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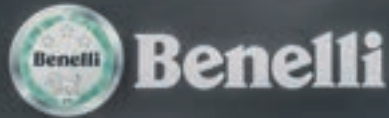
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**Please ensure all images are high resolution  
and sent as an attachment. Advertising  
requirements are 200dpi, CMYK.**

**COVER PHOTO:  
OTAGO RAIL TRAIL TRIP**



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**TIM (TINY) STEWART #8959**  
NATIONAL PRESIDENT

## **PRESIDENT'S REPORT**



It's been a funny old time recently. Today, I am writing this report in the hall at Seaesta camp in Waihi beach while attending the Tauranga branch rally. As has been the case for the past two years, Covid and all its associated hassle has affected attendance, but there are a solid 50 members here and mostly familiar faces from previous years.

It has been encouraging to hear that the new format *Ulyssian* has been widely liked by most members; we appreciate that there are a few editing tweaks we have to make for clarity, but it is nice to receive plenty of positive feedback. Also encouraging is the number of new members listed in the edition, 79 in total.

I don't usually dwell on the negatives, but I was a little disappointed with the response to the postal AGM votes, with less than 250 members returning ballot papers.

My mistake in announcing the results of remit three with incorrect calculations is no doubt something I shall be hearing about for some time; clearly I am not in this position based on my mathematical skills! But humour aside, I apologise for this mistake, it was purely my fault. Notwithstanding that, I have to say I'm hugely disappointed with the remit not passing. I genuinely believe that this would be a step toward securing the long-term future of the club, along with 73.14% of members who returned a vote.

Despite the physical AGM being cancelled, Memsahib and I still trekked down to the South Island for our annual holiday. We booked three weeks leave from work and that was nowhere near enough to do justice to the South Island. We took in a few obligatory major destinations and a few off-the-track ones. It would have made a spectacular motorcycle trip but the luxury of the caravan was too much to forego for three weeks.

We hadn't got any further than Westport before we came across bikers in the pub and, freshly minted *Ulyssian* in hand, I walked over for a chat. Turns out they were from Manawatu and already knew Murray and some other members of the branch, so I gave them the magazine and hopefully they are on the list of new members.

It was upsetting to see the effect of Covid on the tourist industry in the South Island and Fox Glacier was like a ghost town. We stayed two nights in the Top 10; on the second night we were the only people there and I would think the park was big enough for 300 people. It was much the same at Milford Sound. We took a coach tour into the Sound, which included bus, lunch and the boat ride. It was a great day out but almost deserted. Our tour guide pointed out two tour boats that could hold 300 people. These boats, until lockdown, had been doing five or six trips a day and as we walked past them he told us that they were mothballed for the foreseeable future.

There were a few highlights for me. Quad biking up Cardrona was fun. The look of terror on the Memsahib's face was a picture, so a tactical decision was made for her to join the tour guide in a four-wheel drive buggy. Another highlight was meeting up with Rex in Buller, Ross in Invercargill, most of the Marlborough branch, and

the waifs and strays hanging around Christchurch after the cancellation. We had a nice evening with members of several branches, although the Covid restrictions prevented a few attending. We finally put to rest a game of "Hunt Tiny in the South Island" When Bryan called "tag" at Papanui club. Thanks to Steve Parr for the kind invitation back to his place for drinks afterwards; we were particularly impressed with the hall ornament, and had a great time.

We had the obligatory visit to E. Hayes to pay our respects, I know most of you have been, but if you haven't it is worth the visit. Bill Richardson's Truck museum is also definitely worth a visit, too.

Being that close we had to pay a visit to our namesake and pop over to Stewart Island. For a tourist-based economy, they too have been hit hard. We chartered a boat for a wildlife tour while we were there. Our guide found all the good spots and we got close up with albatross and sea lions. While back in the pub in Oban we had some of the freshest blue cod we had ever had, Memsahib overheard the word "Ulysses" from a neighbouring table. Moments later, another conversation ensued with some riders from Tauranga who, although not members, had participated in some Tauranga branch rides. It's nice to see that one of their names is now on the new members' list.

Being married for coming up 35 years, I am aware that

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## PRESIDENT'S REPORT CONT...

Memsahib can snooze most places, but even I was impressed with the next feat of Olympic grade snoozing! Quite a swell had come up during the day on Stewart Island; the boat we sailed back on spent more time out of the water skipping the tops of the waves than it did in the water. Sure enough, 15 minutes into the ride her head hit my shoulder and she slept soundly all the way back to Bluff – while some of the other passengers were being seasick!

One of the things I enjoy most about being the National President is handing out awards to deserving members, and this weekend I have been fortunate enough to be able to do this. The award was to Paul Carson, who received an Odyssey medal for his service to the club. Paul is a stalwart of the Tauranga branch and a long-standing committee member. His list of accomplishments are too many for this report but he is well deserving of the award. A second Odyssey award goes to Andrea Thompson. This will be presented at her new branch in Christchurch by Chris Carey. Andrea is another deserving recipient who stands for all that being a Ulyssian is about; her work for Rotorua branch and many other areas has been tireless. I can say no more than quote lines from her nomination application:

“Andrea’s attitude is what has promoted the small Rotorua Branch of Ulysses to remain very successful and to maintain an atmosphere of camaraderie and professionalism” and “Andrea is the embodiment of what Rotorua and New Zealand Ulysses aspires to be”. High praise for a well-respected member.

The most prestigious title the club awards is Life Membership and this year’s recipient is Howard Mansel. Howard’s list of accomplishments spans many years of the club’s history, with positions on branch committee and National Committee, including National Secretary and National Vice President. Over the years, Howard has been a driving force in helping the club to move forward in so many areas. We all owe a debt of gratitude to Howard for all he has achieved within the club. Representing the National Committee, Matthew Farrell will present Howard with his life membership at their monthly meeting. Well done, Howard, you are a worthy recipient and in good company.

That’s my bit over; you can read the rest of the magazine now. See you out there and remember – ride bikes, have fun and look out for each other.’

**Tiny’ Tim Stewart** #8959 National President

## SECRETARY REPORT SUZIE PENTELOW #8532

### KIA ORA TEAM ULYSSES.

Well, we as a club made it through our first ever postal AGM! I missed getting to see you all at Christchurch, but it meant Andrew and I got to go to the annual Red Knight Gathering in Rotorua, so I made up for it there LOL :).

Remit 1, which was just a general updating of the rules passed. Remit 2, which was a change to the Odyssey Medal rules passed and now branches may nominate a couple jointly. Remit 3, which was a resolution to lower the joining age just missed passing by a few votes.

The updated Rule Book is just going through the last edits and will soon be able to be viewed on the club website.

Odyssey Medal nominees were voted on at the coordinators meeting and this year’s recipients were Paul Carson #727 (Tauranga) and Andrea Thomson #5500 (Rotorua). The recipients epitomise what the Odyssey Medal means and we congratulate and thank them all for their long service and good work in their respective branches.

The coordinators’ meeting also voted on and awarded a Life Member medal to Howard Mansell #5281 (Waihi Thames Valley). Howard is a valued member of his branch and has done a lot to support the club at the national level. A worthy recipient of this award – congratulations Howard.

These three medals have been presented at various official branch events recently.

### YOUR NATIONAL COMMITTEE WAS ELECTED:

**NATIONAL PRESIDENT:** Tim “Tiny” Stewart

**NATIONAL VICE PRESIDENT:** Andy Wilson

**NATIONAL TREASURER:** None: Stuart “Smokey” Burns is going to continue in the interim.

**NATIONAL SECRETARY:** Suzie Pentelow

**NATIONAL COMMITTEE MEMBERS:** Karen Wilson, Matthew Farrell and Pip Were

The 2023 National Rally “2.0” is to be held in Christchurch and hopefully we will see many of you from the 17th to the 19th of March 2022 at the Papanui Club. Seeing as we all missed this one, I’m hoping in 2023 it will be massive and I look forward to seeing you all there!

Thank you to the 11 branches that have so far sent me their 2023 Branch AGM details. (Better than last year’s five at the same time, so thank you). I know I thought it was crazy to be thinking so far ahead when I was a branch secretary, but believe me, as National Secretary, it’s really important. I need these ASAP to put into future *Ulyssian* magazines. Branch secretaries, please remember to email your 2022 AGM minutes (with 2023 AGM details), coordinator report and treasurer report to me once you have held your 2022 branch AGM. Thanks!

**Suzie Pentelow** #8532

National Secretary

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## WELCOME TO OUR NEW MEMBERS

<i>MEMBER #</i>	<i>FIRST NAME</i>	<i>SURNAME</i>	<i>BRANCH</i>
10337	Chris	McDonald	Taranaki
10336	Tim	Alexander	Kapiti Coast
10335	Philip	Peek	Southland
10334	Cheri	Phillips	Rotorua
10332	Rod	Anderson	Manawatu
10333	Russell	Cameron	Wairarapa
10331	Darran	Wickham	Manawatu
10329	David	Kriel	Hawkes Bay
10330	Geoffrey	Vautier	Hawkes Bay
10328	Edwin	Bolten	Waikato
10326	Arthur	Short	Auckland
10325	Nichol	Martin	Marlborough
10324	Robert	Richardson	Canterbury
10322	Dean	Hemming	Far North
10323	Elisabeth	Hemming	Far North
10321	Rex	Tonks	Nelson
10319	Pamela	Carlisle	Taupo
10320	Andrew	Whyte	Taupo
10315	Rocky	Butler	Auckland
10316	Bobbie-Jo	Butler	Auckland
10318	Steve	Croasdale	Buller
10317	Don	Pringle	Far North
10314	Darren	Henson	Hawkes Bay
10312	Lance	Miller	Kapiti Coast
10313	David	Newman	Kapiti Coast
10311	Noel	Richmond	Waikato
10309	Mark	Robertson	Marlborough
10310	David	Turnbull	Whakatane
10308	Neville	Parnell	Waikato
10307	Kym	Clementson	Buller
10306	Allan	Edmondson	Auckland
10305	Craig	Lee	Auckland
10304	Allan	Brunskill	Waikato
10303	Dennis	Goodwin	Waihi-Thames Valley
10302	Joseph	Burling	Wairarapa
10301	David	Kropacsy	Nelson
10300	Steve	Derrick	Auckland
10299	Christopher	Vercoe	Auckland
10298	Chris	Burr	Tauranga
10296	Chris	Good	Waihi-Thames Valley
10295	Paul	Nydam	Wellington
10297	Patrick	Zeinert	Tauranga



# ADMINISTRATOR'S REPORT

## JUNE 2022

### HARD COPY MAGAZINES

By now you should all have received the hard copy magazine for March; if not please let me know as I do have spare copies.

If you moved address, please advise me, not just your local branch, as I need to ensure the mailing address for your magazine is correct.

You can send me your updated information by email to [admin@ulysses.org.nz](mailto:admin@ulysses.org.nz), or by completing the form on the website:

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### EXPRESSION OF INTEREST VIA THE WEBSITE

We now have an opportunity for potential members to send an "expression of interest" for potential members to join the club via our website.

If you know of someone wishing to join, all they need to do is complete this form. However, please note, this does not automatically assume membership. The usual criterion for membership still needs to be signed off by the branch coordinator in their area. i.e., a new member application form needs to be completed by the coordinator and the potential member having satisfied all criteria.

Coordinators, please ensure all applications are forwarded to me as soon as possible after this form has been completed. I have a couple of outstanding deposits where no application has been received.

Lastly, in talking about our website, there is now no need to have a members' login to access information, such as Club Discounts, or Member Links, etc.

### GEAR SALES

I am pleased to advise that the new Tribal Design gear items have seen an upsurge in sales over the past couple of months. Once again, I remind members, if ordering these items online, payment must be received before the order can be sent to our supplier. I do not carry stocks of these in my usual gear sale items.

All other items are available, however, some sizes are limited, so again, if ordering via the website, please send me an email first to ensure I have the size you want before making payment.

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Talk soon.....

*Debby Morgan*



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NICK BENFELL #9873

# HOW I DID NOT WIN THE TT2000

The New Zealand TT2000 is an annual three-day motorbike rally. For a full description of the event Google TT2000. This year, the start was at Blenheim's Brayshaw Heritage Park and the finish at Tokoiti School in Milton. Riders reported to the start point by 11.30am on the Friday, ready to attend the rallymaster's briefing. Riders also photographed their bike's speedos, thus recording their start mileage and received a rally T-shirt. Riders were released at midday and 48 hours later, having ridden 2000 kilometres and collected 2000 points, finished at Milton.

Riders plan their own route from a selection of 123 checkpoints, five mystery checkpoints and five bonus challenges for extra points. Checkpoints have values of 30, 40, 50, 75 and 100 points, with all of this year's checkpoints at schools. Proof of visiting a checkpoint was by taking a photograph of the rider's bike adorned with the TT2000 Rally T-shirt in front of the checkpoint school sign. Compulsory checkpoints were worth 250 points and riders were required to visit a minimum of two pairs of compulsory checkpoints. For example, if you visited Karamea you also needed to visit Haast. For many riders it is the planning of their route that is the challenge, others take a more relaxed path, just aiming for a minimum of 2000 points and 2000 kilometres ridden in 48 hours.

This is my account of how I did not win the 2022 TT2000 Motorbike Rally.

My planned route was to ride 2200km, visit 42 checkpoints and collect 4000 points in the allocated 48 hours. The reality was somewhat different – 2000km and 2400 points in 51 hours. Thus, I was classed as a competitor rather than a finisher, or is it the other way around?

My route planning for my second TT2000 began a couple of months before the rally and after rejecting several options I settled on a route taking me from Blenheim to Motutipi School (Takaka), Karamea, Haast and through rural Southland to finish at Tokoiti School in Milton. This was a route high on sparsely spaced 50 and 75-point checkpoints (West Coast and Nelson, Marlborough) and close together 30-point checkpoints (Southland).

In hindsight, my rally can be seen as a series of mini "mis-adventures" and I am sure many riders can relate

to that! Let me go back a few days before the rally. If she was still alive my Mum would have been 100 on the 14th of February and a family gathering was held in Queenstown to commemorate this. We planted a tree for her on the shores of lake Wakatipu and hiked into Sam Summers hut. Thus, by the time Errol and I set off to ride to Blenheim the day before the rally start, I was physically and emotionally tired from two days' driving, the family reunion, hiking and having to drop the car off for a new windscreen.

Shortly after midday, Errol and I headed off to Blenheim, he on his brand-new Suzuki Vstrom 650, and me on my 2007 Triumph Tiger 1050. Fifty kilometres up the road I am convinced the Triumph is handling weirdly; maybe I should have replaced that worn rear tyre after all! As we approach Kaikoura my iPhone 12 I use for navigation throws a spaz and instead of showing 100km to Blenheim it is showing a roundabout journey of 550km. The answer is soon obvious, 20km past Kaikoura there is a slip blocking SH1 and the phone has done exactly what it should have done, directing us to an alternative route – I was



impressed by the phone but not happy we had to wait for three hours for the road to be cleared.

Errol and I, and about 30 other riders, gather at the front of a queue stretching back several kilometres. Around 6pm the slip is cleared and we are off. Our Blenheim Airbnb is only a couple of minutes away from Brayshaw Heritage Park where the rally starts. The following morning, before the rally start, I visit a motorbike shop with the intention of getting a new rear tyre. Yes, the tyre is worn, a mechanic tells me, but it is far from worn out. Magically, the handling

problems disappear and nearly 3000km later there is still meat on the tyre.

Two hundred and sixty motorbikes, several with pillion passengers, gather at Brayshaw Park and are divided into groups to abide with Covid restrictions, no doubt to the annoyance of the guy with the MAGA sticker on his bike. A short briefing and 260 motorbikes are let loose. I use "maps" on my iPhone for point-to-point navigation and head to Waikawa Bay School. Surprisingly, I am among the first to arrive but within minutes a horde of riders arrive causing chaos. Then it is off to Linkwater School via Queen Charlotte Drive.

Queen Charlotte Drive, with its twisty narrow road, is loved by many but not by me. Pedal scraping riders

rapidly pass the "old guy on the white Triumph", in particular a lady rider on a noisy "bobber". Suddenly, there is a loud bang and my rear wheel locks up. The guy behind me can't believe I didn't crash. Shaking and no doubt white faced, I pushed the Triumph to the side of the road. Ten minutes later I cautiously start the Triumph and ride on. I have no idea what caused the drama – stone caught in the chain/sprocket perhaps?

Linkwater, my second checkpoint, is followed by Havelock, Canvastown and Hira. For a short time I link up with Errol, but at Hira I stop to eat some muesli bars, have a drink of tonic-flavoured water (the quinine possibly helps ease aches and pains) and decide to rest for 10 minutes. Errol hits the road. Next is Mahana, somewhat out of the way, followed by Motupipi (Takaka) after a ride over the notorious Takaka Hill. Motupipi is a compulsory stop, paired with Waikawa Bay. I pass Errol and Simone (I think) on her KTM 390 going the other way.

I ride down the Motueka Valley, stopping at Ngatimoti, but skip Dovedale, a 15km deviation down a twisty road – been there done that. My planned route calls for a 300km ride to Karamea, but days earlier the road was closed by slips and the only way to Karamea was to be escorted through the

"Bluffs" at 9am, 1pm and 5pm. I would be interested to hear if anyone did go to Karamea. Thus, I gave Karamea a miss; this was costly as Karamea was 250 points and I missed out on a 400-point bonus for visiting seven compulsory points. My wife Chris texts me; she is tracking me on "find my phone" to tell me during the night a bedroom window has mysteriously shattered. I am not the only one having dramas! Not going to Karamea means I also skip

Barrytown and Granity and instead head for Paparoa Range. Paparoa Range is a short distance off SH7 and I am surprised to see half a dozen riders whizz past not bothering to collect the points. I check into Lake Brunner and decide to stop for the night. I have covered 621km and 10 checkpoints, not great, but okay. The rally runs over three days so you are faced with two overnight stops. There are three main ways to arrange this, motels or Airbnbs, plan your route for overnighting at home or do as I did, sleep "rough" using a tent if necessary. The first two are more disciplined and comfortable, the third gives you flexibility.

I find a place to sleep in the open and settle down. I am woken by the pitter-patter of rain, I unpack my tent but give up the idea in favour of sleeping in the shelter offered by the overhanging roof of the local bog and reset the alarm for an extra hour's sleep. Despite the rain, the interrupted sleep, and starting with residual tiredness I am enjoying the rally and enjoying riding my bike.

I have often ridden the back road from Lake Brunner to Kumara and let the Triumph do what it does best – mile munching. Kumara, Kokatahi-Kowhitirangi, Ross and Whataroa follow. I stop at the Hari Hari Pukeko Cafe for Earl Grey tea, a bacon and egg pie and a scone and am served by a delightful young lady, the spitting image of one of my granddaughters. The rain, until now intermittent, turns to bucketing down but my Scott wet weather gear keeps me dry, as do my well Dubbinned boots. One rider I meet is discovering his one-piece wet weather suit is far from waterproof, letting the water in but not out. He is sitting in a pool of water; oh misery. My notes are damp but, more seriously, my trusty much-abused Cannon camera is wet, and after being dropped, dies. Not a complete disaster as I can use my phone for taking photos.

Chris texts me that a little bird has flown into the house and is now stuck behind the fridge and our two cats are on the prowl. She is having all the drama! Lol.

A screen message pops up on my phone, I can't read it until I stop and put on my glasses.

It reads: "iPhone 12 has detected water in the bayonet connection and charging is no longer available."

Oh shit! What I think has happened is the USB port faces upwards and has thus got wet. It will be a simple matter when I get home to adjust it so it faces down. I carry on, Franz Josef, Fox Glacier then Haast. Why are riders heading down to Jackson Bay? The phone runs out of charge

# TT2000

on the Haast Pass but I am familiar with Makarora and manage to locate the school and take the required photo. I stop at Hāwea Petrol Station – I used to know the grumpy \*\*\*\* who once worked there, so it is reluctantly. After a bit of fiddling the phone comes to life. I ride through to Frankton.

At Frankton I text Chris, “Hi Chris this might be the last text I send as the phone won’t charge. I may have to pull out as I need it for navigation.” She replies, “Nooooooooooooo. That is a shame Nick. I’m really sorry.”

I let the cable flap in the breeze to dry and later text, “Looks like I have charging back. Yay.”

For the rest of the journey phone charging is intermittent and the phone is often in the red. I miss Glenorchy, originally planned to be the seventh compulsory stop to get the bonus, and head for Garston. As children, when my parents drove us for holidays from Invercargill to Queenstown, we used to chant “Woeful Winton, lousy Lumsden, awful Athol and ghastly Garston”. What a disservice to these delightful Southland towns.

At Garston the phone is dead and I am unable to take a photograph but by the time I get to Mossburn it has enough charge to take a photo then navigate me to Mararoa. Things are looking up. I arrive at Mararoa and within a couple of minutes eight to 10 other riders arrive. My stop is slow and most are gone, heading back towards Mossburn, which seems counter-intuitive to me, but they have planned their route and I have planned mine to go to Hauroko, a



**Above: Photograph of compulsory checkpoint Tokanui just before my phone died.**

100 pointer. At Hauroko, I meet the other rider who has ridden down the superb Blackmont Road. He is riding a scooter (a Suzuki Bergman?) equipped with extra lighting and a wool skin-padded seat. However, the piece-de-resistance is what looks like a plastic outboard motor tank behind the seat complete with a hose with a bubble pump to transfer petrol into the scooter’s tank. I don’t know that I felt comfortable when he lit up a fog! He sleeps rough on park

benches and is disdainful of those who use motels. A real character.

It is 10km down the road to Tuatapere, where I erect the tent and settle down for a night’s sleep after a disappointing day’s ride. I have a big ride for the next day and set my iPhone alarm for 5am. It is cold when I wake up and reluctantly get moving. Packing the tent and loading the bike takes time for this definitely non-morning person. Still not functioning properly, I start the bike and promptly stall it. The next attempt to start the bike fails and I am faced with the awful reality the bike has a flattened battery. I ring the AA; they can help but call out time is up to an hour. At 7:15 I get a text to say help will arrive in 45 minutes. At 7:30, after the bike has been sitting in the sun, I try to start it again. The beast roars into life I ring the AA back to cancel my call-out and set off. I am disappointed there is not a hope in hell I will reach Milton by midday.

My phone looks as though it is charging again, the morning is fresh and lovely, the Southland countryside is stunning and I buck my ideas up. I can collect 2000 points and ride 2000km before the 4 O’clock deadline. Thus, I embark on a comparatively leisurely ride to the finish. Takitimu is a 40-point checkpoint, Drummond, Lochiel, Hillside, Hedgehope, Te Tipua, Tuturau and Glenham are close together 30-point checkpoints. Glenham is a little tricky as it has a sign at the bottom of a short steep access road and another by the school. I hope I chose the right one. I stop in Winton to refuel, breakfast and to reassess my route.

