Promo Code: **ulysses**



ADMINISTRATOR'S

I know it's March already, but somehow this year feels so different from last year. For one thing, we have had a decent summer and no tragic or disruptive weather events to speak of.

MEMBERSHIP STATS

Unfortunately, the numbers of those who have chosen to resign or allow their membership to lapse has increased from 250 last year to 321 this year. As at the beginning of February, our total active membership is 1534. However, I have no doubt in the next couple of months many members who have forgotten to renew will do so.

The upcoming National Rally at Easter Weekend in Auckland will be a great reminder to those who have not renewed their memberships when they cannot register to attend.

MEMBERSHIP CARDS

Just a reminder that your membership

card is not only sent to you as receipt for your payment, but it also offers you so much more. A full list of discounts available to Ulysses members can be found on our web page: <https://ulysses.org.nz/member-discounts/> These are some of the tangible benefits your membership has to offer.

Cards cost the club a considerable amount of money annually: supplier and printing costs, my time for processing and posting back to you, so make the most of your membership by keeping these near to your eftpos cards, so you remember to use them.

GEAR SALES

Gear sales, once again, have been

slow, although it's great to see a good number of members purchasing the new Tribal Design printed items. Karen Wilson will have a variety of these items available at the upcoming National Rally. These will not be available for purchase, however, it is an opportunity to ensure sizings, so you can place an order.

The supplier assures us the turnaround time from ordering to supply is around three weeks, therefore they are likely to be received within a month from your order date. Christmas holidays did see this extend to up to six weeks.

We will continue to run the same discounted items for the autumn season, to reduce stock levels.

MOTORCYCLE SUSPENSION SPECIALIST

moto sr.co.nz
SUSPENSION SPECIALISTS

**Bike Setup
Part & Accessories
Motorcycle Repairs**

KYB **RG3** **XTRIG**

STOCKIST OF KLIM RIDING GEAR

STOCKIST OF MITAS TYRES

SERIOUS GROUND CONTROL

- SUSPENSION SERVICING
- SUSPENSION UPGRADES
- SPRINGS, SEALS
- FREE FRIENDLY, EXPERT ADVICE

ADVENTURE • ROAD • RACE • MOTOCROSS • TRAIL

SCOTT@MOTOSR.CO.NZ 020 4136 2339 07 958 5112

REPORT

MARCH 2024



AUTUMN SPECIALS



BLACK LEATHER KEYRINGS
NORMALLY \$15
\$10⁰⁰



NECK WARMERS
NORMALLY \$15
\$10⁰⁰

WINE COOLER BAGS
NORMALLY \$15
\$10⁰⁰



BEANIES
NORMALLY \$20
\$15⁰⁰



PLEASE REMEMBER TO INCLUDE POST/PACKAGING COSTS OF \$7.50

That's it from me...take care

Debby Morgan

— National Administrator



KEEP YOUR RIDE IN TOP SHAPE



Your motorcycle isn't just a way to get around; it's a part of your life. We get that! And we're here to make sure it stays in top shape.

For our Ulyssian family, we're unlocking a top deal:

\$50 WOF + fluid checks

Best Price in town!

Gear up at

nzbike.co.nz

Visit us at 21a Sheffield Crescent, Christchurch

(03) 366 3000 | Mon - Fri 8.30am - 5.30pm | Sat 9.00am - 1pm

NATIONAL TREASURER'S REPORT



I am happy to present my first AGM treasurer's report to the club. It has been a learning experience for me and quite a change to my previous branch secretary role. I am pleased to advise though that the financial result for the club this year has been a positive one.

The 2023 Statement of Financial Performance records a surplus for the year of \$23,223, which compares favourably with the surplus in 2022 of \$8,078. The increase over 2022 is mostly due to three positives and one negative.

Subscriptions and joining fees were up by \$9,372, reflecting on one hand the increase in club membership, which is awesome to see, and on the other hand due to the delayed effect from the last fee increase. Interest Income from our term deposits was up by \$5,898. At 31 December, 2022, the average interest rate for our term deposit investments was 5.78%, in 2022 it was 3.56% and in 2021 it was 1.19%.

Some of the surplus for 2023 is due in part to it being the "off" year for the biennial mid-year co-ordinators' meeting. The 2022 meeting came to a total of \$10,292 and we expect the 2024 meeting scheduled for later this year to probably be a bit more expensive due to inflation. These meetings are important to get your branch co-ordinators or representatives together to discuss

any current issues, to ensure all new co-ordinators understand their role and responsibilities in supporting all our members and keeping their branch going and, of course, deciding where the club is headed in the future and where our energy is best spent.

As to the negative, the net cost of the magazine increased by \$7,556 over 2022's total. This was due to the increases in production and postage costs. However, the refreshed magazine has been well received by members and provides great information on club activities and other aspects of motorcycling.

We have also renewed our sponsorship agreement with AON for a further 12 months. The support from AON is most appreciated and as our preferred insurance broker, you are urged to contact them when considering renewal of your insurance. You can find contact details in the magazine or on our NZ Facebook page, or you can email myself or Debby.

NatCom has taken advantage of the technological age and easily continues to deal with business via email and Zoom, with only two face-to-face meetings taking place during the year (one of these in conjunction with the National Rally/AGM).

It was great that we could hold a face-to-face National Rally/AGM last year after missing out in 2022. I'm told the Canterbury branch did a great job as

hosts, and it was great to see that they made a surplus of \$2,000, which enabled \$1,000 to be added to the AGM Equalisation Reserve.

The annual bike raffle, which is well supported by members, provides a surplus of approximately \$3,000-\$4,000 each year, which is used to support Rider safety and training within the club. It's been great to see a number of payments totaling \$5,866 go out to various branches and individuals for upskilling and especially first aid training for some – complementing the handy first aid kits distributed to the branches just in case someone on a club ride has a need. I hope you are all keeping them handy.

My thanks go to our Administrator, Debby, who has been a fantastic support this past year and continues to do a great job for the club; to Stuart for his guidance while figuring out my new role and being our honorary accountant doing the hard stuff in the background and to my fellow NatCom members who undertake their roles in order to support our club, on a voluntary basis. Without all these people we would be lost.

Looking forward to a great 2024 and keep the shiny side up all.

VICKY NODA #9990

ULYSSES CLUB OF NZ INC 2023 FINANCIAL REPORT

Entity Information

LEGAL NAME The Ulysses Club of New Zealand Incorporated

TYPE OF ENTITY Incorporated Society

DATE OF INCORPORATION 4 December 1990

INCORPORATION NUMBER 473870

REGISTERED OFFICE 1/15 Geange Street, Upper Hutt 5018

MAILING ADDRESS P O Box 40218, Upper Hutt 5140

EMAIL ADDRESS admin@ulysses.org.nz

WEBSITE www.ulysses.org.nz

ADMINISTRATOR D P Morgan,

AUDITOR R. J. Ryan CA, 109 Windmill Road, RD3, Hamilton 3283

BANKERS BNZ, Amohau St, Rotorua. Kiwibank, Tutanekei Street, Rotorua

Entity Objectives and Structure

The principal objectives of the club are, to provide a means by which eligible persons can meet for companionship, social activities, and the responsible pursuit and enjoyment of motorcycling. To Promote among government, regulatory authorities, manufacturers, media, and other relevant bodies the interests of older motorcyclists in particular and motorcyclists in general. To encourage and promote safe motorcycling among members and the community.

The Club has a National Executive, which is elected annually at the Club National AGM, which oversees the operations of the club at a national level.

The club has 29 branches throughout New Zealand. Each branch has a local committee which organises the local activities of the branch (meetings, runs and other events, both social and competitive). The local committees are elected annually by members of the Branch at their branch AGM.

ULYSSES CLUB OF NZ INC

STATEMENT OF FINANCIAL PERFORMANCE

FOR YEAR ENDING DECEMBER 31, 2023

	2023	2022		2023	2022
	\$	\$		\$	\$
INCOME			CURRENT ASSETS		
GEAR TRADING			Bank Accounts		
Gear sales	6,212	8,214	BNZ - Non Profit Organisation account	7,779	4,704
Cost of sales	(5,544)	(7,100)	BNZ - On Call account	73,030	70,768
<i>SURPLUS ON GEAR TRADING</i>	668	1,114	BNZ - Bike Raffle account	1,418	207
FEES FROM MEMBERS			KiwiBank Now account	2,741	887
Subscriptions	99,104	89,354	PayPal account	35	35
Joining & late fees	3,870	4,248		85,003	76,601
<i>TOTAL FEES FROM MEMBERS</i>	102,974	93,602	Other Current Assets		
OTHER INCOME			Accounts receivable	8,890	67
Freight Income	447	512	Interest receivable	4,191	1,812
Interest received	9,710	3,812	Branch Loan - National Rally/AGM	2,000	2,000
Ulyssian Advertising	15,126	15,160	Inventory	9,376	9,915
Sponsorship	7,167	7,500	Payments in advance	6,465	6,570
Donations	0	110		115,925	96,965
<i>TOTAL OTHER INCOME</i>	32,450	27,094	NON-CURRENT ASSETS		
TOTAL INCOME	\$136,092	\$121,810	Fixed assets (Note 7)	1,476	2,121
			INVESTMENTS		
			Term Deposits (Note 8)	175,000	175,000
			TOTAL ASSETS	\$292,401	\$274,086
			CURRENT LIABILITIES		
LESS: EXPENDITURE			Accounts payable & Receipts in advance	12,526	11,849
ADMINISTRATION EXPENSES			GST payable	7,282	9,061
Administration fees	33,600	32,145	BNZ Visa account (Note 3)	242	728
Audit fee	1,550	1,500	Funds held for Branches in Recess	5,710	0
Bank & PayPal charges	92	108	Members subscriptions in advance (Note 6)	113,787	120,997
Computing & internet	1,684	860		\$139,547	\$142,635
Office rent	3,652	3,639	NET ASSETS	\$152,854	\$131,451
Post & courier	2,528	3,050	Represented by:		
Stationery & photocopy	1,472	410	Accumulated Funds at 1 January 2023	90,792	82,714
Telephone	620	757	Surplus for the year	23,223	8,078
<i>TOTAL ADMINISTRATION EXPENSES</i>	\$45,198	\$42,469	Accumulated Funds at 31 December 2023	114,015	90,792
MEETING EXPENSES			AGM Equalisation Reserve at 1 January 2023	15,861	16,598
AGM - travel, accommodation etc	6,386	5,813	Surplus/ (Expenditure) for AGM (Note 5)	1,000	(737)
Branch Coordinators - travel, registrations etc	0	10,292	AGM Equalisation Reserve at 31 December 2023	16,861	15,861
National Committee - travel etc	2,930	2,865	Rider Safety Reserve (Note 9)	21,978	24,798
Other meeting expenses	672	1,128	TOTAL EQUITY	\$152,854	\$131,451
<i>TOTAL MEETING EXPENSES</i>	\$9,988	\$20,998			
MEMBERSHIP EXPENSES					
Badges	1,879	1,379			
Life & Odyssey Medals	1,150	710			
New Member - History Books & Bumper Stickers	92	1,535			
Mail Chimp fees	1,158	980			
Magazine - Printing & Distribution	37,464	28,909			
Magazine - Advertising Costs	4,456	5,489			
Remembrance Run	1,000	824			
Website & Database	1,459	1,459			
<i>TOTAL MEMBERSHIP EXPENSES</i>	\$48,658	\$41,285			
OTHER EXPENSES					
Advertising / Publicity	1,926	1,632			
General expenses	412	56			
Insurance	2,846	2,719			
Sponsorship Expenditure	3,196	4,730			
<i>TOTAL OTHER EXPENSES</i>	\$8,380	\$9,137			
TOTAL EXPENDITURE	\$112,224	\$112,989			
Surplus before depreciation	23,868	8,821			
Depreciation (Note 7)	645	743			
Surplus for the year	\$23,223	\$8,078			

NATIONAL COMMITTEE

PRESIDENT

Andy Wilson, Wairarapa #7169

VICE-PRESIDENT

Craig Moodie, Auckland #8602

SECRETARY

Suzie Pentelow, Taranaki #8532

TREASURER

Vicky Noda, North Harbour #9990

COMMITTEE

Karen Wilson, Wairarapa #7787

Phillipa (Pip) Were, Nelson #8849

Maree Vincent, Canterbury #9383



	2023	2022
	\$	\$
Cash Flows from Operating Activities		
Cash was received from:		
Subscriptions and other fees from members	95,763	111,531
Sponsorship and Donations	0	7,610
Interest income receipts	7,331	2,637
Receipts from Raffle ticket sales	21,757	21,751
Receipts from providing goods or services	19,850	24,356
Receipts from Annual Rally/AGM surplus	1,000	0
Net GST	(1,779)	3,704
	143,922	171,589
Cash was applied to:		
Payments to suppliers	116,652	115,848
Payments to suppliers in relation to Raffle	18,711	17,934
Payments in relation to Rider Safety	5,867	490
Payments to support Annual Rally/AGM shortfall	0	737
	141,230	135,009
Net Cash Flows from Operating Activities	2,692	36,580
Cash flows from Investing and Financing Activities		
Cash was received from:		
Proceeds from AGM loan advances to Branches	2,000	0
Branches in recess	5,710	0
	7,710	0
Cash was applied to:		
Payments to purchase investments	0	25,000
AGM loan advances to Branches	2,000	2,000
	2,000	27,000
Net Cash Flows from Investing and Financing Activities	5,710	(27,000)
Net Increase / (Decrease) in Cash	8,402	9,580
Opening Cash	76,601	67,021
Closing Cash	85,003	76,601
This is represented by:		
Bank Accounts	85,003	76,601

ULYSSES CLUB OF NZ INC 2023 FINANCIAL REPORT

Notes to the Accounts

1. STATEMENT OF ACCOUNTING POLICIES

These financial statements are for the entity The Ulysses Club of New Zealand Incorporated and have been prepared in accordance with Financial Reporting Standards, using all available differential reporting exemptions. A historical cost basis has been used for the measurement and reporting of income and financial position.

(a) Changes in Accounting Policy: There have been no changes in accounting policies. All policies have been applied on bases consistent with previous years.

(b) Fixed Assets and Depreciation: Assets are all initially recorded at cost and depreciated at rates appropriate to expense the asset over its expected useful life.

(c) Goods and Services Tax (GST): All items in the financial statements are reported exclusive of GST.

(d) Income Tax: The Club is not subject to Income Tax.

(e) Inventories: are recorded at the lower of cost, determined on a first-in, first-out basis, and net realisable value after due allowance for obsolescence.

(f) Investments: Term Deposits with Kiwibank as listed in Note 8 below and are shown in the accounts at their principal value as at 31 December 2023.

(g) Receivables: are stated at their estimated realisable value. Bad debts are written off in the year they are identified.

2. CONTINGENT LIABILITIES

At balance date there were no known contingent liabilities (2022, Nil). The Club has not granted any securities in respect of liabilities payable by any other party.

3. SECURITIES AND GUARANTEES

There was no overdraft at balance date, nor any facility arranged. \$242 was due on the Club credit cards with the BNZ as at 31 December 2023 (2022, \$728).

4. COMMITMENTS

At balance date the club had no outstanding financial commitments. (2022, Nil).

5. AGM EQUALISATION RESERVE

The National Rally & AGM held at Christchurch in 2023 made a surplus of \$2,000 with \$1,000 representing a half share of the surplus being credited to the AGM Equalisation Reserve in the National accounts. The National Rally & AGM scheduled to be held in Christchurch in March 2022 was cancelled due to Covid restrictions that were in place at that time. As a result of the cancellation, payment of \$737 was made from the reserve to the Canterbury Branch to cover costs incurred which were not able to be refunded.

6. SUBSCRIPTIONS IN ADVANCE

The Club has received the following subscriptions paid in advance:

	<u>2023</u>	<u>2022</u>
For the next financial year	73,823	76,205
For future financial years	<u>39,964</u>	<u>44,792</u>
Total subscriptions in advance	<u>\$ 113,787</u>	<u>\$120,997</u>

7. FIXED ASSETS

Fixed assets comprise office equipment, and banners with summary values as follows:

	<u>2023</u>	<u>2022</u>
Fixed assets at start of year (at cost)	9,198	9,198
Plus, additions during year	<u>0</u>	<u>0</u>
	<u>9,198</u>	<u>9,189</u>
Accumulated depreciation at start of year	7,077	6,334
Plus, depreciation for the year	<u>645</u>	<u>743</u>
Accumulated depreciation at close of year	<u>7,722</u>	<u>7,077</u>
Net book value at close of year	<u>\$1,476</u>	<u>\$2,121</u>

8. INVESTMENTS

The Club holds the following Term Deposits:

	<u>2023</u>	<u>2022</u>
<u>Kiwibank:</u>		
Term Deposit – 03 invested at 6.15% to 01.11.24	25,000	25,000
Term Deposit – 04 invested at 5.85% to 23.05.24	25,000	25,000
Term Deposit – 05 invested at 5.80% to 27.04.24	25,000	25,000
Term Deposit – 06 invested at 5.20% to 09.01.24	25,000	25,000
Term Deposit – 07 invested at 5.40% to 01.03.24	25,000	25,000
Term Deposit – 09 invested at 6.05% to 30.05.24	25,000	25,000
Term Deposit – 11 invested at 6.05% to 24.04.24	<u>25,000</u>	<u>25,000</u>
Total Term Deposits	<u>\$175,000</u>	<u>\$175,000</u>

9. RIDER SAFETY RESERVE

The Club holds funds designated for supporting rider safety and training. These funds are recorded in the Rider Safety Reserve:

	<u>2023</u>	<u>2022</u>
Balance at 1 January 2022	24,798	21,410
<u>Plus:</u> Donations	0	60
Surplus from Bike Raffle	<u>3,046</u>	<u>3,818</u>
Total funds available	27,844	25,288
<u>Less:</u>		
Rider Safety & Training payments made during the year	<u>5,866</u>	<u>490</u>
Balance at 31 December 2022	<u>\$21,978</u>	<u>\$24,798</u>

NATIONAL TREASURER



VICKY NODA
#9990
TREASURER@
ULYSSES.ORG.NZ
027 684 2590

AUDIT REPORT

TO THE MEMBERS OF THE ULYSSES CLUB OF NEW ZEALAND INCORPORATED.

This financial report has been audited. The financial report provides information about the past financial performance, cash flows and its financial position as at 31 December 2023. The scope of the audit does not include individual branch activities. This information is stated in accordance with the accounting policies and notes to the accounts.

COMMITTEE'S RESPONSIBILITIES

The National Committee is responsible for the preparation of the Financial Report, which fairly reflects the financial position of the organisation as at 31 December 2023, and of the results of financial performance for the year ended 31 December 2023.

AUDITOR'S RESPONSIBILITIES

It is my responsibility to express an independent opinion of the financial reports presented by the National Committee and report the opinion to you. Other than in my capacity as auditor, I have no relationship with or interest in the Club.

BASIS OF OPINION

An audit includes examining, on a test basis, evidence relevant to the amounts and disclosures in the financial reports. It also includes assessing:

- The significant estimates and judgments made by the National Committee in the preparation of the Financial Report, and
- Whether the accounting policies are appropriate to The Ulysses Club's circumstances, consistently applied and adequately disclosed.

The audit has been conducted in accordance with generally accepted auditing standards in New Zealand. The audit was planned and performed so as to obtain all the information and explanations which I considered necessary in order to provide sufficient evidence to give reasonable assurance that the financial reports are free from material misreports. In forming an opinion, the overall adequacy of the presentation of information in the financial reports was evaluated.

QUALIFIED OPINION

Controls over cash revenues from club activities prior to being recorded were limited, and there are no practical audit procedures to determine the effect of this limited control. My audit procedure of these transactions has been confined to a check of items receipted to the bank. My audit of stocks on hand has been confined to a check on pricing and valuation and has not included a physical check or count as this was neither economic nor practical.

In my opinion, subject to adjustments that may have been found necessary had I been able to obtain sufficient evidence concerning cash revenues, the Financial Statements:

- Comply with generally accepted accounting practice; and
- Give a true and fair view of the financial position of The Ulysses Club of New Zealand Incorporated as at 31 December 2023, and the results of its operations for the year ended 31 December 2023.

The audit was completed on 31 January 2024 and my qualified opinion is expressed at that date.



R J Ryan CA., 109 Windmill Road, RD3, Hamilton 3283

WIN A HOLIDAY TO RAROTONGA



WWW.OFFTHEBEATENTRACKNZLTD.COM

Simply purchase
a copy of the
'OFF THE BEATEN
TRACK NZ PASSPORT'
and be into
**WIN A TRIP TO
RAROTONGA
2 PEOPLE, 3 NIGHTS
ACCOMMODATION**

LIMITED
TO 500
PASSPORTS!

TERMS & CONDITIONS APPLY

otbtoursnzltd@gmail.com



**2024
RAFFLE**

Drawn on Saturday, March 30th, 2024

WIN A NEW MOTORBIKE

*of your choice**

Here we are again, giving YOU the opportunity to WIN a brand new motorbike valued from \$10,379 to \$23,539 (*options over the page). There are only 2750 tickets and these have always sold out, so Ulysses members must have priority to purchase. Family and friends come second. Cost is \$10 per ticket.

Lottery closes: March 22nd, 2024

Lottery drawn: Between 7pm and 9.30pm, March 30th, 2024

Method of Draw: Ticket drawn at random from barrel under legal professional supervision.

Results published: NZ Herald and The Press and in the Ulyssian.

LOTTERY: SUBJECT TO THE GRANTING OF A LICENCE FROM DIA. By licence issued under section 37 of the Gambling Act 2003 Licence LT000000000. Dept of Internal Affairs, PO Box 10095, Wellington 6143. Phone 0800 257 887

Limited to 2750 tickets. Numbered 0001 to 2750

**NO TICKET SALES BEFORE
THE 1ST JAN 2024**

\$10
per ticket

**All proceeds go to Ulysses
Club (NZ) Inc Rider Safety
& Training Programme**

You can get tickets from your Co-ordinator/Branch President or direct from the raffle organiser:

**ORGANISER: Andy Wilson
#7169NZ**

Phone: 027 779 7766

5 Awahou Place, Foxton 4814

Please pay direct to the Ulysses Raffle Account

02-0412-0001771-068



Make sure you put your name and membership number as reference so that we know who has the winning ticket.

