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Ulysses Club of New Zealand Inc.
National Committee members

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ULYSIAN SUBMISSIONS

SUMMER | DECEMBER 2026

Booking/Copy (editorial) Deadline |

Monday November 2nd, 2026

Advertising Material Deadline |

Wednesday, November 11th, 2026

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



COVER PHOTO: Read about The Crazy Himalayas 2026 Tour
by Captain Carefree #3497 on Page 16



Letter TO THE EDITOR

Bravo to Natcom
for the diplomatic
response to the
dilemma raised by
Ryan Lock in the
latest magazine.

Glad to see that
the "Wisdom of
Solomon" still lives.

Cheers,
MICHAEL YOUNG
#2935

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Administration/Membership/Gear:

Gemma Peyerl, PO Box 55 Inglewood, 4330

Ph: 021 072 3636

Email: administration@ulysses.org.nz

Keeper of the Remembrance Book:

Peggy O'Neal #2849

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1/70 Haycock Avenue, Mount Roskill, Auckland 1041

Website Queries:

Tony Hickmott: com.2@ulysses.org.nz Ph: 027 432 2362

Or Gemma Peyerl: administration@ulysses.org.nz

Ph: 021 072 3636

Club website: www.ulysses.org.nz

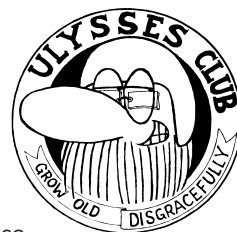
Ulyssian Magazine Production:

Publisher/Editor: editor@ulysses.org.nz

Advertising **Email:** advertising@ulysses.org.nz

Design: Beacon Production

Printing: Beacon Print



A man in a black leather jacket and dark pants stands next to a red motorcycle. The motorcycle is a cruiser style with a large headlight and chrome accents. The background shows a cloudy sky and a road.

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PRESIDENT'S REPORT

SUZIE
PENTELOW
#8532



Hi everyone!

Winter has certainly been putting on a show lately—wind, rain, hail, snow and occasionally even some SUNSHINE... sometimes all before lunchtime! It's great to see so many rides still happening despite the weather.

It's also MAM!! Last September, for the first time, many of our branches partnered with ACC's Ride Forever to support **Motorcycle Awareness Month (MAM)**. Ride Forever recently thanked Ulysses for the important role our club is continuing to play in helping promote their rider safety events.

This September, even more branches are getting involved and Leigh-Ann has provided an update on page 17. If you'd like to take part, check with your branch committee to see what's happening in your area and help promote rider safety while showcasing your local Ulysses branch.

Andrew and I were in Auckland during the big **Rego Protest Ride** in May, so we went along to watch and I filmed the procession. Twelve minutes later my arms were sore from holding up my phone with one hand and waving with the other! It was an impressive turnout, with over 1000 bikes of all brands. You may have seen the video, as I uploaded it to the MAGNZ Facebook page.

Whether or not protest rides change anything is open to debate, but they certainly raise awareness. I ended up chatting with a bystander about why riders are concerned about rising Rego costs, proving that events like this do get people talking.

You'll find a copy of our new guide, Behind the Scenes: How Your Annual Ulysses Subscription Is Used, on page 7. It was created to help

Coordinators answer the common question, *"What do I get for my \$70 annual subscription?"* We thought members might find it interesting too.

The guide isn't intended to be a detailed financial breakdown. Instead, it gives a simple overview of the main costs of running our national club and how members' subscriptions help cover them.

If you'd like more detailed financial information, you'll find it in our Annual Financial Reports. The figures in the guide are drawn from different years to better reflect typical operating costs, as some expenses varied e.g. during the changeover to a new National Administrator.

Partner Name Badge Promotion.

This great idea came from one of our members, and we're pleased to support it.

We all know how helpful name badges are at club events to support getting to know each other, so during August and September we're offering **half-price name badges for partners.**

If you'd like to order one for \$7.50, simply let your Branch Coordinator know, complete the order form, and make your payment. Orders will be delivered to branches at the Coordinators' Meeting in October. All orders need to be placed through your coordinator, as postage for individual badges is currently \$7.

Our **Facebook survey** for non-members in early July saw us get 55 responses with 8 possible new members for the Club. There were lots of comments made to the questions we asked and these are currently being sifted through to see how we can respond. One response to our first question **'If there was anything that would make you more likely to join your local branch, what would it**

be? was "If I was approached I would join". This is a great reminder to be proactive and that some people are just waiting for you to invite them.

Late last year we were approached by the **FoMC (Federation of Motoring Clubs)** with an invitation to join them. After much investigation about them and their intention to develop a new motorcycling sub-group, we joined in June this year. For those who haven't heard of them, they are an alliance of motoring clubs who have a significant lobbying voice to parliament. I have provided more information about them on page 16.

We always say that Ulysses isn't a lobby group, (and frankly – as a volunteer group we just don't have the time or resources) but with the FoMC invitation and the current Rego issue, we felt it was timely to join an already established collective voice to get ourselves heard.

Lastly, were you able to attend one of our Remembrance Services? By the time you read this, the North Island service will have been held, but there may still be time to attend the South Island one. These gatherings are a special opportunity to remember and honour the members who rode before us. Each year, the list grows a little longer with the names and faces of friends we've laughed with, shared stories and adventures with, and been proud to know. They may no longer be riding beside us, but they will always remain part of our Ulysses family and our shared history.

Look after yourselves and each other,

SUZIE PENTELOW #8532

National President
Ulysses Club (NZ) Inc
027 412 0913

Behind the scenes:

How your annual Ulysses subscription is used

Running a national club involves many activities and costs that aren't always visible to members. While you may see the benefits and services provided by your local branch, there is also a great deal happening behind the scenes to support the club nationally.

To help make this clearer, we've prepared this guide showing some of the key costs involved in running the club and an indication of how membership subscriptions contribute towards them. The figures are based primarily on 2025 costs, with some 2024 and 2026 costs included where appropriate, and are intended to provide a general overview rather than an exact accounting.

Your National Committee continually reviews opportunities to reduce costs and improve efficiency. Recent initiatives include discontinuing the Club's 0800 number and removing the annual auditing requirement.

Annual costs for the club. Some are obvious and seen by everyone, such as the <i>Ulyssian</i> magazine. Others are not so obvious, but most members know about them, such as our paid national administrator, service awards, Remembrance Services, and Coordinator/Natcom events. Lastly, there are the items that members only see on our financial reports, such as insurance, ICT and admin costs etc.	Costs We have mostly used costs from 2025. For some items, we have used 2024/26 costs. These are indicated with **.	Per member amount (based on 1621 members) E.g \$36,362 for the <i>Ulyssian</i> divided by 1621 = \$22.43	\$70 Member Annual subscription The club gets \$60.87 after GST is removed from your sub. \$60.87 is the starting point. Below I have subtracted each item as we get to it. E.g \$60.87 - \$22.43 for the <i>Ulyssian</i> = \$38.44. We can watch the \$60.87 go down as it gets used.
Ulyssian Magazine	\$36,362	\$22.43	\$38.44
Bi Annual Lower Hutt Coordinators weekend - (Travel, Accommodation and meals for branch coordinators & Natcom)	\$7,287	\$4.49	\$33.95
Remembrance Services	\$1,250	\$0.77	\$33.18
Administrator (based on 2024 as extra costs incurred with 2025 Administrator change) **	\$31,014	\$19.13	\$14.05
Natcom expenses - (National Rally and AGM meetings x 3, travel, accommodation, branch occasions)	\$5875	\$3.62	\$10.43
Website - (plus hosting & modifications)	\$1,976	\$1.21	\$9.22
Mail Chimp - (Member communication)	\$1,150	\$0.70	\$8.52
Xero - (Club accounting system) & Bank Fees	\$658	\$0.40	\$8.12
Club Liability Insurance	\$3,144	\$1.93	\$6.19
Internet & computing (Database, Zoom, Microsoft 360)	\$686	\$0.42	\$5.77
National Rally & AGM weekend - (costs involved with the admin and running of the three rally meetings)	\$4132	\$2.54	\$3.23
Telephone (National Administrator) **	\$120	\$0.07	\$3.16
Stationary & photocopying	\$408	\$0.25	\$2.91
Office rent (National Administrator) **	\$1200	\$0.74	\$2.17
Legal expenses	\$878	\$0.54	\$1.63
Odyssey medal \$(0 awarded in 2025)	\$0	\$0	\$1.63
Life medal \$160.00 (1 awarded in 2025)	\$160.00	\$0.09	\$1.54
New member license plate surround & lanyard	\$1376	\$0.84	\$0.70
Post & courier **	\$1500	\$0.48	\$0.22
Total left of a \$70 sub after GST and costs			\$0.22
Other financial Information members might find interesting reading			
Long service badges (Estimated, as each year will be different)	\$2,800	\$1.72	Just for member information. Not in the above numbers for 2025, but will be from 2026.
FoMC membership (Federation of Motoring Clubs annual sub)	\$1,838	\$1.13	Just for member information. Not in the above numbers for 2025, but will be from 2026.
Note - Odyssey & Life medals (In 2026 1 Life @\$190 and 5 Odyssey medals @\$390 were awarded)	\$2140.00	\$1.32	Just for member information. Prices have increased
Other Income streams for 2025 - (Term deposit interest and AA Insurance Sponsorship)		\$14,865	Income in 2025 other than member subs.
MAM subsidy (Paid to branches who participated in Motorcycle Awareness Month 2025)	Costs covered by accumulated funds		Just for member information.
Rider safety & training (Training days, hi viz vest subsidy, first aid kits, israeli bandages, safety devices)	Costs covered by annual bike raffle ticket sales		Just for member information.
PR items (flags, posters, flyers, business cards etc)	Costs covered by accumulated funds		Just for member information.

VICE-PRESIDENT'S REPORT

CRAIG MOODIE #8602



In last issue of the *Ulyssian*, I mentioned that we might be offering \$20,000 towards a bike of the winner's choice. This became quite a difficult option in order to satisfy the requirements to obtain a Gambling Licence. After a great deal of thought and many phone calls, I realised this was not the best option. The financial viability of our raffle also depends on discount deals with motorcycle suppliers to ensure we make enough profit from the raffle to raise money for our rider safety fund.

2nd and 3rd Prizes

Over the last few months, I have been working with suppliers and have managed to get a great array of brands and motorcycles available to be part of the raffle. Also well done to Tony Hickmott, who has come up with some sponsorship deals and has managed to get sponsorship for a second prize of up to \$1500 toward the purchase of a Shoei helmet and third prize of \$1000 towards a Richa motorcycle jacket.



Our thanks to Whites Powersports for their generous sponsorship

The bikes on offer

Last year's winner selected the Triumph 800 Tiger and Andy negotiated with the supplier to upgrade to the 900 model, with the cash difference being paid by the winner. Although this is not always possible, it is very likely that the winner of this year's raffle could also upgrade to a premium model.

Because of this we have deliberately got a wide range of brands this year. This opens up the opportunity for the winner to select the brand of their choice and possibly upgrade to a top end motorcycle of their dreams if they wished.

We have also endeavoured to cover a range of bike types: adventure, street bikes, sport bikes, dual purpose, cruisers, tourers, LAMS bikes, classics and even a quality scooter. Hopefully we have something for everyone. There is also some flexibility to change the spec of the bike to a more optioned version etc. If the price is more, a payment for the difference would be required.

Ticket numbers

With every year that goes by, the prices of bikes are rising and this erodes what we can offer. To counteract this we have raised the number of tickets for sale to 3000 x \$10 tickets with five tickets in a book. This has enabled us to maintain and slightly improve the quality of bikes on offer for the raffle over previous years.

Should the winner select the most expensive bike, combined with the second and third prizes, the value of what is being offered actually exceeds the value of the ticket take. However, we maintain a profit due to sponsorship and discount deals. Also operating costs are kept to an absolute minimum.

This is our raffle and all benefits go to the winner and the Ulysses club. In order for it to be a success we need to sell all the tickets and with the increased value we are getting this year, it is excellent value and we would encourage everyone to get on board and buy tickets.

If we don't manage to sell all the tickets within Ulysses branches, we will be forced to sell them outside of our club family, so I would encourage everyone to purchase more than they normally would. This will ensure our raffle survives and maintains the great value it offers to our club. Similar large raffles are charging \$20-\$50 per ticket. We have kept the raffle at \$10 as we understand some can genuinely only afford one ticket, however I would encourage you to buy a book for \$50 this year if you can, as this will be a great support to our safety fund.

Ticket Sales

If everything goes to plan, we can start selling tickets early November.

From November through to February tickets will be available from your Branch co-ordinator.

In the first instance please purchase your tickets from your branch coordinator. If this is not possible tickets can be purchased directly from me. If tickets are purchased through me and you want to receive the paper tickets, you will need to include postage with your online payment. Alternatively, we will photograph your tickets and email the pics to you.

The full details of how to obtain tickets will be sent out in October. If you have not received any information by November, please Email me Vice.p@ulysses.org.nz

Cheers,

CRAIG MOODIE #8602

National Vice President

Below are the links to the websites which have information on the available bikes in the raffle. Have a look (drool)!

<https://continentalmotorrad.co.nz/>

<https://www.cfmoto.co.nz/range/motorcycle>

<https://www.hondamotorbikes.co.nz/>

<https://www.husqvarna-motorcycles.com/en-nz/models/naked.html>

<https://www.kawasaki-motors.co.nz/en/motorcycle.html>

<https://www.ktm.com/en-nz/models.html>

https://www.motoguzzi.com/nz_EN/models/

<https://www.suzuki.co.nz/motorcycles>

<https://www.triumphmotorcycles.co.nz/>

<https://www.yamaha-motor.co.nz/products/motorcycle/off-road/adventure>

<https://www.yamaha-motor.co.nz/products/motorcycle/road>

2027 PROPOSED MOTORBIKE RAFFLE

Drawn on Saturday, February 20th, 2027

At: The Great lakes Centre, 5 Story Pl, Taupo.

1st PRIZE Choice of new Motorcycle (from list below)

2nd PRIZE Shoei Helmet Value up to \$1599.99

3rd PRIZE Richa Jacket Value up to \$999.99

Lottery Starts: 7 Nov, 2026 **Lottery Closes:** 13 Feb, 2027

Lottery Drawn: Between 7.30pm and 9.30pm, Saturday 20 Feb, 2027

Method of Draw: Ticket drawn at random from barrel under Police supervision

Results Published: NZ Herald & The Press, 5 March, 2027 & Ulyssian, June 2027

In the event of cancellation: This will be published in the NZ Herald and The Press on 25 Feb, 2027

LOTTERY — Licence application currently in progress with Dept of Internal Affairs.
PO Box 10095, Wellington 6143. Phone: 0800 257 887

ORGANISER

Craig Moodie #8602NZ | M: 021 797 487

278 Matua Road, Kumeu RD1 Auckland 0891

Limited to 3000 tickets. Numbered 0001 to 3000

**\$10
PER TICKET**

2027 New Motorcycle Prize Selection

Raffle Winner to select ONE from the following list of NEW Motorcycles

Make & Model	RRP	Make & Model	RRP	Make & Model	RRP
BMW		KTM		Suzuki	
C 400 GT	\$16,490	390 Duke	\$9,799	GSX800FR	\$15,999
F 450 GS	\$14,490	990 Duke RRP	\$22,599	GSX800T	\$16,999
F 800 GS	\$23,690	390 Adventure X	\$10,899	GSX800TT	\$17,999
F 900 R	\$22,490	390 Adventure R	\$11,999	GSXS1000TRQ	\$22,999
Moto Guzzi		390 Enduro R	\$11,099	GSX-S1000GXM4	\$27,999
V7Stone	\$14,990	690 Enduro R	\$23,399	DL800DE	\$18,999
V85 TT Euro	\$23,590			DL1050RJ	\$23,999
Triumph		Husqvarna		Yamaha	
Bonneville T100	\$19,495	Svartpilen 801	\$17,999	Tenere 700	\$20,799
Trident 800	\$17,490	Vitpilen 801	\$17,999	MT09	\$21,249
Daytona 660	\$16,495	Indian		MT07	\$15,199
Trident 660	\$15,990	Scout 101	\$29,995	XMAX 300 scooter	\$9,899
Tiger Sport 800	\$17,995	Kawasaki		HONDA	
Thruxton 400	\$9,995	KLR 650 Adventure	\$12,900	NC750x Transalp	\$19,495
Speed Twin 1200	\$23,495	Z 650 RS LAMS	\$14,700	NX500	\$13,595
CF MOTO		NINJA 650	\$13,400	CB750 Hornet	\$15,995
450MT	\$9,990.00	Z900	\$16,650	CRF300 Rally	\$11,995
700MT	\$11,490.00	Z1100	\$20,620	CMX 500 Rebel	\$12,145
1000 MT-X	\$19,990.00	Vulcan S LAMS	\$12,999	BSA	
675NK	\$12,190.00			Gold Star	\$11,990
800 NK	\$13,490.00				
		12 Manufacturers - 51 bikes to choose from			

Note: All prices exclude on road costs. Prize winner accepts prize on condition that they will cooperate with publicity for the Ulysses Club (NZ) Inc and prize sponsors.
By licence issued under section 37 of the Gambling Act 2003 Licence LT????????

NATIONAL SECRETARY'S REPORT

2027 National Rally and AGM

The 2027 Rally is being run by the Taupo branch, from Friday the 19th to 20th February with the theme being: **Bad Taste.**

The Annual General Meeting will be held on Saturday February 20th 2027 at the Great lakes Centre, Taupo commencing at 10am

The National Rally is a lot of fun - Organise a group of your fellow branch members to attend and create some stronger friendships and great memories.

The registration flyer is out now, so get it filled out and back to them ASAP so they can get an idea of numbers etc for forward planning.

National Committee Positions

All National Committee positions are open for nominations each year at the 2027 AGM.

To be eligible for nomination you need to be a financial member of the club, and be nominated and seconded by members - the form is in this Ulyssian edition.

Feel free to contact all current Natcom members for more information about the roles.

Nomination forms for the National Committee can be sent by email or mail and must be received by the National Secretary by Monday 2nd November 2026. (Mail must arrive no later than 2 business days after the close off date, when the club post box is cleared).

All nominations for the National Committee will be published in the December *Ulyssian*.

Life Memberships

Our club rules state that there can only be 15 living Life Members at any one time and currently there are 2 vacancies. It is an award for valuable and meritorious service to the club - particularly at a national level. Nominees for Life Membership need to have been a continuous financial member for at least 15 years.

Odyssey Medals

Up to 4 Odyssey Medals can be awarded each year. Nominees must have been continuous financial members for at least 10 years, not a Life Member and given valued and meritorious service to the club, particularly at branch level.

Nominations must come from the branch Coordinator and Secretary and are currently limited to one member or couple per branch per year.

The election of Life Membership and Odyssey Medal recipients will be discussed and voted upon at the Coordinators' Annual Meeting on Friday 19th February 2027. Nominations will be confidential and will not be disclosed prior to the Coordinators' Annual Meeting.

To be successful, the nomination must be supported by not less than 80% of the Coordinators and National Committee members present. The vote will be by secret ballot.

All nominations for Life Memberships and Odyssey Medals must be accompanied by:

A Nomination form (available from the National Secretary). Couple nominations need to be submitted on separate forms, but clearly noted to be a couple nomination.

A detailed justification setting out why it is believed that the nominee deserves the honour

A good quality photograph of the nominee.

In addition to this, the proposing Branch must be able to send someone (preferably not the current Coordinator) to address the coordinator's meeting held the afternoon before the main AGM in support of the nomination.

All forms, justifications and photos for Life Membership and Odyssey Medal nominations are to be sent to the National Secretary by email or mail no later than 22nd November 2026 (mail must arrive no later than 2 business days after close off date, when the club post box is cleared).

Remits for Changes to our Club Constitution

The 2026 Constitution is available from the National Secretary. Have you had a look recently? Do they make sense? Are they still relevant? Can we make them simpler? If you have any ideas about how to change the rules of the Ulysses Club of NZ Inc., Remits must be submitted to the National Secretary by Monday, November 2, 2026 for publication in the December 2026 *Ulyssian*.

If you plan to mail any of the AGM items above, please post to the National Secretary, The Ulysses Club of NZ Inc PO Box 55, Inglewood 4330. The email address is secretary@ulysses.org.nz

Website updates

Have you checked your branch details on our Club website recently? If there are changes to be made, your coordinator or secretary should contact the National administrator and she will update the details as required.

National Events Calendar

Don't forget to add your branch rallies and major rides etc to the National Event Calendar in the *Ulyssian*. You can email Erin, the *Ulyssian* editor, directly with these.

Branch 2027 AGM Notices

Could I ask the Coordinator or Secretary of all branches to send me their branch 2027 AGM details ASAP if you have not done so. There are a number of branches who have not sent in their 2026 AGM minutes to me, can these be sent in as soon as possible along with any updates for Coordinator and Secretary contact details.

TONY HICKMOTT
#10416



Coordinators meeting

The Bi-annual Coordinators meeting will be held Saturday, 10th October 2026 at the Stop Out FC Clubrooms Hutt Park, Lower Hutt with the mornings workshop to start at 9.00 am and then onto the afternoon's Natcom-Coordinators meeting to start at 1.00pm.

This weekend is a great opportunity for Coordinators to get together, share ideas, provide feedback to Natcom, and also to network with other branch Coordinators to create a stronger club.

This is an important weekend and I look forward to seeing the coordinators from around the country come together. If you are a new Coordinator, I can highly recommend participating in this workshop. I will send out an email soon asking for agenda items along with information for the weekend.

If you have not seen the information for this weekend, please make contact with Jim Furneaux, wellington@ulysses.org.nz

TONY HICKMOTT
#10416

AGM

NOTICE OF ANNUAL GENERAL MEETING OF THE ULYSSES CLUB OF NEW ZEALAND (INC)

Notice is given that the
Annual General Meeting will be held on
Saturday the 20th February, 2027
commencing at 10am
at The Great Lakes Centre, Taupō.

In addition to the normal business of the AGM,
the meeting will elect the National Committee
members for 2027/2028.

Nominations are invited for all positions
(President, Vice President, Secretary, Treasurer
and four Committee members).

These can be emailed to
secretary@ulysses.org.nz or mailed to the
National Secretary, The Ulysses Club of NZ
Inc., P.O Box 55, Inglewood, Taranaki 4330.

Nomination forms must be received by
Monday, November 2nd, 2026.

Mail must arrive no later than 2 business days
after the close off date, when the Club
post box is cleared.

All nominations for the National Committee will
be published in the December *Ulyssian*.

NOMINATION FORM

FOR NATIONAL COMMITTEE POSITION 2027/2028

Name _____ Ulysses Number _____

Position _____

Nominator _____ Ulysses Number _____

Seconded _____ Ulysses Number _____

Nominees Consent Signature _____

NATIONAL TREASURER'S REPORT

2026 Raffle

The audit of our 2026 raffle has now been completed and as you read this, the required form, Gambling Licensing Class 3 GC13 Audit and Prize Statement, will have been filed with the Department of Internal Affairs. Our raffle surplus is \$7,219 which will bring our current Rider training and safety fund balance to \$17,733.

According to the auditor, Raffle Audit requirements have been changed to require a full audit report to be submitted with the form rather than the auditor simply signing the form to verify the audit has been completed. Spot the difference below. The old GC13 is at the top. The new version below:

Class 3 Audit and Prize Statement (GC13)

The image shows two versions of the Class 3 Audit and Prize Statement (GC13) form. The top version is the old form, and the bottom version is the new form. The new form includes an 'AUDIT REPORT' section, which is highlighted in red. The old form has a section for the auditor's statement, but it is not highlighted. The new form also includes a section for the auditor's report, which is highlighted in red. The old form has a section for the auditor's statement, but it is not highlighted. The new form also includes a section for the auditor's report, which is highlighted in red.

