

Growing Old Disgracefully

**History of the Ulysses Club
in New Zealand**

1988–2013

Peter Mitchell



Growing Old Disgracefully



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Contents

Introduction	7
Author's Preface	11
Why Ulysses?	15
The Ulysses heritage	15
Ulysses by Alfred, Lord Tennyson	18
Tennyson's poem reinterpreted	21
1980s A Kick Start	23
Introduction.....	23
Life begins at 40.....	24
Australian origins	24
Australia 1984.....	27
New Zealand roots	28
The first 20 Ulysses NZ members	33
The first Ulysses NZ 'Ride In'	35
A disgraceful oversight	38
Beginning to advocate	40
Spreading the word	47
1989 Beyond our wildest dreams.....	50
1990s Speed Bumps	53
The 1990s and Ulysses NZ hits some speed bumps.....	53
Award for bravery.....	55
1991	56
1992.....	57
1993 The first speed bumps are encountered	58
The Ulysses Club (a poem)	60

1994.....	61
1995	61
Rest home for ageing bikers?.....	62
1996 Marge's 'Exhaust Notes' gains popularity and infamy.....	62
1997 More speed bumps.....	64
1998	68
1999 A Special General Meeting	69

A Woman's Touch 79

Women in Ulysses NZ	79
The 'unofficial' women in Ulysses	90
Motorcycle mechanics academy for ladies	91
Women as pillion riders	91
More than a pillion rider.....	92
Golden rules for pillion passengers	92
In praise of our women	93
The Motherhood of the Brotherhood	94

2000 A New Century 97

2002.....	100
2003.....	102
2004.....	102
2005.....	104
2006 Trouble on the worst section of State Highway 1	105
2007 Turning point	106
2008.....	106
2009, 2010 and 2011	107
Life in the branches....	108
2012.....	114

Remembering Our Mates **I 17**

Do not regret growing older; it is a privilege denied to many	I 17
Some mates to mention a few.....	I 23
A Song for Ulysses.....	I 40

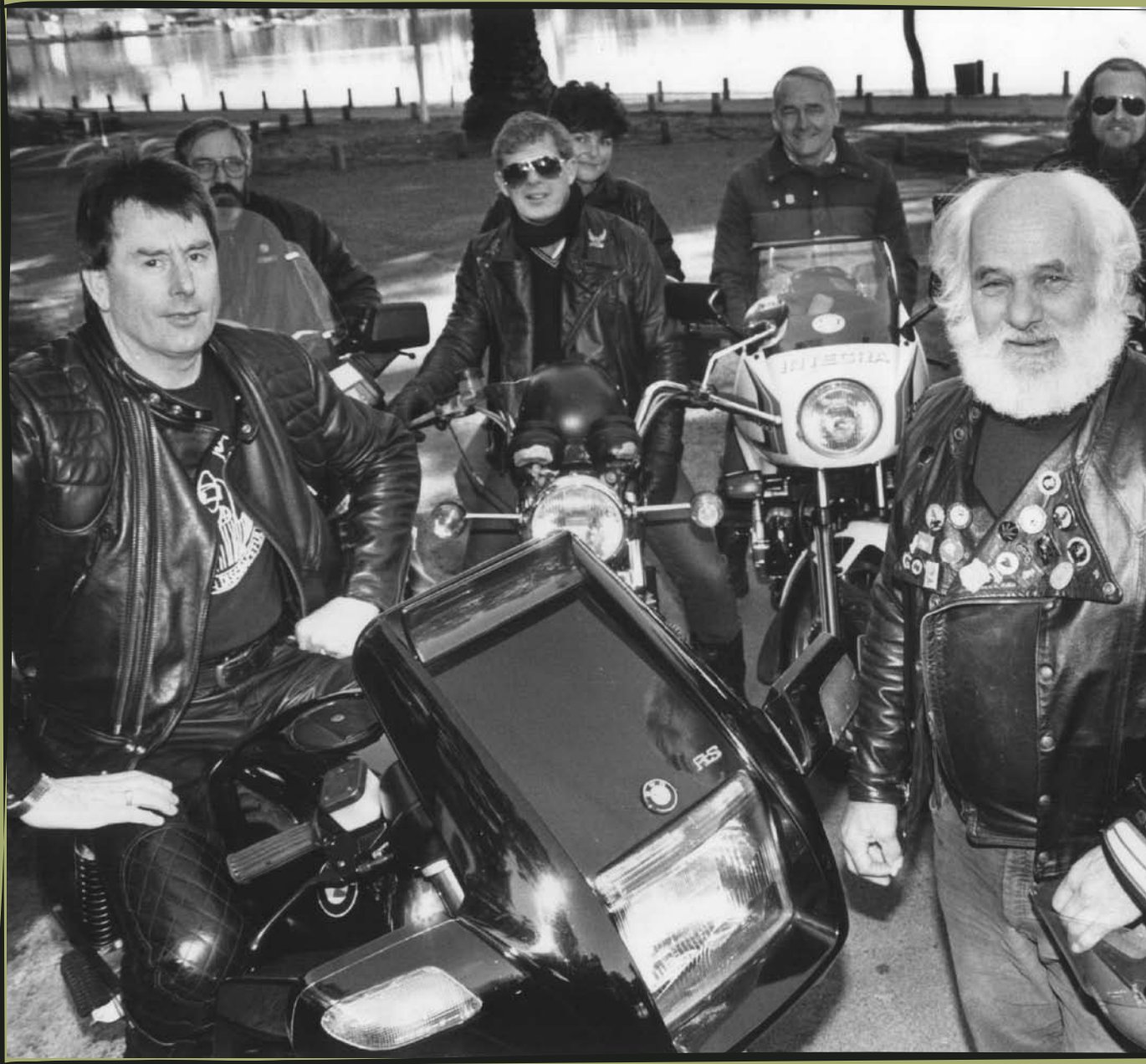
Looking Ahead **I 43**

Things you like most about the club.....	I 43
Things you would like to see changed to improve the club	I 45

Ulysses NZ Branch Histories **I 49**

Introduction.....	I 49
Auckland.....	I 51
Blenheim / Marlborough.....	I 51
Buller (a.k.a. Westland / Westport)	I 53
Canterbury / Christchurch	I 54
Central Plateau	I 58
Far North	I 59
Gisborne.....	I 59
Hamilton / Waikato.....	I 60
Hokitika / Westland	I 63
Invercargill / Southland	I 63
Kapiti Coast	I 63
King Country	I 63
Napier & Hastings / Hawke's Bay.....	I 63
Manawatu / Palmerston North.....	I 64
Nelson	I 67
North Otago / Oamaru	I 69
Otago / Dunedin.....	I 70

Rotorua.....	171
South Canterbury.....	171
Taranaki	172
Taumarunui.....	173
Taupo.....	173
Tauranga	173
Tokoroa	175
Turangi	177
Waihi & Thames / Waihi-Thames Valley	177
Wairarapa	177
Wanganui	178
Wellington	180
Whakatane	185
The Bottom Line	187
The financial results, 1989 to 2011	187
Appendix A	193
Summary of Ulysses NZ AGMs & National Committee office holders.....	193
Appendix B	196
Life Members as at January 2013.....	196
Odyssey Medal holders as at January 2013	196
Index	197





Introduction

For many, the word 'history' brings back childhood memories of school lessons that seemed to be an endless succession of dates about kings, queens, wars, exploration, inventions and discoveries.