I also stop at Fortrose for a coffee, how could I not? Fortrose is the scene of many of my childhood sailing exploits. It is then onto Tokanui; it is a compulsory stop and paired with Mararoa worth 250 points. The phone is not charging and after I take a photo of Tokanui it dies and sans navigation I head for Milton, skipping the Florence Hill Southland mystery checkpoint worth 150 points, Stirling and Kaitangata. I have to ask the way to Tokoiti School and ride some extra kilometres to reach the requisite 2000. I was disappointed not to have met the midday deadline but the incident at Tuatapere effectively put it out of reach.

Did I enjoy the rally? Tremendously. Would I do it again? Hell yes, I can’t wait for 2023’s rally.

My little misadventures were not over. On the ride home a couple of rough looking guys in a ute started flapping their arms at me indicating I stop. They climbed out of the ute, and I am thinking this is not looking good. They told me a pannier burst open scattering my possessions over the Kilmog. I backtracked and found everything but my sleeping bag. I arrived home with only 14km worth of petrol in the tank. I was worried because I lost my credit card/fuel card holder (since located in Palmerston Z Station) and was unable to refuel.

## Some FAQs

### **So you want to do the TT2000?**

Are you seriously nuts!!!

### **What is the best bike for the TT2000?**

The one you own! There was a huge variety of bikes used on the TT2000.

### **Here are some suggestions for the TT2000. Other riders will have other suggestions.**

- 1.** Food. Take muesli bars, bits of fruit or things you can pick up and eat – fossicking around in a bag for a handful of peanuts is a pain. Drink plenty. I found water laced with tonic water excellent.
- 2.** Have somewhere you can quickly and easily store and access your rally T-shirt.
- 3.** Separate some of your fuel and credit/Eftpos cards – if you lose one lot (which I did on the ride home) you can use the other.
- 4.** Likewise your paperwork.
- 5.** Take and store photos of checkpoints on your phone – I didn't and possibly some of my photos will be disallowed.
- 6.** Learn how to use the navigation programs on your phone/computer. I use "maps" for point-to-point navigation and Google maps for planning.
- 7.** Streamline your procedure at checkpoints – being able to photograph with your gloves on helps.
- 8.** Use the tripmeter on your bike to keep track of how far you have ridden. Especially useful if you deviate from your planned route.

### **Clothing.**

I took three Icebreaker woollen T-shirts (one long sleeved), two polyprop jackets, but used only one, a puffer jacket, a pair of shorts, a pair of polyprop track pants plus my riding jacket and pants. I took extra underpants and socks – don't underestimate the morale boost of changing into clean clothes. I used Scott wet weather jacket and trousers, the pants are high-waisted so pull them right up to keep completely dry. Heavily Dubbinned leather boots will keep your feet dry.

### **Other gear**

I carried my tent and sleeping mat strapped onto the back of the seat. Clothing, spare gloves, neck warmer and sleeping bag, etc, in the panniers. There are better panniers than the Triumph-supplied ones. My sleeping bag, a recent purchase from the Warehouse, came with its own compression bag and was far better than I expected. In the tank bag I carried my camera, paperwork, glasses, spare earplugs, panadol and codeine – the panadol was excellent for a previously dislocated shoulder when it began to ache. I carried a minimum of tools, a puncture repair kit and a first aid kit.

### **Here is a quick survey of some who did the rally.**

### **Is this your first TT2000? If not, how many times have you done the TT2000 before?**

<b>Euan</b>	2nd time.
<b>Chris</b>	12th time.
<b>Nick</b>	2nd time.
<b>Simone</b>	2nd time.
<b>Errol</b>	1st time.
<b>Colin</b>	7th time, all with my wife Dianne on the back of the bike.
<b>Rob</b>	1st time with my wife Anna on the back of the bike.

### **What sort of bike did you use?**

<b>Euan</b>	Kawasaki VN2000.
<b>Chris</b>	Suzuki GSX1300R named Charlotte the Harlot.
<b>Nick</b>	Triumph Tiger 1050.
<b>Simone</b>	KTM Duke 390.
<b>Errol</b>	Suzuki Vstrom 650.
<b>Colin</b>	Yamaha FZ1 Fazer.
<b>Rob</b>	Indian Chieftain.

### **Would you do the TT2000 again?**

<b>Euan</b>	Absolutely, was the best experience.
<b>Chris</b>	Answer not quotable but a resounding yes.
<b>Nick</b>	Yes, can't wait for 2023.
<b>Simone</b>	Yes.
<b>Errol</b>	????
<b>Colin</b>	Absolutely.
<b>Rob</b>	Yes.

### **Did you complete the rally?**

<b>Euan</b>	Made the midday deadline with a second to spare.
<b>Chris</b>	Done and dusted by 6pm Saturday (Really?!).
<b>Nick</b>	Missed the midday deadline but finished by 4pm.
<b>Simone</b>	Yes.
<b>Errol</b>	No.
<b>Colin</b>	Yes.
<b>Rob</b>	Yes.

### **Did you stick to your planned route?**

<b>Euan</b>	Mostly, but dropped a few checkpoints.
<b>Chris</b>	Yes.
<b>Nick</b>	Yes, but dropped a lot of checkpoints.
<b>Colin</b>	Mainly, but dropped five checkpoints.
<b>Rob</b>	Yes.

### **Describe a highlight of your rally.**

<b>Euan</b>	Riding the Southern Scenic Highway.
<b>Chris</b>	Those incredible Southland roads.
<b>Nick</b>	Riding through rural Southland.
<b>Simone</b>	Bike not breaking down. Note the KTM has had a few mishaps lately.

# TT2000

**Colin** Sunshine in Queenstown after all the rain.

**Rob** Completing the rally and staying married!

**Describe a funny or disastrous event on the rally.**

**Euan** Letting my bike have a lie down on the Glenorchy Road.

**Chris** Breaking my glasses while cleaning them at Alexandra at 0600.

**Nick** A whole litany – see above.

**Simone** Getting soaked between Glenorchy and Mossburn.

**Colin** Forgetting I had heated grips until Sunday morning. Duh! Dianne breaking her intercom mount. Road closed on a planned shortcut near Duntroon.

**Rob** A puncture before the start of the rally had us at the start with a few minutes to spare.

**Where did you sleep?**

**Euan** Mt Sommers and Invercargill.

**Chris** Dunedin and Milton.

**Nick** Moana Lake Brunner and Tuatapere.

**Simone** Franz Josef and Waihola.

**Colin** Home (Christchurch) and Kingston.

**Rob** Home (Prebbleton) and Clifden near Tuatapere

**Did you ride solo, with someone else or in a group?**

**Euan** I rode with Pete.

**Chris** Solo.

**Nick** Solo.

**Simone** Solo.

**Colin** Solo, with my wife Dianne as a pillion.

**Rob** Solo, with my wife Anna as a pillion.

**Comment**

**Euan** Great rally despite the weather and sleepy bike syndrome. Recommended for those who enjoy long-distance riding. I'm hooked.

**Chris** This was one of the best; the routing options made for challenging planning but so rewarding to see your plan unfold as you ticked off the checkpoints.

**Nick** One of life's great experiences. Despite a rally that had its misadventures. I loved it.

**Simone** Was so pleased the KTM 390 did not break down and carried me to a successful rally.

**Colin** Glad to see 2002km clicked over by the finish. Full credit to my wife Dianne for accompanying me and enduring another event.

**Rob** Comments will appear in full in newsletter. A huge thank you to Shannon and the team for organising a superb event.

**Nick Benfell #9873**

# TT 2000



**THE BACK TYRE AFTER NEARLY  
3000KM OF RIDING.  
I NEED NOT HAVE WORRIED.**

**REV UP THEIR  
INTEREST**

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# READIN', RIGHTIN' AND RIFFMATICK ... BACK TO SCHOOL FOR THIS TT OLD BOY

CAPTAIN CAREFREE #3497 AND CHARLOTTE

When Wayne Poll handed over the reins of the TT2000 to a younger TTX badger, little did he know he'd unleashed a monster!

Shannon's other passion is teaching so, with that mind set, he set about designing a format that had this "Son of Winston" Gold Card bearer facing a real challenge. And no, I didn't vote for him and the only time I've used my Gold Card is to scrape the ice off the windscreen, which incidentally, did a bloody good job of it. I feel guilty having it cause I'm still fully employed.

However, I digress. The 2022 TT2000 was all about schools scattered throughout the Mainland from Golden Bay, Marlborough, the East and West Coasts, Canterbury, Central Otago and Southland.

This year was also about challenges, of which there were many. First and foremost were the compulsory paired checkpoints. Of the five pairs available you had to complete two and I chose the schools of Glenorchy and Kakanui, Tokanui and Mararoa as my two pairs.

Depending on how far off the main road they were, where they were in relation to the start and finish, the schools had differing points' values, so what schools you chose to visit to get the points you wanted, and the route you took to get there, was entirely up to you, as long as you accumulated a minimum of 2000km and 2000 points and all within 48 hours.

Then, of course, Shannon and his team threw in a few "Bonuses", just to make things more interesting. You could visit any of the schools and claim the individual points, but if you chose to complete a "Bonus", you got added bonus points for doing so.

## **A SEVENS BONUS REQUIRED YOU TO GET ANY SEVEN OF THE 10 COMPULSORY CHECKPOINTS.**

There was a Student of Geography Bonus; ride to and get a photo of the school signs at Motupipi in far-flung Golden Bay, Tokanui in the south, Ward school to the east and Hauroko Valley Primary School tucked away down there in the sou'west, with an additional one chunked in the middle at Lake Tekapo.

For those with eight fingers and two thumbs, there was the Count to Ten Bonus where you had to get one from each decile i.e., decile 1 to decile 10, bearing in mind there was only one decile 1 and one decile 2 school in the mix and they weren't that close together.

The Mysterious Rider Bonus required you to seek and find five mystery checkpoints, one tucked away in each province.

As with previous TTs, you could do as little or as much



as you wanted, however, Shannon capped the maximum number of points a rider could get at 5000. How many kilometres or checkpoints you did to achieve this was entirely up to you.

And there was nothing NCEA about it because should you get the Sevens, Geography, Count to Ten and Mystery Rider bonuses, you would be rewarded with an extra 1 point and thus finish with 5001 points, earning you a TT2022 Dux.

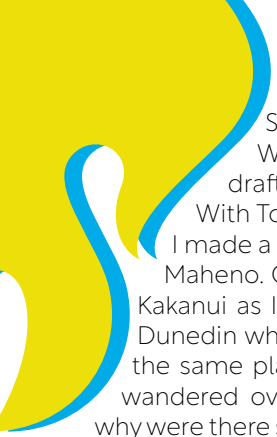
The website was online around six months prior to the school bell ringing and I, like many others, began planning immediately; nights spent at the kitchen table poring myopically over Google maps and Excel spreadsheets figuring out what was achievable and what wasn't.

With two route and points' options, I had a decision to make, and it wasn't that difficult. I couldn't be bothered trying for another top-10 placing. Instead, I'd just go for a ride and have a bit of fun in the process. So, I opted to have a crack at the TT Navigation Efficiency Challenge, but I would also aim to finish on the stroke of noon Sunday to complete what I call the Trifecta; 2000km (no more, no less), 2000 points (exactly) and 48 hours on the dot.

In order to achieve that challenge, I would have to gather in as many low-value checkpoints as I could, most of which were located on the east coast and primarily in Southland, where some of the best and least travelled roads in the South Island are located. In the meantime, we sold our house on the 23<sup>rd</sup> of December, given three weeks to vacate it, find storage for our stuff, put our two Maine Coone cats into Stalag Luft 3 and find somewhere to live for a few months that would also take our dog. Hectic times and the TT took a back seat for a while.

Around 12:10, after the safety briefing, I packed up the T-shirts that hadn't been claimed and once the last of the riders had left Brayshaw Heritage Park in Blenheim, I rode south on SH1 to the first of my chosen checkpoints at Omihi school, 244km away. Luke and Tania on a gorgeous ZX14R, along with Chris and Stella Wiltshire, were there, Chris on his knees was fixing an electrical fault with Stella's R1. Aaron and Phil, with their T-shirts, were taking their photos.

From there, it was simply a matter of riding to my route cards and ticking them off; Springfield, Sheffield all the while playing leapfrog with Chris Apse and his team from Wellington before we parted company at Glentunnel. Having picked up Hororata, it was again time to make up miles and so I rode southwards.



Somewhere south of Timaru, the Warkworth Riders reeled me in, and I drafted them until they stopped for petrol. With Totara school at Alma done and dusted, I made a beeline to Five Forks before picking up Maheno. Chris, Stella and the gang were leaving Kakanui as I arrived. I was to meet them again in Dunedin where, coincidentally, we were staying at the same place. As I was taking my photo, a local wandered over and enquired what was going on, why were there so many bikes coming and going? I said it'll only get worse and explained what was happening! However, he was pretty enthusiastic and went on to explain how he had once owned a bike and all the while I was hopping from one foot to another, eager to get going without appearing to be rude.

Hampden, Karitane, Warrington and finally Waitati, tick, tick, tick and I was done and dusted for the day.

Creeping like a thief in the night lest I wake anyone, I rode out of the Leigh Valley Holiday Park at 0300 Saturday morning with a straight 330km run through to Glenorchy ahead of me. The ride along SH8 through Lawrence and Roxburgh was a delight. Warm and dry, the two 6000 lumen spots I'd bought off Ali Express came into their own. The road and verges lit up in a glorious white light for a good 150m in front of me and the reflectorised marker posts some 400-500m away. Not a bad investment for a paltry \$65pnp. My standard halogens an insipid yellow glow by comparison.



There's a saying about the best laid plans of mice and men, whatever that means. I stopped in Cromwell to clean the bugs off my visor when I heard the sound of crunching glass. Looking down, I'd just stood on my glasses. My old man would oft say, "swearing is a weak man's strength". Well, Dad, I showed my weakness at that moment.

With nothing left to clean, I chucked the bits in the bin and carried on. At the Frankton BP I took time to sit down, take a few layers off and shout myself to a cooked breakfast; a chicken cordon bleu, a sausage and mocha.

It was fair hammering down as I rode along the lake, but I was warm and dry and while not at all glamorous, I didn't care because there was no way any rain was getting through the Kiwaka PVC jacket and pants I was wearing.

I met Simone at Glenorchy looking pretty bedraggled and satched. If KTM need a poster girl then there she stood. With two TTs under her belt, what the wee 390 has been put through and where it's been is a testament to its engineering and fortitude. And hers. With a quick hug we parted company and I headed to my next checkpoint at Lumsden.

Some of us use Rain-X, others prefer Pledge, I use a ceramic polish on my visor as I find the water really beads off. However, and I can't remember if this has happened before (which my wife says is happening

a lot these days), but it was raining hard enough the coating couldn't cope and instead of beading off, it was running off in sheets. Old Noah would have been rubbing his hands together in glee because it was truly biblical. With Balfour, Dipton and Mossburn ticked off, it started to ease only once I'd left Mararoa school at The Key and pointed Charlotte in a southerly direction.

From there, it cleared and just got better and better and for the rest of the day I rode under blue skies and fair winds. I was by myself, in a happy bubble and having a ball. The roads in Southland, especially northern Southland, are one of Godzone's best kept secrets. Well, they were, but after this event I suspect will be visited more often.

Drummond, Thornbury, Waianiwa, Wallacetown, Lochiel. At Winton I took time out and stopped at a café for a much-needed coffee and a whopping cheese and onion toastie.

There's a public loo in Winton, one of those that talk to you and play God awful music. I suppose I should be thankful it wasn't a Trevor Mallard playlist! "You have 10 minutes. The toilet will flush automatically when you wash your hands. Have a nice day." Do you take your boots off so you can slide your leathers down far enough to bend your knees, or do you just fall back and hope you land properly?

Then it was on to Hillside, Hedgehope, Te Tipua, Knapdale, Otama, Waikaka, Waikoikoi, Pukerau, Tukurau and Glenham. Tick, tick, tick. With the last of my compulsories done at Tokanui, I headed north through the Catlins where I had the entire route to myself. It was surreal and I think I recall seeing only two other vehicles, and they were stopped at waterfall car parks.

At Owaka, I saw Phil and Aaron and stopped for a brief chat. They'd just ridden through the Owaka Valley from Clinton and were off to grab the Southland Mystery.

With the Romahapa and Stirling checkpoints wrapped up, all I had left was to bring it home. Checking into my accommodation in Milton, I had 18 hours to kill before Charlotte "officially" crossed the finish line.

Enjoying a few pints with a pork roast big enough to see vegans self-harming or scampering for the hills, wailing in anguish, I went through my route cards and completed my score sheet.

Everything had gone according to plan. I didn't need the extra checkpoint I'd grabbed at Sheffield as a backstop in case I missed one, so cross that one out.

I'd finished the TT a whisker under 30 hours, five or so of which was stacking ZZs on Friday night. I reckoned I spent three, maybe four hours tops with stops for brekkie and lunch, petrol and photos at checkpoints, which means I'd ridden only around 21, 22 hours max. Stoked, and with that I ordered another pint.

To Shannon, Mark and their TT support team, a huge thank you for what I reckon was one of the best, certainly one of my most enjoyable TT's.

So, is it too early to ask what lies in store for 2023?

**Captain Carefree #3497 and Charlotte**



# FOREVER CAPTAIN CAREFREE #3497 DAYOUT

"I'm wondering what it is I can teach you guys?" said Pete Daly, our Ride Forever instructor on the day. For those of us who know Pete, he's a pretty clever dude on a motorcycle and his knowledge around road craft and accident prevention is comprehensive and enlightening.

So, what is IAM and why would an IAM rider consider doing a Ride Forever course?

*The Institute of Advanced Motorists (IAM) system is based on a planned system of riding taught to police riders, both in the UK and NZ. The planned system applies equally to all motorcyclists, from scooters through to large capacity sport bikes. The test may be taken on any powered two-wheeler capable of sustaining the national speed limit where conditions allow.*

*Advanced motorcycling is the ability to control the position and speed of the machine safely, systematically and smoothly, using road and traffic conditions to make reasonable progress unobtrusively, with skill and responsibility.*

*This skill requires a positive but courteous attitude and a high standard of riding competence based on concentration, effective all-round observation, anticipation and planning.*

*All this must be co-coordinated with good handling skills. The motorcycle will always be at the right place on the road at the right time, travelling at the right speed with the correct gear engaged and can always be stopped safely in the distance that can be seen to be clear.*

*By attaining outstanding situational awareness and other skills taught by IAM, you will be able to deal with both planned and unplanned events in a confident and skilled manner.*

Phew. A bit of a mouthful, eh?

My riding has improved markedly through the Ride Forever programme; basic skills hammered home and bad habits kicked into touch by Dan, Duncan

and the Ride Forever team of instructors. While I will continue to do a gold course annually, I saw added benefit with the IAM programme, call it tweaking of those basic "Road Craft" riding skills.

So, what did Pete Daly teach this IAM prospect? Quite a bit as it turns out. He's a master orator and if you've seen Pete in full song with his tape measure, you'll know what I'm talking about because his presentation about reaction times and braking distances, the two-second rule versus the legal following distance, really drives it home. I can't react or brake as fast or efficiently as I'd like to think. Mores the point, neither can that numpty in the blue XR6 behind parked up my freckle!

So, on that topic and with a virtual tape measure in hand, here are a few stats to ponder over.

The "legal" following distance requirement for which you can be prosecuted is 4m per 10kph, so at 50kph you should be no closer than 20 metres to the vehicle in front of you.

The Road Code say 2 seconds, which at 50kph is roughly 28m.

Most sources allow 0.75 or  $\frac{3}{4}$  second reaction time, roughly 10.5m, or 11m for the ease of calculation. That is assuming you see the brake lights of that vehicle light up and react immediately.

With the vehicle in front already braking and you are just starting out on the thinking / reacting journey, at a legal 20m following distance it leaves you a bare 9m to actually stop. If you're using the 2-second rule, you've got 17m before doing a face plant in their rear window. Either option doesn't leave a lot of room to play with.

So, using figures I found on a UK-based website on motorcycle training, at 30mph (48kph) you will use 9m thinking / reacting and a further 14m to stop; a total of 23m from go to whoa.

- NZ legal requirement of 4m per 10kph = 19m, or 4m shy of what you need.
- 2-second rule = 28m or seven car lengths, if you take the average car length of 4m. So, you could do it if you were following 2 seconds behind that car in front and reacted immediately you saw the brake lights come on.



But hang on! The vehicle in front isn't reacting in sync with you. They've already reacted, used up their 9m, and are now braking hard, so you can take that 9m away from the available distance you thought you had and suddenly the equation leaves you rapidly running out of room and about to join the row of fluffy toys on the rear parcel shelf.

If you take the standard Christchurch following distance of one or two car lengths, well, you're pretty much f\*\*\*\*d! Leave an appropriate space and it's soon filled by a metro-sexual in an Audi R8 with a 5 o'clock shadow and photochromic Aviators. So why bother, I hear you say, well, that's your call and by the end of Brougham Street, how many seconds have you actually lost pulling back and what would you have done with those valuable seconds when you got to the office?

At 60mph (96kph), the website states you could think/react in 18m and pull up in 55m, giving you, at best, a total of 73m.

- NZ legal requirement of 4m per 10kph = 38.5m, some 34.5m shy of what the website states is possible.
- 2-second rule = 53.5m, roughly 20m less!

Bear in mind, these figures on the website will be the result of numerous tests done in a controlled environment under optimal conditions, i.e., a dry road with a good, flat surface, probably on a sports bike with sticky tyres and a bloody good set of Brembos. Those riders taking part would have known they were going to have to stop and thus were prepared to do so.

If you're like me I'd suggest you're not riding around constantly in a mindset of being ready to brake hard. There are too many distractions walking around, especially in summer. The road condition may not be ideal, it could be cold, it could be wet. You could be riding downhill, you may be tired, had a bad day at work and impatient to get home for a large Jack and coke, or you've had one for the road with the team before leaving the site, or otherwise not in your best mental or physical state. Your WOF is due, but you've been waiting until they tell you your pads are down a bit, tyres probably need changing sooner rather than later, and your suspension needs a look at

before doing something about it. There are so many conditions which can affect your thinking and reaction time and your ability to brake efficiently and these all add metres to the equation.

"The key to smooth [braking] is the 2 or 4 second rule, depending on conditions. Which works only if you actually apply it. Most people know it, few apply it," said Pete.

Those of you who have done a Ride Forever course and practised braking know it's not the same as stamping on the pedal, where the car's computer and ABS system does the rest for you. As a motorcyclist you know you first have to "set up and squeeze", which all takes precious time, or as one larrikin on a course long ago paraphrased it, "suck it and see".

If there's one part of the Ride Forever course that they hammer home to us, and what Pete so graphically showed me with his tape measure, is I don't practise braking enough, specifically hard and controlled braking.