2027 Raffle

Planning for the 2027 Raffle is well underway and Craig will be providing an update on progress. The process requires more forms to be submitted to the Department of Internal Affairs, Gambling Licensing Class 3 GC11L, and individual forms for key persons, Gambling Licensing Class3 Class4 Key Person Applicants GC5. Our key persons are President Suzie, Vice President and raffle organiser Craig, Secretary Tony and National Treasurer. The personal information and verification of identity is to enable the Department to ensure the organisation and people behind the raffle, which is gambling under the Gambling Act 2003, are fit for purpose. Running our raffle is no small task.

Re-registration

The requirement for incorporated societies to re-register under the new legislation, the Incorporated Societies Act 2022, has resulted in a big clean up of the register. This was an anticipated outcome of the process but also resulted in those Societies remaining being subject to more stringent accountability requirements.

Before the process began there were approximately 23,000 Incorporated Societies. Now there are around 12,000.

Membership subscriptions

I often hear the comment, in relation to subscriptions, that there are a lot of groups around that do what we do as a club but have much lower subscriptions. We need to make sure that we are comparing apples with apples. We are an Incorporated Society with National coverage, 26 Branches and around 1,650 members. Being Incorporated in itself imposes obligations under the legislation and embodied in our constitution such as governance, financial reporting standards, disputes and complaints procedures. Maintaining a database, membership records and communicating with this number of branches and members requires a structure. Despite increasing compliance obligations and increasing costs, we haven't changed our subscription rates for a number of years.

As a result of member feedback, which mainly revolved around subscriptions becoming due around Christmas which is a financial testing time of the year, we are implementing changes to our subscription renewal process. Apart from changing to invoicing from our Xero accounting system, members will have an option to change their renewal date from the end of our financial year, 31 December, to their joining date. We can accommodate flexible payment arrangements which is simply a matter of contacting our administrator.

Depending on the number who elect to change, it will help spread the administrative workload currently involved in processing renewals all at once. The changes won't impact our cashflow from subscriptions. It will merely spread what is currently a very lumpy cash flow.

Accounts to 30 June 2026

There have been some changes to accounting practices which mean this year's figures aren't consistent with the comparatives and there is still some sorting out with the reports to get some consistency.

The bottom line is we have a surplus for the year to date of \$5,809.

Comments on the current reports:

1. Profit and Loss. Deficit on gear is -\$3,359 (last year surplus \$657). In this figure is the cost of samples which we are now expensing. In prior years these were held as an Inventory asset on the Balance Sheet. Last year was \$940. If you take \$940 off last year's surplus of \$675 you get a deficit of \$283.
2. Fee income is \$49,928. Last year \$48,233 and 2024 \$49,647. No major change here.
3. Raffle surplus is \$8,044 with the audit cost (\$825) still to come. Last year's surplus was \$3,412 and 2024 \$8,948.
4. Other Income. Badges & Medals Income is now a separate income item and with no comparatives. This is because in previous years Badges & Medals purchases were offset against the Income so only a net amount

**CHRIS
GROUBE**
#7925



showed in the accounts. This has had to change under the new Tier 3 Reporting Standards we are operating under.

5. Total Income is \$65,992. Last year \$63,698 and 2024 \$77,740.

6. Administration expenses total \$24,586. Last year \$29,616, higher due to the change of administrators and offices. In 2024 it was \$23,328.

7. Meeting Expenses total \$8,919. Last year \$5,79 and 2024 \$4,732. These figures aren't comparable as we now understand that Nat Com's share of AGM Costs weren't accounted for as expenses in our accounts but were netted off against whatever share of AGM profits we received. In 2024 we received a share of AGM profit of \$30. But this was after deducting about \$2,500 of Nat Com's share of the costs. Nat Com's share of AGM costs for the 2026 AGM are included in this year's Meeting Expenses. Our share of this year's AGM surplus is \$1,226

8. Membership Expenses:

Badges & Medals Purchases, as mentioned above, this is now the cost. Income from the sale shows separately.

Magazine costs are consistent with previous years although advertising revenue has decreased slightly.

Service Badges and Freight. This is the cost of our new policy of covering the cost of milestone badges.

New Member Packs – costs. This is now shown separately with the income showing under Fees from Members, Joining Fees.

NZFMC Subscription \$1,830 has been paid. The cost will be amortised (spread) over the 12 months of the subscription period so there is only 1 month \$153 showing under Subscription NZFMC

9. Balance Sheet:

We have increased our deposit with the BNZ to \$120,000 for 6 months at 3.45%. Cash in our bank accounts is \$94,098. Last year \$45,890. We have left more in the bank as a safety margin. We still earn interest on the bulk of our funds which are sitting in the On Call Account.

Payments in Advance \$5,411 is mainly October Coordinators meeting costs and these will be expensed in October.

Gemma has updated the Stationery, Stock, Envelops, Bags & Tags on hand which is currently \$6,173.

Total Assets are \$278,010 compared to 2025 \$275,588 and 2024 \$280,880.

Total Equity is \$173,770 compared to 2025 \$167,968 and 2024 \$173,144.

We are tracking pretty much the same as in previous years. No red flags. The key will be the trend in membership.

CHRIS GROUBE #7925

National Treasurer 2/08/2026

Profit and Loss

Ulysses Club of New Zealand Incorporated
For the 6 months ended 30 June 2026

	JAN-JUN 2026	JAN-JUN 2025	JAN-JUN 2024
Income			
Gear Income			
Gear			
Sales			
Sales - Gear	4,376	6,406	3,500
Branch Gear Sales Discounts	-	(140)	(118)
Freight Packaging & Postage Recovered	278	1,543	298
Total Sales	4,655	7,809	3,681
Cost of Goods Sold			
Gear - Costs of Goods Sold	(4,866)	(6,910)	(2,951)
Gear Purchases - Samples and Other Costs	(2,892)	(295)	(252)
Freight & Packaging on Stock Purchases	-	(167)	(71)
Stock on Hand Adjustments and write offs	(155)	220	-
Total Cost of Goods Sold	(7,914)	(7,152)	(3,274)
Surplus/(Deficit) on Gear	(3,259)	657	407
Total Gear Income	(3,259)	657	407
Fees from Members			
Subscriptions	47,945	46,128	47,856
Joining Fees	1,983	2,105	1,792
Total Fees from Members	49,928	48,233	49,647
Raffle			
Raffle Income	24,105	23,960	24,012
Raffle Expenses	(16,060)	(20,547)	(15,064)
Surplus/(Deficit)	8,044	3,412	8,948
Other Income			
Badges & Medals Income	738	-	-
Donations and Gifts	-	-	20
Interest Received	2,910	4,798	6,798
Sponsorship	3,750	2,500	3,750
Ulyssian Advertising	3,880	4,068	6,906
Total Other Income	11,279	11,366	17,475
Share of AGM Surplus (Deficit)	-	30	1,264
Total Income	65,992	63,698	77,740
Less: Expenditure			
Administration Expenses			
Administration Fees	17,489	22,067	16,453
Computing & Internet	643	686	836
Accounting - Xero Fee	473	182	317

Balance Sheet

Ulysses Club of New Zealand Incorporated
As at 30 June 2026

	30 JUN 2026	30 JUN 2025	30 JUN 2024
Assets			
Current Assets			
Bank			
BNZ - Bus First OnCall Account	64,000	37,137	44,285
BNZ - Bike Raffle Account	12,668	5,962	1,022
BNZ - Non Profit Org Account	14,700	670	3,169
KiwiBank - Now Account	987	2,121	586
Paypal Account	-	-	35
Total Bank	92,355	45,890	49,097
Accounts Receivable	559	1,096	849
Interest Receivable	718	2,207	3,534
National Rally/AGM - Branch Loan	-	-	2,000
Payments in Advance			
Payments in Advance	5,411	6,370	9,010
Payments in Advance - Insurance	2,567	-	-
Payments in Advance - ACC Grant paid to Branches	360	-	-
Stationery Stock, Envelops, Bags & Tags on hand	6,173	-	-
Payment in Advance - NZFMC Subscription	1,678	-	-
Total Payments in Advance	16,189	6,370	9,010
Inventory			
Life & Odyssey Medals On Hand	1,310	3,260	1,470
Inventory - Bumper Stickers	-	-	293
Inventory (Xero perpetual account)	9,992	9,496	8,019
Total Inventory	11,302	12,756	9,782
Quartermasters Club Gear Samples	-	940	-
GST Payable	113	-	-
Total Current Assets	121,236	69,259	74,272
Non-current Assets			
Fixed Assets	11,774	11,329	6,609
Total Non-current Assets	11,774	11,329	6,609
Investments			
BNZ Term Deposits	120,000	-	-
KiwiBank Term Deposits	25,000	195,000	200,000
Total Investments	145,000	195,000	200,000
Total Assets	278,010	275,588	280,880
Liabilities			
Current Liabilities			
Accounts Payable & Receipts in Advance			
Accounts Payable	6,954	6,121	2,889

PR & MARKETING REPORT

**JOHN
MACDONALD**
#7528



Kia ora everyone! My name is John Macdonald #7528. I am a new member of the Ulysses National Committee team. Suzy has given me the areas of responsibility of PR and Marketing along with New Members.

Let me start by giving you a little bit about myself. I am an 18 year member joining in 2008. I was a committee member of Nelson branch for a number of years which comminated with me being the Coordinator of the branch from 2012 to 2016. I am a trained rider mentor and was part of the team under the guidance of Jim Furneau that wrote the Mentoring document. I am an advanced rider with I.A.M. and I am also part of the Nelson/Tasman Motorcycle Safety Council.

Let me now look at my roles!

Public Relations:

Ulysses has a good reputation overall in the communities and this has been achieved by some hard work like the running of Toy Runs and Fundraising for causes like Saint Johns, The Salvation Army, our local rescue Helicopters to name just a few, But could we do more in the hard economic climate we are experiencing right now. Even you in the small branches of 10 or even less could for example organise a "Can Ride" It could cost each rider just a can of something, but advertised right and involving other motorcycling groups in your area as well as Facebook and Instagram promoting the ride could be around your area collecting cans from prearranged drop offs, which could easily see the 10 cans turn into 200. Think about how good it would feel to donate these cans to your local food bank. Good PR with little cost to each branch member with a positive image that other motorcyclists can see what the Ulysses Club is about!

Marketing:

In 2 years time, we as a club will celebrate our 40th anniversary, that in today's world is quite an achievement! We need now to be proactive and come up with ways we can celebrate this birthday both at a national and a branch level. Ideas are needed!

Membership — in 2008 we had approx. 4000 members today we have 1600, we need to look at ways we can attract new members as well as celebrate this birthday. Nat Com has started this by allowing younger riders to join our branches thereby hopefully the riding public will begin to see us differently than just a bunch of BOF's! (Boring Old Farts)

I see these 2 goals as the real challenge, I am not the golden goose though, I need you all to look at ways we can achieve this. At this point no idea is a bad idea, whether we will adopt it or not is another matter but please don't hold back, I'd love to hear from you.

New Members:

The face that meets new members is vitally important and its not a one size fits all! The new members needs to decide who that branch contact person is and we all have to respect their choice. Yes that might mean you have to join them for a ride or perhaps ring them after a ride to check it all went well. Too often I have heard comments that's they ride too fast or too slow. Destination rides get round that or where you put them in a riding group helps as well. Big riding groups are not desirable at all. Hey I'm not telling you how to suck eggs but the reality is that how we treat new members in those first few weeks will determine if they go the distance or not. Apart from all that I am here as a contact person for new members so please make my contact details known to them!

JOHN MACDONALD #7528

Email: com.2@ulysses.org.nz • Phone: 027 345 2761



WELCOME NEW MEMBERS

#11049	Darin Grenz.....	Canterbury	#11020	Stephan Jenkins.....	North Harbour
#11038	Gerald Zapico.....	Canterbury	#3941	Chris Wells.....	Otago
#11026	Anthony Barry.....	Canterbury	#11025	Chris Lemon.....	Taranaki
#1325	Graham Povey.....	Canterbury	#11044	Pine Dean.....	Taupo
#11032	Delwyn Ziarno.....	Far North	#7451	Steve Goldsworthy.....	Waihi-Thames Valley
#11031	Stuart Banks.....	Far North	#11041	Stephen Galea.....	Waihi-Thames Valley
#11046	Wayne Hills.....	Gisborne	#11029	Lewis Speedy.....	Waihi-Thames Valley
#11045	Colin Lean.....	Gisborne	#11022	Colleen McVeigh.....	Waihi-Thames Valley
#6848	Russell Baldwin.....	Hawkes Bay	#11030	Andrew Harper.....	Waihi-Thames Valley
#11015	Herman Wismeyer.....	Hawkes Bay	#11028	Dave Dunseath.....	Waihi-Thames Valley
#4191	Walter Wilde.....	Hawkes Bay	#11024	Doug Whitehouse.....	Waihi-Thames Valley
#11050	Gina Miller.....	Kapiti Coast	#11023	Terry Denton.....	Waihi-Thames Valley
#11037	Kevin Bovey.....	Kapiti Coast	#11019	Ken Lawton.....	Waihi-Thames Valley
#11033	Stanley Partridge.....	Kapiti Coast	#11018	Deborah Lawton.....	Waihi-Thames Valley
#11043	Angela Whitta.....	Manawatu	#11017	Ann-Maree Eales.....	Waihi-Thames Valley
#11042	Harry Whitta.....	Manawatu	#11016	Murray John.....	Waihi-Thames Valley
#11036	Robin Harper.....	Marlborough	#11040	Dean Cafun.....	Waikato
#11027	Jack Taylor.....	Marlborough	#11035	Penny Weeks.....	Waikato
#1596	Bernie Long.....	Marlborough	#11034	Grahame Weeks.....	Waikato
#11048	Cherie Eenkhoorn.....	North Harbour	#11051	Allison Mercel.....	Wairarapa
#11047	Eric Eenkhoorn.....	North Harbour	#11039	Victoria Player.....	Wairarapa
#11021	Hilary Jenkins.....	North Harbour			

ADMINISTRATOR'S REPORT

GEMMA PEYERL



Hi all, and....

Hello Spring

DID YOU KNOW?



1. You can pay off your subs?

All you have to do is let me know that you'd like to pay them off. I'll prepare an invoice for you, and you can start paying them off. Weekly instalments are ideal and payment in full to be received within 12 months (or sooner). **It's THAT easy!**

2. To avoid Christmas and New Year expense bottle-necks, you can change your sub renewal date to the date that you last became a member.

Right now, the majority of subs are due by 31 December 2026 ... so why not move it to your joining date? If you're keen, speak to your Coordinator or drop me an email so I can walk you through the process.

It's THAT easy!

3. If you have been a Ulysses Member previously, and have rejoined (at any stage), you can apply to have your original Ulysses membership number allocated back to you.

All service related awards are calculated from the latest date of rejoining. All you need to do is speak to your Coordinator or email me. **It's THAT easy!**

4. There are updated Application Forms on the website. If you have any mates wanting to join our wonderful Club, point them to:

<https://ulysses.org.nz/Join> and they can start the process. Any forms received by Admin will be forwarded to the Coordinator of the branch to reach out to the applicant. **It's THAT easy!**

<https://ulysses.org.nz/shop/>

Hi Viz Vests

We are now fully stocked with sizes M L XL 2XL 3XL 4XL and 5XL. You can choose between the Old Man or Motorbike logo Velcro Patch. If you would like to order, please visit the shop <https://ulysses.org.nz/shop/> scroll down to High Vis Vest and click Buy, make your choices, click Add to Cart and then Checkout.

**It's
THAT
easy!**



**ONLY
\$60**

With Spring on its way, get yourself sorted with a nice large,

Branded Chilly Bin

... go to: <https://ulysses.org.nz/Shop/Buy?pid=CBG-L> and pop one in your shopping basket!

It's THAT easy!

While you're there, you may like some other branded gear <https://ulysses.org.nz/shop/>



**Please
remember**

to update me of any changes to your details – address / phone numbers / email address.

I hope you have a great next quarter and please reach out to me if I can help you with anything.

GEMMA

Email: Admin@ulysses.org.nz / 021 072 3636

STRATEGIC PLANNING UPDATE

A short Strategic plan update!

There's been lots happening at Branch and National level to build on our Strategic plan goals of increasing membership numbers and the latest Branch Membership Numbers Report gives us an indication that we are moving in the right direction!

I'M SO HAPPY and I hope you are too!!!

Branch Membership Numbers Report					
Branch	These Years' Numbers are Indicative			Active Members @ 31.12.2025	Active Members @ June 2026
	Active Members @ 31.12.2022	Active Members @ 31.12.2023	Active Members @ 31.12.2024		
Auckland	212	188	163	149	150
Buller	23	22	12	9	9
Canterbury	199	201	176	170	174
Far North	85	83	67	73	80
Gisborne	25	24	19	17	18
Hawkes Bay	88	94	87	86	90
Kapiti Coast	60	58	52	51	57
Manawatu	80	102	78	74	76
Marlborough	119	112	92	89	96
Nelson	125	116	85	77	79
North Harbour	151	145	123	93	100
North Otago	21	17	11	10	10
Otago	49	46	31	30	30
Overseas	-	-	3	3	3
Rotorua	59	57	46	45	47
South Canterbury	-	13	12	10	10
Southland	46	39	33	32	33
Taranaki	61	62	54	58	68
Taumarunui	9	7	8	8	8
Taupo	44	40	35	35	38
Tauranga	95	82	64	60	60
Waihi-Thames Valley	54	60	61	62	75
Waikato	98	90	75	63	68
Wairarapa	50	43	40	32	35
Wellington	109	108	101	93	95
Westland	39	38	35	40	42
Whakatane	63	64	61	56	57
Totals	1,964	1,911	1,624	1,525	1,608

If your Branch committee hasn't already talked to you about it, Natcom has recently asked them to focus a little on current members well-being and how to ensure they feel wanted and included etc. If you have any ideas or thoughts on how your branch could improve in this area, please let them know.

SUZIE PENTELOW

#8532

National President



Ulysses has joined the FoMC!!

NZ FEDERATION OF MOTORING CLUBS INC.

The FoMC formed in 1994 and is an alliance organisation for 156 motoring clubs currently.

The FoMC has garnered great respect in government circles over the years of its operation and has become a significant lobbying voice in government to represent the interests of motoring groups. They have specialists who work directly with regulatory groups and land transport authorities, as well as people they can call on who are skilled at research and negotiations. They work hard to get various government consultation documents out to members while encouraging them to put in submissions.

They liaise with the Vintage Car Club of NZ, the NZ Automobile Association and other industry groups. By working together with them, the Ulysses Club can make worthwhile recommendations to the rule makers and know that the voice of motorcyclists have been heard.

In the past they have typically represented collectables' kinds of clubs, but have been slowly gathering into the fold more modern motoring groups. They don't distinguish between modern and vintage vehicles.

FoMC are now creating a motorcycle special interest group that will meet regularly to discuss issues directly relating to motorcyclists. This is one of the reasons Ulysses has joined. We will be able to use their specialists, their access to data and their connections to have a voice in government. By working together with them we can make worthwhile recommendations to the rule makers and know that the voice of motorcyclists have been heard. They plan to promote this group to other motorcycling groups in NZ to build numbers.

CURRENT MEMBER BENEFITS

Auto Restorations - Christchurch

Rothbursys Insurance

Cook Strait crossings - Tony Hurst

Precious Steel - Auckland

Cumulo9

**NZ Federation of
FoMC
Motoring Clubs Inc**

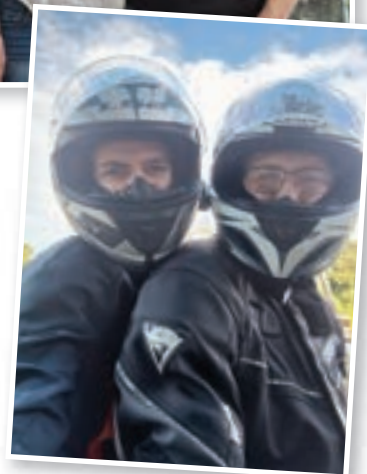
Protecting our heritage into the future

Meet Two of Our Under-40 Members!

Did you know that Ulysses has welcomed riders of all ages since the rule change in 2023? We're still surprised to find that not everyone has heard the news!

Since then, we've welcomed four new members aged between 31 and 37, and we're delighted to introduce two of them in this issue of the *Ulyssian*.

If you know younger riders who might enjoy learning from experienced riders and/or the social side of Ulysses, why not invite them along to a ride or let them know that membership is now open to riders of all ages? It doesn't hurt to ask and who knows - You might end up with a new member of your branch committee, just ask Nicole!



Meet Nicole and Aaron Green

After getting back on the motorcycle after close to a decade, Aaron was invited on a few rides with the Taranaki branch.

"We attended several lunches, dinners and rides before we officially joined the Club just over a year ago. We are having a blast making memories both on and off the bike with the other branch members who have quickly become friends. Nicole is enjoying being on the committee and being involved in the planning of branch events. We appreciate the knowledge and support of the more experienced riders - especially their encouragement of Nicole who has just recently obtained her motorcycle learner licence."

MAM

Motorcycle Awareness Month

Get your engines purring and your high-vis polished because September is officially Motorcycle Awareness Month! Across Aotearoa, branches are shifting into gear with a packed calendar of group rides, local events, and a healthy dose of getting together.

Thanks to our local councils and the brilliant crew at REV—the experts in skills-based rider training—an awesome lineup of spot prizes is up for grabs. (In most areas)

Beneath all the shiny chrome and roaring banter lies a vital message we all carry in our helmets. As winter's chill fades and we shake off the cobwebs, it is time for a seasonal safety reset. With riders statistically facing a higher risk on the tarmac, and car drivers unfortunately not seeing us all the time, MAM is our collective chance to shine a bright yellow light on road safety.

This spring, let's embrace the spirit of the open road by giving our bikes a thorough once-over, checking our gear, and maybe even polishing up those cornering techniques with a quick coaching refresher. For everyone else sharing the highway, it is a simple reminder to look twice at intersections and check your blind spots so everyone makes it home in time for dinner.

So, check out who's doing what in your region and let's make September 2026 our safest, most vibrant riding season yet.

Be Safe Be Seen Wear Yellow

Keep it shiny side up!

LEIGH-ANN CRANE #10243 - Natcom MAM coordinator

"Feeling a bit crook, are we?"

The Crazy Himalayas 2026 tour.



CAPTAIN CAREFREE #3497

It had been a plan in the making for nigh on twelve months. Since 2014, Vikas Anand had been the logistics guy working largely unseen for a number of motorcycle tour companies ensuing everything and everyone got to where they were supposed to go on time and intact.

A quiet yet confident young fella and an exceptional rider to boot, I'd met him before on my previous trips. Following the Covid pandemic which resulted in most tour companies closing, Vikas decided to start out on his own. From tips and prudent financial management, he bought his first 'Himmy', a 411 and started guiding and his reputation for providing punters with well thought out and well supported tours grew. The Royal Enfield Himalayan 411 was an entry-level adventure motorcycle, renowned for its 'tractor-like' low-end torque, suspension and simplicity. I asked Vikas which he preferred and



he was torn between the two. "They shouldn't have stopped making the 411. Maybe upgrades to it but it's a bike which will take you anywhere and not scare the pants off you. It's not fast but its bullet proof and parts if you break them, like levers and indicators, are very cheap."

About two years ago he asked me to come back and I ummed and aaghed,

I mean I'd been twice so what reason did I have to go back for a third time? The catalyst was the U-tube series by Joe Ryan, an Aussie motorcycle adventurer. His route was completely different to what I'd done before, which was the bog standard, everyone does it, Spiti Valley to Leh route to tick the 'I've ridden the Himalayas' box.'

Vikas, I said, if you can come up with a route that encompasses what Joe did and anything else up your sleeve, I'll come back. When he emailed me his Crazy Himalayas 2026 route plan, I said how many people do you need? No less than four, no more than eight. Onto it, and it didn't take very long to find other riders.

Steve Parr, a fellow Ulyssian and 2nd time around for him in India, my cousin Derek from New Plymouth, Shane a farmer from down Henley way, my dear friend Frans from Woerden in the Netherlands, Rashid from Mumbai (who would be riding his Ducati Scrambler X), and Jeff, a tall streak of pump water from Switzerland completed the team.