**2024 Motorcycle Raffle -Prize Listing
Raffle Winner to select ONE from the following list of NEW Motorcycles**

Make & Model	RRP	Make & Model	RRP	Make & Model	RRP
APRILIA		MOTO GUZZI		MOTO MORINI	
SR GT	\$ 7,490.00	V7 STONE 850	\$18,000.00	X-CAPE	\$13,990.00
SR GT Sport	\$ 7,690.00	V7 SPECIAL 850	\$19,000.00	SEIEMMEZZO STR	\$12,499.00
TUONO 660	\$19,400.00	V85TT	\$21,500.00	SEIEMMEZZO SCR	\$13,590.00
RS 660	\$21,200.00	TRIUMPH		SUZUKI	
TUAREG 660	\$21,200.00	SCRAMBLER 900	\$19,500.00	GSX S1000 GTM3	\$21,999.00
GAS GAS		BONNEVILLE T100	\$18,500.00	DL 1050 RR	\$22,999.00
ES700	\$20,699.00	TIGER 660 SPORT	\$15,990.00	GSX 1300 RR M3	\$29,999.00
SM700	\$20,699.00	TRIDENT 660	\$14,500.00	DL 1050 RJ	\$23,999.00
HUSQVARNA		STEET TRIPLE	\$18,990.00		
FE701	\$21,999.00	VESPA			
FS701	\$21,999.00	GTS 300SS	\$10,790.00		
INDIAN		YAMAHA			
SCOUT BOBBER	\$23,495.00	MT03	\$ 8,799.00		
KTM		MT 07 LAMS	\$14,099.00		
390 DUKE	\$8,499.00	MT 07 HO	\$14,999.00		
RC 390	\$9,299.00	XSR 700 LAMS	\$15,399.00		
RC 390 GP	\$9,499.00	MT07 TRACER	\$18,799.00		
390 ADVENTURE	\$10,799.00	MT09	\$17,699.00		
390 ADVENTURE Spoke Wheel	\$11,899.00	MT09 SP	\$18,899.00		
690 ENDURO R	\$21,799.00	TENERE 700	\$19,599.00		
690 SMCR	\$21,799.00	YZF R15	\$ 6,699.00		
890 DUKE GP	\$18,999.00	YZF R3	\$ 9,399.00		
890 DUKE R	\$22,249.00	YZF R7 LAMS	\$15,099.00		
DUCATI		YZF R7 HO	\$16,099.00		
2023 MONSTER	\$22,100.00				
2023 SCRAMBLER ICON	\$19,400.00				

Note: All prices exclude on road costs. Prize winner accepts prize on condition that they will cooperate with publicity for the Ulysses Club (NZ) Inc and prize sponsors.

Don't leave it too late or you could miss out!



RIDES THE CHATTO CREEK 800

It started with one Monday Mafia member saying he was interested in riding the Chatto Creek 800 and, one by one, three more Monday Mafia members agreed they, too, would ride the Chatto Creek 800. A fifth member said he would ride to Omakau but not ride the Chatto Creek 800 – he later changed his mind and after completing the ride is very enthusiastic about the event.

The Monday Mafia are a small group of mainly Canterbury Ulysses members who organise for themselves longish rides on Mondays – these are not Ulysses-sanctioned rides, nor is the Monday Mafia a Ulysses-sanctioned group.

So, it was on Friday, November 10, that Dave, on his MV Augusta 800; Derek, on his Suzuki 1000; Duncan, on his BMW 1000; Nick, on his Triumph Tiger 1050; and Wayne, on his BMW 1250, left the Rolleston BP in that order and headed for

Omakau Camping Ground. We arranged to stay in the cabins at Omakau Domain Camping Ground as Omakau is only 10km from the Chatto Creek Tavern, the starting place for the Chatto Creek 800.

From the Rolleston BP, it was a straight run down SH1 to Orari for a coffee/green tea/hot chocolate break (many of the Monday Mafia's rides are coffee breaks with rides in between, according to Wayne). Those of you with an odd bent of mind will realise the Monday Mafia were riding in alphabetical order (how did this happen?) AND concurrently in the smallest capacity bike to largest capacity bike order. Think about that, the chances of it occurring are mind-boggling. So, onwards with a diversion to the Waimate Bakery for lunch. An excellent establishment discovered on a previous ride. Damn good pies! At Waimate, the formal rules of the Monday Mafia were handed out – a document to be viewed with much

scepticism. Departing Waimate, one of the Mafia thought it would be a good idea for a “Monday Mafia visits Morven” photo. Was it a good idea? Well, the photo exists.

Palmerston predates its larger North Island namesake Palmerston North by several centuries but offers little of interest other than a tram cafe that is sometimes open, somewhere you can buy orange socks and a gut-busting run up a steep hill with a monument at the top. But most importantly, it is the coastal end of the Pig Route (root?) the glorious ride to Omakau. This has to be, in your lifetime, a must-do ride. We arrived at Omakau Camping Ground, where the camp manager, the delightful Sue Sleeman, greeted us and allocated huts. The two softies booked beds with sheets, pillows, and blankets. The real men brought their sleeping bags and again the alphabetical order applied with the softies in one cabin and the real men in another. Gear unloaded and

it was off to Chatto Creek Tavern for the six o'clock briefing.

Ross Calder is the chief organiser, with help from his partner, of the Chatto Creek 800 (along with its sister event, the 1600). We were warmly greeted by Ross, especially so as we were first-timers for the event. Virgins! There were a few familiar faces sitting in the tavern: Chris Carey, Ulysses Canterbury Co-ordinator, and TT2000 organiser Shannon MacDougall. Briefing held and rules explained. The format is similar to the TT2000 – checkpoints where you take a photo showing your “A4-sized card” with your bike and the checkpoint in the background. Back to Omakau Camp and everyone turned in for an early night. Surprisingly, everyone was up early in plenty of time to ride the 10km to Chatto Creek Tavern for the 8.00am start. The 1600 guys started at 4.00am.

Night noises and activities shall remain unreported.

At 8.00am and in a leisurely fashion until they hit the road, riders headed off. The Monday Mafia, deciding they would ride in a group, gave the other riders a few minutes start to avoid initial congestion then headed to the Alexandra NPD to fuel up. Most riders had full tanks and we would be even further behind after refuelling. With tanks filled up, we rode through Alexandra and over the Clutha River Bridge for a spirited ride past the orchards the area is famous for to Roxburgh. Otago apricots are the best. We rode past the Roxburgh Hydro Electric Dam and through Roxburgh itself, famous for Jimmy's Pies.

We rode on through Tapanui and, by sheer good luck, Nick, who was leading at the time, pulled up right beside Checkpoint 1 at Waipahi. Photos taken, a bit of faffing about, selfies don't really work while trying to hold an A4-sized piece of laminated paper. Then it was on to Gore,

crossing the Mataura River, world renowned for its trout fishing, before hanging a right to head to Lumsden. We rode past Mandeville, where the Croydon Aircraft Company restores vintage aircraft. The steam engine on the Croydon site was fired up and was billowing steam and smoke. We arrived at Lumsden, but where the hell was checkpoint 2, the Whistle Inn? We parked the bikes then tail-end Charlie, Duncan, frantically beckoned us 50 metres back from where we had come in to the Whistle Inn. Photos taken and fuel tanks filled, we rode off.

Derek, he is not from around there, asked again “Where the hell are we?” The road to Queenstown/Frankton is familiar to Duncan, Nick, Dave and Wayne and the Monday Mafia headed up SH6 past Five Rivers, the turn-off for the shortcut to Te Anau from Queenstown. The garage is now a cafe. Dipton and Athol rolled by, Dave and Nick shouted unheard hellos to Nick's niece Amanda as they rode past Kingston – she gave them a place to sleep on a previous ride. The road from Kingston to Frankton alongside Lake Wakatipu was hellishly bumpy and violently massaged the spine. At the Kelvin Heights turn off, Nick and Dave waved to Nick's sister, Tricia, who gave them coffee and snacks, also on a previous ride.

Riding from Frankton to head north was ridiculous, with bumper-to-bumper traffic that had turned this tourist town into a traffic nightmare. Further up the road on our left was Lake



Nick - Organiser, scribe, booking agent and the original thought. Bike: Triumph Tiger 1050.



Wayne - Telling stories while asleep. What the F**k was that and night time melodies/lullabies. Bike: BMW 1250.



Derek - Where the f**k are we? Supposedly the speed keeper but he's still in training. Beta 16. Bike: Suzuki 1000.



Dave: The humour guy and speedster who Derek is learning from. Bike: MV Augusta 800.



Duncan - All round good guy and stirrer. An honest sort of guy. Bike: BMW 1000.

THE MONDAY MAFIA RIDES THE CHATTO CREEK 800 CONTINUED...



ABOVE: The Glenavy and Trotters Gorge checkpoints.



Bikes at the "Boots and Jandals" where we had lunch at Omarama.

Hayes and still further on but unseen, Arrowtown. The ride through Kawarau Gorge was twisty, up and down, spectacular and downright gorgeous. Once out of the gorge it was not far to the Highlands Motor Circuit and Cromwell. We stopped for petrol at Cromwell NPD, more a splash and dash as the author couldn't remember because his bladder was bursting and Duncan kindly guided him to the nearby "gents" for another splash and dash.

From Cromwell to Omarama is a quick ride, which was done in good time with possibly the fastest average speed of the trip. The Chatto Creek 800 was not the only motorbike event on in the region as the Harley "potato potato, potato" Davidson squad were having a get-together in Cromwell. I am sure it was pure co-incidence but there were a lot of boys in blue around, necessitating adherence to the road rules. We also noticed members of the Southland Vintage Motorbike club on their old bikes put-putting up the Queenstown Highway. At Omarama, be warned, fuel prices are high. Checkpoint three was at the "Boots and Jandals" establishment, where we could get our free lunch (nothing is free, it was paid for by our entry fee). Knowing we were ahead of schedule, we had an hour-long lunch and were sure the break and the food made the second half of the ride easier.

Omarama to Glenavy required some navigation and Duncan, who knew the area, took over leading. Nick was relegated to last place as it was found his newly fitted driving lights could be seen from kilometres away and were a useful reference to the lead rider to know where everyone was. We rode past lakes Benmore, Aviemore and Waitaki and past the township of Otematata, then on to Kurow, where we turned left and over the Waitaki River Bridge. Once

over the bridge, we rode on SH82 and SH83 in the general direction of Waimate. Following a hard left turn on SH82, we turned right at Ikawai on to the road that leads straight to Glenavy. The Glenavy Allied petrol station was the 4th checkpoint and a good place to fuel up for the remainder of the journey. We headed south on SH1 to Trotters Gorge turn off. Depending on your point of view, Trotters Gorge Road is a nasty bit of narrow road for the most part, without road markings and patches of grit emerging onto SH1 just north of Palmerston. Near a DOC sign on the Trotters Gorge Road was Checkpoint 5. A curious farmer enquired what we were up to.

A wriggle through Palmerston, someone knew the backroads, and you are on to the glories of the Pig Route and the final kilometres of the Chatto Creek 800. Ross Calder and others were at the Tavern to greet us with shouts of well done etc.

This is a superb event and should not be missed.

The Monday Mafia set out to ride the event at a modest pace befitting a group whose average age is 70 and were last to finish. Riding in a group was inevitably going to be slower than riding solo. For three of the five this was their first organised long-distance event, though in the previous month all of us did a couple of practice 700km rides which, according to Wayne, were harder than the event itself. There is serious talk the Monday Mafia will do the event next year.

Our thanks to Ross Calder for organising this event and for true southern hospitality.

The Mafia's journey home to Christchurch was via the inland scenic route and apart from the strong winds was uneventful, although they did pass the Goldwing Club going the other way and had a milkshake at Mayfield.



The Monday Mafia at Morven.



The guys outside their cabin at Omarama, geared up for action.



Duncan outside the hut he shared with Wayne and I at Omarama.

**Day 1
Pegasus***

Omakau (includes from Omakau to Chatto Creek Tavern and return)
489km

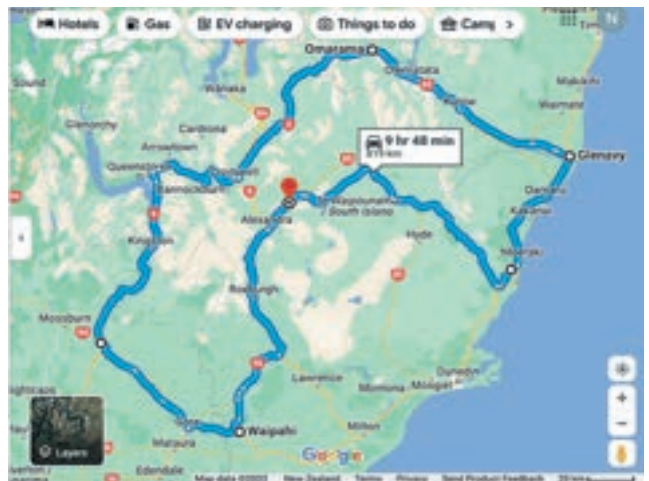
**Day 2
Chatto Creek 800**

(includes from Omakau to Chatto Creek Tavern and return)
839km

**Day 3
Omakau - Pegasus
525km**

**Total:
1853km**
(according to Google Maps. Individual Mafia Members totals may differ slightly)

*Pegasus is just north of Christchurch.



The route of Chatto Creek 800.



Derek, Dave, Duncan and Wayne at lunch.

The Monday Mafia are a small group of mainly Canterbury Ulysses members who organise for themselves longish rides on Mondays - these are not Ulysses-sanctioned rides nor are *The Monday Mafia* a Ulysses-sanctioned group.

ICONS150

Ulysses Waihi Thames Valley Branch fundraising event

Icons 150 is over and in some ways I say thank goodness as it was a heck of lot of work.

Every day I would wake and think of something else we could do or that had to be done, from planning the route, to arranging sponsors, to publicity. I spent a hell of a lot of time promoting it, online and via word of mouth. I know I wasn't the only one as most of our committee did their bit when things had to be done. Now, though, I'm happy to sit back with a beer and say we pulled it off and almost everyone who entered the tour or the competition has said how much they enjoyed it.

What was Icons 150? An amalgamation of ideas I got from other events in the *Ulyssian* and an article I read in a *Bike Rider Magazine*. Why? because at a club meeting it was suggested we should do something to raise money for the Baton Relay. I was at the Christchurch AGM when Lee-Ann Crane gave her presentation, so I put my hand up and said I would do something. I came up with an idea, someone else

on the committee came up with the name and our co-ordinator, Chris Brown, gave us a date, November 4, just before the baton left Invercargill. I suggested we start and finish in Ngatea, not just because I live there, but it is central to three major cities – 103km from the centre of Auckland, 107km to the centre of Tauranga and 90km to the centre of Hamilton. A venue wasn't too hard to find as I happen to know the president of the Hauraki RSA fairly well, Trevor Birchall. So, sold the whole idea to the committee both at the Ulysses Club and the RSA.

We had a name and a date, so I asked our treasurer, Philip Welsh, who knows his way around computers, to put a leaflet together and I started working out a route and finding icons. Ideas were running flat out in my head every night as to where we could go. As I organise most of the Thursday rides, unbeknown to those who followed me, I was often secretly checking roads I could use and icons that might be worth looking at. As time went on, I talked my

wife into going for a drive to Matamata to look at something and, unbeknown to her, I was plotting a route in my head. It took her a while to work out why I used all the back roads. Anyway, it was then time to start typing up the route and I emailed it to Cliff McChesney as I knew he knows his way around and, being a pilot, can check the roads from above. A couple of days later he came back to me and said he thought the route was meant to be 150km and I said, yes, it was. He told me I had 250km and still wasn't home. Damn, and I had such a good route. Back to the drawing board and started again. After discussion with Cliff, a couple of ideas came to mind. As my wife now knew what I was up to, she drove and I wrote down the course and checked the distance as we went, looking for icons as we drove. After a couple of go's, we agreed we had a great course, missing only a few icons.

While discussing the course with Chris Good, who I wanted to check it, his wife, Sandy, butted in and said

why don't I use a bra. The three of us just thought it was a joke at the time, but I took it seriously and now had an icon I could put at the top of a hill with magnificent views. The clue would be "female support".

A couple of weeks later and after quite a lot of going over parts of the route, I had 20 icons. Four of us then set about checking the routes. There were two routes as I am a little devious at times and the idea was for some entrants to go one way around a block and others the opposite way. As I thought many of the icons were too obvious, I named one in German, one in Dutch and one in French. After discussion with my mates checking the run, they thought I was just being too cunning, so I agreed to keep them all in English. On saying that, some were still just a little cryptic. In case we had more than one winner, at the end of the instructions there was a question: "How many one lane bridges did they cross?" When I and the other three who I had been roped in to help were happy, we had not one



route but two. No time for changes.

The day before the event the heavens opened and did it ever rain, but I still had a job to do. One icon was a "stile" in a reserve, except only few would know it was a reserve, so my wife and I drove in the rain to put up a sign. Damn, it was heavy, and I was concerned about flooding on the plains. Checked with the experts in the club and they all said it was going to be fine, however, the weather report said showers. A charity event earlier in the year got washed out, and I was not going to let it happen a second time, so got down on my knees.

The day arrived and it was fine. Off to the RSA to open and get things ready and it wasn't long before all the volunteers turned up for the different jobs allocated to them. The RSA committee members volunteered to do the cooking for breakfast. We put on bacon and egg butties for \$7, bacon in bread for \$5 and sausages in bread for \$3. That was our first effort at fundraising.

The entrants started arriving for the tour. Entry fee was a note, be it a \$5, \$10 or \$100 note. No one cared. Once we had taken their money, we sold them raffle tickets and if they had money left, we sold them a

badge. In other words, we tried hard to get every last dollar off them.

After a short briefing, 30 bikes took off on the tour, led by Philip, who had a couple of corner marshals behind him, and Chris following up the rear as tail end Charlie. It was then out of my control. Even though our tour guide got lost, 99% percent of those who completed the tour came back raving about it as they went over roads they had never been on before. Philip missed the ford, which I was really pleased about as I heard later it was running quite high from all the rain the day before. The route they were meant to take was the same as those doing the competition, but they did not have to find each icon.

Twenty minutes later we had a briefing for those who had entered the competition. They were given their instructions and a start time when they arrived. At the briefing they were told they could follow the route as per the instructions or they could put in their GPS or whatever. What they had to do was photograph every icon in the order on their instructions and they would get a bonus point each time their photograph included their bike. They

were told each icon could be seen from the road, although some could be 40 metres off the road. Some very frustrated people left as they watched some turn left and some turn right. Some had their first icon, the "Pioneer", which is monument right in the centre of town, while others had "Bridge Down", a half-size replica of the original draw bridge that crossed the Piako River before my time. While some found them very quickly, others struggled.

Cliff departed 10 minutes later to clear the marshals en route and to keep an eye out for stragglers. It wasn't long before he had passed the stragglers without even realising it. Not sure where they had been. Cliff put them back on course. Some of the icons the entrants had to find they had seen for years, like the two cenotaphs on the hills overlooking Thames and Paeroa. They all knew about them but had never been up close. Some went through the ford while others had sense and turned around and picked the route from the other side. Not sure if I would have gone through or not as I did not see how high the water was. There were certainly no complaints

about it other than wet feet.

At the end of the day, most riders found many of the icons and the scoring was extremely high. The maximum score anyone could get was 103 points and first and second got 101 points, so we had to have a draw out of the hat to see who won. It was the same with third place, with four riders with 98 points.

It was a great day in more ways than one; we raised just over \$2100, which was handed to the Baton Relay when it come through our area. I believe we raised more than any other branch. Well done WTV members. Many who did the competitive route asked when we were holding the next one. I have run out of icons, so someone else can take it on. We must say a big thank you to all our sponsors: Bike Rider Magazine, Hauraki Plains Motors in Ngatea, Central Motors in Ngatea, 4 Square Ngatea, Hauraki RSA Ngatea, Moto 1 in Paeroa and Harcourts Whangamata. Thanks must also go to all who helped and all the participants; they came from as far away as Auckland, Rotorua and Hamilton. Congratulations also to the winners on the day.

TREVOR BIRCHALL
#4060





The inaugural *Chatto Creek* **Double Badger**



The Chatto Creek Motorcycle Club has a long and proud heritage of running endurance rides, notably the iconic Chatto Creek 1000. As happens, I completed four of these rides before this event suffered from dwindling numbers and eventually disappeared into motorcycling folklore. I think it was my penultimate ride in 2007 when, having heard about the Iron Butt Association, I decided to join that organisation.

In 2021, the Chatto Creek 800km ride found its way onto the rides calendar, a bit of a feeler to see how it went and to gauge public interest. As a result, 2022 saw the resurrection of

the Chatto Creek 1000, an entry-level IBA 1600km-sanctioned ride. With my wingman, Stretch Butler, on his Triumph Explorer and me on Charlotte, we finished the ride in a little over 18 hours. Well organised, sensible start times and a meal provided at the halfway point – where riders completing in either the 800 or the 1600km rides met up at the Chatto Creek – provided with burgers (Maccas, hang your head in shame because these were the burgers of old), chips and a cold drink, before heading off to complete the second half of their rides. I vowed I'd be back.

2023, and Ross Calder

threw in another challenge, complete the 1600 on Saturday and the 800 Sunday and you'd earn a coveted "Double Badger". I'd done the very same in the North Island a couple of years ago over a weekend, so having a crack at this was a no brainer.

The routes were sent out the Thursday prior, allowing those who could to upload those thingamajig files into GPS or ENS. I, however, spent Thursday night fastidiously writing up route cards with the checkpoints and distances between, but specifically distances, between the various petrol stations I'd need. I don't have an auxiliary fuel tank

and a 650km range! Anyway, they say prior planning prevents piss-poor performance. Actually, has anyone ever met "they", whoever they are.

With a new chain and sprockets, and a full service, Charlotte was a new bike, and it was a thoroughly enjoyable and sewing machine-smooth dawdle down to Alexandra on Friday. Hell of a job, but someone has to do it. Catching up with Ross and Louise at the Chatto Creek pub, I got stuck into a bar meal and a pint and enjoyed a catch-up with other riders as they arrived, many of whom I'd not seen since

the TT earlier that year. With hard copies of the route instructions, my laminated entry number 5 (which had to appear in all photos I took of the checkpoints to prove it was me), I was soon back at my digs laying out everything, ready for an early start, before hitting the sack.

0300, the alarm dragging me awake. A smallish helping of a good-quality muesli, a mix of slow-release carb and nuts to keep me going for hours. No coffee, no tea, I didn't need diuretics forcing unplanned and time-wasting toilet stops, and a couple of Nurofen washed down with a Barroca to pre-empt any aches and pains from ageing knees and saggy gluts struggling to cope with long, immobile hours bent double like a half-open pocketknife.

0340. Spectacles, testicles, wallet, and watch, all tucked in, bike packed and ready to go. The couple in the adjacent unit from Hawera on the GS were also up and because of the time and the silence, we pushed our bikes out to the road before starting them up.

Michael Greene and Gary Polwart on their ST1300s were already at the NPD Alexandra. Alan Doak and Tom Walsh arrived not long afterwards. Ken Calder on a GS, Grubb on a DR650, Shannon on his DL festooned with farkle, a blue SV1000, a Guzzi ... all lined up, taking photos of odos and Eftpos receipts in preparation for the flag fall. Ross gave a quick safety briefing and away we went.

0400, first away, the black ST of Gary disappeared into the

distance, and I wouldn't see him until the finish. I was part of a group of four who rode towards the first checkpoint, the Luggage Hotel a mere 72km away. It was cool, but not cold and as expected the roads virtually empty, a lone long-haul trucker providing the only overtaking opportunity.

It was a 205km romp up SH8A, SH8 and SH83 to the next checkpoint. It was starting to lighten up as I rode towards the Lindus, a blush of pink far away to the east, with two bikes in my slipstream taking advantage of my 12,000 candela floods providing ample light up ahead, and with bugger-all traffic and the most part the whole road to ourselves, we made good time up and over the top. The road from Omarama to Kurow is one of my favourites, with great sweepers, a few tighter S's thrown in for good measure, and fantastic scenery. However, in contrast, it's a bloody boring but a quick ride down SH82 from Hakataramea to Ikawai.