"I am driven by the desire to help people become better riders. To get more enjoyment from riding, in a safe manner. Ride Forever courses want us to be awesome at emergency braking, which is why each course has that component. A couple of runs on a braking exercise will not achieve that. The point is to repeat that technique over and over until it simply becomes part of your riding tool kit," said Pete. "But then the rest of the course is about riding with so much awareness and anticipation that you never have to emergency brake. How ironic."

And it doesn't have to be high-speed stuff. Once or twice a week when you're leaving home, on the way to work, out for a blat, whenever, find an empty stretch of road and at 40, 50, 60kph ... whatever, just pull the bike up and start the process of building that muscle memory of hand and foot working as one so, should the shite hit the fan, you can with confidence and control grab a handful and scrub off speed.

It might not be enough speed, but it'll certainly help lessen the explosive "oomph" of air forced from one's lungs as a result of sudden and painful stop.

**Captain Carefree #3497**



A

KELVIN WATSON #3602

# SOUTH ISLAND ODYSSEY WITH FOUR OLD FARTS

Monday the 21<sup>st</sup> of February saw four senior Ulyssians line up at the NPD fuel station for a pre-departure photo before departing on a circumnavigation ride of the South Island. Included in this group was our esteemed co-ordinator, Kelvin Watson, Ali Windleburn, Bob McCrindle and Allan Graham.

With an on-time departure of 09.00, and led by Allan (on his Honda VT750), we headed south. The ride down the coast was fantastic as always, with moderate traffic and not a lot of road works' stops. As we approached Kaikoura, we passed a very sad truck and trailer unit that for some reason had left the road and partially capsized. This was a talking point at our first coffee stop at the Why Not Café. Sustenance was obviously required as we all consumed not only coffee but sizeable pieces of fudge cake.

It was decided to fuel at Waipara, but this didn't work as it was a card only site so we rode the extra few kilometres to Z Amberley to replenish our fuel. Ali voiced an interest in travelling the Ashley Gorge Road to Oxford but the road turn off was missed and it was onwards through Rangiora to eventually arrive in Oxford for a late lunch.

The final leg of the day was through the Waimakariri Gorge to continue down scenic route 72 and arriving at the day's destination of Methven at 1700. We fuelled up ready for the next day and booked into the Methven Camping ground where we each had our own small clean cabin for \$30. Kelvin produced a bottle of whiskey, which was given a good nudge before walking to Browns Hotel for a \$23 roast of the day. This great first day ended with a shower and a cosy bed.

## **DAY ONE: 429KM.**

Tuesday the 22<sup>nd</sup> and we were up and ready to ride at 0900. We initially started on the direct route to Ashburton to link up with State Highway 1 southward through Timaru, with a mid-morning stop at Nashi Café (Waimate turn-off) for a morning tea/brunch. At this time the weather started to deteriorate, with a thickening of cloud as we headed south through Oamaru for gas.

Travelling down State Highway one, we arrived at Waitati, where we swung onto the hill road to Port Chalmers. Ali reckoned this was a goat track. Guess it was, but also an interesting ride and fortunately

the road was still dry. (Tried out our cornering techniques). Next, we rode the Port Road to the Octagon in Dunedin, passing through the heart of the city and onto a very steep Stuart Street (challenging our hill start skills). It now had settled into serious rain conditions, which remained with us for the rest of the day.

We travelled through the Kaikori Valley to join State Highway 1 at Green Island, fuelling again at Milton, then southward to Balclutha and a left turn onto the Owaka Highway, which would take us towards the "Catlins" - a very scenic part of the country. By now we were quite wet and with decreased visibility it was a relief to arrive at the Owaka Hotel for a meal (\$23). Then came our shortest leg for the day, to the Pounaweia Camping ground where our accommodation for the night was two, two-bed units.

Out came the whiskey bottle again for happy hour before hitting the hay. Weather had cleared and revealed a beautiful beach and bay well worth a visit. Great day again. Now it's Kelvin's turn to continue on with our South Island Tour.

## **DAY TWO: 448KM.**

Woke up on the Wednesday morning to a beautiful fine sunny day just made for motorcycling! Departed Pounaweia on the Catlins Coast Road, stopped at Papatowai lookout and then headed on to Curio Bay, where we looked and wondered at the petrified forest, had morning coffee and then on around the coast road stopping at Fortrose for lunch. Quite hot by now so a panini and a milkshake sounded great for lunch.

We left after lunch in formation, Allan at the front and me TEC as usual, heading for Invercargill. Unfortunately, on this section of the trip, Ali lost his "manbag" which he normally wore around his neck travelling between stops. In it was his wallet, masks and other items that are essential for "elderly gentlemen's" travel. Anyway, he forgot to put it around his neck at Fortrose, having put it on the back of the seat on departure. Some kilometres down the road it fell off and caused both Bob and myself to brake hard and me to stop and pick it up. I managed to secure it to the back rest on the Can Am and caught up with the guys further down the road. Having left Catlins Coast Road we continued our journey to the end of SH1 Stirling Point at Bluff. Once

there, Ali dismounted to find his “manbag” missing. Bob and I made him sweat for a few minutes before I produced it for him and there was a big sigh of relief.

Photos were taken there at the finger board sign, before we had a chat with the other people, no doubt on their own odysseys. There were an amazing number of Kiwis travelling in mobile homes and caravans. After that, a ride up the Bluff Hill to the lookout, which gave us great views of Stewart Island, the Bluff Port, some of the town and the smelter at Tiwai Point. From Bluff Hill we had a short ride back to Invercargill to our accommodation at the mid-city campground for the night. We all thought we had done enough for a cream puff – but whiskey would be better, so a couple of drams to better embellish the day’s happenings, then off down to the Indian takeaway for a curry special: \$15 for a large butter chicken curry, yum. Don’t know what the others had (can’t remember) but the effect was lingering!

### **DAY THREE: 213KM.**

Thursday, lucky us, yet another wonderful day to cruise round the bottom of the South Island to Riverton. We visited the rocks there and Ali gave us all a rock from the beach to bring home. We continued on back up the Island, stopping at Tuatapere for a drink and maybe something to eat. This café had been recommended to Allan, but like lots of other places, it was feeling the effects of Covid and it was now operated by the owner with no staff. It was a bit early for lunch but that was probably our last café for a while, so we had whatever was on offer, which wasn’t much, and carried on with a trip to Lake Monowai, which was good because I had never been there before. The return trip to this Lake included about 16km of gravel. Nice views up there, though, and a couple of boats out on the lake looked very peaceful.

Back on the seal we rode through Manapouri before arriving in Te Anau for our next couple of nights’ accommodation. Very hot day travelling, so showers and a change of clothing were the order of the day after we were settled in at The Top 10 camp. We had two self-contained cabins here, so we had TV and our own toilet and shower; made a change from having to stagger round in the dark with a torch in the middle of the night looking for the toilet! Bob seemed to have lost his mobile phone that evening. Allan gave it a call to find it ringing in his pocket, where it was all the time. We all had to give him a kick up the pants, which he enjoyed.

Ali is going to continue on with our South Island Odyssey for the next couple of days. After arriving at the Top 10 at Te Anau everything looked good. Clean, tidy and busy. There were many camper vans, caravans and cars towing trailers full of motorbikes. We later heard there was a big adventure ride on somewhere locally the next day. It was two to a room at the Top 10 for the two nights, with the cost being \$101 each. Allan, who was our preferred booking agent, certainly knows where to get bargains.

### **DAY FOUR: 240KMS.**

Friday was the day we were all looking forward to with our trip to Milford Sound. We had an early start from Te Anau heading for Milford, as it was going to be a big day. It was a super ride on top seal all the way through the Eglinton Valley, into the Upper Hollyford Valley and down through the Homer Tunnel. The day was hot and sunny, what more could you ask for? The tunnel light turned green just as we arrived, so through we chugged. I feel quite cool ticking the box that says, “I have ridden a motorcycle in and out of Milford through the Homer Tunnel”.

We were quite early arriving at Milford and the place was just starting to kick into gear, with a few humans walking around. We all stopped on a bus park at the wharf, and it didn’t take long for the local sheriff to arrive and say, “move on you can’t park there”. He watched us like a hawk and after his third visit we decided to move before he blew a fuse.

There are about 50 carparks at the wharves for large buses, but as Milford is Covid slow there were only two buses there. The old Milford Hotel, once the jewel in the crown of the Government Tourist Hotel Corp, is now just a building mainly for drinks and food, BUT they do have a carpark near the wharf. You can use it if you are willing to pay \$25 for five hours. Commercialism. Bigger me, the public car park is 30 mins walk away from the wharf further up the hill. So, the boys had to go to the public car park and walk back to the wharf in the melting sun in motor cycle boots and trousers and carrying their jacket and helmets – not fair is it. Meanwhile Ali, who is old and infirm, was allowed to park his bike in a mobility park at the wharf front door; very fair, I thought!

Allan, who was our Leader, Booking Agent and Confessor, had booked us onto one of the smaller ships. Still pretty big, I thought. There were about 25 other people on our boat and away we cruised down the Sound and right out to the open sea. I took a picture north up the coast towards Martins Bay. As we turned around for the return voyage we were joined by a group of dolphins and we cruised with them for a while as they fed and played, then headed back to port at Milford. We had more food and drink at the café, then the boys had the hard hot slog back up to the top carpark.

Chugged the bikes up to the tunnel and had a 25 min wait for the green light, then followed the “follow me” truck back through the tunnel and out. The top side of the tunnel opens out into the upper Hollyford Valley and a short way down the road is a lookout where you can take pics of the beautiful lower Hollyford Valley, where we were heading. Our Leader and father Confessor led us up the Hollyford Road, a short piece of seal – then gravel.

We had a stop at the famous Davey Gunn’s hut for pics. A few other humans were doing the same thing. Some years ago, while walking the Routeburn Track, I remember standing on a high point looking straight down onto the roof of this hut. Unreal. There is a

heap of damage from one of the large landslides that occurred about two years ago during some massive rainstorms. As we were this far, we decided to ride to the end of the road – which we did. When we arrived, we all trotted off across the swing bridge to read and take pics of the Doc signs; It is a nine-hour walk on the Hollyford Track to Lake McKerrow Hut at Martins Bay and Jamestown Lake McKerrow. If you Google Jamestown you will be surprised by the history of the area. Back across the swing bridge – and lo and behold we spy a fair young maiden bathing under the bridge in the creek. I ushered the others back to their bikes, and then went back to the bridge for a cold drink. I cannot say more – I have been sworn to secrecy.

While we readied for the 20km-plus ride out of the valley, it was noticed that the rear tyre on Bob's bike was flat. Bugger me, stuck in the barcoo with a flattie! Our esteemed leader said quietly, "Boys, don't panic" and he produced a PANDO from out of his hat. I thought, "this is too good to be true, I wonder if he has a white rabbit in there as well?" It was incredible to see that small device breathe life, and goo, into Bob's tyre. All fixed and away we went, stopping only to read the DoC. signs at the start of the Routeburn Track. There were heaps of cars parked up there so that equated to many humans walking somewhere.

On arrival back in Te Anau, Bob checked his tyre pressure at the local service station and it was 22lb. He said that the bike handled okay all the way back. He topped the tyre up to 40lb and checked it again the next morning and found it was still up to 40lb. So, boys and girls, it may pay to buy and carry a PANDO when you are on tour. Four of us have seen it work. I committed to purchase one asap, which I did at Frankton, plus some chain lube, all for around \$70. You may hear about these purchases later in the report.

That night as we sat and talked we did bow our heads for a short time thinking about all the poor Ulyssians at home and wondered what they were doing. "So sad, so sad, have another dram boys". I must add that the two nights in Te Anau we went uptown to eat. Both nights Allan and I had luscious lambs fry and bacon, while the other two had roasts.

#### **DAY FIVE 278KM.**

Saturday, we left Te Anau for Mount Cook. Nice and clear to start off with, before running into rain almost to Frankton. Most of us got very wet. The bonus was the road, seal and great riding all the way into Queenstown. Took pics there with people and traffic everywhere. It was incredible for me to see the size to which Queenstown has grown. Golly Gosh. Headed out of town on the way to Omarama, through the Lindis Pass. Stopped at Twizel to fill up our "tanks" as well as the bikes. Then it was "Up, Up & Away" again. As we passed over one of the canals just before the Mount Cook turn-off, I happened to glance over the side of the bridge. I was just in time to see an angler lifting a nice salmon out of the water. Lucky bugger. We pulled into the Glen Tanner Park and unloaded the

bikes once again. Two to a room at \$68.85 each for the night. It was nice, clean and warm.

Kelvin ticked his box when he took pics of Mount Cook piercing the surrounding cloud from Glen Tanner. It was then back on the bikes to complete the trip up to The Hermitage at the base of Mount Cook. The buildings do look quite impressive against the mountain backdrop. By this stage the whole mountain had clouded over. The bikes were parked and we wandered into the Hermitage with masks on, looking more like mobsters in our dirty gear. However, we were met by the concierge with open arms and a big smile. He said, "Keep the masks on, the bar is that way." Yes, we were welcome and beers were ordered.

I class myself as a people watcher and this was paradise. I had a giggle to myself. Several tables full of people, wearing their labelled outdoor clothing inside in the warm bar, drinking. They were all trying to look like bank managers, chatting and holding their glasses very nicely. So, I just looked them up and down and slurped my beer out of the bottle. I'm sure I heard a sigh of relief as we rode out of the carpark and made our way back to Glen Tanner.

Kelvin had purchased a couple of pizzas at our last stop for dinner. You thought that he was just a pretty face. "Well, he is not, he is clever as well." After dinner we sat down and bent our heads, thinking of the poor buggers at home. With tears in our eyes, we had another dram. "He he, so sad, so sad." There were a couple lovely sisters in the dining room at Glen Tanner that night. One of them said, "I Know You". I said, "You don't, you are far too young". So, she pulled out her phone and showed me the picture of myself. The boys saw it too. It got very scary, but I can't tell you anymore. I may get a phone call sometime. Bugger.

Sunday. It's Bob's turn give you the facts for the final two days. The first problem of the new day is fuel. "Have we got enough"? Find out.

#### **DAY SIX 475KM.**

Glentanner to Otira, via Twizel, Lake Tekapo, Fairlie, Geraldine, Sheffield, Arthur's Pass – approximately 429km. We hit the road fairly early and it was rather chilly as we travelled south alongside the lake but we had the road virtually all to ourselves. Stopped for a fuel top-up at Twizel and then embarked on a rather cruisy ride to Fairlie where we stopped for the inevitable pit stop and morning tea.

The next leg included travelling through the Beautiful Valley Road and you didn't need to be a genius to see how it got its name. We had another fuel top-up at Geraldine and then continued onto Sheffield for a bite to eat before pushing on over Arthur's Pass and stopping at the lookout for Ali, who had never seen nor travelled over the viaduct. It was then a short hop to our overnight accommodation at the Otira Stagecoach Hotel.

Now the Otira Stagecoach Hotel is well worth a visit, even if it is only for a beer or cup of coffee. The guy

who owns it is an avid collector of you name it, he's bloody got it!! Every room was absolutely chocker full of stuff he had collected. The one item that tickled my fancy was a deer head mounted fairly high on a wall in the lounge bar. Every so often it would actually nod its head, its mouth would open and close and it would sing a song! We all had a few beers before sitting down to a bloody good meal served by the proprietor.

**DAY 7 – 27/02/2022: 429KM**

Otira to Punakaiki via Kumara Junction, Greymouth, an excursion inland to Moana on the shores of Lake Brunner, back to the coast above Greymouth and on to Punakaiki.

Woke up to another stunner of a day so we flagged breakfast and hit the road. Stopped for a coffee at the Honey Café on the Taramakau Highway before hitting the coast and on up to Greymouth where we topped up with fuel. We then headed inland and down to Moana on the shores of Lake Brunner, and what a great spot it was. The lake was dead calm and the scenery made the ride well worth the effort. On the return journey we stopped opposite the site of the Brunner Gold Mine and spent quite a while reading several panels explaining the mining history of the area. We walked across the swing bridge over the river and on our return found Ali cat napping among the ruins of the site!

We then headed back to Greymouth for a bite to eat. Being our last night, I thought we should celebrate the journey somehow so I snuck into Countdown and purchased a bottle of Fickle Mistress Pinot Noir, which I managed to poke into my rather full saddle bag. By a stroke of luck, I noticed my back tyre was looking the worse for wear. The general consensus

was that it needed fixing before proceeding further. As luck would have it our bikes were parked about 20 metres from a motor garage/tyre outlet so I paid them a visit and for once in my life the gods were on my side. Yes, they could change the tyre, yes, they had the right size tyre and, yes, they could change it within 25 minutes. It made a bit of a hole in my finances but it did wonders for my wellbeing. With that drama over, it was a rather pleasant jaunt up the coast to Punakaiki and a rather spacious cabin which could house us all. We had a pretty good feed and the bottle of plonk went down a treat.

**DAY 8 – 28/02/2022: 210KM**

Punakaiki to Blenheim. The weather gods were still with us when we woke up, so that was a plus. It was with rather mixed feelings getting out of bed and motivated. Yes, it will be great to get home on the one hand, but on the other it meant the end of a rather magnificent nine-day journey.

Our first stop on the way home was for a coffee and a bite to eat at Charleston. It was then a case of staying on SH6 through to Murchison, where we topped up with fuel, and then on to Kawatiri, where we turned onto highway 63 through to St Arnaud and our last stop of the day for a coffee at the Wheely Wild Food Caravan before blasting down the valley to Blenheim and to "Cuddles and Dirty Washing", as Allan so aptly described the end of our journey.

**DAY 9 – 01/03/2022: 311KM**

**F\*\*\* WHAT A GREAT TRIP**

**Kelvin Watson #3602.**



This ride was advertised as a leisurely ride as I wanted to see some highlights around Gisborne and Napier instead of what I normally do and race through the areas. As only a couple of people showed interest in joining me, I advertised it on the Ulysses Facebook page. At one stage six were interested in joining me, however, as it got closer people pulled out for different reasons, including work, family commitments and the lousy weather forecast. Well, that left three of us. Craig Williams, WTV branch, Wayne Bushby, Auckland branch and yours truly.

Six months earlier, I took a ride to Taranaki and was shown around that area by three great tour guides, so I thought I would do the same thing on this trip and wrote to Gisborne and Hawkes Bay branches to see if they had any retired members who could show us around their favourite roads. More on that later.

I left home at 8am on the 14th of March or, more importantly, my 73rd birthday, to go meet my fellow riders in Waihi. From there we had perfect weather for our ride down through Tauranga, Whakatāne and on to Ōpōtiki for lunch, stopping only for the occasional photograph. At the top of the Waioeka Gorge the weather suddenly became a lot colder, then the rain came down. The three of us put on our wet weather gear and, other than our bikes now becoming a muddy brown colour, nothing deterred from a nice day on the bikes. As we had no response from the Gisborne Ulysses branch, I phoned a cousin in Gisborne and we joined them for dinner so I could get some pointers on what to see in their town.

Tuesday and I am now tour guide. The one thing more than anything else I wanted to see was the famous rock slide that is on most of Gisborne's advertising. It is 34km out of town and although it is not a no exit road unless you want quite a few kilometres on gravel, I was told to come back on the same road. On the way to the rock slide, you come across the Rere Falls. This is a must stop if in the area. Then on to the Rere rock slide; yes, it did look great and if I was few years younger, I would like to have tried it. There was even a Lilo there waiting for me. I tried to bribe my two compatriots to slide down, only neither were interested. Back on the bikes we stopped at the

arboretum, only we should have probably gone inside. Bugger.

Now threatening to rain again, it was back on the bikes and putting wet weather gear on a little late as my jeans were already wet. Back into Gisborne and I really wanted to go up the Gisborne Hill, only I could not talk us past the lollipop guy at the bottom who was not going to let us up as they were felling some trees. Really quite disappointed; anyway, carried on out to Wainui Beach for the photo shot by the surf. Into town and now the rain had really set in so we took our bikes back to the Top 10 where we were staying and Wayne and I walked to the Gisborne Museum to fill in the afternoon in the dry. That night the three of us had a quiet meal in town and off to bed.

Wednesday, and although it started off fine, we were in and out of rain all day. I wanted to do the inland route as I had not done it for years and mostly taken the coast road. As all the road signs point to Tiniroto, I said that would be our first stop. Well, other than the school, which is well off the main road, there really is nothing else there. Worth stopping, no. Te Reinga Falls. Now that is another thing; it really was worth stopping although the very narrow track was just too slippery to get to the bottom of the falls that day, but it was really impressive from the top. If you have not been there put it on your bucket list.

Back on the bikes and the road's still very wet and slippery, and with pot holes galore it was quite slow going to Wairoa, where we had an early lunch. From there, I led our small group out to the river mouth, which was another first for me. Quite impressive the gun shelters built to defend Wairoa during the Second World War. Well worth the ride to the end even if you have to turn around and come back the same way. Still in and out of showers on our ride to Napier, and as was expected a lot of trucks on the road and not always many places to pass. Rode into Napier and the sun came out, although it was still not warm. A nice quiet night was had with an Asian meal within walking distance to our motel.

Thursday, and Wayne and I went to gas up and ride through town so we could photograph our bikes in front of some famous Art Deco buildings, then back to the motel.

## WTV ULYSSES FIVE-DAY RIDE TO POVERTY BAY AND HAWKES BAY.

TREVOR BIRCHALL #4060

I was looking forward to the day as Hawkes Bay Ulysses members were going to escort us around some of their favourite roads. I really had my reservations about whether they could find me any new roads. Mark (Mac) MacCauley, branch president, organised a group of five members to show us around. First stop, top of the hill to look over the Napier Wharf. Damn, the number of logs on this wharf is quite incredible and to think this is only one port of several sending timber to China, Japan etc. Next, we rode along the waterfront of Napier and on to Clive. Mac, you really did it, not only did you find a road I had never been on, but also one with fantastic corners and beautiful scenery. I could not help be impressed. I knew roughly where we were as I could see Te Mata Peak, but the whole area was new to me. We stopped at one of their favourite morning tea stops in the middle of nowhere and was it busy, however, service was first class. Of course, then we had to wind up to the top of Te Mata Peak, as you just have to when in the area.

Back on the bikes we were guided through Havelock North around behind Hastings, turning left, right etc, etc for quite some way to our lunch stop, another one of those favourite stops for their branch. All along I was thinking I would never have found these places without local knowledge. After lunch, we were escorted on a lovely scenic road, one which I had

been on a couple of years earlier and the perfect road for motorcyclists. We ended up right back at our motel. Thanks to all those from Hawkes Bay who made this day for us and it didn't finish there as several members joined us for dinner. Guys, you were just the perfect hosts.

Friday, our last day on the road, and I had considered taking the Gentle Annie Highway, only I did it a couple of years ago and it would add at least another two hours on to our journey. I had told the guys I had to stop at waterfalls our branch coordinator had stopped at a few months ago and I had never stopped at as was always racing past. The speed limit of 80km an hour on this road is stupid and nobody was really obeying it. Why? I just really don't know. What the name of the falls is I am not sure, however, it is worth stopping for. Bypassed Taupō then on to Ātiamuri Bull Ring Cafe for lunch. From there we really said our goodbyes and all found own way home.