I'd arranged to arrive in Delhi a day early to catch up with the G.O.D.S or Group of Delhi Superbikers. I'd been their tour leader around the mainland for twenty-three of their members a few years ago. These guys aren't short of a bob or two and the lineup of superbikes outside the hotel where we met for breakfast was seriously impressive. One tidy looking lass in skintight leathers was taking a few selfies on a Panigale V4 when it slipped off the side stand and 'crack'; a broken handlebar and a serious crack in the fairing = \$\$\$\$\$.



The following day we did a bus tour of Delhi followed by a rickshaw ride through a very small part of the

old town. The alleyways, gutters full of black water, the 40degree heat, smells, beggars, noise, dogs, spice markets, fabric salesmen, rubbish piles and filth, and a dead body was a sensory overload. Words and photos can't describe. It is something you have to see, feel and smell. Anyone that tells me there's poverty in New Zealand should come and experience what we saw. With all handouts, benefits, and financial assistance through a plethora of agencies available to kiwis, there's no excuse for the apparent 'poverty' we have here which is in my opinion due to selfish people making selfish choices with nice to haves over needs; cell phones, booze, takeaways and fags over food, shoes, school lunches and raincoats.

A quick trip to a local Royal Enfield dealership to buy t-shirts and bling finished off a busy day and it was time for a shower and a couple of cold ones.

Day two of the tour kicked off in earnest with a 4hour drive in an airconditioned minibus to Chandigarh where we met the bikes and spent the rest of the day familiarising ourselves with them and dressing them for the ride; go pro mounts, RAM mounts, luggage straps etc. and a couple of quick laps around the hotel carpark. Why the bus trip? It was done in order that no one got lost riding out of Delhi or more so, no one was injured or knocked off their bikes because the traffic is manic. In hindsight the traffic wasn't that bad, certainly no worse than what we would have to negotiate over the next two days and we probably could have ridden out.

Day three – Chandigarh to Manali, a ride of roughly 264kms. Yes, not a big day by kiwi standards, but it would take all day, narrow roads, rough enough to be on the pegs for quite a lot. We rode along the National Highway 205 and NH154 towards Khanokhar following the Sutlej and Suketi Khad Rivers to Shila Kippur and then took the NH3 on the banks of the Beas River to Khamradha, fighting with Kamikaze drivers. From there we turned north towards the Land of Lord Markanda and the first of many tunnels cut through massive, rocky and heavily

wooded hillsides of the Kullu Valley.

The Kullu Valley follows the Beas River which has carved a spectacular gorge, broken and battered by major dam construction and a never-ending series of road works and mostly one lane so your horn is your friend when approaching blind corners. Thirteen tunnels have been cut through removing the worst sections of road, however when I say worst, that's highly subjective. It's a mazing how many lanes of opposing traffic you can fit into two. No one is going to give way to you, a motorcycle is the very bottom of the pecking order as might has right and aggression trumps courtesy,

irrespective of what side of the road you're on.



Manali is a pretty, high-altitude Himalayan resort town in Himachal Pradesh and renowned for its snow-

capped peaks, lush pine forests, and adventure sports situated at an altitude of 2,050 meters and is the gateway to the Solang Valley famous for paragliding, zorbing, and skiing and the Lahaul-Spiti district. It's also a haven for those from the lowlands escaping the summer heat so at this time of the year it's jam packed with tourists, though not many Europeans. We were certainly the odd men out. The local people are a very gentle race with their own religion and language, in stark contrast to those from Delhi, Mumbai and other heaving metropolis with their aggressive push and shove, 'gotta be in front', horn blaring antics.

It was that night that I started to feel unwell and it wasn't Delhi Belly. On that note, Imodium or Dia-stop often considered your friend, doesn't actually cure it. All it does is 'bind' whatever it is that gave you the runs with your regular stools. The cause of your 'squirts' is still in your gut. The best option, if you have time is to let it 'run' its course is to do so with plenty of fluids and electrolytes which is often not possible if you're constantly travelling. If it's really bad, then antibiotics is the best option.

Initially I thought it was constipation but Aman, our TEC had given me an herbal 'concoction for grandfathers' which produced enormous quantities of methane and nothing much else, which

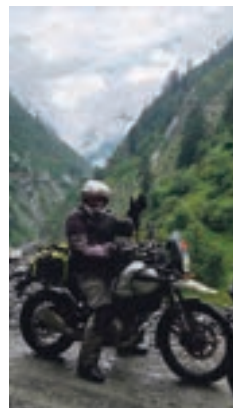
when I look back wasn't surprising because I really hadn't been eating, more pecking at stuff like a sparrow, since I arrived in Delhi. There was nothing inside me. I couldn't face dinner and went to bed, wrapped in a duvet and a 13-hour fitful sleep as waves of pain radiated through my abdomen.

Day four – Manali to Udaipur. The following morning at breakfast the boys were looking at me. Carefree, you're as white as a ghost. You alright? Yeah, I'm ok. I feel better after that sleep, but breakfast didn't happen. I just couldn't eat anything. A cuppa and a banana were about as much as I could hold down; not enough fuel for the riding we were doing thus I was tired before we started, worn out, and hoping that what lurgy I had would eventually run its course. There was some epic riding over the next few days, and I wasn't going to miss that.



The Nurofen wasn't really doing much to stop the background gripes but it was all I had. The traffic leaving Manali was grid locked, horns blaring, cars inching forward trying to push in. At one point a wing mirror brushed my arm, and a front wheel just caught the corner of my boot. Not in the best of moods, I let rip at the driver who looked back as if it was my issue and replied with a prolonged blast of his horn. F___ kwit. He got a long blast of my finger. Jeff had also had enough when nearly pushed off his bike, raised his foot to kick the car next to him, the driver looking very surprised and backed off.

The Rotang Pass has always been the



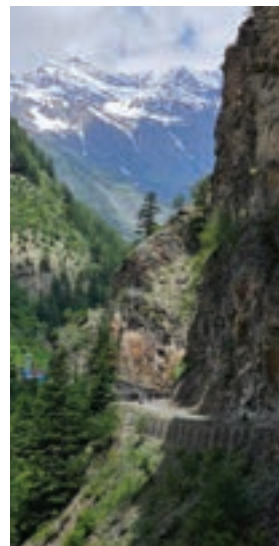
pass you 'had to ride' when visiting the Himalayas. If you haven't ridden it then you hadn't ridden the Himalayas. All BS of course because it's pretty damned easy and nowhere near as technical or challenging

as many others in the area. However, it is now out of bounds to motorcycles because SH3 now encompasses the Atal Tunnel, a 9.0km road tunnel, the longest highway single-tube tunnel above 10,000 feet in the world and completed a couple of years back, connecting Manali with SH3 at Sissu in the Chenab River Valley. The village of Sissu, often dubbed the 'Europe of India' is famed for its majestic waterfalls and the beautiful Sissu Lake.

Exiting the tunnel at the northern portal, we continued on SH3 to Tandi. Steve Parr and I had stayed

at a tent camp next to the Guru Ghantal monastery on a previous trip, the utter disrespect and littering by tourists had closed this lovely overnight stay. It was particularly memorable when Steve, the team and I were treated to a three-course dinner with silverware and white tablecloths, the mechanics dressed as waiters in white jackets, shorts and sandals, and the chef, who lived in Tandi and called in at short notice as a favour to Jeeves, a close friend home on leave; he was one of the head chefs on the QEII! A lovely meal cooked exquisitely over charcoal braziers and gas rings. Great memories.

Just beyond Tandi, we left SH3 and turned north on SH26, the Tandi-



Kishtwar Road and rode into the Lahaul Valley towards Udaipur a mere 110km up the road. The Lahaul Valley in Himachal Pradesh is famous for its rugged, untouched Himalayan beauty, ancient Buddhist



monasteries, and vibrant tribal culture and often called a 'hidden cold desert'. It is also a less travelled gateway to Ladakh.

The valley is also renowned for the stunning high-altitude pristine, mirror-like waters of glacial lakes Suraj Tal and Deepak Tal. It is also a major centre of Tibetan Buddhism with ancient sites like Kardang Monastery (the largest in Lahaul) and Guru Ghantal Gumpa (the oldest). The Trilokinath Temple is a unique pilgrimage site deeply revered by both Hindus (as Lord Shiva) and Buddhists.

Along this stretch of road was where my limited off-road skills were pushed to the max as much of the ride I was on forced onto the pegs not only to navigate the rough terrain, potholes and water crossings but more to ease the bolts of pain I was feeling with every bump. But my body positioning wasn't good particularly and I have to thank Cousin Derek and Shane, two very experienced adventure riders for their advice because otherwise I



would have really, really struggled. I did lose the front end when it slipped sideways off a large boulder while turning through water and nearly dropped the Himmy but

came to a gentle rest against a bank. It was also raining most of the day which made it unpleasant.

Our accommodation for the night was Pro'z Cabins, Udaipur at an elevation of 2743m. The A-frames cabins were warm, spacious with hot showers. Luxury. Steve took the double bed up in the mezzanine, I chose the pull-out sofa on the ground floor. My thighs were really aching from the workout I'd given them.

The family home adjacent to the cabins consisted of two rooms, a kitchen and then the dining / living room where you sat on cushions with low tables very much in Japanese to eat your meals. At night, this is where the family would sleep, a small wood burner stove providing heat. The compacted earth and plastered walls were thick, well insulated, as was the ceiling because this village is under several feet of snow over the winter months and totally isolated. We asked what they did over that period. Not only do they ensure they have enough supplies

to last them, but families would also visit other families, share meals and conversations. I couldn't face dinner so retreated to my happy place, wrapped in a thick duvet and slept the sleep of the innocent until dragged awake for breakfast. And as usual, felt better for it, although the pain was still there.



Day five – Udaipur to Killar. The unpaved route, which is part of NH26, connects two states, joining the towering forests of Kishtwar in the state of Jammu and Kashmir to Killar in the pristine Pangi Valley in Himachal Pradesh. Due to the difficulty and risks involved, this is one of the lesser travelled routes in the Himalayas.

The hazardous, narrow single-track snakes 150kms around the edge of a steep-walled gorge, much of it hacked out of a stone cliff face, hence its nickname 'Cliffhanger' while climbing from 5,374feet in Kishtwar to 8,091feet in Killar. The 'Cliffhanger' is regarded as the world's most dangerous road. Having said that, many roads lay claim to this but it is certainly one of India's most dangerous roads. The sheer drop on one side would see a mistake with the rider and bike plunging 2,000feet down into the Chenab River and there's no coming back from that.



While it is claimed its not for the faint of heart, and the photos and drone clips on social media scream hazardous, when you're actually riding along it, you're not looking at drop off because you're 100% focused on where you're going.

I did stop on a couple of occasions and tentatively peered over the edge to the boiling tempest below and thought 'holy f__k' that's steep!



Consequently, I did hug the inside of the track well aware that if I did cock up, at least I'd have a chance of bailing out and leaving the bike to it.

By the time we reached the Parasol Fixed Camp at Sural Bhatari, an elevation of 3000m, I was knackered. Ever since I retired, my balance, the strength and flexibility in my legs and lower back withered away, damage done from years of abuse taking its toll manifesting itself with a more sedentary lifestyle. So, I started doing exercise classes geared to old farts which were working, and I was able to knock out 80 sit / stands with relative ease.

However, 150kms of riding the pegs with bent knees acting as shock absorbers fighting the bumps and my thighs were really protesting at the days end. Muscles I never knew I had complaining in unison.



The Parasol Tent Camps where we were staying that night is located at the head of a valley with towering snow-capped mountains either side. The tents were dry, with two single beds, and a toilet hidden by a screen at the end. There was no heating and electric power only for a light.

It was a magical place, the views stunning but freezing once the sun dipped behind the mountains, however the beds were warm and comfortable. What more do you want? I was cold, tired, aching and passed on dinner again, preferring the cocoon like comfort of my duvet and the escape of sleep because the next day was going to a long, hard ride back towards 'civilisation'.

Day 6 – Dawn comes early here and I was awake with the first ray of dawn and the tinkling sound of bells as the herders took the cows up to the pastures. Each family would own one, possibly two milking cows that live with inside with them by night, the animals providing much needed warmth albeit a little fragrant. The cowherd paid a fee to look after them during the day.

Sural Bhatopri to Jispa involved retracing what we'd just done the previous two days, the 'Cliff Hanger', Pangi and Lahaul valleys. I was getting the hang of riding the pegs, certainly



still well inside the novice category, but gaining in confidence with every kilometer. The encouragement and advice from cousin Derek and Shane proving invaluable. If I am to take up this type of riding going forward, I will need some serious lessons. I can't remember where we stopped for lunch at a dhaba.

A dhaba is a strategically situated, rustic roadside restaurant found throughout the Indian subcontinent, typically located on national and state highways. Family owned and originally serving as 24/7 pit stops for truck drivers, they are now used by all travellers for their affordable, hearty, and homestyle comfort food. Some provide beds for those caught out after dark.

Anyway, they served 2-minute noodles which were bloody lovely and I managed to keep them down. It was my first meal for several days and I enjoyed every slurp.

As always, when you're coming out from where you've just ridden in, the ride seems to go quicker and smoother. It still hurt like billy-oh with every bump but riding at my pace at the back taking my time and finding my own path through, around or over obstacles rather than pushed out of my comfort zone trying to keep up, was a lot more enjoyable. We rejoined SH3 at Tandi and turned north towards



Keylong and Jispa. Being a main road, the traffic was also heavier where self-preservation rather than speed becomes your main priority.

We were staying at the Hotel Padma Lodge in Jispa. It sounds more grandiose than it is, but its comfortable, dry with hot showers so again what

more do you want. I wandered down to the dining room with Hawkeye, but nothing really took my fancy. I think I had an ice cream, but again I had no appetite nor the desire to eat anything so retreated to my safe place. And later that night, in the witching hours, is where the wheels fell off.

Day seven – Jispa and back to Manali. Around midnight I got up for a pee. Despite drinking a lot of water and surviving basically on electrolytes, my mouth was always dry...I could never seem to drink enough to make saliva, yet I was piddling like a racehorse. It was walking back to bed when the pain hit. Holy hell! I was on my knees bent over gripped with spasms like I've never felt before. Curled up in bed, shivering and sweating while trying not to wake Steve quietly purring in the bed next to me, I came to the agonizing



decision that this was it. Whatever I had wrong with me, this was where my trip ends because for the next week the ride would take us into the far-flung regions of Ladakh where medical

evacuation was highly unlikely, if at all, unless I rode out myself. Not only that, but it would also put the rest of the group in an unfair and compromised position.

I didn't know at the time, but I was passing a gallstone. A later ultrasound confirmed I was suffering from cholecystitis, an inflammation of the gallbladder often caused by a prolonged blockage from a gallstone or stones, an infection, and in my case, both. The pain from cholecystitis tends to be more severe, lasts longer (days), and frequently worsens with deep breaths. The cystic duct which delivers bile from the gall bladder to your digest tract is around 2-3mm in diameter (average) and my stones were 5-7mm, so it was like trying to suck a golf ball up a garden hose. I knew a girl once many years ago; Amanda, affectionately known as the 'Miramar Mattress' who reckoned it was possible. I dunno. I am just relaying what a friend told me...at the time.

Steve woke around five-ish and I told him of my decision and he took over, finding Vikas who immediately got onto it and within 30 minutes had arranged for a car to take me to Lady Willingdon Hospital in Manali, about an hour and a half away. At this hour

of the day the traffic wasn't as bad as it could have been and Aman, our TEC who came with me was constantly urging the driver to go faster. I was in the front seat sucking on oxygen and fading with every kilometre. Steve had also jumped in leaving his riding gear behind with a remote chance he could rejoin the trip. Steve's gear, along with the two bikes would arrive in Manali, the following day where YES Himalaya is based.



Never judge a book by its cover. Lady Willingdon Hospital began as a humble dispensary in 1935 to become a leading hospital today. Its story is one of unwavering faith and resilience providing comprehensive care to the people of Manali and the underserved communities in and beyond the mountains. While the buildings could be called third world with the wards concrete floors (scrubbed everyday with hot soapy water and a lot of disinfectant), shuttered windows, and thin vinyl mattresses on basic beds, the care and compassion shown me by the staff certainly are not, and I couldn't have been in a better place. Besides I was too lethargic to have cared either way.

The doctor paid me a visit, sat on my bed and said, "Feeling a bit crook, are we?" Judging by my reaction, one more of surprise at his accent, he continued "Very much an understatement, right?" It turns out he'd practiced in a hospital in Sydney for many years. A quick examination, a painful palpation and an ultrasound, he said matter-of-factly, "This is what you have, and this is what we're going to do about it."

A nurse gave Aman a shopping list of medications. You see, the hospital didn't supply this. The fluids, pain meds, antibiotics and delivery methods (IV paraphernalia) are bought from the pharmacy attached to the hospital where upon the nurses hook you up. The same applies with meals, but I wasn't eating so that wasn't an issue. And I didn't need bedding; it was warm enough. Aman did bring fresh fruit every day which I nibbled on more out of appreciation than need.

There were five beds in my ward, all full, with people sleeping on the

floor, often family members to see to their patient's needs. Given strict instructions by Vikas to look after me, I didn't realise that Aman had slept on the floor next to me through the first night in case I needed help. I'd surrendered into their care, drugged to the eyeballs, mostly sleeping, the barest feather touch waking me as a smiling face did something with the IVs while apologising for waking me. I had two visits by student doctors all asking questions which I did my best to answer. And after three and a half days I was feeling better, the pain level had decreased, I was feeling 'wetter'...my mouth not so dry and I was eating more



although an apple was about as much as I could handle in one go. If the facilities looked third world, the care, compassion and professionalism of the staff certainly weren't; as good as what you'd expect here.

On the Wednesday the doctor paid me another visit and said I could go. Where too from here I asked, "Well I can remove it, but it'll be six weeks before your bladder condition is stable enough to be removed, so I suggest you go home."

Steve in the meantime had been in touch with my travel insurance provider, not a smooth or simple operation, frustrating to say the least with 5 or more different case managers, and ensuring all the paperwork was in place, t's crossed and l's dotted. He was also liaising with Carey and the boys still on tour keeping them up to date. And a plan was hatched. It was pointless trying to change our flights home; we'd already paid for them and since the US / Iran conflict, probably unlikely to get a seat and if so, at exorbitant prices. Beside I didn't real feel well enough to fly.

The insurance company was happy for us to stay in Manali being considerably cheaper for them, so Aman found us great accommodation within five minutes' walk of the hospital should I need it. Being the 'high season', room rates were double, so it was costing us NZ\$50 per day! YES Himalaya had arranged for a car to take us to Delhi in order for us to meet up with the

boys and catch our scheduled flight.

Thursday,
Friday
Saturday
and Sunday
the routine was as follows. I'd wake around eight, shower and wander down for breakfast. A small bowl of porridge with honey and nuts being the first real food I'd had in a week and tasted so damned good washed down with a cup of Chai. Then it was back to bed, a sleep, before Steve hauled me out of bed around lunchtime for a walk into town and an ice cream or smoothy, at the market. An afternoon nana nap followed by a short walk to Johnson's Bar and Grill for a child's helping of spag bol or similar.

We found a barber and treated ourselves to a blade shave which felt wonderful. Slowly but surely, I was getting better, the pain still there but diminishing and the walks a bit longer and considerably less breathless with each day. If Steve hadn't made me do this, I dunno what the outcome would have been.

My antibiotics were running out so it was a simple job of finding a chemist and asking for enough to see me home. No prescription needed.

As a way of saying thank you, on Saturday night I shouted Aman and his wife Alka to dinner. It was also Steve's 71st birthday. Alka sold insurance. When Aman isn't guiding, he manages his father's extensive market garden some 60kms to the north. They were a lovely couple and provided a real insight into what problems and dreams young people in India are facing. Funnily enough, pretty much the same issues as young married people here face.



The 550km drive from Manali to our hotel in the Delhi Aerocity complex took around 9 hours arriving amidst a howling gale with rubbish blowing



everywhere and the sky dark with dust, pollution, probably both. Then the heavens opened with a short, sharp monsoonal downpour and we stepped from airconditioned comfort into the high 30's and saturating humidity. A day later the boys arrived from Leh. It was great to see them and hear their stories. We flew home the following morning.

Regrets? Sure. Heaps as you'd expect. This trip had been a year in the planning, to encompass the very best the Himalayas had to offer, a ride through areas that many who travel to India to tick the box never do. So yes, I do regret not seeing those far-flung areas of Ladakh but I'd been to Ladakh twice so while there are regrets, not as much as not reaching Umling La, the highest motorable pass in the world, the cherry on top. But never mind, it was not to be.

On that note, with the ongoing border issues between India, Pakistan and China, the Indian government is pushing through a number of tunnels to speed up access for the military to these remote areas. When the tunnels go through, there will no longer be a need to keep the passes open and just like the Rotang Pass, motorcycle travel will almost certainly be banned. The 'Cliff Hanger' is slowly being paved. So, if there are riders thinking about doing this, my suggestion is don't leave it too late as access to these remote areas will become safe and sanitised and more congested because of it.

I am extremely grateful to Vikas, Aman and the team from YES Himalaya for their compassion. The English may have invented bureaucracy, but the Indians perfected it and without Aman's help navigating the intricate web of paperwork and his invaluable translation and logistics services I don't know what the outcome would have been, certainly more difficult. I'm also extremely grateful for YES Himalaya picking up the bill for my transport and care with the insistence from Vikas that "we will sort it out later when you are home, Mr Chris."

We all have friends; Facebook, Twitter, Instagram, Tik Tok etc. but they're electronic friends, just 'likes'.

I have many people, friends, those I ride with, colleagues, or socialise with outside family, who I know if I rang and asked for help, they'd not hesitate. But I imagine, if you're like me, you can probably count on the fingers of one hand real friends who would go to the ends of the earth for you. Steve Parr is one of them.

I cannot thank him enough; I owe him big time for selflessly giving up his tour

to be with me. His being there allowed me the luxury to lie back, let the medics and meds do their thing. That he and Aman had things in order was hugely reassuring. I mean how do you repay that kindness?

The Crazy Himalaya 2026 tour lived up to its name. Those that completed it said the ride far exceeded their expectations. The sheer vastness of the country, the hugeness of it all, the passes, the people, all something they will never forget. As Cousin Derek said, the landscape just kept giving with every bend in the road.

Will I go back to tick the box? Probably not, but I urge those of you who have been thinking it's something you'd like to do, a bucket list item, just do it while it is still an adventure.

No regrets...well, some.

CAPTAIN CAREFREE
#3497



Some men build careers.
Some build legacies.

**NEVILLE WOODERSON
DID BOTH.**

From the hard years of the 1930s Depression to becoming a respected Craftsman Plumber...

From building hospitals and schools in Nepal alongside Sir Edmund Hillary...

From a passion for motorcycle racing mastering the speed to qualify Isle of Man TT events then later sponsoring Dobsy & Chris Swallow

This is more than a memoir.
It's the story of grit. Family.

RIDING THROUGH LIFE
By Neville Wooderson

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THE ZONE

As I have discussed before, motorcycling is largely a Mental Phenomenon.

The better you can get your head around your riding, why you are doing and not doing things and understanding why are critically important to staying upright.

Overtime you will get in the habit of always doing things a particular way. It becomes automatic, helped by experience, confidence and by muscle memory formed by much riding.

Now this is a double-edged sword. If you are doing things correctly it's good, if you aren't it can be disastrous.

The other day I was riding with my mate Nik from Vinegar Hill through to Feilding after a long day in the saddle (doing this year's TT2000). It is a twisty back road and can be challenging.

Now we were more than halfway through the fun twisty bits, and we weren't hanging around when it dawned on me that I wasn't at all thinking about what I was doing.

Me and Nik were comm'd up so I told him what I had just realized, and he said he was doing exactly the same thing and we started discussing how it was possible to be blatting through a twisty bit of road at a pace that many people would find too hot and not be thinking about it!