However, as we get a little older and hopefully a little wiser, we appreciate that there is much truth in Winston Churchill's quote, "*Those who fail to learn from history are doomed to repeat it.*" We also begin to appreciate that the actions of some wise (and not so wise) individuals have shaped today's world by their actions, inactions, ideas, thinking and decisions. Without the words and lessons of past historians we would have little idea of how and why things today are as they are.

The first 25 years of New Zealand Ulysses history are particularly important because there is much to learn from and much to be very proud of. Together, we have created one of New Zealand's largest (if not the largest) social motorcycling clubs and we are part of a club that is now spreading throughout the world.





I thoroughly enjoyed reading drafts of this book as it took shape and I am sure members will enjoy the finished item even more. I joined Ulysses in 1993 and only wish I had known much of this history far earlier. In particular, it has been a revelation to learn about the significant contributions made by so many of our older members still around today, who helped shape the Club in the early days and enable us to enjoy the on-going associations and camaraderie. Long may it continue.

Many thanks to AON insurance (previously John Baker Insurance) and Star Underwriting for their long association with Ulysses and for coming to the party with generous support for our history book project; their help has enabled us to keep pricing to affordable levels and hopefully, break-even overall. Thanks too, to the many contributors of branch histories and other anecdotes that have enabled Peter Mitchell to weave the story together.

I commend this NZ Ulysses history to you and feel certain that it will enhance your enjoyment and appreciation of our Club.

Mike Dew, #2415
National President
October 2012



Throughout the history of Ulysses NZ, newsletters and magazines have played a vital role in keeping members informed. This visual shows the second NZ newsletter dated April 1988, contrasted with the glossy full colour equivalent 20 years later. The hardworking editors who produced the Ulysses publications are detailed below, their efforts have been vital in the development of Ulysses NZ and greatly assisted the recording of this history.

1988 – 91	Garry Partridge
1992 – 3	Ken Oliver
1994	The National Committee and Ross & Dianne Turner
1995 – 8	Ross & Dianne Turner
1999	Peter McIntosh and the National Committee
2000	Ila McInnes
2001	Peter Farrell
2002 – 3	Alan Sciascia
2004 – 5	Paul Richardson
2006 – 8	Maggie Bath
2009 – 10	Maggie Bath & Peter McIntosh
2010 – present	Kevin Kingham





Author's Preface

In April 1992, Lloyd Cox, President of the Ulysses Motorcycle Club of NZ (as it was then called), said, *"In 1988 when the first meeting was held in Taupo, we thought that if the club reached 500 we would be doing OK, and now with it around the 2,000 mark one wonders where it will end."*

Now 25 years later, with a total membership during that time of over 8,000, the success of the club provides ample testimony to the concept of the Ulysses Club of New Zealand as, *"a social club for older motorcyclists."*

The first 25 years of Ulysses NZ clearly shows that the ethos of the club is much bigger than many people ever envisaged. It is bigger than many of the often conflicting egos of the people involved in its growth, and its continued growth is testimony to the efforts of people, motivated by the club's three simple objectives;

1. To provide ways in which older motorcyclists can get together for companionship and mutual support.
2. To show by example that motorcycling can be an enjoyable and practical activity for riders of all ages.
3. To draw the attention of public and private institutions to the needs and views of older riders.



A key feature of the Ulysses Club of NZ is the camaraderie and friendships

In trying to capture the History of Ulysses NZ I have attempted to weave historical information with some of the tales and personalities to create a publication that is both historically correct, yet entertaining to read. In short, I wanted the Ulysses social ethos to pervade.

Wherever possible I have used historical documents and recorded facts to provide the historical basis of this book. This has been supplemented by many interviews and

questionnaires which have been used to spice the historical facts with personal viewpoints and tales. Occasionally memories and stories didn't quite sit with the facts, (which is to be expected as time marches on). As far as possible I have checked failing memories and conflicting egos with the recorded facts and opinions as published in meeting minutes, and club magazines. I have taken a national approach to this history, yet I am well aware that the strength of the club is in the branches, and so where branch histories have

been forthcoming, they are published almost as received. Thank you to those branches that have made the effort.

My thanks to the many contributors whom I have quoted or mentioned as appropriate amongst this history. My particular thanks to; David Coy #4412 who was an early advocate of the history project, and who has been a huge help throughout. Thanks also to Lance Nixon #2310 for his impartial editing skills. I would like to thank the Ulysses NZ Administrator, Debby Morgan who was able to track down almost every Ulyssian magazine ever published and provided many other key details.

My thanks to Peter McIntosh, Ulysses NZ President from 2002 to 2012, under whose watch this project commenced.

There are over 400 names mentioned in this book, yet there are literally thousands of worthy Ulyssians who have not been mentioned. To them I apologize; you are the glue that holds a club like this together, and yet it is impossible to mention you all.

As you will see in the last chapter, 'Looking Ahead', a key feature of the Ulysses Club of NZ is the camaraderie and friendships built around social events for mature people with a common love of motorcycle riding.

Ulysses NZ is first and foremost a social club. In the words of the Maori proverb,

"He aba te mea nui te au

Maku e ki atu

He tangata, he tangata, he tangata.

What is the most important thing in the world?

I say to you,

it is people, it is people, it is people."

Peter Mitchell #4085

About the Author;
Peter Mitchell #4085
was introduced to the joys of motorcycling in his teenage years as he sought cheap transport. He has motorcycled ever since, and in 2000 authored "Great Escapes – Motorcycle Touring in New Zealand," (published by Longacre Press). This was followed in 2005 with the "New Zealand Motorcycle Atlas," (published by Hema Maps).

Peter joined Ulysses in 1998 in Otago, and currently resides in Wellington. He can be contacted via; www.mcycle.co.nz or www.facebook.com/peter.mitchell.902





Why Ulysses?