Another great five days on the road even if the weather did not play ball. My favourite parts would have to be having the local tour guides in the Hawkes Bay and taking the time to stop a lot to take photographs and smell the roses.

## 1215KMS DOOR TO DOOR

Trevor Birchall #4060

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THE FOLLOWING HAS BEEN WRITTEN AS AN INTRODUCTION TO THE ULYSSES CLUB AND TO THE ROTORUA BRANCH OF THE CLUB.

## ULYSSES BEGINNINGS

GORDON WHITE

#1272



In the early 1980s, an Australian Motorcycling magazine printed a letter from an enthusiast asking why there was not a group of older riders getting together for motorcycle riding and sharing the kind of enjoyment that motorcycling can give. The article hit the spot with quite a few other readers, and an inaugural meeting took place in Sydney in 1983. Up until then, motorcycle clubs were formed along the lines of brand, e.g. Honda, Harley Davidson, etc.

At this first meeting, the name "Ulysses" was chosen from the Lord Tennyson poem about the Greek king who wanted to carry on trying new experiences even though he had all any normal king would ever want. The motto of "Grow Old Disgracefully" was also chosen; it encompassed the attitude of this original group of five people who attended this meeting. A joining age of at least 40 years was set, and the bearded old man logo was decided to be representative of the group.

By the end of 1984, the Australian membership had grown to over 100 members, and through the medium of biker magazines, interest was growing in New Zealand. The first New Zealander (resident in Alexandra) became member #22 of Ulysses Australia. By 1988, there were 30 New Zealand Branch members of Ulysses Australia, most in the South Island. A "ride-in" was organised at Taupo, and a New Zealand Club was initiated, affiliated to the Australian parent club.

### ROTORUA ULYSSES



*Donation of toys to St John at their Pererika Street rooms, 2004.*

The first Rotorua member that I can find reference to is Dudley Baines, New Zealand member #74. Another early Rotorua member was Bob McKenzie, #251. Our Branch was established in 1989, our first Branch

Coordinator (Branch President, 1989–90) was Bruce Roe (#375), who, with his wife Christine, still retains active membership, and has only recently stopped riding. Our second Coordinator was Billy Brinsden (#481, 1990–91), still a well-known Rotorua identity.

Other coordinators, up to the present day, have been Tony Parker (#767, 1991–95), John McGowan (#2390, 1995–96), Peter McCarty (#2356, 1996–97), me (Gordon White, #1272, 1997–2004), Chriss Taylor (#5623, 2004–07), Colin Taylor (#6139, 2007–10), Lynn Martin (#7453, 2010–11), Stuart Burns (#3703, 2011–14), Peter van der Maat (#8136, 2014–16), me again (Gordon White, 2016–19), Darrell Klante (#9550, 2019–20), to our current coordinator, Hartley Gray (#6974, 2020–).

I served as coordinator of the branch for seven years from 1997 to 2004, and again for three years from 2016 to 2019. I also served on the National Committee for five years from 2002 to 2007.

Our branch currently has a member serving as Treasurer on the National Committee, Stuart Burns, since 2016. Stuart was also National Treasurer from 2002 to 2005, and Branch Coordinator from 2011 to 2014. In 2005, the National Club instituted an Odyssey Medal to reward outstanding contribution at branch level, and Rotorua Branch has four Odyssey Medal holders. These are myself, Gordon White #1272, Tony Baker #2436, Stuart Burns #3703, and Hartley Gray #6974.

Since the mid-90s the branch has issued a monthly magazine, originally all handwritten, and originally including jokes and cartoons that included perhaps some questionable content. These were photocopied and stapled, put into envelopes, and taken into the Post Office. This was all standard procedure for any club of those times. Now, our monthly magazine is produced in colour and distributed online, and the timing of each issue is used to remind members of the upcoming monthly meeting.

The branch meetings in the early years were held in the staff room at Selwyn Heights Primary School. As membership grew, arrangements were made with St John to use the meeting room at its Pererika Street facility, and they were made our charity of choice.

During the late 90s into the early 2000s, some monthly meetings were held at members' homes, and we did try a period of using the facilities of the Sportsman Hotel (now gone) in Hinemaru St, preceding the meeting with a social/dinner hour. We also experimented with our monthly meetings being held at the 10-pin bowling alley, and the highly Devious Cafe (now The Third Place), but we have

always returned to St John in Pererika St. Currently there is discussion on considering both a venue and time change for our monthly meetings.

Over the years, branch membership numbers grew from single figures at the end of the 80s, to over 50 in the late 90s. Current branch membership is 38 keen motorcyclists. With a joining age of at least 40, our average membership age has obviously been increasing. Nationally, branch numbers grew to 29, from Invercargill to Far North, based in Whangarei. There is discussion at national level to reduce the joining age to 35.

### **RIDES, RALLIES, AND REUNIONS**

Most branches of Ulysses hold rallies at various times through the year, open to members of any branch. These vary from very basic, where riders take their own tents, sleeping and eating gear, and liquid refreshments, to venues where beds, meals, and all reasonable comforts are provided. Costs are invariably kept to a minimum.

For many years, Rotorua Branch held a Rally at Okataina Outdoor Education Camp, starting in the early 90s. The "Grow Old Disgracefully" motto was successfully followed because the venue was well away from the public gaze. At the rally we welcomed members from all over the North Island for the weekend in late June, closest to the shortest day of the year. Some rallies had over 100 attendees! The camp had great facilities, an excellent kitchen, walk-in chiller, and bunk-type accommodation for 80 or so people. Many chose to camp in tents, caravans or motorhomes. There was plenty of room. Larger numbers stretched the capacity of the dining/area, and at those times, we hired a marquee. When inside, to protect the floor, we always used building paper taped down, this avoided our rubber-soled riding boots leaving marks on the floor cladding. The lounge area also had a very efficient fire box, we took our own wood – never felt the cold!

Our Rally at Okataina was noted for its rather sumptuous meals. There was always a full roast meal with entree and dessert on Saturday evening, and breakfast on Saturday and Sunday would include our own luxury porridge, with bacon, eggs, sausages, baked beans, etc.

We had entertainment of all categories, including "Sod's Opera", made up of acts by members, these acts usually being a little risqué and never photographed or videoed. Games included passing of balloons – only holds allowed were between cheek and neck. Or passing of cucumbers – only holds allowed were between the thighs. Our own branch organised rather borderline interpretations of such songs as *The Life of Jimmy Brown*, and *Tequila makes her Clothes Fall Off!*

We always had a live band for the Saturday night entertainment, such as The Blues Brothers (not the film pair!) and more recently, a great band made up of our own members, MLC.

### **FLYER FOR OUR OKATAINA RALLY**

For a couple of years, we moved the rally to the Rotorua Thermal Holiday Park, and we even hosted a wedding of members there, but returned to Okataina for nostalgic reasons. Our members regularly attended other branch rallies, popular ones being Tauranga (at McLarens Falls), Tokoroa (Frozen Pines at Pureora Forest), Auckland, and Far North at Whangarei.

With the falling numbers of attendees, and the gradual deterioration of facilities at Okataina Camp under changed management, our rally has not been held there since 2017. The falling numbers could be due to members increasing ages! We remain ever hopeful that we can recommence our mid-winter rally in some form at a future time.

We also, before Health & Safety rules, used to give rides to children at school galas. Nationally, but organised locally, there are still many charity rides – Rescue Helicopter, Child cancer, St Johns, and many more. Every year we hold two Remembrance Runs, each in the North Island (Taupo) and South Island (Murchison) to celebrate the lives of those members who have passed on to the highway in the sky.

The National membership reached a peak of over 4000 members, but numbers are now around 2500 nationally. Membership numbers are still allocated when joining, the latest number is 10,257.

The Club holds a National AGM around March/April, alternating between branches in the North and South Islands. Rotorua Branch hosted the AGM in 1993 (at the Arawa Race Course, where quite a few attendees slept in the stables!), and again in 2013 at Rotorua Girls' High School. The number of attendees at all AGMs up until 2013 usually exceeded 400, but since, with declining membership nationally, attendances have dropped to approximately 250–275.

Most Rotorua members attending an AGM in the South Island make a two- or three-week event of it; the South Island has some beautiful motorcycling roads and destinations. The AGM in 2020 was in Blenheim, 2021 in Karapiro (hosted by Waikato Branch), and in 2022 it was to be in Christchurch, and this is now the venue for 2023.

Ulysses, as a national club, has always promoted various fundraising activities. Rotorua Branch held events to provide funds for St John. For a number of years we provided soft toys to be carried in ambulances for sick/injured children. This was an ongoing requirement, as the children kept the toys. We also fundraised for a defibrillator. A current fundraising activity is parking duties at Paradise Valley for the Vintage and Veteran Car Club Swap Meet each July.

Years ago, there was a motorcycle group called Telemarkos, this being another Greek hero, and they were considered, at that time, the "junior Ulysses", but operated entirely separately. We combined with them to do a "Burns Run", involving riding around Lake Rotorua, ending at the Fire Station for a barbecue.



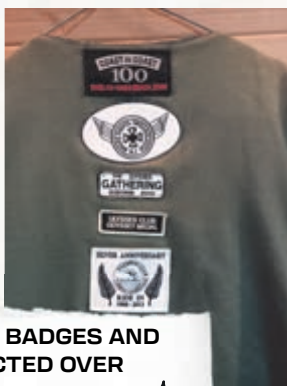
Funds raised were directed to Rotorua Hospital for burns' victims. Telemarkos also served as security for our Okataina Camp rallies.

Other branches throughout the country have their own charity rides, including Child's Cancer (Waikato Branch), Westpac Helicopter (Auckland Branch), Easter Egg (Tauranga Branch for their hospital), and many others.

Each Rally or other event usually has a specific badge struck, and many members have hundreds of colourful badges attached to various parts of their clothing. The cost of the badges covers their supply, and is also a fundraising mechanism for donations to charities of choice.



**OVER 100 OF MY BADGES AND INSIGNIA COLLECTED OVER 30 YEARS.**



Years ago, the National Committee was originally elected from one branch. This was to minimise meeting and administration costs, but in the early 90s proved to be a source of dissatisfaction. The National President was also a Branch Coordinator, and most of the national membership were unhappy with this arrangement. In 2002, at the AGM in Oamaru, after changing the club rules, a committee was formed with members coming from branches of Taupo, Rotorua, Auckland, Wellington, and Christchurch.

Our current National Committee functions with the total support of the general membership and has solid and welcome plans in place for club promotion and membership drives.

## MY HISTORY



**ME ALL DRESSED AND READY TO RIDE!**

Personally, my own riding experiences began with an N-Zeta scooter when I was 15. The only bad event was when the engine caught fire. I had not noticed and was advised by a member of the public that my jeans were alright!

I progressed to a Jawa 175, essentially the same engine, but in an open frame. I had that bike for a year or so before leaving home (and Auckland city).

I was married with two children before I got my next two-wheeler, a Suzuki AC50. Most families in those days (1960s) had only one car, and the bike to ride to work allowed my wife to have the freedom of her own transport. I sold this bike when we moved to Sydney to live.

I moved to Rotorua in the early 1980s. As a result of excessive demerit points, I lost my driving licence for six months. To continue working (in another job) I bought an old Suzuki bike and a full-face helmet. Since that bike, I have always owned a motorcycle, going to a Honda CBX750, Kawasaki 400, BMWK75, Moto Guzzi Nevada, Honda Magna Cruiser, Honda ST1100, a Suzuki GSX1400 (seen above), and currently a Moto Guzzi Brevia. I can't imagine not having a motorcycle to ride to cheer me up, to get me out and about, and to experience the camaraderie of other bikers like me.

I had only a few serious incidents, one causing breaks to both of my wrists. With a metal cage screwed on to my left wrist, and a cast on my right, I needed help with every life function, eating, drinking, everything. At this time, my partner, Pam, and I were living together. I soon realised that I would never find anybody who would do what Pam had to do, and I proposed, and we soon married! The other two caused major damage to both bikes, but only a broken toe and a torn thumb ligament respectively.

### STILL GETTING A LEG OVER!

From a branch membership numbering over 40 active riders through the 90s, Ulysses Rotorua is now suffering the current "clubitis" with falling numbers of members. We meet weekly at Aroma Cafe on Fenton Street on Saturday morning (new and prospective members always welcome). We have branch meetings at St Johns on the last Sunday of every month.

We still have members in their 70s and 80s riding (both bikes and trikes), and currently, a few very capable female riders. We have rides to different venues for breakfast on a Saturday now and again, evening barbecues in summer, usually on a Wednesday or Thursday, and also Saturday/Sunday rides to various destinations for lunch. We also have overnighter runs to destinations like Te Kaha, Gisborne, Coromandel, Raglan, Whangamomona, New Plymouth, etc. These longer rides include the routes of less travelled roads, the joy is not just the destination, but the travel to and from.

Most of us have attended rider development courses, both road and track, we all have a high degree of skill, and use this to enjoy our biking. We still enjoy the looks of astonishment when we park up and remove our helmets, revealing our grey hair (or lack of it). We can all identify motorbike riders among car drivers – they are the ones using their indicators, and actually using their rear vision mirrors, inside and out.

We have a branch magazine, which is issued monthly, and a National Magazine distributed online every quarter. We have a local and national website, and a presence on Facebook. Please, you tin-top drivers, look out for us. We are vulnerable, and, even with our headlights on, are apparently hard for some drivers to see.

See you on the road somewhere!

**Gordon White #1272**



**PAM AND I ON ANOTHER ADVENTURE**



*grow old disgracefully*



# MOTORCYCLES








85 Avenue Road  
Morrinsville  
07 889 1007  
[nvmotorcycles@xtra.co.nz](mailto:nvmotorcycles@xtra.co.nz)

IMPORTERS OF MISTRAL EXHAUSTS



# BRANCH NEWS

## FAR NORTH FROLICS

STEVE GRAY  
#9627

Wow! It's May already as we enter a change of season, or is it a season of change?

Up here in the "Winterless North", we've seen a recent change of weather, with temperatures getting a bit cooler and some grim forecasts of heavy rain and cyclones, which has meant a slight reduction in numbers of riders on our Wednesday and Sunday rides. Though I must say we seem to have been let off lightly and good to see the weather forecasters wrong.

Our rides during the past month have seen all four points of the compass within our region. The Old Russell Road up the East Coast and Mangakahia Road south of Kaikohe, each with their mix of twisties and scenic open country riding prove to be as popular as ever and providing a great alternative to riding the

main highways.

The recent change in Covid-related guidelines means that we can start getting back to some sort of normality for planning and making preparations for club activities. Of late, though, many ride destinations have also faced closure at short notice due to staff shortages making ride destination venues a little unpredictable.

Like many other branches, we will have had our AGM by the time this is published and seen a new committee finalised with some new faces to help us through the next year.

Big thanks to all those members stepping up and down from committee positions.

Ride safe, stay safe!

**Steve Gray**

#9627.



As I take on another term as Marlborough branch coordinator, I'd like to thank all the Marlborough members and especially my wife Julia for their support, and thanks also to Tim Wills, our previous coordinator, for all his efforts over the past year. Our committee members do a great job keeping our branch running like clockwork. Welcome to Ali Windleburn, our new committee member.

We have had quite a few visitors from other branches through Marlborough over the past few months: Mike Shaw and Darryl Gibb from Hawkes Bay called in on their way South, as did John Newport, from the Taranaki branch, Pam Howart, from Waihi, Thames-Valley branch, and of course our National

President, Tim, and wife Sally on their return from their Great Southern Expedition. It's always good to have a catch-up with all these people and have a chinwag.

I don't want to go on and on about the Covid thing, but it is doing the rounds of some of our local members. Julia and I have both had it and have recovered. Some of our ride destinations have been affected by where we choose to visit for lunch and coffee. All I can say is, everyone take care and look after yourselves.

Our branch Ambulance Day ride on Saturday, April 23 was to raise funds for St John. Sixty bikes turned out for the ride from the Havelock Marina

back to Blenheim via the state highway and ended up in Seymour Street Carpark. St John's people put on a BBQ for everyone who attended to help boost their coffers. Thanks to all those who bought badges and made donations. Once we finalise the expenses, we will present St John with the money raised.

If any members from further afield are in our area, come and join us for coffee at The Runway Café on Saturdays or join one of our Thursday and Sunday Rides. Til next time, "Keep the Rubber on The Road".

**Kelvin Watson** #3602

Marlborough Branch  
Coordinator

## MARLBOROUGH MUSINGS

KELVIN WATSON  
#3602



We held our regional AGM on February 23, 2022 and Martin Peyerl (#9483) was elected President, Harry Bayliss (#9680) was elected Treasurer and Janice Weston (#9927) was elected Secretary. Graeme Weston (#5686) was elected as Vice-President. Then it was time to vote committee members on to the committee – Bill Kidney (#7217), Shane Le Breton (#9648), Mark Lundt (#10045), Scott Mills (#9845), Andrew Pentelow (#8533) and Gemma Peyerl (#9484) accepted the nominations.

Thank you to all the committee members who have agreed to be part of this team. Alan Foster (#9050) was thanked for his help over the years as he stood down from the committee. Our membership is quite stable, and we have quite a few prospective members who partake in events. We get some applications through the website – at a national and branch level.

Over the next 12 months, I would like us to continue the focus on improved visibility for the branch by attending whatever events we decide on; displaying our banner more effectively; and getting members to talk

about the positives of the club. As always, increasing memberships needs to be a focus for 2022, with a plan on how to encourage prospective members to join. Also, we are keen to ensure contact and receive feedback on how our longer-serving members are being engaged. With Blair Campbell taking up the role as Fellowship Officer, we have begun this process.

All plans to travel around the South Island before the National AGM were put on hold with the National AGM in Christchurch being postponed to 2023. Being a competitive branch, and after winning the Fancy Dress award a couple of times, our plans for the outfits were shelved ... temporarily. Unfortunately, no one from our branch won the motorbike!

In lieu of the National AGM, we undertook a great overnighner to Ohope, with lots of social fun and plenty of riding over roads most had never been on before. It certainly was a fun-filled and action-packed few days away. I encourage any members who enjoy longer rides to come along on an overnighner. You won't be disappointed!

The Rides Team has set out the rides for the next 12 months, with a variety of short and long rides, as well as several overnighners. Feel free to scroll through [www.ulyssesstaranaki.co.nz](http://www.ulyssesstaranaki.co.nz) to see all the news, minutes, committee contact details and upcoming events. The ever-popular Pie and Pint rides will commence once daylight savings kicks in again. We hope as many can attend these rides as possible. We continue to enjoy a monthly get together at The Stumble-Inn, but over Covid attendance has fluctuated. However, it is still a popular time for like-minded people to meet and socialise. Club Night was recently held at Fern Lodge in Inglewood as the NP Club's Bistro is not open on a Wednesday night at the moment. When it is, we will alternate club nights between the two.

We have enjoyed a number of club rides, the most recent being to Whangamomona and an Impromptu ride to Mokau.

**Martin Peyerl #9483**

President

Ulysses Taranaki Branch

# MARTIN PEYERL #9483 TARANAKI TALES

Hi to all members.

A reasonably brief report for this edition of the *Ulyssian*, however, given the various challenges we have been confronted with over the past few months, it is encouraging that there is actually something to write about.

In reviewing the past few months, the final social function for 2021 was the annual branch Christmas gathering. Initial plans were to hold this function at a Café outside Invercargill. Unfortunately, these plans did not work out and a last-minute booking was made at the Folster Gardens Function Centre, located just outside the city. As a result of the organisational skills of Lynley B and June L, the excellent weather on the day and a great indoor-outdoor venue, a most enjoyable day was had by all.

Post-Christmas, the branch has continued to advertise ride and social events on a month-by-month basis. Unfortunately, a number of these had to be cancelled, which was disappointing. Pleasingly, the events that did take place were quite well supported and members appeared to appreciate the opportunity to socialise.

Our 2022 season commenced with a ride to Mandeville (near Gore) on Sunday, January 16. After an enjoyable lunch, the lead rider chose an alternative route home which, "purely by chance", included the challenge of a surprise "gravel section". All the riders met the challenge successfully and enjoyed the ride on a very warm Southland day.

Since then, "subject to the whim of our esteemed leaders", a number of planned events

have taken place. The good weather we have experienced encouraged our members to participate in the rides that did take place. Our monthly dine-outs at various restaurants around Invercargill, particularly those with an "Asian theme", continue to be very successful and most enjoyable.

Looking to the future, with the weather now becoming cooler and more changeable, riding opportunities will be reduced and therefore will be arranged on a more impromptu basis. As in previous years, the committee focus will be on indoor activities to maintain that all important social contact.

On that note, keep safe, regards to all from the Deep South.

**Ross L #1177**

## **ROTORUARUMBLE** HARTLEY GRAY #6974

Myself and 10 other Rotorua members managed to see a bit of the South Island around the time that the AGM would have been held. Canterbury Club and Tiny invited us to the Papanui Club on Saturday the 19th of March for some socialising. Papanui Club is a great facility, so we are looking forward to the new Christchurch AGM next year.

The South Island never disappoints us motorcyclists, with great traffic-free roads and spectacular scenery.

The club had its AGM on May 1, with our new coordinator, Leigh-Ann Crane, and some new committee members elected.

On the local rides' front, we have taken advantage of the great weather and put together some



good rides. One of the events that a few of us attended was a fundraiser for a young boy in Whakatane with terminal cancer. Tauranga branch, along with Whakatane branch, organised the gathering. It was well attended by Ulyssians and others.

Rotorua has decided the time is right to host the Welcome Back Okataina rally. It will be held at the Okataina Outdoor and Education facility on the weekend of the 19th, 20th and 21st of August. Details in this publication. We have some new enthusiastic members and some of the old guard are keen to see this event take place again.

We also teamed up with the Wahine Riders' group for a fundraiser for the Ronald McDonald Retreat House on Saturday, May 1. Details in this publication and on our Facebook page.

Ride Safe

**Hartley Gray #6974**



## **GISBORNE** NEWS **CHRIS CAMERON**

Well, summer has gone and it's time to put our winter linings back in our jackets and continue to ride.

Some awesome day rides, social evenings out at members' homes, pot luck dinners and pizza nights. It's good to see the social side of the branch going great guns.

We, as a branch, took a long weekend ride away, travelling 1000km: A fabulous ride covering a lot of roads many members haven't travelled before, travelling to Taihape via Gentle Annie - beautiful riding country.

Then we played tourist on our way to Taupo, taking all day to get there, stopping at all the usual tourist spots and finding some fantastic roads to ride. Now, to plan the next adventure, hopefully the team have put their thinking caps on for that one.

Two members of our branch flew the Gizzy flag, meeting up with the Hawkes Bay Branch for a pie at Oslers. Always a great rest stop.

