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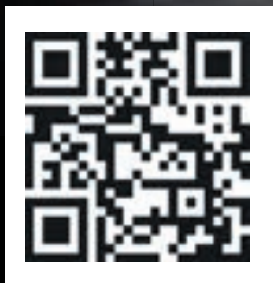


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ULYSIAN SUBMISSIONS

SPRING EDITION | SEPTEMBER 2024

Booking/Copy (editorial) Deadline |

Thursday, August 1, 2024

Advertising Material Deadline |

Monday, August 12, 2024

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



COVER PHOTO: Niki Morrison received her Odyssey Medal, pictured here with Wayne Painter - read more in the North Harbour Branch news on page 48

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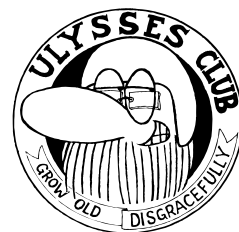
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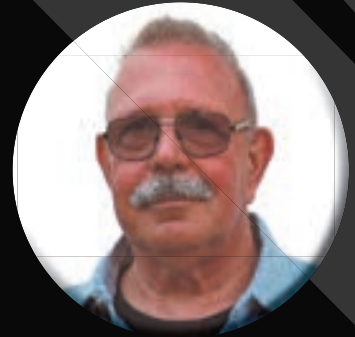
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PRESIDENT'S REPORT

ANDY WILSON #7169
NATIONAL PRESIDENT

JUNE 2024



Most of the branches throughout the country will have had their AGMs by now and the new committees will be in place and working well together.

The National Committee would like to welcome Vanessa Gray from Far North and Debbie MacFarlane from Canterbury into the fold. Our first meeting is in early May and we have a full year's work ahead to keep us busy.

Congratulations to David Healy #9034 on winning the bike raffle. It was a pleasure to present him with his new bike in Christchurch, late April. Photos and write up will be in this edition, and in July all the preparations for the next one start all over again. So I am in the hot seat for another year and I really hope this year we see a renewed and energetic club looking for fun and camaraderie, which are the core values of the original Ulysses Club when it was formed.

The way we operate and function has moved with the times and as we have grown, but the reason we all want to be part of the club hasn't. Differences should be dealt with and forgotten, problems left to fester only grow and split branches, then the only outcome is a split and smaller branch as the members leave because of

the atmosphere. We need 'all sorts' to make the club interesting and fun. So let's reset, start again, and make our membership be part of something great again; we are a social club that likes motorcycles after all.

Over the past couple of weeks, I have travelled around the country and met a whole new group of members, whose company I thoroughly enjoyed. Even with some trying moments, we still got on and achieved the best outcome for the situation. Thank you one and all.

Well done to the North Harbour branch, especially Wayne and Dale Painter and their helpers for what was a brilliant National Rally and AGM weekend. I hope we all support Cyclespot and return something to their business as they gave up a lot to host us in their dealership. Also, make sure we support all the businesses in our own areas that have looked after and supported us over the years. We should always remember it's a two-way street.

We need to remind all co-ordinators/presidents about the co-ordinators weekend of 13th, 14th & 15th September in Lower Hutt. We hold a Natcom/Co-ordinators meeting and workshop. This is always a great experience with heaps of passing on information and ideas. Also a great opportunity to make new friendships.

Any new co-ordinators/presidents need to read the email sent to all co-ordinators from Jim Furneaux on 28th February in regards to accommodation, travel and meals. If you do not have access to this information, contact me and I will forward this information on to you or contact Jim directly.

Once again we are fielding questions about club funds we hold, and why should we have so much. The main amount is subs paid in advance and normal operating costs. Most branches are holding more funds per member than the National Club does, that's normally from their own fundraising efforts and local branch raffles or charging a small activities levy per member to subsidise activities or dinners.

Autumn and winter are now on their way and hopefully they still allow us to ride our bikes and gather for more 'disgraceful' behaviour, social antics, dinners and coffee mornings. These should also include those members who no longer ride anymore for whatever reason. These members are mostly the reason we still have a club that has lasted 35 years.

Which leads me onto the Remembrance Runs in both the North and South Islands in August and September respectively. This is our time to pay respect for those that

have gone before us and to remember our friends and family during the service/event. Then after the formalities, we share stories and socialise and make new friends over a dinner or a few drinks. Maybe not as poignant, but in much the same way as Remembrance Day. All those names in the Remembrance Book mean so much to a lot of people and it would be great to see a big turnout at both events.

Reading through the *Ulyssian* is always interesting, to find out what all the different branches have been up to. You all seem to be having fantastic adventures and rides to some amazing destinations.

I am hoping we can visit a few more branches this coming year and join in some of the events, as leave from work will allow. We are looking forward to a proposed North Island meet up in the central area and a few weekends away. We have already booked our accommodation for the Taranaki AGM. Get in early, it's going to be a "Good Un."

Well the start of another great year in the Hot Seat, I'm hoping it will be as challenging and rewarding as the last one was. But let's all make a concerted effort to grow and enjoy our branches and friends in this great Institution we call ULYSSES New Zealand.

ANDY WILSON #7169

VICE-PRESIDENT'S REPORT

CRAIG MOODIE #8602



As a club we are a varied bunch of people held together by our interest and passion for motorcycles.

I am proud to be a part of this awesome bunch of people and I'm committed to preserving what makes us special.

Let's celebrate the good times riding and socializing and belonging to a great group.

We have members who enjoy one or many of the following things:

We like to ride long distances, short distances, different speeds, highways, byways, off-road, gravel, long tours, adventure camping, drag racing, track days, and the list goes on.

Some members ride and don't go to branch meeting nights.

Some go to branch meeting nights and don't ride much.

Some do most things that are happening, and some only occasionally join in.

Some enjoy a beer, and some don't drink.

Some like going to social events, and some don't.

Some no longer ride for various reasons but appreciate belonging to the club.

We have people of various ages, sexes and interests. Creating an environment where everyone is welcome is the recipe for a thriving branch.

Yes, we all have an interest in motorcycles but we have a wide range of other interests, opinions and backgrounds. So how do we bring everyone together and have a good time?

To have something that

pleases everyone is a big ask and we will never get it right for everyone.

In my time as Auckland branch president, Raewyn and I made it our top priority to make everyone welcome without judgment.

As Auckland branch president and now on Natcom I have seen how differences can turn into conflict, and if it carries on, it can lead to division.

The purpose of this article is aimed at giving some suggestions that can help turn these situations around and make them into something positive.

In order to create unity we must welcome different ideas and interests. Let me explain with a fictional illustration.

Suppose we have a runs co-ordinator that puts on great rides which are generally about 250km, and the pace is such that it suits more experienced riders who maintain a steady speed with very few stops. They corner efficiently and therefore cover the distance quite quickly. This will attract riders with similar interest and style. This style of ride then drops into the regular format.

Unfortunately there are also new riders who are learning the skills, older riders who would prefer to cruise at a more sedate pace, riders who love putting around on their scooters, riders who love exploring back country trails, like doing ultra long rides, like multi day tours etc etc etc.

What we need to do is turn these differences into a good and positive thing. Rather than relying on the runs co-ordinator to come up with something for everyone, we should turn this around and encourage those people with different interests to get out there and put together a ride/event which suits their interests and let everyone know they are welcome to join in. The role of the runs co-ordinator should be to co-ordinate the runs, i.e. manage the calendar to avoid timetable clashes and let everyone know what is happening.

Having a good turn out should not always be the measure of success but rather whether you had a good time. Keeping everyone informed as to what's happening and how it went adds to the fabric of the branch.

This same principle should

also be applied to all the activities happening within the branch. Rather than having a runs co-ordinator, the role needs to be expanded to calendar co-ordinator.

We all naturally tend to gather into groups of common interest and catch up with our mates etc. This is quite often evident at branch meeting nights. To some people, especially new members this can be seen as a bit of a clique. Most of the time this is not the case. We all need to put forward an effort to make people feel welcome and if you are organising a bit of a gathering of Ulyssian friends, consider opening it up by putting it on the calendar e.g. an open invitation to come around on a Saturday night for a BBQ or meeting up at the pub on a Friday night. You may not get extra takers but it adds to what is going on in the branch.

New Guard vs Old Guard syndrome:

This often comes up as an issue. On one side the older members hold onto the traditions and the way things have always been done, and the new guard see a need to change things up to revitalize the

Turning differences into unity rather than Division.

club and make it more attractive to new and prospective members.

Both positions are valid and important to the life of the club. Achieving a balance is key here. Our history, our culture, our heritage and our older members are vitally important to the ongoing success of our club. On the other hand making changes to ensure our future is also an essential part of moving forward.

What we have to avoid is digging trenches and lobbing grenades at each other. There is room in the fabric of our club for both aspects to co-exist and work together to create an environment where our heritage is honoured and we have a programme that offers options for everyone to be a part of it.

Bullet points for creating a

culture that people want to be part of:

- Don't lose sight of the bigger picture. We are a social club of people with a common interest in motorcycles.
- Be proud of who we are.
- Make an effort to create an environment where everyone is welcome.
- If you don't like what is on offer and want something else, think about offering to get in there and make it happen.
- If you are in leadership, welcome anything that adds to the fabric of the club.
- Don't hold onto grudges, life is too short for that. And you look better with your nose still attached.
- Don't try and force people to do things your way.
- Be tolerant of other people's opinions
- Support those who are volunteering their time to help run the club.
- Don't criticise without being prepared to step up and help.
- Choose your battles wisely. Take a 'chill pill', stop and think about it. Does it really matter? Is it trivial and is it really worth creating a big fuss about? Will your actions damage the club? If you are prepared to destroy the club to get your own way then you should question whether or not you are actually a Ulyssian and do the honourable thing.
- If you don't like the leadership, suck it up and get on with joining in with what is happening. Later on you can always put your hand up to have a go at the next AGM.
- If you are considering volunteering for the

leadership of your branch, check your motives first. You should be there because you want to serve to create a better club and not for any reasons of control, power or self-importance.

*You may say
I'm a dreamer
but I'm not the
only one. I hope
someday you will
join in and the
branch will have
more fun.*

*(My apologies to John for
butchering his lyrics)*

Hope this helps.

Cheers,

CRAIG MOODIE #8602
National Vice President



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NATIONAL SECRETARY'S REPORT

JUNE 2024

SUZIE PENTELOW #8532



Kia ora team Ulysses!

To those of you who couldn't make it to the 2024 Rally and AGM run by the North Harbour branch, you missed out on a unique venue! Walking into the Cyclespot on Friday morning and being surrounded by hundreds of shiny new motorbikes and gear was amazing!!

What follows is a quick run down of the National AGM held on the Saturday during the rally:

Odyssey Medals awarded this year were to Mal Bain #8688 (Rotorua), Lynda Bain #8687 (Rotorua), Trevor Birchall #4060 (Waihi Thames Valley), Chris Groube #7925 (Canterbury) and Nikki Morrison #8052 (North Harbour). All the recipients epitomise what the Odyssey Medal means and we congratulate and thank them all for

their long service and good work in their respective branches.

Your National Committee was elected:

- National President: Andy Wilson
- National Vice President: Craig Moodie
- National Treasurer: Vicky Noda
- National Secretary: Suzie Pentelow
- National Committee Members: Karen Wilson, Vanessa Gray, Debbie Macfarlane

The 2025 National Rally is to be held in Taranaki over the weekend of the 11th-13th of April and the venue is the Paritutu Bowling Club in New Plymouth. Registration forms are being finalised as I write this and might even be out before this issue goes to print.

Thank you to the branches who

have so far sent me their 2024 Branch AGM details. I know I thought it was crazy to be thinking so far ahead when I was a branch secretary, but believe me - as National Secretary, it's really important. I need these ASAP to put info into future *Ulyssian* magazines. Branch secretaries - please remember to email your 2024 AGM minutes (with 2025 AGM details), Co-ordinator Report and Treasurer Report to me and Debby once you have held your 2024 branch AGM. Thanks!

In this *Ulyssian* you will also find the beginnings of our Draft 2024-2029 Strategic Plan. Please have a read and discuss with fellow members - We will be asking for your feedback and ideas soon!

SUZIE PENTELOW #8532

National Secretary

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DRAFT Strategic Plan 2024-2029

At its core, strategic planning is the process of defining the goals of an organisation for the immediate future and the strategies by which these goals will be achieved and resourced.

Put simply, a strategic plan is the top three or four things that the organisation has agreed to get right in a set amount of years. In practice, it is a doorway to innovation, change and proactive strategies to manage the response to a changing environment.

Mission – Te Uaratanga – What we do now

The Ulysses Club is a social club for motorcyclists to enjoy having fun 'Growing Old Disgracefully' and who pursue safe and enjoyable motorcycling.

VISION – WHAKAKITENGA – WHERE WE WANT TO BE IN 5 YEARS (DRAFT)

- To be one of the biggest and most well known motorcycle enthusiast social club in Aotearoa New Zealand, with members of all ages, cultures, genders and abilities.
- To have a strong, vibrant national committee and branches, made up of welcoming, positive, committed and proactive members, working together well for the betterment of their branch and the Ulysses Club as a whole.
- To be well involved in our local communities, providing the public with positive interactions and experiences with motorbikes and club members.
- To provide outstanding 'value for money' to our members through increased member benefits and continued wise and diligent management of costs involved with running the club, that all members understand.

Key performance indicators (KPI's) - The top four things Natcom has decided we want to achieve:

1. INCREASING AND RETAINING MEMBERSHIP (DRAFT)

What is happening now?

- Membership is slowly dropping
- Low numbers of women riders
- Low numbers of associate riders
- No national coherent PR/marketing communication or plan

- Some branches proactively working on promoting the club to new members
- Members joining but leaving after a year
- Some branches providing a welcoming environment to new members

What do we want to see happen?

- Membership rising
- More women riders
- More associate riders
- Coherent national PR/marketing communication and plan
- All branches proactively working on promoting the club to new members
- Members staying indefinitely
- All branches providing a welcoming environment to new members

2. INCREASING THE PROFILE OF THE CLUB LOCALLY AND NATIONWIDE (DRAFT)

What is happening now?

- No coherent national PR/marketing communication or plan to promote club locally or nationwide
- Some branches doing local events e.g. fundraise for local charities, toy runs or getting involved in car shows etc.

What do we want to see happen?

- Coherent national PR/marketing communication and plan
- Creation of a 'communications officer' at Natcom level
- All branches doing local events e.g. fundraise for local charities, toy runs or getting involved in car shows etc.

3. OPERATIONAL COSTS (DRAFT)

What is happening now?

- Small surplus this year - In the past the club has been running at a loss
- Some branches/members do not understand the financial running of the club

What do we want to see happen?

- Small surplus to continue
- All members to understand the financial running of the club
- In depth look at current operational costs to see where changes/savings could be made

4. RESILIENCE (DRAFT)

What is happening now?

- Some branches are running well, some are ticking along and others are dysfunctional
- Dysfunctional branches requiring support to work through issues
- Handbook updates not finished
- Some branches are struggling with succession planning
- Some branches are struggling to find the right people for committee roles
- Natcom not getting enough nominations before AGMs
- South Island branches not able/willing to run the National Rally and AGM
- Rules (Constitution) are needing updating to meet new law requirements

What do we want to see happen?

- All branches running well, with welcoming, positive, and committed members and enthusiastic committees
- Handbook updates finished
- All branches attracting new committee members easily
- All branches electing the right people for committee roles
- Natcom attracting enough nominations before AGMs
- South Island branches able and willing to run the National Rally and AGM
- Rules (Constitution) updated

The next steps are to invite feedback about the draft vision, the draft KPI's and how you think the 'What do we want to happen?' ideas could be actioned. Over the coming months we will be holding a branch coordinator focus group to work on the draft and creating a membership survey on Survey Monkey to ask for feedback from all members. The goal is to have it all ready for the coordinators meeting in September, where it will be agreed to.

Natcom want to thank Peter Cooper #2276 from the Waihi Thames Valley branch for his invaluable knowledge and support in creating this draft strategic plan.

Any questions about the draft strategic plan or the process can be directed to me.

SUZIE PENTELOW #8532
National Secretary

ADMINISTRATOR'S REPORT

Expression of interest via the web site

Once again, I draw attention to the website form for potential new members to complete.

This is an 'Expression of Interest' form only, it is NOT an automatic approval of membership.

Therefore, I ask all coordinators or branch secretaries, once I send you this information, that you have the potential new member fill in and complete the criteria necessary to become a member. This then needs to be signed off by the coordinator and forwarded to me as soon as possible.

Once I let the coordinator know the

application has been processed, please advise the new member to make payment.

I will be away....

26th August – 15th October 2024

I am finally taking that long awaited pre-covid overseas trip that I was organising in 2020! My husband and I will be touring Europe by campervan from late August and returning to New Zealand on the 15th October.

Although I will be out of the country, I have arranged for gear items to be shipped or applications to be processed, so keep sending them through via email.

The phone will be switched off during this time, so where possible, send

me an email; although there will be a delay in replying, I will get back to you.

Membership cards

If you are currently waiting for updated membership cards, I regret to advise that the card machine has been sent away for repairs. I will send them out as soon as I am able.

Gear Sales

To all those who have recently ordered the Tribal Design gear from me, I apologise for the delay. It appears some colours have been difficult to source, but I believe the supplier is now on top of it. Some colour options have been changed, therefore please see below the colours now available and the sizing options.

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I send my bulk order at month end, so if you order earlier in the month, it may take considerably longer to receive your items.

Talk soon...