We were in the ZONE, and it was good! We were relaxed, well within our comfort zone and all was good with the world!

Does this ever happen to you? Can you ride safely without consciously concentrating on everything you are doing and what is happening around you?

Ken Condon (look him up if you don't know of him) in his book *"Riding in the Zone"* says...

"The 'zone' is achievable when the rider feels 'self-assured, confident and comfortable' — that is, when you are 'one' with your motorcycle.

I think confidence — but not over-confidence — is a very important factor in motorcycle riding. Confidence comes from skill development and risk management, and confidence helps make the sport fun."

If this doesn't ring a bell with you, I would suggest you ask yourself why and look for a strategy that will help you get the necessary skills to get in the Zone just occasionally.

Now being in the Zone is very different to when you glaze over when riding down SH1 sat on the speed limit in cruise mode. It's very different! In cruise mode suddenly 20kms have past and you have no memory of it cos you were away with the fairies.

Being in the Zone also adds an interesting twist to men (sorry lady riders, you have this sussed so I'm told) supposedly being only able to concentrate on one thing at a time. Does this prove or disprove this theory?

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

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

I am pleased to introduce Karel Pavich as a new Ulyssian rider training contributor. Many of you already know Karel and we are lucky to have her agree to re-print some of her past *Pro Rider Magazine* articles for us. We are looking forward to learning from your extensive skills and knowledge Karel!

— SUZIE P.

Karel Pavich

- Motorcycle Racer



Karel Pavich is one of just a handful of women worldwide that has competed in the sport of motorcycle road racing.

She was born in Hamilton, New Zealand and fell in love with her first motorcycle at the age of 15 where she developed a passion for 'Two Wheeling' that has led her into a lifestyle completely dominated by motorcycles

In 1988, she made the decision to begin road racing and set about establishing CLOUD 9 RACING. Everything else took second place as Karel launched herself onto the New Zealand racetracks. She became something of a novelty in her first year, towing her racing motorcycle all over New Zealand on a trailer designed to attach onto her 900cc Road Bike.

Being one of just a few woman competitors in a male dominated sport has never been easy for Karel, but she has shown an ability and a flair that has added interest to motorcycle road racing. In 1990 she was nominated for the NZ Motorsport Woman of the Year.

After a 7 year "retirement" Karel came back into Road Racing in 2001, wanting to achieve one of her ultimate goals of winning a championship. She did that, making history in 2006, by becoming the first woman to win a NZ Solo National Championship when she won the

title in the 250GP class, competing against her male counterparts.

Karel continued to race in Classic & Post classic classes, with one of her biggest events being the Island Classic at the infamous Phillip Island, Australia track where she has successfully come home with top 3 results and a win to her credit, again competing with just the men.

**Karel's motto is:
Have the courage and
determination to be the
best that you can!**

It is a tough and unforgiving sport, but there is something about racing a motorcycle that doesn't compare to anything else....."I just love it" says Karel

In 2009, recognizing a demand for quality motorcycle rider training, Karel started Pro Rider, now New Zealand's largest motorcycle training business. She was able

to bring her skills, passion and love of motorcycling into her business world where she "loved her day job", finding great satisfaction in helping riders reduce their risk factor on the road so they can increase their fun factor.

In 2015 Karel returned to Thailand where she and her husband and business partner Howard Mansell decided to start motorcycle tours. Since 2016 they have spent the winters away taking tours in Thailand and in 2022 added Croatia and more recently Sunshine Coast, Australia tours. Their business, Magic Motorcycle Tours is built on the simple joy of riding motorcycles anywhere and everywhere, and their aim is to give riders the most magical experience of riding in other countries. They have stepped out of the training business now and just operate the tours as semi retirees which suits them perfectly, especially since they both enjoy the warmer climates.

Karel's story is one where her passion for riding has shaped her whole life, and since starting riding at 15 and then becoming self-employed at the age of 20, she has successfully managed to incorporate motorcycle riding into her work and life so she can earn a living doing something that she still gets immense enjoyment from.



2026 Bike Raffle Report

Organiser **ANDY WILSON** #7169

It's always an anxious moment standing out front with the barrel and all those tickets, knowing that one ticket will win its purchaser a brand-new bike.

This year was no different. Once the police officer in attendance had drawn the ticket, I first checked that there was a membership number, then the name and branch.

So, imagine my surprise when I read **Taranaki** again — two years in a row! Just a shame the winner wasn't there like last year's lucky winner.

After a couple of weeks of looking and deciding which bike he wanted, Ron McColl, membership number 9235, chose a Triumph Tiger. Ron decided to pay a little extra to upgrade to the slightly bigger version, which will be perfect for two-up, off-road rides with his partner Surayah.

After ordering the bike and arranging the pre-delivery and delivery, on the weekend of **6 June 2026**, we travelled

up to Cyclespot Taranaki. They put on food for us, arranged a coffee cart for the day, and even stayed open after closing time. A massive shout-out to the team at Cyclespot Taranaki for their fantastic hospitality and support.

Ron was then presented with his brand-new wheels.

I must add that, from Karen and me, organising the raffles over the past five years has been a big but very rewarding task. It's been so good to present the different bikes to our lucky winners all

ON BEHALF OF
OUR MEMBERS...

Natcom would like to thank Andy and Karen for their dedication to running the National bike raffle for the past 5 years. It is a huge task - working with bike dealers, DIA, the printers, coordinators, members, police and more! Hours upon hours of work and then, because of the strict rules, they couldn't even buy a ticket! The Rider safety fund has benefitted from their efforts greatly, so THANK YOU both! — **SUZIE P.**

over the country.

Now it's our turn to buy the tickets — and you just never know what can happen!

Thanks to everyone involved in arranging this year's prize and making the raffle possible. **ANDY WILSON** #7169



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Bike Raffle Winner

RON MCCOLL #9235

The Winner's Story

Hello to all the shareholders out there.

I say "shareholders" because a Ulyssian comedian explained to me that, although I had the winning ticket, everyone who bought a ticket is technically a shareholder in the prize. Having given this some thought, I feel I should make up a share roster for those "shareholders" for the servicing, cleaning and polishing it will require. :-) YEAH-RIGHT, I hear you say!

Yep, I am very happy to say I was fortunate enough to win this year's bike. Many thanks to everyone involved.

Well, this is how it went.

It had been a rough couple of months. The I.V. with its bladder had only recently been removed, and I was still feeling very sore. I had just settled into a chair, feeling pretty unimpressed with the world, when the phone rang.

This is where it starts getting a little embarrassing. On the other end was a familiar accent. Yep... same accent, different person. During my hospital stay, a fellow patient, after being discharged, decided to ring me pretending to be the consultant for my little problem. Yep, you get the picture — I took the bait, hook, line and sinker.

So when Andy rang from the AGM in Nelson, having the same accent, I thought it was a prank call. Then I thought it was a scam call, followed by the thought that there were a few comedians in the Naki branch who had probably had a few drinks and decided to wind me up.

Little did I know the call was being broadcast through the speakers for everyone at the AGM to hear! Not remembering exactly everything I said during the call, I feel I should offer my apologies — firstly to Andy, who thought it was pretty funny when I explained what had happened later, and then to everyone at the AGM who must have thought I had completely lost the plot. Probably some truth in that...

A few minutes later, Bill rang to confirm that I had actually won and that everyone was celebrating. Oops!

And so the process of choosing a bike began. Sounds easy... NOT! Number

one priority was that it had to have a comfortable pillion seat for "she who must be obeyed". Apparently, a non-negotiable condition.

Now, that doesn't mean I'm a yes-man. I say no when she does!

It also needed to carry a bit of luggage. With camping and hill-country riding in mind, a dual-purpose machine was the order of the day. And Bill — nope, I'm not fitting it with a sidecar or trailer!

After many changes of mind, suggestions, advice and major amounts of time online, YEEHAA — at last, a decision! I chose the BMW GS... until Andy called and it all changed to the Triumph Tiger Desert. I can just imagine many of you rolling your eyes!

I ended up with a very nice bike, and I believe I'm going to enjoy it. Now the challenge is to get some riding time done. It really is a great raffle that raises funds for many Ulysses projects.

A Few Shout-Outs...

Action Moto, Hawera — thanks for letting me borrow a bike for a test ride and for the good advice. Mount Motorcycles BMW — nothing was too much trouble.

The many Ulyssians who provided chats, advice and even offers to store the bike for me. I feel there may be a catch to that offer!

Cyclespot Taranaki and Andy Foot — thanks for the bike assembly and for providing a great venue for the presentation. The coffee cart was a great addition.

Andy Wilson — who always gives up a lot of time to organise these raffles each year. Bill Kidney — many



thanks for arranging, presenting and coordinating it all. It was also great to see so many fellow Taranaki members at the presentation.

Bike Update

The bike has now had clear protective film added to the fairing and a few other exposed areas. This was very successful on my previous bike. Zodiac Signs in Hawera did a very tidy, custom-fitted job for less than \$270.

Next on the list is fitting the panniers and top box... then some riding!

I'll finish with more thanks and a question...What happens when I win next year's bike? Thinking... thinking...

Keep it shiny side up!

RON MCCOLL #9235

LA THE LONG WAY

BY EUGENE BERRYMAN-KAMP #9353

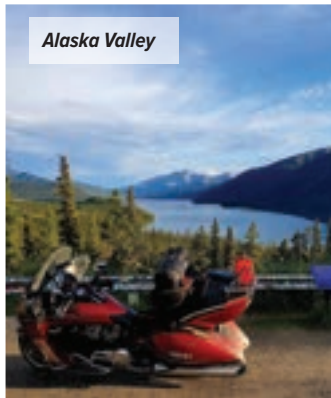


Alaska Highway

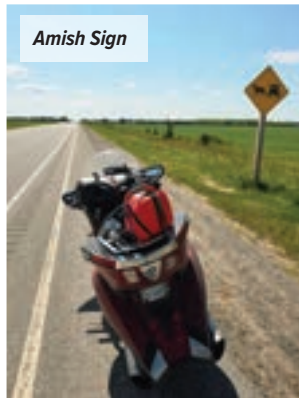
So as per my previous article I had left Matakite my Victory Vision in storage in Anchorage Alaska after the 2024 Hoka Hey Motorcycle challenge.

I was pretty attached to the big girl and decided to bring her back to Aotearoa to join Helga my BMW GS Adventure and booked shipping out of Los Angeles so obviously had to get the bike back to LA. Google maps says it is a 58hr journey of 5,512km but direct is boring and I have always wanted to do a Trans Canada so obviously my ride back to LA would have to be across Canada. I planned to do the SCMC 4 Corners ride (the 4 corners of the lower 48 states) so decided that down to Vancouver, across to Maine, down to Florida and across to LA would be the go. I flew out of Auckland 12 July and after a 14 hr layover with friends in Hawaii I arrived in Anchorage 8am Saturday morning and went to pick my bike up from the Harley Dealer in Anchorage. Although it had been on a battery tender the battery had died, we tried to charge it but no joy and by some miracle one of the Harley batteries actually was the correct size, capacity and terminal orientation so dropped that it, stocked up on provisions (yay

Walmart) and rode up to Tok just before the Canadian border where I stayed in a campground for the night. Next day I crossed over into the Yukon (Canada) and back along the rough roads that feature up there as a result of the permafrost. I was making good time and with it being light until 11pm I decided to push on however I got a rear puncture just out of Watson city. You then realise how isolated that region is, no cellphone coverage, only 1 truck and 1 car went past in the 2 hours while I tried tire plugs and tire repair in a can to plug the leak. No joy and I did not fancy camping on the side of the road out in the wilderness (having seen moose and bear along the way) so rode the bike really slowly back to a main road until the tire gave out completely and shredded so I was stuck with the sun going down about 11pm. Miraculously a young fella was driving past in a beaten up pick up that would have no chance of passing a wof in NZ but I jumped in the back, ignored the holes in the tray I could see the road through and he dropped me off at the roadside motel in Nugget City on the main road where I got a room for the night. Next day I organised a towtruck to Watson Lake, the closest town with services, they don't muck around in the Yukon and



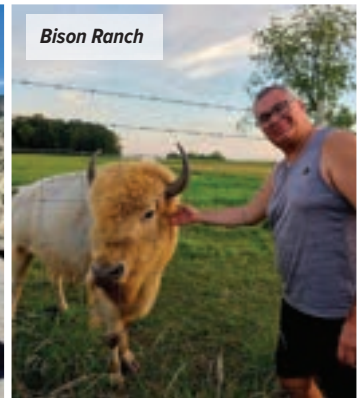
Alaska Valley



Amish Sign



BC Valley



Bison Ranch

sent a Kenworth! Really helpful guys, they organised a replacement tire to be couriered and a local mechanic (from Matamoras!) to fit it but it would take 2 days to get there. So I had to re-plan my trip and alter the plan as the 4 corners ride was now likely to be too much of a push within my timeframe. The Watson lake signpost is an institution on the Alcan highway, the stickers we left last year were still there.

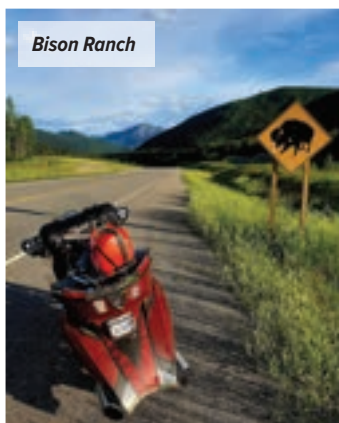
The tire was not sorted until 4:30pm the following day but with the extended daylight hours I managed to get to Fort Nelson by 11pm, having seen deer, caribou, bison, bear and the aftermath of the wildfires that had swept through the region a couple of months earlier, you could smell it before you saw it. Next day I cranked 1038km to Williams Lake and the wet roads and road grime from the trucks (Forestry and Oil) meant Matakite and I were filthy by the end of the day. Got my Alaska Highway photo in Dawson Creek and replaced my puncture repair gear at a Napa Auto parts store. From there I rode down to Vancouver in British Columbia via scenic route 99, a real bikers road, winding with little traffic and stunning big country scenery. Got an oil, filter and rear brake pad change done and stayed with a first nations friend and her son in Vancouver that night. Next day was another 1038km to Calgary in Alberta to stay with another 1st nations friend and her family, got caught in a serious hailstorm 35km out of Calgary

and realised just how exposed you are out there on the big country plains. In minutes the road was literally 5cm deep with hailstones and I'm stopped on the side of the road, sitting on the bike as the angle was too steep to safely use the sidestand, shielding the centre console screen and my phone from the hail with my hands! It's quite surreal getting pummeled with hail bouncing off your helmet and riding gear. Realising I could be stuck for hours if the hail turned to ice and with no cover to be seen when it eased up a bit I tucked in behind a truck whose tire tracks crushed the hail into water but I have to say it was pretty sketchy and after a while I managed to find shelter under an overbridge. Arrived in Calgary 2 hours late and absolutely sodden having ridden through rain and hail for over 700km. Canadians are set up for bad weather and left all my gear and the bike in my friend's heated garage overnight, plus put some gear through the washing machine/dryer. My bike phone and radar detector which were on handlebar RAM mounts were both not working as a result of the rain/hail but my Garmin GPS which was protected by the windshield still functioned so the next day I rode 741km to Prince Albert in Saskatchewan to stay with Junie and her partner Jimmy, she was one of the Hoka Hey organisers and he has 3 Harleys he alternates between for long distance events, top people. Even my goretex

boots had gotten soaked from the night before so had my feet in Quality Bakers White toast bread bags I always carry just in case, classy.

This trip I alternated between staying with people I met from the Hoka Hey last year, 1st nations friends, or solo motel/camping but a guy called Neal had been following my FB posts on the Victory Vision page and he invited me to stay with him and his family just north of Winnipeg in Manitoba. To be fair it was a 200km diversion but in Canadian terms I was basically riding straight past his house and really enjoyed his hospitality, plus the Elk steaks on the BBQ. With it being so flat it's quite odd to see the horizon in all directions and the smoke haze from the wildfires hung like a foggy haze. The following day was 988km to Longlac Ontario, the scenery changed to forests and lakes, reminded me of home (I live in Rotorua) stopped for a photo of Inukshuk, an Inuit wayfinding/navigational marker. Next day I finished my Trans Canada by pulling into Montreal Quebec about 10pm where I stayed with Louis, a Hoka Hey Ambassador. 4,800km in 5 days through 7 provinces. I did heed the "Do not ride at night" advice as the wildlife there is big and if you hit one, they walk away, you don't. Did pass through Amish country, felt a bit mean passing a horse and buggy at warp speed.

The previous night I had asked if I could



Bison Ranch



Bit HOT!



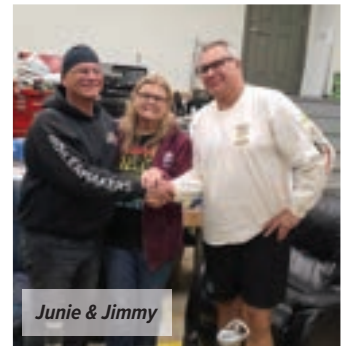
Dino sign



Gene



Inuit statue



Junie & Jimmy

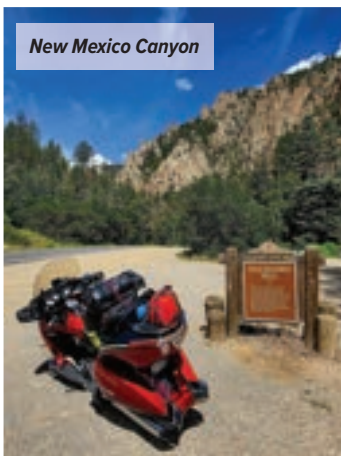
use his gear to wash my bike the next day as it had not seen a washcloth in 10 000kms but by the time I got up Louis had washed it and his wife Dianne had done my laundry! They both ride big distances and she is actually a BMW GS riding instructor, it's great when bikers understand what other bikers need on the road. Spot of sightseeing in Montreal then Louis escorted me to the US boarder where we parted ways and I rode to stay with 1st nation friends in Maine. Next day I put the hammer down and managed 1130km through Maine, New Hampshire, Massachusetts, Connecticut, New York, New Jersey, Delaware and Maryland, ended up in quite a flash hotel for the night on a special deal, they let me park the bike under the front entrance.

It started getting hot the further I went south, up in Alaska/Canada in was usually 5 degrees to 15 degrees C, as I moved south it started hitting mid 30s. Even at night, at 75mph, on the interstate. Next day 740km got me through the Carolinas where I got a full service, new tires and front brake pads from the dealership I bought the bike from in Fayetteville NC, then rode with Gene another Victory Vision guy who had been following my trip, down to South Carolina where I stayed with Bill and Debbie. Bill had done the IronButt rally twice with Chris and Stella from NZ Distance Riders and is a fellow BMW rider using a GSA for his rally's, an RT for shorter rides and restoring a Triumph Thunderbird. They have an alligator behind their back fence

(as you do) so I stayed in the house enjoying South Carolina BBQ and beer. 600km the following day got me to Woodstock Georgia where I stayed with Steve and Dawn, fellow Hoka Hey riders and got to enjoy Georgian BBQ and beer. Up to 40 degrees today on the road, hydration is critical as was soaking my t shirt in the washrooms each fuel stop and wearing a cooling scarf and soaked headtube. I have 2 x 1.25 litre thermal "Stanley" cups on the handlebars so starting alternating between iced water and coconut water through the day. I also carried another 3 litres of each to top up.

Next day was 1068km through Tennessee and Kentucky to stay with Robert, a retired bison rancher in

Missouri I met on the Hoka Hey who has 6 Victory Visions in his barn, a real enthusiast and top guy. Homekill bison on the bbq for dinner and got up close to his domestic bison herd, they big. The one in the photo is a young one, I'm 193cm tall. Robert lives just off Route 66 so the following day he escorted me on his Arlen Ness Vision until the main road and I changed my ride plan based on his advice as there was a "heat dome" where I planned to go so he directed me further



New Mexico Canyon



Roberts Arlen Ness



Route 66



Larry

north to avoid the heat across Missouri, Kansas and Colorado to Trinidad where I stayed in a funky biker motel that night, an 1100km day. I do enjoy long distance riding and with the right bike, gear set up and their generous speed limits you can comfortably cover the miles. Another 700km day got me to Albuquerque New Mexico through mostly canyon and mountain roads, I caught up with Larry who is Lakota and did the smudging ceremony at the Hoka Hey start line last year. Day 19 saw me ride 1030km through to Tucson Arizona where I picked up my replacement used bike parts from HMD520 who build custom Victories, to replace the bits I broke in my tipover last year. Bungied those on and continued to Quartzite just before the Californian border where I stopped for the night. Had to take refuge from the

heat in a Dairy Queen for 2 hrs early evening, it got to 47 degrees c on the interstate at 5pm and I thought that can't be good for me, the bike or the tires. Bought the largest ice cream and soft drink they had and soaked up the air conditioned atmosphere. Still over 40 degrees at 9pm but lots of trucks on the road at night, must be a better time to run the big rigs than in the heat of the day. The only plus was my radar and bike phone had finally dried out and were working again.

1 August, day 20, rolled into my motel in LA mid afternoon (only 410km today!) and spent the rest of the day cleaning the bike and repacking for my flight home and the bikes shipping delivery. I had bought microfibre cloths and small 100ml travel bottles of wash/wax, instant detailer and ArmourAll and used the motel room

wastebin as a bucket and actually Matakite cleaned up pretty good all things considered. Fried chicken for dinner (as you do in the USA) then dropped the bike off to the shipping depot the following day, with an uber to the airport for my flight home. So 16,000km in 20 days at an average of 800km/day, fuel consumption was 5.6L/100km, average speed was 103.5 km/h. Really satisfying to bring the bike I had ridden from Florida to Alaska back from Alaska, across Canada and back across the USA. There were a couple of shipping delays but Matakite got to Auckland in October and I got it NZ legal early November. As they say, ride the wind, race the rain, chase the sunset.

Naku noa,

EUGENE BERRYMAN-KAMP #9353



Neale



Shipping depot



Steve & Dawn



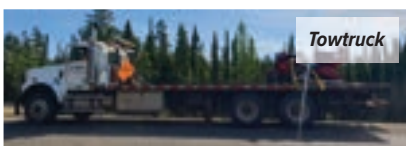
Stockade



Yukon Border



Ulysses Sign



Towtruck



Underpass

ROME TO SARDINIA AND CORSICA

Two Weeks of Motorcycle Heaven

By Trevor Wylie – Hawke's Bay Ulysses, Member #9934

Back in April I was lucky enough to join Moto Tours Europe on their Rome, Sardinia and Corsica tour. I'd previously travelled with them on their Corsica tour in 2024, which was fantastic, so going back with them was an easy decision.

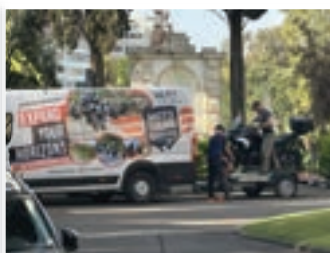
The company makes touring overseas incredibly easy. They provide just about everything except your riding gear. You can choose from around ten motorcycles, mainly BMWs and Suzuki V-Stroms. I hired a BMW F750GS, which was a lovely bike to ride, while Jeremy and Rochelle were on a brand-new BMW R1300GS. My bike already had 38,000 kilometres on it but was in excellent condition, proving these bikes are well maintained regardless of their age.

Accommodation throughout the tour was in four and five-star hotels, and all meals, fuel and ferry crossings were included. It was great knowing there were no hidden costs waiting to surprise you.

Our tour group couldn't have been better. It consisted of just four people—our tour leader Stephan, Jeremy and Rochelle, and myself. Three bikes on the road is about perfect. There's no waiting around for a dozen riders at every stop, and you can enjoy the ride at a relaxed pace.

A Few Days in Rome

Before the tour started I spent three days exploring Rome. Travelling in mid-April meant I beat the main tourist crowds, the weather was superb and I didn't see a drop of rain. Every famous landmark lived up to expectations and I thoroughly enjoyed wandering around one of the world's great cities.