At the Waihao Forks hotel, I took a photo of the memorial sculpture of La Tour Mollet (Ted) D'Auvergne, a local farmer who left an unopened bottle of beer at the Waihao Forks Hotel intending to finish it on his return from the Second World War. Sadly, he never got to enjoy that homecoming drink because Ted died of wounds on June 2, 1941, while serving with the 27th (machine gun) Battalion in Crete and "Ted's bottle" has remained at the hotel as a memorial ever since.

I took the opportunity in

Waimate to fill up, 95 for Charlotte and Poweraid for me, and thoroughly clean my visor, now pretty much opaque with bug splatter, forcing me to ride with it up peering through the slits in my gloves as if riding into sunstrike. Even so, my glasses were also pretty filthy.

From there, it was a romp up SH1 before turning off to take the inland scenic route to Windwhistle and a quick top up at the McKeown 24/7. I don't know where Michael Greene leap-frogged me, but he did, filling up as I arrived. However, not for long because the route my phone took me down to the pub at Dunsandle meant I'd taken my photo and was pulling out and heading south as he was just arriving. Funny that.

From there, it was a painfully slow, frustrating, road-ragey grind down SH1 through Ash-Vegas and Temuka and the next checkpoint at Levels International Motor Speedway.

A rider on an SV1000 arrived, took his photo, and departed as I was sorting myself out, however, I managed to tuck in behind him as we rode through Pleasant Point, Cave and Fairlie, where he turned off, for some reason. SH8 through Tekapo and Pukaki is always a delight and with the sun out, a warm breeze and the lupins just about in bloom, even more so.

Ross and Louise had arranged for lunch at the Boots & Jandals café in Omarama, where we had a choice of bar meals up to \$30. Fan-bloody-tastic! Although you didn't need to, taking the opportunity as I did, to sit

down and have a meal and a drink at the halfway point, to give the chain a good waxing, the visor a thoroughly good clean and remove several layers of thermals before mushrooms started growing "down there", is something I think organisers of events such as this could do well to emulate. You have, after all, 24 hours to complete the ride; ample time. It's not a race and at the end of the day, what's 30 minutes when you've hours up your sleeve.

The DOC sign at Trotters Gorge Scenic Reserve was the next checkpoint and by turning off at Peebles and taking Horse Gully Rd through to Weston, it meant I also avoided the painful crawl through Oamaru. However, either way, negotiating traffic when you are on a mission does test one's ability to behave rationally, or patiently, or both.

It was a thoroughly enjoyable ride over the Pig Route to Kyeburn, where we were required to take a photo of the AA sign at the junction of SH85 and SH87. A couple of blokes in a Ranger towing a trailer with several KTM chook chasers strapped on stopped and asked if I was okay. I'd taken my helmet off and was having a drink, and I guess I looked a little distraught. I appreciated them doing so, but I was just hot and thirsty. With a wave they were off. There must have been a Motocross event around Hyde somewhere because a number of trailers with dirty bikes were on the road.

Continued over the page >>>

Trotters Gorge



The inaugural
**Chatto Creek
Double Badger continued...**

Luggate Hotel



Kai's T&P Takeaways, Kaitangata, was the next CP on the list. One of my favourite stretches of road is SH87 through Hyde, Middlemarch and Clark's Junction up and over the Rock and Pillar Range, turning off at Woodside and Berwick to SH1 at Henley, you also miss having to ride through Outram. Mike O'Neil, on a Guzzi, pulled up not long after I did, but he stopped for an ice-cream while I kept going, filling up at BP 2Go, Balclutha and another visor clean, this time with the use of an outside tap. The bugs were bad, and while the inside of the Shoei got wet in the process, its cooling effect while riding was well worthwhile.

SH1 to Clinton had very light traffic volumes, so it was a relaxing but spirited ride through to Clinton where I took SH93 to Matura, then back on SH1 to Edendale, Dacre and Lorneville.

I'd just finished taking my photo and putting the "5" card back in the tank bag when Mike arrived and from there, we would ride together to finish at Chatto Creek.

Dipton Service Centre was the next checkpoint on the list, a short 52km up SH6.

I was following Mike and instead of turning off onto the Josephville-St Patricks Rd to SH94, he continued to Lumsden. With the confusion soon sorted, we headed east on SH94, taking the Mandeville-Kingston Crossing Rd, thus avoiding Riversdale, then turning off again at Otamita on Whiterigg Rd to Knapdale and McNab (SH1), again avoiding the bustling metropolis of Gore, although I could have sworn I heard the plinking of banjos away in the distance.

With the photo of the Waipahi Junction sign taken, all we had to do was finish and so we rode north on the West Otago and Pomakaka roads through Conical Hill to Glenkenich (SH90).

Mike had suggested we could take the road through Kelso, Herriot and Moa Flat. It is a great road, twisty, a lot of fun, but the sun was going down, the shadows long, with farmers heading home and their machinery providing obstacles to negotiate, the risk of stock, etc. probably not a good idea at this stage of the ride. Besides, I was getting a tad tired, so I opted for heading straight through to Raes Junction, then up SH8 through

Roxburgh and Alexandra.

Which, in hindsight, was the right thing to do. Mike and I arrived at Chatto Creek pub a little after 2200 (10pm). Ross, Gary Polwart and Michael Greene were there, and had been for some time, but arriving third was pleasing and knocking it off in 18 hours and 10 minutes not too shabby.

With the 800km the following day. I wasn't hanging around, so headed back to Alex, where Charlotte got a good check over, photos and receipts checked in order and filed away, my riding gear sorted then a hot shower and I was in bed by 11.30pm.

0700, and my alarm dragged me awake. No need to push her out to the street to start her, people were already up and about. The two dudes in the unit next to me were sitting in the sun, sucking on fags, and I asked them how the Postie Bike Challenge had gone.

"F***kin' great, mate."

They were heading back home to Whangaparoa on their CT110s, a journey that would take them four days! That adventure made mine pale into insignificance.

Fuelled up, ready and waiting, I sat on the corner waiting to hook up with Ross and those doing the 800, a lot of the route already covered the previous day, only in the opposite direction.

Ross had come up with a cunning plan. In the words of Blackadder, "a plan so cunning you could pin a tail on it and call it a weasel." He would ride with the eight of us doing the Double Badger. Not only did he get to enjoy a day's riding, but it was also his way of ensuring we all did the ride.

Leg one took us south to Etrick, where we turned off on Moa Flat Rd through Herriot and Kelson to Glenkenich, doing what Mike and I didn't do the day before. Regrouping at Waipahi, our next stop was the Whistle Inn, in Lumsden, taking the back road through Knapdale and Otamita, then the Mandeville-Kingston Crossing Rd, again, doing what Mike and I did, in reverse, and all very easy peasy. Southland really does have some of the best uncluttered roads in the country.

State Highway 6 wasn't that busy but busy enough when you wanted to overtake but couldn't so



Kaitangata



by the time I pulled into the forecourt at Frankton, I was feeling a little frustrated at my progress, or lack thereof.

I dunno if it's just me, or why I attract these numpties, but I've noticed over the years that when you come up behind a car travelling at less than the posted speed limit, after a glance in the rear view mirror the driver inevitably speeds up, trying to stretch that gap, and particularly so in the windy bits. Constantly looking in the mirror to see if they've gapped me further, their attention is focused more behind than ahead and their driving becomes compromised. So much so that usually after a whack on the shoulder or an obvious verbal barrage from 'er indoors in the passenger seat, they slow down. Typically, these are drivers with averagely smaller man-bits compensating behind the wheel of large European SUVs, and inevitably it's an Audi. So, I follow at a safe distance, the speed creeping up, their lines getting more erratic until an overtaking opportunity arises where, to rub salt in the wound, I slowly and nonchalantly dawdle past with nary a glance sideways, at which time they slow down and

disappear from view in my mirrors.

I caught a glimpse of a couple of bikes exiting the roundabout next to the BP, unsure if they were a part of my group or not. However, by the time I got to Arrow Junction, I was part of a group of four all heading back towards the Lindis and Omarama for lunch.

We all arrived within a few minutes of each other and took the opportunity to sit in the sun outside the Oasis Bar and Café, a creaming soda thick shake all I needed. Oh, I think I may have had a pie as well. Omarama was buzzing, full of bikes, mostly Hog riders heading back from their rally in Cromwell.

We rode as a group down the Chain Hills Highway (SH83) to the penultimate checkpoint at Allied 24/7, Glenavy was where most of us took the opportunity to fill up, enough to get us through to the finish, then it was off to the DOC sign again, at the Trotter Gorge Reserve, the final checkpoint for the 800.

On the home stretch along the Pig Route once more, I hooked in behind Michael on his ST, with Ross and Shannon joining us just before turning off SH85 at

Idaburn. At some stage, an oncoming ute flashed his lights, so we buttoned off but my infringement mitigator was neither squawking nor flashing. The long strait before the right-hand sweeper that points you in the direction of Pool burn was where we saw him, a little red matchbox toy way in the distance, who upon seeing our headlights, suddenly pulled left and off the road, lying in ambush, or so he thought.

Riding past him with my mitigator throwing a hissy-fit, it was good old Shannon who threw down the gauntlet and took one for the team. No, he didn't get an infringement notice, he just rode sedately and responsibly with Mr Plod glued to his taillight ensuring he was, thus allowing the three of us to disappear in the distance when the next bend allowed.

My display said 5.20pm when I switched Charlotte off outside the Chatto Creek pub. Nine hours and 25 minutes. Not too shabby for the 800 considering all the prolonged stops we had and a lunch break to boot.

We all met at Monteith's Brewery and Bar for tea and a couple of cold ones

around 1900, and I think I speak for everyone there, how good was that, eh? In fact, the whole weekend was utterly enjoyable. The roads, the lunches, the way Ross rode the 800 with us, made for a very social, very enjoyable event and while you knew you had to keep pushing in order to complete both rides, neither appeared to be hard work because of how it was organised and the way a lot of riders rode together, sharing the lead, looking out for each other.

Ross and Louise, thank you so much for a fantastic weekend.

Captain Carefree and Charlotte the Harlot.



UPCOMING EVENTS

Email: editor@ulysses.org.nz to list your event

MARCH

29th - 31st National Rally & AGM

Location: North Harbour



Scan code
for details



29th - 31st Warbirds over Wanaka

Location: Wanaka



30th Raffle draw for new motorbike

Location: Auckland

APR / MAY

JUNE

OKATAINA RALLY, ROTORUA

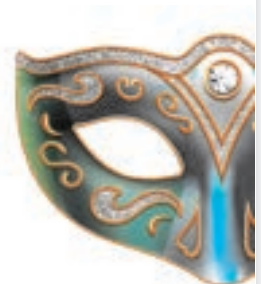
MASQUERADE Ball

LIVE MUSIC | FOOD | DRINK

FRIDAY 21 –
SUNDAY 23 JUNE, 2024

21st - 23rd Okataina Rally 'Masquerade Ball'

Location: Rotorua



2024 - 2025

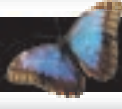
JULY



AUG



SEP



OCTOBER



NOVEMBER

Back to Basics
Taranaki
ENERGY RALLY 
1st to 3rd November 2024

1st - 3rd

**Taranaki Energy Rally
'Back to Basics'**

Location: New Plymouth

3rd

**Ulysses North Harbour
"Ronnie Run"**

Location: North Harbour



In 2023, Ulysses North Harbour raised \$8000 for Ronald McDonald House. This enables parents and/or caregivers from all over NZ to have free accommodation in the adjacent Ronald McDonald House while their sick children are in Starship Hospital.

DEC



**Hey
Ulyssians!**

To list your event on
this page,
email details to:

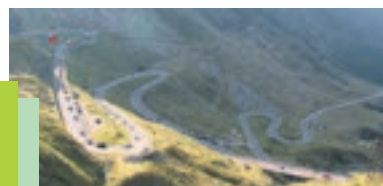
editor@ulysses.org.nz

JAN 2025



Left: The Team at a stop on the Transfagarasan Pass.

Below: Lovely Balea Lake at the top of the Transfagarasan Pass.



Above: Good thing we are about to head down this side of the Transfagarasan.



A Balkans Odyssey

At the completion of our Southern Africa Odyssey, (see our story in the Ulyssian magazine – September 2020), while having a drink in the bar, Graeme and Sandy, our travelling buddies, asked, “Where to next, Stuart?”

So, of course, Stuart started investigating our next trip. He spotted an advert in the Australian Ulysses *Riding On* magazine for a 17-day Balkans motorcycle trip with Romania Motorcycle Tours. The route sounded great, so we were all keen to go. We decided on August 2020. Air travel, tours before and after the ride were all booked, and the countdown was on. Then, bloody hell, Covid hit the wider world. So, the rush for us was to cancel, postpone and reorganise our trip.

Oh well, we thought, let's go in 2021, NO, so how about 2022, again it was NO. Finally, 2023 was

upon us and we could finally go. We got planning under way again. Maria, the principal of Romania Motorcycle Tours, advised that the tour had been extended from 17 to 20 days. This was following feedback from trip participants suggesting that more rest days were needed. They wanted more sightseeing in some of the cities visited on the tour. This turned out to be a great move from our point of view.

Stuart and I headed to Rome for a few days exploring before the motorcycle tour and planned to visit Vienna after the ride finished. Graeme and Sandy joined us direct from New Zealand and did a bit more exploring after the ride as well. They cruised the Danube from Budapest to Amsterdam. With the cost and time involved in getting to and from our start point in Romania, it

was logical to have extra time away apart from the motorcycle tour.

We all arrived in Bucharest on August 12 for the first day of the tour. It was time to meet our fellow riders. It was to be a small group of six motorcycles, led by Ross from New Zealand. I would be in the support vehicle with Maria. Our first day included a walking tour around Old Bucharest, followed by a welcome dinner.

The following morning, it was off to collect the bikes, sort out the paperwork and head north out of Bucharest. Fortunately, it was a public holiday and traffic was light, which assisted Stuart and Graeme to familiarise themselves with driving on the right side of the road. (Not a problem for the Canadian and two Americans on the tour.)

The Transfagarasan

Pass, which crosses the Carpathian Mountains, was to be the highlight of the day. Initially, the traffic was light but towards the top it became very congested, necessitating some interesting passing manoeuvres by the motorcyclists and my driver, Maria. We stopped at the Vidraru Dam before the bikes continued to Balea Lake; from Stuart's photos its exceptionally beautiful. There was no way the car could get through to the lake, so we had to drive on. The road down the northern side on our way to Sibiu was not congested and provided some great motorcycling for the guys, with a mixture of tight and sweeping corners.

We farewelled Sibiu and headed south to the Transalpine Pass, which crosses the Parang

Mountains into Dragasani. We travelled through many villages before the climb up the Transalpine Pass. The team stopped for coffee at the start of the Transalpine, but Stuart in his quest for adventure missed the stop (yes, the jokes came out over the wine that night and again with beers the following night). However, he had a fantastic ride to the Barajas Ooaas Dam, encountering little traffic, unlike those who had coffee. After the dam, the road opens out to tussocky grass and provided the motorcyclists with more than their share of exciting corners. We spent the night at Avincis Winery. We had a great night, with a lovely dinner and wine tasting.

Despite the night at a winery, there were no sore heads, so a relaxed 9am start was fine. We travelled towards Elenita, a village on the Danube River in southwestern Romania. The views from our hotel that night were spectacular, and a fun night was had by all. But first the ride. We travelled through

many small villages and narrow country roads, which provided an authentic feel to being in Romania. This was further enhanced when we stopped at the home of friends of Maria, who provided a great lunch. It comprised a variety of lovely Romanian food. All the food was grown by the family. Our hosts' cellar provided an interesting mix of jams, pickles, wine, and spirits that were all made by them. This stop was a special occasion for us all and we were sorry to leave but our hotel for the night beckoned. The weather was threatening to rain and eventually a fortuitous stop enabled us to get our wet weather gear on, and the decision was made to forgo the afternoon coffee stop and head to the hotel in Elenita.

After a night of fun and, of course, the odd drink, we woke to a stunning sunrise. The weather was nice and cool for the start of the day's ride to Belgrade. We initially headed back on the last part of the prior day's ride

before heading towards the "Iron Gates". This is the last gorge on the Danube before the Black Sea. The route was impressive, with towering cliffs on each side and various hydropower schemes. We reached the Serbian border, the first of many crossings. Our travels continued through the Derdap National Park, with a brief stop to admire the impressive rock sculpture of Decebalus (42 metres high). It was then on to the Golubac Fortress for a brief ice-cream and coffee stop, followed by a late lunch before the final ride into Belgrade. On arrival at the hotel, we found that the bikes (three at a time) went into a vehicle elevator to the underground carpark. That was a new experience for us. As it had been a fairly warm day in the high 20s, it was clearly beer-wine O'clock, after the riders sorted out the bikes. Later, we all walked to a street in old Belgrade packed with restaurants and as usual enjoyed some good food and good cheer.

The following day was our

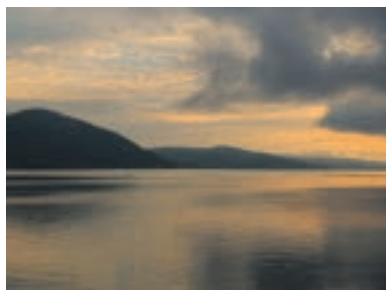
first rest day and while Ross (our tour leader) took the opportunity to service the bikes, we all took time to explore Belgrade. We visited the impressive Belgrade Fortress. Much of what remains today is the product of the Austro-Hungarian and Turkish reconstructions. We visited the presentations on the engineering achievements of Leonardo da Vinci and an exhibition on torture instruments. This exhibition made you really question the values that some people put on human life.

It was our wedding anniversary, and it was great to celebrate it over dinner with our good friends and co-riders, Graeme and Sandy van Praagh, who were now on their third overseas motorcycle tour with us.

The next day it was time to leave Belgrade and Serbia and head to Bosnia Herzegovina. Leaving the city was relatively easy as we had got used to the morning traffic. Then it was on to a magnificent toll road before arriving at our next border crossing. This



One of the many villages on the ride.



Morning view of the Danube from our accommodation in Eselnita, Romania.



Lovely Romanian lunch stop.

...continues over the page

A Balkans Odyssey continued...

border crossing is painless with the two control points about 20 metres apart. It is easier to just push the motorcycles through, rather than ride. Not far from this border crossing is the Srebrenica Genocide Memorial. It is a cemetery and memorial for the more than 8000 victims of the 1995 genocide. A horrible conflict involving neighbours of different religious and political cultures. It is extremely sad to note that this conflict took place only 28 years ago.

Rather than taking the

direct route to our next stop, we travelled through "less travelled roads", which offer a greater motorcycling experience. After descending from the hills, we noticed a change in the weather. So, we stopped for the riders to put on their wet weather gear. Most of us thought that just a rain jacket would do the trick, but the rain was heavier than anticipated. It was wet gear all around. At least it stopped before we got to Sarajevo and the lovely Hotel Sana, which would be our home for two nights.

Another rest day provided us with time to explore the beautiful city of Sarajevo and learn some of its history. Just over 20 years ago, Sarajevo was under siege for 1425 days. It was surrounded by the Army of Republika Srpska (Serb Republic), but amazingly the citizens did not give up. I, along with Stuart, Graeme and Sandy had arranged a tour, "Fall of Yugoslavia, Sarajevo War Tour" (with the Tunnel of Hope Museum and Frontlines.) This was fascinating. To consider that a tunnel (average height of 1.6 metres, 840 metres in length) was constructed under the

main airport runway in four months (which was under UN control), in secret, was amazing. The tour was quite moving and makes you reflect on how lucky we are in New Zealand. Today, Sarajevo is a bustling city with some lovely hotels and restaurants and, of course, Stuart also informed me, some great-tasting craft beers. There are still many bullet holes in the walls of many buildings to remind us of the past. And, hopefully, not to suggest future aggressions.

After farewelling Sarajevo, we headed to Mostar. It was a short journey, but we enjoyed some lovely



Back in Bucharest - the end of the ride.



Hotel parking in Veliko Tarnovo, Bulgaria.



Buzludzha Monument - Bulgaria.



Croatian Coast Road.



Kotor from the Kotor Serpentine Viewpoint.

roads travelling along the river until we reached Lake Jablanica. We had lunch at a restaurant on the shores of the lake. The temperature was now in the high 30s and fortunately for Stuart he had taken to using a cooling vest under his mesh jacket. The afternoon ride to Mostar was over some good roads and we arrived early afternoon for our check in at the hotel.

First up for most of the team on arrival was a swim in the pool before we headed off to see Mostar's old bridge (originally built between 1557 and 1566). It looked amazing and the area was packed with tourists. A couple of locals were touting for money to have one of them jump from the bridge. I think they were successful as we were treated to a spectacular jump. Mostar was extremely hot, so Stuart and I took the opportunity to forego a meal by the old bridge to make the uphill trek back to the hotel and have our meal there. With my prosthetic leg, getting up the hill to the hotel was challenging work.

The following day, we travelled from Mostar to Dubrovnik, which is on the Croatian coast, so another border crossing. The route taken out of Mostar is quite relaxing for the riders and at times we had some spectacular new highway to ride on. Our first stop for the day was 40km out of Mostar at Kravica waterfalls. The temperature was extremely hot, so for many in the group they found it great to get the swimming gear on and hit the cold water flowing from the waterfalls. It was only a 1-euro fee for a ride back from the pool to our bikes. We then continued our ride along some of the

least travelled roads (great twisties but some mixed road surfaces). We stopped for a relaxing lunch at a lovely riverside restaurant. Continuing to Dubrovnik on these back roads, it was surprising that in the high mountain area we came across our next border crossing. The crossing was uneventful and quick as we were the only ones there. I think the officer was pleased to have something to do.

It was then an easy route to Dubrovnik, with a fuel stop before crossing the spectacular Dr Franjo Tudman Bridge. We were staying at the Hotel Lero for two nights. After parking the bikes and getting our rooms, we hit the pool, for a swim and a beer, before heading out to dinner.

The next day was a rest day in Dubrovnik. Stuart and I had scheduled a walking tour of the old town. We were incredibly lucky that there was only the two of us with one guide. She was extremely informative about the history of the old town. It was amazing to see how the old town had been reconstructed following the Homeland War of 1991-1992, when more than 2000 projectiles of varying calibres were fired upon it. (600-plus on December 6, 1991). The next part of the tour was by vehicle to see some of the sites around the city proper, including a visit to the upper cable car station where we were treated to some spectacular views. With the heat of the day upon us, it was time to get back to the hotel, relax by the pool, and think about the journey ahead of us.

So much for the planned ride the following day. The previous night we all went to a top restaurant associated with the hotel



Kravica Waterfalls in Bosnia-Herzegovina, a great place for a swim.



Mostar Bridge.



Nice spot to stop for a break on our way to Greece.

...continues over the page

A Balkans Odyssey continued...



Riding in the National Parks.



Sarejevo remnants of the war.



Yes, we did have some wet weather.

we were staying at. The restaurant had a fantastic location, the wait staff were very professional, and the food looked great. At breakfast we were informed that five of the team had experienced vomiting and diarrhoea overnight. Two others were experiencing minor symptoms that morning. So, a decision was made to defer the ride. The affected members of the group were transported to the medical centre for rehydration and then spent the day in their rooms recovering. We had seen issues like this on past tours but not to this level. Stuart and I were lucky not to have been affected and spent the day relaxing at the hotel.

Our tour guide, Maria, was excellent in supporting those affected and spent many hours on the phone to sort out alternative routes, rescheduling hotel bookings and arranging alternative booking where required for the next few days.