Debby Morgan

— National Administrator

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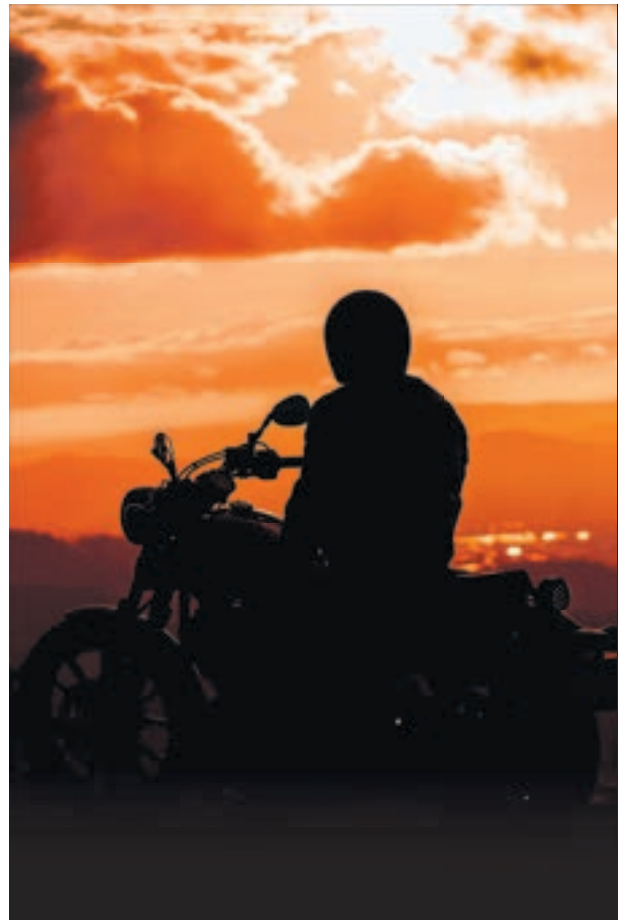
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NATIONAL TREASURER'S REPORT

VICKY NODA #9990



Sitting in front of the computer on a disgustingly wet Auckland Saturday with a folder page full of 'To Do's' and a list of emails to reply or action that I've been avoiding for two weeks.

Having a time out after all the AGM busy-ness I wonder if I'm a sucker for punishment for continuing for another year when all I want is some sunshine and two wheels!! Then I remember I'm an OCD-organising, too-helpful committee lover (been on many between clubs and PTA's over the years) and someone's gotta do it right?

Poor Stu done 12 years because no one else wanted to and he's still working in the background doing the hard stuff until such a time as he's not required anymore; hopefully soon aye Stu.

Side note – my term will be 2-3 years max then it's someone else's turn! Haha.

Being honest though, being on branch committee initially essentially kept me in the club, especially over Covid times when we got to do F all for so long. It helped me see the bigger picture of the club, what we are all about and trying to achieve, and create what I hope are some life-long friendships.

I didn't really get a huuuge amount of choice to join – my 40th birthday I got cc'd in an email from Dad to Wayne asking him to get in touch to help get me sorted! But the people have kept me here.

I would like to thank everyone for accepting me as treasurer for another year (I know, you were all rushing to overthrow me and take over...) and I promise to do my best.

I had a great time at the AGM despite spending half of it in meetings and sitting at a table in front of a big crowd of you with my heart hammering through my chest leading up to my first treasurer report 'speech'. I had been dreading it for months, I'm an introverted extrovert and while I come across as a happy-go-lucky ball of red-headed energy, public speaking scares the sh*t outta me. So I would like to say a big thank you to those of you who came up to me afterward and said I did well, it was most appreciated and will go a long way to helping the nerves for next year!

For those of you who didn't come to the 2024 North Harbour Ulysses National AGM, you missed out. It was a once in a blue moon event and location that I will now always see differently when I'm down there, after dancing off some delicious calories with my fellow Ulyssians on the floor area where a shiny Indian or Harley usually sits. Thanks so much Grant and the crew for helping us create such an awesome event.

OK, financial stuff... thanks to Dave for choosing a more affordable bike for his raffle win, we will have a great amount going into the rider training fund this year!

And congratulations Dave, I was watching Dad when Andy was reading out the winning ticket teasing him saying it was from Hokitika, I saw the excitement and hope on his face which didn't dim toooo much when he heard it go to one of his members.

Processing late subscription fees – the cut off for the March Ulyssian Magazine address list to go to the printers is mid-February.

Any subs paid after this date mean that Debby has to then put a hard copy of the March Magazine into a large envelope and drive it to the post box herself. As you can imagine with the cost of post increasing and Deb's time not being free this has been costing us. This year's costs were just over \$1,600 to do this.

This is money wastage and when everyone is asking us to try and shrink membership fees, we need to be able to drop as many costs as possible to even be able to think about it, and this is a prime example.

So, from now on any late subscriptions paid after the magazine list has gone to the printers in mid-Feb WILL NOT receive a hard copy of the March magazine; only the digital link will be emailed to them. If you want your hard copy... pay your fees on time!

There has been talk of a couple of remits for next year, one to decrease the membership rates and another to give a certain amount per paid member per year to their branches for operating costs.

While Natcom has promised to try and see what we can do in terms of the membership rates, we can't do both! The club has only just dug itself out of an 11-year* hole running at a deficit and currently only just keeping its head above the waterline at the moment.

We understand that the cost of everything is rising at present – believe me we're all feeling the pinch – but we cannot operate a club of this size on thin air. Our administration costs money, running a website and database costs money, our magazine and

postage, subsidised gear you want, setting up bike raffles, updating old admin computers to be able to operate, everything costs money unfortunately.

While your branch co-ordinators, your secretaries, treasurers and Natcom all keep this club running for free, purely based on the desire to see this club continue to grow from the seed that was planted many years ago.

Natcom promises as part of the strategic plan to see where we can shave excess costs and look at where we might possibly be able to reduce fees if we can.

Keep the shiny side up y'all and have a good Winter. — Vicky

*as per Statement of Financial position, year end sur/def

2023	\$23,223
2022	\$8,178
2021	\$489
2020	-\$5,104
2019	-\$8,149
2018	\$185
2017	-\$21,610
2016	-\$27,545
2015	-\$7,822
2014	-\$14,721
2013	-\$15,016
2012	-\$1,707
2011	-\$9,102
2010	-\$4,974
2009	-\$5,313
2008	\$8,357
2007	\$7,179

THOUGHTS ON THE ULYSSES CLUB FINANCES

STUART BURNS
#3703

Where does the club get its income from?

The club currently charges a membership fee of \$70 per year (incl GST) this fee is reduced to \$63 per year if members pay for a three-year membership (\$190 incl GST). If a member is a "joint member" the membership fee is \$66 per year (incl GST) and this fee is reduced to \$60 per year if the member pays for a three-year membership (\$180 incl GST).

There is a new member joining fee of \$30 or \$10 if the person is joining as a "joint member". (This fee includes the cost of the new member's name badge.)

The income received by the club from these fees (subscriptions and joining) has averaged \$80,600 (net of GST) over the last ten years. However, in the last three years the average income from this source has been \$93,000 because of the fee increases fully coming to account, and growth in new members.

Since 2021 the club's major sponsor Aon Insurance consolidated its sponsorship arrangements into an annual payment of \$7,500 (net of GST). From this payment the cost of AGM tote bags, Ulyssian Advertising, Raffle Insurance contribution, etc. are met directly by the club from this sponsorship funding.

The club also has funds held on term deposit. Over the last ten years the average annual income received from the term deposits is \$6,100. However, with the interest rate fluctuations the annual income has varied from \$1,500 to \$9,700.

What does the club spend its income on?

The largest expense item is club administration which has averaged \$37,800 (net of GST) over the last ten years. However, in the last three years the average cost has increased to \$41,800, mainly because of inflationary pressures. Approximately 75 percent of the club administration expense represents the club administrator charge.

The costs associated with the Ulyssian has been a major focus of the National Committee in recent years. The club for many years only met the distribution costs for the Ulyssian. This changed and the club then met all costs but retained the advertising revenue. To contain costs a digital version was implemented but did not find favour with our members. Finally, the current model was adopted whereby the club contracts out the editorship, printing, publishing, and distribution, along with the sourcing of advertising. The print magazine is distributed to ALL members as part of their subscription. Over the last three years the magazine costs have averaged \$23,600 per year. However, recent paper and postage price increases have seen our net magazine cost in 2023 increase to \$26,800, for the year.

Another cost focused on by the National Committee

has been those associated with meetings. Over the last ten-year period these costs have averaged \$20,300 per year. But this does not tell the full story. Between 2014 and 2019 the average cost per year was \$26,000 and in the four years following the cost has decreased to an average of \$11,800 per year. This has come about due to use of video for most National Committee meetings and changing the coordinators meeting to a biennial event.

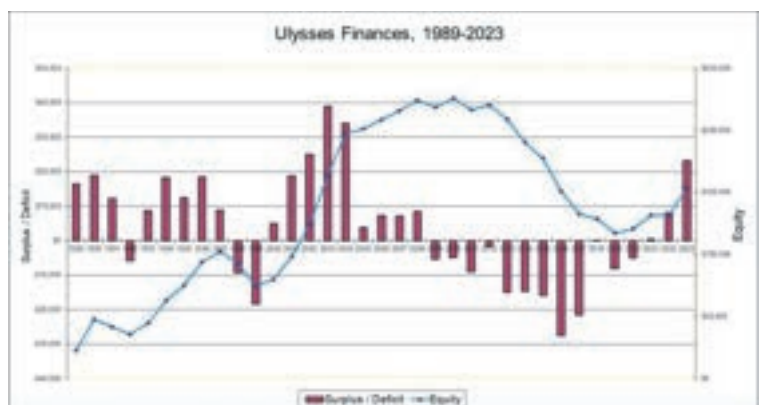
Membership and other expenses make up the remainder of the club expenses. It should be noted that over the ten-year period from 2014 approximately \$19,600 has been spent on one-off projects including website, database, financial reporting system, promotional video, etc.

For a significant number of years since 2009 the club expenditure exceeded its income, despite the adjustments made to subscriptions over that period. The surplus for 2023 financial year was due to interest income being at above average rates and the fact that in 2023 there was no coordinators meeting. (this is scheduled for 2024).

What about the club funds?

The funds of the club are represented by the value of its assets, less its liabilities. One cannot just look at how much money the club has in the bank or the value of its term deposits. These assets are in part supporting an underlying liability. Take the case of term deposits at 31 December 2023, which were \$175,000. These funds in part support the members' subscriptions which have been paid in advance (\$113,787), funds held for branches in recess (\$5,710) Rider Safety Reserve (\$21,978), and the AGM Equalisation Reserve (\$16,861). These three aspects total \$158,336.

The chart below shows the movement in the club equity position since 1989 and the annual operating deficits, showing how these have impacted on equity.



The equity of the club as at 31 December 2023 was \$152,854. We need to deduct the Rider Safety Reserve of \$21,978 for this figure as these monies are not

Continued over the page...

THOUGHTS ON THE ULYSSES CLUB FINANCES CONTINUED...

available to be spent on club operating expenses. Then there is the AGM Equalisation Reserve of \$16,861 which is made up of surpluses (after deducting the host branch's 50 percent share), less deficits from Annual National Rally/AGMs. This reserve is used to cover the club and branches against losses arising from future Annual National Rally/AGMs.

The "free" equity of the club is, therefore, \$114,015 which represents approximately one year's annual income.

What are the club's future financial outcomes?

Set out below is the anticipated operating budget for the club based on current activities and the prior year's actual outcomes.

	2024 Budget	2023 Actual	2022 Actual	2021 Actual
Income				
Subs & Other Fees	\$96,000	\$102,972	\$93,602	\$82,610
Interest	\$10,000	\$9,710	\$3,812	\$1,537
Sponsorship	\$7,500	\$7,167	\$7,500	\$9,333
Other	\$1,500	\$1,115	\$1,736	\$1,449
Total Income	\$115,000	\$120,964	\$106,650	\$94,929
Expenses				
Administration	\$47,000	\$45,198	\$42,464	\$37,622
Meeting	\$20,000	\$9,968	\$20,098	\$7,844
Membership	\$7,500	\$6,738	\$6,887	\$6,839
Ulyssian	\$29,000	\$26,794	\$19,238	\$24,831
Other Expenses	\$9,000	\$8,380	\$9,142	\$16,127
Total Expenses	\$112,500	\$97,098	\$97,829	\$93,263
Surplus/(Deficit) before Depreciation	\$2,500	\$23,866	\$8,821	\$1,666

The major additional cost for the 2024 year compared to 2023 is the biennial coordinators meeting held in Wellington. The cost of this meeting is approximately \$12,000.

The critical income aspects to support future positive financial outcomes are that subscription, interest and sponsorship income all remain at current levels, along with operating expenditure.

Future spending proposals.

The National Committee has received a variety of suggestions as to how club funds should be utilized, such as:

1: Reducing Membership Subscriptions

The average membership fee is approximately \$64.00 (\$55.64 after GST) per member.

After reviewing the financial outcomes for the club as shown above one can see that the club has only returned to having an operating surplus in recent years.

If the club were to reduce the average membership fee by \$10.00 per year to \$54.00, the net income reduction per year would be approximately \$15,500. In these circumstances this is not really feasible as the club would be placed in a loss-making position. Further, any reduction in interest rates or loss of the AON sponsorship would increase the losses and require subscription rates to be increased.

2: Reducing the joining fee

Reducing the joining fee to \$10 for all new memberships would reduce the club income by approximately \$2,600 per year (net of GST).

3: Nil subscriptions for long standing members

Exempt members with 30 years or more membership (currently 204 members) from paying any club subscription would immediately impact the club income by \$11,350 per year and potentially \$19,000 (net of GST) in five years' time when there could be approximately 340 members with 30 years or more membership.

Or

Exempt members with 35 or more years of continuous membership with the club. The immediate effect of this would be to reduce club income by approximately \$3,700 per year with further additional reductions of approximately \$1,525 per year (net of GST).

4: Paying an annual capitation fee to branches based on their membership

Some branches seek a branch membership fee from their members to assist with branch costs, and other branches obtain funds to support branch activities from branch events and activities. A quick review of branch annual accounts highlights that many branches are in a better financial position on a per-member basis than the national organisation.

A \$10 per member capitation fee paid to branches would cost the club approximately \$18,000 per year.

Over the years the National Committee has received a lot of ideas as to how the club should spend members' funds. In all cases they have had to consider how the implementation of these can be funded, while ensuring the ongoing future financial viability of the club.

STUART BURNS #3703

Life Member/Odyssey Medal
Former National Treasurer

WELCOME NEW MEMBERS

#10680	Pieter van Zyl.....	North Harbour
#10679	Kelvin Mitchell.....	Waihi-Thames Valley
#10678	Steve Hickey.....	Taumarunui
#10677	Hank Slobbe.....	Kapiti Coast
#10676	Steve Curtis.....	South Canterbury
#10675	Paul Martin.....	Waihi-Thames Valley
#10674	Craig Grundy.....	Canterbury
#10673	Louise Bobbitt.....	Nelson
#10672	Mark Bobbitt.....	Far North
#10671	Darrin Stone.....	Rotorua
#10670	Renier Botha.....	Westland
#10669	Patrick Lane.....	Nelson
#10668	Graham McDonald.....	Manawatu
#10667	Mark Colley.....	Waihi-Thames Valley
#10666	Nigel Filby.....	Auckland
#10665	Justin Nops.....	Far North
#10664	Wade Thomas.....	Far North
#10663	Kevin Thomas.....	Tauranga
#10662	Peter McLean.....	Rotorua
#10661	Robert Payne.....	Canterbury
#10660	Charlie Turner.....	Southland
#10659	John Arthur.....	Westland
#10658	Ross Sneddon.....	Nelson
#10657	Ashley Williams.....	Kapiti Coast
#10656	Kevin Douglas.....	Rotorua
#10655	Jack Swinkels.....	Auckland
#10654	Matthew McCormick.....	Nelson
#10653	Wayne Hutchison.....	Marlborough
#10652	Brent Dickson.....	Whakatane
#10651	Julian Sewell.....	Rotorua
#10650	Carl Ziervogel.....	North Harbour



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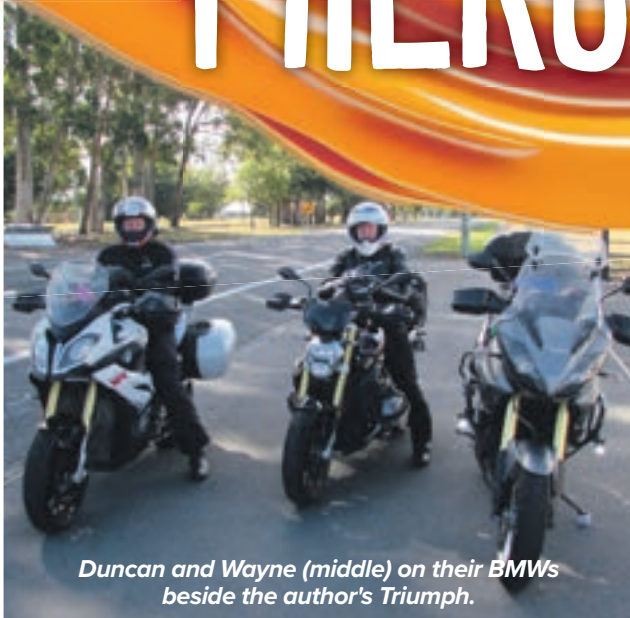
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THREE CARAMEL MILKSHAKES



Duncan and Wayne (middle) on their BMWs beside the author's Triumph.

We rode into Kaikoura heading south to Christchurch, Duncan on his BMW S1000XR, Wayne on his BMW R1250R and me on my Triumph Tiger 1050. Wayne pulled into the curb opposite Bernie's Diner, popular and well known to Canterbury Ulysses riders.

"Caramel Milkshake?" Wayne asked.

In the cool relaxed café styled like an American diner, complete with a

light green 1950's Ford Thunderbird and matching light green seats we sat and slurped on our milkshakes.

The ride began the previous day at the Yaldhurst NPD with three missions in mind:

1. To complete the Helicopter Hunt - an event arranged by Bruce Vincent of Ulysses Canterbury, to raise funds for the Westpac Helicopter Trust.
2. To complete the Ulysses

1000k ride within 48 hours challenge, and

3. as a training run for the TT2000.