The Ulysses heritage

When the idea of a motorcycling club for 'older' motorcyclists was first proposed by Australian, Stephen Dearnley in August 1983, it was Rob Hall of NSW Australia who linked the idea of "Growing old disgracefully" to the poem 'Ulysses' written in 1933 by Alfred, Lord Tennyson. With lines such as, *"how dull it is to pause and make an end, to rust unburnished, not to shine in use,"* both the poem and the Ulysses ethos seemed ideally suited to the fledgling motorcycle club.

The name **Ulysses** is derived from the latin word *Ulixes*, which is in turn the Latin name for Odysseus, a character in ancient Greek literature. Odysseus (a.k.a Ulysses) was one of the most influential Greek champions during the Trojan War in the 5th Century BC.

The Greek army's siege of Troy (a small walled fortress town in Ithaca - an area that is today known as Turkey) had been underway for over 10 years and was pretty much stalemated until Ulysses devised the ploy of the Trojan Horse.

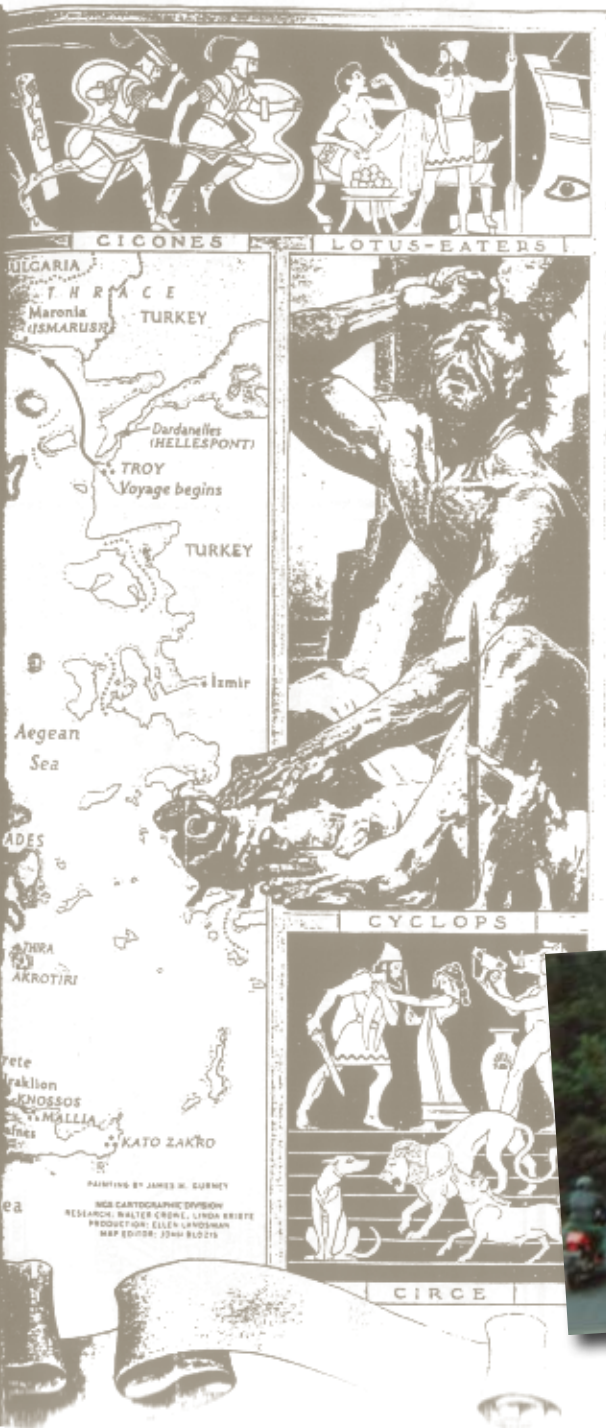
Hamilton Secretary, Tom Jones and Coordinators Bruce Marx, Jon Jones and Greg Bailey.

Following Ulysses's instructions the Greeks constructed a giant hollow wooden horse, an animal that was sacred to the Trojans and which the Greeks then left outside the walled city of Troy while their army apparently retreated and left the battlefield.

When the Trojans discovered that the Greek army had departed, they began to celebrate their apparent victory and happily dragged the Greek horse inside the city as part of the festivities.

Later, while the satiated Trojan's slept, Ulysses and an elite fighting group quietly emerged from inside the hollow horse and indulged in a fair amount of mayhem and blood-letting which allowed the Greek army to return and gain access to the hitherto impenetrable walled city.



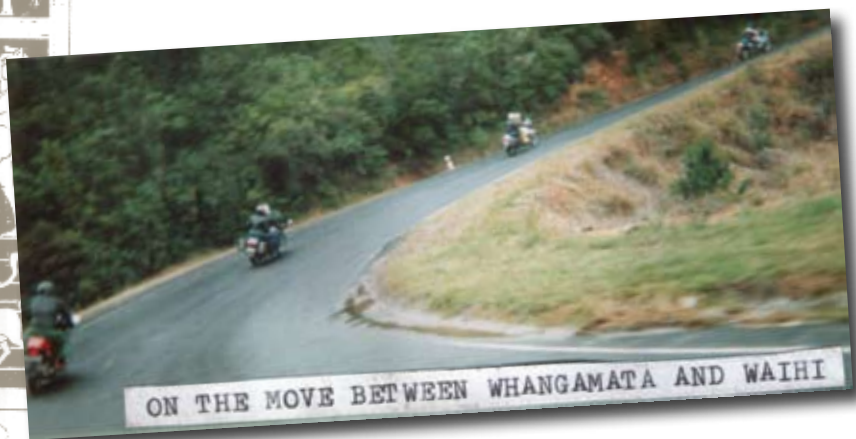


It is perhaps from this event that the saying, 'never look a gift horse in the mouth', or 'never take a gift horse for granted,' originated.

Quite rightly Ulysses became the hero of the day, and could easily have lived happily thereafter as the ruler of Troy. However, a quiet life as a victorious King was not for Ulysses. He yearned for more.

Alfred, Lord Tennyson's poem 'Ulysses' depicts the aging king who has seen too much of the world to be happy sitting on a throne idling his days away. He decides to leave the task of civilizing his people to his son, and gathers together a band of old comrades "to sail beyond the sunset".

The story epitomizes the life of many motorcyclists who see travel as an escape from the routine of everyday life.



ULYSSES

by Alfred, Lord Tennyson. 1883.

It little profits that an idle king,
By this still hearth, among these barren crags,
Matched with an agèd wife, I mete and dole
Unequal laws unto a savage race,
That hoard, and sleep, and feed, and know not me.

I cannot rest from travel: I will drink
Life to the lees: all times I have enjoyed
Greatly, have suffered greatly, both with those
That loved me, and alone; on shore, and when
Through scudding drifts the rainy Hyades
Vexed the dim sea: I am become a name;
For always roaming with a hungry heart
Much have I seen and known; cities of men
And manners, climates, councils, governments,
Myself not least, but honoured of them all;
And drunk delight of battle with my peers,
Far on the ringing plains of windy Troy.