As a result of the extra day in Dubrovnik, we were advised that we would be foregoing the rest day in Thessaloniki to get us back on schedule. It was time to hit the road although many of the team were still a bit tired from the effects of the food poisoning. They loaded up on electrolytes before we headed off. As we left Dubrovnik, the temperature had climbed to 29 degrees and was to get hotter.

For the day's ride we decided to forgo the scheduled lunch stop and arrange regular stops where we could have fluid and snacks for those still not feeling the best. The ride out of Dubrovnik along the coast was stunning. Soon, we made for the mountains to our first border stop back into Bosnia Herzegovina. The high hill area provided some relief from the heat as we rode to our next border crossing into Montenegro. The ride out of Kotor was exciting for riders and especially me in the support vehicle. It was very narrow and twisty, so much so that buses coming either way were challenged when they met. We eventually arrived at the viewpoint for Kotor. It was spectacular and provided a wonderful place to rest and rehydrate. Then it was on to the Albanian Border and our lovely hotel in Shkoder, where we were served a traditional Albanian meal (plus beer

of course) in a wonderful garden courtyard.

We woke to a great morning and followed a lovely route through Albania on to our border crossing into North Macedonia. Coming down from the hills, Lake Ohrid, our destination for the night, looked spectacular. It was a short day and arriving at our accommodation early gave us time to enjoy the pool, relax and have a beer. That night we were treated to a magnificent thunder and lightning display. Fortunately, Stuart and I had opted out of the group meal, deciding to have something in the hotel. It turned out to be a good decision.

After a great breakfast and after drying the bike seats, it was time to depart Ohrid. We had a long day in store for us as we headed to Prespa (Thessaloniki) and another border crossing. We headed around Lake Ohrid before heading through a mountain pass within the Prespa National Park. Soon, we were at the Greek border crossing, so it was out with passports and vehicle papers, by now we are well accustomed to border crossing procedures.

Our approach to the night's accommodation took in a toll road (130kmh speed limit) along with other dual carriage way roads. With the multiple exits and entrances to the various roads to our destination, we were glad Ross (our tour leader) knew where he was going. The hotel was right on the beach. Our restaurant night had our table on the beach just by the water's edge. The original plan was to have two nights here but the issues in Dubrovnik meant that it would be just the one night.

So, at Day 16 we were now back on the original tour schedule. A 9am start had us heading back over part of the motorway we covered the previous day as we made our way to the Bulgarian border. Interestingly, just before the border, there is a road toll point where the Greeks extracted their last euro 1.40 from us. The border was quite busy but once through we headed to our lunch stop. It was closed, so it was back to the border area for a quick bite and a drink. The riding continued over a mix of roads as we headed towards the mountains and Bansko, our destination for the night. As we got higher, the drop in temperature

meant that the riders wearing cooling vests were able to discard them. In my case, the aircon temperature in the car could be raised slightly.

The day's plan was to head to Veliko-Tarnovo and on the way visit the Buzludzha Monument. It was set to be a fairly long day on the road. The Buzludzha Monument is an abandoned saucer-shaped monument built on this historical peak (1432 metres) by the Bulgarian Communist Regime. The weather had become noticeably cooler and pleasant as we passed through several towns and villages, stopping for the usual coffee and lunch.

It is surprising that while some of the road surfaces can be mixed, we did not experience the "tar bleed" that is so prevalent in New Zealand. The climb to the monument was great with some lovely corners, even with the mixed road surfaces. The road down the other side, however, reverted to dirt at stages. Once back on the highway it was a straightforward ride to our hotel in Veliko-Tarnovo.

It was our final rest day, so time to explore the medieval town of Veliko-Tarnovo. We, along with Graeme and Sandy, headed off to explore the magnificently restored Tsarevets Fortress. The views from the fortress are wonderful. In the execution area, Sandy really seemed to enjoy her role as executioner of both Graeme and Stuart. The afternoon provided an enjoyable walk exploring the town.

Our next day was touched with sadness knowing that it was our final touring day as we crossed the border from Bulgaria back into Romania. It was a straightforward ride to the Danube border crossing. All our passports and vehicle papers were collected by the border officer on the Romanian side, and we were directed to park

and a wait while the formalities were completed.

After leaving the border, I could not get over the number of trucks waiting to cross from Romania to Bulgaria. The line was more the 5km. After a relaxing lunch in Comana, we made our way to Bucharest via the ring road. Then it happened, Graeme, Sandy and Stuart were passing a truck when the exit came upon them. With no time for them to safely take the exit, they continued along the road and found a place to stop. Maria and I, in the support vehicle (as "tail end-Charlies"), caught up with them and led them to the fuel stop and on to our final departure point.

Sadly, it was time to hand back the bikes, keys, etc and head for the hotel. That night we had a great farewell dinner on the shores of Herastrau Lake. Of course, various tales tall and true were exchanged.

The next day was departure day for many in the group. We, along with Graeme and Sandy, were to spend a couple more days sightseeing in Bucharest before doing some separate tours before heading back to New Zealand. It had been another great trip for the four of us. We had covered many kilometres and travelled through nine countries over a variety of roads. It was certainly a privilege to experience the culture and history of the Balkans region.

Every motorcycle trip we take is different: new bikes, new riders, new rides, new countries, new cultures, new experiences, new food, new everything. But, as always, we make new friends – riders, locals and tour guides. Our love for travel and new friends will never end.

So, stop thinking about it and jump in headfirst. Book that ticket, enjoy that ride and love life.

ANDREA THOMPSON #5500

Trip Summary

Tour Company: Romania Motorcycle Tours
<https://romaniamotorcyclotours.com>

The Tour: 20 Day Explore the Balkans Tour (15 Riding Days).

The Bikes: BMW 750GS, 850GS, 1250GS & GSA
Graeme & Stuart rode 750GS models (Graeme low seat) which were more than adequate for the tour.

Difficulty: Medium. 98% tarmac and 2% good gravel roads. Check what the temperature is likely to be and take the appropriate riding gear (mesh jacket and pants along with a cooling vest).

Distance: Approx. 3,500km with ride days of 150-400km per day.

Roads: Generally good to excellent with some great curvy roads and passes. In all countries on this tour vehicles travel on the RIGHT and requires extra care when coming from New Zealand.

Accommodation: Excellent (Generally 4 Star).

Safety: No issues but you need to take care as you always do when travelling in foreign countries. (watch out for scams especially when using taxis).

Summary: This was an excellent, well-organised tour with rest days enabling you to get out and explore some of the places you are visiting. Very suitable for travelling with a pillion with a backup vehicle for gear and available for passengers if required. Wonderful way to see many aspects and sights of the Balkans. A highlight for Stuart was the Transfagarasan and Trans Alpina Passes.



The road to the Kotor Serpentine Viewpoint



**SADDLESORE
2000K**



**IRON BUTT ASSOCIATION
2,000 KILOMETRES
24 HOURS**

If at first, you don't succeed...

CAPTAIN CAREFREE #3497

My first attempt at a SS2000K (Saddle Sore 2000km) came about in 2007, or possibly 2008, when I had the bright idea of doing two of our Longest Day 1000km rides back-to-back. There weren't as many after-hours pay-by-card options for fuel back then and having a VTR1000 Fire Storm with 48mm carbs that drank petrol like there was no tomorrow, I had to carry 10 litres with me, especially down the coast between Hokitika, Haast and Hawea.

All was going swimmingly, and I was texting Steve Orpwood, updating him on my progress whenever I had cell coverage, which way back then, was not that often. However, the wheels came off just before 1am when slowing down for the 70kmh zone into Wakefield, a golden retriever ran out and straight into my front wheel and down we went. Dead dog, broken bike, battered rider. Faaaaaark! I would have had seven hours up my sleeve; plenty of time to dawdle back to Christchurch to finish the job. Not to be.

My dear friend, John Mac, from Nelson Ulysses, lives in nearby Brightwater, and it was a very sorry looking

me that knocked on his door in the wee hours, where upon taking me to A&E, a nurse commented, "you're the first sober person we've had tonight". The adrenalin had worn off and the pain had set in but with nothing obviously wrong with me aside from a few bruises and a battered pride, I flew home, catching up with the riders finishing the Longest Day at the BBQ at Murray Hawke's place. Later that evening, standing in front of 'er indoors, I sneezed, and a bolt of pain shot through me, leaving me lying on the floor gasping, turning grey, curled in a foetal position. Another X-ray at the Bealey after hours A&E showed the five ribs I'd unknowingly cracked had decided to part company.

Yet the SS2000K was there in the back of my mind, simmering away. I knew I could do it but for whatever reason, I just never got around to having another crack at it until Stretch Butler raised the subject over a beer after we'd finished a TT2000. Stretch and I grew up in Newlands. By the way, it's not true about people from Newlands. Great people come from Newlands. It's the ones

from J'ville and Ngaio, and the valleys off the Hutt, who have six toes and a disturbing similarity among siblings.

And so, we met in Blenheim, Stretch on his FJR and me on the "Black Bitch", my 2013 'Busa, for a crack at the SS2000k, and again all was going swimmingly, until we rode onto the old road/rail bridge at Gladstone, south of Crescent City. That's the former name for Greymouth, you know, but I guess you didn't know you didn't know that, did you?

The problem arose when a 120/70/17 tyre and wet railway tracks meet at oblique angles and down went Stretch, his front sliding out from under him. Long story short, we'd patched the punctured radiator hose with tape and cable ties and while it probably would have held, if it let go somewhere in the back of beyond, we'd be proper stuck. So, with prudence in mind, who also grew up in Newlands, and very affectionate if my memory serves me well, we rode back to Greymouth for a consolatory coffee, and it was there that the heavens opened in Biblical proportions.

And as the sea parted for Moses, the doors of Coffee Culture flew open followed by a very drenched mayor. Having placed an order for a double-double decaf extra shot caramel latte with skinny almond froth, turned and saw us, commenting "not much of a day to go riding, boys".

To which my friend Stretch, known for his direct and eloquent commentary on social matters, politely yet adroitly replied, "When are you going to do something about that f***kin' bridge?" where upon he continued to regale the stunned mullet of a mayor with what happened and how his f***kin' bridge had buggered everything up.

"Oh, don't worry about motorbikes," was the mayor's rapidly composed reply. "You should see how many cyclists come to grief on it." Seven toes, and then some, I suspect.

Attempt two for me, the first for Stretch, and the SS2000K continued to simmer away in the back of our collective conscious. Fast forward to November 2022. Stretch and I had just finished the Chatto Creek 1000-mile



Resurrection Ride in a little over 18 hours and while he was full of vim and vigour, I was wet, cold, and despite the brave face and bravado, miserable, and focused solely on the bed waiting for me at the cabin in the motor camp. But the result had rekindled the fire. If we could do 1600km comfortably in 18 hours plus change, we could do 2000. We had a route in mind, a quick route avoiding as many built up, 50km urban areas as possible; we just had to figure out when to do it. Thus, come hell or high water, or a mass extinction event, the first weekend in December 2023 was D-Day.

Charlotte the Harlot had new tyres, a full service and was in better nick than I despite having just finished the Chatto Creek Double Badger a fortnight prior, absorbing some degree of ride fitness.

We met in Blenheim, Stretch coming over on the Friday morning ferry, me taking Friday arvo off work, riding up from Lyttleton, and despite the best intentions, a good sleep alluded us, both of us too wound up to really stack enough fatigue fighting z'ds in advance for what lay ahead.

With the required DBR (dated business receipt, aka Eftpos) timed at 01:25am and photo of our odos uploaded to Spotwalla, we left Mobil Blenheim and rode south on SH1. At that time of day there was bugger all traffic and getting past the handful of long-haul

trucks really didn't hold us up at all with most indicating when it was safe to pass. Another DBR at Mobil, Amberely and the "fuel" message on Spotwalla uploaded, we took the Inland Scenic Route bypassing the throbbing metropolis of Rangiora, through Oxford, and Waddington. Despite the sun being well and truly up, it was cold and so we stopped in Springfield to put another layer on before the climb over the hill.

It was a brisk and uneventful romp along SH7 over Arthur's Pass to Kumara, where another DBR and odo photo was taken at BP Hokitika. 531km. It was also a chance to clean the smear of body parts and bug juice off my visor. I'd also worn a CamelBak with a bag of dates in the tank bag. Two-and-a-half years working out of Muscat had convinced me if the locals can survive for weeks in the desert on just water and dates, then what better nutrition for an event like this. I've never felt thirsty or hungry if I swallow a couple of dates and have a good swig of electrolytes at every fuel stop. Coffee, tea, pies, nah, not for me. I'll go for a Mammoth Milk or Up-n-Go, but that's it. Otherwise, I just want to pee all the time, and trying to get your leathers down far enough over your boots to be able to bend your knees enough to sit down graciously without falling backwards and hoping for a well-timed and accurate landing on the seat is both ungainly,

problematic and time consuming.

It had started to rain as we left Hokitika, but we knew that and we knew we'd eventually ride out of it, but all the same it made for a slower pace hampered by road maggots and rainbow-coloured Mazda Bongos and mini-vans displaying bullshit "self-contained" stickers travelling 20, 30kmh lower than the posted speed limit, refusing to pull over in a misguided belief they were in fact saving the planet. Along with a plethora of double yellows limiting overtaking opportunities, it was a slower than desired and bloody frustrating leg, which should have been right enjoyable.

Another DBR (806km) at Johnston Motors, Haast and a Spotwalla update, and we'd ticked that box. Despite the wet conditions, SH6 from Hokitika, over Haast Pass to Wanaka, is always a fantastic ride but by Hawea we were cooking, and it was time to divest a few layers.

Here's another fact you probably didn't know you didn't know: SH6 is the longest and continuous, note unbroken, road / street in New Zealand. SH1 has a bit of a wet spot, a large puddle-shaped thing, in the middle, thus is not, by definition, continuous.

We'd planned to fuel up in Roxburgh, but stopping outside Jimmy's Pies, we both agreed we'd

have enough gas to get through to Milton. Haast to Milton was 354km and despite being on reserve, Charlotte only needed 16.5 litres of 95. She carries 21, chokka. I couldn't believe it. That's 21.5km per litre and at a planned velocity of \$1.20 wherever and whenever it was possible to maintain the desired average; bloody good fuel economy, I thought. She's a good girl, is Charlotte, who never did grow up in Newlands but nevertheless, is very affectionate, in a mechanical sort of way.

With roughly 1160km under our belts, it was time for another long stretch of relatively open and free-flowing roads up SH87 over the Rock and Pillar Range, through Middlemarch and Hyde to Kyeburn, then westward on the Pig Route (SH85) before turning off at Idaburn to take the Ida Valley-Omakau Road past the former Brass Monkey rally site. With another DBR and Spotwalla upload at Omakau, Stretch and I took Springvale Road at Chatto Creek, bypassing Alexandra then turned north on SH8 at Clyde towards the Lindis Pass, Omarama and on to Twizel. 1560km. We had to stop here to get to Mt Cook and back out to Washdyke without having to stop. It was also an opportunity to put the wets back on because rain was forecast for the ride to Mt Cook.

It was this leg where I hit a bit of a wall. What should have been a brisk

Continued over the page...

If at first, you don't succeed continued...

romp up SH80 alongside Lake Pukaki wasn't, well not initially for me, until Stretch waved me down and yelled at me "Was I all right?" I can't remember him doing so, but apparently, he did. Either way, he led through to the turn off before the Hermitage. It was pissing down again. I stepped off Charlotte, only to stand in a shin-deep puddle before taking the required photo of the sign at the intersection. I don't have touring boots, with the riding position and bent legs, they're generally too stiff for me to get my feet in between the footrest and gear lever, so I have sport riding boots, which are lovely and comfy and cool in hot weather but are not waterproof. However, the plastic bags over my socks work as well as any Gortex. Thank f***k because having wet feet when the rest of me was bone dry would really have p****d me off. Stretch led the way back out and I was only too happy to follow and did so through Fairlie, continuing on SH8 through Pleasant Point to Timaru. 1828km.

The DBR at NPD Washdyke gave us the opportunity to sort our s**t out, tuck ourselves in, have a drink, something to eat, before the final push home. At Winchester, we headed inland for Geraldine and the Inland Scenic Route, and this was where the game almost went into overtime. We were both struggling. Fatigue was playing mind games with my night vision and despite 12,000 extra candela, I was having difficulty seeing

the road, the verge, and everything in between with colours once distinct now blurred to shades of grey, all 50 of them. The absence of marker posts and faded, worn or non-existent white lines made it worse. What is normally a quick, easy ride by day, was not playing ball when it was dark, at least not for us. I was ever mindful of the remaining km and the time and as our average speed dropped, the maths was also becoming more and more critical. I know Stretch was struggling. I had to slow down from time to time to allow him to catch up, but we were still within the bubble; we could still make it although it was going to be bloody close.

Not far past Glentunnel I made a mistake, taking the right-hand fork towards Darfield and I was of two minds to just carry on but, thankfully, didn't. I'd planned this route meticulously and I knew to get the kms this was wrong, we'd fall short, so I stopped, yelled at Stretch I'd f***ked up, turned around, heading back towards the intersection with SH73 at Waddington. Stretch pulled up alongside at the intersection. "We've got 38km to go, Stretch. We can still do it but we're going to have to nail it." And we did, all the while doing so with all consideration to other road users, of which there were none.

Fortunately for us, the fellow with the red and blue flashing lights in Darfield was otherwise occupied by a modified boy racer and a number

of belligerent youths to give us little more than a sideways glance, a lowered WRX with a wide bore exhaust on Hoskyns Road providing a good tow through to Rolleston. Pulling up in the forecourt of the BP Wild Bean café, we raced in, grabbed a sausage roll each, and urged the checkout chick to hurry please, because my DBR timed out at 01:01am. That's all we needed, along with the required photographs to prove we'd come in under 24hours, a whole 24 minutes under.

High fives, a hug, Stretch and I had finally done it and despite it being as dry as the Sahara, crumbling, the sausage meat about as chewable as my boots, it was probably the most satisfying sausage roll we've ever eaten.

Back at Wakeman Drive and with the bikes quietly ticking, cooling down in the garage, gear that could wait until morning strewn everywhere, I think Stretch was asleep before his head hit the pillow. But I was buzzing and instead sat in quiet solitude outside under a heaven full of stars with a cooling cup of tea. Typical for me, it would be Tuesday before the fatigue hit me, my wife nudging me as I snored in the recliner halfway through *The Chase*, suggesting I go to bed.

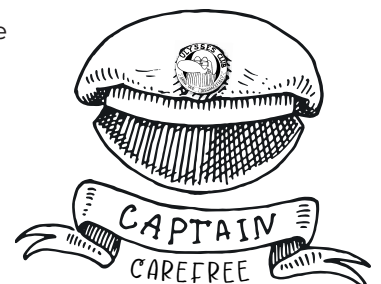
So, would we have done anything differently if we were to do it again? The route perhaps? No, it worked. Our hydration and food system also worked

well. The frequent stops for fuel gave us time off the seat to walk around and stretch, especially for me and my hunched-over riding position. Also, the start time was optimal, making best use of low traffic volumes. In fact, we could probably have left well before midnight to make even better use of those dark, quieter hours. The one thing I would do differently is I'd have a full day, 24 hours, off the bike to get a far better rest before starting the ride. Four or five hours of interrupted tossing and turning after a morning at work and a four-hour ride to Blenheim wasn't enough of a rest really.

However, we did it, and having done it, I see no reason to do it again. Got that certificate. Ticked that box.

My thanks to Chris Wiltshire, the Kiwi arm of the IBA and NZ Distance Riders, for the timely confirmation of the ride and issuing of the certificates, and to Stretch for keeping me grounded throughout the ride, and for giving me a much-needed nudge and encouragement whenever and wherever it was needed.

CAPTAIN CAREFREE
#3497



JAYNE WILLACY #5291

MEMBER Antics

I have attached a pic of my bike that I entered in a Ulysess Hamilton competition that I participated in back in Sep 2013.

I won a helmet, which was a bonus, but it was the fun of riding around the Waikato taking photos of my bike with nominated statues or, like this pic, historical buildings.

To get this pic taken at the Martha Cornish Pumphouse, I had to ride the bike up the footpath covered in pea gravel and gently and carefully manoeuvre into place. I did this as a solo rider, so if I had dropped the bike, there was no one around to help me pick it up. It was very traumatic trying to keep stable and balanced with gentle acceleration. I then had to lie on the ground to get the right angle. Afterwards, it was almost as traumatic to try and get up on my feet again- just as well there wasn't anyone around to see those antics.



Mission to the Martha Cornish Pumphouse
— Jayne Willacy

ULYSSES NATIONWIDE BATON RELAY

for the Cyclone Gabrielle fund

UPDATE

Thank you all for your support with the Baton Relay. Here is the breakdown from this Nationwide Event.

TOTAL INCOME

00 Acc.....	\$6,083.52
01 Acc.....	\$22,505.30
Total.....	\$28,588.82
Less expenses.....	\$6,083.52
Total available for distribution.....	\$22,505.30

INCOME MADE UP OF THE FOLLOWING:

Trybooking	\$4,665.28
Buckets	\$2,678.30
Raffles/Donations /pins & Patches.....	\$5,439.01
Branch contributions	\$15,806.23
Total.....	\$28,588.82

Rotorua.....	\$2,111.34	Wairarapa	\$200.00
North Otago.....	\$455.00	Nelson	\$145.00
Marlborough.....	\$325.00	Southland	\$315.00
Wellington	\$1,000.00	Thames Valley.....	\$2,162.80
North Harbour.....	\$750.00	Whakatane	\$1,230.00
Taupo.....	\$680.00	Auckland.....	\$550.00
Taranaki.....	\$1,500.00	Manawatu.....	\$250.00
Kapiti.....	\$820.00	Waikato.....	\$500.00
Canterbury	\$371.70	Hawkes Bay.....	\$500.00
Far North.....	\$1,190.39	Otago.....	\$750.00

Total For Branch Contributions..... **\$15,806.23**

(Some branches may have contributed amounts of money that went into the bucket deposits and were not noted on the sticks)

EXPENSES

Patches Pins	\$5,108.00
Stationery, Postage, Printing	\$246.52
Function.....	\$729.00
Total.....	\$6,083.52

We have reached out to the Evergreen Foundation, which will be distributing the funds to those in need at grassroots. They service the Tairawhiti/Gisborne, Wairoa, Hawkes Bay, CHB, Wairapa areas.

The other areas affected and which we will be supporting will be looked after by a company working closely with the Evergreen Foundation.

Evergreen will be dispersing funds in the following way, as per the Government's breakdown of affected areas percentage wise.

Hawkes Bay 65% | Tairawhiti - Gisborne 8% | Wairoa is included in HB Coromandel and Nelson 15% | Far North & Auckland 12%

We have asked for a report once the funds have been dispersed to those in need, to ensure that the money has gone to where we wanted it to go – grassroot victims. Once we have this information, we will share it with our branch co-ordinators and secretaries, to pass info on to their members.

Regards, **LEIGH-ANN AKA SMILEY #10243**

Ulysses Rotorua Branch Coordinator • M: 021 0266 0528

MENTOR'S MUMBLINGS

TONY ALLEN #08420

Tony is a Club Mentor and co-ordinator of the Wairarapa Branch. He is also a full IAM member and one of the NZ Distance Rider nutters.