Tanks topped up, we headed over Arthur's Pass to Moana, the small township on the banks of Lake Brunner, with a quick comfort stop at Arthur's Pass Village. It is a great ride with long straights, twisty bits as you negotiate steep climbs, and stunning scenery. Riding conditions were near perfect, not too hot, a clear blue sky and little traffic.

Reaching Jackson's with Jackson's Hotel nearby we took a right turn onto the Stanley Gooseman Bridge over the Taramakau River and onto the glorious blast that is the Lake Brunner Road. Past Inchbonnie, adjacent to the small Lake Poerua, through Rotomanu and onto Moana. I wondered who Stanley

Goosman was? And what does Inchbonnie mean? Goosman was a politician and inchbonnie means pretty island - so there, now you know.

It is a 199 kilometres to Moana from the Yaldhurst NPD according to Google Maps, and though the bikes are good for 350ks on full tanks, prudence suggested we take the opportunity to fill up at the local Allied Service Station and have a drink. The Service Station was surprisingly busy and the day was warming up. We rode.

Hello, what was Duncan up to? he was leading - when he took a left turn, Wayne and I realised he was taking the alternate route to Reefton via Ikamatua. Then he surprised us again with another left turn, seemingly in the middle of nowhere.

A couple of hundred metres along Logburn Road was the memorial to the miners who died in the Pike River Mine disaster - a black day in New Zealand's

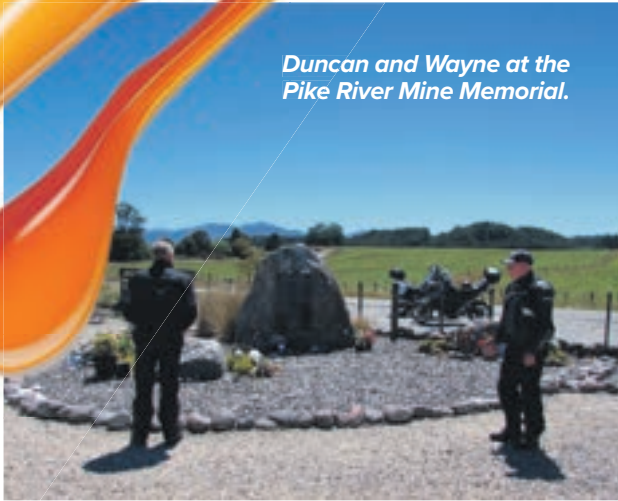


The mussel state at Havelock.



Lake Brunner.

Duncan and Wayne at the Pike River Mine Memorial.



*Beautiful blue skies on the West Coast.
By the Pike River Mine.*



The green kayak at Murchinson



Question 1 for the Helicopter Hunt:
What are the symbols on the Reefton sign, a couple of km south of Springs Junction.

history. The miners are a tough breed of men and this is reflected in the memorial with cans of beer and bottles of bourbon decorating the individual monuments. It is surprisingly tastefully done. I was saddened by a photo of the youngest of the miners who died — a seventeen year old, more child than man. We spent ten to fifteen minutes at the memorial then rode on.

At Reefton, an interesting little town with its history on display, there were a couple of other groups of riders, their motorbikes parked by the café. I felt completely embarrassed as my pie slid off my plate and landed with a soft plop on the cafe floor. I scooped it up and beat a hasty retreat to the outside table where Wayne and Duncan were seated.

Lunch eaten, back on the bikes for the short tree-lined ride to the Springs Junction NPD. At the NPD I felt a hand on my shoulder and someone said, 'I would recognise that voice anywhere'. I turned around and it was an old friend

of mine I have not seen for a couple of years.

Our first question for the Helicopter Hunt was: what are the symbols/shapes on the top of the sign promoting Reefton. To find this we needed to back-track south a few kilometres or so from Springs Junction. Job done, we headed to Murchison, an hour's ride away, to answer questions two and three of the Helicopter Hunt. The lime green kayak outside New Zealand Kayaks was not so easy to spot despite its lurid colour, but the mural next to the war memorial was, and we had our photos taken to prove we were there. From Murchison it was half an hour to Kawatiri Junction, where, after a quick search, we found the plaque commemorating a plane crash in the area.

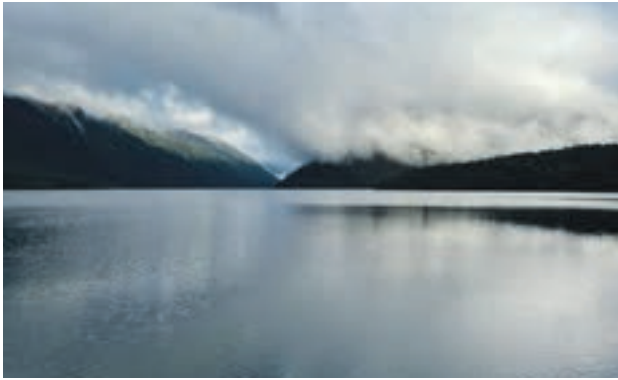
The De Havilland DH84 Dragon Rapide ZK AHT crashed near Kawatiri Junction, on the slopes of Mount Hope, Nelson on 30.06.1944, killing airline founder Bert Mercer,



Memorial to the aeroplane crash on Mount Hope, located in the parking area at Kawatiri Junction.

CONTINUED OVER THE PAGE...

THREE CARAMEL MILKSHAKES CONTINUED...



Lake Rotoiti in a mysterious mood.
Photo taken on a previous trip.



Eels.



Tahuna.



Okiwi Bay Marlborough Sounds
located to the end of a twisty road
on the way to French Pass.

who was a passenger. The aircraft was flying low over the Hope Saddle and the pilot lost control in a violent up-draught. The aircraft stalled and dived into the forest below, splitting open the fuselage when it hit. Apart from Mercer, one other passenger, Maurice Dawe, died, while the remaining five on board were all injured. The aircraft crashed in the early afternoon, and was reported "missing/overdue" at 15:45.

From my childhood I remember these planes as 'Dominees'.

We deviated from the Helicopter Hunt route and headed to Ker Bay on the shores of Lake Rotoiti near the village of St. Arnaud. We politely asked a lady if she could move so we could see the plaque on the seat she is sitting on to answer question nine. She was intrigued and asked us about our ride and the Helicopter Hunt. We skipped walking to the jetty, where tens of monster eels hang around. It is a lovely spot and every year a classic boat regatta is held here - I sailed my old Idle Along sailing dinghy in the regatta several years ago.

We travelled by the Tophouse Road and the Motueka Valley through to Motueka. It is a nice road that runs alongside the Motueka River, through the village of Tapawera, the valley hop growing areas and orchards. We located the monument to answer question five (do I detect a theme here) on Motueka Quay near the Janie Seddon Shipwreck.

'Janie Seddon became a financial loss for Ivan Talley and his company. In 1948 her fishing days came to an end, and she was laid up at the Motueka Wharf. After sinking at her moorings a few years later, she was broken up for scrap and left partly dismantled at her present site on the mudflats close to the site of the old Motueka Wharf. Today Janie's rusting hull remains

a picturesque attraction on the Motueka waterfront with the tide washing past and seagulls for company.'

From Motueka it was a short ride to the Tahunanui Camping Ground where Dave had booked a cabin - Dave was unable to come on the ride as his MV Augusta was receiving some care. The cabin was basic but suited our needs. Later we went out and had a meal at an Indian restaurant. It was a really good meal and I enjoyed my goat curry.

Nelson was at its best the next morning, a crisp and sunny morning with blue skies. Soon the bikes were packed and we were on our way, threading through the town and out past Atawhai. Next stop Okiwi Bay. Okiwi Bay is on the way to French Pass, the narrow waterway with its ferocious tidal currents between the mainland and D'Urville Island. Both are reached by the same narrow twisting bumpy road. We photographed the mural on a tank overlooking Okiwi Bay then rode to the settlement. It was a lot easier than trying to turn around on the steep narrow road. Okiwi Bay is a beautiful spot and it's easy to see why it is so popular with holiday makers.

The final two checkpoints for the Helicopter Hunt were in Havelock, the mussel capital of NZ, and Picton. True to form there was a two metre 'statue' of a mussel riding a surf board and clutching a fishing spear in his right hand, and a 2hp Mercury outboard motor in his left hand. Seriously weird. The final question was to identify the flags flying from a children's play boat adjacent to a food truck in Picton, then it was off to Blenheim to the manned Redwood NPD where we bought lunch and petrol, which was 15 cents a litre off, on producing our Gold Cards. A full tank of gas would easily get me to home 284km away.

The weather remained

A FINER BUNCH WOULD BE HARD TO FIND.
DUNCAN, WAYNE AND NICK.

favourable with sun and blue skies, though the temperature was creeping up. It was windy through Seddon and Ward, as it is every time I ride through this area, but it was at our backs. With less wind noise I could hear the triple engine of the Triumph begin to howl in anger when I opened the throttle to pass a truck or car, and the throaty burble of the engine on the over run as I de-accelerated. It is the third Triumph Tiger 1050 I have owned. The first I sold and instantly regretted selling, though I never liked the blue colour. The second I wrote off in a crash, and the bike I have now is its replacement. I gave the tank an affectionate pat. Shortly after Ward SH1 runs south along the coast with plenty of sea views and for that reason I enjoyed the ride. Much of it has been rebuilt following recent earthquakes. We rode through Keekerengu and Waipapa Bay. Twenty minutes out of Kaikoura is Nin's Bin - famous for cooked local crayfish and fish and chips. We meandered into the outskirts of Kaikoura with Wayne leading when he pulled onto the side of the road.

"Caramel milkshakes?" he asked.

From Kaikoura it is a run of 180km down SH1 and over the Hunderlees to central Christchurch. We made the journey in quick time, an enjoyable ride with plenty of variety and a little over two hours later I pulled into my Pegasus home the three missions accomplished.

Day 1 k's: 650 aprox

Day 2 k's: 500 aprox

Total k's: 1154 bike mileage

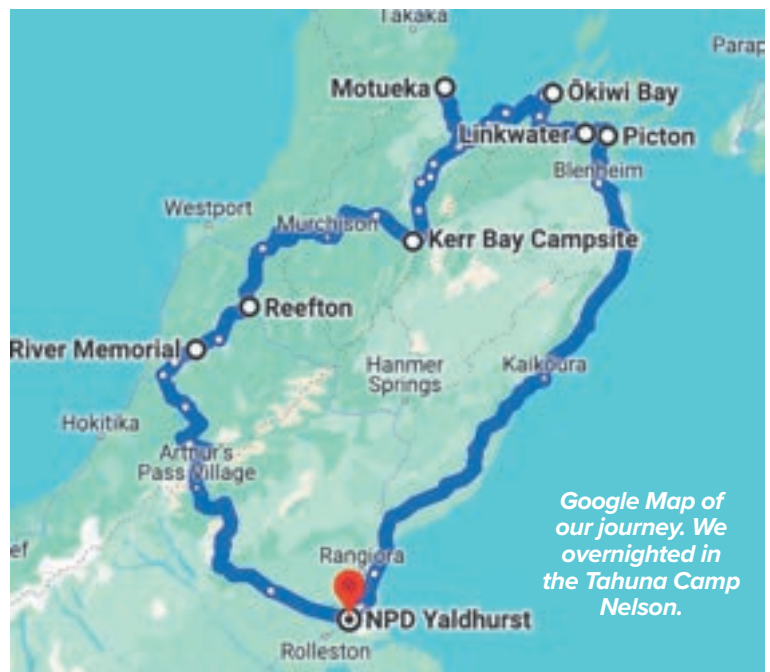
Duncan and Wayne's mileages will be slightly different.



Three caramel milkshakes at Bernie's Diner, Kaikoura.



The colourful mural on the tank overlooking Okiwi Bay. We had to photograph to prove we were there.



Google Map of our journey. We overnighed in the Tahuna Camp Nelson.

PRESENTATION OF THE NATIONAL MOTORCYCLE RAFFLE

One of the most enjoyable tasks of being on Natcom, is being present when the winner of the National Motorbike Raffle received his new ride.

On Friday 19th April, Andy and I were up at 5:30am to drive down to Wellington, to catch the early morning Bluebridge sailing to Picton. We had a great drive down and reached Christchurch right on peak traffic time. Thank goodness for GPS's.

We had a lovely night catching up with Stuart Burns and Andrea Thompson in Rolleston. We were up fairly early on Saturday as Andy wanted to get to Trevor Pierce Yamaha to have a look around – I think he was checking to see if there was anything there, he just had to have!!

We met up with Rachel Pierce and Sharon, who was doing the handover with our winner.

David Healy #9034 of the Westland Branch, who won the bike, arrived mid-morning. It was lovely to meet him, and

he was very excited to see and check out his new bike, he chose a 2024 Yamaha MT07HO in a nice Bright Blue. Sharon completed his handover. Then Andy did his official Ulysses handover. A few Canterbury branch members joined us for a few hours. So was nice to be able to meet up with some of their members.

Canterbury coordinator Chris Carey turned up with his Suzuki Hayabusa, which he chose when he won in the 2016 Ulysses National Motorbike raffle, so we had two winners of the National Raffle there – that wouldn't happen too often.

I hope you had a good ride back to Hokitika David, and you enjoyed your new bike.

KAREN WILSON #7787
National Committee

David is a bit of a cartoonist and drew the below cartoon of him riding off with the new bike.



Two National Bike Raffle winners



With the Canterbury branch members



Official presentation

A few words from our

WINNER

Each year when the raffle for the motorcycle is held by Ulysses we all take tickets in hope of winning it; I have been hoping for years now. When this last raffle came out, I got a book of tickets for the first time.

When Kerry handed out our tickets we chose which book ourselves.

On the Saturday night of the draw I had forgotten about it and was busy shifting house. Everything was a shambles but I got this phone call amidst my disaster zone.

I thought it was another scam call because the caller with the accent asked me about the road conditions on the coast and how my suspension was handling it. I replied, "I drive and ride slow so it doesn't matter." He then said, "Well you can go faster now, on a new bike."

I had won the raffle.

Andy then introduced himself and I could hear the cheering in the background. Kerry our co-ordinator then came on the phone to congratulate me so I finally realized it wasn't a scam.

It's unbelievable and took days to sink in so after much googling different bikes on the computer I couldn't decide what to get.

It meant a trip to Christchurch for a look at what half these bikes even looked like. Andy had rung me and gave me good, sound advice, which helped me choose the bike I did.

I'm 73 so I knew the bike had to be low in seat height, light in weight and most importantly comfortable to ride in the upright position.

That's why I chose the bike I now have, which is another story.

Thank you all of Ulysses for this unbelievable piece of luck. I hope you may all experience such luck someday.



of the Ulysses Raffle 2024
David Healy



ULYSSES CLUB

ULYSSEAN

NEW ZEALAND



TRIBAL BIKE SHIRTS

AVAILABLE NOW



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\$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

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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
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Camping up for
the night

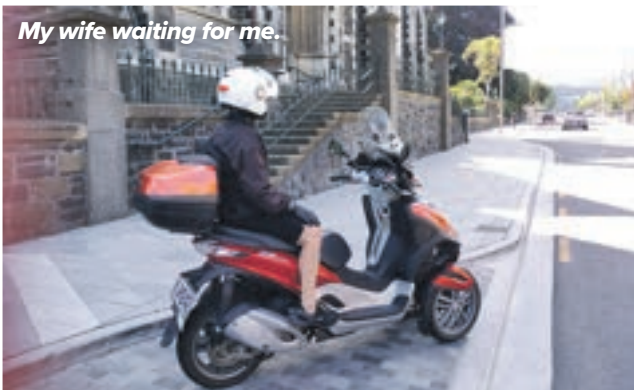


Holiday in a Camper Van

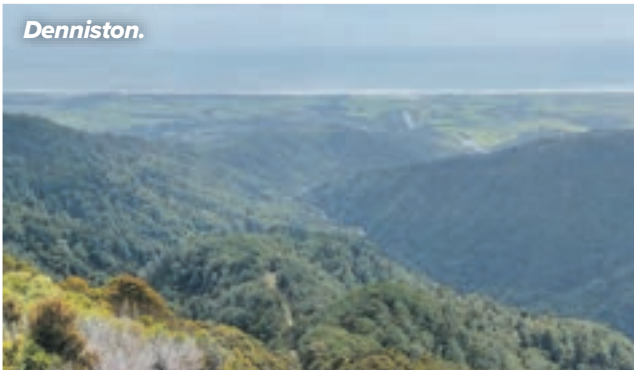
Most photographed building in NZ, the Dunedin railway station.



My wife waiting for me.



Denniston.



Well everyone is going to say "What has that to do with motorcycles, or the Ulysses Club for that matter?" I will go back to the start: my wife has been at me for over nine years to buy a campervan, as when we shifted to Ngatea it looked as though every 6th house had one. That made me more convinced we were not going to have one, as most sit in their driveway for most of the year. Anyway, late last year I agreed to look at one, on the proviso I could purchase a motor-scooter to put on the back.

We found one within our budget, with a little left over to buy a scooter. I had in mind a second hand Vespa, preferably 270cc so I could try and keep up with modern traffic. My wife was now away in Perth on family business, the perfect

time for me to go looking. Damn, good second hand Vespas hold their price quite well.

Started looking at other makes and models, and many models I liked were longer than the van is wide. Then, quite by accident I come across this Piaggio MP3 scooter, and saw it was on car registration plates. I promptly phoned about it and sure enough it was registered as a car so all I could think about was what a saving, over \$400 a year on registration. Started Googling the MP3 and checked the width, weight etc. I kept thinking it was a little heavy - but to cut the story short, within a couple of days I owned it, and all I had to do was tell the wife.

Carefully I took a photo of it from the side where she could only see two wheels. Not really sure what she

continued over the page...

Holiday in a Camper Van continued...

thought when she actually saw it.

Took the scoot on a couple of local Ulysses rides, a) to get to know it and b) make sure it would keep up okay on a club ride. As I led the first ride everyone else had to keep up with me. Through the corners it holds the road extremely well, especially with a little loose metal on the road. I knew I was going to get a lot of flack from my mates riding a three wheeler so I beat them all to it and called it my Mobility Scooter. No more flack.