Day One – Rome to Civitavecchia

Our first riding day took us from Rome to the port of Civitavecchia, where we boarded the overnight ferry to Sardinia.

It was a good opportunity to get used to riding on the right-hand side of the road again and to reacquaint ourselves with Italian traffic. Road rules seem to be viewed more as



friendly suggestions than actual rules—but somehow it all works!

We stopped for lunch at Civita di Bagnoregio, an ancient hilltop village. The walk up was seriously steep and had me wondering whether I'd accidentally signed up for a hiking tour, but once at the top it was absolutely worth the effort.

Sardinia – Motorcycle Paradise

We arrived in Olbia at 6.30 the following morning, rolled off the ferry and headed for a small roadside café about an hour and a half later for coffee and breakfast.

From there we followed the coast towards Arbatax, enjoying magnificent scenery and endless twisty roads.

The following day we rode through the mountains to Oristano. If you don't enjoy tight, winding mountain roads, this probably isn't the tour for you. If you do, you'll think you've died and gone to motorcycle heaven. Every corner seemed to reveal another spectacular view.



We enjoyed a rest day in Oristano before continuing north through Bosa and Alghero, stopping at the famous Elephant Rock near Castelsardo before reaching Santa Teresa.

Corsica – Bigger Mountains, Bigger Smiles

The next morning we boarded another ferry, this one an impressive 13-storey floating city, for the four-hour crossing to the French island of Corsica.

From Bonifacio we rode through Ajaccio to Porto. Personally, I reckon Corsica is even more mountainous than Sardinia.

The ride the next morning from Porto towards Calvi was unforgettable. Incredible rock formations, towering cliffs and some rather alarming drop-offs certainly kept everyone's attention. Misjudge a corner here and you'd probably be getting flown home in a very small box! Thankfully we all managed to stay on the black stuff.

We eventually reached the beautiful harbour town of Saint-Florent, where we stayed for two nights. After a rest day we rode around Cap Corse, the 40-kilometre-long peninsula



surrounded by the sparkling Mediterranean. It was another full day of magnificent roads and scenery.



Back to Italy

An early 5.30 am start saw us catching the ferry back to Livorno in Italy.

After arriving we rode to Pisa, where Stephan somehow managed to park the bikes only a few hundred metres from the Leaning Tower. That's another advantage of travelling with a good tour leader—they know exactly where to go.



After the obligatory tourist photos, we continued through Tuscany to San Gimignano. The rolling countryside was spectacular, but the highlight was our hotel—a beautifully restored 15th-century property that was simply magical.

Tuscany at Its Best

The following day took us through Siena and Montepulciano before finishing at Porto Santo Stefano.

Along the way we stumbled across the Italian Air Force conducting parachute training from a grass airstrip in the middle of nowhere. Naturally we found a nearby café, ordered coffee and watched the action. Most of the parachutists landed gracefully—although one unlucky chap finished up in a tree. I suspect that wasn't part of the training



exercise.

One Last Surprise

Our final riding day back to Rome still had one surprise waiting.

Cruising along the motorway at around 140 km/h, two Italian Air Force Eurofighter Typhoons suddenly thundered overhead. They carried out what appeared to be a practice landing before applying full power and banking sharply away. The noise was unbelievable and the sight of those jets passing so low over us is something I'll never forget.

That evening, after returning to our starting hotel, we enjoyed a farewell dinner and reflected on what had been two unforgettable weeks of riding.

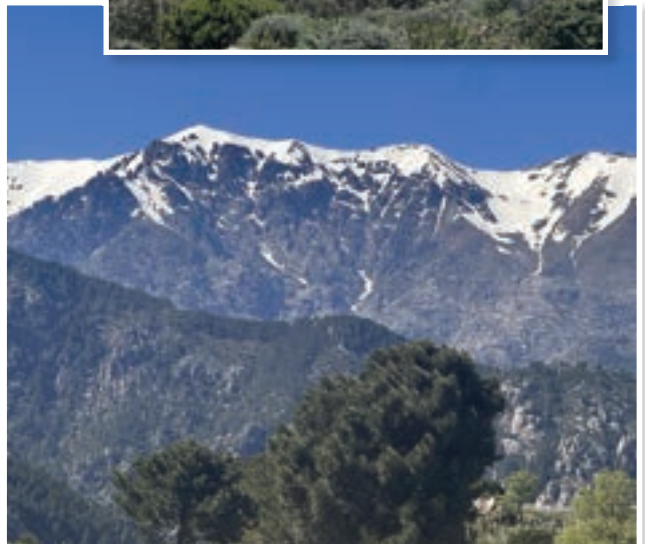
Worth Every Kilometre

Italy won me over completely. The history, scenery, food, people and incredible riding roads made for a fantastic holiday. There were hardly any road cones, traffic flowed surprisingly well, and let's just say the locals have a fairly relaxed interpretation of speed limits and stop signs!

After the tour I caught the fast train to Venice and spent another three days exploring before eventually heading home. Six weeks in Europe disappeared far too quickly.

If you've ever thought about joining a guided motorcycle tour in Europe, my advice is simple—do it. You won't regret it. Everything is organised, all you have to do is turn up, ride some of the best roads you'll ever experience, and enjoy yourself.

Now... where's the next tour?





TransAlpine

Scooter Safari 2026

JIM FURNEAUX #2098

It was early December 2025 and the feared pie-scoffing heavyweights of the 2024 TransAlpine Scooter Safari, **The Four Riders of the APieCalypse - Porky, Chunky, Beefy and Meaty, aka Team We Ate ALL the Pies!** erupted from the dormancy of their scootering siesta to embark on another gustatorial expedition across the Southern Alps on their four trusty Hondas – three postie bikes and a 1973 ST50.

First assembled to ravage the pies of the 2024 TransAlpine Scooter Safari, Meaty and Chunky were two-thirds of Team *Grumpy Tutus* of the 2022 TransAlpine Safari, and they were also Team *Double Womble* for the Inaugural 2023 Capital to Coast Scooter Safari in Wellington. With the addition of those masticatory marvels, Porky and Beefy, the pies of the New Zealand quivered before this quartet of peregrinating pie-guzzlers. No pie would be safe, even quiches would quail.

Unfortunately, Beefy had been rendered hors de combat by a rogue hors d'oeuvre just before the starter's gun and had been unable to participate in the pie-pillaging peregrinations of the 2024 Safari. His pies could not go uneaten, so Chunky ate for two. He achieved VIP (Very Impressive Pie-Eater??) status which had earned him

an early entry into the 2026 Safari.

Previously the registrations for the 250 rider places on the Safari have sold out in around 15-20 minutes after general registrations opened, so ensuring that the other three members of the team were on board was going to be a priority. Meaty, who earns his crust as a driver would be working when the starting gates opened for registration, and with sausages for fingers, he was never going to get his registration completed on a smartphone with 40 passengers ignoring the “*Do Not Converse with the Driver*” signs and screaming for their lives as his bus careered around the hills of Wellington, so Chunky, a rejected and retarded Civil Serpent with reasonable PC skills and very little of the other PC attitude, elected to act as proxy in order to get Meaty at seat at the bakery counter.

However, the Pie-deities stuck their thumbs through the flimsy flaky crust of Chunky's plan – his browser kept defaulting to his own login. The precious minutes were ticking by as he frantically sought to clear the cache when Beefy rang to say that his registration had been confirmed.

As a currently employed Civil Serpent, also with reasonable PC skills (and more of the other PC attitude), Beefy

also stepped up to the plate to try to get Meaty registered, but even though both seemed to succeed more than once, no confirmation screen appeared for either of them. Precious minutes ticked by before Beefy finally had the sought-after confirmation screen and Meaty was at last registered. A quick call to Porky confirmed that the whole team was back together again for 2026!

The filling dropped on the floor for Meaty when he never got the email confirming his registration. *Sacre bleu* as French flan-eaters might have said. A quick tête-à-tête between Chunky and Beefy found the problem. In all the trouble trying to get Meaty registered, there had been a typo in the entry of his email address. Fortunately, he could still access the site by using the typo address, and the matter was fully resolved the following day by the able admins of the Scooter Safari team.

Then came the hard training to eat their way to their ideal riding weights for greater sail area in those Canterbury winds and that crucial extra speed on the downhill runs through Porters and Arthurs passes. Entire bakeries across the North Island would be scoffed clean as these lardy layabouts got into shape, adding layers of subcutaneous adipose tissue for the extra energy and



insulation that would be needed to cross the mighty Southern Alps in May.

Every rider on the Safari needs to have a support crew. By forming *Team We Ate ALL the Pies!* in 2024, the perspicacious piewaymen had shared resources and support services to create the support crew *par excellence*, the *Brolly Dollies*, aka Cherry, Peachy and Gooseberry. This year Apple joined the Dollies to take our crew up to eight members.

In traditional motorcycle sport, the brolly dolly stands on the starting grid in skimpy clothing shielding their team's riders from the harsh sun with a massive umbrella. However, that would never work for the icy winter weather of the Safari – the Dollies would either freeze to death or be blown over the Southern Alps by the fierce winds blowing in straight from the oceans of the Antarctic like an underwear-clad Mary Poppins.

These Dollies, layered in merino, possum fur and Gore-Tex, topped off with the team's trademark summer shirts, had a far more critical role to play in the Safari. They were up well before first light of the icy Canterbury dawn to brave the weather and staunchly support the team throughout the Safari.

On the day of the Safari, the Dollies took the two support vehicles and obligatory trailer ahead to refuel scooters and riders as they rolled in to each stop along the way. They queued at Sheffield for the famous pies, massaged riders' butts at Lake Lyndon, and grabbed burgers at Arthurs Pass to feed the ravenous riders on their arrival. The team's highly visible summer shirts once again stood out from the crowd allowing the piewaymen and the Dollies to easily identify one another in the large crowd of riders, support crews and spectators.

Far more than just cheerleaders, the Dollies were crucial to the overall team effort. Their fortitude was as much a key to the success of the Safari experience as the tenacity of riders and the endurance of the scooters. To

paraphrase the old US Postal Service motto, *"Neither snow nor rain nor wind nor gloom of night stays these Dollies from the swift completion of their appointed roles."*

Unfortunately, the same could not be said for the ST50, a veteran and front runner of the 2024 Safari. While it powered ahead of the pack along the highway to Sheffield and up over Porters Pass again this year, the engine started running roughly as Chunky rolled into the parking area at Lake Lyndon.

A quick check confirmed that it was running too lean from an air leak caused by a combination of knobbly tyres and the potholed roads shaking loose the spinner underneath the carb. After ten minutes of fettling the ST50 was running smoothly once more, but after a short ride across the rough carpark as riders jockeyed for position at the start of the next leg to Arthurs Pass, it became apparent that the air leak was very likely to return on the rough roads ahead, so Chunky made the decision to put the ST50 on the trailer for the remainder of the Safari as the rest of the team rode on.

The bike was loaded onto one of the Safari's two support trailers and Chunky rode up front in the Ute as they worked their way through the scooters that were straggling along towards the rear of the ride. The driver slowed as the Ute approached a group of about six riders all lined up about 20 metres off the road but it soon became clear that the riders were merely irrigating the five wire fence they were facing. The second Ute and trailer came along behind the whole ride as TEC sweeping up any other breakdowns along the way.

Once at Arthurs Pass, the ST50 was transferred to the team's own support trailer, and Chunky joined everyone for lunch after which he rode in the van along with Gooseberry, while Apple, Peachy and Cherry rode in the comparative comfort of the other support vehicle, the eight-seat Honda Odyssey.

Rider support crews leave 15 minutes before the scooters and drive ahead to the next stop, so Chunky and the Dollies were all waiting at Kumara Racecourse when Meaty, Porky and Beefy rode in on their postie bikes well towards the front of the ride. This was just a short stop for the ride to regroup and for any further breakdowns to be transferred to their support crews. Then came the last leg of the Safari, from Kumara into Hokitika.

Chunky and the Dollies went straight to the motel unit and were joined a short while later after Beefy, Porky and Meaty had completed the Safari riders' obligatory victory lap around the town.

The evening meal was once again very well catered by the Boys Brigade at the local racecourse, and the various prizes and acknowledgements were made by the Southern Cancer Society which now organises this event. This was the 10th Ride of the TransAlpine Scooter Safari and Chunky got a special mention as this was his 6th Safari, the day before his 75th birthday.

Team *We Ate ALL the Pies!!* raised \$5,192, earning 15th place out of 40 teams. The top team raised \$31, 596 and the top individual fundraiser, who won a Yamaha Tricity 300 valued at over \$14K for his magnificent effort, raised an amazing \$16,198, more than \$8,000 more than the second highest individual fundraiser.

Seven members of *We Ate ALL the Pies!!* and the *Brolly Dollies* are members of the Wellington Branch of Ulysses Club. After 2024 we thought 2026 would be our last Safari, as it's quite expensive having to travel across the ditch with two vehicles, a trailer load of scooters and 6-8 people, with two night's accommodation and fuel on top of the registration fees, support crew fees and fundraising, but it's such a great event for a very worthwhile cause, that, all going well, we will ride again in 2028 so that we can all take that victory lap around Hokitika.

JIM FURNEAUX #2098

A Winters Weekend



Four crazy riders, Euan, Wayne, Dean and myself met at Pegasus to start our chilly journey to Murchison for an overnighner. A few members from Canterbury had decided to attend “The Gathering” organised by Kerry Chapman from Westland, in Murchison on Saturday 11th July. The temperature was 3 degrees when we set off on our journey, other Canterbury members (the sane ones) had taken the option of going in their lovely warm vehicles but even though it was rather cold it was still a great ride. First stop was Culverden, for a HOT DRINK!! And as it turns out a sausage roll that seemed to be full of hot air and not a lot of sausage, but good conversations were had before we hit the road (figuratively speaking), next stop was for fuel at Springs Junction. Personally, I did have a couple of moments that my rear wheel stepped out on me riding through icy patches. It was very icy riding around the shady patch heading into Springs Junction and we welcomed the stop to get fuel as it gave us a chance to get the circulation going again. We carried on to Murchison, and I did note a that the temperature did reach 6 degrees. Lunch was had at The Rivers Café where we met up with members from Nelson and others from Canterbury. Dean, by chance, happened to pick up a Ulysses name badge, the name was John Sinclair from Marlborough. I did give the badge to John later at the Hotel.



After sorting out our accommodation at “The Lazy Cow” and visiting the local 4 Square (for drinkies) we headed on over to the Hampton Hotel to start socialising. What fun!! The Hotel was pumping, of course it wasn't just the Ulyssian's that were there. The All Blacks were playing so lots of locals. I don't remember a lot of the rugby game as I made my way around the bar talking to fellow Ulyssian's, Dean says I was a social butterfly, and he had to keep finding me to deliver a fresh beverage. LOL. At this point I would like to say that I did not get any photo's as I was too busy talking, laughing, eating and generally just having a great time. Next thing I know there were only a handful of us left and a photo was taken by the bar lady.

It was an
AWESOME

night. We walked across the road to our accommodation and two other couples from Canterbury were still up, so we had another cold beverage with them before hitting the hay.

Next morning dawned, a slight headache onboard but after a couple of cups of tea, we packed the bikes and we meet the other riders for breakfast. And with that the weekend was over and we headed home. There were less icy patches on the way home and the temperature rose to 10 degrees – whoop whoop.

Home safe after another great overnighner.

Great ride, wonderful people and what an enjoyable weekend. Thanks everyone.

We look forward to seeing you all sometime in the future. Until then, ride safe.

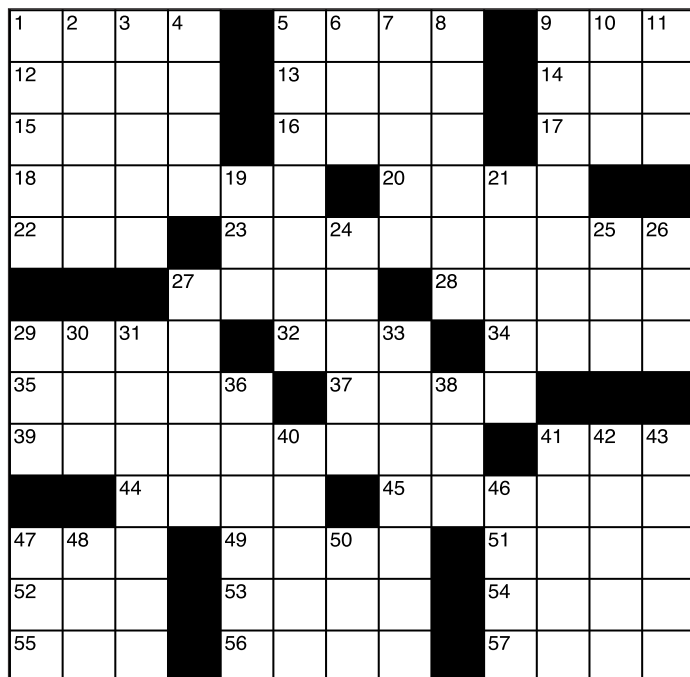
DEAN #9633 and **DEBBIE** #9634 — Canterbury



Photo above (courtesy of Vicki McGhee – Nelson)

COFFEE BREAK

PUZZLE NO. 166



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ACROSS

1. Impresses
5. Corn-ear cores
9. Suet
12. Silent actor
13. Wagner or Powers on TV
14. State falsely
15. Piece of gossip
16. Long way off
17. Division of history
18. Movie text
20. Clamping tool
22. Meek
23. All ears
27. Beef dish
28. Heredity factors

29. Kind of tub

32. Tatter
34. Lifetimes
35. African shrubs
37. Saturate
39. Authentic
41. Assert
44. Large number
45. Cuddle
47. Likely
49. Food seasoning
51. Purple flower
52. Payment
53. Birch or oak
54. Bowling-alley feature
55. Tiny bit
56. In the company of

57. Is in hock

DOWN

1. Wrong
2. Sorceress
3. _____ board (file)
4. 18-wheeler
5. Gab
6. Clumsy one
7. Heroic
8. Shoelace
9. Escaping
10. "The _____ Up There"
11. Steeped beverage
19. Stroke
21. Sirloin, e.g.
24. Wring

25. Geese formation
26. Curvy turn
27. Clam's case
29. Obstruct
30. Beer's cousin
31. Raised a glass to
33. Sharp
36. Nap
38. Top card
40. Multitude
41. Cereal stalk
42. Skirt style: hyph.
43. Affirmative answers
46. Storage tower
47. Fore's opposite
48. Podded vegetable
50. Luau wreath

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 1040

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

Answers to these puzzles are on page 59



**ADVERTISE IN THE NEXT ISSUE AND HAVE
ALL EYES ON YOU**

SECURE YOUR SPOT advertising@ulysses.org.nz

UPCOMING EVENTS

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

SEPTEMBER

Various Dates

MAM Rides

We hope to see lots more branches doing this ride in 2026. The Motorcycle Awareness Month ride is a big one for Ulysses and our strategic planning goals.

12th

South Island Remembrance Service

Hosted by Canterbury Ulysses. Kaikoura Top 10 Holiday Park, 34 Beach Road, Kaikoura. 1pm. More information in the rally section of this magazine.



18th - 20th

Rotorua Okataina Rally 2026

Make memories & reconnect.
From 3pm onwards.
Another weekend off the grid to catch up with members. Friday night catchups, Saturday day ride and then an evening with an awesome band playing 60's themed music.
Registration form in the rally section of this magazine.
Price: \$120 per person incl. patch

OCTOBER

25th

Taupo Charity Dice Run

Wairakei BP Service Station. Departing 11am. Registrations from 9.30am. Entry \$20. Details in back of this magazine.

NOVEMBER

1st

North Harbour Ronnie Run

Enabling children in Starship Hospital to have parents &/or caregivers stay in Ronald McDonald House free of charge. The Ronnie Run is held on the first Sunday in November each year. Save the date!

6th

Taranaki Energy Rally Back to Basics

TSB TOPEC, Hydro Road, State Highway 3, Junction Road, New Plymouth.
Registration form and more information in the rally section of this magazine.

8th

Ulysses Whakatane Mountain to Sea Charity Ride

All money raised will be donated to Local St John Ambulance Service.
Ride starts at Kawerau New World Carpark and concludes at Thornton Beach Holiday Park with BBQ, Raffles and Prizегiving. Entry fee \$20.

13th

Pureora Forest 38th Waikato Branch Annual Rally

Back to Nature Rally still going after 37 years. Entry \$25 per person. Details in back of this magazine.

20th

Auckland "River Meets the Sea"

Nov 20th-22nd. Port Waikato School Camp, Registration form in back of this magazine.

DECEMBER

**To list your event
on this page,
email details to:
editor@ulysses.org.nz**

2026-27

JANUARY 2027

1st - March 31st Southland 300 Henry's Tiki Tour 2027

Details in the rally section of this mag.

FEBRUARY

19th 2027 National Rally and AGM in Taupo

February 19th and 20th.

Registration form and information in back of this magazine.



MARCH

APRIL

30th Tauranga Branch Ulysses Rally

Limited to 75 people. Sea Esta Camp and Lodge, 48 Seaforth Road, Waihi Beach.

Registration form and details in the back section of this magazine.

MAY

JUNE

11th 16th Ulysses European International Gathering 2027

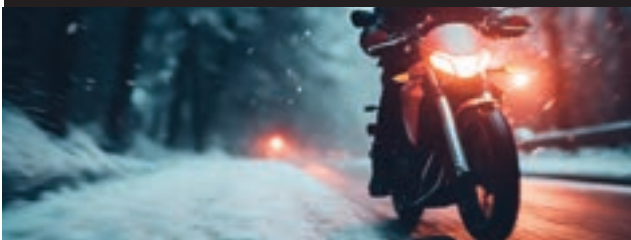
Friday, June 11 - Monday, June 14, 2027.

Swiss Heidi Hotel, **Werkhofstrasse 1, CH - 7304 Maienfeld** www.swissheidihotel.ch

Details in the last few Mailchimp Newsletters from Gemma.



JUL / AUG



Taupo on ice.

STEVE #9232

Well, we have been lucky with the weather here in Taupo so far and we seem to have been able to get some short winter rides going with up to 12 bikes turning out. It seems to be more about the social aspect of the club than long rides out. We do a few members who are willing to brave the weather for the longer runs, but not for me thank you.

We have our annual Dice Run in October on Sunday 25. Its Labour weekend holiday, so if your at a loose end, come along. Advert somewhere in this mag.

We have a new committee with some old faces as well and we are planning a great years riding. We are all on board working towards the National AGM in Feb next year. Have you registered yet. We have worked hard to keep costs down for registration and food, but we promise an epic rally.

We have been picking up quite a few new members and prospects recently. I'm not sure why but I seem to be bumping into a lot of old bikers looking to get it going again. We attended a large hobby exhibition in July, which took along 6 bikes of differing types. Trike, combination (side car)

Bagger/cruiser, Hyabusa sport, on off road and classic Kawasaki They drew a lot of attention and a bit of interest in the club. We also had a bit of fun there as well.

I was thinking back to when I learned to ride and how. It would have been the early sixties when we started messing around on bike. There was a huge ex Ministry of Defence complex just up the road from us. Left empty and desolate after the war (WW2). It was fenced off but of course that didn't stop us, so we used to go there with what ever bikes we could scrape together and tear around the complex to our hearts content. There was a parade ground there and we just about turned it into a speedway track to get around it at any speed. I remember that we had an old Frances Barnet. A BSA Bantom and a Velocet (ex police). Its interesting that doing that I learned about counter steering as a natural means of getting round the track. Can you imagine doing that now! Its funny that my first street legal bike was a scooter, as dictated by being a Mod.

Anyway, that's a bit of me.

Until next time!

STEVE #9232

Westland CO-ORDINATOR'S DISCOURSE

KERRY CHAPMAN #3443

At the computer again for the Spring Magazine. We have had a quiet start to Winter as far as rides go, but small numbers have had

plenty of riding. The mid-winter Xmas dinner was a great success with 32 members and partners attending with special thanks to The Ocean View Restaurant at the Beach Front Hotel, Hokitika. Thanks to William and Leana.