**Chris Cameron #5993**



# NORTH HARBOUR NOTES

**WAYNE PAINTER** #1756

Well, here I am again, in the North Harbour Branch President's seat! I hadn't planned to be here at my stage of life but no-one else wanted the job; it appears many branches are having a problem finding people to lead their branch or go on the committee. To have a vibrant club we need younger, newer members to put their hands up. Unfortunately, our branch lost a few members this year for various reasons including the Covid pandemic. The past two years have not been easy on the club nor our branches, with many rides and events cancelled. We had to cancel the Ronnie Run in November but rescheduled it for February, only to have to cancel it

again. Thanks to those members who made a donation of goods to sell on Trade Me or auction at club night. We also had vouchers from Heritage Hotels for one- and two-night stays in both the North and South Island. These were also auctioned at club night and raised a tidy sum. In total, we were able to make a donation of \$5000 to help the families of sick children at Ronald McDonald House. A massive thanks to Les Duffield for all the hard work he has done over the past six years to make this event a success.

With the "Traffic Light" system changing to orange we will hopefully see some of the charity rides start again. By the time you read this, the Tauranga Rally

will be done and dusted and it's great to see Rotorua's Lake Okataina Rally starting up again. Dale and I have already booked; we'll see you there. It's a fun weekend.

Our branch is going well with 60 to 70 members coming along to club night at the Hobsonville RSA. Billy the chef does lovely meals and the RSA are good hosts. If you are ever up our way, call in and share a meal and a bevy with us.

**Wayne Painter** #1756NZ L/M  
North Harbour Branch President  
Ulysses Club (NZ) Inc.

# AUCKLAND ACTIONS

**CRAIG MOODIE** #8602

Greetings Everyone.

It's been a good start to the year with our club meetings picking up again. It is great to be able to meet up with one another, albeit with Covid-cautious participation.

Club rides are all up and running. We have good ride protocols in place, giving time for each individual to sort out how they do things in the "learning to live with Covid era". We have restarted the "littlies, newbies and oldies" rides on Saturdays with a shorter cruise so that we have rides to suit everyone.

Our social events are also starting up again and Raewyn and I will be hosting a mid-winter Christmas lunch at our place on June 25. This has become an annual event and we look forward to catching up with a lot of people (mainly outdoors) that day.

It has been great to have a number of new members joining our branch over the past few months. Several of these have come through referrals and contacts from the Ulysses NZ website. A Big Thank You to Natcom for the effort they have done with the promo video, etc.

North Island Remembrance weekend is coming up again on August 13 at Taupo. Please make sure you all have this date on your calendar and book your accommodation. The ad is in this magazine with all the details. We look forward to seeing many of you there to remember those Ulyssians who have passed on.

Our River to Sea Rally is on again from November 11-13 at Port Waikato. See the promotion in this magazine. Check our website for registration forms, which will be out soon once projected costs have been sorted out. We

look forward to hosting this again after having had to cancel it last year due to restrictions being in place.

We are holding our branch AGM tonight (May 2). At the time of writing this, we have no branch secretary as yet, although our other roles are all filled. For me personally, it has been a difficult balance trying to run my own company through the Covid season and be the branch president, but I am prepared to give it a big push for one more year and am looking for someone to step up and continue on beyond this season. Cheers and enjoy the riding!

**Craig Moodie** #8602  
Auckland Branch Coordinator

# WHAKATĀNE TIDE...INGS

Our branch continues to track along nicely, with several new members joining us and numerous prospective members riding along with us.

We've had some really well-attended rides despite Covid-19 and the ever-rising price of fuel trying to hold us back.

Our seven dams' ride was a brilliant trip again this year and led by Rex Wood (it's usually run by Reid Douglas, but he had to isolate due to the dreaded lurgy!). The weather on the day was perfect for riding, the scenery was spectacular and the great company topped off the day perfectly.

We also had a rather sad addition to our calendar where we were asked to provide a motorcycle ride-by for a terminally ill Whakatane boy. This coincided with a BBQ Picnic we had organised at Lake Aniwhenua on the same day, so the ride-by preceded the picnic, which then ballooned to include many of the riders from other areas who came along to support the ride-by.

It turned out to be a really great day with dozens and dozens of

bikes at the Lake reserve near Galatea.

Obviously, we couldn't feed everyone but thankfully most were happy just to come along and join in.

Covid has put paid to many plans over the year, our 2022 National Rally & AGM being one. This caused the members from our old haunt, the Wairarapa, to trade their intended trip south for one heading north and inevitably they turned up in Whakatane on the way back.

We organised a dinner at the local RSA for the 17 folks on the trip and Yvonne and I joined them there as the "token Whakatane Ulysses contingent". We were very conscious of the Covid threat at that time and while this all sounds very over-reactive, we were later told that two of our friends from the Wairarapa had tested positive on their return home. It just goes to show you can't be too careful!

Our branch AGM was held in April, with four of us staying put! Myself as coordinator, Nicky Baxter as secretary, Alan McClumpha as treasurer and committee member Mike

Mexted all re-standing.

We also now have two new committee members, Jerry Newell and Theo Duyvestyn.

Jerry Holmes and Gary Wilson have decided to step down after many years of branch committee service and we thank them sincerely for their contributions to the club.

We have our annual badge presentation dinner coming up mid-year with nine badge recipients this year. Two are 30 year members Roy Dawson and Peter Brown, plus four 20-year and two 10-year memberships. There was a time when how long you'd been a member wasn't even a consideration, but now we have history! Some of our members were here right at the start of Ulysses NZ.

Hopefully, this year will settle into a more normal pattern of activity and our new members will experience some of the great camaraderie we've been lucky to share over the years.

Take care out there!

**Greg Evans #5572**

Whakatane Ulysses Coordinator

**MIKE #7808**

# OTAGO OPUS

Rides over recent months have been to Mandeville, Naseby, Balclutha, Beaumont/Lawrence, Duntroon and Brighton, with some changes to those

scheduled earlier, brought about by weather or Covid. The winter May to August programme will be club nights and monthly coffee gatherings as numerous

members put their bike registrations on hold. On 20 March, some Otago members

met up for coffee with Peggy O'Neal, who was passing through Dunedin on her "big AGM ride ... the AGM". Neil hosted Peggy during her stopover – and we were very impressed at your O'Neal riding gear Peggy.

**Mike #7808**

Otago Branch President



# KAPITI CAPERS GREAT PARAPARA CHALLENGE

Sometimes club rides can feel a little of the same thing repeating – meet at a prescribed location, have a ride briefing, ride to the destination with some stops along the way, visit a café or two before returning home weary but happy.

To pause the déjà vu or the Groundhog Day effect, Kapiti Branch devised the Great Parapara Challenge!

The genesis of the challenge arose after a previous multi-day trip that several of us undertook in 2021. On the morning of our departure, I had a dentist appointment so arranged to meet the others somewhere on their way to Taupo, the first night's stop. The route was via the Paraparas, a section of SH4 between Whanganui and Raetihi. As I was having a break in Whanganui I received a text from Steve Butcher saying they would wait for me at National Park.

He mentioned that Kiaran King had ridden the Parapara section in 25 minutes. I knew this was somewhat of an exaggeration as the route was 75km with winding sections of road. Averaging 150km/h to do it in half an hour? I don't think so! I did, however, time my ride and the idea of the challenge started to take shape.

The idea was for participants to nominate a time that they thought they could ride from Behind the Door Café in Upokongaro to the Caltex gas station in Raetihi. To avoid it being a race, it was decided to post a guide time which riders used to decide their nominated time. The person closest to their nominated time would win a prize. So, it was a time trial if you will.

The day designated for the Challenge was April 10. I headed for Whanganui the day before and in the late afternoon I rode the route to create the guide time. I was careful not to exceed the speed limit at any time and, in the four or five short sections

of 30 and 50km/h temporary speed zones, I also obeyed those limits. My ride time in excellent conditions was 53 minutes.

All participants received an email that night informing them of the guide time and traffic conditions I encountered en route.



## STEVE; THE DARK DESTROYER --ABOUT TO LEAVE-- RICK; THE PHANTOM

Sunday, April 10 was a beautiful morning – sunny and still. We all gathered at Behind the Door Café for morning tea (as an aside this is an excellent café with a great outside area and good food) and riders were asked to nominate their ride time. One person initially said “three hours” but after we said we weren't going to wait for him, the time was modified. The rules were explained – this was not a race, everyone was responsible for their bike and their ride, ride within your comfort zone and traffic conditions, no stopping unless it was an emergency or a police officer directed it and to enjoy the ride.

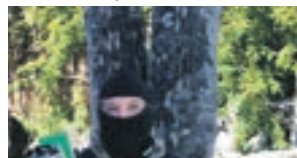
Riders' nominated times were recorded on two sheets and they were informed of their leaving times.

Kiaran King then took one sheet and left for Raetihi. He would welcome everyone to Caltex Raetihi and record arrival times. He left 15 minutes before anyone else so he couldn't be caught and would have some time to get organised at the other end.

The eight other riders – Lance, Holly, Tony, Rick, Roger, Steve, Barry and myself with a pillion – departed one at a time with 5 minutes separating each departure. I was the last to leave.

The Paraparas, if you don't know them, are a fantastic motorcycle road despite some straightening out being undertaken in the past few years. There are fast-flowing sections, some tighter corners and tricky road surfaces. The temporary speed areas were mostly for washouts which regularly occur on this route, plus some areas of recent new seal.

The result? Everyone completed the challenge safely. Some were well under their nominated time and said it was such a beautiful day and ride that they just enjoyed it. Two riders, Holly and me, arrived one minute earlier than their nominated time and Roger arrived one minute after. Three winners who had to be separated because we had only one prize. I immediately excluded myself as organiser and decided the “ladies first” rule would apply. Holly was the winner of a riding balaclava. She was really pleased!



## Above: Holly, starting, and job done

For the record, Holly's time was the slowest of all the riders, which just goes to prove it was not a race.

All participants enjoyed the day and the relaxed ride home. We now need to plan the next different ride.

Paul Nees #6782

A road trip to coincide with the AGM was planned. We all know what happened to that idea. However, not to be deterred a number of our branch decided we could still do the road trip.

Quite surprising the number and quantity of riders we found on the road doing the same thing, including both ways on the Interislander ferry.

Five in our group, making Airbnb a very suitable accommodation option. Nelson; restored turn of the century cottage, very comfortable.

On to those excellent South Island roads to Reefton. Another Airbnb, again very comfortable and spacious.

Hokitika; and a short walk through the wonderful Kokatahi bush. Over the Haast to Akaroa, this is a not-to-be-missed ride, many of you will have done this probably multiple times.

Our Akaroa Airbnb was probably the best we had, right on the waterfront, plenty of room, with a leisurely walk to many eating places. We went over to Akaroa via the coastal highway 75 and returned to Christchurch via Gebbies Pass Road and the Lyttleton tunnel. The Akaroa peninsular is certainly worth an overnight for some enjoyable riding.

## HOKITIKA BEACH



## AKAROA HARBOUR FROM OUR AIRBNB BALCONY



Decided to leave Christchurch and ride straight to Picton. We left about 6:00am, air temperature about 12 degrees - very promising for the early morning riding. However, by the time we got to Amberly and the Greta Valley area, in the rural surrounds, the temperature had dropped to 4 degrees, making some of us very uncomfortable. Great day and very good weather - just bloody cold at the start, but did warm up as the sun rose. Picton in time for leisurely lunch and the 2:00pm ferry. Overall, perhaps to be repeated next year - with an AGM?

Barry #8485

# ODYSSEY **BARRY #8485**

## DINNER IN NELSON



## WELCOME TO REEFTON

## TREVOR BIRCHALL # 4060

# WAIHI THAMES VALLEY

We had our AGM in April and have a new Branch Coordinator, Chris Brown, member #4797, living 11 years in the Hamilton area. He has been an active member in our branch for the past five years and rides a Moto Guzi V9 Roma, however, we don't hold that against him. We also have a new Treasurer, Phillip Welch; strange that both the new members on the committee live in Whangamata. The rest of the committee remain unchanged

and, yes, they live all round our area, from Ngatea, Turua, Waihi, and Pauanui.

As most of our rides and meetings start or are held in Paeroa, they have a ride just to get there. Hence the reason our dinner nights are held in different towns each time.

Our membership is growing slowly, only it would be nice to see younger people join rather than those either retired or close

to it. I believe the growth has come mainly from the regular Thursday rides, where we try and make all welcome.

The past few weeks we have had around 18 people turn up at the start. This is a huge increase on what we had when I first suggested a few years ago we start our rides from the Bottle in Paeroa each week, where really it was old friends having a phone round to see who wanted to ride that week.



We advertise not only a lunch destination but also our morning tea stop for those who just want a short ride. This suits not only some of our more senior members but also some in the workforce who can take only a few hours off work. Our destinations have been wide and varied. I intend trying to keep most of the rides just under that 300km mark as it seems to most, and for this not so young body, a nice day out. Let's face it, the price of petrol affects us all, especially those of us on a pension.

I promoted a week away in March, only the support from our branch was not really there;

a little disappointing. There were possibly many reasons, which could have still included Covid, however, I put it down to mainly our ageing membership and the cost. Those of us who did go had a fantastic trip, even though the weather did not always cooperate. Our thanks must go to our tour guides from Ulysses Hawkes Bay who went out of their way to show us around while we were in their area. You made it for us guys. There may be a write up on our five days away elsewhere in this *Ulyssian*, so I will not go into any more detail here.

Our dinner nights continue to get stronger each month, with more

and more taking part. During the winter months we keep these to once a month as most have some distance to travel to the venue and our windy roads may be great riding roads in the daytime, but not so much fun driving in the dark. If you are in our area, you are welcome to join us, but check with Chris or yours truly on the dates, times and venues. Club meetings are the second Sunday of each month at The Paeroa RSA, which opens especially for us. Lunch is at 1:00pm. Prices are reasonable.

That's it from WTV Scribe.

**Trevor Birchall # 4060**

## **WAIRARAPA** #10094 **DYLAN MCMENAMIN** **WHISPERINGS**

Hi all from the Wairarapa. This update from me is three things – short, late and my last as coordinator for Wairarapa. Apologies to the editor for the deadline oversight ...

We are rapidly closing in on our AGM for 2022 and with that our branch will see quite the changing of the guard. All of our committee positions are being vacated and as at the writing of this we have no nominations to fill any of them. Should prove to be an interesting meeting ...

A good number of us went away at the time we would have been headed to Christchurch for the National AGM in March. Our revised trip was in the North Island instead and took in a mix of locations, weather and riding conditions over about 10 days.

It was fantastic to get away as a group and a lot of fun was had by all who attended. It was a particularly useful experience for me, as I clocked up several thousand kilometres on a very new bike. About half of it was in beautiful weather on great roads, with the remainder being decidedly wet. It was an effective test of fairings, tyres, windshields

and riding gear, though, and all of it was in a convoy of about a dozen bikes on many roads I'd never (or very infrequently) travelled.

Our planned foray around the East Coast was curtailed by a cyclone and the closing of highways. Fortunately, we had decided to cut our losses the night before it turned really pear shaped, so didn't end up stranded in Tokomaru Bay with the awful flooding they endured.

We also survived largely unscathed by the dreaded lurgy, though one member did test positive the weekend we returned home. The affects of Covid on places like Rotorua and Taupo was starkly evident, though, with lots of shops and businesses either scaled right back, or closed down. The recovery for these and many other towns cannot come soon enough.

We are looking forward to reviving our planned South Island trip next year, to attend the 22 in 23 AGM.

We have also seen a resumption of regular club dinners and

weekend rides, which is fantastic. Twenty-plus members attended this month's branch dinner at the Buckhorn in Carterton. It was great to see so many smiling faces enjoying each other's company and simple, good food. It goes a long way to keeping the camaraderie and the spirit of the branch alive.

Tibsy's recent Akitio/Pongoroa gravel ride was well attended by our branch and a number of riders from Wellington. A lot of fun was had on some gravel back roads, many that had recent top ups of fresh gravel to keep everyone's attention focused.

We have eight planned weekend rides/short trips away, plus a number of pot luck rides pencilled in between now and the end of July, so plenty going on in the rider calendar for members to get amongst. Our rides' committee continues to work hard to put on plenty of offerings for our members, which is very much appreciated.

That is all from us. Stay right way up everyone.

**Dylan McMenamin #10094**

# AN EPISTLE TO PAUL THE APOSTLE,

Greetings from Canterbury, home to some of the finest gourmet pies in Godzone.

I'm not sure if it's a sign of old age because I find I'm so bloody busy, what with work and family and the odd jaunt away on Charlotte, do we take more on as we get older or, like me, do we lose grip on time management because by strike the past three months have been full on.

So, what has happened with our branch? Well, and as a consequence of our sins, the incumbent committee was voted back in with an additional and much younger member in Rob Craw joining us. Damian has sold up and moved to a caravan in Methven while he builds the Muirs a retirement home like no other, thus has resigned from the committee but still maintains his role as rides coordinator, albeit it from afar. While the 2022 AGM as we know was postponed, it didn't stop a number of Ulyssians from "up norf" travelling south ... they may as well, they had ferry tickets to use ... and so on the Saturday of what would have been the AGM, a last-minute get together with members of our committee was organised at the Papanui Club. It gave Tiny and the rest of his entourage a good idea of what the venue for the 2023 AGM has to offer.

Speaking of which, the planning for the AGM is ticking away quietly in the background, most of the work has been done, and we urge you to get your registrations in now (you can pay later ... it's on the rego form) but

the earlier we have numbers the better for the organising committee to confirm with the various venues about numbers and catering.

Like many events nationally, under the current traffic light setting of the time which was an agonising red, we had to make the call to cancel the Anzac Day St John fundraiser. It was sad as it's very well patronised by the Canterbury riding community, but it was the right decision at the time under the circumstances.

However, as a motorcyclist who also commutes to work, no-one in Christchurch stops at red lights unless they really have to!

Instead, Thea came up with the idea of a "Virtual Ride" where punters buy a badge and if they wish, can go for a ride anyway. In essence, a donation to St John in exchange for a ride badge. It was a lovely day, so I imagine quite a few did. I, on the other hand was working.

Speaking of rides, several Ulyssians had a crack at an IBA SS1600 over the Easter weekend. Simone Rodgers and Euan Quaid tackled and completed the EggHunt 1600 in under 20 hours, which for a first attempt, is bloody good going. Aside from a shower or two between Roxburgh and Milton, it was clear and fine and warm and made for some great riding.

The South Island Remembrance Service is to be held at the Kaikoura Top 10 Holiday Park, 34 Beach Road, Kaikoura at 1pm, Saturday, 24th September, 2022.

This is the Remembrance service for the South Island so please make the effort and turn up. It's not that hard.

Refreshments and non-alcoholic drinks will be provided after the service and once the formalities are over, we encourage all Ulyssians to get back to core values and behave disgracefully into the wee hours. Those whose names have just been read out would expect nothing less

Punters are urged to book accommodation, tent sites etc. at the Top 10 sooner rather than later as pre-booking gets you a 10% discount (on the day does not). Use the reference "Ulysses" when booking. If you use the discount, you can't use a Top 10 membership discount as well.

For bookings: 03 319 5362, or [reception@kaikouratop10.co.nz](mailto:reception@kaikouratop10.co.nz). And because I'm coordinator and as such must lead by example and be disgraceful, I'd like to finish with this wee anecdote.

I got one hell of a fright when é indoors was watching me in the garage as I was lavishing loving care on my motorcycle and piped up, "I wish I had something that can go from zero to 150 in three seconds like that bloody thing does. Perhaps you'd spend more time on me!"

So, I bought her a bathroom scale. And that is when the fight started.

Cheers,

**Captain Carefree #3497**

Canterbury Coordinator

ROB MONTEBA #7427

# THE WANGANUI NITTY GRITTY



It was Anzac day 2003 when I went on my first ride with Wanganui Ulysses. I still had my old Honda 750 then, which I'd had for many years and which got used only infrequently, with most of its Ks clocked up doing the Brass Monkey rallies every Queens' Birthday weekend. I attended most of these rallies when I lived in Christchurch, meeting up with friends from Port Chalmers. Now living in Wanganui and travelling from here to Central Otago, I met with a few problems on the old bike. Two up and loaded with gear, we hit a deep pothole, breaking a shock not far from Christchurch. Luckily, I found some replacements and completed the trip but nearly home the bike started running rough. Without a reliable bike, my plan to Join Ulysses was delayed until I saved enough to buy a replacement, a Honda St1300 in 2007.

The rest of that year I went on as many Sunday and Wednesday Pie and pint rides as were on offer and officially joined the club in early 2008. Daryl Greeks was the coordinator then, with Piet Meijer as treasurer.

I'm not sure how it happened, but I ended up on the committee the following year. At that time we were a very active branch, riding motorbikes and with other social activities. Some of these were the St John ambulance fundraiser, the Toy Run; inter-branch competitions such as shooting and go-kart racing, midwinter Christmas, etc. We always had good turnouts, especially the mid-week summer evening Pie and Pint rides. The charity rides were often huge, drawing in other local clubs. On Boxing Day, the Cemetery Circuit, we provided a service to all Ulysses branches with bike parking and gear storage. There was also a rally organised by Piet on Boxing Day, just up the river, and we provided a grandstand, drinks and sausage sizzle trackside. Daryl Greeks was famous for his Rally Mayhem in May, later held in February.

As the years went on, members came and went but gradually the numbers were dwindling. Most left due to growing older and giving up riding; others passed away. There were some that as their bikes aged, they joined the local classics club. Others left Ulysses and started an informal riding group without subs or the commitment to organise rides

ahead of time; just going where the weather looked best. For the past few years, it has been hard to get a Ulysses group of riders together, so rather than organise set destinations we just decided to ride with the informal group leaving the Z at Dublin Street every Sunday at 10. Regretfully, we were unable to form a committee at the last AGM on May 5, so we have decided to close the branch down for now. Hopefully sometime in the near future it can reform but in the meantime, Palmerston North will take over our area. We have made arrangements for the Boxing Day parking to be run by a local school again this year, so you can still park up and safely leave your gear there. The grandstand on the trailer will most likely be in place this year, organised by Roger Hulme. I would like to thank everyone who has been involved with and supported the Wanganui Branch over the years, especially those who have been coordinators, secretaries, treasurers or committee members. All the best and Ride Safe.

**Rob Monteba #7427**  
Wanganui Coordinator.

# HI FROM THE **WAIKATO BRANCH**

**DARRYL ANDREWS #9638**

For the past 12 to 18 months, we have been going through a bit of a rejuvenation period. We have been working on getting back to our core purpose as a motorcycle club and have focused on organising regular weekend rides for our members.

We have a group going on Thursday rides and these rides are always very well attended by regulars from our branch, neighbouring branches (I think) and some others who are not Ulysses members. The Thursday ride success has been a good foundation for us to start organising weekend rides for those "unfortunates" of us who still have to work.