My wife Di, was now home. I saw a couple of engineers and got a price for a tray on the back of the van. By Christmas it was all done, and now we could plan the South Island holiday that I tried to do 12 months previously on my Honda NT, but did not do what I set out to do. I booked our crossing on the ferry, working in with dates and other commitments I have in Ngatea. You know I thought I was meant to be retired and go when I liked!

February came along and with the campervan packed, it was up early. We only had the day to get to Wellington as it was more important we spent all our time in the South Island. Booked on a 2am sailing, something I will not do again. Off the Ferry we drove through to Kaikoura where we would rest up for the afternoon and night after a very sleepless night. As I couldn't really relax off came the scoot and I literally scooted around every road in town.

Next stop Christchurch so my wife could spend time with her daughter, grandsons and great-grandson. I can only take

so much of the family time so off comes the scoot and find my way over to Akaroa, a place I had not been too in some years, so I really enjoyed my day. The following day I joined the Knitting Group that I had been following on Facebook for some time. I am not sure how many bikes turned up on the ride, guessing close to 30. I worried all the time if I could keep up. No worries, my little scoot chugged along at 110kms an hour quite nicely — only just as well there were no hills. Reminded me of where I live on the Hauraki Plains, only we can get off the plains quite quickly and into the hills. A great day out, thanks guys for making me feel so welcome.

Headed south, driving through the Mckenzie Country, just freedom camping where ever we felt comfortable. Now starting to get used to this lifestyle. Not committed to be anywhere at any time, but be free. We had a night in Ranfurly and as my wife was quite happy having quiet time, off came the scoot and off I rode to Naseby where I went ice-skating as a teen. I spent time trying to remember those days only with the ponds being dry, it just wasn't the same, and there was no flash inside rink in my days.

We wandered our way slowly south, staying one night just out of Kingston and yes I even had a swim in the lake. Yes, it was cold! Only, once in, not too bad. Eventually we made it to Invercargill where I had three things to do that I did not do 12 months earlier, having Covid. Visit Richardsons Truck Museum; the Mecca Motorcycle Museum; and catch up



Getting ready for a ride.



Dunedin mid week riders morning tea stop Waihola.



Naseby.

with a long lost cousin. All three achieved. We then had the compulsory drive to Bluff, of course.

Heading north it was a reasonably quick drive around the Catlins, ending up in Balclutha for the night. About every fourth night we would go into a proper Motorcamp to have a good shower and catch up with the laundry etc. I have to say this, of all the camping grounds we stayed in - although this one is small compared with others - it had everything you would require if travelling light on the road and very reasonably priced.

Now on to my home town Dunedin, or I should say where I grew up and learnt to ride a motorcycle. Spent one day catching up with old school friends and a cousin, and we were then meant to meander north. The van played up

on a Friday afternoon so we booked it in with an auto electrician Monday morning. No worries, rather than take any risk with the van, off came the scoot and off we went sightseeing around town. The scoot really came into its own giving us freedom to do what we liked, when we liked.

Monday afternoon and back on the road heading slowly north, then west over Arthur's Pass. Another one of those places I wanted to get to 12 months ago was Denniston, as the last time I was there it was a gravel road and I was on an Army Indian Motorcycle. Damn, that was a few years ago. From there it was over to Motueka and then wander back to Picton and head home.

My wife had been asking me to take her over the Forgotten Highway for

some time as she had heard me talk about it several times. I said to her it was a motorcyclists road and not a campervan road...anyway we did it. This was the only time we had a close shave on the whole trip. We passed two motorcyclists coming in the opposite direction with no problems, only their mate, who I think was trying to catch up, met us on a particularly sharp corner leaning well over the imaginary centre line.

I had nowhere to get out of his way but somehow we missed each other by millimetres I think, he would have had to check his undies after that, and hopefully slowed down.

A great just under four weeks away and having my mobility scooter on the back really made it for me. If you want to follow my whole trip it is on my Facebook page.

TREVOR BIRCHALL
#4060



UPCOMING EVENTS

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

JUNE



21st - 23rd
Okataina Rally
'Masquerade Ball'
Location: Rotorua



JULY

11th
Canterbury Branch
Mid Winter
Dinner

Location: Papanui RSA
7pm

You're invited to our Mid Winter Dinner at the Papanui RSA!
2 Course Buffet. \$22.50 per member, \$37.50 per non-member Pay to bank a/c 03-1594-0041946-00 with name and dinner as reference.



AUGUST

10th
North Island
Remembrance Service

Location: Great Lake Centre, Taupo
Starts at 2pm.

Ulysses Auckland Branch, in association with Ulysses Taupo Branch, invite all Ulyssians to come together at our annual Remembrance Service and remember members who have passed away.



SEPTEMBER

28th
South Island Remembrance Service

Location: Kaikoura Top 10 Holiday Park, 34 Beach Road, Kaikoura

Starts at 1pm.

Hosted by Canterbury Ulysses. Punters are urged to book accommodation, tent sites etc at the Top 10 sooner rather than later.



OCTOBER



2024 - 2025

NOVEMBER



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.



15th - 17th

Ulysses Auckland Rally

"River Meets The Sea"

Location: Port Waikato



DEC



JAN-MAR NEXT YEAR



Hey Ulyssians!

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

editor@ulysses.org.nz

Where the f**k is Whatawhata?

A brief epistle about two boys, two bikes and one trip to the 2024 Natcom AGM.

Topping up at Mobil Amberley, Steve 'Hawkeye' Parr and I rode north on SH1, our destination - a cosy cabin at the Waikawa Bay Holiday Park. SH1 is a nice enough ride, I guess, if not a tad boring. I mean how many times have we done it? And for me it doesn't really feel like you're actually going anywhere until you're north of Kaikoura.

The Caves Café south of Kaikoura has had a pretty major makeover. We stopped for a quick splash and dash, before hitting the road again, and with little traffic, we made good time through to Picton, filling up again so we could get off the ferry in the morning and straight on the motorway without having to bugger about.

Checked in to our cosy cabin and all sorted for an early start, we wandered down to the Jolly Roger Bar and Café for a pint or two, and that's where the night got interesting. An elderly couple at the adjacent table were wearing Sail GP caps and, as I work in Lyttelton, I asked them what they thought of the event. Fantastic, utterly fantastic, so well organised and while they were disappointed sailing was canned on Saturday due to one errant cetacean giving Sir Russell the finger, their views echoed those of others I knew. It was later during our intercourse, that the husband mentioned 'Otaki'. Now I know Otaki reasonably well, particularly two of its previous residents, so I asked if he lived there.

"I did," he replied. "I had an accounting business there back in the 80's."

"What was your name again?"

"Rod, Rod (name withheld)."

"Bugger me", I said.

Rod had dated my sister for a number of years, and so I rang my sister. "Sis, there's someone here who'd like to talk to you" and handed Rod my phone. I asked Rod if he remembered a hot little brunette surf clubbie. "Yes," he replied, "that was Ann's flatmate."

"Well, she's my wife. Has been since then!"

"Bugger me", he said.

I mean, 45 odd years ago, and there he

was at a table next to Hawkeye and me, quaffing back ales and a bourbon or two. How uncanny is that! And while we're on the subject of surf clubs and the like, who ever thought it was a good idea to put sand on beaches? It gets in the carpet in your car, or the sheepskin seat covers, makes your egg sandwiches gritty; it coats the opening of your beersies, gets in your grounds and in crevices where sun don't shine and when it does, chaffs the shite out your swannicles. Carried home, it covers the bottom of the shower days after the fact!

Later that evening, a domestic broke out in the cabin next to ours, with effin' and blindin' bad enough to make a sailor blush. Yes, it made me blush. Then with the engine revving its guts out and in a shower of shite and gravel, he buggered off only to come back and the discourse started all over again. Soon, the strobe effect of red and blue flashing lights lit up our cabin, so I got up, stood at the door and watched the scene evolve. The two coppers were very polite, initially, talking in subdued tones in an attempt to calm the situation, but were failing. Exasperation then finally took over: "Turn around sir, you're under arrest for breaching your bail conditions."

The expletives reached another level, and volume, the detainee shouting, claiming he was in fact "black" and that he "couldn't breathe", all the while coughing, gasping and making gurgling noises, shouting at the cops to get their knee off his neck, and this as he was upright, propped up against the car. Another blue and yellow arrived and the language reached another level of expletives, the like of which I never knew existed. The "I'm black, you can't arrest me, I can't breathe" ya-de-yah had worn thin and the cops, having lost all patience, threw the incumbent into the back of one car, before slamming the door. His last cries of defiance were "you 'n-word' loving mother f__kers, I can't breathe". Quiet quickly descended throughout the cabins and shower block and the one remaining cop on seeing me standing there in my jocks, apologised for the disruption.

"No worries, mate. I can confirm he was



neither black (he was a pasty, rotund, full bearded and very hirsute ranga) and his breathing appears more than adequate to me.” He smiled and said goodnight.

The Cook Strait, the most dangerous stretch of water in the world (utter bullshit, but hey, why let the truth get in the way of a good yarn), was, on this day of days, bloody near glass and the trip across of the Strait Feronia uneventful. Mike Wyatt, co-ordinator for Otago, and his wife were also aboard, heading to Foxton to stay with Andy Wilson. A couple on a green Triumph Trophy 1200 tourer were riding to Dorset Rd, Hillsborough, a few clicks south of Bell Block, which funnily enough, was where we were heading. Coincidentally, they also knew my ‘cousin Greg’ and his wife Karen who lived on Henwood Road and where we were parking up for the night.

The coincidences weren’t over just yet. A voice in the distance, a tap on the shoulder and there was Janet, an MPI Fishery Observer I had sailed with a number of times, standing just there.

“Oh my God, Captain Carefree. What are you doing? Where are you going?”

“F—k me, said Hawkeye. How many people don’t you know?”

The motorway from J’ville through to Porirua was built when I was just a boy, and I can’t remember any remedial work being done on it, except for resealing from time to time, because the Ministry of Works built things proper like back then. By the time we reached the on-ramp to Transmission Gully, it was blowing like a choir boy and bucketing down. I can see why the LTSA issue a warning to EV’s to be fully charged when tackling TG, especially into a head wind, because there are some seriously steep, lithium-lon battery destroying climbs. Oohhh, range anxiety! Speaking of which, the Yanks offered to build this road back in ’42 but the government of the time said no. Instead, there was a bit of fisticuffs in downtown Wellywood. As my grandma once said, “Bloody Yanks. Over paid, over sexed and

over here!” I mean, what Kiwi lass could resist the temptation of chocolate and nylons. The Battle of Manners Street was a right old stoush involving American servicemen, NZ servicemen and civilians outside the Allied Services Club in 1943.

Sorry, I digress. I’d told Hawkeye we’d ride out of the rain once we’d got past the coastal watershed hills of Waikanae, and we did. By Otaki the rain had ceased and been replaced by more wind, lots more wind, lots of very strong wind, even more wind than a crew of 82 can generate after Kola the mad cook from Moldova’s fibre filled ham and pea soup! Affectionately referred to aboard the Independent as ‘musical soup’.

Poor old Wellington gets the title of the Windy City, one it doesn’t really deserve because, having grown up in Newlands, I know for a fact that Palmerston North and the Manawatu are a damned sight windier. And blow it did, hitting us upside the head as we rode north, making it hard work keeping the old girl pointed in the right direction on the right side of the road whilst keeping a weather eye on the little red eye on my dash should it start blinking. The Foxton Straits are a notorious speed trap for the unwary. I felt for the elderly couple and their camper struggling to gain control of a loose awning having a right old hissy fit.

I’d had enough of it so when we turned left at Sanson I pulled into the Z station for a creaming soda milkshake and a steak and mushroom pie. Commenting to the checkout chick about the wind she said, “You’re lucky.

“It was worse yesterday. It blew in the ranch sliders onto my lounge floor and broke them!”

We left SH1 at Bulls taking SH3 towards the ‘Naki. Past the rest area just before Turakina where Dad would break out the Primus and make Mum a brew, and one of a number of stops to break up a day-long road trip journey north to the farm on Egmont Road in the Popular. Over the muddy Whangaehu River, the old cheese factory at Kaitoke, where I recall Paul and I on our CB350’s

given speeding tickets way back in ’73. Taking the bypass through Wanganui, Kai Iwi, Maxwell (now called Pākaraka), over the Waiototara River, where a checkpoint on a TT2000 few years back had me riding up the river road to Ngamatapouri, and Waverley for a quick splash and dash at the garage I’d spent a bruised and boozy Christmas Eve after rolling the Datsun 1200 many years ago.

Pātea is the spiritual home of my line of Careys, where my great great-grandfather Matthew and his wife Harriet settled in 1864, initially at Manutahi then Manawapou, before being burnt off their land by the Hauhaus. Careys have lived in Pātea since its inception as an army outpost and camp when it was initially called Carlisle. The local museum has a lot of Carey ‘stuff’ in it.

We stopped at Hawera i-Site for half an hour or so as I wanted to meet a woman there. Jacq and I have been swapping photos and emails for several years. She’s one of the foundation members of the Pātea historical society and heavily involved with the museum, but we’d never actually met and it was lovely to finally put a face to a name, and a voice to a face. Jacq has been an invaluable source of my family history, for which I’m extremely grateful.

It wasn’t for the want of looking, but since leaving Pātea, I’d still not seen my mountain. Old Man Egmont was wrapped up in a cloak of grey cloud as we rode around his eastern flanks, artfully dodging the frequent rain showers. The ‘Naki is a vibrant green, thriving, bustling, moving ahead and the roads were quite busy. In fact, it took the best part of a week to get through Stratford. Signalling to Hawkeye to turn left at Inglewood, then right a few km later at Egmont Village, we continued on Egmont Road, one of my favourite roads in the whole of Godzone; simply because it brings back so many memories, those last few miles in the Anglia or Wyvern on a winding country road, after a whole day on the road from Wellington. Under the railway subway to where the old farmhouse still sits on the right.

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page...*

Where the f**k is Whatawhata? continued...

When we were kids, it was a proper dairy farm with cows, and tractors, and silage pits (I love that smell), implement sheds full of neat stuff, troughs with tadpoles, all the way from Bishop Road to the main road to Bell Block. However, my uncle and auntie's hobby later became a business and a lot of the paddocks bordering Egmont Road and SH3 became houses and conifer nurseries, a Christmas tree farm and a Christmas shop.

At the Hillsborough Hall, we veered right and were soon pulling up in the garage of the 'Hilton on Henwood', home to cousin Greg and his wife Karen.

"See Hawkeye", as I pointed out various features of the reno, "this used to be a herringbone milking shed."

"No shit."

"I gave it a good blast, cousin Christopher." Greg's as dry as an old stick and bloody good company.

Greg works for FIL and the dairy industry specialising in dairy herd health and hygiene and his take on what the farming sector is facing was enlightening and somewhat familiar because the fishing industry is also facing the same uninformed, emotive criticism from a gullible public who know no better, yet gorge themselves on a diet of bullshit ladled out by various environmental groups with a political bent caring more about funding streams than the inconvenient truth. Deep breaths Christopher, deep breaths. Did you know cows can't fart methane. They actually belch methane, caused by a process called enteric fermentation that contributes to methane emissions during the digestive process, in

which sugars are broken down into simpler molecules for absorption into the bloodstream.

See, I bet you didn't know you didn't know that! Those green party plonkers definitely don't.

Thursday morning dawned bright and clear. We caught up with Suzie Pentelow and the Taranaki Contingent at Sentry Hill, the junction of SH3A and after a quick briefing from Martin Peyerl, the Taranaki coordinator, to behave ourselves, we rode north on SH3. At Mokau it was time for a coffee, but after little more than an hour in the saddle, Hawkeye and I weren't ready for a stop; besides when I'm riding coffee doesn't work. One cup of java = three cups of wee which means I'm constantly looking for a tree, or I fall into the trap of hanging on far too long to where the point arrives that you really do need to stop, it's a race to find the damn thing under all the layers before you wet yourself. Besides, as IBA and TT riders will tell you, stopping = lost time = less kms covered. So, with instructions from Martin to meet up at Whatawhata for lunch, we carried on.

As it so happens, the last time I rode this stretch of highway was in 2018 during a TT2000. I'd picked up some points at Aria, rejoining SH3 at Mahoenui, before meeting up with cousin Greg and his son at the Waitomo garage at the western end of the Awakino Gorge. Greg was on his Harley and his son a T100 Bonnie and we rode together over Mt Messenger through to Bell Block, Egmont Road and the farm.

So, six years later and I couldn't believe how bad this stretch of road had become. In fact, I can't think of a road in the Mainland whose surface is

so broken, potholed and slick. The poor truckies get the blame for chewing the roads up but they've nowhere to go here. This is the only road up the west coast and it's little more than a goat track in places. Thank heavens I'd put new Pilot Road 6GT hoops on for the trip.

We rode through 'P-ten P-ten', Te Kuiti, the home of Pinetree Meads, before turning left at Otorohanga onto SH39. What a great stretch of road this was and a breath of fresh air. At Pirongia we called a halt, stopping outside the Mountain View Bakery, directly across from the public loos. Fairlie and Sheffield boast how good their pies are, but I can say with hand on heart, the steak and mushroom pie I tucked into was every bit as good. A bus load of tourists pulled up, the occupants spilling out and immediately gravitating to our bikes. One lovely, elderly woman wrapped her arms around me for a selfie in front of Hawkeyes R1250RS Beemer. Another was asking questions telling us that bikes this size weren't allowed in China. Unsure if I got that right, but never mind. Click, click, more shutter bait. A truckie driving a line-haul reefer, with a pie in hand wandered over asking who owned the 'Busa and said that he had a mint TLR in his garage. Woo, oh for one of those sitting in mine! At that point and with a wave, the Egmont Escapees rode past.

"Where's this Whatawhata place," I asked the truckie. "Just up the road, mate. You can't miss it!"