I am a part of all that I have met;
Yet all experience is an arch wherethrough
Gleams that untravelled world, whose margin fades
For ever and for ever when I move.
How dull it is to pause, to make an end,
To rust unburnished, not to shine in use!

As though to breathe were life. Life piled on life
Were all too little, and of one to me
Little remains: but every hour is saved
From that eternal silence, something more,
A bringer of new things; and vile it were
For some three suns to store and hoard myself,
And this grey spirit yearning in desire
To follow knowledge like a sinking star,
Beyond the utmost bound of human thought.

This my son, mine own Telemachus,
To whom I leave the sceptre and the isle—

Well-loved of me, discerning to fulfil
This labour, by slow prudence to make mild
A rugged people, and through soft degrees
Subdue them to the useful and the good.
Most blameless is he, centred in the sphere
Of common duties, decent not to fail
In offices of tenderness, and pay
Meet adoration to my household gods,
When I am gone. He works his work, I mine.

There lies the port; the vessel puffs her sail:
There gloom the dark broad seas. My mariners,
Souls that have toiled, and wrought, and thought
with me –
That ever with a frolic welcome took
The thunder and the sunshine, and opposed
Free hearts, free foreheads – you and I are old;
Old age hath yet his honour and his toil;
Death closes all: but something ere the end,

Some work of noble note, may yet be done,
Not unbecoming men that strove with Gods.
The lights begin to twinkle from the rocks:
The long day wanes: the slow moon climbs: the deep
Moans round with many voices. Come, my friends,
'Tis not too late to seek a newer world.
Push off, and sitting well in order smite
The sounding furrows; for my purpose holds
To sail beyond the sunset, and the baths
Of all the western stars, until I die.
It may be that the gulfs will wash us down:
It may be we shall touch the Happy Isles,
And see the great Achilles whom we knew
Though much is taken, much abides; and though
We are not now that strength which in old days
Moved earth and heaven; that which we are, we are;
One equal temper of heroic hearts,
Made weak by time and fate, but strong in will
To strive, to seek, to find, and not to yield.



**Tennyson's poem has also been anonymously
reinterpreted for Ulysses members
(for better or worse).**



Ulysses was the King of Greece,
A tough life but a merry one.
If two blokes ever caused him grief
he'd warn one and he'd bury one.

Ulysses was the King of Greece,
he said, "the kids have grown up.
I'd like to have some fun again.
I'll give the mates a phone-up."

Ulysses health was still quite good,
he didn't have a denture in.
When all his mates dropped in one day,
he said, "let's go adventurin."

Ulysses, when his mates agreed,
said, "shipmates, what a turnout.
We're buggered if we'll rust away,
Let's give life heaps and burn out."

(anon)





1980s A Kick Start

Introduction

The Ulysses Club of New Zealand Incorporated is one of the largest 'social' motorcycle orientated organisations in New Zealand, while in Australia where it originated, Ulysses Australia now boasts over 25,000 members, and is easily the largest Australian social motorcycle club.

While other New Zealand motorcycle clubs are based around the various makes of motorcycles (e.g. Triumph, BMW, Harley Davidson etc.); or the different varieties of motorcycle sports, (e.g. speedway, motocross etc.); or motorcycle advocacy, (e.g. BRONZ); the Ulysses Club of NZ is primarily focused on social riding.

The goals of the Ulysses Club of NZ are relatively simple;

1. To provide ways in which older motorcyclists can get together for companionship and mutual support.
2. To show by example that motorcycling can be an enjoyable and practical activity for riders of all ages.
3. To draw the attention of public and private institutions to the needs and views of older riders.

The 'ethos' that the Ulysses club celebrates and fosters is summed up in its now rather famous motto; "Grow Old Disgracefully"

The first goal underlines that the Ulysses club is first and foremost a social club, aiming to provide its members with great riding and 'a hell of a good time'. The 'ethos' that the Ulysses club celebrates and fosters is summed up in its now rather famous motto; "Grow Old Disgracefully".

However, motorcycle advocacy and rider training have always been high on the list of priorities.

Life begins at 40

Another key point of difference to other motorcycle clubs, is that the Ulysses club targets more mature and older motorcyclists. Membership is only open to those over the age of 40 years who are eligible to join as 'junior members'. Only once they reach the esteemed age of 50 years are they able to attain the exalted status of a 'senior member'. When I asked one seasoned Ulyssian what the difference was

between senior and junior members he replied, *"the junior members are expected to help the senior members get on and off their motorcycles"*.

Since its inception in New Zealand in 1988, over 8,300 members have joined the NZ club and over 3,000 remain as current financial members.

The Ulysses Club of NZ is today represented by 29 local Ulysses branches, stretching the length and breadth of NZ. Peter McIntosh, #2524 President of Ulysses NZ for the 10 years from 2002 to 2012, proudly says, *"we are one NZ organisation, one club, made up of 29 distinctive branches."*

Australian origins

The idea for a motorcycling club benefitting older motorcyclists originated in Australia when a letter by Stephen Dearnley was published in the *Bike Australia* magazine in August 1983.



Stephen Dearnley.

Stephen was responding to letters published in previous issues of *Bike Australia*, including one by Grant Roff, who had written under the pseudonym of 'Wrench McTaggart.' In this letter, Grant a.k.a. 'Wrench McTaggart' suggested to another elderly correspondent, *"hasn't anyone ever told you about growing old gracefully? All your mates*

probably spend their time gumming premasticated food and weaving baskets. What is wrong with you?"

Stephen Dearnley's response suggested that the writer should, *"slip into a dry nappy and include some articles and features for those in their 50's and 60's or even 70's who still liked to throw a leg over their favourite mount and putter down to the local milk bar for a Milo and malt."* Stephen then went on to propose, *"perhaps we ought to get together in self-defence and start a touring club for over-50's so we could attend rallies in the style and dignity befitting our seniority".*

His suggestion drew much enthusiastic support including a letter from Rob Hall, from Albion Park NSW, who suggested the name '*Ulysses*' as the basis for the club, along with the motto; *"Grow Old Disgracefully."*

Another inspiring response was from Peter ('the Bear') Thoeming, the then editor of *Bike Australia*, who sketched the Ulysses Club logo which remains in use by the club to this day, (any resemblance to Peter 'the Bear' in the logo is purely coincidental). Peter also offered both his and the magazine's editorial support if Stephen could get the proposed club off the ground.