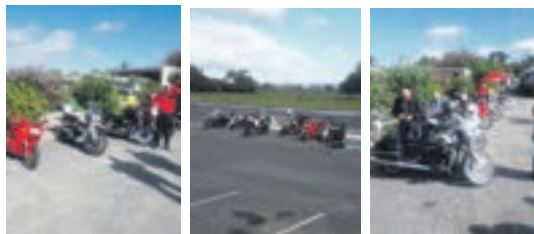
For the past few months, we have had two or three members who have put their hands up and

organised rides on the second and last weekends of each month.

At our last AGM, in May 2022, we had a few changes to our committee with some of the previous members staying on, along with some new committee members. We are all committed to continuing to rejuvenate the branch, keep up the momentum with regular rides and look at other social events for our members.

During the past year, we have had a number of new members join, some of whom have been participating in the Thursday rides and some who have contacted us through the new national website. We look forward to welcoming further new members in the future.

**Darryl Andrews #9638**



It's been a while and things are very slowly returning to what will be the new normal.

As the new coordinator, I am pleased to report that the coffee mornings are still a good place to catch up on all that is or is not happening. After the cancellation of the Ross Mad Hatters Rally last year, we are now organising it for September

30 to October 2, 2022. A flyer will be in the wind very soon. For one of my first duties as coordinator I had the good fortune to present several members with their **ANNIVERSARY BADGES.**

**10 Years #8740** Tony Harwood (presented at coffee morning)  
**15 Years #7039** Murray Bell  
**20 Years**

**#5457** Gary Sinclair  
**#4362** Jim Laughton  
**25 Years #3443** Kerry Chapman  
**#3902** Gwen Chapman  
**30 Years**  
**#1383** Dave Stallard  
 Still to be presented are  
**#8594** Nigel Irvine **10 years**  
**#213** Mark Walsh **30 Years**  
**#619** Ken Reece **30 Years**



**FROM LEFT WE HAVE MURRAY, KERRY, GWEN, GARY, JIM, DAVE. LOOKING FORWARD TO MEETING MORE MEMBERS AT THE RALLIES COMING UP.**

**KERRY CHAPMAN #3443**  
 CO-ORDINATOR

**WESTLAND WAFFLE**

# TAUPO

RICK #7552

G'day from Taupo. Winter is making itself known again in Taupo with frosty mornings. Our rides may get shorter and are sometimes cancelled because of weather. That's the way winter can be for motorcyclists. To keep in touch with each other, we have organised a monthly Sunday dinner at the cossie club.

We have had a good summer with a great trip to the South Island in

February. One of our members got caught praying for salvation in Tekapo (see photo). Glenno is reporting further on this in this issue.

We have our regular Sunday rides, with good turnouts and destinations. We will be having a stand at the Mangakino Lake Hop in July, so if you are going, come and buy a sausage.

Put in your diary that we have our

third annual Dice Run on Labour weekend; details will be in the next issue. This has been very popular and last year we donated \$1000 to Women's Refuge.

Finally, to quote the great French chess grandmaster, Paul P. Paultier, "After the game, both the king and the pawn go in the same box."

Cheers,

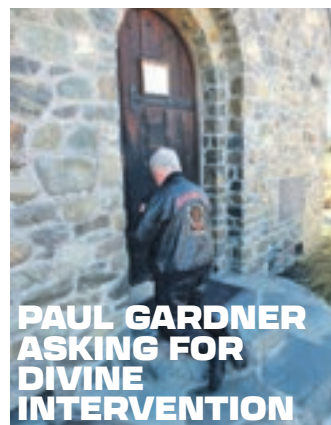
Rick #7552.



**SWIMMING  
AT ANISEED  
VALLEY, NELSON**



**CLUB DINNER**



**PAUL GARDNER  
ASKING FOR  
DIVINE  
INTERVENTION**

## NORTH OTAGO **SMALL BUT SOCIAL**

**GLENDA HAGENSON #8828**

I recently had friends move down to Oamaru from "up north", and happened to mention a good café at a town they were stopping in ... and then another at the next ... and so on. When they finally arrived, she asked how I knew so many good spots, and I explained, "We like to ride and we like to find new roads to ride on. Then we stop, and chat, and have a coffee, or a meal, or a beer."

I love the sense of belonging and understanding that being a bike rider gives – no matter where you are, the sound of a bike will draw your attention, if you're riding the roads, you give oncoming riders a wave, if you're wandering around a town and you see another rider, you stop and have a chat about their ride that day, talk about your bikes, then wish them safe travels. There is kinship.



Every month we have a branch ride, then there are fundraising rides, and we have a monthly social night where we meet up for dinner and drinks. Once a year we go for a weekend bike trip: a town gets picked, we ride there on a Friday, and on the Saturday meet up with an outlying branch and have a group ride, then home on Sunday through a different route. It's a great chance to get to know other riders and share your experiences.

At least once a year we head to Danseys Pass Campsite for a weekend (mostly in utes and campers so we can take lots of supplies!) and just sit around eating and drinking, talking bikes and solving the world's problems. The Saturday night bonfire is always a highlight.

There is a great group contact list, so if anyone decides they are off for a ride, they can let everyone know and whoever is free can tag along. While everyone rides their own ride, it's lovely to have friends to hang out with when you reach your destination.

**Glenda Hagenson #8828**

Branch President



## MANAWATU MURMURS **MURRAY CROSS #7908**

The Manawatu Branch has had a busy time with lots of riding in the glorious late summer we are having. Now that vaccine passes are not required and there are minimal restrictions on both outdoor and indoor gatherings, the branch events are being well supported.

Our branch rides included one up the back roads of the Hawkes Bay, with a picnic lunch at Blackhead Beach and a short stop at Kairakau Beach. The group survived some gravel road stretches intact. Another ride was around the Bays in Wellington, with the group going south via the Wairarapa and returning via the new Transmission Gully Road.

The evening Pie & Pint rides during daylight savings proved popular, with lots of off-the-

beaten-track roads to ride and great socialising over a meal and a drink. Venues included the Speights Ale House, the Rat Hole in Bulls and the Bunnythorpe Tavern. Our Saturday coffee mornings have also had good attendance, with the April event in Feilding seeing over 30 people and 10 bikes come out to enjoy the sunshine.

Our secretary, Howard Asplin, has been leading a number of weekday Retreads Rides for those retired members with time on their hands. They have ranged over the lower North Island, causing some mayhem and consuming a lot of tea and scones. The social aspect is just as important as the riding.

The branch AGM was held on May 4, with most of the committee

staying on for another term. Big thanks to Malcolm Bowling and Colin Worsley, who stepped down, for all their efforts, and a big welcome to Ray Stephenson as a new committee member.

The next big thing is our Mid-Winter Dinner to be held on July 1 at the Palmerston North Golf Club. This is always a well-supported event and should be a great social night out for members and their partners.

The new committee will be meeting soon to develop the ride and social event calendar through to Christmas. Lots to look forward to.

Be safe on the roads.

**Murray Cross #7908**

Manawatu Co-ordinator



# HAWKES BAY

MAC #9935

Hi all,

Well, here we are into May already and the weather is getting colder, but we in the sunny Hawkes Bay are still riding when we can. Well supported by members, lots of new members and some returned members, it is great to see you all enjoying each other's company.

Runs have been awesome:

Taihape for lunch over the Napier Taihape Road and back through to Ashurst via Dannevirke and then home, with 20-odd riders on that run. Whakamaru Dam in Taupo saw 22 riders enjoying the sun. Black Dog, which is a pub set up for bikers just out at Ormanville, had 18 riders. It is always a good ride down to Helen's pub for lunch. Ongaonga for lunch, and the Patangata country pubs we can ride to taking different routes. Pub n Grub Taupo and back. Otane Cafe. Ongaonga general store all have had good numbers, with great company.

The club has also supported other local clubs. Social Cruisers' Anzac Day ride to remember the fallen was an awesome day out and a

very good fundraiser. Some 130 bikes, all in convoy, rode around the Hawkes Bay.

Just a few weeks ago, 15 of us rode down to Feilding to support the Fire Brigade Poker Run, another great fundraising day with 120-odd riders. A trip was taken up to Wiorua to catch up with Gisborne branch for lunch on the riverbank, with 18 riders joining in on a very nice day.

We are very active here and good company, enjoying each other on what I think is a great roading system around here for us to choose a different location each time. Last month, we had a combined run with the British and European car clubs to Glen Falls for a picnic, which was a lovely day. A ride to Rotorua to Macs Bar and Grill had 20 bikes, and then on to the Luge for some fun. This boy really got stuck into that day. Our Diet Club run, which is held in daylight saving hours on a Tuesday night, has now turned into a fortnight tin top to a restaurant for dinner.

Lots of good rides are coming up

over the next few months to look forward to. It was a little while back now, but we had the chance to catch up with Trever Birchall and crew and showed them around some of our riding roads, then out for dinner. Great to see you guys. Thanks for coming down.

Congratulations to Murray Ravenscroft for 32 years as a branch member, and Jeff Beach for 15 years. Also, congratulations to two of our founding members, Maurie Bridge and Tony Wilson, who have clocked up 32-plus years.

A lot of new bikes are being purchased, so you never know who is turning up on what. We also have a Wednesday morning coffee at Anker Wat, which is very well attended. Great to get together, have a chat and fix all the world's problems. Well, I think that's about it for now. Take care out there, team. Hope to catch up with some of you soon.

**Mac** #9935 –

President Hawkes Bay Branch

# TAUMARANUI

NEIL MASON #5610

Hello everybody. Our branch is still very active. We are small in actual Ulyssians, but large on would-be Ulyssians.

We encourage all to ride with us and, so far, it has been successful. Our numbers have been between six and 20 a ride. I must admit, it is predominately men with a group of women pillions and one younger lady rider. We also encourage Tin Tops to join in and we have some that do.

We meet every first Wednesday of the month and ride the following Sunday. We take turns to organise a ride, so the load is spread among us all. Taumarunui is a great place for riding a bike. We are in the centre of the island and two hours in any direction

to a bigger town: Taupo, Rotorua, Hamilton, New Plymouth, Taihape, to name a few.

Two overnights have taken place this year. One to Taranaki, staying in Stratford, and the other to Opotiki and over the Motu Track, staying in Rotorua. The other monthly rides have been day rides to places like Kawhia for fish and chips, Kawerau for lunch, through the Waikite Valley, Wanganui via River Road, through the back roads around Hunterville and exploring the Waikato.

Our June ride will be a Dice Run, which will be the second one this year. The first one was back in February and was a bit of a fizzer due to the weather. The next one, each participant receives

an envelope with instructions of where to go and if you get lost you can open the envelope to find the final destination. If you do, you are fined at each stage of the day. There is a small entry fee. Should be fun.

On a more serious note, we have struggled to get people to join the National group. Some thought is needed as to how this can be achieved. Maybe a short tangible list of national achievements and maybe a more open approach to the general public.

Anyway, safe riding everyone, stay upright and keep the wheels turning.

**Neil Mason** #5610

# TAURANGA TIDBITS

The past three months for Tauranga have been a little up and down with a personality conflict within the branch leading to a formal complaint. This in turn saw seven people change their minds about accepting committee nominations, so a new-look administration is a distinct possibility at a rescheduled branch AGM. I wish everyone all the best.

On a positive front, the rally at Waihi Beach was able to go ahead on the weekend of the 6th to 8th of May, albeit with around 40 registrations down from last year's 75.

Thanks again to the Carsons for organising the accommodation booking and catering. It was great to see Paul awarded an Odyssey Medal after 33 years of service, following in the footsteps of wife Robyn who collected hers at Karapiro last year.

I am personally pleased to have been able to help with a little administration in the background for the past couple of years to have this hard-working couple recognised. I wonder how many other households in New Zealand have two Odyssey Medals?

If they are the first (I have no idea) they'd also be the last to have to earn these individually, after the passing of the remit I proposed this year for couples to be able to earn joint recognition for exactly this kind of dedication to their branches of the club.

A couple of Saturday rides were led by Colin Kepple to Tapu, and Roger Allen to Te Aroha.

It's amazing how competitive people were prepared to be about a "just for trivia quiz" on the Saturday night, with only a packet of jet plane lollies for the winning table.

A couple of engineering and ACC questions had teams scratching their heads. In the delay while the rounds were scored, the runner-up table decided to make a start on the packet of lollies and graciously provided the leftover jet planes to the winning team. Disgraceful.

We appreciate seeing some genuine friendship on display over the weekend.

On the Sunday, Tiny Tim was escorted to Taupo by a group of Tauranga branch members for an informal multi-branch lunch at the Pub n Grub. It was a bit of a short notice shout out on Facebook, so thanks to those that travelled to say hello. It sparked an interesting online chat about revitalising the Fellowship Ride of recent years at that location, or its long-ago predecessor event in Turangi. Let's see if anyone takes up the opportunity to organise it.

**Matthew Farrell #9919**



# ODYSSEY AWARD RECIPIENTS FOR 2022

ANDRE THOMPSON  
PAUL CARSON



I was lucky enough to be able to award Paul Carson with a well-earned Odyssey award. Paul has worked tirelessly for the Tauranga branch and the club as a whole for over 30 years. His list of accomplishments could fill a page of the *Ulyssian*. He and Robyn, last year's Odyssey recipient, have organised the Tauranga Branch rallies from 1990 through to now, and skillfully play the role of camp "Mum & Dad". Paul has been an ever-present member of Tauranga branch committee and a dedicated supporter of the club. As a couple, they have attended every Remembrance ride at Taupo apart from two, due to work commitments.

Colin Kepple says, "Without them there would have been no branch rallies. It's all happened because of their work."

Paul, along with Robyn, has played a major role in branch fundraising supporting their local charities, and is held in high regard by all who know him. This is only a small part of Paul's list of achievements, and it is widely thought that Paul is the epitome of the Ulyssian spirit.

Congratulations Paul, your efforts are appreciated.

The next Odyssey award was presented by Chris Carey, Canterbury coordinator, to Andrea Thompson.

Andrea's list of achievements is long and her efforts have helped the Rotorua branch to thrive and grow.

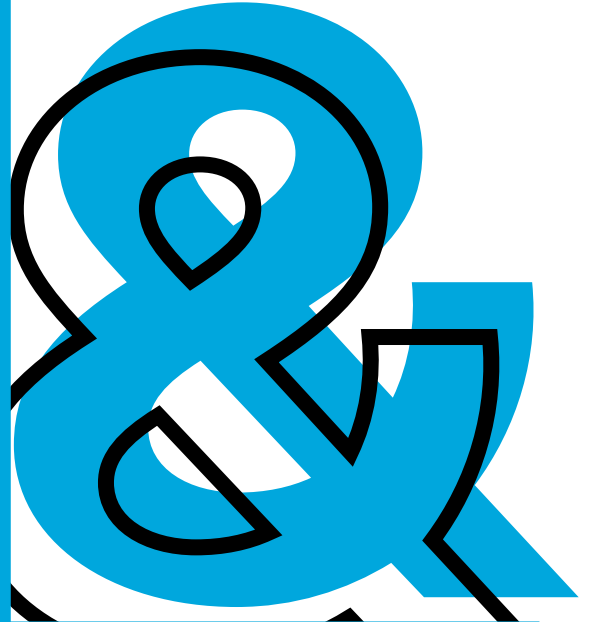
I always look forward to reading about Andrea's adventures with Stu in the *Ulyssian* magazine. Her reputation in the club is best summed up by the words of her fellow branch members. "While Andrea is known for her total involvement in all projects the branch undertakes, she is by no means a follower, and will not allow any action to proceed that conflicts with her opinion of Ulysses' goals and objectives, until a full discussion, and canvass of all other opinions, is done."

"Andrea is the embodiment of what Rotorua and New Zealand Ulysses aspires to be."

High praise for a worthy recipient. Congratulations Andrea and thank you for your dedication to the club.

**"TINY" TIM STEWART #8959**

National President  
Ulysses Club NZ inc



# OBITUARY



Obituary of Brian Maxwell Middleton

**14 JULY 1940–20 NOV 2021**

It was 1957, a rider rode into Otorohanga on a Royal Enfield bike.

A group of motorcyclists were parked in the main street, I (Mervyn) approached the rider and this was the first meeting with Brian Middleton (on the Royal Enfield bike).

On my trusty steed BSA 250 C10, I developed a friendship that lasted 65 years. On the way home from the first Ulysses meeting at Taupo, in April 1988, I stopped in at Brian's home at Tokoroa. I gave Brian the Ulysses entry form, and like greased lightning Brian filled it out, grabbed his chequebook and an envelope, and posted it away. That was fast as his number is 98.

As the club grew, the Tokoroa branch was formed and Brian became the first coordinator and the famous Frozen Pines Rally started. What a rally!

Brian was an outdoors person: culling deer, dealing to possums, rabbits, wasps, gorse and black-berry spraying. Sometime later he was groomsman at my first wedding.

Brian married Evelyn and had two lovely daughters.

Now 65 years later, we have all lost a good mate and friend.

To think that these two riders have given so much stability to the club, being rewarded with Life Memberships and one Odyssey award.

Brian #98 received Life Membership and an Odyssey award.

**RIDE THE HEAVENS, BRIAN!**

**Mervyn Hopkinson #27**

Life member and Auckland's first coordinator

# CAROL JEANNETTE CUFFLIN

**18TH MARCH 1941-19TH  
JANUARY 2022**

Passed peacefully at Acacia Park Rest Home, Omokoroa.

Beloved husband and best friend of John, loved Mum of Julie, Michele, Kerry and the late Kenneth.

Loved Nan of Shontelle, Matthew, Aaron, Ethan, Caleb and her six great grandchildren. Carol was a member of the Tauranga Ulysses Branch, joining in 1989 and was a member for 30 years until her health deteriorated.

Will be sadly missed by all her Ulysses friends.

John Cufflin #669

Julie Cufflin #4743



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# 7 DAMS RIDE

## WHAKATANE ULYSSES

This has become an annual ride for our branch and is one of the best attended rides we have.

Usually, it would be run by Reid Douglas but, unfortunately, he's in isolation due to a co-worker testing positive for Covid. Rex Wood stepped up to the plate to take over as lead rider and I must say he did a brilliant job too. We didn't get lost once!

Meeting at the Rotoma Cafe at 9am for a 9:30 departure saw 12 riders waiting to hit the road and after a brief discussion we were off ... well most of us! Sonny couldn't get the big blue bus to start, but after raising the side stand all was good! (I see a potential fine right there, Sonny!).

We rode up through Hamurana and picked up another two riders there. Then Oturoa Road and on to State Highway 5, through Tirau and on to SH1 to our first dam of the day at Lake Karapiro.

After some light refreshment and a bit of bladder relief, we headed off to our second dam at Arapuni via the scenic Horahora and Arapuni Roads. Unfortunately, Heather wasn't at the Arapuni Dam with her ice cream van, so we dipped out badly this time around!

From Arapuni, we headed to the

Waipapa Dam with yet another hydro power station.

Then a quick trip down through Mangakino to the Maraetai Dam and hydroelectric power station.

Then it was back on the bikes and on to our lunch stop at the Russmans cafe in Whakamaru. This is a brilliant cafe. With great food, friendly staff, good service, off-street parking and a large outside eating area; it's "the" place to stop in Whakamaru.

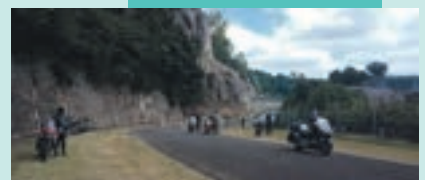
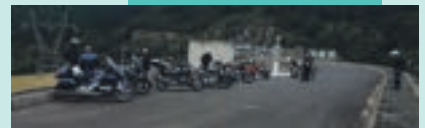
After a leisurely lunch break we headed off to the dam and hydroelectric power station at Atiamuri.

It was just short hop to our final destination, the very scenic dam and power station at Ohakuri.

Leaving Ohakuri, we took a very scenic detour via Parsons and Nicholson roads, which brought us back to SH30 and then to Rotorua for a well-earned ice cream and drink at the BP servo. A brilliant (long) day was had by all.

I travelled 420km and got home just after 5pm.

It was a long way and a long day but, in the end, a really great day! Thanks once again to Rex for stepping up in Reid's absence and running a great trip.



**ATTENDED BY**  
**BRUCE KNIGHT, FRED SHAPCOTT, SONNY MCHARDY, KEN PYPER, JOHN MAYRICK, DAREN MULHOLLAND, KEVIN O'BRIEN, SHANE WILLIS, JOHN PERKINS, SCOTT DIXON, WES COOPER, TIM PEBBLES (TP), REX WOOD AND GREG EVANS.**



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# 2 KRUSTY WEST COASTERS

GRUB #5457



PROG  
ROCK



LONG  
SERVICE  
BADGES



SCARGILL  
DOMAIN



OL KRUSTYS  
CORNER

Having been on a few Wednesday rides with the Canterbury Ulysses Knitting Club, we can confirm that to partake does not require any knitting skills. And there we were before our first ride swotting up on all the requirements and skills for the art of knitting: pearl one, knit one, drop a stitch, pick up a stitch, etc. Only to discover that it was all unnecessary as they don't sit around knitting at all. What a relief as it was all getting a bit much. We can also confirm that these guys are very welcoming and made us Krusty ol' buggers feel at home and a part of the group.

We would like to single out Bob Tanner, who appears to be the head knitter and a driving force of the group. He also produces a top-notch write up of each run, including photos. The riders all bring their own lunch and a drink, which is part of the fun – quite a picnic atmosphere.

Dave and I now look forward to Wednesdays and the anticipation of the destination, which isn't decided upon until the group chew the fat between themselves and come up with a mutually agreed place. It's all very exciting; to date we've been on a long ride to Geraldine and back through the Rakaia Gorge, which was in beautiful weather; Cave Stream, also in beautiful sunny conditions; next it was Scargill for lunch then

on to the Fossil Point Cafe at Greta Valley for coffee.

This ride started in slightly damp conditions, however, as we left Avon City Suzuki in Sockburn and headed north. The weather improved with every kilometre until we reached Waikuku, where the weather gods produced a blue sky and around 20 odd degrees – awesome conditions. On approaching the Scargill Domain, one had to be a little wary as there were quite a few corners where the seal had been repaired. Unfortunately, the roading contractors didn't see fit to place any warning signs advising of the loose chip. I'm sure one or two others also experienced a little moment. I guess it's all part of the fun.

The most recent destinations have been Oxford, Waikari in north Canterbury, Purau Bay on Banks Peninsula, a very beautiful place – again awesome weather. The most recent Wednesday ride was to a place called Tikao Bay, a lovely spot between French Farm and Wainui. Apparently, this stretch of highway is referred to as the Akaroa GP. Can't think why, lol. We've been spoilt with all these destinations; such awesome scenery and different roads and such good genuine companionship.