Well, as it so happened, we did. Just up the road we did a quick left, quick right to stay on SH39. To be fair, there were no signs anywhere saying 'Welcome to Whatawhata',

or, when leaving Whatawhata, a 'thank you for visiting'. So, I ask you, how were we to know? Eventually we joined the SH1C Expressway near Te Rapa, briefly stopping at BP Horotiu to fill up for a straight 110kph run through to the North Shore.

A straight run? Ahhh, no. Not quite. More fool us I guess, because we ground to a halt just north of Bombay. Grid lock, and while we did briefly lane split where we could, it was a good hour and some before the traffic started to speed up from a crawl to something a little quicker than a walking pace — until Takanini where we reached a staggering, congested, feverish lane-swapping, take your life in your hands, 80kph. Hot, sweaty, with a hydroponics farm sprouting mushrooms inside my riding gear, it wasn't at all pleasant and if this is what Auckland commuting is like, I'm sorry, but you can keep it! Taking exit 419 Northcote Rd, we duly arrived at the Ocean View Inn. Hawkeye commented, suggesting with a name like that, they were probably hoping for a rapid sea level rise, to get in first.

However, trying to dismount, Hawkeye had a problem. He couldn't get his leg over. Age, inflexibility, a little stiff after a longish ride or perhaps because his boot buckle was caught on his luggage, or all of the above. Because there he was, left leg on the ground, right leg fixed at a scrotum tearing arc of 120°, and teetering on the point of falling backwards, taking his bike with him. Going to his aid, I was attempting to lift his leg even higher. All the while he's waving his arms, spiralling like a demented

windmill, effing and blinding, until he/we had both of his feet planted on terra firma.

We only found out the following morning we'd provided a few minutes of entertainment for a couple rooming upstairs. The wife, enjoying a chardonnay and hearing the commotion, peered over the veranda and promptly called to her hubby.

“Quick, quick. Check this out! He can't get off his bike. What's the bet, they're a couple of old farts!”

We removed our helmets and confirmed that we were in fact a pair of old farts. Settled in, unpacked, Hawkeye shot down the road to get the necessary. After a few bevies, a bottle of two of Sav, we'd quickly put the world to rights and were soon walking in through the doors of The Grange.

A few Ulyssians were there, and we considered gate crashing the party but with places obviously set for a specific number, decided it was not the proper thing to do. We are, after all, gentlemen. Instead, a burger and a beer were the order of the day, after which we wandered back to our digs.

I'm not going to say much about the AGM, there will be plenty of articles and social media posts about it, but suffice to say that Wayne and North Harbour really did undersell the venue when they simply called it a motorcycle shop. Because it was more than that, way more than that! Talk about bike porn! I don't think I've seen a

show room as large or as stocked, as that of CycleSpot.

I enjoyed the AGM and was particularly proud of receiving the Odyssey medal on behalf of our treasurer, Chris Groube. Thoroughly deserving of the recognition, he was totally unaware that moves were afoot and pretty much lost for words when I rang him later on.

Bob Tanner received recognition as well, having sold the greatest number of tickets, 100 books in total, thoroughly whumping Roto-Vegas who'd beaten us to the drawer in 2023 by one book. Despite our best efforts, no-one from Canterbury had the winning number. I guess the consolation was the winner was from the Mainland. The food, the people and the venue made for an enjoyable and memorable 'gay-n-hearty'.

Determined to get out of Dodge before the traffic started, we set the alarm and were on the road a little after 4am Sunday morning for what was a brisk and a tad bit boring ride south to Cambridge. It was also a bloody cold ride to Cambridge. Filling up at Mobil Karapiro, Hawkeye's temperature gauge said it was 2°. A hot chocolate and chicken cordon bleu went some way to warming the cockles up.

Just south of Karapiro, we turned right off SH1 and on to Horahora Rd. It was a shame it was dark, because I imagine it would have been a lovely ride. Instead I was concentrating on where we were going and trying to determine where the road went, with so few road markers to give you a heads up. Continuing on the Old Taupo Rd through Puketurua, we avoided Tokoroa before turning onto SH32 (Whakamaru Rd) and the Western Access which would take down the western side of

Lake Taupo and the turnoff to SH41 at Kuratau to Turangi. From there it was simply a matter of riding SH1, south.

I think we just missed a potential road closure on the Desert Road. Coming across two fire engines, an ambo, several blue and yellows at the scene, and another engine fanging it north. Over brekky, I'd asked Uncle Google who said a truck and trailer had gone over the bank, which would have taken a few cranes a few hours to clear, I'm guessing.

Filling up in Taihape, we stopped for a late brekky at the Soul Café, Taihape, and I have to say, it was probably the best scrambled eggs and bacon I'd had in a long time. There were three other bikers on chook chasers, about to head over the Gentle Annie, aiming for Lake Waikaremoana that evening. I actually went to the counter and asked to see the chef. A somewhat sheepish looking dude stuck his head around the corner and said yes? Fantastic eggs, mate. Really good, thank you. With obvious relief and a big smile, he was back at it.

It was an uneventful, warm, windless, 'counting down the kms', 'are we there yet' ride through to Wellington. Hawkeye peeled off at Melling to park up with some mates and I carried on to my sister's place in Miramar. We were the first vehicles off the ferry in Picton, and the rest, as they say, is history.

CAPTAIN CAREFREE
#3497

P.S: there is absolutely no truth whatsoever, to the rumour circulating at the AGM, that after a high-speed chase north of Timaru to avoid a hefty speeding infringement notice, Hawkeye spent four nights behind bars because his wife refused to post bail. No truth whatsoever.



A THWARTED TRIP

My brother was turning eighty in February 2024 in Wellington, and I looked upon this as a chance for a great ride. Over the next week or two I got organised in the planning and got my bike ready. I was riding a 2022 BMW F750GS Sports which is a very comfortable bike on a long trip.

The day before my departure my brother got Covid followed two days later by his wife. This was a bit of a disaster as the party was now cancelled and I had done all this organisation to go. Obviously the best thing to do was to change my plans and I would go down to Taihape, over Gentle Annie and around the East Cape. This sounded like a perfect solution.

The first day I went as far as my son at Brookby, South Auckland, and next day onto Taihape. I stayed at my usual, but cheap, motel in Taihape, which I have used many times in the past. Next morning I woke up to a cold drizzle, temperature down to about 12°C. Going over Gentle Annie was a right pain, as I was in cloud most of the time and cold as buggery. Things improved on the Hawkes Bay flats with sun and warmth to Napier. The countryside looked pretty good in spite of the ravages of Cyclone Gabrielle.

But from Napier to Gisborne, shit weather

and roadworks. Endless roadworks. So I arrived at 4pm instead of 3pm and all accommodation was booked out.

Told to go onto Ōpōtiki – zilch accommodation.

Told to go onto Whakatāne – zilch accommodation.

Told to go onto Tauranga – zilch accommodation.

By now the weather up the East Cape was looking like what I had endured over Gentle Annie, so I lost my enthusiasm for that bit of the trip and after thinking it over at a fuel station I said, “stuff it – I’m going home”.

I rang my long suffering wife and gave her the good news, but she was not that keen to have me back so soon. But neither was I very keen to sleep in Tauranga on a park bench.

So in spite of protestations from my family I set off from Whakatāne at 8.45pm. By now it was dark and I soon found out how poor motorcycle headlights are. In fact when heeled over in a corner you can see absolutely buggery all. I solved this problem by tucking in behind trucks who were travelling at least as fast as me and with all their myriad of tail lights they were very easy to follow. Once again the trip was slowed down by endless roadworks, in fact there seemed to be more roadworks at night than during the day. Two sections of the Auckland motorway were blocked off and we were sent on



detours of Auckland I knew nothing about. However I stuck to my truck guide and we were careering through back street at 80 + kmph. All the twists and turns through these built up areas reminded me of some of the tortuous routes Peter Groves would take us through some of his close-to-Auckland neighbourhoods.

The longest stop was at a place that we are going to become all too familiar with in the next few months – the Brynderwyns. We had a fifteen minute wait while long lines of trucks were escorted from top to bottom.

I arrived home after 20 hours of riding, which included two hours of looking for accommodation, and covered 1100kms.

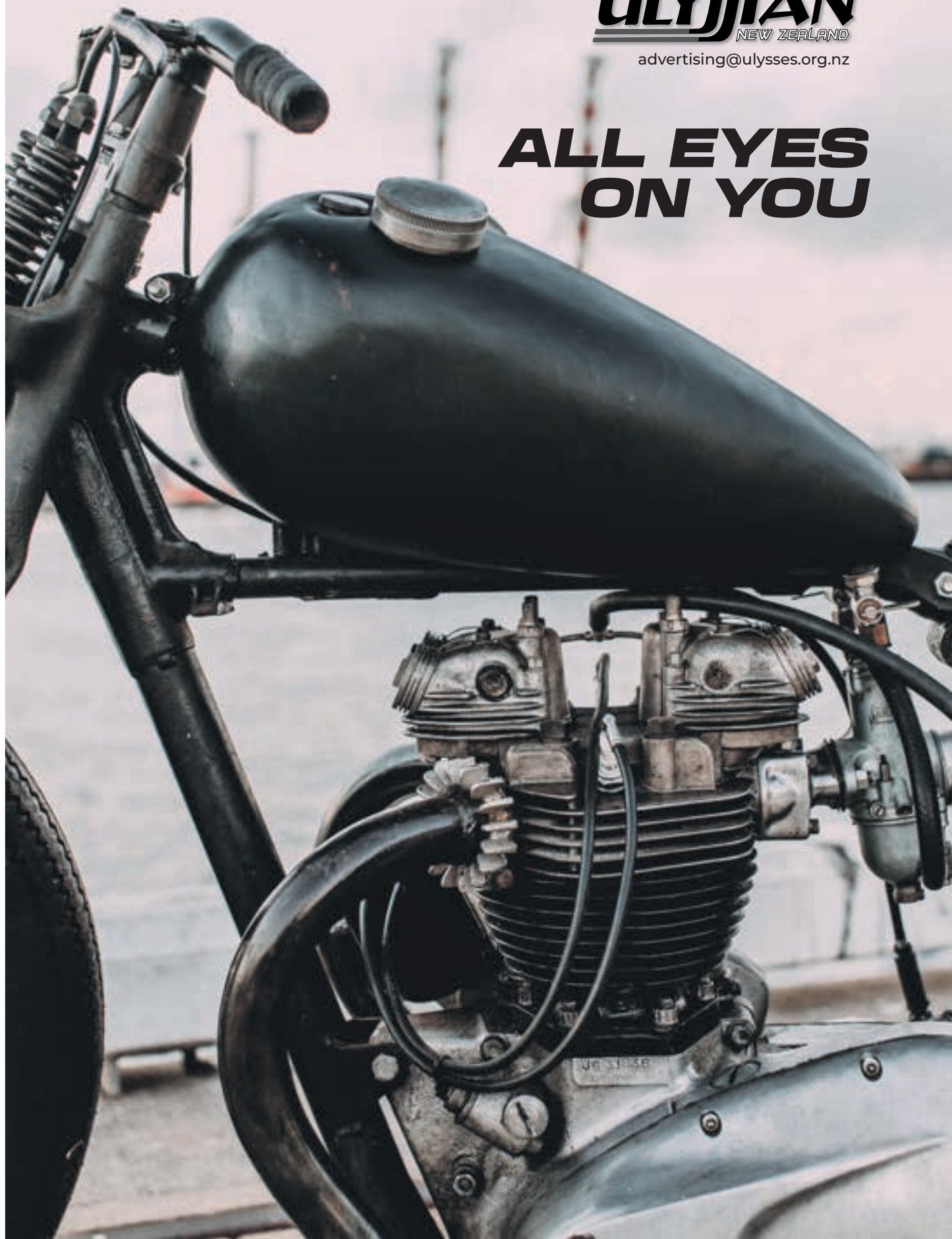
THERE WERE FOUR IMPORTANT POINTS I LEARNT FROM THIS –

1. The roads are empty at night and you seem to be able to travel further and quicker.
2. Those long haul trucks travel at the same speed as us.
3. You can buy fuel but there is very little food around.
4. You are never too old to do it – I’m 84.

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RECIPES



Spaghetti squash with tomato sauce

If you're looking for a healthy and delicious alternative to pasta, spaghetti squash is perfect. Serve it up with homemade tomato sauce for a delightfully simple meal.

Servings: 4

INGREDIENTS

- 1 spaghetti squash
- 1/4 cup olive oil, divided
- Salt and pepper, to taste
- 1 can whole tomatoes
- 1 onion, finely chopped
- 2 cloves garlic, finely chopped
- 1 tablespoon dried oregano
- 1 dried bay leaf
- 1 teaspoon dried chili flakes
- A few fresh basil leaves, to garnish

DIRECTIONS

1. Preheat the oven to 204 C (400 F). Slice the squash in half lengthwise, and use a spoon to remove the seeds and stringy pulp from the centre. Drizzle half the olive oil over the squash, and season it with salt and pepper. Place the squash cut side down on a baking sheet lined with parchment paper. Roast in the oven for 45 minutes.
2. Meanwhile, place the other half of the olive oil and the remaining ingredients in a pot. Bring to a boil, then reduce the heat and let simmer for about 40 minutes.
3. Remove the squash from the oven and let it cool. In the meantime, purée the sauce using an immersion blender, and add seasoning if needed.
4. Turn over the squash halves and use a fork to scrape the flesh into spaghetti-like strands. Divide the squash among 4 plates, top with sauce and garnish with fresh basil leaves.



Meat Pierogies

Do you want a dish that will keep you warm this winter? If so, treat yourself to this Polish classic.

Servings: 6

INGREDIENTS

- 4 tablespoons olive oil, divided
- 2 onions, chopped and divided
- 1.25 pounds cooked beef
- 2 tablespoons beef broth
- 1 teaspoon paprika
- 1 teaspoon garlic powder
- 1/2 teaspoon ground nutmeg
- 1/2 teaspoon dried dill
- 2 cups all-purpose flour
- 1 cup hot water
- 1 teaspoon salt
- 3 slices bacon, chopped
- 1 tablespoon fresh chives, chopped
- Salt and pepper

DIRECTIONS

1. In a skillet, heat 2 tablespoons of olive oil and cook one onion until translucent. Set aside.
2. In a blender, place the cooked beef, cooked onion, beef broth and spices. Season with salt and pepper and blend until smooth. Adjust the seasoning if necessary and set aside.
3. Add the flour to a large bowl and create a well in the middle. Add a few spoonfuls of warm water and mix. Gradually, add the remaining water and knead the dough until it becomes elastic and malleable.
4. Divide the dough into four equal parts. Roll out one part of the dough into a thin layer. Cut out small circles using a glass.
5. Place a spoonful of meat filling in the middle of each circle. Fold the dough over the filling and press the edges together. Continue until all pierogies are assembled.
6. In a large pot of boiling salted water, cook the pierogies one at a time for about 5 minutes or until they float to the top. Drain and set aside.
7. In the same pan used to fry the onions, fry the bacon and remaining onion until crisp. Add the pierogies to the pan and let them brown on each side for added crunch. Place on a serving plate and garnish with fresh chives.



Caesar Pasta Salad

If you love salads, you'll definitely fall in love with this divine twist on a classic.

Servings: 4

INGREDIENTS

SALAD

- 454 grams short pasta of your choice, cooked and drained
- 2 cups romaine lettuce, torn
- 16 cherry tomatoes, halved
- 1 cup store-bought croutons
- 2 chicken breasts, cooked and diced
- 4 tablespoons grated Parmesan cheese, for garnish

DRESSING

- 1/4 cup store-bought mayonnaise
- 1/4 cup plain Greek yogurt
- 1 clove of garlic, minced
- 1/4 cup grated Parmesan cheese
- 2 tablespoons Dijon mustard
- 2 tablespoons olive oil
- 2 tablespoons lemon juice
- Salt and pepper, to taste

DIRECTIONS

1. Combine the pasta, lettuce, cherry tomatoes, croutons and chicken in a large bowl.
2. In a separate bowl, whisk together the dressing ingredients.
3. Pour the dressing over the pasta and toss well. Add salt and pepper to taste.
4. Arrange pasta salad in serving bowls and top with grated Parmesan cheese.



Zucchini bread

When you add zucchini to lightly sweetened bread, the result is impossible to resist.

Servings: 4

INGREDIENTS

- 2 zucchinis
- 2 eggs
- 2/3 cup melted butter
- 1/2 cup sugar
- 1/2 cup brown sugar
- 2 teaspoons ground cinnamon
- 1 teaspoon salt
- 1 teaspoon vanilla extract
- 1 teaspoon baking soda
- 1/2 teaspoon baking powder
- 1/4 teaspoon nutmeg
- 2 cups flour
- 1 cup walnuts, coarsely chopped

DIRECTIONS

1. Preheat the oven to 177 C (350 F). Grease a 25 by 12 centimetre loaf pan.
2. Cut off the ends of the zucchinis, then grate them using a cheese grater. Place the grated zucchini in a large bowl, and combine it with all the other ingredients except the flour and nuts. Incorporate everything until the mixture has a uniform texture. Add the flour and mix well. Repeat with the nuts.
3. Pour the mixture into the pan, and bake for about 60 minutes or until a fork inserted in the centre of the bread comes out clean. Let cool, then slice and serve.