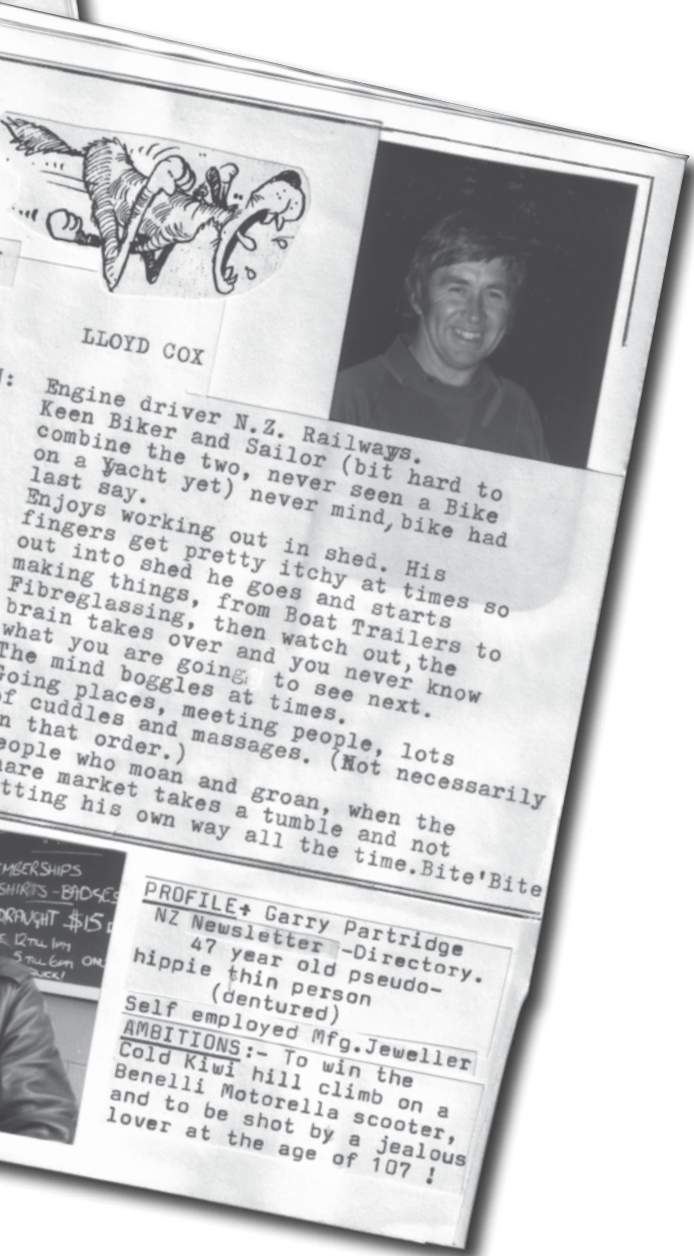


Stephen Dearnley rose to Peter Thoeming's challenge and organised an inaugural meeting of the proposed Ulysses Club of Australia which was held in Sydney on 6 December 1983. When five people turned up to this meeting Stephen achieved the goal of getting the club 'off the ground' and a basic constitution was endorsed.

From that tenuous beginning the Ulysses club never looked back and the club now boasts a large and extensive network of members throughout Australia (25,000 members and over 130 branches). Today, Ulysses has also spread beyond Australia to New Zealand, South Africa, Holland, Germany, Norway, United Kingdom, Cambodia, Vietnam and Zimbabwe.

More recently Ulysses Australia has adopted a 'mission statement' to accompany their logo which serves as a simple constant reminder of their priority. Ulysses Club Inc. 'A social club for motorcyclists over the age of 40'. (Author's note; The history of Ulysses Australia and the quotes attributed to Stephen Dearnley in this history, originate from The Ulysses Story, by Stephen Dearnley. Published by Ulysses Australia in 2000. ISBN#0646389254.)





Australia 1984

By the end of 1984, Ulysses Australia membership had grown to over 100 members. Included in the first 50 members were names such as Stephen Dearnley, Hugh Lewis, Bill Anderson, 'Moot' Chick, Ian Hurley, Val Walsh, Klaus Peemoller, Tom Dudley, Bert Toogood, Lionel and Noreeb Miles, Gerry Alberts and 'Bwana' Peter Reynolds.

Stephen Dearnley noted, *"It was the enthusiasm and hard work of these and other early members plus the promised publicity by Peter Thoeming in Bike Australia that really got Ulysses (Australia) off the ground."* By the end of 1985 membership of Ulysses Australia had reached the 300 mark, and by the end of 1986 membership of Ulysses Australia had doubled from the previous 12 months to pass the 700 mark.

By 1988 Ulysses Australia was becoming increasingly concerned about the cost of 'servicing' the increasing number of members joining from the New Zealand 'branch', and Stephen Dearnley recalled, *"1987 ended with New Zealand members forming a fledgling branch, one that a year later became so large that administration from Oz was impractical, leading to them being kicked out of the nest and told to fly on their own."*

The first New Zealand resident to join Ulysses Australia in 1984 was Jim Diehl who resided in Alexandra

Later in 1988 Stephen Dearnley recalled, *"The New Zealand Ulysses Club was well on the way to independence with over 400 members on its own already, while back home Australian numbers had topped the 1500 mark spread over ten thriving branches."*

In the Australian Queen's Birthday Honours of 1999 Stephen Dearnley was awarded the Medal of the Order of Australia — OAM — for *"services to sailing and motorcycling"*. Columnist and veteran reporter David McNicoll described the award as *"a victory for larrikinism"* and referred to Stephen as *"the leader of the largest motorcycle gang in Australia"*. Stephen regarded the coverage as a compliment and great publicity for Ulysses.

New Zealand roots

From the outset of Ulysses Australia, the appeal of a motorcycle club for older riders, attracted the interest of New Zealanders who had heard of the Ulysses (Australia) club via friends, or by reading the Australian motorcycle magazine *Bike Australia*, which was also sold in NZ bookshops.

The first New Zealand resident to join Ulysses Australia in 1984 was Jim Diehl who resided in Alexandra and who became Ulysses Australia member #22. Unfortunately, Jim passed away in March 1994 and we have little additional information as to what motivated him to join Ulysses Australia, however his New Zealand Ulysses status was recognized when he was awarded the exalted Ulysses NZ #1 badge.



Barry Hamilton and Charlie Brown.

Another early member of Ulysses Australia was Barry Hamilton #3 who was then living in Dunedin and later Oamaru, and who was given Ulysses Australia membership by his good mate Charlie Brown #4 for his 40th birthday present. The reason that Charlie had remembered his riding mate Barry's birthday was that he thought they both shared the same June 1942 birth month. However, in typically disgraceful Ulysses style, this celebration was not as simple or as straightforward as it seemed.