PRATS

So, I was riding recently in traffic and this total prat on a Hoggly Doggly with a rear tyre off a tractor and handlebars stolen from a kids' jungle gym comes thundering past (exhaust baffles must have been broken) in his open-face WW2 helmet, sunnies, T-shirt, shorts and work boots, and pushes in right in front of me. Think his indicators must have been broken, as well.

Anyhoo, I back off a bit to give us both more space but shouldn't have bothered as he just pulls out into the oncoming traffic and continues on his way. And I think to myself, "why do idiots who ride like that not get splatted like they so richly deserve?" We are all aware of the importance of training and improving our skill levels, yet prats like that continue to ride with impunity.

It is a reminder of three things:

- One, they make their own space by being conspicuous.

- Two, they ride aggressively.

- Three, they own the road.

Now I don't suggest for one moment any of you should ride like that, but it does deserve discussion.

Be conspicuous: Probably the most obvious thing here and something we are all aware of. I like nice bright LED riding lights that are wired to full beam and become brighter when full beam is used. Kills two birds with one stone. Hi-vis vests are also popular (although I personally don't like them). Our friend the Prat also liked the "loud pipes save lives" mantra obviously, and if that's your thing, it's okay by me.

Ride aggressively: By this I mean don't sit back in the traffic and disappear. Don't be passive. Place your bike where you can be seen. If you are following a car, make sure you can be seen in all their mirrors. Ride in the right-hand wheel track to make it easier for oncoming traffic to see you. When coming up to an intersection,

move left and right a little so that you are presenting a different view to opposing traffic.

Own the road: Keep moving at a pace a little faster than the surrounding traffic. Coming up behind other traffic gives a better chance of drawing attention to you. You are also less reliant on other people keeping you safe as you are making the calls. Doing this also keeps you more alert because you are making progress, not just sitting there and turning ya brain off.

TONY ALLEN # 08420
tony.allen@callplus.net.nz

These articles are my own opinion, and you may not necessarily agree. That's a good thing; discuss it with your mates. If you come up with something that works better for you that you have consciously considered, that can only be good. Just don't get sucked into bad habits.

NORTH HARBOUR RONNIE RUN 2023



Wow! \$8000 raised and presented to Ronald McDonald House Charities (RMHC) in January, which enables Ulysses North Harbour to sponsor room 503 at Ronald McDonald House for the next 12 months.

Held every year on the first Sunday in November, the Ronnie Run starts being organised in June when businesses of all types are visited to garner their support in the way of products and/or vouchers to help our worthy cause. T-Shirts get printed and badges are ordered. Revitalised about eight years ago, North Harbour has organised this charity event and raised about \$70,000 for Ronald McDonald House. The late Vaughn Nankerville, with the support of his wife, Lora, restarted this charity ride as part of North Harbour's commitment to our community. Though Vaughn has passed on, the branch has continued with this event.



So, a little about Ronald McDonald House Charities. McDonalds in New Zealand (the golden arches) is a founding mission partner and has supported RMHC in NZ since it was first established as an independent charity in 1989. McDonalds supports about 10% of RMHC operating funds. RMHC runs Ronald McDonald House (RMH) – the place for parents/caregivers from all over New Zealand. In Auckland, the Ronald McDonald House is adjacent to Starship Hospital. The length of stay in RMH varies from a few days to four years for one family. The support the community gives RMH is immeasurable. Without it, RMH would not be able to operate. For over 31 years, Ronald McDonald House Charities New Zealand have offered their services under the simple premise – to give families with a hospitalised child what they need most – each other.

The Ronald McDonald House programmes located in Auckland, Wellington and Christchurch provide accommodation and support – free of charge – to families across New Zealand, while the Ronald McDonald Family Room programmes in these cities, as well as Invercargill, provide a



CONTINUED OVER THE PAGE

NORTH HARBOUR RONNIE RUN 2023 CONTINUED...

place for families to rest and recharge inside the hospital, moments away from their child's bed. Families can take a welcome break together at the Ronald McDonald Family Retreat in Rotorua, and the Ronald McDonald Care Mobile programme brings dental care to Northland and South Auckland children.

Operating costs are ongoing, significant and there are unavoidable expenses. As RMHC New Zealand expands, it is becoming more difficult to fund these costs. Each year they support over 3500 families for more than 42,000 nights of accommodation, with annual operations budget of over \$8 million. They must expand revenue streams to keep up with the growing population. There are four Ronald McDonald House programmes and three Ronald McDonald Family Room programmes across the country, and this is soon to increase.

The Auckland Domain programme opened in 1994 as a 10-room House on the Auckland Hospital site to support the National Children's Hospital (Starship). Since then, it has expanded to 48 rooms, with the last expansion completed in 2005. Most of the 48 bedrooms need maintenance, given the House is now 24 years old.

In addition to an \$8 million national operating budget, over the next 18 months they have approximately \$350,000 of bathrooms that require refurbishment in Auckland. The scheduled maintenance budget for the Auckland Domain programme alone is \$240,000 per annum. The annual running costs just to maintain the Auckland Domain programme are in the vicinity of \$700,000. Shared across 48 family bedrooms, it costs the trust \$15,500 per room per annum to maintain these rooms, provide accommodation, and support services for families.

Now, to the Ronnie Run. This starts at Bar Africa with a cooked breakfast for those who want it. A fair bit of socialising along with support from both AT (Auckland Transport) and ACC, both of which help with rider safety and selling T-Shirts and badges before the ride briefing. A scenic ride for 150 riders takes us out through

Albany, Waitoki, Kaukapakapa, Waimauku, Taupaki, Whenuapai and ends up at Hobsonville RSA. We won't comment too much on the riders who missed a marker at School Road and carried on towards Muriwai for a good few kilometres.

When we arrived at Billy's Kitchen, the sausages and bread were ready for a gold coin donation and the bar at the RSA was open for a refreshing drink after a very warm ride. If you are ever in the Hobsonville area from a Wednesday to Sunday evening, call in at the Hobsonville RSA for a drink and dine at Billy's Kitchen. North Harbour meet here on the first Thursday of every month and we are very well looked after by Eddy and Billy – both great guys – who support Ulysses immensely. The raffles and auction went well, with Noel in fine voice for the auction. A total of 66 items were either auctioned or raffled.

Our principal sponsors, Datacom and Genetec, get their names on our T-Shirts. Thanks for the sponsorship.

And a great big THANK YOU to the following businesses for donating products or vouchers, so that children at Starship Hospital can have their parents and/or caregivers stay at Ronald McDonald House free of charge.

AAG Motorcycles, Auckland City Honda, Auckland Harley-Davidson, British Motorcycle Parts Ltd, Carters Pukekohe, Chevron Motel Taupo, Cyclespot, Drury Motorcycle Performance Centre, Eddy Sutherland (RSA – Personal), Forbes & Davies, Foundation Coffee, Holeshoot Motorcycles, Joes Garage, Mobile Espresso, Motorcycle Doctors, Motorrad BMW Auckland, Mr Motorcycles Pukekohe, North Auckland Harley-Davidson, Palmers Garden Centres, RMHC (Michelle), Stihl Shop Westgate, Techmoto, Westside Motorcycles,

Special thanks must also go to Bar Africa, Hobsonville RSA and Billy's Kitchen, whose support for the Ronnie Run is invaluable.

The list of products and prizes runs from a Hikoki Cordless Brad Nailer, to a Stihl water blaster, a heated vest, a tune up for a Harley Davidson, accommodation voucher, children's bikes, games and puzzles, and many

vouchers from bike shops from the greater Auckland area.

In addition, our branch collects aluminum cans, along with beer and wine bottle caps each month. These are taken to the recyclers and the funds now go into our Ronnie Run account.

The next Ronnie Run will be held on November 3, 2024, and the weather forecast for the day is fine with very little wind. Come and join us.



Ronald McDonald
House Charities'
New Zealand



RECIPES



Cheese and Bacon Swirls

Serve these delicious golden bites anytime of the day as a snack or an appetiser.

INGREDIENTS

- Store-bought puff pastry
- 10 slices bacon
- 1 cup of grated cheese
- Pepper, to taste
- Fresh chives, chopped



DIRECTIONS

1. Preheat the oven to 375F.
2. Roll out the puff pastry on a flat surface. Place the bacon slices in a layer, then add the cheese in the same way. Season evenly with pepper.
3. Roll the pastry lengthwise into a large roll. Wrap the roll tightly in plastic wrap and refrigerate for 30 minutes.
4. Cut the roll into equal pieces. Place on a parchment-lined baking sheet. Bake for 15 minutes or until golden brown.
5. Garnish with chopped chives and serve with a tomato sauce of your choice for dipping.



Maple Dark Chocolate Muffins

As nutritious as they are delicious, these muffins smell incredible as they're baking. Serve them as a dessert or a quick snack.

INGREDIENTS

- 1 cup unsweetened apple sauce
- 1/2 cup maple syrup (preferably very dark syrup for its strong taste)
- 1/3 cup water
- 1/3 cup vegetable oil
- 2 eggs
- 1 tsp baking powder
- 1 tsp baking soda
- 2 cups whole wheat flour
- 1 1/2 cup quick cooking oats
- 1/3 cup dark chocolate, chopped
- 1 1/2 tbsp maple sugar

DIRECTIONS

1. Position the rack in the centre of the oven. Preheat to 350° F. Line 12 muffin cups with paper or silicone.
2. In a large bowl and with a large wooden spoon, blend the apple sauce, maple syrup, water, oil and eggs.
3. Sprinkle baking powder and baking soda over all. Mix in the flour, oat flakes and the chocolate.
4. Divide the dough among the muffin cups. Sprinkle with maple sugar.
5. Bake for 25 minutes or until the muffins are golden and the tip of a knife comes out clean.



Bacon-wrapped, Cheese-Stuffed Jalapeños

You need just four ingredients to prepare these. However, sensitive tastebuds beware!

INGREDIENTS

- 8 good-sized jalapeños
- 1 cup cream cheese, room temperature
- 1 cup grated cheddar cheese, room temperature
- 16 thin slices of bacon

DIRECTIONS

1. Set the oven to 400 F. Use convection bake mode if possible.
2. Cut the jalapeños lengthwise. Remove the seeds and white membranes with a spoon. Wear gloves and keep your hands away from your face, especially your eyes.
3. Mix the two cheeses in a bowl and stuff the jalapeños with the mixture.
4. Wrap a slice of bacon around each jalapeño.
5. Place all the jalapeños on a non-stick or parchment-covered baking tray.
6. Bake for 30 to 40 minutes or until the bacon is crisp.



Spicy Chilli Con Carne

This easy-to-prepare dish is spicy, hearty and sure to be enjoyed by everyone. Just make sure to spice it accordingly!

INGREDIENTS

- 2 tablespoons vegetable oil
- 1 large onion, finely chopped
- 1 stalk celery, chopped
- 3 cloves garlic, finely chopped
- 700g lean minced beef
- 2 teaspoons ground cumin
- 2 teaspoons paprika
- 2 teaspoons ground cayenne pepper
- 2 tablespoons tomato paste
- 1 can diced tomatoes
- 1 can kidney beans, rinsed
- Salt and pepper to taste

DIRECTIONS

1. In a large saucepan or cast-iron casserole dish, heat the oil and sauté the onion, celery and garlic. Don't allow it to brown.
2. Add the minced beef and sauté for about ten minutes till cooked.
3. Add the cumin, paprika, cayenne pepper and tomato paste. Mix well and cook for a few minutes.
4. Add the diced tomatoes and beans and mix well. Bring to a simmer and add a little salt and pepper to taste. Cover and simmer for about 30 to 40 minutes, stirring occasionally. If the mixture is too runny, remove the lid and continue to cook down for a few minutes.



Hot Mulled Wine

There's nothing better than a cup of this delicious spiced mulled wine to relax.

INGREDIENTS

- 1 750ml bottle red wine
- 1 orange, thinly sliced
- 6 cinnamon sticks
- 3 cloves
- 120ml brandy
- 60ml honey
- 1 lemon, cut into 6 slices

DIRECTIONS

1. Pour the wine into a medium saucepan and add the orange slices, two cinnamon sticks, cloves, honey and brandy or Grand Marnier.
2. Bring to the boil and simmer for 10 minutes.
3. Pour the mixture into six cups and garnish each with a cinnamon stick (the ones that have been simmering will do fine) and a slice of lemon.

PUZZLE NO. 156

1	2	3		4	5	6	7		8	9	10	11
12				13					14			
15				16					17			
18			19				20	21				
			22		23	24						
25	26	27						28	29	30	31	32
33					34		35		36			
37				38		39		40				
				41	42							
43	44	45	46					47		48	49	50
51					52	53	54			55		
56					57					58		
59					60					61		

Copyright © 2022, Penny Press

ACROSS

- 1. Wrongdoing
- 4. Frosts
- 8. Messy person
- 12. Romance
- 13. Shed feathers
- 14. Albacore
- 15. Feasted
- 16. ____ fun at
- 17. Malt brews
- 18. Hobby wood
- 20. Unexpected attack
- 22. Movie theater
- 25. Navy officer
- 28. Blue ____ Mountains
- 33. "Up on the ____"

- 34. ____ tent
- 36. Eccentric person
- 37. Newspapers and radio
- 39. Use up
- 41. Music system
- 43. Thickset
- 47. ____ pole
- 51. Exec's auto
- 52. Notion
- 55. Wall-climbing plant
- 56. Hot and dry
- 57. Empty
- 58. Animal lair
- 59. Moistens
- 60. Hardens
- 61. Generation

DOWN

- 1. Large mop
- 2. Small amount
- 3. Carol
- 4. Damage
- 5. Dove's comment
- 6. Broad-antlered beast
- 7. Vapor
- 8. Attempt
- 9. Dilly
- 10. Single bills
- 11. Wild party
- 19. Movie genre: hyph.
- 21. Injure
- 23. Brief doze
- 24. Avoid capture

- 25. Shirt sleeve
- 26. Forest female
- 27. "The ____ Squad"
- 29. Snowhouse
- 30. Low grade
- 31. Understand
- 32. ____ out a living
- 35. Apiece
- 38. Question
- 40. Flower parts
- 42. Binding
- 43. Cabbage dish
- 44. Wheel cushion
- 45. Forget
- 46. Certain food fishes
- 48. Ebb ____
- 49. Eternally
- 50. Mimicking bird
- 53. Now payable
- 54. Building addition

SUDOKU

HOW TO PLAY:

Fill in the grid so that every row, every column and every 3x3 box contains the numbers 1 through 9 only once.

Each 3x3 box is outlined with a darker line. You already have a few numbers to get you started. Remember: you must not repeat the numbers 1 through 9 in the same line, column or 3x3 box.

PUZZLE NO. 900

	1			2	5			
		6						2
	9			3		4		
	3							
	2			9	6			4
		8						7
6				2		9		5
				4				1
9		7						

LEVEL: BEGINNER

Answers to these puzzles are on page 76



ADVERTISE IN THE NEXT ISSUE AND HAVE ALL EYES ON YOU

COFFEE BREAK

<https://triviabliss.com/motorcycle-trivia-questions/>

BIKER TRIVIA CHALLENGE

1. Which company produced the first gasoline-powered motorcycle?

2. In which year was the first motorcycle produced?

3. What is the top speed record for a motorcycle, set in 2020?

4. Who holds the record for the most Grand Prix motorcycle racing titles?

5. Which motorcycle is often considered the most expensive ever made?

6. In which country is the world's largest motorcycle museum located?

7. What's the longest distance ever ridden on a motorcycle in 24 hours?

8. Which motorcycle has the largest engine displacement?

9. Who is the youngest-ever MotoGP champion?

10. Which country hosts the dangerous Isle of Man TT races?

11. What motorcycle event is known as the "Rally in the Rockies"?

12. Which motorcycle brand uses the tagline "American by Choice"?

13. What is the term for a motorcycle with an engine size less than 50cc?

14. Which motorcycle brand is known for its signature "V-twin" engines?

15. Which movie featured Tom Cruise riding a Kawasaki Ninja motorcycle?

16. Who is credited with inventing the first electric starter for motorcycles?

17. Which motorcycle was nicknamed the "Widowmaker" due to its raw power and unpredictability?

18. What innovative technology did the Yamaha GTS1000 introduce in 1993?

19. Which motorcycle race is known as the "Grand Prix of Endurance and Efficiency"?

20. In the world of motorcycling, what does "ATGATT" stand for?

Answers on page 76

**SECURE YOUR SPOT,
CONTACT GEORGINA COLLINS**
027 636 7492 • advertising@ulysses.org.nz



Manawatu Murmurs

MURRAY CROSS #7908

The Manawatu branch has had a quiet three months, mainly recovering from the North Island Compass Rally.

November saw the National Baton Relay pass through the Manawatu. The ride stopped in Feilding for lunch and was greeted by a contingent from the Kapiti branch, out for a day ride, and representatives from the Manawatu branch. After the formal handover from Wairarapa and a nice café lunch, the ride departed on time heading for Hawera. Despite some extensive roadworks and losing the tail-end Charlie car in Whanganui, the ride made good time and passed the baton on to the Taranaki branch outside the Hawera RSA.

Instead of the normal monthly ride, a slow speed training day was organised. This was run in the large carpark beside the Manfield Events Centre in Feilding. Despite the day being requested by the members in a recent survey, only three riders attended. A series of circles from cones provided the main challenge, with emergency braking and turning from a standing start also covered. The three members made huge improvements in their skills as a result of the more personal training possible with the small group. There is a plan to run another session at the same venue in a few months.

The December ride was the Woodville Lions “Coast to Coast” charity ride. Thankfully, the weather

this year was kind and a very good turnout will have raised lots of money for the local rescue helicopter. The ride was part of the Woodville Christmas parade again, and it was encouraging to see the large crowd out enjoying themselves. Although some went home after lunch in Woodville, a good number continued to Akitio for the prizegiving.

Though no branch ride is usually planned for January, a couple of Pie & Pint rides, a post-coffee morning ride and a mid-week Retreads afternoon and dinner ride attracted those having withdrawal symptoms from Ulysses rides.

The main January event is our



belated Christmas BBQ, which is held on the Monday of Wellington Anniversary weekend. This is a great social afternoon, with the club providing the meat and bread and members bringing a salad or dessert. Thanks to Ray and Janice Stephenson for hosting us at their home in Aokautere. There was

plenty of food and the weather behaved, though it did get breezy and chilly later in the evening.

Our coffee mornings have been well supported and enjoyed by members and their partners, with around 20-25 people for coffee or brunch on a Saturday morning. The New Year

brings all sorts of opportunities, with some branch members heading to The Burt Munro, others participating in the TT2000 and spectating at the Classic Festival race meeting at Manfield.

Be safe on the roads.

MURRAY CROSS #7908



Waihi and **TREVOR BIRCHALL #4060** *Thames Valley*

Sometimes it takes some thinking to recall what we have been up to as a branch, and this is one of those times.

Since my last report, we have had our Icon's 150 event, which went down extremely well and with many asking when we are going to do it again. I cannot answer that as I am still in holiday mode. The event really was about raising money to present to the Baton Relay organised by Rotorua branch, and I understand we raised more money than any other branch. Thanks to all our sponsors and everyone who took part.

A few of us met up with those riding around New Zealand with the baton at Red Fox Tavern and Chris Brown had the pleasure of receiving the baton from North Harbour branch. (Great to catch up with many of their members.) I then led the small group on a sightseeing tour of our area, up some gravel roads, to the dam, before leaving them at Miranda for the night. The following morning, we met the group in Thames and escorted them to Waihi, where I had

to leave them. I believe, though, two of our members continued to the next overnight stop.

Our Christmas dinner was extremely well attended. The only hiccup was 27 people booked in and 43 people turning up. Under the circumstances, Mel, the chef at Paeroa RSA, did a fantastic job. The meal might have been a little delayed but there was plenty for everyone.

Our Thursday rides have continued to be the backbone of the club and continued right through the Christmas period, with someone always willing to put their hand up to take a ride if I was not available. One Thursday ride was advertised as being a destination ride rather than just a ride. We broke all our records and had 30 bikes/trikes turn up. It was a short ride taking in two members' private collections: Colin's extremely well-presented Kawasakis and Peter's range of unusual scooters. We ended up with a picnic at Bowentown. A fantastic day out even if only a short ride; great to have five bikes from Auckland and one from Hamilton join us.

On January 1, four of us rode to Auckland to join their Milky Bar Ride. I am not sure how many bikes were on it, but it was well over 50. Congratulations Chris and your gang for making the run so enjoyable, and I believe even showing me a new road. Now, all I have to do is remember where it is. I really try to attend this event every year if I can as not only does the ride have some history for me, but it is also a great chance to catch up with old friends and make new ones.

January 14 we had our meeting and picnic lunch at Waiomu. This was well attended and really pleasing to see so many partners attend. I am not sure if it was the free sausages and bacon or just the great weather. Whatever, I think we have to do this more often; I mean go for a picnic.

Well, that's about it from me. By the time you read this, I should be joining a couple of branches in the mainland, providing they are not too fast, or the rides are not too long, as I'm bringing my mobility scooter. Safe riding and all the best for 2024.

TREVOR BIRCHALL #4060



Mystery Tour for Baton Relay Riders.



Bikes on a Thursday ride by the Mighty Waikato River.



Bikes lined up for the start of a Thursday ride at the L&P Bottle in Paeroa.



North Harbour Ulysses bods on our patch.



Bikes lined up at Thames for the Baton Relay.



My mobility scooter.

Whakatane TIDE...ings

RICHARD BARNETT #10359

Happy New Year. We've been enjoying some wonderful riding weather these recent months.

More importantly, our Thursday and Sunday rides have been well attended with as many as 20 riders enjoying the varied destinations on offer. In our usual casual fashion, the destination is often agreed upon just before we leave Columbus Café.

Our two regular events took place this last quarter. The Mountain to the Sea charity ride on November 12 attracted more than 50 riders to the registration and start point, New World Kawarau. A well-marshalled run through backroads led us to Thornton Beach motor camp for lunch and plenty of chat. Again, the weather was superb.

Just a few days later we met the Baton Relay at Matata and escorted the group to Whakatāne for the handover and media interviews. Funds raised at the Mountain to the Sea were donated to the Baton Relay. Such a worthy cause. Several of our members carried on to overnight in Gisborne, with some returning the long way via the East Cape.

On January 13, we gathered at Glennis and Gary's for our remembrance barbecue. it was a chance to remember those club members who are no longer with us and to listen to some very entertaining insights into previous escapades. The Wilsons are very hospitable; thank you.

Plenty of summer riding ahead. We are very pleased with the new Facebook page <https://www.facebook.com/groups/ulysseswhakatane/> which Ian C has kindly developed. Thanks Ian.

RICHARD BARNETT #10359



Thornton Beach.



Alan adds up our funds from the Mountain to the Sea ride.

Nelson nibblings

LORRAINE
#1117



Wow, I don't know where the time is going.

Our last big event before Christmas was our annual Toy Run. The weather was fantastic, the media gave us good cover and we had a great turnout of motorcyclists from all groups imaginable. Plus, the community were supportive this year. They gathered along the route in large family groups on their chairs under their sun umbrellas and quite often had large bags of toys to give us.

This run is always for the Salvation Army. We raffle off a new Shoei helmet (courtesy of NSB, who sponsor this helmet) and the proceeds go to the Sallies. The Sallies also run the barbecue at the end and have their collection buckets out. I don't have an exact figure of what they collected but they were pleased. Other businesses donated prizes for the best-dressed bikes. Big thanks to Filco Farm and Sport, Tasman

Honda, Alioke Café and Donna Wells for the prizes.