PUZZLE NO. 157

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		

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ACROSS

- 1. Young bug
- 4. Arithmetic
- 8. Water barriers
- 12. Ginger drink
- 13. Farmer's measure
- 14. Type of surgeon
- 15. Paved road
- 17. Skirt style
- 18. Sleep
- 19. Provided relief
- 20. Protective covering
- 23. Gull-like bird
- 25. Cat sound
- 26. Precious gems

- 30. Frantic
- 31. Releases
- 32. Fuel
- 33. First performances
- 35. "The Twilight _____"
- 36. Vow
- 37. Pedaled
- 38. December song
- 41. Warning sign
- 43. Among
- 44. Evangelist
- 48. Trade for cash
- 49. Took advantage of
- 50. Have bills
- 51. Jeans patch site

- 52. Gambles
- 53. Marry

DOWN

- 1. Capture
- 2. Bedridden
- 3. Hot beverage
- 4. Creator
- 5. Performs on stage
- 6. Harness racer: 2 wds.
- 7. "_____, two, three, four"
- 8. Game tile with dots
- 9. Desertlike
- 10. Horse's pride

- 11. Lost one's footing
- 16. Gloat
- 19. Branches
- 20. Bullets
- 21. Gather a crop
- 22. Method
- 24. Snacks
- 26. Auto mishap mark
- 27. Recess
- 28. Feast
- 29. Winter vehicle
- 31. Glass container
- 34. Soup ingredient
- 35. Metallic element
- 37. String of pearls
- 38. Large barrel
- 39. Mass reply
- 40. Annoy
- 42. Join
- 44. English tavern
- 45. In what way?
- 46. Woolly one
- 47. Maroon

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. 901

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

LEVEL: BEGINNER

Answers to these puzzles are on page 61



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COFFEE BREAK

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

BIKER TRIVIA CHALLENGE

1. Which famous motorcycle brand originated in Italy?

2. What is the primary purpose of a “steering damper” on a motorcycle?

3. What does the term “café racer” refer to in motorcycle culture?

4. What is the meaning of the motorcycle term “lane splitting”?

5. Which motorcycle brand is famously associated with British actor Steve McQueen?

6. Who was the first woman to win a motorcycle racing world championship?

7. Which motorcycle is known for its rotary engine design?

8. Where is the headquarters of the motorcycle brand KTM located?

9. What unique feature does the BMW K1600 have as a motorcycle?

10. Which country is the largest consumer of motorcycles globally?

11. What type of motorcycles are often referred to as “dirt bikes”?

12. Which iconic motorcycle was nicknamed the “Vincent Black Shadow”?

13. What’s the primary difference between “supermoto” and “motocross” motorcycles?

14. Which motorcycle company produced the “Interceptor” and “Sabre” models in the 1980s?

15. What does the motorcycle term “panniers” refer to?

16. Which motorcycle brand uses a prancing horse as its logo?

17. In which city is the Harley-Davidson Museum located?

18. Which motorcycle model is known for its “under-seat” exhaust system?

19. What material is the frame of the Ducati 916 made from?

20. What does the acronym “ABS” stand for in motorcycle technology?

Answers on page 61

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Waihi and TREVOR BIRCHALL #4060 Thames Valley

Another quarter gone. Our branch seems to be in a really good place, we continue to get new members most quarters, mainly due to the Thursday rides I believe, and our Facebook page, which is used to publish all our events in the area works extremely well.

Thursday rides continues to grow in numbers and it is becoming harder and harder to keep everyone together. The other week I cancelled a ride at the last minute due to the weather, and only advertised a venue for morning tea. Six of us real motorcyclists turned up on our bikes and another seven turned up in their Tin Tops (cars). Thanks to Russel Lines who, more often than not, is our tail end Charlie, who started a discussion on trying to keep our group together. This went on for over an hour with everyone at the table having a say. Conclusions:

a) Have longer briefings, explaining in more detail where we are going and who is responsible for what.
b) Teach the new comers and, unfortunately, some of the old hands, how to do the basics like riding staggered on the long straight roads.
c) Make sure everyone understands if they are going to be up the front they are most likely going to have to mark a corner. And if so, they must stay there with their indicator

showing which way we are going until the tail end Charlie comes through. Oh yes, and have more corner markers.

d) Ask all riders to look in their mirrors and if they cannot see anyone behind, slow down and if that does not work, stop. Eventually the lead rider will have nobody behind him and will have to U-turn and go and sort out the problem.

e) Have more regroupings along the way. Lead rider pulls over and everyone stops until tail end Charlie rides past.

f) Make everyone aware, if anyone wants to pull out of a ride, they inform at least tail end Charlie and if possible the lead rider. If they know they want to pull out just a short way into the ride get in behind tail end Charlie right from the word go.

g) If we have to split into two groups and have two lead riders and two tail end Charlies — it was agreed even if the two groups rode different roads to get to our destination, who cares.

h) Possibly another briefing after lunch break etc.

A very good constructive meeting. As I am lead rider quite a lot I know with only six bikes behind I can count the lights behind me. Any more is almost impossible to count.

We did get to repeat the previous Thursday's ride, which was one of our

shorter rides, for me 192km door to door. We met in Paeroa and wound our way through back roads to Athenree for morning tea with 20 bikes in tow. From there Kerry told me about a ford he knew about, so while everyone was enjoying morning tea, the two of us investigated. Yes, it was rideable so Kerry led the group through it just cause we could. From there it was down to every beach between Athenree and Katikati, most being no exit roads, before finishing up at a private Military Vehicle collection. All I can add, was a great day out.

Our last branch meeting had twenty members attend and I understand most of the discussion was around what was discussed the week before at morning tea. Chris Brown our co-ordinator normally takes a ride before the meeting and I understand six riders enjoyed their morning out. If anyone is passing through Paeroa the second Sunday of the month we meet for lunch 1pm at the Paeroa RSA. All welcome.

Our dinner evenings seem to be growing in numbers with many newcomers joining in. It is always pleasing to see all the wives or partners attend these events. We had the wife of a new member join her husband on a ride and she felt guilty gate crashing a guy's day out. Not at all, I just wish more

wives or partners would join us on a more regular basis. You never know the conversation over lunch may be about the latest cooking program on TV, who knows?

I think for the future of the branch we need more weekend rides to attract some younger members who are in the workforce. All it takes is one person to put their hand up and offer to take a weekend ride and hopefully it would grow.

A big thank you to Cliff McChesnay for stepping up and organising all the Thursday rides while my wife and I were ambling around the Mainland. Not only did you lead the rides, they were all well advertised on our Facebook page. You are most welcome to take over my job, Cliff.

With our AGM coming up I feel it will be time for someone else to become Branch Scribe as someone else will write it in a different format which would hopefully bring more readers. Chris Brown I am handing over the reins to you now that you have retired.

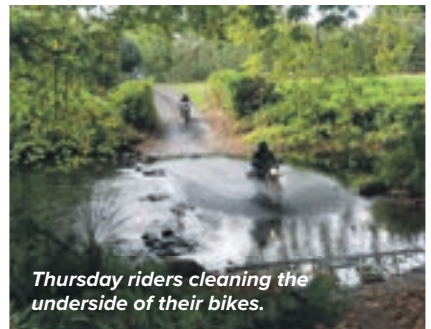
A personal note, thanks to Chris Brown our co-ordinator and Chris Batten who put my name forward for the Odyssey medal. It means a lot to me, not only for some of the things I may have achieved in our branch but also some of

the things I started in the Auckland branch like Twist & Turns and the 1st January ride, which are still going today. The work in establishing the Ulysses A Drill Team, I really say a big thank-you to all involved in the Drill Team over the years, not only for your dedication but your friendship.

Our skills certainly all improved and the camaraderie was fantastic.

No more Chris or Peter's should be allowed to join our Branch as it is getting quite confusing. 5 Chris's and 3 Peter's is quite enough.

TREVOR BIRCHALL #4060
WTV Branch Scribe.



Westland CO-ORDINATOR'S DISCOURSE



KERRY CHAPMAN #3443

Once again, the Westland branch has had a busy summer riding season, with five new members joining and various rides either north up the Coast Road, south down to Franz Joseph or Fox Glaciers, east up to Arthurs Pass or Otira, or around Lake Brunner.

These are the main destinations which are all on some of the top world bike riding routes. After being up north for the AGM, I am now very happy about the state of the roads in our area, even though they are not the best, they certainly are better than the upper North Island. Travelled from Auckland to Tairua, Te Aroha, and back to Vicky's place for the last two days of our week long trip.

One of the best parts of the AGM was

the venue. There has never been a venue like that in the many years that I have been a Ulyssian, Well done to the North Harbour Branch. Once again, the bike raffle resulted in a very happy Coaster, Congratulations to Dave Healy. I had a good ride over the hill (Alps) to witness the same enjoyment I had back in 2017 when I had the pleasure of receiving the keys to the bike of my choice. This year is a story for Dave to tell.

I have another bit of news which is at the other end of the riding lifestyle. It is with a heavy heart that I have to inform the club that when our youngest member on the Coast, Stephanie Bublitz #10642, went for a ride from home to Reefton, she encountered some road works. While

stopping at the traffic control point, she hopped of her bike and sat on the side of the road. The stop/go guy asked her if she was ok, and if she needed an ambulance. She told him to just give her a couple of minutes, then she had a medical event and passed away there and then. A private family service was held up north. Her little dog Cruise was with her and the family has taken Cruise back up north with them. This reminds us that there are ups and downs in the motorcycling world. Hopefully we all have more ups than downs.

Keep the shiny side up.

KERRY CHAPMAN #3443

Westland branch Coordinator.

southland "Scribbles"

ROSS L #1177

Hi all. Since the last report for the *Ulyssian*, branch activities have followed a familiar pattern with a mixture of social events and rides.

Our branch social events have continued to be well supported by members and guests. It has been pleasing that on some occasions

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past members have been encouraged to attend and share their experiences. Although we have some favourite dining spots, we have continued to try out some different options including a very successful outing to an Indian restaurant.

The advertised branch rides have again experienced mixed success with the unsettled weather pattern continuing to have an impact. However pleasingly, our March ride was very well supported, with the riders heading out to do The Southland 300 or "Henry's Tiki Tour". The ride was planned and publicised by two of our branch members who were keen to provide riders with the opportunity to enjoy our

less travelled Southland roads.

The lunch stop was made at the Waikaka Hotel, a location that a number of riders had not been to before. This proved to be a good choice — the group were made very welcome and the meals were excellent, so if you are in the area give it a try.

As we are now heading into winter, the majority of our activities will probably have an indoor theme. Traditionally a number of members put their bike registration on hold, however some 'true riders' will still be out on the good days doing what they enjoy.

Will close off for now, best wishes to all from the Deep South.

ROSS L #1177

Nelson nibblings

LORRAINE #1117

We are off to a great start for 2024.

Most of our awesome committee have stayed on, and our two recruited newbies are already showing they are great team players and are making suggestions and taking on responsibilities.

A big plus for me is that I now have a vice co-ordinator who has already taken on some major tasks, such as sifting through some of the long lost records, and unearthing important documents that had been created over the years and were thrown away by previous co-ordinators — for example the welcome booklet for new members which has everything they need to know about the branch. Plus an awesome pamphlet that we used to put on a plastic stand on the front desks of all bike shops. A lot of

work went into these when they were created years ago and it was a shame that they were “lost”.

Sometimes it helps to have an old co-ordinator with a long memory to come on board, to unearth some of this valuable stuff than can be used by the new branch going forward instead of reinventing the wheel, so to speak.

Obviously, there is lots of updating to do, but now there are a couple of us “oldies” and our new vice being very proactive at getting these up and running again.

We can very proudly say that we had a membership gain of ten this last year, despite losing 20 members. (Historically, the loss each year is around 30 members)

We have always followed up the “lost” members and are pleased to say

the reason they are not renewing is always nothing to do with the branch, it's just that their lifestyles have changed or they have moved.

Some of our newer members are incredibly creative, in that they are inventing and running rides with a difference. These challenge the logical thinking part of your brain as well as giving you a great ride in areas you normally wouldn't see.

We have also been doing quite a few rides where we meet up with the Marlborough Branch and enjoy lots of laughs. These guys have an endless supply of jokes.

I couldn't make it to the AGM but Peggy did a great job as my elected stand in.

Stay safe everyone.

LORRAINE #1117



Mussel Inn, Golden Bay, March 23.



Jolly Roger, Waikawa Bay, March 31.



Departing for Ulysses Marlborough Summit Helicopter Ride April 21.

Canterbury Capers

CHRIS CAREY #3497

**Dear Ed,
You bloody near caught me with my pants down with the deadline because it's been a busy few months, with much ado.**

Our branch AGM went seamlessly with all but one member standing again. Our sincere thanks to Thea Turner — who stepped down — for all the work she has put in over quite a few years, it went a long way to make this branch successful, diverse and most important, fun to be a part of.

I'm not going to say much about the Natcom AGM in Takapuna; there will be plenty of articles and social media posts about it, but suffice to say that Wayne and North Harbour really did undersell the venue when they simply called it a motorcycle shop. Because it was more than that! Talk about bike porn! I don't think I've seen a show room as large or as well stocked, as that of CycleSpot. I enjoyed the AGM and was particularly proud when receiving the Odyssey medal on behalf of our treasurer, Chris Groube. It is a thoroughly deserving recognition of his 16, nigh on 17 years, as our branch treasurer and committee member. He was totally unaware that moves were afoot and pretty much lost for words when I rang him later with the news.

On that note, it's also bloody good news to announce that our secretary, Debbie Macfarlane or 'Madame Secretary' as I call her, was elected to Natcom. Debs is fantastic, and along with Chris G, make up the glue that holds this branch together. She'll be a huge asset to Natcom. Not only that, hailing from Christchurch, she is the sole Mainland representative on the Natcom committee.

Also to receive recognition at the AGM was Bob Tanner. When he offered to be the raffle ticket seller, I replied 'knock yourself out'. Little did I know I'd unleashed a monster! Determined not to be beaten in the number of books sold by the Roto-Vegas mob again, Bob sold one hundred books! Despite his best efforts, no-one from Canterbury had the winning ticket; however as a consolation, the winner was from Hokitika. Taken by surprise, Bob was awarded the trophy at our last branch night.

Canterbury did well in the AGM general raffle prizes with Paul Schroeder taking home the Cardo helmet intercom, and Mike Dew an Alpinstar jacket. Thanks to Cyclespot for the fantastic prizes.

On Saturday 20th April, a number of local Ulyssians caught up with our president and Westland

co-ordinator at Trevor Pierce Yamaha for the presentation of a brand new Yamaha MT-07 to Westland winner, David Healy.

On Thursday 25th, we held our annual St John ANZAC Day ride. Following on from the favourable feedback in 2023, it was run as a poker run and well organised by Rob Craw and his team of helpers. While the monies raised wasn't known at the time I wrote this, I know from previous years that a lucky outlying provincial branch of St John will be pretty pleased with a sizable donation.

Planning is well underway for our Midwinter Christmas Dinner on the 11th of July at the Papanui RSA. The RSA go all out to make this an occasion, dressing the tables and the venue, plus serving up a great meal. With the branch subsidising financial members by \$15 per head, it's also a bloody cheap but great meal.

Sunday 21st April saw two rides where many Ulyssians participated. Initially it was the annual Ride of Respect, leaving from the Papanui RSA, and the Eric Woods

Memorial Ride. I managed to do both, heading to the RSA first for brekky and to pay my registration then shooting across town to the other.

Last but by no means least, the South Island Remembrance Service will be held on Saturday 28th September at 1pm at the Kaikoura Holiday Park, 34 Beach Road, Kaikoura. Be in to win if you want accommodation or camp sites as they go pretty quick. See the flyer in the newsletter and on the website.

And that, as they say, is that...I think.

Regards

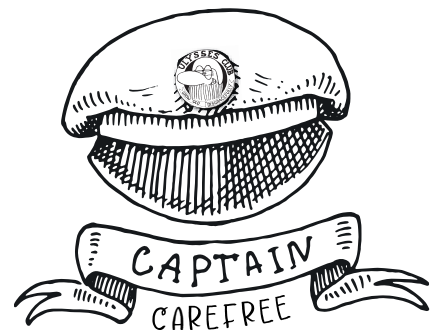
CHRIS CAREY #3497

Coordinator

Ulysses Canterbury Branch.

www.ulysses.org.nz/

canterbury



Marlborough Musings

JOHN (JG) SINCLAIR

We've enjoyed a cracker autumn and we're still enjoying it too.

Ride numbers remain at summer levels and some have been getting stuck into long rides. In my humble opinion, autumn is typically the best season of the year to ride. It's not too hot, there's rarely any ice and the colours are at their best.

Our mid-week rides have seen the numbers bolstered by half a dozen Nelson Ulyssians coming over. They've yet to say why, but we think they're here to enjoy the "Devotions." They've been told that they must contribute, so we will see. Both branches are planning a closer association which has got to be good.

April 21st saw us run our annual Rescue Ride, and this year we had some 92 bikes and well over 100 riders and pillions. We provided raffles and a BBQ and I have to make a real shout out to our members who worked so hard to feed the throng.

The loaves and fishers had nothing on these boys.

This year we decided to trial not selling badges, and there wasn't even a small ripple – surprisingly. There were two reasons. Firstly, when someone donates \$20 to the cause, \$6 or \$7 goes to the badge makers so, in this case, the Nelson/ Marlborough Rescue Helicopter Service would dip out on getting all of that \$20. And secondly, the reality is that it is impossible to guess the number of badges required so that if there's not enough, some folks grumble, and if there's too many, the club gets stuck with them. So, judging by this year's performance, it was a good decision. And we're making a donation to the rescue helicopter of \$1536.80. This is much more than we've seen in recent years, but then Andy Noble, our dedicated organiser, arranged perfect weather.

Lastly, as a consequence of

diminishing branch funds, our club requested a \$30 donation from members to restore our funds to pre-covid levels. Many have made this donation enthusiastically, but others have raised the question, why are we paying \$70 a year for a sub when our club gets no help from Natcom to help cover our running expenses. We have shared our thoughts with all the co-ordinators to see if other branches support the solution we are promoting.

Many of you will know Kelvin Watson, our co-ordinator. Kelvin #3602 has been visited by the big C and has stepped down from his Ulysses responsibilities in the meantime. We all wish him a steady recovery.

Get on the bike and enjoy great riding before we have to deal with gritted roads, ice and a low sun.

JOHN (JG) SINCLAIR
Vice Coordinator

Auckland Actions

NEVILLE KERR #4658

Well hello there, my first published branch news so here we go...

Auckland has had some great weather but rides have been down in numbers. I think it might be that people tend to look at the weather on their phones instead of looking out the window like an old farmer used to do — you can't rely on technology, it is never right. Social events have been well attended with a good turn out at the Christmas gathering at Goodhomes Bar and Eatery. 18 of us

enjoyed fine food and a lot of tales and bullshit...well you know what a few drinks can do.