For many years previously, Barry had told Charlie that they were both the same age even though Barry had always referred to Charlie as '*the old man*,' being a little '*economical with the truth*' about his own true age. The reality was that Barry was actually one year older than Charlie. However Barry kept quiet and only revealed his true age to Charlie many years later.

The other not so straightforward and rather disgraceful matter relating to their joining Ulysses Australia is that although they are both certain they were joining Ulysses to "grow old disgracefully" at the tender age of 40 years; their birth dates would in fact have them joining in June 1982 (i.e. before Ulysses Australia was actually formed). Interestingly, their joining date as recorded by Ulysses Australia is 1986 which would age Charlie at 44 and Barry at a slightly more senior 45.

Barry explained how he came to join Ulysses in an article featured in the March 1997 Ulyssian Magazine, "*On the 27 June 1983 (the discrepancy in this date is part of Barry's charm) I received in the mail a membership to the Ulysses Club of Australia. This had been sent to me by Charlie Brown of Dunedin as sort of a 'tongue in cheek' birthday present. I was now #520 of an Aussie MC Club.*"

John Ashton #49 of Dunedin when recording his local version of the Ulysses history noted the age and the joining date discrepancy saying, *"the dating is a bit confusing.... Ulysses Australia was formed 6 Dec 1983"*.

Not to confuse a good story with mere facts, Barry continued, *"Unbeknown to me, Charlie's wife Pam had joined Charlie and I up at the same time and he was (Ulysses Australia) #521. (Barry takes perverse pride that his number, #520 made him a more senior member compared to his mate, Charlie who took the trouble to join him up.) Continued Barry, "Interest and curiosity grew with Charlie and myself soon discovering two other Ulyssians in New Zealand, Jim Diehl of Alexandra and Bruce Janson from Waikanae.... Charlie, Mike Thorn #5 Colin Winter #8 and myself all used to ride together.... We attended countless rally's ... we were always on the go."*

Irrespective of when he joined the Ulysses Club of Australia, Barry liked the idea of the club, *"it was much better riding with older riders, there weren't any young riders doing the crazy things that I used to do, for a start,"* smiled Barry.

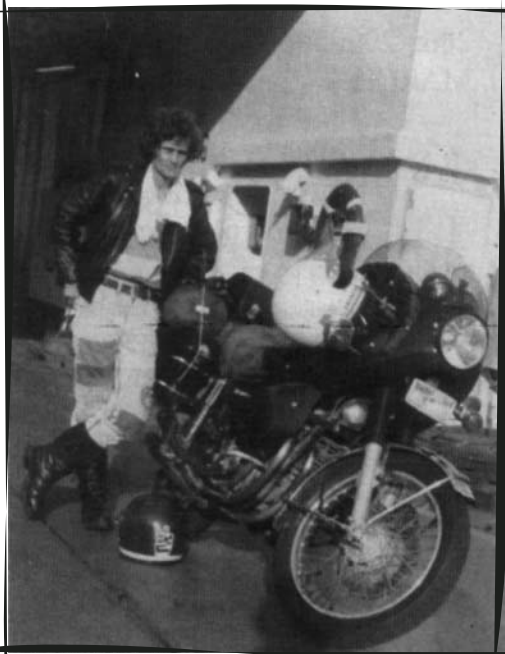
At that stage Barry always carried spare Ulysses Australia membership forms with him as he attended rallies up and down the country.

"It became my mission to spread the word about Ulysses.....I used to give membership application forms to everyone at the various rally's who looked over 40 years old.... however there weren't many (at that stage)".



Barry Hamilton.

Garry Partridge #7, then a member of the Hawke's Bay Tacho Club recalls that he first heard of the Ulysses Club (Australia) through Barry Hamilton, his old school mate from his Dunedin youth, whom he had bumped into at the 1986 Lake Rotoiti Christmas motorcycle rally near Nelson. *"It was amazing,"* recalls Garry, *"after not seeing each other for ages, here we were both riding the same Honda 750cc K2 750/4 bikes, we even had chosen the same bloody colour!"*



Garry Partridge.

Stretching the coincidences even further, they discovered they had both recently been disgracefully divorced from their respective partners and when the conversation got around to being even more disgraceful, Barry advised Garry that he had just joined the Australian Ulysses club to “grow old disgracefully.”

“At the Lake Rotoiti Xmas Rally at Nelson in 1986 I met up with Garry Partridge, (whom I’d known since primary school in Dunedin,) along with others from Hawke’s Bay where Garry was now living.

So off I went and the photocopied (Ulysses Australia application) forms to send to Hastings, (and) it (Ulysses NZ) ... was underway,” recalled Barry.

In a subsequent article in the NZ Ulyssian magazine, Dave Willingham #6 recalled his introduction to the Ulysses Club of Australia. *“I was then a member of the ‘Tacho Club’ run by Mason McCormack of Alan Gold Suzuki, in Hastings. A touring club which covered a wide age group..... we joined Ulysses at that time, subscribing to the Australian club who had a membership (then) in excess of 1,000, five of which were existing NZ registrations. Four South Island and one North (Island.)”*

Dave continues, *“the first Ulysses NZ meetings to decide runs were held at John and Sue Keighley’s home and included Tacho members as a joint venture until they (the Tacho Club) disbanded in early ’88.”*

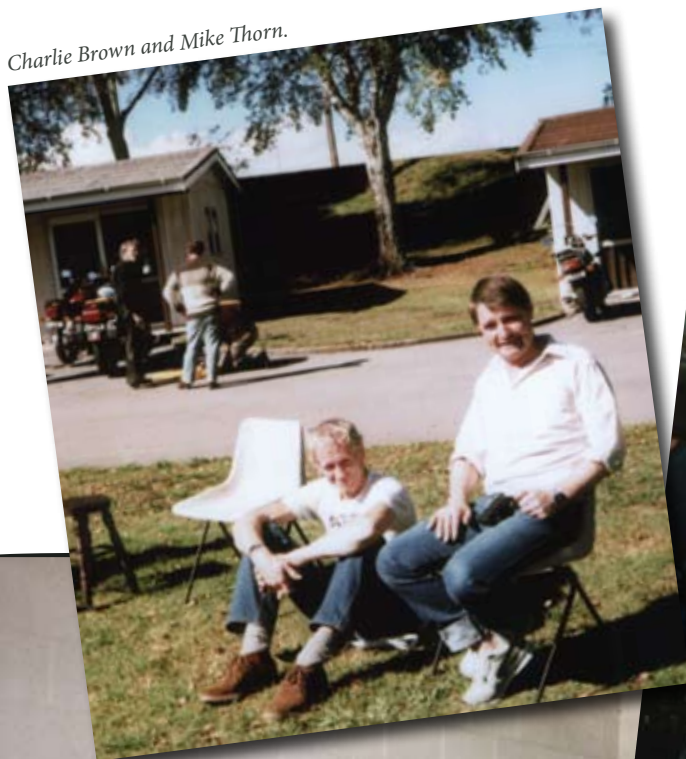
Tony Wilson #10 recalls, *“we had a local Hastings motorcycling club known as the Tacho Club which (amongst other things) went for regular Sunday rides. On one of these rides in 1987, one of my mates John Keighley #9 said he had read about the Australian Ulysses Club..... we liked the sound of what they were doing, and I decided to call the Australian Secretary, Peter (Bwana) Reynolds.”*