Robyn, our rides co-ordinator, and Karen created a fun Mystery Ride, which is the first of three being put together. The overall winner will receive a trophy.

Our Sunday rides came to a halt over the Christmas and New Year period, but our Thursday rides carried on right through. Our Thursday rides are a little different from the Sunday rides in that we invite riders from other groups. Because of the eclectic mix of these Thursday rides, we end up having some interesting adventures. On the last ride, we had a very large puncture, a bike dying in the middle of nowhere and we all stood around in 30-plus temperatures, and there was a dog fight at the lunch venue. Some of us ended up with pillions that we didn't start out with.

Our destinations vary. We quite often meet up with the Marlborough Retreads Ulysses group, who have

a very strong turnout of 30 riders or more. It's a good time for me as well as I can sit down with Kelvin (Marlborough Co-ordinator) and swap notes and ideas.

Looks like our awesome committee is going to stay on for another term, much to my relief, and we have managed to rope in a few of our new members as well. Still no luck trying to find a new coordinator.

Our coffee mornings on Saturdays are really popular and this is usually where new and prospective members usually find us. A great way for them to check us out without feeling intimidated with a ride. We have gained over 30 new members this year, which is a huge plus and it looks like we not losing many going forward.

Quite a few of us are heading south next week to the Burt Munro Rally.

See you there

LORRAINE LINDSAY # 1117



Canterbury Capers

CHRIS CAREY #3497

We've enjoyed a steady growth in membership over 2023 and barely six days into the new year, we've had two applications for membership. We could have had a lot more, but for the reasons why those enquiring about Ulysses didn't follow up with a membership request, I'll leave to the AGM.

We continue to be blessed with an awesome committee and army of helpers here in Canterbury, for which I'm eternally grateful as it makes my job as coordinator far from onerous. In fact, I rather enjoy being the gang leader, although family and work commitments mean my attendance on Sunday branch rides is often lacking.

The summer rally and ride season is kicking in and it's bloody hard to decide which event to support, with many mainland rallies and clashing dates, not to mention our own branch-organised rides.

Speaking of which, attendance at the Wednesday Knitters Group rides continues to grow. Casbolts, the local Honda and Ducati dealership, has proven to be an ideal venue from which to leave, the staff going out of their way to make all riders feel very welcome.

A secret underbelly of distance riders is also growing, with a few opting to ride on a Monday. Five of these intrepid fellows decided to dip their toes in the distance-riding waters and headed south for the iconic Chatto Creek rally in November. With 1600km and 800km options available, Ross and Louise

run an exceptionally well-organised and safe event and I'd encourage anyone to have a go later this year. There was also a "Double Badger" option for those slightly mad or enlightened. Probably a degree of both.

Entries for the Helicopter Hunt and 1000km Ride are still open. The "seek and you shall find" Helicopter Hunt raises money for the rescue chopper, which, Heaven forbid, none of us ever have to use. From memory, I think it's a 1100km or 1200km ride from my door back to my door, so easily doable in a day, or as an overnighter, or done in dribs and drabs over the summer. You've got a lot of time in which to do it. Likewise, with the 1000km ride. Do it on the day, as an overnighter, as part of another ride, make up your own route or use one of the eight route options favoured in the past, clockwise, anti-clockwise, whatever smokes your tyres, just do it. In fact, why not register for both of these events, ride one ride, and earn two badges. You won't get a deal like this at the Warehouse.

Of course, who can forget the TT2000. With more and more of our branch becoming addicted to this event, there are still a number of procrastinators wanting to have a crack but the thought of planning and executing a ride to get the required points and kms has put them off. Well, have I got a deal for you. Shannon has done all the planning for you; a route and checkpoints called Riding the

Beat, which will get you the 2000 points and 2000kms. All you have to figure out is where you're going to stay on the Friday and Saturday nights. All the thinking, the anxiety, the insecurity has been eliminated. Follow the route and tick off the CPs in order and you'll have done it. If you want to talk to me about it, please give me a ring and I'll do my best to allay your fears. www.tt2000.org

I guess that leaves March and the AGM, hosted by North Harbour. I've registered, yet to pay (but I will), as I intend to ride up, parking up in the 'Naki on the way up with Cousin Derek for an ale or two. Booking the ferry was the first thing I did, followed closely by accommodation because, being Easter, places were filling up fast.

And that, as they say, is that.

Regards,

CHRIS 'CAPTAIN CAREFREE' CAREY #3497

Coordinator

Ulysses Canterbury Branch



Southland "Scribbles"

ROSS L #1177

Hi all, it is another year over and time to look forward with positive thoughts about what the New Year may have to offer. Here's hoping that 2024 proves to be memorable in a "good way".

Branch activities for November, particularly our dine-outs and coffee mornings, were quite successful, however, the planned rides not so much as they were affected by the irritatingly changeable spring weather.

Our final social function for 2023 was the Branch Christmas party held at Ocean Seafood Restaurant in Invercargill in early December. This proved to be an excellent location

as the staff made a separate room available for our group. The food was excellent and the company great, which resulted in it a most enjoyable way to finish 2023.

Branch activities were put on hold over Christmas and the early part of the New Year, with the plan being to recommence activities in mid-January 2024. At the time of writing this report, we have put together an initial Event Calendar and have had our first ride for 2024, encouragingly the weather on the day was fine.

Looking ahead, our initial Event Calendar includes various branch dine-outs, coffee mornings and rides, so we are looking forward

to those and catching up with members we may not have seen for a while.

As I write this report, excitement is definitely building in Invercargill and beyond for the upcoming Burt Munro Challenge. It once again promises to be an excellent event.

Will close off by extending best wishes to all from the Deep South.

ROSS L #1177

*Regards from the Deep South,
keep safe.*

Gizzy News

CHRISSY #5993

Summer 2024, in the capital of potholes, makes for challenging riding. Melting tar on our hot days proves another hazard we face all over the country.

Everyone has enjoyed a quiet holiday period, with Dave organising spur-of-the-moment rides. Looking forward to our first meeting of the year, next month. These are always a

lively affair.

As I write, we have three members preparing to head away to the Burt Munro event, in Invercargill; such a great adventure.

On an interesting note, after many years of my CB550/4 sitting in the shed, it's had a major overhaul, thanks to Dave and Neil encouraging me to ride again.



Thanks to Dave for all his hard work and Andy for the paint work.

Now to practise.

CHRISSY #5993



Rotorua

SMILEY #10243

RAMBLINGS

It's time to write some more stories, which has come around fast, and here in Rotorua we have been super busy, riding, socialising and some working, as well. Just enough, though, to put a tank of freedom into the bike and head off somewhere else.

WAIROA CYCLONE ASSIST

A small group from our branch rode to Wairoa, where it rained the whole ride. We were staying with Wairoa Mayor Craig and the next day meeting with the Wairoa Recovery team re Cyclone Gabrielle. The needs of this community are very high; they are still very much at the beginning of their clean-up. Many are living in containers and their homes really need huge amounts of volunteers to get the ball rolling. We cleaned up one house and then it was able to be photographed and be signed off by a building inspector, so the next stage of putting the internal walls back in could start. It is a very slow process; 131 homes still to be cleaned and made liveable again. We will be returning to Wairoa to do another working bee there. We also have a "sparky" who will be donating her time, with repurposed lights switches and electrical fittings etc, to help get the houses back into working order. At this stage we are looking for any tradies in our club who could offer a day's work in Wairoa to help out – builders, plumbers etc. If you would like to volunteer your skills, then contact me and we can chat some more. Thank you.

Since our last recap, we have said goodbye to fellow member Jimmy Flynn, who got his Angel Wings and

left us on December 19, 2023.

We managed to get through Christmas with the hilarity of our sheriff dressed as Santa's Hoe, arriving on the back of a motorbike, totally squashing Kebin. His little paw was just poking out, his face was firmly stuck in Santa's lower back. Our Christmas party, as always, was well attended and the gifts were a range of great, useful, some naughty, to completely, well I am at a loss for words ... that bib.

TWILIGHT RIDES

With longer days here now, we have restarted the Twilight Rides, usually mid-week. These are great rides and there is always something funny to remember the ride by. We have been lost, turned in awkward places, dropped bikes, lost the TEC, bumped bikes into each other, left half the group behind, found them again, had riders stopping to pee on the side of the road, all mixed together with banter, giggles and a bit of ribbing. When your biker whānau has your back, whatever the circumstances, we will always work s**t out.

SUNDAY RIDES

Very popular within our branch and some days it is nearly 50/50 of biker chicks riding with the guys; that's pretty awesome. To join us on our rides, check out our Facebook page as we will add an event there: <https://www.facebook.com/groups/965513854092625/>

We have also joined up with the Taupō riders to hang out and get to know our neighbouring branch members more. Rode with some TPO member to the BAY MC One

Night Stand at the end of January; great ride via the Gentle Annie, picnic lunch by the bridge before we rolled into HB. Pitched our tents, and then it was time to watch the hilarity of the games. Eating sausages hanging from a line, shopping cart races and no event is ever complete without burning some rubber. A couple of riders popped their tyres and after cheers and roaring from the crowd, they got to push their bikes to a waiting trailer. I be like WTF, the \$300 prize is a bit short of the cost of a new tyre AND I certainly wouldn't want to cage home. However, the riders were super stoked with their results and will be back next year.

The entertainment was on point, with the bands belting out awesome old skool tunes, which we all knew the words to, and we danced the night away till 1am. Best of all, the bar and food prices were reasonable, and so we felt that we could drink more.

Navigating our way back to the tent site was a bit of a challenge, especially with those bloody ropes everywhere. However, full moon, happy heart, was a bloody awesome weekend. Was the ground hard? Probably, but we didn't notice. Next morning, the coffee cart was visited and then we were ready to roll. I had thought of rolling home via Gisborne but felt that I should just go home the faster route, so common sense prevailed, and I just got in the driveway as the rain came down.

Some of our other members attended One Love, mixing it up with the Reggae beats in the sun.

Christmas with Team Awesome



Other couples caught up and went for a Monday ride for the Auckland Anniversary holiday. Really cool to see our members using our FB page to put their rides and catch-ups online. Our branch is so busy: riders here, there and everywhere It's great to see our branch developing into a great community.

Don't forget the Rotorua Rally is on again this year at Lake Okataina, June 21-23. The theme

is Masquerade, so you will need a mask. Menu and bar prices will be on point and as for the entertainment, well, we have been working on an idea.

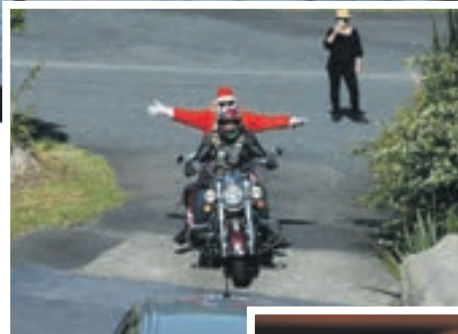
That's about all from Rotorua this edition. Stay shiny side up!

Smiley and Kebin.

Let's Ride!

Regards

Leigh-Ann aka **SMILEY**#10243



Arriving with Santa

Bruce's Secret Santa present



Auckland Actions

MARK #8668

It's been a busy time in Auckland with the better weather. Our annual rally at Port Waikato was a hoot, with many fines being levied by the Sheriff as members lived up to the motto "Grow old disgracefully".

The Tuesday rides have been well attended, with Dave Tantrum leading. The Tuesday ride I went on had a multiple U-Turn practice portion – damn GPS technology, eh Dave! The Saturday rides – Moller's mystery tour, 'cause he's making it up as he goes along, have also been great fun. Almost guaranteed to go down a road you've never been on.

The impromptu Christmas brunch, a couple of social nights plus the regular coffee and catch-up meetings have catered for riding and non-riding members alike, with many a colourful yarn being told.

The Baton Relay transited Auckland to the Far North; unfortunately, the date clashed with our rally. Nevertheless, a small contingent provided an escort.

Sadly, I must report the

passing of Phil Luckens #303 after a long illness. Phil and Diane loved touring on their Goldwing trike.

To digress; some of you may be aware that the operation and responsibility for speed cameras or "safety cameras", as they're being called, will be passing from the NZ Police to NZTA/Waka Kotahi. NZTA are reported as wishing to quadruple the number of cameras and to introduce "point to point" average speed cameras and red-light cameras that detect mobile phone usage and seatbelts.

A six-month trial of mobile phone and seatbelt detection safety cameras was run across three locations in Auckland last year.

Data from the trial shows that of 12,870,563 vehicles, 199,515 mobile phone offences were recorded, and 43,444 seatbelt offences were detected. That's a 1.55% hit rate for mobile phones ... pretty bloody low. As I ride around, I see waay more distracted drivers on their phones than 1.55%.

As a vulnerable motorcyclist, there needs to be far greater enforcement of this. But what we'll get is four times the speed cameras with the resultant revenue generation, which NZTA and Government will get hooked on like crack cocaine.

Remember, these are the same people who brought us the "Road to Zero" ideological claptrap.

Anyhoo, enjoy the summer weather and have a wonderful time.

MARK #8668



Sadly, I must report the passing of
PHIL LUCKENS #303
after a long illness. Phil and Diane loved
touring on their Goldwing trike.



News from sunny

Tauranga

LEE WHITE #5925

Welcome to 2024, Ulyssians, and I hope you had a great Christmas and New year. The weather's been very hot around the country and then we had rain, which has made it very muggy. Talk about an Indian summer.

Our branch had the normal slowdown over the Christmas period with DOD rides. Unfortunately, we had to cancel our McLaren Falls Summer Rally 35th Anniversary "A Blast from the past". This was due to lack of support from our branch members and overall members; the number attending was only 18. A lot of hard work was put in by Stumpy (co-ordinator) and Greg, as well as a few others. Organising rallies nowadays is getting harder with so much going on in our lives. Getting members to attend weekend events is a problem; people working or spending time with family are just a few reasons we get for the low turnout. Our rides have been up and down with numbers. Some days it may be three or four riders, and other times could be 10-plus. We have combined with Rotorua on a few of their rides.

Our Christmas dinner was attended by 28 members, who enjoyed the festivities. Dave Dawson (Leprechaun) was the recipient of a Mounted Trainer Wheels Trophy. The story

behind this is while on long rides, his motorcycle gets tired and it falls over. Poor Dave ends up on the ground. Fitting trainer wheels should solve this problem. Kerry Murphy won the prize for the most offs during the year. I don't think this needs any explanation.

Many thanks to some of our regular riders who helped on the recent Multisport event: Colin Kepple, Talbot Munro, Kerry Murphy, Gary Green, Paul Carson, Peter Manderson and Michael Young. A couple of our newer members were a bit apprehensive about carrying officials and camera persons as pillions, but at the end of the day they really enjoyed their time. They are looking at volunteering again this year.

Well, that's all from the Sunny Bay of Plenty. Our AGM is coming up soon, so here's hoping we can get some fresh blood on the committee with some great ideas, so that we can look forward to some exciting times. I'm hoping to get to the National AGM since I was a committee supporter back in 2005 when it was at the North Harbour stadium. The only thing that will stop me is I have an AGM in Napier late March and, as of today, no fixed date.

Keep the shiny side up.

LEE WHITE #5925



Marlborough Musings

KELVIN WATSON #3602



Well, the silly season is over once again. Hope you all made it through safely; it has been very hot in this region, even on the bike.

By the time you read this report, our branch would have held its AGM, with not a lot of changes to our committee. We are fortunate we have a group of very able members who are willing to turn up and work when necessary. Our treasurer, Wayne Brock, is standing down, having stepped up this year, and having done several years in the past.

Our weekly retreads group rides have been popular for a long time, with a different venue each week. Our last ride in January took us to a new-old venue. The caves, or Te Ana as it is now called, has been a popular stop just south of Kaikoura for a long time. It had been closed for a good while, no doubt because of Covid, but has just opened again with new owners. A great selection of food and drinks to select from, and you can even get saveloys, peas, mash and gravy for \$20 as a main meal. For riders passing this way on SH1, it is a great place to stop for a break and there is plenty of parking.

This year in April, our Rescue Ride will be raising funds for the Nelson/Marlborough Rescue Helicopter. They execute many rescues in both Nelson and Marlborough,

so a very good cause to donate to.

JG, our communications assistant, has organised a great-looking double overnigher in March. The MU1000 is three days of great riding over on the West Coast, based out of Reefton. Speaking from personal experience, there is a lot of good riding in that area of the coast.

Marlborough branch has a few members who have been lucky enough to replace their bikes this summer; we've seen a few different makes and models out and about.

Take care over the autumn months.

KELVIN WATSON #3602





Santa and his helper



Wayne's BMW C1



North WAYNE PAINTER #1756 Harbour



What a great start to the New Year. We arrived at McDonalds in Quay Street to find a good number of bikes, with some riders coming up from the Thames / Waihi Valley branch.

Chris Moller gave us instructions to leave the motorway at Redoubt Rd in Manukau City and turn left, and after that many of us had no clue where we were, especially the North Harbour riders. Chris took us on some interesting roads with very flash houses, way out of my budget, and some lovely back roads, then across the motorway down to the Waikato River, finally ending up at Mercer for lunch. 250-plus kms door to door. Thanks Chris; a good day and well organised. No one got lost.

The North Harbour January ride to the Te Kauwhata Tavern & Bistro had 16 bikes, two cars and 20-plus people. We took some back roads through Bombay down to Miranda and Waitakaruru, back up towards Auckland, then the back road to TK's. The company was good and so was the food, even if it was a little slow coming out. Never mind, we weren't in a hurry and the banter kept us amused.

Our branch AGM is being held on Thursday, April 4.

Along with Karl and Anna Bethell, I will be standing down. After 30 years, I am retiring from all committee work and will be just another club member. North Harbour members need to stand up and volunteer their time to keep our branch functioning properly.

Work on the 2024 National AGM & Rally is going well; all we need is registrations from you. I'm not panicking, but as other AGM organisers have found out, it is very hard to plan without numbers. By now, you should have a writeable form in your email box. You know you are coming, so put pen to paper and get those regos to us. This is a unique venue for an AGM and it won't be repeated any time soon. Registrations close March 14. Late regos will depend on the caterer.

WAYNE PAINTER
#1756NZ L/M



Hawkes

TONY HICKMOTT
#10416

Bay BUZZ

With a new year ahead and new adventures to plan, it has been full steam ahead here in the Hawkes Bay. But before we get into 2024, I want to look back at some events that rounded out 2023 for our club members since my last update.

First, was the annual Hawkes Bay Christmas party held at John & Rena's home. A wonderful afternoon of laughter and stories of rides, adventures and a few tall tales thrown in for good measure, along with the best burgers and pizzas to be had in the Hawkes Bay. This is an event that brings members together to enjoy each other's company, just like any family does, and that simply is what it means to be a Ulyssian.

Another tradition is the second-to-last ride of the calendar to Balls clearing for a walk through the native forest and to enjoy a picnic meal. I have not managed to make this ride yet but did send along some tasty morsels for the team to enjoy. From all reports it was a fantastic day and a great way to wind things up before the festivities of

Christmas Day.

With Christmas Day over with, it was off to Whanganui for some members who managed to get a hall pass to go and enjoy the Boxing Day street races. With another hot summer's day, it was a case of find cover where you can and sit back for a day's racing on the famous cemetery circuit along with members from other branches enjoying the covered trailers shade and great position along the track. Some of our members stayed overnight to enjoy the jet sprint races held just up the road, rounding out what was another successful year.

With such a huge year behind us, it is great to take the time to reflect on what a great branch we have, with not only three generations of one family but also six founding members, and now with Ulysses youngest member at only 19 years old and a second-generation member. But more about that in an upcoming article.

On to a new year and it's back into the weekly diet of club runs, along with the Wednesday morning meet up. The



midweek riders have been making the most of the fine weather with plenty of rides near and far to keep those who cannot make a Sunday ride out and about on two wheels.

The first club ride was a double header with a visit to the Gables Classic Car Museum and Thomson's Motorcycle Museum just out of Palmerston North. The day started with a gathering of riders at Bay motorcycles to discuss the weather, politics, fashion and several other important issues, then it was off to our first destination via Highway 50, where the first photo opportunity was taken by Mark Davies of the riders rounding a bend climbing up the valley. Great photos!

As we made our way south to our refuelling point, the heat of the day started to set in quickly, with perspiration running rampant inside leather riding gear and riders taking any opportunity for a quick stop to open vents and shed layers of clothing. Then it was on to Feilding for a stop to top-up tanks and bodies with a visit to a café for cold drinks and good food. With our bodies sufficiently cooled, it was on to our first destination, the Gables Classic Car Museum.

This is set in the wonderful destination of a beautiful homestead with a large shed at the back of the property where a small collection of Rolls Royces, Daimlers and other vehicles are housed. Host

Pauline is a delight and was happy to share her passion for these great old cars with us. A fantastic way to start off our tours.

Then it was on to see Thomson's Motorcycle Museum, which is only minutes up the road from our first stop. Again, this is in an unassuming location but what lies behind the shed doors is an amazing collection of motorcycles and memorabilia that is absolutely astonishing. From the moment you walk into the building you are surrounded by over 100 bikes, dating from 1904 to the present day. With an astonishing number of items to see, it is a dream outing for any motorcyclist. Peter and his wife have a wealth of knowledge and are more than happy to talk about the bikes. What an amazing place to visit.

It was still sweltering hot as we made our way home via the Pihiatua track and through Balance Road, with another refreshment stop at Woodville, and then on with the final leg of the ride home back taken along the main road.

With the upcoming Hawkes Bay Rally to look forward to on February 16, this is to be a weekend I'm truly looking forward to with members coming from far and wide to enjoy time together.

A great start to the year and with plenty more rides to come; it is a great time to be a Ulyssian.

Stay safe

TONY HICKMOTT #10416



Taranaki News

MARTIN PEYERL #9483

In hindsight, 2023 seems like a year of on-off-on events.

Some well attended and some just barely making a few members. There have been weather postponements, changes in rides, and changes in roles and responsibilities. To those looking in, it may seem to business as usual, but a lot of effort has been put in to keep things running as they should. Here's hoping 2024 will be a smoother year. It will certainly be a busy year with focus on the Energy Rally, which is only 10 months away, and our hosting of the national AGM only 14 months away, along with the usual day-to-day running of the club.

The Baton Relay swooped into town and disappeared just as quickly. It was great to be part of this. It seemed to unite the various branches around us. The ride to collect and hand over was great, with good weather and a good

turnout from Taranaki members and others. Whatever is raised will surely improve the lives of those in need. What I enjoyed the most about the event was the enthusiasm of the organisers.

The North Harbour AGM is fast approaching. The 12 Taranaki people who are going up will also be going on the after-AGM trip to Northland. It is great Taranaki is so well represented. A lot of the 2025 AGM committee will be there, so there is a lot for us to learn.

It was great to see the turnout for our end-of-year event at Rooftop Bar. A very festive Hawaiian theme in typical Hawaiian rainy season weather – humid and wet. Everyone put in the effort to wear something Hawaiian, and the winners of the best-dressed prize thoroughly deserved them. Thank you, Gemma and Helen, for organising the event and the gifts.