We are finding traffic in the

Canterbury area is so much busier than what we're used to on the coast but are adjusting. The Krusty Ol' Coasters travelled over to Greymouth this time in the tin top to attend the Westland Branch AGM. It was great to catch up with everyone and share a yarn or two, and to be part of the group of members to be presented long-service badges: Dave 30 years, myself 20 years. Special thanks to Jim and Kathy Laughton for welcoming us into their home for the night and top marks for the roast chicken dinner, very much appreciated. Incidentally, Jim was also presented with a 25-year badge.

It was great to see the enthusiasm of the members at the AGM: planning future rides and events, and a new coordinator was appointed, the position now held by Kerry Chapman. I wish him the very best and am confident he will steer the branch in the right direction

After saying our goodbyes on Wednesday morning, we headed back to Christchurch, keeping a sharp eye out for Bob Tanner's Knitting Club Riders. Alas, they must've headed off in another direction.

After arriving back in our own homes, us Krusty Ol' Buggers deemed it time to put the feet up and patiently await our weary bodies to be pampered by the 2ICs. Several hours later and still waiting. Guess it's not high on their list of priorities.

Well, time to get this off to print. Keep safe everyone, keep healthy and f@\*k Covid, and look out for those tin tops.

**Grub** #5457



## **EGG ON MY FACE? I DON'T THINK SO. THE INAUGURAL IBA CERTIFIED EGGHUNT1000**

I've been a member of the Iron Butt Association since 2007 when I completed the last Chatto Creek 1000 miler. There's been quite a resurgence with the longer, "endurance" type rides over the past decade here in New Zealand. However, I'm not a very active member; I've a few certificates I'm very proud of but my collection of IBA memorabilia pales into insignificance with what some Kiwi riders have accumulated over the years, and particularly in the past five years or so.

The humble 1000km is now considered a modest day's ride. On the other hand, the 1600, the entry level ride for IBA certification, can be a tad more challenging depending on the route, time of day, the weather and other factors out of your control – mechanical gremlins and the like. Check out the website and have

a look at the number and type of rides available: [ironbutt.org](http://ironbutt.org) Feeling a little stir crazy since the TT and while looking at the list of rides, I came up with the idea of an Easter Egg-themed ride and with Easter a couple of weeks away, would the IBA consider a 1600km or 1000-mile ride carried out over the Easter weekend sufficient to qualify? So, I asked Chris Wiltshire, the IBA Coordinator in NZ what he thought. Long story short, the IBA agreed and with a few challenges thrown in and a condition that each challenge had to be at least 150 miles (240km) from any other challenge so you couldn't knock all five off and simply go for a ride. With a bit of planning, we were away laughing. 0300 Saturday, I pushed Charlotte out of the garage of my niece's home where we were house sitting. Lincoln was deathly quiet

and even Charlotte's muted hum seemed deafeningly loud. The Wild Bean Café at Rolleston wasn't particularly busy either as I topped up and ticked Task 1 off the list. Task 1: DBR + Selfie – eating chocolate egg / egg roll A DBR being a dated business receipt, aka Eftpos or other. The IBA stated that one of the tasks was to eat an egg roll. Typically American, egg rolls aren't that common here so they conceded and said a bacon and egg pie more commonly found in the Antipodes, would suffice. Chocolate eggs you can get anywhere, so I'd already checked on the way home from work earlier that week; the BP at Rolly did sell bacon and egg pies, so sweet as. Tick that one off while I waited for the rest to rock up. Simone Rodgers pulled up on her indomitable 390km KTM, followed

shortly after by Julian Boyd on his 600 Honda Silver Wing, Mark Waterson and his Africa Twin and Euan Quaid astride his Vulcan. While Simone and Euan have completed two TT2000s, this IBA ride was a first for them. Mark and Julian, on the other hand, could do these with their eyes shut.

Shannon McDougal should have been the last of the team to arrive, but a phone call to Mark said he'd pulled out at Tekapo. He'd suffered a pretty major puncture and although plugged wasn't sure it would last the distance. Shannon was attempting another longer and considerably more challenging IBA ride and had already ridden a considerable distance, so I'm sure he'd have been pretty gutted.

The ride through Mayfield, Geraldine and Fairlie on SH79 was pretty damned good to be fair, being warm with dry roads and bugged all bugs hanging over the warm asphalt. Shannon's wife had driven up from Roxburgh and we caught up with Shannon at Tekapo as he was loading his bike onto a trailer. You tend to forget that while we're out doing these rides there's someone at home, wondering, possibly worrying and waiting for you to arrive back safe and sound.

Continuing on SH8, we arrived in a shower of sleet and shingle outside the Wrinkley Rams Café in Omarama.

Task 2: DBR + selfie eating eggs at any restaurant

It had not long opened, and the staff must have wondered what the hell was going on. Julian ordered a boiled egg, Simone and I an omelette, Mark, bacon and eggs and Euan, who was just along for the ride, sat there rather bemused. So, while it was being cooked, we all shot down to fill up.

No one should have to see a selfie of my open maw, missing teeth and fillings, saliva hanging like a harp string and a mouth full of half-chewed omelette, so a photo of the Eftpos receipt next to the half-empty plate would have to suffice. Wolfed down in record time, we were soon heading south

to the Lindis Pass, before turning right after Tarras onto SH8A, stopping for a quick photo of the iconic Luggate Hotel for those who weren't using Spotwalla (or similar) as proof of their route so far.

The route I'd mapped out for myself had to be modified somewhat as Simone's 390 had only a 10L tank. So, instead of taking Earnsclough and Conroys roads and thus bypassing Alex, we stopped at a Caltex and with a full tank would get her through to Milton. With Julian, Simone and Euan in tow, we rode south on SH8 towards Roxburgh and Lawrence. Mark had gone ahead to catch up with Shannon to see what, if anything, he / we could do to help.

As it so happened, we arrived in Roxburgh as Shannon and Mark were unloading the DL1000, and with his tyre still holding pressure, Shannon decided to continue. The rain forecast for the weekend hit us just before Raes Junction, where I pulled into the hotel carpark to quickly throw some wets on. My winter riding gear is in storage, and as I hadn't waxed my leathers, needs must. There's nothing worse than the feeling of those creeping tendrils of water finding their way into your nether regions and the chilling cold causing a gripe in ya gronicles.

At NPD Milton, and we were all back together again. The rain was pretty heavy as we rode north before turning off towards Outram and SH87. Julian led the way on the 600 and before you scoff, I challenge you to a) to keep up with this fella, and b) to cover the sort of miles he does on it. There's a very good reason why he made the cut and is planning to take part in the 2023 IBA Rally (11,000 miles in 11 days) in the US of A, and he's doing it on a 600 Silver Wing!

In a comment on Facebook, he said, "We go through a selection process using a ballot and inspection of our riding CVs before you receive the email that will change the rest of your life for good or for bad (we have to wait for that answer) and these

are the first words you read, Congratulations! Your application was drawn for entry in the 2023 Iron Butt Rally! If you are new to the Iron Butt, you can expect to ride through blistering desert heat, numbing cold, pounding rain, painful hail and blinding snow on some of the worst roads North America can offer. Ask any IBR veteran and they can give you some idea of what is to come. On the other hand, the pain you inflict on yourself will soon be forgotten – at least this is the only logical explanation I can offer as to why an average of 70% of veteran IBR riders choose to return for a second year of abuse! So let the pain begin!"

The rain had cleared by Lee Stream, but the wind had come in and it was pretty brutal in places, leaping out from around headlands and shelter belts to kick ya upside the head, but as we rode down from the Rock and Pillar Range into Middlemarch, the day just got betterer and betterer, becoming sunny and warm with nary a zephyr.

We kind of lost each other at Ranfurly. Euan had stopped for fuel; I didn't need any and kept going and caught up with Shannon and Mark at the Wedderburn pub. Another photo opportunity and decided to wait there. Julian also rocked up, but where the hell was Simone?

Euan pulled up outside the pub last and he'd not seen Simone either. So, she wasn't behind us. It turned out she'd filled up at the Allied fuel stop on Bypass Road and was actually ahead of us. Several phone calls, messages, texts failed to get a response. So, a cunning plan was hatched. While the rest of the motley crew took the Ida Valley Road to Poolburn and Omakau, I'd continue on the Pig Route. Six of one, half dozen of the other as far as kms go, with a good chance either group would catch her before the next checkpoint on East Roxburgh. Wrong! This young lass is fearless, and she rides the wheels off that KTM.



Looking left and right like a demented tennis match spectator as I rode through Alex, I couldn't see hide nor hair of her, or anything KTM orange, so I continued south on SH8, pushing Charlotte a tad quicker than I probably should have. Hey, who am I to say no to a lady who just wants to have fun?

Hooking left at Lake Roxburgh, over the dam and along Roxburgh East Rd, I stopped to take a photo at the third of the challenges.

Task 3: DBR or picture of any commercial sign with "egg" as part of its name

I was still fluffing about taking a photo of the Central Gold Eggs sign as the rest of the crew rolled up and no-one had seen Simone. By now, I was a bit concerned to say the least, so I decided to ring her number one more time, and this time I got an answer. It seems Simone had left her phone behind.

"We've lost Simone" I said.

"Whaddaya mean you've lost her ...?" an anxious husband answered the phone.

It was at that point Simone got hold of Shannon. She hadn't seen us go past and was still waiting for us in Alex. With instructions to continue on to Roxburgh, we'd wait for her there.

I filled Charlotte at the Allied Gas station and as one does in Rome, I had a Jimmy's mince and cheese pie over a conversation with the owner about motorbikes and our quest for the lost Easter Egg. Shannon, Julian, Euan and Mark were around the corner at a café when Simone arrived.

Cunning plan: Having lost time and kms with his puncture, Shannon needed some serious catch-up so he and Mark would head back over the Pig Route to Oamaru and knock off task #4 and continue on.

Meanwhile, I'd take Simone, along with Julian and Euan, back to the "egg" sign so she could tick the challenge off.

We were bloody lucky not to make a significant donation to Jacinda's orthodontist bill when not far from Becks while rounding a bend we came face to face with a dark red SUV with blue and yellow racing stripes coming the other way. A "woop woop" suggested we back off a bit. Glancing in our mirrors, we continued on at a more conservative rate ... for a while, anyway.

Task 4: DBR + picture of bank or investment office where you might feel safe putting your "nest egg".

Filling up at Z Oamaru, the answer to this challenge lay just around the corner; the classic Oamaru stone ANZ building on Thames Street. Click. And with that we rode north.

At Pukeuri, we turned left on SH83, completing another great leg to Omarama, but the bugs were thick as and my visor was bloody near blacked-out by the time we pulled into the Challenge Station. With Simone full of gas again, and us ready to go, where was Euan? Mark and Shannon had passed him about 10ks back. So, he had to have taken Prohibition Rd because the plan was if we got separated, we'd meet again at Fairlie. Which is exactly what he'd done and was waiting for us at the BP.

Task 5: DBR + Selfie – eating chocolate egg / bacon + egg pie

It was while Mark, Shannon and I were busy topping up and taking photos of half-eaten chocolate eggs and Eftpos receipts, that Julian noticed the state of Simone's rear tyre.

Pretty much squared off and with only a whisker of tread left, the plan of riding to Timaru then back

north on SH1 didn't sound like a good idea. Better to be heading closer to home should it go pop and not so far for hubby to come and collect her if it did. The trip back through to Geraldine was at a more sedate pace because of that.

One final fill up and photos taken of Eftpos receipts and odos at the Wild Bean café, at the Harewood Rd roundabout, signalled the end of the ride for them. However, by not riding to Washdyke, I had to make up the kms, so I rode north to Kaiapoi then back to the Wild Bean café, at Rolleston, and with a photo of the receipt and my odo, and another half-eaten egg thrown in just for the halibut, that was me. Done and dusted. 1626km completed in a little under 20hrs.

Back in Lincoln, I quietly snuck into bed a little jaded but surprisingly, feeling pretty good, no aches or pains to speak of.

Sunday morning, I awoke and over breakfast my phone beeped, an incoming joke from a good mate following me on Spotwalla had me chuckling, which in the light of what I'd done, I thought I'd share with you.

Sunday morning, I got up early and slipped quietly into the garage. I got dressed in my gear, started the bike and impatiently rode out under an opening door into a torrential downpour and howling gale. I switched the bike off and pushed it back into the garage, cursing.

Undressing, I tip-toed back into the house and quietly slipped back into bed, cuddling up to my wife's warm back.

"The weather is terrible out there" I whispered in her ear.

"And can you believe it, my stupid husband is out riding his bike."

And that's how the fight started ...

# LIFE MEMBER AWARD FOR HOWARD

**MATTHEW FARRELL #9919**

Congratulations on behalf of NatCom and the entire membership to Howard "Joe" Mansell #5281 as he was presented with Life Membership at May's monthly lunch meeting of Waihi-Thames Valley branch at Paeroa RSA.

The lengthy citation from his branch included the following snapshot:

Howard was created in 1954. His first foray into motorcycling was at age 15, riding to school. Since joining Ulysses in 2001, he has achieved an amazing array of achievements, from involvement at club level, including branch and National Committee at Secretary positions. Along the way he has worked behind the scenes, both on behalf of Ulysses and the motorcycling community in general.

Around 2006, this is more than shown by his writing of the computer program used in the Ulysses database, which took about 18 months, not including updates.

After the 2009 Biko protesting ACC levies, he was part of the group that met with the Minister of Transport.

Today, Howard continues to work for the Ulysses and general motorcycle community, attending national and branch functions, along with rider mentoring.

Among those paying tribute to Howard on the national Facebook page was former National President, Mike Dew. "Congratulations Howard, and well deserved. From my time working with you on Natcom and when I was the Canterbury branch coordinator before being on Natcom, you were always seen to be very dedicated to the club. All the best," Mike says.

Under Club Rules there may only be a maximum of 15 living Life Members, with a minimum of 15 years' service, so Howard is in fine company.



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**ALL EYES  
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# RAIL TRAIL TRIP

GLENN OLIVER # 9631

On the day we departed for our South Island motorcycling holiday in mid-February, the forecast made it quite clear we were in for a torrid day's ride to Wellington. But life isn't about how to survive the storm, it's about how to dance in the rain. And dance in the rain we did ... all the way to the capital, with a forced detour through Marton because of flooding on SH1. Others were taking the truck by-pass, but Nigel wanted those of us who hadn't been to Marton to have the full experience, right down the main street. Weather-wise, the less hardy might have taken shelter, but we had no choice but to battle on, there was a ferry to catch the next day. By the time we arrived, we were sodden. There's not much that can keep out that kind of weather. On top of that, our Sunday sailings were cancelled. With a bit of juggling, Wellington Top Ten helped out with the extra night's accommodation, and on what was our former sailing day the feminine side of our team fronted up at the Interislander office, calmly helping the staff to realise we had to be on the next sailing. Fortunately, visiting the office worked and we gratefully re-booked for the Monday, albeit split over two sailings, meaning the second half of our crew rode into Nelson at 2am-ish on Tuesday morning!

When I sat down to write this, I pondered if it was where we went, what we saw, whose company we enjoyed or what happened along the way. It's all of those things, without a doubt. We stayed at Tahunanui Beach Holiday Park for a week, riding out to various places of interest: Lake Rotoiti for a very cold swim, over the Takaka Hill for a militaria museum visit, long lunches wine-tasting, a freezing cold swim in the Roding River up Aniseed Valley (colder than Rotoiti), a glass-blowing shop, motorbike shops (of course!) and a relaxing day swimming and lunching at Kaiteriteri.

However, there is another aspect. I got to wondering after we left Nelson and headed for two days push-biking the Otago Central Rail Trail, what it is that makes motorcycling in the South such a treat? In the North Island we have big and impressive, but I think we forget just how big and impressive the South Island scenery really is. Another word springs to mind .... Majestic! As we meandered towards the rail trail, spending nights at Hanmer Springs, Geraldine and Alexandra, the hills got bigger and turned into mountains, the valleys got deeper, the skies got bigger and the pot-holes largely disappeared. Please don't tell me the roading base is different down there. If North Island roads need deeper foundations, then stop spending money on "Hey Clipboard" ads and 80 km/h signage. South Island roading engineers are

most welcome to put their skills into practice up here.

Our Otago Rail Trail Experience was everything we hoped for. We pre-booked bikes, transport and accommodation through Bike It Now and they made it happen: Collected us and luggage from Alexandra, fitted us to our respective bikes at their base in Clyde, gave us a thorough briefing, loaded us into a mini-van with a dozen bikes on the trailer and delivered us to Wedderburn. And so we abandoned motorcycles in exchange for pedals and set off on the first day's 42km. Seeing as it's an ex-railway line, everybody secretly tries to convince themselves trains can only go uphill at gentle gradients. It's just that some of the gradients are very, very long straights disappearing into blue sky. Then thoughts turn to the fact that Wedderburn to Clyde is, on average, downhill. On average, there's some big country out there, so on average there's still "up" bits.

What's interesting about the food and drink stops along the Otago Rail Trail is entering through what used to be their backyard. Instead of drivers pulling in off the road and going in the front door, now bike riders are ordering their coffee through what was the back door. The hotels, cafes (and converted homes) have turned their operations to face the ex-railway line, and backyards have become open-air seating areas.

Between our two trail-ride days, our night's accommodation at Omakau was a large new home and chalets, built especially for trail-riders. The owners have made their accommodation very special, and we left with positive thoughts about "Schist Rock", as it's called. The morning we left there, pre-nailed frames for a new chalet arrived on a truck. The trail continues to keep the local economy ticking along, as they wait for internationals to return. Those of us prepared to see our own country at this time can pat ourselves on the back. In a small way, our holiday spending has helped the areas that make their living from tourism. A few of the operators said out loud how happy they were to see us. One in particular was the manager of the Tahunanui Beach Holiday Park, who met us at 9:30 at night. We were saying how nice of her to come out, and her exact words were, "Oh don't worry about that, we are so pleased to see you all." When you hear such gratitude, it makes us very aware of how tough it's been. Ironically, the complete lack of international travellers made for much safer roads and less lining up at cafes and restaurants. The guy at The Spot in Whataroa told us the very long main street of the township would have been chock-full of



camper vans at that time of morning in pre-Covid days. I walked out into the middle of the road and took photos each way. At 10:30am, I wasn't in any danger. Apart from our motorcycles, there wasn't a vehicle to be seen!

After enjoying trail-biking, it was back to the benefits of motorcycling. Alexandra to the Fox Glacier Top Ten (our longest day), then Reefton, and the next day to Picton to catch the ferry, with a night in Wellington Top Ten. And discovering the last day's ride back to Taupo is "The Last Day", with the feeling that goes with that. Somebody had turned off the lights in Taihape. Actually, there was no power for anything, unless you'd organised a generator. Fortunately, one petrol station and one cafe knew we were coming.

So, what's it all about? These days it's nigh on impossible to go where no-one has been before, and we're on big open-road cruisers, so it's not likely we'll be discovering new territory up some winding dusty dead-end back road. Everywhere we went most of the readers will have been, or at least the names sound familiar. In February, there were bikers out with similar rides on the holiday agenda, however, I thought there'd be more. We did chat to them, but it's fleeting. At a guess, more non-riding passers-by stopped to chat and marvel at the bikes, often recounting stories of their former days on two-wheels. There are those who ask if it's okay to take photos. Where do those photos end up?

Mostly, it's about the people you ride with. The core of this group is experienced in riding holidays, and the leg-pulling and laughter doesn't stop. For reasons only known to him, Sheriff Rick Kosterman decided his warrant was valid for the South Island and he and his posse (AKA "dobbers") were very active. Every day, most of us "forgot" something. It's an age thing, they say. This magazine could be filled 10 times over with the stories behind the laughter

and hilarity we enjoyed. Let's confine ourselves to just a couple ...

The Fawltly Towers Award goes to the Hanmer Springs' waitress who delivered Nigel's brownie dessert, and appeared not long after to take it away again, claiming he shouldn't have received the double-sized serving. Yes, there were two pieces of brownie on the plate! And, yes, she took it away. For a brief moment we were gobsmacked, then we fell about laughing (in the discreet way we've practised, yeah right). But wait, there's more! Five minutes later said waitress returns with said dessert, being all Sybil Fawltly, apologising profusely and attempting to make amends to Nigel with a small plate of marshmallows on sticks. How many pieces of brownie on his zig-zagging dessert, you ask? Yep, two pieces! You knew all along, right? The other brownie orders to our table hit the double-brownie jackpot too. We're 99% certain our waitress received a wee chat about customer relations out the back, and 100% sure there was no profit in the evening's brownie dessert, not from our table at least.

In Geraldine, diners at a table nearby got one hell of a surprise when one of us more or less sprawled herself across their table. Their raised eyebrows said, "One gin too many?" Full of apologies, Jan was claiming she tripped on the strap of her handbag tucked in beside her chair. We have to say who it was Jan, otherwise suspicion falls on the others, and we can't have that, can we?

Sixteen days on the road, a million laughs, and all in such great company. I've already been in conversations where the discussion centres around which part of the country is next to benefit. Hands up who wants to head back to the South Island? There's also a persistent rumour about an Australian "So, where the bloody hell are you?" tour.

**Glenn Oliver # 9631**



# SAFE AND SOUND

PEGGY O'NEAL #2849 LM

**The Ulysses AGM 2022 was cancelled, botheration. I have four weeks leave, so I'm going. I'm on my way for a wee ride around the block.**

**March 8** – Safe and sound in Taumarunui. The first leg of my trip was 280km to Taumarunui. It went very well and I got there at about 2:30. I yawned quite a bit on the way down, had a lousy sleep the previous night and just thought I was tired, but I couldn't stop drinking water when I got there. Must remember to stop and drink water on the way. Didn't notice any signs of dehydration again but will be on my toes. My Cambridge stop was canned, so stayed at Alexander Spa Motel; Alan and Susan Harrison ex Far North Ulysses run that now. Another lovely stay and I recommend the Golden Kiwi Takeaways, beautiful fish. On Monday night I had made "Mum's Chocolate Crunch" for my Cambridge friend but turned out he was going away. I couldn't see the crunch lasting too much longer hanging on the back of bike. A nice lady at the BP carpark got the crunch. I did warn her it could be crumbs made the previous night but she was very happy. She had about three children in the car so hope it hadn't crumbed too much.

**March 9** – Safe and sound in Otaki. Left Taumarunui for Waiouru for brekkie and it's lovely again. I always go to the Army Museum, my favourite stop. Otaki stop was to buy jeans at the outlet stores, I had tried in Auckland but there is not really much choice for what I wanted, to fit my delicate butt and legs. No, I don't want faded, I'm buying new jeans because mine are faded. No, I don't want ripped knees, I'm not that kind of girl, I would want to repair the rip. Sparkly bits, another no, stopping at shins, another no, but found a pair exactly what I wanted and they fit. Unfortunately, they were not in the outlet side of the shop, but Auckland to Otaki to buy jeans so I guess the cost balanced out. I had also left Auckland with only the socks I was wearing and another favourite shop of mine, The Sock Shop in Norsewood, has an outlet shop in Otaki. Buy one pair and second half price, yeah, and they have L and R on the sock so I don't put the sock on the wrong foot. I wish I had this years ago, I can't imagine how many days I've worn my socks on the wrong foot, and where my friends point out my error, "Peggy, socks on wrong foot again", not too hard to say is it.