Dave Willingham recalled, *"the degree of interest and numbers registering prompted Tony Wilson to arrange a meeting at his home and with myself, Gary and John present, he phoned the Australian National Secretary, Peter Reynolds for permission to form a NZ Branch."*

Noting there was quite a bit of interest in establishing some form of New Zealand Ulysses branch, Tony asked Peter Reynolds for a list of the NZ members and explored the idea of establishing a branch of Ulysses Australia within NZ. *"I think the first 100 NZ Ulysses members were firstly members of Ulysses Australia,"* recalls Tony.

"Given the thumbs up (by Peter Reynolds,) a local (Hawke's Bay, NZ) administration was set up consisting of Tony, Garry and Lloyd Cox. At this point subscriptions were gathered locally and merchandise brought to order from Oz, with a portion of the subs being retained," recalled Dave Willingham. *"Through communication with Oz a NZ mailing list was acquired and used to organise the 1988 Taupo 'Ride In.' Thirty-one invites were sent out....."*

Charlie Brown and Mike Thorn.



Colin Winter and Mike Thorn.



Barry Hamilton.

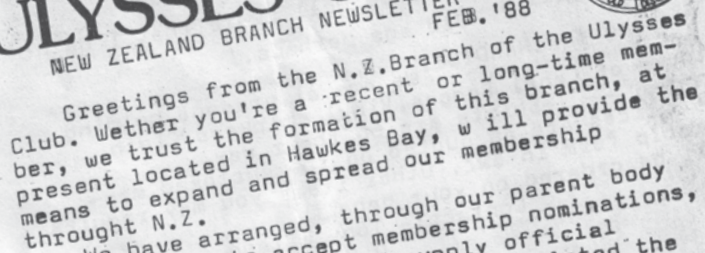


The first 20 Ulysses NZ members to originate from the Australian membership

Name	Original Ulysses Australia Registration number	Date First Joined Ulysses Australia	Subsequent NZ Ulysses Registration number
Jim Diehl	22	1984	1
Bruce Janson	28	1984	2
Barry Hamilton	520	1986	3
Charlie Brown	521	1986	4
Mike Thorn	967	1/4/87	5
David Willingham	977	1/4/87	6
Garry Partridge	989	1/4/87	7
Colin Winter	1002	1/4/87	8
John Keighley	1024	April/May 1987	9
Tony Wilson	1025	April/May 1987	10
John McGregor	1044	May 1987	11
Kevin Clarkson	1096	June 1987	12
Chas Belk	1112	June 1987	13
Rex Tancred	1115	July 1987	14
EJ Parker	1121	July 1987	15
Don Dow	1202	Aug 1987	16
Mary Dow	1203	Aug 1987	17
Maurie Bridge	1124	July 1987	18
Fred Marcroft	1217	Aug 1987	19
Lloyd Cox	1234	Sept 1987	20

Note: Source Ulysses Australia, dates refer to Natcom Minutes confirmation.

LYSSES CEE
NEW ZEALAND BRANCH NEWSLETTER FEB. '88
the N.Z. Branch of 1989



We have arranged, through our parent body in Australia, to accept membership nominations, collect subscriptions and supply official Ulysses merchandise. Having now completed the formalities, banking accounts and establishing credit with the National Body in Australia, we are under way - AT LAST!!

are under way - AT LAST!!

To date there are a total of around 30 "Ulyssians" N.Z. wide, and so you'll know "Who's Who" there is a directory included with this Newsletter. We will endeavour to pass on "up-dates" from time to time along with a N.Z. Newsletter to supllment the official Riding On publication from Aussie. ---ANY news, information or opinions, especially ideas, would be more than welcome!-----***-----

NATIONAL RIDE IN 1988. *****

FIRST N.Z. NATIONAL RIDE IN
16th, 17th, APRIL

one

FIRST N.Z. NATIONAL RIDE IN

15th, 16th, 17th, APRIL '88. *****

TAUPO Taupo Municipal Camp, Redoubt

(074) 86 600

TAUPO 15th, 1961
Venue:- Taupo Municipal Camp 86 600
Phone (074) 86 600
Please make your own reservations for cabins
or bring a tent! Mention the 'Ulysses Club'
when booking - They know where we're coming!
Arrive Friday evening or Saturday
morning in the

Programme:- Arrive Friday evening or Saturday morning. Sat. Noon- a General Meeting in the morning. Afternoon- a very interesting ride,

morning. Sat. Noon- a General
 Camp Social Room.
Sat. afternoon- an interesting ride,
Sat. evening- ??? Sat.-together

Camp Social Room.
Sat. afternoon- an inter-
 -with mountain views! ???
Sat. evening.- Social Get-together
 and meal at Cob & Co. *****

The first Ulysses NZ newsletter inviting readers to a 'National Ride In' to be held at Taupo, 15-17 April 1988.

IN T.V. ?

N T.V. ? Following a letter from Ron
(NSW Branch) contact has been made
film crew who are interested in
some 'Disgracefull goings on in N.Z.'
! Tentively Communicado Communication
pencilled us in for future investiga
hope to be able to arange for
the Taupo 'Ride In' but will probably
in with their timetable- We will
advise as many members as possible
definate date has been agreed upon.
**----- picture

resist including this picture
es' fronting up at Driving School!

NO SUB, AGRO' FROM THE
LAW IS NOT COVERED AT
DEFENSIVE DRIVING..



P.S. His 'Lady' looks rather disgracefull
(This is my last attempt at humour - your
next time O.K.?)

The first Ulysses NZ 'Ride In'

In February 1988, the first Ulysses NZ newsletter to be dispatched by the Hawke's Bay team of Tony Wilson, Lloyd Cox and Garry Partridge was mailed to around 30 Ulysses Australia members residing in NZ, whose address details had been supplied by Peter Reynolds, secretary of Ulysses Australia. In this first newsletter Garry Partridge loosely appointed himself as '*editor and (chief of) bad spelling*' contributions.