We conducted a quick survey and had 19 responses, with about a third of the Taranaki membership responding. We would like to have had more survey forms from those we see less often but will work with what we have. Thank you, Gemma, for getting this done. There were certainly some good suggestions and ideas.

We are delighted that we have 58 members who have renewed their membership. Last year this time, we had 56. That's great stability. Let's hope this year turns into growth in numbers

Over the past three months, we have held several events: regular Club Nights, monthly lunches at the Stumble Inn, monthly rides around the region (November one turned into a poker game at Awakino to add funds to the Baton Relay), Leg 13 of the baton relay from Hawera and leg 14 of the baton run to Te



New member Garry Ellis.



Tropical Christmas in Taranaki.

Kuiti, Pie and Pint runs on the first Thursday evening of each month – what a spectacular evening with fish and chips at Opunake Beach, and December Christmas Fun.

This will be my last President's submission to the newly named *Taranaki News*. As both the club secretary and president/coordinator positions are becoming vacant this year, the 2024 committee will have a new look. It will be good for the club to have a fresh perspective after four years of the same old coordinator. There is a strong committee in place, so the work of the new coordinator will be eased. When I was elected, it was always my intention to be in this role up to the Taranaki-hosted AGM. Covid postponed this by a year. The need to head up the AGM committee

hastened my decision to resign at the next branch AGM. My focus going forward will be the 2025 national AGM, which has to be planned, organised and implemented. We have an able team to assist in getting this done. I will also be available for the branch committee if nominated. The branch members will have to elect/appoint a new coordinator of their choosing at the next branch AGM in February 2024. Thank you for all those who assisted and advised over the past four years to keep things running in our branch.

Hopefully, it is going to be a great summer of riding for all! It will be for us.

I wish everyone a happy healthy and prosperous 2024.

MARTIN PEYERL #9483



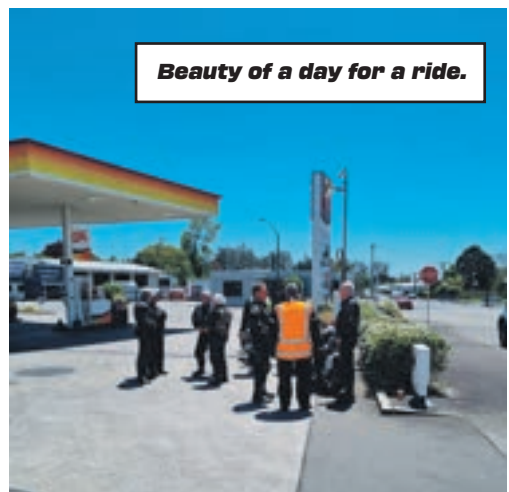
Fish and Chips at Opunake Beach.



Happy members at Stumble Lunch Nov 23.



Even at Christmas, the Sherrif is busy.



Beauty of a day for a ride.

BRANCH NEWS



VANESSA GRAY #9802

from the **Far North**

2023 end of Year Review

2023 has been another busy year at the top of the country with the regular Wednesday and Sunday rides continuing to be well attended despite the ongoing inclement weather and a cyclone or two. Alongside the rides, we have raised funds for good causes, celebrated both Christmases together and given a fairly decent account of ourselves at the Friday quiz nights.

Other activities have included the annual spud dig, safety training and establishing a relationship with the Kamo Club, so we now hold our committee meetings and monthly social evenings there.

January

Spud Dig – Roger's biggest at 404gm and Cecily Woodbury.

February

Dean's organised weekend.

June

AGM – awards, acknowledgments etc.

July

Mid-Winter Christmas do.

October

Nigel Vendt does the compass rally.

November

Rider down/motorcycle awareness month good training – us/ACC/NZTA/St John – 1st aid kit.

December

Christmas lunch - see picture of Santa/Bunnings social evening.

NOVEMBER

During November we presented the rider down training. This was a unique initiative achieved by working with representatives from St John's, ACC and the Northland Transport Alliance to provide bespoke emergency training for motorcyclists. Thanks to the Ulysses National

Committee for the seed funding and support. We hope to see this rolled out wider across the Ulysses family. Anybody who wants to learn more just get in touch.



Here are some pictures of attending members in various stages of disrepair...





November was a busy month with the national Baton Run initiative. We raised funds for the victims of the cyclones from two sausage sizzles. We eagerly await details of the total sum raised and how this will be distributed to those Northlanders in need.

Bunnings enjoyed having us so much that they invited us to join in with their family fun night in December.

DECEMBER

As always, December was time for Christmas celebrations. This year, we used the Northland Club and a great time was had by all.



In December, we drew the square draw and one lucky member went home much better off than when he arrived.



MALCOLM PERRY #1011
– In lieu of secretary



Kapiti Kapers

PAUL NEES #6782

The branch 30 Year Anniversary Celebrations drew to a close at the end of last year with a series of radio interviews with member Kathy Ellis, a long-term secretary of the club. In the programmes, she reminisces about past days in the club:

“Red Fred” (a real character who was our coordinator for many years) and our club’s famous pub stays, which were instigated and often organised by Kathy. In the interviews, Kathy tells lots of stories about the club’s past, which will be of interest to many members. The shows can still be accessed on the radio station’s website: www.coastaccessradio.org.nz

There was then a bit of a slowdown in activities

as members celebrated Christmas and New Year with families and friends.

We knew some members would appreciate a getaway ride early in the new year, so on January 7 we organised our semi-regular trip out to Castlepoint for a picnic lunch. The ride from Masterton is superb. Lots of open, flowing corners for everyone’s enjoyment plus some gnarly windy bits and some poor surfaces in places, making for an interesting but satisfying ride. It certainly keeps riders awake and ready for a break at the end of the scenic road to take in the lighthouse view, holidaymakers on the beach and maybe even a paddle in the surf.

The weather on the day

was perfect and from Kapiti to Masterton we travelled the Paekākāriki Hill, Haywards Hill (yes, I know, interminable road works here), the Remutaka Hill (we got a mostly clear run on the way over), then a coffee stop in Martinborough, backroads through Gladstone to Masterton, then out to the coast. Word of advice: the backroads in the Wairarapa are certainly preferable to SH2. Of course, it’s always good to get off many of our state highways but the speed limit on SH2 from Featherston to Masterton (straight roads) is 80km/h, and 70km/h south of Masterton. 100km/h roads with corners are much more attractive.

After lunch and a fuel

stop in Masterton, some members travelled north and over the Pahiatua Track to Palmerston North, then back to Levin, while others went back south for a repeat run over the Remutakas. Home, with 400km on the clock, we were ready for a beer!

At the time of writing, some of us are going to New Plymouth for Waitangi Weekend and finding some less-travelled roads in Taranaki. We are hoping for good weather which, currently, looks uncertain but any day riding is a good day. We will endeavour to meet members from Waikato in Whanganui for lunch. They will be on their way to the South Island. Full report next issue.

PAUL NEES #6782



Roland, Glenn and Martin have fun in the sun.



Bikes and a scooter resting at the beach.

Westland CO-ORDINATOR'S DISCOURSE

KERRY CHAPMAN #3443

Summer Riding Season

Well, it is that time again. It has been a quiet couple of months as far as riding goes. We have a coffee morning every Saturday at Kumara Junction Honey Café. Plenty of room and very central to most members. We average 10 members at each meeting, so if we need to organise rides or any other things that are going on in the Westland area.

We had our annual TOSAR (Top of the South Annual Ride), held over the Westland Anniversary weekend, with 15 members attending. We departed from Greymouth on Dember 1, headed to Nelson, and met up with a couple of Nelson Branch members for dinner at Smugglers Restaurant, where we had a very good feed and a couple of rounds of margaritas. A few of the crew were a bit tidily, but a good night was had by all.

On December 2, we went to Kaikoura, stopping at a private museum in Seddon, where there was a very good selection of all sorts of older bikes and various other antiques. The ride down the coast is a lot better now that the road has been rebuilt since the earthquakes. The night in Kaikoura was very entertaining, with a couple of rounds of beers and alcoholic lemonade, listening to a very

talented musician in an outside garden bar before walking to Whalers Restaurant for another good feed.

On December 3, we were off to Hanmer Springs through the Mt Lyford road. Never again, as the trike is very unsuited to the roughness of this kind of road. Those who wanted to, went swimming in the hot pools, while others went to the local Irish bar for the obligatory pre-dinner drinks. And yet another night of good food, drinking and being merry.

Recently, it was our anniversary day on the coast; this is where everyone goes at their own pace, mostly stopping at Reefton for breakfast then on to the coast and home. Basically, four days of riding and no rain, a damn fine run.

The numbers attending the Sunday rides are low but steady. In Greymouth, we had a Big Boys Toys display and the cars, bikes, and various other toys certainly made for a good day's outing. Some of the paint jobs and the hours spent rebuilding and getting the machines just how the owners want them to



be is a credit to their patience and skills.

On a different note, these new LVVT certificates for bikes that have been altered are a load of manure. I have been refused a WOF because the person who certified the trike got the information off the Internet not off the bike. The Honda Goldwing has an 18-inch wheel, the Honda Valkyrie has a 17-inch wheel. The technician at VTNZ would not give me a WOF because the numbers were different. The plate said 18 and the front tyre said 17 inch. I have had to get the plate redone so this does not happen again in six months. Just be aware that mistakes are made sometimes, so check everything, even if done by the experts.

Keep the shiny side up. See you at Woodstock Rally maybe.

KERRY CHAPMAN #3443

Wellington

ROSS #8542 Witterings

Another year rolls around

Our final meeting of 2023 saw the presentation of long-service medals to eight branch members:

- John Alexander (35 years)
- Don Ryder (30 years).
- Les Prescott (25 years)
- Karst van Diggele, Mike Payne, and Gavin Smith (20 years)
- Mark Wilkins (15 years).

It was great to be able to pay tribute to these members for their support and commitment to the club over so many years.

One of the highlights of the branch New Year is the Wellington Anniversary weekend overnighter to Hanmer. Usually held on alternate years (one year Hanmer – the next a North Island destination), this trip has been held since January 2000.

Nineteen of us sailed south on the Interislander on the Friday morning sailing, with three more already on the mainland.

This year, a group of four riders chose to head through the Molesworth. The prize for most committed rider must go to Rick Barker, who rode down from the Hawkes Bay to get the early ferry and meet up with us at Burleigh Pies in Blenheim. Their pies are so popular that they are often sold out by the time we arrive from the ferry, but thanks to Rick for grabbing the last five pies before we headed over the Molesworth. What a legend!

This year we were joined by four of our wives who wanted to see the Molesworth – but not from the back of a motorbike. Ably driven by Sandy

Payne, they had borrowed the Sheriffs four-wheel drive. Although heavy rain was forecast in the west, the ride was hot and dusty (we were fortunate to get through as the road was closed a week later because of fire danger).

With Hanmer in sight, the Sheriff noticed that the backend of the V-Strom was feeling a bit loose in the gravel (also noticed worryingly by the ladies following behind). Sure enough, a slow puncture! By morning it was down to zero psi, so a ring around found Amberley Bridgestone Centre open and able to repair the tyre (great service and a reasonably priced, professional repair if you are needing help in that area). And, by chance, we were able to wait across the road at Amberley Pies. It was meant to be!

The road riders (including Mark in a car, and Buzz and Don on a trike) took the route through Kaikōura, then the essential stop at Waiau Dairy for ice-creams. The road group were well settled in at the Top 10 when the gravel group arrived (very hot, dusty, and hanging out for a cold beer).

Big Kev had a plan for us to sample some of Canterbury's best pies on Saturday, so we headed south to Rangiora for a pie and pint promotion at the Monteiths Pub. "Sorry, we don't have any pies left," was the response to our order. Never mind, this was just an excuse for a ride.

As the temperature rose through the high 20s and into the 30s, we headed back to Amberly for a cool ale and bite to eat at Brew Moon Brewery.

Trying to get a decent, reasonably priced evening meal for a large group is always a challenge when we're away. Previously at Hanmer, the decision was made to buy in food (takeaway fish and chips, BBQ, and pizza) and divide up the cost. This is a far more relaxing way to feed the masses and means that we all get the opportunity to chat. Thanks to the good folks that organise the evening meals (and clean-up afterwards).

To continue with the pie theme, it was decided to head through to Reefton on Sunday. The run through Lewis Pass and then over Rahu Saddle must be one of the best rides in the country – especially on a day like that – blue skies, little traffic and the road in reasonable condition. The Future Dough Company (formerly known as Broadway Tearooms & Bakery) provided excellent food and efficient, friendly service. Highly recommended .

On the return leg we stopped at Evison's Wall. Situated about 5km east of Springs Junction near the Marble Hill Campsite, the wall was built in 1964 to measure any movement across the Alpine Fault. Despite early scepticism from some of the group, it was worth a visit to reflect on bigger things whist straddling the Pacific and Australian tectonic plates.

With the Interislander 6:15pm not sailing on a Monday, we needed to get the Bluebridge, which got us into Wellington around 11:30pm. Feedback from the group is that the food options and service on this ferry is better than the Interislander.

Reading Jim Furneaux's account of the first Hanmer trip in 2000 and listening to the banter coming back late on the Monday night, it made me again realise how important these overnight trips are. Each trip becomes part of our collective folklore and helps to build the sense of community and camaraderie that

makes Ulysses more than just another motorcycle club.

Once again, thanks to Camp Mother (Colleen) and Sandy for organising the accommodation, food and for doing their best to keep us in order.

Keep safe

ROSS ALEXANDER
#8542



Evisons wall



John Alexander (left) #108 (35 years)



Furure Dough Company, Reefton

Otago OPUS

MIKE #7808

Ride numbers have been low over recent months...

but the late January ride up to Naseby had six bikes and eight members, including Barry Richardson #591, from Alexandra, who joined us. The forecast when leaving Dunedin was for

cloud, thunderstorms and rain – but we took a leap of faith and it was a great, dry day. Get out there and participate in the scheduled rides. Five Otago members will be riding up to the North Shore AGM.

MIKE #7808



PRODUCTS

EMBROIDERY & CUSTOM PATCHES

We have fully embroidered flags patches of every country in the world, every Motorbike logo and every Classic Car. Plus Custom Patches are our speciality!

ACEEMBROIDERY.CO.NZ

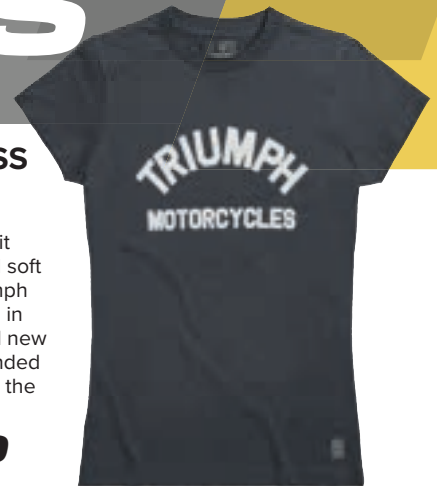


TRIUMPH LUSS TEE

XXS - XXL

A Jet Black ladies' fit cotton tee with stylised soft pigment arched Triumph Motorcycles lettering in White on the chest, and new signature Triumph-branded woven badge towards the lower hem.

\$69⁹⁰



Something that is always in demand

GENUINE HARLEY-DAVIDSON BATTERY CHARGER /MINDER.

Charges lead acid or lithium batteries

Avoid the dead battery blues with a new Harley-Davidson Dual-Mode Battery Charger. Ideal for today's popular motorcycle battery technologies, this charger can automatically charge and maintain Harley-Davidson Lithium LiFe or AGM Lead-Acid batteries, and just about any other battery in your home shop.

Both items can be bought from Auckland Harley-Davidsons website, FASTPARTS.NZ

HD CHARGE CABLE:



HD BATTERY CHARGER:



ulysses.org.nz/





READY FOR REAL RIDES?

Hit the road with confidence, whether you're weaving through city traffic or tackling the rough backroads.

Check out our Heidenau K60 Scout and K60 Ranger 150/70-17 tyres at NZBIKE.CO.NZ

These tyres are made for those who don't shy away from an adventure. They're tough, reliable, and ready for whatever path you choose.

And because you're part of the Ulyssian Club family, we're knocking 15% off these beauties. Use the code [ULYSSESCLUB15](#) at checkout to enjoy this special deal.

Quality gear at a great price – because we know you'd rather spend more time riding than shopping. Gear up and get out there – with tyres that can keep up.

GAERNE YUMA AQUATECH BOOTS

The Yuma is a touring boot that is made in Italy. The leather upper and Cordura inserts provide excellent levels of movement and comfort, along with a AquaTech waterproof & breathable Membrane. Internal shin guard plate, malleolus reinforcements, gear protection and reflex insert complete the range of protective features. A side-entry system with elastic zip panel and Velcro for a customised fit. Rubber sole designed for excellent grip and stability.



BITS4BIKES.CO.NZ

\$439

MOTO SR IS YOUR MOTORCYCLE SUSPENSION SPECIALIST

We stock a great range of springs to improve your ride. Contact the team today for free friendly help and advice.

PRICES START FROM

\$282



SHOPMOTOSR.CO.NZ
FOR MOTORCYCLE SPRINGS
AND MUCH MUCH MORE

ACE Embroidery & Patches

We make **PATCHES!**

Any kind of **PATCHES!**

You conceive it - we will achieve it!



Visit us at www.aceembroidery.co.nz or at
56B Fifteen Avenue, Tauranga



ADMINISTRATION:

P O Box 40218,
UPPER HUTT,
5140

Debby Morgan

**0800 ULYSSES
021 072 3636**

admin@ulysses.org.nz

AUCKLAND

2010 Manukau Cruising Club,
Orpheus Drive, Onehunga, 1st
Monday monthly, 7.30pm

MARK BENTON

4 Darimouth Place, Albany,
Auckland 0632
auckland@ulysses.org.nz
027 836 1669

AUCKLAND N.HARBOUR

1st Thurs of the month, 5.30-9pm,
Hobsonville RSA, 114 Hobsonville
Road, Hobsonville.

WAYNE PAINTER

PO Box 100054, Wairau Valley Mail
Centre, Auckland, 0745
027 289 1018
n.harbour@ulysses.org.nz

BULLER

Contact co-ordinator for next
meeting details
buller@ulysses.org.nz

REX COLLINS

49 Romilly Street, Westport, 7825
03 789 4030 / 021 058 9960

CANTERBURY

RSA Hall, 55 Bellvue Avenue,
Papanui, Christchurch. Second
Thurs every month. 7:30pm

CHRIS CAREY

7 Wakeman Drive,
Lincoln 7608
canterbury@ulysses.org.nz
021 497 155

FAR NORTH

Rides every Wednesday and
Sunday mornings. Depart 10am
from Burger King, Whangarei.

STEVE GRAY

far.north@ulysses.org.nz
027 332 7068

GISBORNE

1st Tuesday of the month.
Bushmere Arms Public Bar, 7.30pm

CHRISTINE (CHRIS) CAMERON

277 Bloomfield Road, RD 1,
Makauri, Gisborne 4071
06 868 9661 / 027 460 2430
gisborne@ulysses.org.nz

HAWKE'S BAY

Clubs Hastings, 1st Wednesday
monthly 7.30pm

MARK (MAC) MACAULAY

House 3, 164 York Ave,
Greenmeadows, Napier 4112
hawkes.bay@ulysses.org.nz
027 487 6380

KAPITI COAST

2nd Tuesday each month, 7:30pm.
Manukau Bowling Club, 10
Mokena Kohere Street, Levin

PAUL NEES

18 Martin Road, Paraparaumu
kapiti@ulysses.org.nz
022 571 9381

MANAWATU

1st Wednesday each month
(except January) at the
Bunnythorpe Tavern
at 7.30pm.

MURRAY CROSS

26 Park View Ave, Fielding 4702.
06 323 2660 / 027 702 4455
manawatu@ulysses.org.nz

MARLBOROUGH

3rd Wednesday monthly,
Portacom A&P Park. Coffee
Morning Runway Café, SH6
every Saturday 10am.

KELVIN WATSON

143B Maxwell Road,
Blenheim, 7201
marlborough@ulysses.org.nz
03 577 6822 / 027 300 1309

NELSON

Coffee morning, every Saturday
10am-12noon. Alioke Eatery,
4A Central Park Lane, Appleby,
Richmond. All welcome, with
space to park your bike or car.

LORRAINE LINDSAY

11 Springlea Heights,
Atawhai, Nelson 7010.
Nelson@Ulysses.org.nz
021 276 5656

NORTH OTAGO

Various venues.
3rd Wednesday of each month.
Contact Glenda

GLENDA HAGENSON

13 Stour Street, Oamaru
n.otago@ulysses.org.nz
021 162 8110

OTAGO

First Tuesday. each month, 7pm
at the Otago M/C Club (OMCC)
rooms, 3 Clark St

MIKE WYATT

17 McGeorge Ave,
Mornington, Dunedin
03 453 5287 / 027 642 8400
otago@ulysses.org.nz

ROTORUA

St John Ambulance Hall,
Peririka Street 7pm last
Sunday of the month

LEIGH-ANNE CRANE

PO Box 1791, Rotorua
rotorua@ulysses.org.nz
021 0266 0528

CO-ORDINATORS' CONTACT DETAILS

SOUTHLAND

Contact co-ordinator for next meeting and ride details

ROSS LAWRY

12 Martin St, Strathern,
Invercargill 9812
03 218 2900 / 027 227 2522
southland@ulysses.org.nz

SOUTH CANTERBURY

3rd Thursday of Month at 7pm
Ascot Sporthouse and Eatery
Washdyke, Timaru

GAVIN BARKER

Beaconsfield Road
Pareora West, Timaru, 7972
021 468 979
s.canterbury@ulysses.org.nz

TARANAKI

New Plymouth Club,
49-55 Gill Street,
New Plymouth. 6pm,
3rd Wednesday monthly

MARTIN PEYERL

P.O. Box 76, Taranaki
Mail Centre, NP
taranaki@ulysses.org.nz
027 203 5902

TAUMARUNUI

RSA, 1st Wednesday each
month. 7pm. Rides 10am,
Mobil, Sundays

TONY RITCHIE

88 Keland Road, RD4, Taumarunui
taumarunui@ulysses.org.nz
027 475 0428

TAUPŌ

Taupō Cosmopolitan Club,
Taniwha Street, 7:30pm.
2nd Thursday each month.

PAUL REDSHAW

144 Plateau Rd, RD1,
Reporoa, Taupō 3081
taupo@ulysses.org.nz
021 137 0659

TAURANGA

Tauranga Citizen Club, 13th Ave;
Upstairs at 7.30, 3rd Tues monthly.

LEE WHITE (ACTING)

tauranga@ulysses.org.nz

WAIHI-THAMES VALLEY

2nd Sunday monthly
2pm at the Paeroa RSA

CHRIS BROWN

215 Tukere Drive,
Whangamata, 3620
waihi.tv@ulysses.org.nz
027 257 6602

WAIKATO

Waikato Commerce Club,
197 Collingwood St. 1st Tues
Monthly, 7.30pm (except Jan)

ALLAN BRUNSKILL

444B Tristram Street,
Whitiora, Hamilton 3200
waikato@ulysses.org.nz
022 438 0627

WAIRARAPA

Club Carterton (RSA),
35 Broadway Street, Carterton.
3rd Monday monthly, 7:30pm

TONY ALLEN

11 Alton Grove, Masterton
wairarapa@ulysses.org.nz
027 432 5075

WELLINGTON

Petone Workingmen's Club, Udy
Street, Petone, 7.30pm, 2nd
Tuesday monthly

JIM FURNEAUX

47 Ward Street, Wallaceville,
UPPER HUTT, 5018
04 971 2893 / 021 244 2091
wellington@ulysses.org.nz

WESTLAND

Coffee every Saturday, 1000hrs
at the Honey Café, Kumara.