We are looking at a lunch and movie night, which we have done before, it is a very enjoyable evening.

The AGM at Cyclespot was attended by a good bunch of Auckland members on Saturday evening. Two of our members, Jane and Terry, won best dressed; congratulations. I would like to say great job, North Harbour, really well done Wayne, got you

brother. Last Sunday three of us went for a wee trip to Karapiro to join up with Tauranga and Rotorua for lunch, it was bloody great to see you guys. The weather was great for us - but they got crap, sorry friends.

Will close now — one thing to keep in mind: let's be thankful for what we have, Anzacs gave us this privilege. Thank you.

NEVILLE KERR #4658
Auckland Branch President

Rotorua RAMBLINGS

SMILEY #10243

The past three months have been super busy in our Rotorua branch. Our rides co-ordinator Robert, along with the rides committee, have filled up the calendar with rides and regular get-togethers. We have been out in the country having BBQs, we have had a mix of short rides and long rides which are well attended.

In March some of us met up with the Taupo riders and followed Grumpy to Waitomo for an overnighter, the long way, including an awesome tunnel stop, at the beach, over kms and kms of...gravel!

Peggy O'Neal met us in Pio Pio for lunch and then headed to our Waitomo accommodation. Dinner at the local pub was interesting as we were sure we had stumbled upon Chris Luxon's brother. He confirmed to us he wasn't, but was a very helpful publican, ensuring everyone always had a full glass!

End of March we had our branch meeting and Eugene Berryman shared an amazing event that he will be competing in.

The Hoka Hey Motorcycle Challenge – 9400miles from Daytona Florida to Homer Alaska, through over 20 States and 3 Canadian provinces.

If only I had got that memo!!

Eugene and Kepa Morgan are - to the best of our knowledge - the only non-North Americans participating in this, the 10th running of the event.

Part of the challenge includes fundraising for a charity and Eugene will be supporting Waiariki Women's Refuge; see Eugene's notes below:

My fundraising campaign has three components:

A charity ride day, Saturday 11 May 2024, will be over by the time this goes to print, however you can still donate on the WWR Give A Little page.

Sponsor per mile during the event 1 cent per mile is \$94.00

0.5cents is \$47.00,

0.25 cents is \$23.50.

I would like to promote this on the Ulysses FB page if possible and will update during the event re progress. The bikes are GPS tracked so I may be able to share progress in real time.

Evening event in Rotorua including a presentation on the event and also logistics such as buying a bike in the USA, insurance, licencing etc.

Again \$20 per bike.

I am happy to be contacted if there are any questions, na Eugene #9353

Please reach out to Eugene to support him in this way cool adventure!

This is a pretty amazing event and all donations greatly appreciated in support of the Womens Refuge Rotorua. Good luck Eugene and Kepa

Looking forward to the next 'Tony Baker Challenge' to be hosted by WTV in the near future. This is always a great get-together with other branches who are up for the challenge.

We also have the Wairoa Clean Up weekend (Cyclone Gabrielle) on the agenda to head down there and help them out. Given the tools and things that we are taking, this will probably be a cage weekend. But it's about helping others and a cage works. If you would like to support this event

contact Smiley the Rotorua co-ord.

The month of April we headed to the Podium Café for a lunch to celebrate Christine Roe's 15 years in Ulysses. We presented her with an orchid pot plant and her badge, she was super stoked and surprised! Was great to have some other branch members sharing the day with us from Tauranga, Auckland and Waikato. So many people all talking at the same time, crazy good times.

You know it is hard to chat with everyone, as there are so many conversations to be had. So how wonderful that our Masquerade Ball Rally is coming up in June! At least this will give us some time to connect with other members, eat, drink and a whole lot of dancing, singing and good times to be had.

If you haven't registered yet, hurry up, or you will miss out on the fun. We promise that you won't go hungry, may not stay sober, could have sore dancing feet (and knees, back...) maybe lose your singing voice BUT the memories eh!!

Can't beat that.

There's more riding on the horizon, places to see, people to meet along the way.

Loving the positive vibes in our branch and the Ulysses as a whole. There are so many good people who are in this club, and why wouldn't you want to be a part of it!

Stay upright and see ya'll out there

SMILEY AND KEBIN #10243



North Harbour



WAYNE PAINTER
#1756

Due to the Hobsonville RSA being closed after bar manager Eddy had a stroke, our branch AGM was postponed until our May club-night, and this means I get to write my last NatMag report again.

Although I was initially disappointed with the registration numbers for the National AGM, everything worked out fine, as the smaller numbers meant less motorbikes to move at Cyclespot to accommodate the tables and chairs and a more intimate setting, where we were all surrounded by motorcycles of many different brands.

We set up Easter Thursday night, expecting to finish off on Friday morning. The National Committee arrived for their meeting and so did some motorhomes, which we parked behind Cyclespot. When we opened the doors at midday to let the branch co-ordinators in for the NatCom/co-ordinators meeting, other members arrived to check in — nothing like being early.

Friday evening was a fairly quiet affair with everyone catching up with old friends. We also learnt that Charlie

Brown #4 had come off in Kaikoura on the way to the AGM. In true Charlie Brown fashion, he was determined to make the AGM, so climbed on the back of his daughter's bike to continue the journey but after crossing over the ditch and a few more km the pain was too much. A friend went and picked him up and brought him to North Shore Hospital. Charlie had multiple broken bones but he was really disappointed the hospital wouldn't let him out for the AGM.

By 10.30pm Friday evening everyone had departed for their accommodation... wow, this meant an early night for the organisers who had to be back at 8am Saturday to set up for the AGM Meeting. Fortunately we had no remits to be voted on as we didn't have the required quorum. The meeting went well with no contentious issues, Odyssey medals were given out and North Harbour members were very proud when Niki Morrison's name was read out for an Odyssey Medal, well deserved.

Hopefully we will get a better turnout for the 2025

AGM being hosted by the Taranaki Branch.

On Saturday evening Billy's Kitchen dished up a great meal and after the usual thankyou's we moved some tables and chairs, then the band started up.

At 8.30 the National Raffle was drawn, Cyclespot are agents for nine brands and were able to line up along the front of the showroom 27 of the bikes available for the National Raffle. Unfortunately, the National Raffle winner is never at the AGM and when we phoned him he thought it was a hoax.

National AGMs seem to be quieter these days and members are drinking less, we were surprised how much low and zero percent alcohol we went through; people were also asking for low carb beers. We had to go to the supermarket to stock up at least twice and took back a lot of ordinary beers and wine; at least we didn't run out. It was all over by 11.30pm and everyone enjoyed the unique experience of having an AGM in a motorcycle shop and left with a smile on their faces.

We have to thank Grant Woolford, the owner of Cyclespot, for agreeing to allow us to hold the AGM in his beautiful showroom, thank you everyone who made the effort to come to this important club event, and of course thank you to all the North Harbour members who helped make this a special weekend.

Organising has already begun for our Ronald McDonald House fundraising ride on Sunday November 3rd, Datacom and Genetec are again going to be our major sponsors and we will have a good website registration page up and running in early September thanks to Datacom and Genetec. The North Harbour branch sponsor a family room in Ronald McDonald House Grafton Mews and we need a good turnout so we can continue to help the families of children in Starship Hospital. Please make every effort to support this fundraising event.

WAYNE PAINTER
#1756NZ



Wayne with a happy Niki Morrison.



Grant Woolford,
Cyclespot Owner.



Mal and Lynda Bain,
Odyssey Medall.



Trevor Birchall,
Odyssey Medall.



Niki Morrison,
Odyssey Medall.



2x past national presidents at
the AGM.



Saturday evening.



Saturday ride.



Taranaki News

BLAIR CAMPBELL #2772

Hi all, this is my account of the last few months that have been happening here in good old Taranaki.

We have held our local AGM and we still have Martin at the helm, but we, the committee, will be doing a lot more to help him due to his role in the next year's National AGM organisation. To start with a big thank you Martin for staying in the role, you are a massive asset to us, the Taranaki Branch.

Our branch has 11 in total on the committee this year and some of those are also on the AGM committee. This year also we are holding the Taranaki Energy Rally again so all in all a big year ahead.

Don't forget to set aside the weekend of the 11th to 13th April 2025 for the Taranaki-based National Ulysses AGM. Planning is

well on the way. We have already four registrations to date.

Taranaki had 16 members and partners attend the Auckland AGM; I am told they had a very good time and thought the venue with all the bikes was very good, well done Auckland. After the AGM, 12 continued on the week long trip all the way up to Cape Reinga, taking in some nice places. I am sure we will hear some interesting tales over time.

Our last Pie and Pint ride didn't happen - as Mother Nature had other ideas. Thank you Chris for being the organiser and riding up from Stratford in the rain, only to have to cancel. Our last summer luncheon BBQ at Betty and Jeff's place went well even though the numbers were down a bit, still good time of catching up. Thank Jeff and Betty.

The last monthly ride/drive for April was out to Whangamomona. 12 Bikes and a couple were two up.

Taranaki Energy Rally is happening again this year; get in early to book yourself a room because it will be as good as any we have held. The usual fun and banter will be as strong as ever. Hope to see you. This year Bill Kidney will be organising the entertainment. Good fun for all.

A group of Taranaki Ulyssians are heading over to Rotorua to participate in their Okataina Rally in June, I am sure we will get to hear some fun stuff regarding the Masquerade Ball.

We are going to try having a Coffee morning on Fridays at the Coffee Club in Fitzroy at 10.30am for those who are able to attend as a new event. Watch this space for

updates. The first time had eight turn up, looking good to continue.

We have one new member, that being Gavin Midgley #10643, welcome aboard.

Our monthly luncheon held at Stumble Inn continues to be of good value; numbers vary from ten up to 30-plus sometimes. Weather has played its hand on a few of our planned rides, one of the pie and pint rides had to be cut short (wet weather) but the BBQ at Newts and Hillarys place was worth getting a bit wet. Big thanks to Newt and Hillary for hosting the after ride BBQ.

Stay safe out there people and enjoy life as tomorrow is not guaranteed. Remember, some of us are old un-replaceable models. Stay upright.

BLAIR CAMPBELL #2772



Devonport on tour.



Relaxing after a long day.



Lots of bikes - Taumaranui overnighter.



Another successful Stumble Lunch.



New member Gavin Midgley.



Happy Ulyssians.

Wellington

Witterings

ROSS #8542

Since our Hanmer overnighter in January, we've had a mixed bag of rides and social catchups.

The Sunday morning coffee meets have continued to be popular with good turnouts at Compass Café in Seaview, and MC3 Collection and Café Racer in Upper Hutt. For many members who are short of time or wanting shorter rides, these are a great way to keep in touch. Weather permitting, post-coffee rides are organised with those who have done their chores.

The rides committee continues to look for different ways to tempt members out on their bikes for new roads and experiences. This is difficult for the Wellington Branch

as there are only two ways for us to go – SH1 and SH2. Any moderate distance rides involve up to an hour of 'commuting' before we get to the good bits.

We have referred back to rides from more than a decade ago (credit goes to John Maroulis for keeping the documentation). One of these was the SH2 Clayton's Ride where the goal was to cruise through the Wairarapa whilst avoiding SH2. Despite a few hiccups on the way, reports back suggest it could be a regular event (I missed that one – damned COVID!).

A ride to Castlepoint at the end of January was (wisely) cancelled at the last minute due to high winds.

A well-attended ride was to Martinborough for coffee, returning to watch the bucket racing at the Kaitoke GoKart track (I missed that one too – bike trouble).

Our mid-week 'Thermos and Bun Run' rides continue to be well attended (thanks to Pete Silverwood for organising these). A recent one had a small group of our branch joined (coincidentally) by a good-sized bunch of Kāpiti Branch riders at Makara Beach. It was good to chat with them, and there was consensus that we should try and coordinate more meetups. After Makara Beach, Pete led the Kāpiti riders up to the wind farm for a look around and to admire the stunning views back up towards Mana Island.

Mana Island from Makara wind farm



A recent visit to Das Bunker, a boutique military museum in Raumati, proved popular. Displays include all manner of military collectables – uniforms, helmets, firearms, books and propaganda materials. Well worth a visit if you are in the area and have an hour or two to spare. It's open by appointment only - look for Das Bunker Kāpiti on Facebook for contact details.



Dean on anti-aircraft gun



Wellington Free Ambulance donation

The branch recently reached a milestone with the 200th member on our Wellington branch Facebook group. The group has been running for nearly three years and continues to provide an easy way for branch members to keep up to date with rides and events. Although many on the group aren't paid-up branch members, it's an effective channel to promote Ulysses and to provide prospective members with a snapshot of what it looks like to 'grow old disgracefully'. It is also a great way to foster collaboration with other local motorcycle groups, family members, and members of other branches.

For more than thirty years, the branch has run an ANZAC Day fundraiser ride in support of Wellington Free Ambulance. Although numbers were down this year, we were still able to provide a donation of over \$3,000.

And finally, a personal observation. Susie and I recently spent ten days touring Tasmania (by car). So much history and what spectacular scenery! But also, what a stunning place it would be on two wheels! There were lots of groups of motorcyclists making the most of seemingly endless twists and turns. It's on my list of places to return to (on two wheels next time).

ROSS ALEXANDER #8542

Manawatu Murmurs

MURRAY CROSS #7908

The Manawatu Branch has had a quiet summer, just out on the road and enjoying the sunshine.

A senior member and past co-ordinator of the branch passed away in February. Lynn Southee was a great supporter of Ulysses and an avid rider who enjoyed long distance events like the NI800 and TT2000. He had also ridden a Gold Wing around Australia a number of times, and to Cape York on a trail bike. Lynn finally lost his long battle with cancer and several branch members were part of the motorcycle escort to his final resting place in the Rongotea Cemetery. Those that

knew him will remember his cheeky smile and love of life. Another member, Mike Harris, also passed away in February. Mike had been associated with Ulysses for 32 years but had suffered from poor health in recent years.

The February branch ride saw a large group of 17 bikes head up the Whanganui River Road and return via the Parapas. A cool beverage at the Rat Hole in Bulls finished off a great day out.

At the March branch meeting two long serving branch members were recognised. Val Ottaway was presented with her 35

year badge and Stephen Drysdale was belatedly presented with his 25 year badge. It is great to see these two stalwarts of the branch still involved and both attended the Ulysses AGM in the North Shore. It seems that the location (Auckland) and timing (Easter) keep a lot of people away from the AGM. Those that did attend enjoyed the social side of the event but not the dreaded Auckland traffic.

The branch ride in March was organised by Michael Dittmer and was a casual ride to Stratford for lunch and then a visit to the Pioneer Village to explore the old buildings and

artifacts on display. There were 5 riders from the Manawatu and two more joined in at the Whanganui stop. The route was mostly on main roads, but included a back road diversion to avoid Hawera and enjoy some corners. The weather gods smiled most of the time, despite some drizzle before things got underway from Michael's house in Marton.

The April ride was organised by Ron Mabey and involved back roads via Balance to Paihiatua and then Mangatinoka to Oringi before a fuel stop and regroup in Dannevirke. Around a dozen bikes and riders then set off eastwards



Branch ride to Stratford.



Backroads Retreads ride to Porangahau.

to brave the roadworks between Weber and Wimbledon before a photo opportunity at the Longest Placename and then on to lunch at the Porangahau Pub. Suitable fortified with big breakfasts and fish & chips, the group departed north, a regrouped again in Takapau. By now the rain had set in so the decision was made to abandon the back roads and return home via SH2. Despite the damp it was a good ride and tested the corner man system.

The branch AGM has been held on 1st May with most of the committee staying on for another term. Big thanks for all their efforts to make our branch relevant and an enjoyable organisation to belong to.

Ray Stephenson and Gavin Croad have been leading a number of weekday Retreads Rides for those retired members with time on their hands. They have ranged over lower North Island, causing some mayhem and consuming

a lot of pies and cups of tea. Howard Asplin has also instituted New Chums rides for newer, slower, or more laid back riders. These rides are generally shorter and slower paced than the normal branch rides. Both of these rides enable new or returning riders to find their feet without the pressure of keeping up in a larger group.

Les Maddaford and I are again organising a Distinguished Gentleman's Ride from Feilding as part of this worldwide charity ride. All rides are on the same day around the world, in this case the 19th May 2024. We have planned a new very scenic back road route, to be covered by classic bike with riders

in their best dapper clothing. This is a great cause to support by either participating or donating to the event.

On the people front, Penny Lloyd used the Leap Year to propose to our past co-ordinator John Brummit. While they have been together for nearly 20 years, Penny decided it was time to make things official. Clive Asplin (branch member and celebrant) officiated in a private ceremony at the

couple's home in a family occasion on Friday 22nd March.

The next big thing is our branch Mid-Winter dinner which is the social highlight of the year. The new committee will be meeting soon to develop the ride and social event calendar through to Christmas. Lots to look forward to.

Be safe on the roads.

MURRAY CROSS #7908

Manawatu Co-Ordinator



Eating is always a ride focus.



Relics checking out relics at the Pioneer Village.



Checking out a new CFMOTO.



Retreads Ride in Rangitikei assembling for lunch.

Hawkes



TONY HICKMOTT
#10416

Bay BUZZ



Last of the summer ride.

With the last warmth of the summer sun starting to give way to chill of the autumn we start to focus on the rides closer to home with a warm fire at our destination. The summer has seen some wonderful rides near and far with great company and banter along the way, this is why we belong!

Hawkes Bay branch has had a full schedule over the last few months having held its rally in February at Mangatapopo camp after a number of years off the calendar, having been planned and organised by Mac and the committee along with the assistance of other members.

It was with great anticipation that we headed from Hawkes Bay over the hill.

And it didn't disappoint. It was a brilliant weekend with great attendance from the Hawkes Bay members and also those from other regions. With a meet and greet on the Friday afternoon as people started to drift in from their locations there was a great selection of bikes, campers, and assorted vehicles that had gathered by the end of the day.

Saturday dawned to a warm sunny day and after a breakfast fit for kings it

was time for a ride around the region with a couple of options scheduled for the road bikes and dirt bikes.