**March 10** – Safe and sound in Masterton and here until Sunday morning. The ride over was longer than expected because of road works/detours. Met Gavin and Noeline Nash of Manawatu Ulysses in Shannon; very long time no see. Great to have a catch up. On this leg I had a couple of altercations with birds trying to hitchhike a ride. I

explained to them that the long grey strip wasn't the place to be and to let their friends know. They did, no more birds of the feathered kind. I had taken a bottle of homemade pickled onions to Jill. She enjoyed them and thought we should take them to her friends for drinkies the next night. Nah, I said, they won't like them, hee hee hee, more for Jill. On the way down I had stopped at RJ Licorice shop, we had Gary over for tea and dessert was RJs. Jill said, "what if he doesn't like licorice? Well, he has no dessert. BUT you should have seen the look on his face when he spied it, nearly snatched the container out of Jill's hand. Yep, Gary likes licorice.

**March 13** – Safe and sound in Nelson with Lorraine till Tuesday. Another great catch-up. I had left Masterton before the sparrows woke and most of the time had the road to myself to the Interislander ferry. Jim Furneaux and co were on the ferry and he let me know about Monty's death, very sad. Good crossing. Another lovely ride over the hill.

**March 15** – Safe and sound in Greymouth with Jim and Kathy Laughton; spent three nights here and we had a great catch-up.

**March 18** – Safe and sound in Haast for the night, I think there were more cyclists than cars on my side of the road.

**March 19** – Safe and sound in Cromwell for the night. Had an early start with a lovely brekkie at Makarora and I went to a café for lunch, spied my first cheese rolls of the trip. "I'll have two, please, and may I have two more to take away." That's my dinner sorted. Well, I hadn't noticed how huge they were, and very delicious, took me ages to eat lunch, (dinner was subsequently staggered).

**March 20** – Safe and sound at Harington Point, Dunedin. I had a great ride from Cromwell to meet up with some Otago Ulyssians for coffee at The Village Green in Dunedin. I left Cromwell at 7am and the moon followed me over my right shoulder for ages, then popped down behind a hill, to pop up again round the next couple of corners. Was awesome. It took me a while to realise the red across the top of all the hills (or were they great mountains) was the sun trying to pop up from my left. I think about Roxburgh, I hit dense fog, very slow ride. Fog till out past Lawrence, then when I hit SH1, fog again till way past Milton. Great ride still. Can't really remember where it was, but definitely on this leg of my journey "disco ball trees" i.e., three belts of trees with lower branches removed and the sun shining through the gaps NOT great riding through that, back in disco land. Out to Harington Point for two nights. The day between

back to town to meet many more Ulyssians at Salt. Lovely catch-up and also caught up with Pam and Steve. Tried to contact a friend from way back but he is in Poutu looking after the motor camp for three months. He tried to explain where it was, past Dargaville, I knew exactly where he was and could find on the map in "millisecrized", he was a very long way from home. The weather had been perfect up to my next leg and then it wasn't all that bad. Thanks to Neil for a lovely stay at Harington Point.

**March 22** – Safe and sound in Fairlie where I decided to stay two nights. Ride was misty and foggy for about 20km out of Dunedin, then pathetic drizzle on and off till Fairlie. Had a lovely relax and catch-up time, reading book, emails and sleep.

**March 24** – Safe and sound in Burnside Christchurch. Interesting ride from Fairlie. Left at 8am and straight into sunstrike. A couple of places were not very nice at all. Let a big truck and trailer and a few cars pass me. My prize for enduring all that sunstrike was fog at the bottom of the hill, yeah. Further on at a one lane bridge I had right of way and the five vehicles on the other side were blocking my turn right. Didn't see it at all but vaguely saw BIG green sign, oh dear now on SH72 not SH79. Never mind, all roads lead to Rome and I'd been on SH72 before so knew I'd come out somewhere handy to where I should be. Saw a few names I recognised and ended up on SH1 further up the road than I intended. I also found that Christchurch motorways are interesting and I found the long way to Burnside and finally found the little black box and managed to get the little black box with the backdoor key open. I knew about a black box but they have added a huge big black box for outside chairs. Yeah, nah, no key in there. I did check three times, the Irish in me, to be sure, to be sure. to be sure. Was all set to sit and read my book till Pam and Steve arrived and I saw the little black box. I'm in. Washing on the line and they arrived home not long afterwards from their trip to Invercargill. We went out to a lovely Thai place for dinner we had been to before BUT now it is licensed, yeah.

**March 27** – Safe and sound in Kaikoura. Will be here till Tuesday morning, then the ferry and heading north. Had a lovely easy ride today, Burnside, Christchurch to Kaikoura only 179km. Stopped at Amberley to pick up a piece of Greenstone for a friend (who was absolutely delighted with it, thanks Gary), and was presented with a gift of Greenstone for me. It is a beautiful light colour and shaped like a small bookend. Very nice. Stopped for coffee in Cheviot and every motorcyclist in NZ had the same idea. Beautiful day for riding. I let a couple of cars go and was only vehicle on the road for ages. At Hunderlee, "traffic

jam" behind some sort of construction vehicle. Just over the bridge at the bottom he let us all go. Now tucked up at Top 10, different room but very nice and booked for Remembrance Run in September. Stayed two nights and had lovely Seafood Chowder at The Pier Hotel.

**March 30** – Safe and sound in Masterton about 8pm. The ferry left about 39 minutes late and then someone parked their boat in our spot at Wellington and we had to wait for it to move and overall, over an hour late. Pathetic drizzle from Wellington side of Rimutaka Hill. Riding at night I can cope with, add rain and it's not the best. Joys of riding. I had left Kaikoura on a bright and sunny day. Yep, you know what that means when you are heading North into it, sunstrike. I loved the disco ball trees again NOT. I was going to stop at The Store Kekerengu for brekkie, WTF for goodness sake, they were closed. Went to Ward and had a lovely brekkie there and off to Picton. I fuelled up at Z and went down the main shopping street. Turn left, right and there is a van undecided what he wanted to do and subsequently cut me off twice. When we got to check-in, he didn't have a thing ready. What a dill brain. I helped a couple of boys tie their bikes down. They didn't know they needed tiedowns and masks. I had a freebie for the lounge so used it, can't book for freebie so it's a gamble. Lovely Moroccan Chicken and salad for lunch. Beautiful spaghetti bolognese for tea, thanks Jill. Wonderful sleep and now toast and coffee. Ready for rest of day.

**March 31** – Safe and sound in Taumarunui. Seemed right to stay at Alexander Spa Motel again, therefore first and last nights of my journey. Lots of roadworks before Waiouru. Carterton to Mangatainoka one lane 30mph. I passed a truck bottom of The Saddle so most of that was on my own over the hill. Yeah, I don't like being tailgated on tight corners so was pleased I was on my own. Coming up to Colyton, I thought I saw a big bird heading straight for me over the rise. It got closer and closer and when he was very close, he just flew over top. Was a big steel bird and I guess heading to Palmy.

**April 1** – Safe and sound at home in Auckland. Leaving Taumarunui a couple of tractors popped out from behind a hedge, looked like they wanted my road but they did stop in time, phew, gave me a start. Then, a bee decided to hitchhike, managed to get him out and we both still live. Basic Breakfast at Ronnies in Otorohanga and home by noon.

That round trip was 4083km and awesome. Caught up with friends and had a few nights to myself. Would head out tomorrow again if I could. May do South Island clockwise next time.

**Peggy O'Neal #2849 LM.**

NORTH ISLAND

# REMEMBRANCE SERVICE

SATURDAY 13TH AUGUST 2022, 2:00 PM  
AT GREAT LAKE CENTRE, TAUPO

ULYSSES AUCKLAND BRANCH, IN ASSOCIATION WITH ULYSSES TAUPŌ BRANCH, INVITE ALL ULYSSIANS TO COME TOGETHER AT OUR ANNUAL REMEMBRANCE SERVICE AND REMEMBER MEMBERS WHO HAVE PASSED AWAY.

## WEEKEND EVENTS SUMMARY:

- SATURDAY MORNING RIDE LEAVING TAUPO-A-NUI COLLEGE ON SPA ROAD AT 10 AM SHARP, GOING TO WHAKAREWAREWA MEETING UP THERE FOR RIDE BACK TO TAUPO.
- REMEMBRANCE RIDE TO THE SERVICE LEAVING WHAKAREWAREWA AT 12 NOON GOING TO THE SPA RD POOL COMPLEX CARPARK.
- REMEMBRANCE RIDE IN, MEET AT THE SPA RD POOL COMPLEX 1PM.
- REMEMBRANCE SERVICE 2PM GREAT LAKES CONVENTION CENTRE.
- SATURDAY NIGHT SOCIAL AND DINNER AT THE TAUPO COSMOPOLITAN CLUB 6PM ONWARDS.

IF YOU INTEND STAYING IN TAUPŌ, PLEASE MAKE YOUR OWN ACCOMMODATION ARRANGEMENTS. EVENING MEALS ARE AVAILABLE AT THE TAUPŌ COSI CLUB. BADGES AND PATCHES WILL BE SOLD ON THE DAY, BOTH AT THE MORNING ORGANISED TAUPŌ RIDE AND AT THE VENUE. HOT DRINKS AND BISCUITS WILL BE AVAILABLE IN THE MAIN FOYER ON YOUR ARRIVAL IN THE AFTERNOON. A DONATION WILL BE APPRECIATED.

**PLEASE PLAN AND KEEP THE WEEKEND OF THE  
13TH AND 14TH AUGUST 2022 MARKED FOR  
THIS ENDURING ANNUAL EVENT.**

**FOR QUESTIONS, PLEASE CONTACT  
AUCKLAND BRANCH PRESIDENT CRAIG MOODIE.**

**AUCKLAND@ULYSSES.ORG.NZ**

**PLEASE ALSO KEEP VISITING OUR WEBSITE  
WWW.AUCKLAND.ULYSSES.ORG.NZ FOR FURTHER INFORMATION.**



# ULYSSES CLUB 2023 NATIONAL RALLY

**Friday 17th to Sunday 19th March**

**22 in 23 The Forgotten Rally Canterbury  
Hosted by the Canterbury Branch**

**Registrations Close Friday, 24th February**

Note if registered for 2022 Rally no need to register again.



**Venue: Papanui Club, 302 Sawyers Arms Road, Papanui, Christchurch**      **Theme: Canterbury Pioneers, 1920-1930**

Name \_\_\_\_\_ Ulysses Membership # \_\_\_\_\_

Tick if Coordinator  and / or Natcom member

Partner Name \_\_\_\_\_ Ulysses Membership # \_\_\_\_\_

Tick if Coordinator  and / or Natcom member  and / or member

Email \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ Branch \_\_\_\_\_

Registrations will be acknowledged via Email.  
For any queries, please email:  
[ulysses.canterbury@gmail.com](mailto:ulysses.canterbury@gmail.com)  
More info at: [www.ulysses.org.nz](http://www.ulysses.org.nz)  
Or post to Steve Parr, 11 Eleanor Lane, ChCh

8051

Options and payment	Number	Per person	Amount
National Rally / AGM Registration Fee – only payable by registering Ulysses members		\$25	
Canterbury badge 2022 x 1 { limited stock available}		\$10	
22 in 23 The Forgotten Rally Canterbury badge x 1		\$10	

**Meals and drinks available for members and partners**

• Friday evening – Asado sandwich station / from the fire pit from 6.30pm. Bar opens 1.00pm		\$20	
• Saturday evening – full buffet meal from 6.30pm. Bar opens 1.00pm. Live band and dancing to follow.		\$30	
• Sunday Morning Breakfast – full buffet breakfast from 8.30 to 11.00am at the <b>Papanui RSA, 55 Bellevue Ave, Papanui.</b>		\$20	

**Rally T-shirt Active Wear (circle your choice of size)**

Men: S M L XL 2XL 3XL 4XL <b>Cut off Date for Ordering 20<sup>th</sup> January 2023</b>		\$30	
Women: 8 10 12 14 16 18 20 <b>Cut Off Date for Ordering 20<sup>th</sup> January 2023</b>		\$30	

Campsite – for **self-contained** motor homes / caravans only at the **Papanui Club**. Friday & Saturday only. Must be off site Sunday 19th

**TOTAL: add total \$ here**

**Deferred payment option:** Register now, defer payment until January 20th, 2023  
Please tick here if this is your preferred option:

Please list any dietary requirements for all meals:

Payment by bank deposit or online banking to Westpac account number: **03-1594-0041946-017**. Please include surname & Ulysses number in the details. Scan and email registration form to [ulysses.canterbury@gmail.com](mailto:ulysses.canterbury@gmail.com)

**Cancellation Policy:** In the event of a COVID or similar related Regional or National Lockdown any payments made will be refunded unless the purchase of items ordered has been committed in which case the items will be shipped and the refund reduced accordingly.

**WELCOME BACK**

# **ROTORUA RALLY LAKE OKATAINA**

**19,20,21 AUGUST 2022**

**\$85.00<sup>pp</sup>**

**BUNK ROOM  
ACCOMMODATION,  
SO NO PRIVACY.  
BUT COMES WITH A  
MATTRESS THAT'S A  
BONUS BYO SLEEPING  
BAG, PILLOW,  
BLANKEY, EARPLUGS**

**FOOD - MMHMM THIS WILL BE, SO WORTH IT ENDLESS AMOUNT OF TEA,  
COFFEE AND HOME BAKING  
FRIDAY NIGHT LIGHT MEAL**

**SATURDAY MORNING BREAKFAST - INCLUDING BRUCE'S INFAMOUS PORRIDGE  
EVENING MEAL - ROAST WITH VEGES, SALADS, GRAVY & BLOODY GOOD BANTER**

**SUNDAY BREAKFAST - INCLUDING BRUCE'S INFAMOUS PORRIDGE  
(BECAUSE NOW YOU ARE HOOKED!)**

**EVENING ENTERTAINMENT - WILL BE ON POINT. BIT OF SINGING, BEVVYS AND  
CAMARADERIE. RECONNECTING AND MEETING NEW RIDERS**

**BAR - VERY AFFORDABLE PRICES NO BYO  
RAFFLES GOT SOME PRETTY  
COOL THINGS ON OFFER**

NO EFTPOS CASH ONLY – AND NO WIFI ON SITE  
LIMITED NUMBERS Closing date for registrations is 29th July 2022  
(if you haven't made your mind up by now, eek you'll be missing out)

Please pay into our bank account and reference it with your name, mobile number.

ROTORUA ULYSSES **BNZ bank details 02-0412-0032076-000**

Name: ..... Ulysses no.....

Pillion: ..... Ulysses no .....

Address:..... Town: .....

Email:..... Mobile:.....

In the bunk room ..... Tenting ..... Campervan.....

Amount paid \$.....

I agree to abide by the rules and regulations for the rally and agree that I do not hold the organisers and officials associated with the rally for any injury or damage while participating at the event or travelling to or from the event. No BYO alcohol

Signed Rider ..... Pillion .....



**JOIN THE WAHINE RIDERS AND THE ROTORUA ULYSSES**

## **BIKE & CAR SHOW 'N' SHINE**

ALL BIKERS AND CAR ENTHUSIASTS MEET ON  
**SATURDAY 1ST OCTOBER 2022 AT BP GEYSER, FENTON STREET TO  
ROTORUA LAKEFRONT VILLAGE GREEN.**

0900 START

TRAFFIC MANAGEMENT WILL BE PRESENT  
**ALL ARE WELCOME!**

SPOT PRIZES FOR THOSE  
ENTERED/REGISTERED.  
ON THE DAY, THERE WILL ALSO  
BE A RONALD MCDONALD  
TENT FOR REGISTRATIONS  
AND EXTRA SALES.  
KOHA BUCKETS AT  
THE VENUE.

**SUPPORTING ROTORUA RONALD MCDONALD RETREAT HOUSE**

REGISTRATION \$15.00 (CAN BE PREPAID)  
REGISTRATION PACK \$25 (INCLUDES REGO, BADGE AND PIN)  
ALSO AVAILABLE  
BADGES \$10  
LAPEL PIN \$5.00  
BADGE AND LAPEL PINS CAN ALSO BE PREPAID  
AND PICKED UP ON THE DAY.

ONLINE PAYMENTS USING NAME AND MOBILE  
TO THIS NOMINATED  
ACCOUNT ANZ 06-0637-0208618-05  
ALL PROCEEDS WILL GO TO RONALD MCDONALD  
RETREAT ROTORUA.  
CONTACT: LEIGH-ANN 021 0266 0528



RMHC



Branch	Address
<b>ADMINISTRATION:</b> Debby Morgan	P O Box 40218, Upper Hutt, 5140
<b>AUCKLAND</b> Craig Moodie	278 Matua road, Kumeu, 0891 2010 Manukau Cruising Club, Orpheus Drive, Onehunga, 1st Monday monthly, 7.30pm
<b>AUCKLAND N.HARBOUR</b> Wayne Painter	PO Box 100054, Wairau Valley Mail Centre, Auckland 0745 1st Thurs. monthly 5.30–9pm Hobsonville RSA, 114 Hobsonville Road, Hobsonville
<b>BULLER</b> Rex Collins	49 Romilly Street, Westport 7825 Contact coordinator for next meeting details
<b>CANTERBURY</b> Chris Carey	33C Lochee Road, Riccarton, Christchurch, 8041 RSA Hall, 55 Bellvue Avenue, Papanui, Christchurch. Second Wed every month. 7:30pm
<b>FAR NORTH</b> Steve Gray	Burger King, Whangarei, Sundays at 10.30am
<b>GISBORNE</b> Christine Cameron	277 Bloomfield Road, RD 1, Makauri, Gisborne, 4071 1st Tuesday of the month. Bushmere Arms Public Bar. 7.30pm
<b>HAWKES BAY</b> Mark (Mac) MacCauley	106 Beach Road, Haumoana 4120 Clubs Hastings, 1st Wednesday monthly, 7.30pm
<b>KAPITI COAST</b> Paul Nees	18 Martin Road, Paraparaumu 2nd Tuesday each month 7:30pm. Manukau Bowling Club, 10 Mokena Kohere Street, Levin
<b>MANAWATU</b> Murray Cross	26 Park View Ave, Feilding 4702. 1st Wednesday each month (except January) at the Bunnythorpe Tavern at 7.30pm.
<b>MARLBOROUGH</b> Kelvin Watson	143B Maxwell Road, Blenheim. 7201 3rd Wednesday monthly Portacom A & P Park. Coffee Mornings Runway Cafe SH6 Every Saturday 10am.
<b>NELSON</b> Rod O'Beirne	2 Mellifera Place, Richmond, 7020 Every Saturday 10am to 12 noon. The Railway, Richmond
<b>NORTH OTAGO</b> Glenda Hagenson	13 Stour Street, Oamaru Various venues. 3rd Wednesday of each month. Contact Andrew
<b>OTAGO</b> Mike Wyatt	17 McGeorge Ave, Mornington, Dunedin First Tues. each month, 7pm at the Otago M/C Club (OMCC) rooms, 3 Clark St
<b>ROTORUA</b> Leigh–Anne Crane	PO Box 1791, Rotorua St John Ambulance Hall, Peririka Street 7pm last Sunday of the month
<b>SOUTHLAND</b> Ross Lawry	12 Martin St, Strathern, Invercargill, 9812 Contact coordinator for next meeting and ride details
<b>TARANAKI</b> Martin Peyerl	P.O. Box 76, Taranaki Mail Centre, NP New Plymouth Club, 49–55 Gill Street, New Plymouth. 6pm, 3rd Wednesday monthly
<b>TAUMARUNUI</b> Tony Ritchie	88 Keland Road, RD4, Taumarunui RSA, 1st Wednesday each month. 7pm. Rides 10am , Mobil, Sundays
<b>TAUPŌ</b> Paul Redshaw	144 Plateau Rd, RD1, Reporoa, Taupō, 3081 Taupō Cosomopolitan Club, Taniwha Street, 7:30pm. 2nd Thursday each month.
<b>TAURANGA</b> Wayne Larsen	22 Bridle Way, Omokoroa, 3114 Tauranga Citizens Club, Thirteenth Avenue, 7.30pm, 3rd Tuesday monthly
<b>WAIHI-THAMES VALLEY</b> Wayne Larsen	7 Thorn Road, Waihi, 3610 Paeroa RSA, 67 Belmont Rd, Paeroa 1.pm, Sunday 2 monthly Check <a href="http://www.ulysseswtv.org.nz">www.ulysseswtv.org.nz</a>
<b>WAIKATO</b> Darryl Andrews	64 Old Taupiri Road, Ngaruwahia, 3720 Waikato Commerce Club, 197 Collingwood St, 1st Mon monthly 7.30pm (except Jan)
<b>WAIRARAPA</b> Dylan McMenamin	144B East Taratahui Rd, RD7, Masterton 5887, Wairarapa Wairarapa Services & Citizen's Club, Essex Street Masterton, 3rd Monday monthly 7:30pm
<b>WANGANUI</b> Rob Monteba	12 Cypress Place, Wanganui, 4500 Club Metro, 13 Ridgway Street, Wanganui. 7.30pm, 1st Thursday monthly
<b>WELLINGTON</b> Jim Furneaux	47 Ward Street, Wallaceville, Upper Hutt, 5018 Petone Workingmen's Club, Udy Street, Petone, 7.30pm, 2nd Tuesday monthly
<b>WESTLAND</b> Kerry Chapman	16 Stafford Road, RD2, Awatuna, Hokitika Varies, contact Dave for details
<b>WHAKATĀNE</b> Greg Evans	162 Harbour Road, Ōhope Beach Whakatāne Ōhope Charter Club, Ōhope, 7.30pm, 2nd Wednesday monthly

To update your Branch's information, please contact the National Secretary - contact details page 3

# COORDINATORS' CONTACT DETAILS

Phone / Email	Fax / Mobile
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**15 Day Road Tour - September 2022 and 2023**

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Karel & Howard in Dubrovnik, Croatia

## AUCKLAND RALLY



# River meets the sea

**FRIDAY 11TH - SUNDAY 13TH NOVEMBER 2022**

**PORT WAIKATO SCHOOL CAMP**

**WAIKARETU ROAD, PORT WAIKATO**

**ON SITE REGISTRATION OPENS 4PM NO PETS ALLOWED ON SITE  
FACILITIES: BUNK ROOMS, TENT/CAMPER ETC. HOT SHOWERS, TOILETS, TEA,  
COFFEE & BAKING AVAILABLE AT NO COST.**

**EATING UTENSILS, CUPS, PLATES & CUTLERY SUPPLIED.**

**BYO BEDDING & ALCOHOL / MIXERS PLEASE**

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