KERRY CHAPMAN

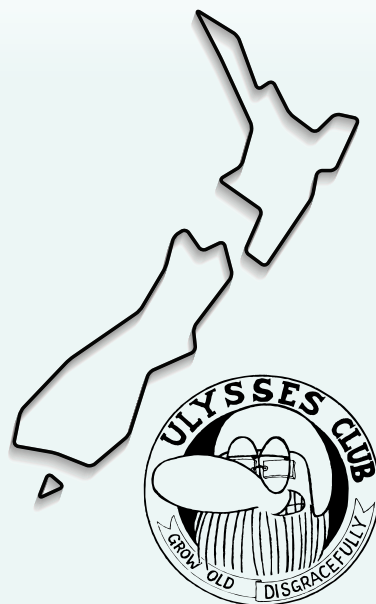
16 Stafford Road, RD2,
Awatuna, Hokitika
westland@ulysses.org.nz
027 472 8289

WHAKATANE

Ohope Chartered Club,
Ohope, 7.30pm,
2nd Wednesday monthly

RICHARD BARNETT

P.O. Box 3080, Ohope 3161
whakatane@ulysses.org.nz
021 792 086



**To update
your branch's
information contact:
editor@ulysses.org.nz
or for website
changes contact:
greig.neilson@web21.nz**





**Ulysses
Club NZ Inc.**

2024 National Rally & AGM

Hosted by:

Ulysses North Harbour Branch

Dates:

*Friday 29th and Saturday, March 30th, 2024
(Easter Weekend)*

Venue:

*Cyclespot Group, 10 Wairau Road, North Shore, Auckland
www.cyclespot.co.nz*



SCAN QR CODE
FOR DETAILS

***Cyclespot have kindly donated their
premises for the Ulysses Club of New Zealand Inc.
2024 National Rally & AGM***



*Come along and enjoy a great weekend on the friendly North Shore
Keep up to date through our website:*

ulyssesnorthharbour.org.nz/national2024agm

ULYSSES CLUB (NZ) INC. NATIONAL RALLY & AGM



Friday 29th and Saturday 30th March

Hosted by the North Harbour Branch
Registrations Close Wednesday, 28th February

Registrations will be acknowledged via Email.
For any queries, please email: 2024.agm@ulysses.org.nz
More info at: www.ulysses.org.nz



Venue: Cyclespot Group Showroom, 10 Wairau Road, Glenfield, Auckland
Theme: Best Dressed Biker, promote your brand/ride

Name _____	Address _____
Ulysses Membership # _____ <input type="checkbox"/> Tick if Coordinator <input type="checkbox"/> and/or Natcom member	_____
Email _____ Ph _____	_____
Partner Name _____	Branch _____
Ulysses Membership # _____ <input type="checkbox"/> Tick if Coordinator <input type="checkbox"/> and/or Natcom member <input type="checkbox"/> and/or member	_____

Options and payment	Number	Per person	Amount
National Rally/AGM Registration Fee - Payable by everyone attending		\$35	
National Rally Badge		\$10	
2024 North Harbour Badge		\$10	
Meals and drinks available for members and partners			
Friday evening - Billy's Special Build Your Own Burgers & Fries Bar opens 4pm		\$25	
Saturday evening - Billy's Roast Dinner Live band and dancing to follow Bar opens 4.30pm		\$40	
Rally T-Shirt (Circle your choice of size) <i>CUT OFF DATE FOR ORDERING IS JAN 20TH, 2024</i>			
S M L XL 2XL 3XL 4XL 5XL		\$35	
Rally Polo Shirt & T-Shirt Active Wear (Circle your choice of size) <i>CUT OFF DATE FOR ORDERING IS JAN 20TH, 2024</i>			
Men: S M L XL 2XL 3XL 4XL 5XL		\$45	
Women: 8 10 12 14 16 18 20		\$45	
CAMPSITE - for self-contained motorhomes/caravans only at Cyclespot. Friday and Saturday only. Must be off site Midday Sunday 31st.			
Per night		\$10	
TOTAL (add total \$ here)			
Please list any DIETARY REQUIREMENTS here:			
Payment by bank deposit or online banking to Kiwibank account number: 38-9015-0847301-03 Please include your surname and Ulysses number in the details Scan and email registration form to: 2024.agm@ulysses.org.nz Or post to: Ulysses Club (NZ) Inc. North Harbour Branch, PO Box 100-054, North Shore, Auckland 0745 Cancellation Policy: In the event of a COVID or similar related Regional or National Lockdown, any payments made will be refunded unless the purchase of items ordered has been committed to in which case the items will be shipped and the refund reduced accordingly.			

THE ULYSSES CLUB OF NZ INC ANNUAL GENERAL MEETING

Saturday 30th March 2024, 10am at Cyclespot, North Shore.

MEETING AGENDA

1. Welcome and greetings
2. Apologies
3. Minutes of AGM held at Christchurch 2023
4. Matters Arising
5. President's Report
6. Matters arising from Report
7. Treasurer's Report
8. Matters arising from Report
9. Co-ordinators' Meeting Report
10. General Business
11. AON Presentation
12. Odyssey Medal Presentation (if any forthcoming)
13. Life Member Presentation (if any forthcoming)
14. 2025 National AGM - Presentation
15. Election of officers

Nominations for National Committee received by Friday, Nov 3rd, 2023 deadline, with their proposer and seconder are listed below. There is one committee position available, so no nominations will be taken from the floor at the AGM. All other candidates are unopposed, so no vote will be required for these.

Nominee	#	Nominator	#	Seconder	#	Incumbent?
President						
Andy Wilson	7169	Michael Dittmer	10067	Les Maddaford	3691	Y
Vice President						
Craig Moodie	8602	Suzie Pentelow	8532	Raewyn Moodie	9872	Y
Treasurer						
Vicky Noda	9990	Wayne Painter	1756	Martin Noda	10136	Y
Secretary						
Suzie Pentelow	8532	Alan Foster	9050	Andrew Pentelow	8533	Y
Committee						
1. Karen Wilson	7787	Howard Asplin	4594	Gavin Croad	9630	Y
2.						
3. Vanessa Gray	9802	Marcus Gillum	9310	Steve Gray	9627	N

GENERAL BUSINESS

2024 North Harbour AGM

Please note that only those items of General Business or Members Questions which are notified in writing, (including by email) to the **National Secretary by Monday 29th January 2024** will be accepted for discussion in General Business at the AGM.

Current Membership

Please note that if your membership is not current at the time of the National AGM, then any vote cast will be invalid and although you may attend the AGM, you will be unable to vote.

Ulysses Club NZ Inc.

2024 National Rally & AGM



VENUE: Cycle Spot, 10 Wairau Road, North Shore

ALADDIN MOTEL

325 Wairau Road, Totara Vale
09 444 9703

aladdinmotel325@gmail.com
Approx distance from venue:
2.2km via suburban streets

ALBANY ROSEDALE MOTEL

243 Rosedale Road
09 415 1542

albanyrosedalemotel@gmail.com
Approx distance from venue:
7.1km via Motorway and suburban streets

ANDELIN GUEST HOUSE

100 Victoria Rd, Devonport
021 302 854

Andelin@outlook.co.nz
Approx distance from venue:
8.4km via suburban streets

ANZAC COURT MOTEL

43 Anzac Street, Takapuna
09 489 4315

anzac-court@xtra.co.nz
Approx distance from venue:
2.4km via suburban streets

ARISTOTLES NORTH SHORE MOTEL

20C Link Drive, North Shore
09 444 1177

northshore@aristotles.co.nz
Approx distance from venue:
2.5km via suburban streets

CARNMORE HOTEL TAKAPUNA

2 Rewiti Avenue, Takapuna
09 486 1069

book@carnmorehoteltakapuna.co.nz
Approx distance from venue:
3.9km via suburban streets

CHELSEABAY MODERN APARTMENTS

19 Rawene Road, Birkenhead
Approx distance from venue:
5.1km via suburban streets

CITY OF SAILS MOTEL

219 Shakespeare Road, Milford
09 486 9170

city.of.sales@xtra.co.nz
Approx distance from venue:
0.7km via suburban streets

EMERALD INN

16 The Promenade, Takapuna
09 488 3500

info@emerald-inn.co.nz
Approx distance from venue:
3.4km via suburban streets

ESPLANADE HOTEL (DEVONPORT)

1 Victoria Road, Devonport
09 445 1291

reservations@esplanadehotel.co.nz
Approx distance from venue:
9.1km via suburban streets

FERNZ MOTEL & APARTMENTS BIRKENHEAD

23 Rawene Road, Birkenhead
09 480 2323

Info@fernzmotel.co.nz
Approx distance from venue:
5.1km via suburban streets

NORTH SHORE MOTELS AND HOLIDAY PARK

52 Northcote Road, Northcote
09 481 1200

info@nsmotels.co.nz
Approx distance from venue:
2.1km via suburban streets

OCEAN BREEZE HOTEL

1 Beresford Street, Bayswater
09 445 0338

reservations@oceanbreezehotel.co.nz
Approx distance from venue:
8.2km via suburban streets

ACCOMMODATION SUGGESTIONS

OCEAN INN MOTEL

27 Ocean View Road, Northcote
09 419 8080

oceaninn@xtra.co.nz

Approx distance from venue:

2.6km via suburban streets

PARK LANE MOTOR INN

2 Rewiti Ave, Takapuna
09 486 1069

book@parklane.co.nz

Approx distance from venue:

4.1km via suburban streets

POENAMO HOTEL

31 Northcote Road, Hillcrest
09 914 3373

Approx distance from venue:

2.1km via suburban streets

QUEST TAKAPUNA

215 Shakespeare Road, Auckland
09 280 6900

Approx distance from venue:

1.0km via suburban streets

RAMADA SUITES BY WYNDHAM ALBANY

254 Cornerstone Drive, Albany
09 974 4568

Approx distance from venue:

8.0km via motorway and suburban streets

SEA VIEW GUEST HOUSE

17 Heath Avenue, Northcote
021 706 054

Approx distance from venue:

4.9km via suburban streets

SPENCER ON BYRON

9/17 Byron Avenue, Takapuna Beach
09 916 4972

reservations@spencerbyron.co.nz

Approx distance from venue:

3.0km via suburban streets

TAKAPUNA BEACH HOLIDAY PARK

22 The Promenade, Takapuna
09 489 7909

info@takapunabeachholidaypark.co.nz

Approx distance from venue:

3.3km via suburban streets

TAKAPUNA INTERNATIONAL MOTEL

1B Lake Pupuke Drive, Takapuna
09 486 0009

info@takapunainternational.co.nz

Approx distance from venue:

2.2km via suburban streets

TAKAPUNA MOTOR LODGE

28 Taharoto Road, Takapuna
09 486 3338

reservations@takapunamotorlodge.co.nz

Approx distance from venue:

1.8km via suburban streets

WHITBY STUDIO

2 Whitby Crescent
027 541 0103

info@whitbystudio.co.nz

Approx distance from venue:

5.8km via suburban streets

Some other options for you to search..

www.agoda.com

www.airbnb.co.nz

www.bookabach.co.nz

www.booking.com

www.expedia.co.nz

nz.hotels.com

www.online-reservations.com

www.tripadvisor.com

www.trivago.co.nz/en-NZ

www.wotif.co.nz

AGM DATES: MARCH 29TH - 30TH, 2024 - EASTER WEEKEND



OKATAINA RALLY, ROTORUA

MASQUERADE *Ball*

LIVE MUSIC | FOOD | DRINK

FRIDAY 21 –
SUNDAY 23 JUNE, 2024

Venue: Okataina Education and Recreation Camp, Okataina Rd, Rotorua

\$95.00 per person includes: Bunk room or campsite, Friday dinner, Saturday breakfast and dinner, Sunday breakfast, tea/coffee, and home baking. *Registrations close 20 May 2024.*

Note: No BYO (a cash bar will be available), no pets allowed, and sorry, but we can not cater for any special dietary needs. Rally badge can be ordered for \$15.00 below.

Name: _____ Ulysses Membership #: _____

Pillion: _____ Ulysses Membership #: _____

Email: _____

Phone: _____ Rally badge (\$15.00)

I agree to follow all rules and regulations set by the rally organizers, and will not hold them responsible for any harm or loss that may occur during my participation in the event, or while traveling to and from the event.

Rider Signature: _____ Pillion Signature: _____

Please email the completed form to: rotorua.sec@ulysses.org.nz. A confirmation email will be sent once the payment and registration form are received.

Direct credit to 02-0412-0032076-00. Please put "your name" as particulars, your "Ulysses Membership No" as code and "Rally2024" as reference.

Queries to 021 026 60528 or 020 408 80205.

Back to Basics Taranaki ENERGY RALLY



1st to 3rd November 2024

Venue **TSB TOPEC, Hydro Road, State Highway 3 Junction Road, New Plymouth.**

Name _____ Ulysses # _____
 Address _____ Phone # _____
 Pillion _____ Ulysses # _____
 E-mail _____

Cabins available for at least 80 people, first in first served.
BRING SLEEPING BAG AND PILLOW. Room to bring the motorhome, caravan or tent.

COST	NUMBER	TOTAL
Friday night BBQ	\$10.00 p/p	_____ \$ _____
Saturday Breakfast	\$6.00 p/p	_____ \$ _____
Sunday Breakfast	\$6.00 p/p	_____ \$ _____
Saturday evening meal	\$30.00 p/p	_____ \$ _____
Friday accommodation	\$15.00 p/p	_____ \$ _____
Saturday accommodation	\$15.00 p/p	_____ \$ _____
Cooked Breakfast.		
Tea and coffee available all weekend.		
Cut-off Date, 18th October 2024.		Total \$ _____

The Taranaki Branch Ulysses Club will have a liquor licence for alcohol sales, so there will be no BYO, the prices will be very reasonable. Thank you. Also we will have Eftpos available.

Camp will be open for arrivals after 4.00 pm on Friday.

In signing this form I/We agree to abide by all rules and regulations for the event and will hold blameless all organizers and officials connected with the event for injury or damage while traveling or participating in the event.

Please forward this form with your remittance to Blair Campbell at ibcampbell@extra.co.nz

SIGNED _____ DATE _____

INTERNET BANKING: 15-3949-0289502-00 Use your Ulysses number as reference.
 Contact Blair Campbell on 0274490202 with any queries. Or at ibcampbell@extra.co.nz

YOUR CLUB



NEEDS YOU!

TO SURVIVE, THE ULYSSES CLUB NEEDS YOU.

**The National Committee and Branch Committees
need volunteers to keep the club alive.**

Young or old, new members or seasoned veterans,
your contribution is needed to keep the club growing and evolving

Each year at our National AGM and your Branch AGM, volunteers are needed to keep the club
and your branch developing into the next era for the club. Can you help?

You will find it a rewarding experience working with your mates to
help your Ulysses branch on a week to week basis

Take a step further, volunteer for National Committee, work with a great team and help us plan,
strategize and move into the next 35 years of the club

**All National Committee positions and Branch Committee
positions become vacant at the next AGM, do you fancy having a go?**

Speak to a member of NatCom or your branch Committee for details

Invest in your club, if not you...who?

FORTHCOMING BRANCH AGM NOTICES 2024

PG 85-87

Branch	AGM date	Venue	Time	Positions	Noms close	Address for nominations
Auckland	Mon, 4th March, 2024	Manukau Cruising Club, Orpheus Dr, Onehunga 1061	7 pm	S, Com	4 Feb	Branch Secretary, 6 Jackies Place, Pukekohe 2120
Buller	Sat, 13th April, 2024	Star Tavern, Cape Foulwind, Westport	12 pm	C, T, S, Com	13 Mar	Branch Secretary, 71 Snodgrass Road, RD 2, Westport 7892
Canterbury	Thurs, 14th March, 2024	Papanui RSA, 55 Bellvue Ave, Papanui, Christchurch	7:30 pm	C, S, T, 5 Com	14 Feb	Branch Secretary, 588 Pound Road, Yaldhurst, Christchurch 7676
Far North	Sun, 19th May, 2024	Whakapara Hall, Whakapara	12 noon	C, VC, S/T, 4 Com	19 April	Branch Secretary, P.O Box 3207, Onerahi, Whangarei 0142
Gisborne	Tues, 7th May, 2024	Bushmere Arms, Gisbourne	7:30 pm	P, VP, S/T, 3 Com	7 April	Branch Secretary, 14 Mullolly Road, RD 1, Gisborne 4071
Hawke's Bay	Wed, 1st May, 2024	VC Room, Clubs Hastings, Victoria St, Hastings	7:30 pm	P, T, S, 4 Com	1 April	Branch Secretary, 48A King St, Taradale, Napier 4112

KEY: C - Co-ordinator, P - Branch President, VC - Vice-Co-ordinator, VP - Vice President, S - Secretary, T - Treasurer, S/T - Secretary Treasurer, Com - Committee

Branch	AGM date	Venue	Time	Positions	Noms close	Address for nominations
Kapiti Coast	Tues, 7th May, 2024	Manakau Bowling and Sports Club, 10 Mokena Kohere St, Levin	7:30 pm	C, VC, S, T, 3 Com	7 April	Branch Secretary, 3 Te Nehu Dr, Paraparaumu 5032
Manawatu	Wed, 1st May 2024	Bunnythorpe Tavern, Bunnythorpe	7:30 pm	C, S, T, Up to 8 Com	3 April	Branch Secretary, 361 Ruahine Street, Palmerston North 4410
Marlborough	Thurs, 15th Feb, 2024	Redwoodtown Community Hall, Cnr Weld & Cleghorn St, Blenheim	7pm	C, VC, S, T, up to 8 Com	15 Jan	Branch Secretary, 94 Howick Rd, Blenheim 7201
Nelson	Sun, 25th Feb, 2024	Club Waimea, 345 Lower Queen Street, Richmond 7020	4 pm	C, S, T, 4 Com	25 Jan	Branch Secretary, 76 Berryfield Drive, Richmond, Nelson 7020
North Harbour	Thurs, Apr 4th, 2024	Hobsonville RSA, 114 Hobsonville Rd, Hobsonville, Auckland 0618	7:30 pm	P, VP, S/T, 3 Com	4 Mar	Branch Secretary, 14 Waimoko Glen, Swanson, Auckland 0612.
Otago	Tues, 7th May, 2024	Otago Motorcycle Club, 3 Clarke St, Dunedin	7:00 pm	P, VP, S, T, 4 Com	7 April	Branch Secretary, 20 Stewart Street, Waikouaiti 9510
Rotorua	Sun, 28th April, 2024	CT Club, Moncur Drive, Rotorua	7:00 pm	C, S, T, 4 Com	28 March	Branch Secretary, PO Box 1791, Rotorua
Southland	Tues, 14th May, 2024	Function Room, Ocean City Rest, 282 Dee Street, Invercargill	6.00pm	C, S/T, 3 Com	14 April	Branch Secretary, 12 Martin Street, Strathern, Invercargill 9812
Taranaki	Wed, 21st Feb, 2024	The New Plymouth Club, 55 Gill St, New Plymouth	6:30 pm	P, VP, S, T, 4 Com	21 Jan	Branch Secretary, PO Box 76, New Plymouth
Taumarunui	Wed 1st May, 2024	RSA Club, 10 Marae Street, Taumarunui	7:00 pm	C, S, T, 3 Com	1 April	Branch Secretary, PO Box 244, Taumarunui 3946
Taupo	Thur, 9th May, 2024	Taupo Cosmopolitan Club, Taniwha St, Taupo	7:00 pm	C, S, T, 3 Com	9 April	Branch Secretary, 189 Rifle Range Road, Taupo 3330
North Otago Not in minutes	Wed, 17th April, 2024	13 Stour Street, Oamaru	7 pm	P, VP, S/T, 3 Com	19 Mar	Branch Secretary, 13 Stour Street, Oamaru 9400

KEY: C - Co-ordinator, P - Branch President, VC - Vice-Co-ordinator, VP - Vice President, S - Secretary, T - Treasurer, S/T - Secretary Treasurer, Com - Committee

Branch	AGM date	Venue	Time	Positions	Noms close	Address for nominations
Tauranga	Tues, 16th April, 2024	Tauranga Citizens Club. 170 Thirteenth Ave, Tauranga South	7:30 pm	C, VC, S, T, Com	19 March	Branch Secretary, 31 Ponga Place, Golden Sands, Papamoa 3118
Waihi-TV	Sun, 12th May, 2024	Paeroa RSA, 67 Belmont Rd, Paeroa	2:00 pm	C, S, T, 4 Com	12 April	Branch Secretary, 22 Waimarei Ave, Paeroa 3600
Waikato	Tues, 7th May, 2024	Hamilton Cosmopolitan Club, 32 Claudelands Rd, Hamilton East	7:30 pm	C, T, 5 Com	7 April	Allan Brunskill, 444b Tristram Street, Hamilton 3200
Wairarapa	Mon, 20th May, 2024	Club Wairarapa, 20 Essex St. Masterton	7:30 pm	C, S, T, Com	20 April	Branch Secretary, 10/239 Lake Ferry Road, RD 1, Martinborough 5781
Wellington	Tues, 14th May, 2024	Petone Workingmen's Club, Udy St, Petone	7:30 pm	C, S, T, 4 Com	14 April	Branch Secretary, 81 Houghton Bay Road, Houghton Bay, Wellington
Westland	Sun, 5th May, 2024	Greymouth Rodders Club, Anzac Park, Greymouth	11.00am	C, S, T, 4 Com	5 April	Branch Secretary, 16 Stafford Road, RD 2, Awatuna, Hokitika 7882
Whakatane	Wed, 10th April, 2024	Ohope Chartered Club, Bluett Rd, Ohope	7:30 pm	C, S, T, Com	10 March	Branch Secretary, 15 Myrtle Street, Hamilton East, Hamilton 3216

1. Contact secretary@ulysses.org.nz with changes, which will be printed in the March Ulyssian.
2. You may use the following Generic Branch Nomination form.



GENERIC BRANCH AGM NOMINATION FORM 2024

THE ULYSSES CLUB OF NEW ZEALAND INC.

I nominate:

For the position of: (please circle one)

Co-ordinator
Vice-Co-ordinator
Branch treasurer
Committee member

Member No.# _____

Branch president
Branch vice president
Branch secretary

Nomination accepted by: _____

Date: _____

Nominated by: _____

Member No.# _____

Seconded by: _____

Member No.# _____

All nominations are accepted with no pre-conditions



NEOTEC 3

The perfect companion for two-wheeled exploration.



SENA

SRL 3

The most inconspicuous communication system.*

- Perfect integration into the helmet
- Premium speakers and microphone with sound by Harman Kardon
- Sena Mesh Intercom Technology with Group Mesh for up to 24 members
- Voice command
- Talk time up to 8 hours
- Bluetooth 5.0

*Not included with the helmet

Purchase a Shoei Neotec 3 or GT Air 3 &

SAVE \$130
on a Sena SRL3



Deal finishes March 31st 2024.

OFFER ONLY AVAILABLE AT SHOEI STOCKISTS.



Distributed in New Zealand
by White Power Sports Ltd.
www.whitepowersports.com