The other big run for our branch during winter was the Overnight Gathering at the Hampton Hotel Murchison. Our branch also invited the Buller, Nelson, Marlborough, and Christchurch Branches to meet us there and tell many stories about the ride there, it was a bit chilly, but at least it will be remembered, and the rugby also happened to be on which made for a bit of a crowd. All up we had 30 plus, #2 Gathering slowly getting bigger, maybe next year again for those that can handle a bit of a cool ride.

We attended a First aid course for Bike Crash Trauma and the basics, with small numbers taking advantage of the opportunity, many thanks to Alan Edwards for organizing the St Johns team and thanks also to the NATCOM team for the funds to help pay the bill.

The next big ride for me is the Cold Kiwi. I will be leaving Awatuna on the morning of 2nd Sept crossing on the Interislander, as they do not charge double for trikes and sidecars unlike Bluebridge. Hoping that it warms up a little as the bones are starting to feel a bit reluctant when getting up in the morning.

Short and sweet, that is us until after the Bottom of the South ride heading down the East Coast and back up the West this time, the numbers are rising and I will report on this ride later.

Remember to ride your own ride, you do not need to try and keep up, we are all going to the same destination so be safe.

Off for another ride keep the shiny side up.

KERRY CHAPMAN #3443,



Marlborough Musings

JOHN (JR) RODGER #10125

Hi again from Marlborough. I can't believe I am saying this, it's halfway through the year already.

Boy has it been busy, Ride For Life Courses are like a rugby final with tickets being sold within minutes, these are so popular and so worthwhile.

Since my last report the Nelson NZ Ulysses AGM has been completed and will be a hard act to follow, well done kudos to their organising committee.

We have continued with our First Responders Courses and have had positive comments to those having done a CPR giving a better understanding of the workings of the mobile defibrillator we are purchasing for the club rides. We now have a designated "Tail-end Charlie", this position is shared with those that have completed the First Responders Courses. A back pack with First Aid equipment and the Defibrillator to be carried on all rides.

Sunday rides have continued to prove popular and so has the Mapua Bakery for their pies.

We are experiencing an increase in new members of all ages and are pleased to welcome –

Neil Dixon, Neil Langford, Donald Clark, Bernie Long Robin Harper, Jack Taylor

Our Mid-Winter Dinner, this has proved very popular, it's on at the time of writing so will report on the

5-35years Long Service presentations in the next Ulyssian.

We have continued support from the Nelson Club on Thursday rides, weather permitting, and will no doubt meet up with them on the planned overnighter at Murchison on 11 July. Bring it on we say.

STOP PRESS – Murchison Overnighter done and dusted, great night at the Hampton Hotel and we won the rugby, but boy what a cold trip home, we all had so much gear on we looked like beachballs Our mid-winter dinner was huge, sold out, fantastic food and hospitality Scenic Hotel. Awesome entertainment, thanks member Phil Bishell for your karaoke skills and the mostly great singers.

JR #10125



Southland "Scribbles"

ROSS L #1177

Hi all,

Our Branch has continued to hold a range of activities over recent weeks, this included our Branch AGM. Thankfully a number of current office holders "put their hand up" and were re-elected for 2026. There was considerable relief that this part of the process had a positive outcome.

However, when it comes to reporting on the other Branch "happenings" we have been much less fortunate with our ride program. It has been very frustrating to find it necessary to cancel a number of the recent rides due to the weather on the day. The really depressing thing is that it leaves me with no ride report/s to include in this edition.

With cancellations having happened on a far too regular basis, we do encourage our members to get together at a local café for refreshments and a chat on what was supposed to be a ride day.

We have continued to hold our regular monthly dine-outs and coffee mornings at a variety of local restaurants and cafes. I am pleased to say that these continue to attract good support. Having repeat visits to some of them means that we are now on first name terms with some of the Café staff, I suppose that is a good thing.

As is usual for this time of year, our Branch program does have a more indoor social theme. Even so, with riding our bikes being the point of it all, our program will include shorter rides for members who have decided to keep their bike registration active.

So fingers crossed that at least some of these rides actually happen so our members can get out and enjoy our excellent Southland roads and that I will have something to report in the future.

Still looking ahead, the Southland Branch have commenced planning a Southland 300 for 2027. This is a one day event intended to enable riders to experience some of our excellent roads and scenery. Look out for more information in the Ulyssian.

That's all for now from the Deep South.

ROSS L #1177

Kapiti Kapers

PETE WHITTINGTON #9311

The Kapiti Krew have been up to their usual Kapers all through the Autumn and Winter so far. We have settled on Red's Café in Otaki for the moment for our monthly coffee mornings. Being more or less centrally located in our patch makes it an ideal location.

At the most recent coffee morning we welcomed new members Stan and Kevin to the club. A stand out trip in May was an overnighter to Whangamomona, what a blast. Best explained in the photo's.

We have picked up a Ulyssian from Otago, Pete Strang. His 110cc scooter had all the carbon blown out the engine on a ride to Woodville. Pete being new to the Kapiti Coast hadn't realised just how far it was. But he has found a short local ride over Paekakariki Hill road to Ground Up café was perfect for his wheels.

At our branch AGM I had the pleasure of presenting 35 year badges to Jan Windleburn #1405 and Richard Tweedie #1420.

We had our mid winter dinner at Club Vista on Paraparaumu Beach where we welcomed Matthew Down #10996 to the club.

On a ride out to Martinborough we were joined by James from JB's Motorcycles. James is a great supporter of the branch, we are having a bit of a do at JB's on the 1st August where some bargain kit might be had.

A most recent ride was to The Brewstore in Kenepuru via the most twisty scenic route possible (Thanks Martin). Davey from The Brewstore gave us a fascinating tour of the premises, treated us to coffee and then took us to meet his next door neighbour Richard who gave us a tour of his race cars. What more can you ask for?

These weren't all the rides because I can't ride them all and had a holiday. The branch committee just keep coming up with rides and things to do.

That's enough writing. Where are the photos?



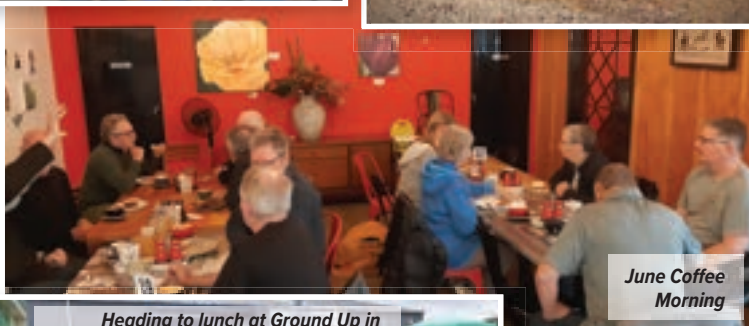
Evening dinner at Whangamomona



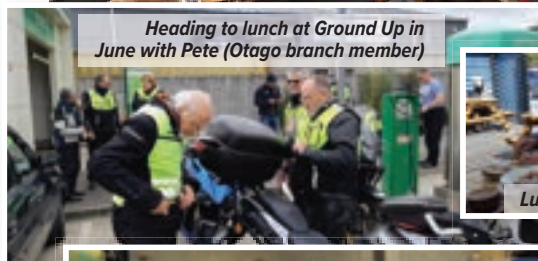
Pete welcomes new members Stan and Kevin



Autumn in Whangamomona



June Coffee Morning



Heading to lunch at Ground Up in June with Pete (Otago branch member)



Lunch at Ground Up, late April

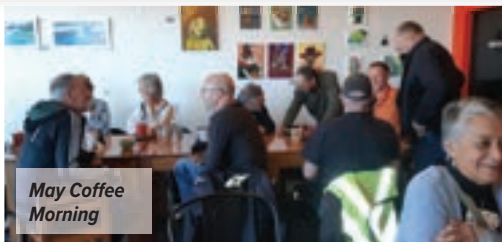


Look what we found!

Parked out front
Whangamomona



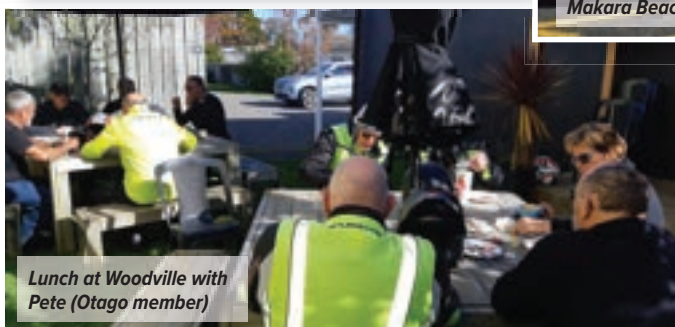
May Coffee
Morning



Whistful view from
Makara Beach



Lunch at Woodville with
Pete (Otago member)



35 Year Awards to Jan #1405 and Richard #1420



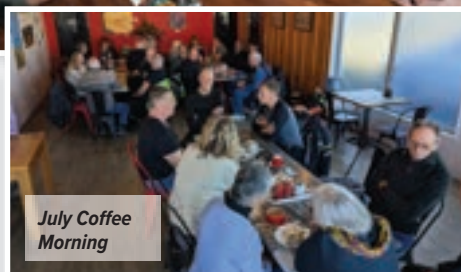
Pete welcomes Matthew
to the Club



James from JB's joins us on the
Martinborough ride



July Coffee
Morning



Parked up in Martinborough



Mid Winter Dinner
at Club Vista



Gizzy News

CHRISSY #5993

Greetings from the Tairāwhiti crew!

Winter might be trying to put a dampener on things, but it takes a lot more than a bit of standard Kiwi weather to keep our wheels from turning. We've had a fantastic run of local activities lately, but the absolute highlight of the month has to be our recent overnight escape to Taupō and Whakatāne.

Here is how the action unfolded.

The Great Overnight Escape

If you don't ride in the rain, you don't ride in New Zealand! The journey kicked off with a relentless, constant downpour from Gisborne all the way to Taupō. Standard winter touring, really. As if the lack of visibility wasn't enough, the highway threw its usual collection of classic Kiwi potholes at us. Navigating flooded craters in a downpour certainly kept everyone concentrated! Visors were fogged and gear was tested, but true to Ulysses style, everyone managed the conditions beautifully and kept the rubber side down.

Arriving in Taupō, our first priority was getting the chill out of our bones. We headed straight for the hot showers and a brilliant soak in the mineral pools—absolute heaven after a freezing, soggy run. Once thawed out and changed into dry gear, we headed over to the Taupō Cossie Club for a lovely dinner. The food was excellent, the drinks were cold, and the atmosphere was brilliant. Talk about timing, though—we hadn't even been in the door five minutes before the Tairāwhiti luck struck and we won a raffle! You can't ask for a better welcome than that.

What a difference a day makes. We woke up the next

morning to absolutely fantastic weather and kicked things off with a lovely breakfast, enjoying the warm sun on our backs. From there, we spent the day cruising around, taking in the sights and checking out the local dams. We even managed to squeeze in a brilliant catch-up with some long-lost family before jumping back on the bikes and heading towards Whakatāne to find a spot to lay our heads for the night.

The good times rolled right into our final morning when we met up with the Whakatāne crew at the Columbus Cafe, swapping stories from the road. In true Ulysses spirit, some of the Whakatāne riders generously escorted us through to Ōpōtiki. We stopped there for a nice meal while waiting for the final piece of the puzzle—some of our very own Gisborne crew, who rode out to meet us and warmly escorted us the rest of the way home.

A massive thank you to everyone who made the trip, to the Whakatāne crew for the fantastic hospitality, and to the Gizzy riders who brought us home!

Local Activities & Notices

Sunday Rides: Our regular Sunday rides are still going strong. They are a great way to keep the wheels turning and catch up with everyone, even when winter tries to get in the way. Keep an eye on the group chat for departure times and destinations each week.

Upcoming Rides: Keep an eye on your emails. We are currently mapping out a few shorter day-trips for August to make the most of those crisp, clear winter afternoons.

Ride safe, stay warm, and see you at the next muster!

— The Tairāwhiti Ulysses Committee



Auckland's Answer

GRANT JOHNSTONE #10807

Trains, planes and automobiles and I still find the most satisfying transport is my motorcycle. Riding solo or in a group, especially with friends these days. Granted you need to travel by other means to get off our beautiful New Zealand shores, but I have now done some rides in Aussie and in a few weeks about to some more. It's interesting, I stopped at a pub out from Wauchope and started talking with another couple of riders who pulled up. The conversation was familiar, the same stories, just different locations, however we don't have to deal with the wildlife they do in Aussie. Touring round by bike you see and experience so much more than in a car or train and the dining car is the next café.

Fifty plus people turned up to enjoy the annual BBQ at Craig and Raewyn's beautiful place at Waimauku, some by four wheels, but a lot arrived on bikes and trikes. Eleven of us met up at the MCC and led by Philip, rode out to the event. It was a great day with a lot from Auckland and North Harbour, but also from Ulysses Branches further afield. Very enjoyable conversation and a lovely feed, with thanks to all who contributed. Interesting that a non darts player won the highest score competition.

Our coffee and conversation catchups, especially at the Karaka General Store, have good responses, as there were twenty seven members that turned up to a recent one. The question was raised, why can't we get these numbers on our rides? This is a question that gets asked a lot and not just our club. One that will get addressed, I'm sure, at the co-ordinators meeting in October.

Other usual monthly events are ongoing with some members organizing impromptu rides during the week as well. Some of these are over one or two nights. Every second Saturday the newbies and oldies ride get the usual suspects and is well enjoyed by those that participate. The regular Tuesday ride is well attended and cover a fair few kms.

There are a number of significant events coming up with the first being,

"Remembrance" hopefully we'll get similar numbers coming along as last year, as we have lost a few of our respected members over the last year. There is the ride on Saturday morning, riding to the Aroma Café in Rotorua, joining up with members from other branches, then back to Taupo for the service in the afternoon.

We're doing an overnight ride through to Stratford, where we'll catch up with pers from Taranaki Ulysses and the next day return via The Forgotten Highway. News and photos from this in the next Ulyssian. Other events are the Motorcycle Awareness Month event in September and the annual Rally at Port Waikato in November, see the advert in this issue of Ulyssian.

Well, that's enough ramblings from me, I look forward to seeing you at some of the events.

Safe riding

GRANT JOHNSTONE #10807



Rotorua RAMBLIN'

EUGENE BERRYMAN-KAMP #9353

Kia ora from Rotorua, over the last few months we have been trying a change in our meeting approach.

Previously we had a monthly meeting for all members including the branch committee session, a great way to ensure everyone is involved but it did tend to take a fair bit of time so we are trialing a committee meeting once a month and a social meeting once a month. We are now meeting at the Rotorua club at the Arawa Park Racecourse the first Friday of the month, 6pm for dinner and 7pm for a club meeting. In this way we hope to be more efficient in our meeting process and then share a meal together. We will see how this goes, certainly it's been great to just catch up over a kai and a beer. Thanks to

the committee for cleaning up and sorting our Ulysess gear which we have now stored in my mancave so we can actually find our posters/signs/rally supplies/flags etc.

We've had a fair bit on with a couple of us doing a Rider Down prevention, scene management and 1st aid course sponsored by Rotorua Lakes Council and held at Sulphur City Motorcycle club 2 May. Highly recommend doing one of these to be ready for any mishaps on the road, learnt the correct way to remove a helmet if necessary (general guideline is not to unless you have to for breathing/bleeding issues) and got a set of shears, tourniquet and pressure bandages as part of the course so those have been added to my first aid kit in the topbox.

In May a number of members attended Brian's 70th up in Mamaku with a ride to Tirau to start the day, some attended the MAGNZ protest ride up in Auckland and early June Me, Sean and Daz attended the Riders Against Meth "Ride for Aiden" charity ride up to South Auckland, pretty wet but well attended and yet again Rotorua cleaned up with all 3 of us getting a spot prize. Later in June 7 rode to Waiouru for a serious steak meal at Cafe Express and a few photo stops along the desert road. With winter upon us and the increase in rego costs numbers are lower on rides at this time of year but we have decided to still offer 2 rides a month and altered our ride times to start later (10am) and end earlier (3pm). End June 7 of us road down to Turangi for a top



meal at the tavern and we stopped for a soak at the Tokaanu hot pools along the way haven ridden down western access, epic crisp winter morning central plateau scenery and that hot pool stop is a nice break during winter for those old bones.

12 July we did our stint as parking wardens at the Central North Island Swap meet, a fundraiser for us and good to support the day, thanks to the members who braved a pretty chilly morning to be there from 6am and stand in the dark directing traffic. On 18 July 5 of us supported the Rotorua Kids in Need charity garage sale, an important community cause and it was great to have the kids getting photos

on the bikes. Yet again though the sports bikes, cruisers and Chris's trike were the crowd favorite's, us BMW riders tend to be at the bottom of the "hey mister can I get a photo on your bike" list. Or maybe it's just my GSA.

Our last ride for the month was 26 July to Otorohanga Fat Kiwi cafe, pretty chilly out but nice to catch up with Hartley who rode down from Hamilton to meet us there. All the best to Robert who had an off on his Fatboy but has recovered well, to me he seemed in remarkably good condition 3 days later for a guy with a plate inserted in his leg and 3 broken ribs, he was discharged the following day so recover well bro. A timely reminder to stay fit and wear

the gear.

Our RocknRollin Rotorua Rally is the weekend of 18 September, at the Lake Okataina camp, \$120 for the weekend including dinner Friday and Saturday nights, breakfast Saturday and Sunday plus bunk room accommodation and a ride patch and we have added a \$60 day pass for those who can only make the Saturday. An extra \$20 will get you a bed for the night if you decide to play up and need to stay over so please come along and grow old disgracefully with us to a rock n roll soundtrack.

Ride safe,
EUGENE #9353



Ride for Aiden



Rider down



Turangi



Swap Meet



Turangi



Waiouru



Canterbury Capers

DEBBIE MACFARLANE #9634

Three months have passed since the last edition of the *Ulyssian*, and time has flown. Although the weather has been getting colder, we have still had strong numbers on our Wednesday and Sunday rides. Which I think is awesome. Canterbury members have great camaraderie on their rides, and it was great to see that at our Mid-winter dinner we held in July.

The venue was the Papanui Club; we had 80 members sign up for the dinner which was also the night that Canterbury recognises and celebrates achievements of our members who are receiving service badges and trophies.

It was great pleasure as Coordinator to do the presentations to some of our wonderful members.

My first presentation of the evening was to Gerald Zapico #11038 Canterbury's newest member. Welcome aboard Gerald.

Service badges: 5yrs – Gavin and Katherine Baker, Anthony Forbes and Derek Kessack. 10yrs – Doug Lawson, Gary Roberts, Stan Rogers and Bruce Vincent. 15yrs – Alister Stewart. 20yrs – Steve Parr. 25yrs – Peter Dew and Andrea Thompson. 30yrs – Stuart Burns. 35yrs – Mark Lyons and David Stallard. (Photo below)



Those not present but still need mentioning are: 5yrs – Rob Craw and Steve Mildenhall. 10yrs – Jeffrey Lloyd. 15yrs – Peter Carrington and Mark Dexter. 20yrs – Chris Bryant, Graeme Hancox and Geoffrey Hawke. 25yrs – Paul Millican and Barry Stevenson. 30yrs – Chris Carey and Brian Ford. 35yrs – Murray Craig.

Trophies awarded on the night were:

Ted Youngman Memorial Trophy – for the most km's ridden

over 12 months. Awarded to a repeat offender, Grant Hyde (54,672kms) Not presented at the dinner.

Noel Simpson Memorial Trophy – for service to the club. Presented to Charlie Ogston, Wednesday's Knitters ride photographer. (Photo below)



Sheriffs Trophy – for a hard luck story. Awarded to Chris Carey, his trip to Himalaya's ended abruptly with an inflamed gallbladder and gall stones. Who unfortunately was in hospital at the time of the dinner.

Bob Tanner Memorial Trophy – Committees choice. This was a new trophy introduced by our committee this year and it was presented to Nick Benfell who unfortunately had an accident participating in the TT2000. (Photo below)



To end my report, I would like to thank Ray and Barbara Hunton for selling the raffle tickets at the dinner, Jason (secretary) for liaising with the Club, Katherine (treasurer) for keeping an eye on payments for the dinner and Chrissie (Sheriff) for organising the donated raffle items. I did receive thanks for myself and those involved in organising the great dinner, but the thanks are to go to our members who came on the night and made the event the success that it was. Congratulations, everyone.

Cheers **DEBBIE** #9634

Waihi-Thames Valley WAFFLINGS

CHRIS BROWN #4797

We have been blessed with a fabulous winter here on the Coromandel Peninsula. With mostly blue skies and sunshine.

However down on the Hauraki Plains it is often covered in a thick blanket of fog. Some of our rides have not been so scenic. One ride we took a bunch of back roads behind Kerepehi and Ngatea only to find the roads dirty and wet. When we got to the morning tea stop all the bikes were covered in a layer of cow shit. But that's rural winter roads. Thursday rides continue to be popular throughout the winter with 20 - 25 bikes turning up at the Paeroa Bottle. Some rides have been split into long and short rides which makes the groups smaller and more manageable. We even have a gravel group called the "Graveliers" who split off from the main group after morning tea and go gravel grovelling then we meet up at the lunch stop later and the debrief at a Tavern at the end of the day. This keeps it all very social with lots of laughs at the stop-offs.

We have managed to gain a few new members which is nice, they are warmly welcomed into the fold and enjoy the camaraderie of our branch. Sadly we have lost a couple of members through ill health. Lance Bax #4561 who was one of the original branch members back in the day and had been with us for 27 years. Then most unexpectedly Peter Cooper #2276 who had a massive heart attack sitting at his computer organising our September MAM event. He had been in Ulysses for 33 years. Ride in peace guys.

**Peter Cooper
#2276
and Rae
Waterhouse**



Lance Bax #4561



Ride events coming up: 8th August is the Remembrance Run to Taupo. 12th September, MAM ride leaving Ngatea at 10am and travelling through Te Aroha, Paeroa, Thames finishing at the Goldfields Shopping Centre with a show n shine. 13th October, we have a Vampire Ride to the Thames Blood Donor day where we will all donate a pint of the good red stuff followed by a lunch at Nakontong Thai restaurant to revive us. 17th October, Littlies & Oldies ride from the Paeroa Bottle 10am (suitable for 50cc bikes). 18th, 19th, 20th November, Ulybod Motorhomer & Caravanners days away at Jones Landing. Who, will host lunch for the Thursday riders on the 19th. Anyone is welcome to join us anytime on whatever two or three wheeled contraption you have.

Happy riding, enjoy the Spring.

Cheers,

CHRIS BROWN #4797.



Gathering place



Winter viewing point



The Fog Riders

BRANCH NEWS



from the **MALCOLM PERRY #10115** **Far North**

Hi all Ulyssians and greetings from the Far North. Generally, those of us at the "top of the country" have enjoyed a colder but dryer winter than usual so - you guessed it - plenty of riding around the beautiful Far North with dry roads and clear blue skies.

Our AGM on 17th May went well and we managed to elect a committee. I didn't duck fast enough so got the co-ordinator role back for another year and although one committee member, Linden Davey, has moved on to other things, the committee is currently stable. Thanks for your support and help, Linden.

Our ambulance run to Kawakawa went really well. We presented a check for \$1,500 raised from our sausage sizzles, and last year's ride, and they made another \$350.00 from the lunch donations. A good day all round.

Sadly, we have lost 3 members this period - Derek Taylor, #10783, Owen Mitchell #4254 and Bruce Michelsen #1162.

The loss of any of our members hits hard but I am proud to say that the true Ulyssian spirit is very much a part of the

Far North branch. Members with longer memberships and memories than I have worked with the member's families to produce submissions for the remembrance book for Owen and Bruce and our riding group have displayed massive support for Derek's brother, Brian (also a member), his close friends and family.