Our capable lead rider for the day was Craig



Petherick with Mike Shaw leading the trail ride. It was off to explore the central plateau region, with our first stop at the Whakapapa ski field with its magnificent views across the region and a good spot for the first of many photo opportunities.

Then a second stop was scheduled to visit an iconic NZ location, Smash Palace, to wander the vast property of slowly decaying cars, bikes and all manner of machinery with some fond memories of

long-gone vehicles owned by members being shared with each other, and also a chance to talk with the owners.

Then back on the bikes to make our way to Ohakune to taste a selection of the famous pastries at the local store. These did not disappoint. We saddled up again to head on the remainder of the ride, which took in some beautiful scenery and some of the best roads I have ever ridden.

Saturday evening was full of merriment and talk of past rides and old friends, along with a hotly contested auction of items donated to the club after we had all enjoyed another meal that was simply brilliant. Sunday brought an end to the rally and it was time to bid farewell to new and old friends and make our way back to the Bay.





Being my first club rally, I can say that it won't be my last and I look forward to attending Rotorua's Rally along with other members from our branch.

With the National AGM and North Harbour's rally being held at the superb location of Cyclespot store, it was without doubt a must do event, so Trevor, Mac and myself loaded up the bikes for another adventure to attend the rally, with Dennis coming along in his toy hauler and Mike arriving via another route. Tim, having to work in the morning, rode up in the afternoon with Mike Dew. It was a good turnout from the Bay's membership, the weekends event was well supported even though numbers were down from last year. It was a brilliant event put on by passionate people who embrace what it is to be a Ulyssian.



It was my great pleasure to be in attendance for the presentations of Odyssey medals to some well deserving people who continually give back to their region and the organisation as a whole. With AGM completed and the National Committee in place, it was onto an evening of food, drinks and good music. I look forward to attending next year's rally in New Plymouth with myself and other already booked in.

Along with the many Sunday club rides we have enjoyed this summer and the Tuesday night Diet Club Nights, the branch has recently participated in the annual Remembrance ride hosted by a local club in which funds are raised for local RSA clubs. This is a wonderful day's ride with a poignant moment to give respect to those who have served.

We have had the great pleasure to honour those members in our branch celebrating their 35-year memberships, with members receiving their badges. It's a great achievement by these members and a testament to

the bonds of friendship created in this club to keep people involved. And we also acknowledge the ranks of new members joining which keep these traditions alive with the likes of my son Ethan joining the club and currently having the honour of being the organisation's youngest member, along with a number of younger members recently filling in their application forms.

At the same time, we remember those who we have lost.

Those members who have left us with memories of laughter, good chats, great company and big hugs. We lost three of our number in the recent months with the passing of Maureen Spicer, Bear Harris and Gary Partridge. They all added to the club, each in their own way, and each will be fondly remembered by all who knew them.

We will have in an upcoming club newsletter a memorial article that will pay respects to each of them.

Even with the weather turning cooler it's not time to park the bike in the shed but to layer up with thermals and a warm top



under the leathers and embrace the challenges of riding through autumn and into winter. With more rides and events to attend in the coming months there is plenty to keep you occupied.

Be safe and enjoy!

TONY HICKMOTT #10416

Kapiti Kapers

PAUL NEES #6782

We think it's great for our club to get out into our community! And thanks to Barry Brown #8485, we recently did just that..and successfully too.

Barry volunteers at Reevedon Home and Retirement Village in Levin. This involves turning up, keeping residents company, helping them out and much more. The management know he is a keen Ulyssian and, in March, asked him if he might find a few members to bring their bikes to show. So, we did. There was a great Monday morning turnout of 11 members on various types of machinery. We met at Kiaran King's home so we could ride and arrive en masse. The rumbling engines made a collective entrance into Reevedon's parking area, with both residents and staff watching us arrive.

Then we learned that they had cleared space in their activity room and wanted the bikes brought

inside. So, we obliged! Up the ramp, through the doors and we parked up. Some of the residents had ridden bikes back in the day and were really interested in the modern bikes that had invaded their area. Others had a keen interest, and some even fancied a ride. Some of the staff were riders or pillions themselves. There was animated discussion and much reminiscing over morning tea. It was great to bring a smile to the residents' faces and fantastic to meet everyone, including 105-year-old Win, and Bill Hodge who didn't take much persuading to sit on a bike. A splendid time was had by all!

We seem to have had a bit to do with Waikato Ulysses of late. I recently received a phone call from one of their members, John, who was riding to Wellington because his wife had a work conference in the capital. Any excuse for a ride! John was looking for something to do

on the Saturday of the conference and it happened we were off to Castlepoint that day. John agreed to meet us just outside Levin and accompanied us to the coast. For his trouble, he got a wasp inside his helmet. A quick stop dealt to that, the wasp was sent packing (John wasn't stung) and we had lunch by the sea.

A group of us also met up with some Wellington riders at Makara the other week. It's always a pleasure to meet up with members from other Ulysses clubs on rides. It reminds us we must do more together.

The Wairarapa area is a happy hunting ground for our club. And the Featherston loos are a must for a relief stop after the zip over the Remutakas. We are well-used to this and know the area well!

Ride safe. Take care.

PAUL NEES #6782



105-year old Win talks bikes



Bill Hodge relives his riding days



John, from Waikato, at Castlepoint with us



Roger Bergin #10242 loitering, but photogenic!

Otago OPUS

MIKE #7808

Summer has come to an end and the chill of autumn and winter has arrived. Hardy souls will continue to venture out, but many bikes will be put on hold for coming months. Coffee mornings and some rides will be scheduled for the winter months. The motorbikes pictured are from a recent Otago ride north of Dunedin.

At the end of March, five Otago members rode up to the North Shore for the 2024 AGM & Rally. We understand that they were the only five from all southern branches. Those members advise that they enjoyed the long ride up and back, along with the rally itself, although with only 160 in attendance

the turnout, given the high membership numbers in the upper north, was disappointing.

But not everything went smoothly on the ride up, with member #4 Charlie Brown unfortunately coming to grief on the Kaikoura Highway. Even though he was injured, such was his determination to make the AGM and rally that he pillioned northwards to make an event that he had never missed in 34 years. He was admitted to North Shore Hospital just along the road from the rally venue, however he was not released due to his significant injuries. You are a legend Charlie.

MIKE #7808





from the **Far North**

VANESSA GRAY #9802

Hi all from the Far North. I am pondering what we have been up to over the last few months of summer so here goes.

We have been blessed with a great run of fine weather over the past few months, a couple of mucky days but, fingers crossed, the fine weather continues.

As usual lots of good riding, laughter and camaraderie. Some good rides with great turnouts have been had over the past three months or so, with good food and company. On those clear sunny days when we are up north of Whangarei, an obligatory stop gets made at Paihia for an ice cream on the waterfront.

The beginning of March

saw us tentatively introduce a monthly Twilight Ride for during the daylight savings months. We decided to make this the first Thursday of the month and had two well supported rides leaving at 5.30 pm and ending up at a country pub for a meal. We had seven riders turn out for both Twilight Rides prior to daylight saving ending. Non riding members met us at the venue to join for a meal and a bit of a yarn. The two trial rides proved to be a success so we look forward to adding this as a regular event when daylight saving rolls around again in September.

Over the winter months this switches to a monthly social evening at the

Kamo club being the third Thursday of every month. The Quiz Team will also be another regular feature over the winter.

The Baton Relay last year saw us develop a good relationship with the local Bunnings, where we did a fundraising BBQ along with a display of bikes. As a result of that we were invited back to do another display for their Christmas family event which we mentioned in the last edition. These events proved very popular so we were invited back once more to their Easter customer family event. This was again very well supported by our

members and enjoyed by the kids in particular. Noel bought along his dog in the side car which was a great novelty.

A big welcome to the new members we have gained over the last few months, it's great to see some fresh faces on the rides.

VANESSA GRAY #9802



COFFEE BREAK

SOLUTIONS

XWORD

SUDOKU

ANSWER TO PUZZLE NO. 157

D	W	E		S	B	E	S		K	N	E
W	E	D		U	S	E	D		S	E	L
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ANSWER TO PUZZLE NO. 901

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

TRIVIA ANSWERS

- Ducati
- To reduce unwanted oscillation or wobble
- A type of customized motorcycle styled after the fast bikes used to "race" from one café to another in the UK during the 1960s
- Riding between two lanes of traffic
- Triumph
- Ana Carrasco
- Suzuki RE5
- Mattighofen, Austria
- It has a straight-six engine
- India
- Off-road motorcycles
- Vincent HRD Series C
- Supermoto bikes are a blend of dirt and street bikes, while motocross bikes are strictly for off-road use
- Honda
- Saddlebags or side cases on the sides of a motorcycle
- MV Agusta
- Milwaukee, Wisconsin
- Honda CBR1000RR
- Tubular steel
- Anti-lock Braking System

PRODUCTS



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Get the benefits of high vis in a minimalist package. With slide adjustment for a perfect and controlled fit, robust clip fastening a reflective details, the Triumph Bright Brace helps bring increased night time visibility without the bulk of a full vest.

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Premium Protection for Your Ride

Discover the perfect blend of style and functionality with our Harley-Davidson motorcycle covers. Starting from \$180, each cover is designed to meet the specific needs of your bike, ensuring it stays in top condition, rain or shine.

- Tailored Fit: Our covers are custom-designed for Harley-Davidson models, ensuring a perfect fit that keeps out the elements and prevents wind damage.
- Selective Features: Choose what's best for your Harley:
 - > Breathable Fabrics: Ideal for keeping your bike dry and preventing moisture buildup, perfect for indoor use.
 - > Waterproof Variants: For ultimate outdoor protection, select our waterproof covers that guard against rain, snow, and dust.
 - > Lock Access Holes: Available on select models for added security, helping to keep your cover in place and your bike secure.
- Easy Use and Storage: Lightweight and durable, our covers are easy to use and come with a storage bag for when not in use.

Invest in Quality

Your Harley deserves the best. With features tailored to suit your needs, our motorcycle covers offer premium protection, ensuring your ride is always ready and in prime condition. Choose the cover that matches your lifestyle and enjoy peace of mind, knowing your Harley is well-protected.

STARTING AT

\$180

\$45 WOF SPECIAL

Secure your ride's safety with our \$45 Warrant of Fitness special. Comprehensive, expert checks ensure you're road-ready. Book now—spots are limited! Don't compromise on safety or performance. Book your \$45 Warrant of Fitness today!

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ADMINISTRATION:

P O Box 40218,
UPPER HUTT,
5140

Debby Morgan

**0800 ULYSSES
021 072 3636**

admin@ulysses.org.nz

AUCKLAND

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

NEVILLE KERR

15 Treagon Place,
Papatoetoe, Auckland 2025.
auckland@ulysses.org.nz
027 307 1088

AUCKLAND N.HARBOUR

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

JOHN SHEARER

12 Poaka Place, Beach Haven,
Auckland 626
Ph 027 482 2565

BULLER

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

TREVOR TAYLOR

132 Peel Street, Westport 7825
021 271 2846

CANTERBURY

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

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

TONY HICKMOTT

507 Hastings Street South,
Akina, Hastings 4122.
hawkes.bay@ulysses.org.nz
027 432 2362

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-ANN 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.

BART RHODES

2 Anna Place, Hilltop,
Taupō 3330
Ph 027 522 7866

TAURANGA

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

MARIUS (SWANIE) SWANEPOEL

87 Stableford Drive, Pyes Pa,
Tauranga 3112
Ph 027 5194 554

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,
Whitiara, 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 JEREMY NEWELL

226 Pohutukawa Ave,
Ohakana Island, Ohope 3121
Ph 022 625 5935



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



JUST FOR FUN



IT'S BETTER TO
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A SENSE OF
HUMOR THAN
TO GROW OLD
WITH NO SENSE
AT ALL



"I'm looking to buy a motorcycle that makes me look cool, young, attractive, thinner and lowers my cholesterol."

TODAY I'M DOING NOTHING, BECAUSE I STARTED DOING IT YESTERDAY AND I WASN'T FINISHED



...AND I'M NO QUITTER



The fitness trainer asked me, "What kind of a squat are you accustomed to doing?" I said, "Diddly."

UPCOMING RALLIES

PG 67-71

Auckland Rally "River Meets the Sea"

Okataina Rally "Masquerade Ball"

North Island Remembrance Service

South Island Remembrance Service

Taranaki Energy Rally "Back to Basics"

ULYSSES AUCKLAND RALLY "RIVER MEETS THE SEA"

FRIDAY 15 - SUNDAY 17 NOVEMBER 2024

**PORT WAIKATO SCHOOL CAMP,
PORT WAIKATO-WAIKARETU ROAD, PORT WAIKATO**

On-site registration opens Friday 4.00pm

NO PETS ALLOWED ON SITE

FACILITIES: Bunkrooms, Tent/Camper etc.

Hot showers, toilets, tea, coffee and baking available at no cost.

Eating utensils, cups, plates and cutlery supplied.

BYO bedding and alcohol/mixers please.





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) <input type="checkbox"/>

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.

NORTH ISLAND *Remembrance Service*

**Saturday 10 August 2024, 2:00 pm at Great Lake Centre, Taupo
(Tongariro North Domain, Story Place, Taupō)**

Ulysses Auckland Branch, in association with Ulysses Taupō Branch, invite all Ulyssians to come together at our annual Remembrance Service and remember members who have passed away.

If you intend on staying in Taupō, please make your own accommodation arrangements. Evening meals are available at the Taupō Cosmopolitan Club. An organised social event is intended for the Saturday evening. Once planning is finalized, details will be available on the Auckland Ulysses website.

Badges and patches will be sold on the day, both at the morning organised Taupō ride and at the venue. Hot drinks and biscuits will be available in the main foyer on your arrival in the afternoon. A donation will be appreciated.

The Remembrance Service starts at 2pm, please be early so you can be seated in the hall before that time.

A group ride may be planned on Friday 9 August from Auckland to Taupō. Visit our website www.ulyssesauckland.org.nz for updates on this.

A formal ride of respect through Taupō will be held on the day of the service. All ride details will be available in the Newsletter and website closer to the event.

Please plan and keep the weekend of the 10-11 August 2024 marked for this enduring annual event.

For questions, please contact Auckland Branch President Neville Kerr, or Peggy O'Neal. Please also keep visiting our website www.ulyssesauckland.org.nz for further information.

To help you book your branch Remembrance Service calendars in the future, the North Island Remembrance Service is in Taupō every second Saturday of August.





South Island Remembrance Service

Hosted by Canterbury Ulysses

Kaikoura Top 10 Holiday Park, 34 Beach Road, Kaikoura

1pm, Saturday, September 28th, 2024



We have the use of the conference facilities.

Afternoon tea and non-alcoholic drinks will be provided after the reading of names.

Later on after dinner, an 'after match function' for recovery and rehydration will be held in the TV lounge. Members are asked to BYO a plate and whatever type of plonk 'tickles ya fancy', to put the world to rights whilst striving as best we can to get back to core values by behaving disgracefully.

Those whose names have been read out would expect nothing less of us.

Punters are urged to book accommodation, tent sites, etc at the Top 10 sooner rather than later. For bookings: 03 319 5362, or email: reception@kaikouratop10.co.nz and use Ulysses as the reference.

Ride badges are \$20 and must be paid for online. Email Debbie Macfarlane at canterbury.sec@ulysses.org.nz and she'll take your order.

Online payment to:
Westpac 03-1594-0041946-00. Please include your name and 'Rembadge' in reference fields.



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

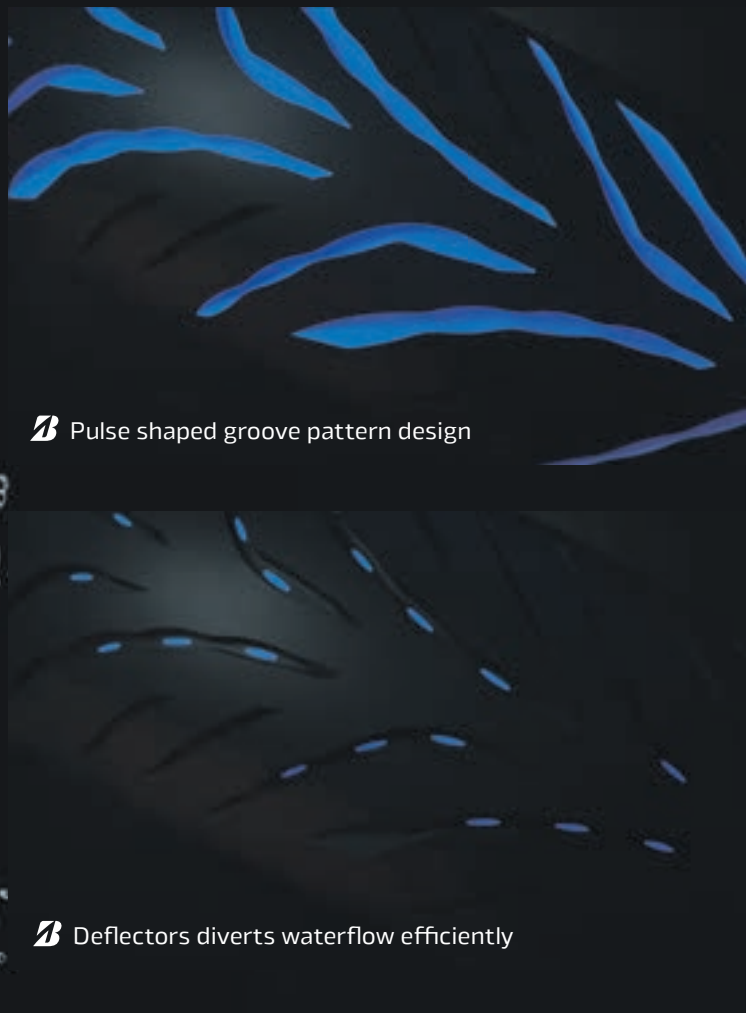
SIGNED _____ DATE _____

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

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