Members have been contacting and supporting each other, even those who are currently abroad and living further down the Country. Non-riders came down to the ride start on Wednesday just to offer their support. Nobody was in a hurry to get moving and after a respectful period of silence, the ride took a detour to sit outside Derek's home for a while just to reflect. The gravel riders then followed a route which took them past the location of Derek's accident so they could pay respects.

If anybody ever questions what it means to be a member of this club, here it is.

Best wishes,

MALCOLM PERRY #10115
Co-ordinator, Far North Branch

ULYSSES CLUB
ULYSSIAN
NEW ZEALAND

Don't forget to document your journey!
We love to share your stories...
Email pics and stories to
editor@ulysses.org.nz

**Adventure
Photograph
Write
Share
Inspire**

Nelson nibblings

JOHN JOHNSTONE

#6292

Changeable weather this winter has modified our riding schedule. Our Riding committee changed from a weekly weekend ride to alternate weeks instead and with the other option to have a Saturday ride after our morning coffee at Alioke.

By the time you are reading this we are hoping the weather is more settled so we can continue with our summer weekend rides again, along with the Thursday rides to meet up with Marlborough. With a few other branches close by Nelson if your branch would like to meet up for lunch with us, somewhere, please get in touch so we can organise a ride to meet up.

The Ulysses Nelson branch committee for this year, have had a few of meetings and not only to sort out the usual chores but have come up with ideas to have more social events. This will enable members participation but also their partners attending also, with the bonus in some cases the branch providing subsidies for both.

We had a lunch catchup (pics below) with some of our branch members & partners, after one of our Alioke coffee mornings, right next door at the Sprig & Fern – Berryfield, where the branch subsidised both members & partners attending. With the success of this social lunch event, we hope to have another in the coming months. This is our way to support local businesses that support us for different events.



New Branch Sheriff in Nelson...

It has been sometime since the Ulysses Nelson branch has had a sheriff. For those who made it to the National AGM & Rally in March this year, you may remember our doorman Graham Bloomfield who checked your wrist bands for entry into events & meals. Graham has taken up the position of sheriff with a couple of sidekicks aka deputies, to help him

catch members misbehaving or not wearing their name badge. The sheriffs fine tin has a bit more of a rattle each week. Growing old disgracefully can come at a cost.



Ulysses Nelson our happy new sheriff - Graham Bloomfield

Reminder to those who would like to attend & support the Nelson annual Toy Run, to be held this year on Saturday 14th November run by the Ulysses Nelson branch 2026 starting at Papps Carpark in Richmond. For updated information check out our website or newsletter.

Until next time... Be Safe, Be Seen until we catchup again, maybe at the South Island Remembrance at Kaikoura on Saturday 12th September.

JOHN JOHNSTONE #6292

Ulysses Nelson Branch – Secretary/Coordinator



North Harbour News **JOHN SHEARER #9242**

We've enjoyed our usual club nights and winter runs, with the clear highlight being the Kaiaua Kai Run. What a difference a bit of winter sunshine makes in Auckland! The weather was absolutely stunning—we almost needed sunblock. A week later our combined Auckland/North Harbour lunch followed. It was another wonderful day of camaraderie and great conversation. A huge thank you to Craig and Raewyn for once again opening their home to us for this annual gathering.



Lately, however, it has been unbelievably bitter here in the "tropics" of Auckland. We've endured several frosts—and while I apologize to our Southern members, we are simply not used to this. My Christchurch-based brother called me a "weak-livered Northern Jessie" who doesn't know real cold. Mind you, he later confessed he'd just spent two weeks trapped inside hugging his log burner.

The relentless cold and rain finally caught up with us, forcing the cancellation of our ride to Leigh. We have nothing to prove, and the conditions were thoroughly uninviting. Facing biting, fridge-like temperatures, heavy grey skies, and icy deluges greasing the mossy green carpets of Auckland's back roads, we said, "Yea, nah." We will pick a better day.

Frost on my car. Yes I know, I know I don't know the meaning of the word frost. The other photo sent to me was proper hoar frost around Alexandra Central Otago.

Now some of you will look at an opaque picture and see nothing. Well I can tell you it was the fog rolling down my road on our cancelled Leigh trip.



Yep this was the view outside my house. Nothing to see here literally.

And this lush piece of greenery is now quite typical in the shaded corners of Auckland's B roads. You need to avoid this if you can or hit it very upright and pretty square on.

I hate to think what the traction coefficient is

on roads like this and I certainly don't want to test the limits.

However just ahead of us is our mid winter dinner and it's going to be a cracker at huge discounts to members. Members are being treated with roast meats, vegetables, apple pie and ice cream. It may bite outside but it's comfort food and plenty of it too to warm the cockles of your heart inside!

Er probably no need to tell your cardiologists about the extra ice cream.

Yes, doctors and specialists. Recently, I've had several conversations with club members and friends about our health. Navigating the medical system as you age is a tough road. For some, treatment options are starting to dwindle. At this stage of life, good medical care is essential to help us squeeze every last drop of joy out of our remaining years. Yet, underneath our shared aches and pains, a sobering commonality emerged in our discussions. We are all facing the unknown and coping with fear. We know the road is getting steeper, but we keep pushing forward, embracing life and doing what we can, while we can. To me, that represents a profound, everyday kind of courage.



Auckland/North Harbour lunch at Craig and Raewyn's place.

There are some very brave men and women in our club.

Of course, we are not perfect—we complained a lot about our physical ailments, but we also vented about the skyrocketing costs making healthcare feel entirely unaffordable. There is serious substance to this grievance.



Take my latest appointment with a specialist. The consultation lasted a brief 15 minutes, but let's call it 20 to round it off. The cost? \$500. The waiting room was packed, meaning my doctor could easily fit three of those sessions into a single hour, generating \$1,500. Multiply

that by an eight-hour workday, and you get \$12,000 a day, or \$60,000 a week. Having spent my career in education, I know you can hire a teacher for an entire year for \$60,000. For this specialist, that is just one week's work.

If we look at the annual numbers—and let's assume we don't want to overwork our specialist, granting them 42 working weeks and 10 weeks of holidays for skiing and overseas travel—that amounts to just over \$2.5 million per year. Over a forty-year career at these rates, that equals a staggering \$100 million.

Naturally, there are overhead costs. Many specialists now practice in groups or corporate franchises that demand high financial returns. There are building rents, receptionist and nursing wages, and the reality that a waiting room isn't at

peak capacity every single hour. There is also the matter of paying off massive student loans, buying a home, or perhaps funding luxury cars and motorbikes. (Yes, a garage full of bikes in my stable please!) Doctors also need time to review medical histories. My specialist spent half of my paid consultation reading my file in complete silence, proving that any "prep time" is billed directly to the patient.

The core question remains: can everyday New Zealanders actually afford this? How many \$500 visits, usually stacked on top of expensive scans and follow-up appointments, can the average person sustain?

I fear we are witnessing a widening chasm between a wealthy few who can buy their health, and a growing majority who are priced out of care. As New Zealanders, is this the kind of society we want? When healthcare policy and lucrative business models conflict with the basic moral right to medical treatment, we must ask ourselves what happened to the foundational oath: "First, do no harm."

Ronald McDonald House Charities

So from a concerning reflection on how society looks after its older citizens I'll finish with how we look after our young. We struggle. Yep. RMCD House accommodation is stretched to the max and families are doing it tough. I will never forget seeing a little girl about three years old with a feeding tube in her nose, her hair gone from chemo and her mum walking beside her carrying a drip bag with the lure in the child's arm. This little one should have been running hard out, exploring, playing and having fun. All she could do was take one slow step at a time as she moved from the car to the entrance. It is for children like her that we must act. What we can do we will do.

Currently we are building up to our Spring charity push for Ronald McDonald House Charities coming up on Sunday 1st November. Everyone is welcome, riders or not. If needs be bring the car and join us for the auction and some BBQ sausages at the finish at the Hobsonville RSA. Look up our website and facebook page for details and I hope to see you there. If you need more information now you can also contact Greg Norton are RIC on Cell: 021 215 8034



Ride safe,
JOHN SHEARER #9242

Wellington

Witterings

ROSS ALEXANDER #8542

Cost-of-living pressures seem to be a topic of conversation everywhere. For motorcyclists, such as us, this includes the double whammy of rising fuel costs and the ridiculous ACC levy increases.

With our only income being National Super, it certainly makes me think long and hard about how much longer I can afford to keep the bike.

At the end of May, a small group of branch members met at Compass Coffee in Seaview before heading out to admire the views from the Hutt Valley hills (a ride originally planned in 2025 but twice cancelled due to rubbish weather). Some of the viewpoints were spots often ridden past—like the lookout from the top of the Wainuiomata Hill. Others were secret spots known only to those of us who enjoyed a misspent youth growing up in the Hutt Valley.

Another often-overlooked local treasure is the Southward Car Museum on the Kāpiti Coast. It's been many years since I'd last been there. Sadly, I wasn't able to make it this time, but feedback from the group was very positive—some are planning to return for a longer look around.

In late June, about a dozen of us met up at Ground Up Café in Pāuatahanui for a chat and coffee. Some of us then cruised over the Paekākāriki Hill (with the obligatory photo stop at the top) and up the expressway. Everyone (except the ride leader—that would be me. Fine paid.) turned off at Manakau to ride some lovely country back roads, popping out at Ōtaki for lunch at RiverStone Café.

The committee is encouraging



Paekākāriki Hill

branch members to step up and lead rides. In mid-July, Peter Jessop put his hand up and planned and led a ride over the Remutaka Hill to Land Girl Café in Pirinoa. The ride was just a few days after the Wairarapa had been hit with a weather bomb. It was quite alarming to see just how far the floodwater had risen and the damage that had been done to farmland and infrastructure.

Our annual fundraiser night at Light House Cinema Pāuatahanui was well attended, and we were able to donate \$620 to Wellington Free Ambulance. The movie, The Invite, received mixed reviews from members. I personally enjoyed it. The evening concluded with a curry in Porirua (with lots of discussion about the merits—or otherwise—of the movie).

Our monthly meetings continue to be well attended. In June, branch member Philip Yearley talked about his work as a counsellor working with children in the mental health sector. His presentation was both enlightening and sobering.

In July, another branch member, Suzanne Eaddy, shared photos and experiences from her recent Isle of Man TT trip.

We're all looking forward to the longer days—that we can be sure of. But as for reduced fuel costs and a more common-sense approach to large-capacity bike CC levies, we might just need to wait and see.

ROSS ALEXANDER #8542



Taranaki Tales BILL KIDNEY #7217

You would expect the colder winter months to keep everyone inside but that seems to be the opposite with, as you will see below, many activities taking place over the last three months. Maybe with New Plymouth being the sunniest spot in New Zealand we haven't been affected as much as other areas – or is it just because they breed us tougher here in "The Naki"? Travelling by road has had its drawback with the road closures due slips caused by the passing shower or two.

Over winter we welcomed three new members to the club; Graeme and Marianna Bricknell (#11000 and #11001) and Chris Lemon (#11025). Fig 1

Nicole Green, who is member with her husband Aaron gone the next step recently and has successfully achieved her Class 6 Learner Licence.

Obituary

It is with deep regret we acknowledge the passing of Paul Cole who was a member for many years. Our condolences to his family. You may have left the road, but your journey continues in all of us. Ride in peace Paul.

So what have we been up to?

Fund Raiser

In May we held our annual St John's charity ride. The weather gods certainly smiled on the 80+ riders who took part in the poker run around Mount Taranaki. The stops in Rahotu, Stratford and then at the St John Ambulance base in New Plymouth helped make it a very social ride. Everyone was treated to a BBQ sausages bread and butter before making off

into the four winds. Best of all \$2,000 was raised for St John Ambulance.

A date was set for the presentation to the winner of the Ulysses AGM Motorcycle raffle to you will remember that Ron McColl (#9236) won the motorcycle raffle at the Nelson AGM. On the night it took some convincing to Ron is was not a scam. In July, Cyclespot Taranaki organised hosted an opportunity where Ron was very happy to take delivery of his prize - a stunning Triumph Tiger in front of his Ulysses family and friends. A big thank you to Cyclespot for the coffees and morning tea.

Overnighter to Ohakune

Even though Bill did an excellent job organising this adventure he did forget to talk to the weather gods and arrange for good weather! Saturday 20 June saw 20 members meeting under very overcast skies ready to follow our leader Bill on the ride to Ohakune. The sillier ones of us decided wet weather gear was not needed so took it off before leaving. While the first planned stop was Mokau many of us had to stop 15 minutes later in Urenui to put our wet weather gear back on (you know the rule – if you don't put it on it will rain harder and if you do put it on the rain will stop!). Luckily, we had the young guns of the club (both in their 30s!) Aaron and Nicole riding as tail end Charlie keeping everyone together. By the way if you want an advertisement on how well a KTM 390 Duke performs two up, you need to see them riding theirs!

A quick coffee stop in Pio Pio was then followed by lunch in Taumarunui where

we were joined by members from the Taumarunui chapter. Then after a stop in National Park for some colder beverages, we all arrived in Ohakune in the late afternoon.

Staying at the Kings Hotel, an early dinner had been arranged so that we could sit around the large screen to watch the final of Super Rugby. Enough said about that if you are a Chiefs fan.... An evening of Mulled Wine, Local beverages and large warm fire kept everyone nice and comfortable.

Leaving Ohakune on Sunday morning we visited the "world famous in New Zealand" carrot for a photo stop before riding the wonderful twisty Parapara Road (SH4) to Whanganui for lunch.

Mid-Winter Christmas lunch

Over 50 of us, most wearing something Christmassy, met at the clubs second "home", Stumble Inn, for a buffet lunch. With so many members present it was the perfect opportunity to present Don Young (#1700) with his 35-year badge. Thank you to Stumble Inn for subsidising the lunch.

Annual Mystery rally

July also saw around 30 of us heading out in our cars to follow Graeme Asquith's route instructions. Travelling around 70 kms we visited many different cemeteries, historic places and other spots many of us had never been to, and unlikely to go to again! As usual the instructions could be interpreted in many ways and the only excuse we can think of for Omar Berretta driving many more kilometres than everyone else, and taking longer to arrive back at the prize

giving, is that English is not his first language. All results were checked for accuracy by Graeme and Christine.

Technology did play a part especially with one of the questions being along the lines of "How many oil tanks can you count as you drive past the tank farm?" Some participants (we won't name them here) found that Google Earth helped to give a much more accurate answer than could be got from looking out of the car window.

Once all the "discussions" around what the correct answers were was finished first prize was presented to Aaron and Nicole, again thank you to Stumble Inn for donating the prize vouchers.

Ride Forever Training

Some of our members completed the Gold training course with instructor Lance Munroe. Classroom instruction was followed by a bike handling session in a local car park followed by a 50km ride where we could put into practise all that we had learnt and or refreshed under watchful eyes of Lance.

Even for us experienced riders with ABS it was still quite hard to grab a handful of front brake on demand at 50km/hr, but so interesting to be reminded of, and seeing the difference, that the front brake makes vs only using the rear brake.

On-going activities

Friday coffee mornings from 10.00 am at Coffee Club Fitzroy, we average around 20 members each week

First Sunday of the month from 12 noon, lunch at the Stumble Inn

Monthly club night on the third Wednesday of the

month, dinner alternating between Fern Lodge Inglewood and the New Plymouth Club in New Plymouth

We welcome visitors from other branches to any of the above.

Coming up

September is Motorcycle Awareness month; planning is underway as to how we will recognise this.

23 August – Day ride to Fielding and visit a private collection of motorcycles. Want to join us? Contact Bill Kidney on 021 264 9598 for details.

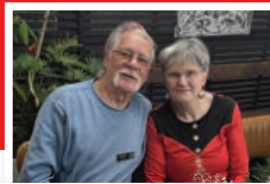
6 - 8 November Energy Rally, registrations are coming in (thank you), if you have yet to register the form was on page 59 of the last *Ulyssian*. Contact Harry Bayliss on 0274 705 300 with any queries.

Last Word

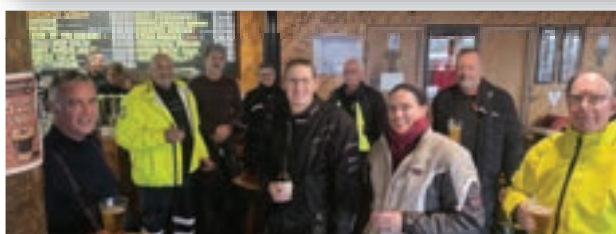
Harry Bayliss was one of our members who took

the opportunity to improve / reinforce his riding skills by completing the Ride Forever Training course. The 50km group ride with the instructor crossed the historic wooden Bertrand Road swing bridge. Unfortunately for Harry what he had learnt did not cover how to ride over wet wooden bridge deckings and yes, that caught him out! But he was in luck as the bridge railings were strong enough to stop him and his Triumph Trophy disappearing into the river below. Unfortunately, there are no photos to share but luckily the only damage was to Harry's pride.

BILL KIDNEY #7217



Don Young - 35 years



Hawkes Bay

TREVOR WYLIE
#9934

BUZZ

Although winter has arrived, it certainly hasn't slowed the Hawke's Bay Branch down. We've only had to cancel one ride because of the weather, and there have been plenty of great rides, good company, and successful events over the past few months.

Our biggest highlight was presenting a donation of \$1,600 to St John from our Annual Ambulance Ride, held on 25 April. The local St John team greatly appreciated our fundraising efforts, and we'd like to extend a huge thank you to everyone who took part and supported the event.

In early May, 12 riders headed to the Porangahau Hotel for lunch. After covering around 200 km in fine weather, everyone returned home after another enjoyable day on the bikes.



Some of our members travelled to Waihi for the Tauranga Rally in May and had a fantastic time catching up with fellow Ulyssians.

Our midweek riders enjoyed a stop at the Fire Station Café in Whakatu. The pies came highly recommended!



Midweek ride to the Fire Station Café.

On 17 May, members took part in the Distinguished Gentleman's Ride. As always, it was a great day out and a

wonderful opportunity to support a very worthwhile charity.



Distinguished Gentleman's Ride.

Our end-of-May club ride joined the Hawke's Bay Classic Motorcycle Club on their Royal Tour. With nearly 300 km covered, it was another well-supported event by our branch.



Royal Tour with the Hawke's Bay Classic Motorcycle Club.

Another midweek coffee stop saw us at Angkor Wat in Hastings, with the KTM ambassadors all present and accounted for.



Coffee at Angkor Wat.

The following day, 4 June, we rode to Tikokino to meet up with the Manawatu Branch for lunch at the Sawyers Arms Hotel. It was great to catch up with old friends from across the hill.



Lunch with the Manawatu Branch.

Our Branch AGM was held in early June. All current office holders were returned, and we welcomed Andy Lyver onto the committee. We also welcomed Marie Mitchell into the role of Vice President.



Another beautiful Hawke's Bay winter day saw us return to the Sawyers Arms Hotel, where Rowan Betts proudly showed off his new Harley.

Rowan's new Harley.

Our popular Tin Top

dinner at Black Betty was another success, with plenty of laughs and excellent food.

Tin Top dinner at Black Betty.

Mike Shaw also turned up with his latest KTM addition to the shed.

Mike's latest KTM.

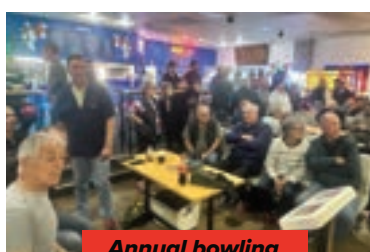
A local winter club ride followed, taking in some scenic Hawke's Bay roads before lunch at the Duke of Gloucester Hotel. Thirteen hardy riders enjoyed an excellent 90 km ride in perfect winter conditions.

Winter club ride.

On 13 July, a small group gathered at 7:15 am at Angkor Wat Bakery in Taradale. It was a chilly 0°C, but we were there to remember our late member Bert Cunningham (#9647), who faithfully enjoyed his morning coffee there every day at that time. It was a fitting tribute to a much-missed friend.

Remembering Bert Cunningham.

Our annual Ten Pin Bowling Challenge against the British & European Car Club was held on 19 July. After winning the trophy for the previous three years, we were delighted to make it four in a row, although only by the narrowest of margins. A big thank you to our Life Member Maurie Bridge, who continues to organise this enjoyable event every year.



Gravel road adventure.



Midweek ride to Café Loco.

riding along to Blackhead Beach, as the route required negotiating around 700 metres of exposed rock. Craig, Darryl and I carried on along the beach while they took the longer route.

Following lunch at Blackhead Beach, we continued to Porangahau via more gravel roads. That's when I discovered adventure riding can occasionally involve lying upside down in the mud with your bike on top of you! Thanks to Craig for lifting the bike off my leg after we investigated a muddy beach access track—which we quickly decided wasn't suitable for the group.

Darryl left us at Porangahau, while the remaining four continued on to Whangaehu Beach. Some trail riders tackle an incredibly steep slip there—it certainly wasn't for us! After an epic 370 km day, we arrived home around 4.00 pm, tired but smiling after another unforgettable adventure.

To round out July, our midweek ride visited Café Loco. It may have been another cold ride, but everyone soon warmed up in the winter sunshine with coffee, food and good company.

As always, thanks to everyone who continues to support the Hawke's Bay Branch. Whether you're joining a short coffee run, a 300 km day ride, a charity event or simply catching up over a meal, it's the friendships and camaraderie that make our branch such a great one to belong to. Ride safe, and we'll see you on the next adventure.

TREVOR WYLIE #9934

Also on 19 July, five adventurous members headed off for a memorable gravel-road ride.

With temperatures between 0.5°C and 2°C, we set off down Kahuranaki Road, stopping at the end to warm our hands on our exhausts—three of us weren't lucky enough to have heated grips!

After thawing out, we visited Kairākau Beach before continuing over more gravel roads to Aramoana. The sea was running high, so David and Dave wisely decided against



CO-ORDINATORS' CONTACT DETAILS

To update your branch's information, please email the updated information to administration@ulysses.org.nz
Any website queries or changes, please email com.2@ulysses.org.nz and administration@ulysses.org.nz

ADMINISTRATION:

P O Box 55,
INGLEWOOD, 4330
Gemma Peyerl
021 072 3636
administration@ulysses.org.nz

AUCKLAND

Manukau Cruising Club,
Orpheus Drive, Onehunga,
First Wednesday every
month, 7.30pm
GRANT JOHNSTONE
auckland@ulysses.org.nz

AUCKLAND N.HARBOUR

1st Thurs of the month,
5.30-9pm, Hobsonville
RSA, 114 Hobsonville Road,
Hobsonville.
JOHN SHEARER
n.harbour@ulysses.org.nz
Ph 027 482 2565

BULLER

Contact for
next meeting details.
PETE GRAHAM
buller@ulysses.org.nz
021 271 2846

CANTERBURY

Cashmere Club, 520 Colombo
St, Cashmere, Christchurch.
Third Thurs every month. 7pm
DEBBIE MACFARLANE
canterbury@ulysses.org.nz
021 025 19147

FAR NORTH

Rides every Wednesday and
Sunday mornings. Depart
10am from Burger King,
Whangarei.
MALCOLM PERRY
far.north@ulysses.org.nz
027 438 0052

GISBORNE

1st Tuesday of the month.
Bushmere Arms Public Bar,
7.30pm
DAVID MILLER
027 801 0705
gisborne@ulysses.org.nz

HAWKE'S BAY

Taradale RSA, 2nd Wednesday
of the month at 7.30pm
TREVOR WYLIE
hawkes.bay@ulysses.org.nz
0275 226 830

KAPITI COAST

2nd Tuesday each month,
7.30pm. Manakau Bowling
Club. 10 Mokena Kohere St,
Levin.
PETER WHITTINGTON
kapiti@ulysses.org.nz
020 4058 4552

MANAWATU

1st Wednesday each month
(except January) at the
Bunnythorpe Tavern
at 7.30pm.
MURRAY CROSS
manawatu@ulysses.org.nz
06 323 2660 / 027 702 4455

MARLBOROUGH

"The Runway", on selected
Saturdays starting at 0815.
JOHN SINCLAIR
marlborough@ulysses.org.nz
027 314 2151

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.
JOHN JOHNSTONE
Secretary/Co-ordinator
nelson.sec@ulysses.org.nz
027 416 4666

NORTH OTAGO

Various venues.
3rd Wednesday of each
month. Contact Glenda
GLENDA HAGENSON
n.otago@ulysses.org.nz
021 162 8110

OTAGO

First Tuesday of each month,
7pm at the Otago M/C Club
(OMCC) rooms, 3 Clark St
NEIL GRIFFIN
otago@ulysses.org.nz
027 211 5037

ROTORUA

Mcds room, Fenton Street,
Rotorua, 7pm last
Sunday of the month
EUGENE BERRYMAN-KAMP
rotorua@ulysses.org.nz

SOUTHLAND

Contact co-ordinator for next
meeting and ride details
ROSS LAWRY
southland@ulysses.org.nz
03 218 2900 / 027 227 2522

SOUTH CANTERBURY

Contact co-ordinator for next
meeting and ride details
GAVIN BARKER
s.canterbury@ulysses.org.nz
021 468 979 (evenings)

TARANAKI

New Plymouth Club,
49-55 Gill Street,
New Plymouth. 6pm,
3rd Wednesday monthly
BILL KIDNEY
taranaki@ulysses.org.nz
021 264 9598

TAUMARUNUI

RSA, 1st Wednesday each
month. 7pm. Rides 10am,
Mobil, Sundays
TONY RITCHIE
taumarunui@ulysses.org.nz
027 475 0428

TAUPŌ

Taupō Cosmopolitan Club,
Taniwha Street, 7:30pm.
2nd Thursday each month.
RICK KOSTERMAN
taupo@ulysses.org.nz

TAURANGA

Tauranga Citizen Club,
13th Ave; Upstairs at 7.30,
3rd Tues monthly.
MEL THOMPSON
Ph 027 646 3084

WAIHI-THAMES VALLEY

2nd Sunday monthly
2pm at the Paeroa RSA
CHRIS BROWN
waihi.tv@ulysses.org.nz
027 257 6602

WAIKATO

The Hamilton Working Mens
Club, 45 Commerce Street,
Frankton, Hamilton 3240.
First Tuesday of every month
except Jan.
ALLAN BRUNSKILL
waikato@ulysses.org.nz
022 438 0627

WAIRARAPA

Club Carterton (RSA), 35
Broadway Street, Carterton.
3rd Monday monthly, 7:30pm
TONY ALLEN
wairarapa@ulysses.org.nz
027 432 5075

WELLINGTON

Petone Workingmen's Club,
Udy Street, Petone, 7.30pm,
2nd Tuesday monthly
JIM FURNEAUX
021 244 2091
wellington@ulysses.org.nz

WESTLAND

Coffee every Sat, 1000hrs at
the Honey Café, Kumara.
KERRY CHAPMAN
westland@ulysses.org.nz
027 472 8289

WHAKATANE

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

GEAR UP



OXFORD MONTREAL 5.0 MEN'S & WOMEN'S TEXTILE JACKET & PANTS

DRY2DRY®
Waterproof/Breathability
10,000 - 20,000.
Snaplock Vents™.
Removable thermal liner.
AA Certified.

JACKET

\$499⁹⁹

PANTS

\$399⁹⁹



WHITESPOWERSPORTS.COM

COFFEE BREAK SOLUTIONS

XWORD

ANSWER TO PUZZLE NO. 166

A	W	E	S		C	O	B	S		F	A	T
M	I	M	E		H	A	R	T		L	I	E
I	T	E	M		A	F	A	R		E	R	A
S	C	R	I	P	T		V	I	S	E		
S	H	Y		A	T	T	E	N	T	I	V	E
				S	T	E	W		G	E	N	E
B	A	T	H		R	I	P		A	G	E	S
A	L	O	E	S		S	O	A	K			
R	E	A	L	I	S	T	I	C		S	A	Y
				S	L	E	W		N	E	S	T
A	P	T		S	A	L	T		I	R	I	S
F	E	E		T	R	E	E		L	A	N	E
T	A	D		A	M	I	D		O	W	E	S

SUDOKU

ANSWER TO PUZZLE NO. 1040

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

Why we should all do a Ride Forever Course:

It's funny but right now I can hear a large number of you saying: "I've been riding for 30 plus years and I've never had an accident, so why do I need to do a Ride Forever Course?" Well, the reality is riding is like a block of Swiss cheese, the holes in your block relate to the number of skills you have and yes, experience does count as a hole. The real problem is that when your holes all line up, that is when you have an accident, because there is no skill or hole left to save you!

So, the solution is the more holes you have in your cheese the less chance of all the holes lining up and you having an accident of at the very least saving you from something that could have been a whole lot worse!

When did you last practice emergency braking?
When you did, can you think back and put a percentage to how hard you applied your brakes. Could you have

tried harder? How did your bike perform, did you lock it up and perhaps have it standing on your front wheel? How did you as a rider, cope with that situation? When the time comes do you think you can handle that emergency braking situation confidently and survive?

Doing a gold course please do not hesitate to ask the instructor to go through the things you might like to know more about or even experience. I for one have never attended a course where I have learnt something new. Often your fellow riders on the course can offer situations and advice that can be discussed by all those attending that we all can learn from.

So please do not hesitate. Do a Ride Forever Course, as your never too old to learn or try something new and besides it might save your life, as it did mine but that is a different story!

JOHN MACDONALD #7528

Sunshine Coast Hinterland

April 2027



One moment you're carving flowing S-bends along a ridgeline with distant ocean glimpses. The next, you're descending into cool green valleys where the temperature drops a few degrees.

This is a real "riders ride" with Karel & Howard as your Tour guides.



 [magicmotorcycling](https://www.facebook.com/magicmotorcycling)

"Howard and Karel are fantastic tour guides, everything about our trip was well organised with amazing roads and locations." - Irene, NZ

www.magicmotorcycletours.com

Hi EVERYONE!

DID YOU KNOW THAT THERE IS AN ANNUAL INTERNATIONAL ULYSSES GATHERING?

In 2025 it was hosted by the UK in Worcester, this year's one was in Les Rousses, France and in 2027 it's happening in Switzerland! Gemma has put more details in the last few MailChimp newsletters, so have a look if you are keen!

— SUZIE P.

16th Ulysses European International Gathering 2027

Friday 11 June - Monday 14 June 2027

SWISS HEIDI HOTEL, Werkhofstrasse 1, CH - 7304 Maienfeld www.swissheidihotel.ch



Maienfeld, located in the heart of the Bündner Herrschaft, is often called the picturesque "gateway to Grisons (Graubünden)". It is one warmest wine-growing region in German speaking Switzerland.

Besides producing excellent Pinot Noir wines it is also the region of Heidi, the main protagonist of Johanna Spyri's novel of the same name. Above all it is a perfect starting point for a host of exciting motorcycle tours into Grisson's alpine regions or to nearby Toggenburg and Appenzell region.

We are extending our warm welcome to this wonderful region.

SOUTHLAND 300 HENRY'S TIKI TOUR 2027

MISSION

To follow instructions provided and traverse the back roads of Southland.

CHALLENGE

To stop in places mentioned and answer questions provided.

REWARD

Summer day ride with a badge

FACTS

- > Total distance 300km
- > Ride can be done anytime between January 1st and March 31st.
- > Instructions and questions will be E mailed upon receipt of payment
- > All roads are tar sealed as per instructions
- > Any mode of transport can be used
- > Entry fee of \$25.00 per person required
- > Entries close November 30th
- > ENTRY FORM AVAILABLE by emailing: southland@ulysses.org.nz

SPONSORED BY



Ulysses Auckland Rally

"River meets the sea" - Entry Form

FRIDAY 20TH - SUNDAY 22ND NOVEMBER, 2026

PORT WAIKATO SCHOOL CAMP, 67 PORT WAIKATO-WAIKARETU ROAD, PORT WAIKATO

On-site registration opens Friday 4pm.

NO PETS ALLOWED ON SITE.

FACILITIES: Bunkrooms, Tent Site/Camper Site etc. Hot showers, toilets, tea, coffee and baking available at no cost. Eating utensils, cup, plates & cutlery supplied.

BYO bedding and alcohol/mixers please.

Please pay online and post Peggy O'Neal, 1/70 Haycock Avenue, Mt Roskill, Auckland 1041
or email paonealulysses@outlook.com form: **Entries close 8 November 2026 - NO LATE ENTRIES.**
Completed form and payment will help allocate rooms.

Rider Name: _____ Ulysses No _____
Rider/Pillion Name: _____ Ulysses No _____
Address: _____
Address: _____

Phone: _____ Email: _____

Accommodation - \$25.00 per person per night, bunkroom, tent/camper etc.

Two nights = \$50 each, two nights, two people - \$100

No. of people: Fri ___ Sat ___ nights @ \$25.00 Bunkroom = _____

No. of people: Fri ___ Sat ___ nights @ \$25.00 Tent/Camper etc. = _____

Rally Badge: x ___ @ \$15.00 per badge = _____

Friday Night BBQ: x ___ @ \$12.00 per person = _____

Saturday Cooked Breakfast: x ___ @ \$12.00 per person = _____

Saturday Night Dinner: x ___ @ \$25.00 per person = _____

Sunday Cooked Breakfast: x ___ @ \$12.00 per person = _____

Online – Date of Payment _____/2026 TOTAL = _____

Bank Details: Ulysses Auckland Branch 03 0296 0046891 000

IMPORTANT please include YOUR NAME - MEMBERSHIP NUMBER - RALLY 2026

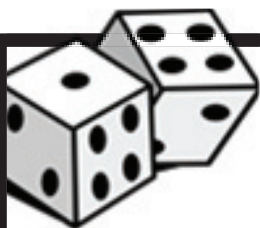
I agree to hold the organizers blameless for any injury or accidental damage whatsoever which may occur whilst traveling to, attending at or traveling from this event

NAMES / SIGNATURES:

Rider: _____

Rider/Pillion: _____ Date: _____





ULYSSES TAUPO CHARITY DICE RUN 2026

Wairakei BP Service Station, Wairakei Drive

Sunday 25th October

Departing 11.00am

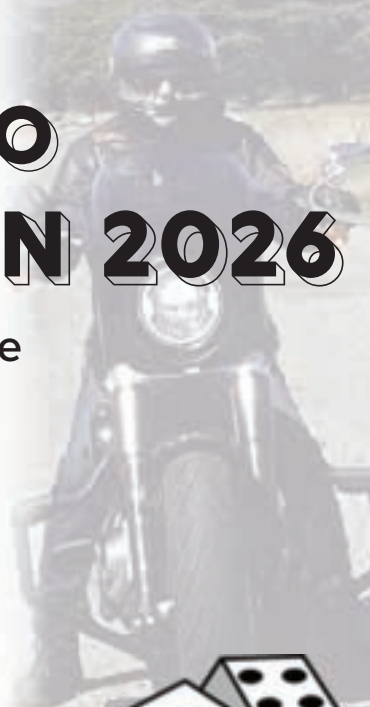
Registrations from 9.30am

Entry \$20

Short coffee break at the Bullring

Cash Prizes – Highest, Second, and Lowest
Breakfast available at Wild Bean Café

Enquiries: Phone Glen Oliver 021 240 5028



NORTH HARBOUR RONNIE RUN 1st November 2026

Enabling children in Starship Hospital
to have parents &/or caregivers stay in
Ronald McDonald House free of charge.

The Ronnie Run is held on the first Sunday
in November each year. Save the date!

WITH YOUR SUPPORT IN 2024, WE COLLECTIVELY
MADE THE FOLLOWING DIFFERENCE TO FAMILIES WHO
USED ROOM 503 IN RONALD MCDONALD HOUSE AT
GRAFTON MEWS:

- 80 FAMILIES USED ROOM 503 THAT YOU HELPED SPONSOR.
- THIS ROOM PROVIDED 271 NIGHTS' SLEEP FOR FAMILIES WITH A CHILD IN STARSHIP.
- YOUR SPONSORSHIP HELPED SAVE THE FAMILIES \$63,414 IN ACCOMMODATION AND FOOD COSTS.



Taranaki Branch, Ulysses Club, Energy Rally 2026.

6th to 8th November 2026



Back to Basics style of rally.

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 Motor Home, Caravan or Tent.

Cost	Number	Total	
Friday night BBQ	\$12.00 p/p	-----	\$-----
Saturday Breakfast	\$8.00 p/p	-----	\$-----
Sunday Breakfast	\$8.00 p/p	-----	\$-----
Saturday evening meal	\$30.00 p/p	-----	\$-----
Friday accommodation	\$20.00 P/P	-----	\$-----
Saturday accommodation	\$20.00 P/P	-----	\$-----

Tea and coffee available all weekend.

Cut-off Date, 18th October 2026.

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 machine 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.

Signed ----- Date -----

**Please forward this form to harrybayliss@xtra.co.nz
with your remittance to**

Ac Name: Ulysses Club Taranaki

Internet banking Bank Ac 15-3949-0289502-00

Use your Name as Code and Ulysses number as reference.

Contact Harry Bayliss on 0274705300 with any queries.

Tauranga Branch Ulysses Rally

Limited to
75 people.

April 30th — May 2nd, 2027

Venue: Sea Esta Camp & Lodge, 48 Seaforth Rd, Waihi Beach

ON SITE CHECK IN FROM 2PM

Cost: \$90 per head includes bunk room accommodation and mattress (BYO bedding), Friday night meal, Saturday breakfast, evening meal and Sunday breakfast all included.

NAME: **ULYSSES NO:**

PILLION: **ULYSSES NO:**

ADDRESS:

EMAIL: **PHONE NO:**

ENCLOSED ENTRY FEE \$ **CLOSING DATE: APRIL 11TH, 2027**

CONFIRMATION EMAIL WILL BE SENT ONCE PAYMENT AND REGISTRATION FORM RECEIVED.

NO REFUNDS AFTER CLOSE OFF DATE.

I agree to abide by the rules and regulations as set out for the Sea Esta Camp and will hold blameless all organisers and officials associated with the rally, for any injury or damage while participating at the event or travelling to or from the event. PLEASE NO BYO.

SIGNATURE OF RIDER

SIGNATURE OF PILLION

Email completed form to **paulrobyn7@xtra.co.nz**

Direct credit to:
Ulysses Club Tauranga
01-0434-0208650-00

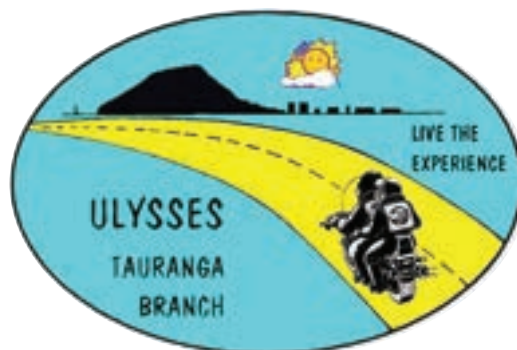
PLEASE PUT...

Particulars: Your name

Code: Your membership number

Reference: Rally 2027

Queries to: (07) 543 3042 or 027 586 2121





South Island Remembrance Service

Hosted by Canterbury Ulysses

**Kaikoura Top 10 Holiday Park, 34 Beach Road, Kaikoura
1pm, Saturday, September 12, 2026**

We have the use of the conference facilities. Afternoon tea and non-alcoholic drinks will be provided after the reading of names.

Canterbury are working on an evening function to be held in the Conference Room on Saturday evening. Details to follow.

But as always an after match function to recovery and rehydration will be held in the Conference Room. Members are asked to BYO 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.2kk@hnp.nz

Ride badges are \$20 and must be paid for online. Email Jason Batchelor at canterbury.sec@ulysses.org.nz and he will take your order.

**Online payment to:
Westpac 03-1594-0041946-00.**

Please include your name and 'Rembadge' in reference fields.



ROTORUA OKATAINA RALLY 2026

MAKE MEMORIES • RECONNECT
18TH - 20TH SEPTEMBER FROM 3PM ONWARDS

Spring Dates this time round!

Another weekend off the grid to catch up with members. Friday night catchups, Saturday day ride and then an evening with an awesome band playing 60's themed music.

- Bar available - bar tickets can be purchased on the day
- Sunday clean up and move out.
- Accm: Bed Included - Just bring your sleeping bag
- Meals: Includes Friday night, Saturday cooked breakfast, light lunch if you don't ride. Evening meal yummo defo worth it, Sunday cooked breakfast
- No Dogs allowed
- Dietary Req: No special needs catered for
- Price: \$120 Per person inc patch

REGISTRATION: BNZ Rotorua Branch 02-0412-0032076-01

With your name and Ulysses number.

Last day for registration is August 21st, 2026

Please email registration form to:

malandlyndabain@gmail.co.nz



NAME:.....

PARTNER

ULYSSES No.....

EMAIL:.....

ADDRESS

MOB:.....

ENTRY FEE PAID: \$.....



Confirmation email will be sent once registration & pymt received.

No REFUNDS after close off date.

I agree to abide by the rules & regulations for the rally and will hold blameless all organizers and officials associated with the rally, for any injury or damage while participating at the event including travelling to or from the event. Please NO BYO!

Signed:..... Partner.....

CONTACT: Lynda Bain MOB: 021 580 770

**NOV 8TH
2026**

Add this to your calendar now!

ULYSSES WHAKATANE **MOUNTAIN TO SEA** *Charity Ride*



**All money raised will be donated to
Local St John Ambulance Service**

Registration from 10am, Ride briefing 10.55am, Stands-up 11am

ENTRY FEE \$20

Coffee, tea and cake for a small fee at registration

**Ride starts at Kawerau New World Carpark and concludes at
Thornton Beach Holiday Park with BBQ, Raffles and Prizegiving.**

Ride length between 100 and 120km



**Enquiries to Tricky Cunningham 027 629 3317
or Theo Duyvestyn 027 492 2280**

Announcements will be made on social media prior to
8am in case of extreme weather.



38th Waikato Branch Annual Rally 13 - 15 November 2026

***Entry Fee - \$25.00 per person,
Tea, Coffee, Hot water, Gas rings,
Breakfast. BYO food, utensils,
refreshments & accommodation.
Tin tops and caravans OK.***

The Ulysses Club's first Back to Nature Rally and still going after 37 years.
No bands. No organised entertainment.

Directions – From Whakamaru, travel south on SH32 (Western Access) for approx
24kms.

Turn right into Kakaho Road (Look for Ulysses sign) then 3km to campsite.

**Enquiries to N Tyler 078288230, 0274943506, nevtyler@xtra.co.nz.
Registration and payment (cash) on site please.**

Ulysses Members. Family & Dearest Friends only.

I agree to hold the organizers blameless for any injury or accidental damage
while attending or travelling to or from this event.

NATIONAL AGM TAUPO 2027

Well, it is less than a year away now and it seems to have a lot to live up to given the success of this year's AGM in Nelson. Well done, Whakatu.

Next year we have booked the premium site in Taupo, this being the Great Lake centre. Many of you will remember it as the venue for the remembrance ride weekend. We have booked the main hall which a good size for our needs.

As you will see from the REG form, our dates are mid-February 19/20, so booking accommodation at least should be priority as there is a popular destination. There are however a lot of options for accommodation.

We have kept costs to a minimum to kept expenses for us all, at a reasonable level.

We have requested permission for Self-contained campers to park adjacent to the venue, but still waiting for a reply and a deadline to meet for the Mag.

The theme this year is Bad Taste which does conjure up some wonderful ideas but then again, a lot of us could come as we are LOL. We have a 5-piece band booked

who do some great covers so bring your dancing shoe. Could even be a bit of line dancing, so brush up on those moves.

You will see we are planning to offer finger food and nibbles in the early Friday evening as there are many wonderful venues in town if you want a meal.

Registration pick ups will be from mid-day Friday to 4pm and 9am Saturday to 4pm. If you are later than that, not a problem, just find an official looking body.

Taupo has a lot to offer and is a great springboard for a bit of a trip around our island. Great time of year as well. There is a lot to do here, and you will see that we will be doing a boat ride out to our famous Mauri carvings across the lake, which quite a fun trip with drinks on board. The shops here are quite popular for the ladies with a few different items for sale. We have a strong cultural identity here being the Waikato region so a visit to our Museum (adjacent to the venue), is worth a visit.

We will of course have a group ride around the lake (160km) with a lunch stop in Turangi



Leaving late morning Saturday.

Our merchandise (Polo shirts and caps) have been designed without bad taste in mind and I feel that they are quite a smart addition to the wardrobe and reasonably priced.

We are all excited to have you visit us and we hope that we can match up to previous AGMs.



ULYSSES CLUB NZ at GREAT LAKE CENTRE TAUPO 2027 NATIONAL RALLY & AGM 19-20 FEBRUARY 2027



NAME		ADDRESS	
ULYSSES No	COORDINATOR		
	NATCOM		

PHONE No		Email add
----------	--	-----------

PARTNER	PARTNER ULYSSES No
---------	--------------------

FEES - please note cut-off dates	NUMBER	PER PERSON	COST
RALLY REGISTRATION FEE - (cut-off 15/01/2027)		\$ 45.00	
TAUPO CLOTH CAP - (cut-off 15/12/2026)		\$ 25.00	
TAUPO METAL RALLY BADGE - (cut-off 15/12/2026)		\$ 10.00	
TAUPO POLO SHIRT - (cut-off 15/12/2026)		\$ 50.00	
NATIONAL METAL BADGE - (cut-off 15/12/2026)		\$ 10.00	

EVENTS			
FRIDAY EVENING LIGHT SNACKS - 6pm to 8pm	Great lake centre	Complimentary	
SATURDAY EVENING MEAL - 6pm to late	Great lake centre	\$ 56.00	
SATURDAY Afternoon ride round the lake / lunch stop		Own expense	
SATURDAY Afternoon boat on the lake - (cut-off 15/12/2026)		\$ 75.00	
		TOTAL	

RALLY THEME : BAD TASTE
SPOT PRIZES FOR BEST "BAD" DRESSED AND WORST TASTE

POLO SHIRT SIZING. PLEASE CIRCLE SIZE REQUIRED.							
MEN	S	M	L	XL	2XL	3XL	4xl
LADIES	8	10	12	14	16	18	20
						22	24

PAYMENT to Taupo Ulysses Club, Bank account number: 02-0428-0262773-025
 Please include your Ulysses Number and your surname.

USE QR CODE OR REGISTER ONLINE AT: <https://sites.google.com/view/taupoagm27/home>
 OR EMAIL AND SCAN TO taupoagm27@gmail.com

Acknowledgement will be sent by E mail

ENQUIRIES : STEVE 021795645

POSTAL ADDRESS: 40 Tui Street, Taupo, 3330

Email : taupoagm27@gmail.com

*Cancellation policy: In the event of another pandemic situation
 or natural event and or warfare, every effort will be made to
 refund.*





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MEN'S & WOMEN'S TEXTILE JACKET & PANTS

JACKET \$499.99
PANTS \$399.99

DRY2DRY®

WATERPROOF / BREATHABILITY
10,000 - 20,000

 **SNAPLOCK
VENTS™**

 **REMOVABLE
THERMAL
LINER**

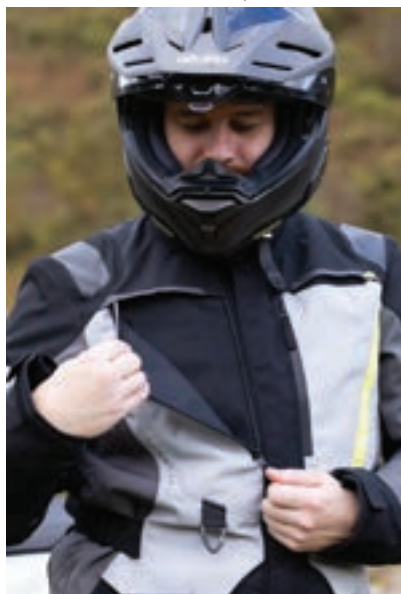
 **AA CERTIFIED**



MENS GREY JACKET & WOMENS JACKET/PANTS DUE LATE 2026



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