The newsletter started out by bringing the Ulysses Australia members residing in NZ up to date '*Greetings from the NZ branch of the Ulysses Club. (At this stage NZ was merely seen as a branch of Ulysses Australia.) Whether you're a recent or a long term member, (of Ulysses Australia) we hope the formation of this branch will provide the means to expand and spread our membership throughout NZ.*

We have arranged, through the parent body in Australia, to accept membership nominations, collect subscriptions and supply official Ulysses merchandise. Having now completed the formalities, banking accounts and establishing credit with the national body in Australia, we are underway at last!!

To date there are a total of around 30 Ulyssians NZ wide and so you'll know 'who's who' there is a directory included with this newsletter. "

The newsletter also went on to detail arrangements for "*The First NZ National Ride In to Taupo*" to be held 15, 16, 17 April 1988.

Later referring to the April 1988 Ride-In, the September 1991 Ulysses newsletter recalled, "*we didn't know so many old exponents of the velocipede were still capable of punching the start button as 70 Ulyssians turned up (on 56 bikes) at the inaugural NZ Ulysses Ride-In.*"

Another Ulysses Club newsletter (April 1988 as reprinted in March 1990 edition) boasted, "*what a turn out! 70 riders and pillions on 56 bikes turned up at the Municipal camping grounds....*"

"From the deep south (Otago) came Lew Williams, Colin Winter, Barry Hamilton, Mike Thorn, Charlie Brown & son. From the North and all points East and West came boards of leather clad, aged, bespectacled, false-teethed motorcyclists, all with tall tales to tell."

For a 'first' this 'Ride In' exceeded all expectations and just listening to the constant flow of ideas and enthusiasm confirms the fact that Ulysses is alive and very well in NZ!"



Inaugural 'Ride In' attendees.

".... a General Meeting which was informal but constructive, with the steering committee from Hawke's Bay being affirmed..... President, Lloyd Cox; Sec/Tres, Tony Wilson & Garry Partridge.... Area Coordinators were called for from each area and a rush of nominations now sees most areas represented."

A story surrounding the inaugural 'Ride-In' meeting has passed into New Zealand Ulysses folklore.

It seems that as local retailers watched the arrival of hoards of leather clad motorcyclists with some trepidation one of them apparently decided to telephone the Taupo Police warning that a large gang of 'bikies' were gathering at the local camping ground. The Taupo Police chief responded by dispatching local Constable Graham Comber to check out the 'bikie gang'.

As Graham recalls, *"I didn't know what to expect. At the time I had the local Civil Defence man John Sutherland with me. When we arrived at the motor camp we saw heaps of motorcycles. Some of the bikers*



were drinking beer while some were drinking cups of tea.... and I thought 'mmm.... this isn't your usual biker gang'.... then we were greeted by a long haired friend of Jesus."

The long haired 'friend of Jesus' turned out to be Garry Partridge a manufacturing jeweler from Napier who politely introduced the Constable to the other Ulyssians. *"I was very surprised and very impressed,"* recalled Graham years later.

"When I got back to the station, the Boss had gone home for the day, so I also went home and overnight thought about what I had seen and heard. At the time I was riding a Yamaha 350, but they (the Ulyssians) didn't give a damn, they said they welcomed all bikes.

The Boss said, “how did you get on with that gang of bikers?” I replied, “Well Sir, I joined them.”

The next morning I said to the wife, “I’m going to join them.” So when I went into the Police Station the next day, the Boss said, “how did you get on with that gang of bikers?” I replied, “Well Sir, I joined them.” Graham laughs as he recalls the look of consternation on his boss’s face. “He wasn’t impressed,” he adds.

Graham #65 went on to become the first Ulysses coordinator for the Taupo branch and was nicknamed ‘PC1’. He recalls, “from that day on, it just got better and better.” When asked what was it about the fledgling Ulysses club that he liked, Graham responded, “It was the friendliness. There was no class distinction. It didn’t matter what you did for a living; it didn’t matter whether you rode a motor scooter or a Goldwing..... and we also had a hell of lot of fun.”

The accidental linking of the formative NZ Ulysses Motorcycle club with other more notorious motorcycle gangs by the concerned Taupo shop owners was not an isolated incident.

In the mid 1980s rebellion and motorcycling were still synonymous in many peoples’ minds. Images of James Dean’s 1955 movie, ‘Rebel without a Cause’ still haunted early perceptions of the Ulysses club.

Lloyd Cox recalls that in those days there were several occasions when the Ulysses club was out riding and up to 30 bikes would pull into a service station. “In those days it was fairly common for the service station to shut down all the pumps except one and insist that all the motorcyclists each fill and pay, one at a time. As a result fueling 30 bikes could become a major hassle.” However, with some pride Lloyd recalled that attitudes slowly changed, “the Ulysses club helped to make motorcycle riding acceptable.”

During 1987 and 1988 Ulysses NZ Branch membership grew rapidly from around 10 to 150. In the August 1988 Ulysses Newsletter, President Lloyd Cox noted that the ‘NZ Branch’ (as it was then called,) had grown from, “around 20 members in February to over 150 in August (1988)”.

The same August 1988 newsletter listed the 12 formative Ulysses NZ Area Coordinators as;

- Auckland - Merv Hopkinson and Alf Grant
- Hamilton - Jon Jones (JJ)
- Tokoroa - Don & Mary Banks
- Tauranga - Frank Redfern
- Palmerston North - Les Rice
- Taupo - Graham Comber
- New Plymouth - Ray Jones
- Gisborne - Peter Anderson
- Hastings & Napier - Lloyd Cox
- Wellington - Andy Montgomery (Monty)
- Oamaru - Barry Hamilton
- Dunedin - Colin Winter

The newsletter also noted that Area Coordinators were being sought for; Nelson, Christchurch, and Invercargill.

Dave Willingham recalled that the Taupo meeting also set what is now seen as a very modest goal for Ulysses NZ, *"it is interesting to note that at this 'Ride In', the growth of the club was discussed and it was thought they may make 500*

members in total." Clearly, those attending did not appreciate just how popular Ulysses NZ would become.

At the Taupo Ride In, Lew Williams from Mosgiel received the 'longest travelled' award, Frank Redfern, the oldest member Doug Morris and Alf Grant received awards for being *'the most original Ulyssians'* which is likely to have been due to their uncanny resemblance to the club's bearded logo. Doug also scored the Hard Luck trophy when the group of 'Ulysses' riders he was following took him to Turangi instead of Tarawera. He only discovered his error when he got close to the riders as they slowed to go through Turangi and realized that the bikes he had been following were not the Ulysses group he thought he was with.

A disgraceful oversight

In typically disgraceful behavior of the time, the birth date of the proposed Wellington Coordinator, Andy (Monty) Montgomery (#40), which should have barred him from membership at 38 years old, was overlooked by all concerned.

Monty recalls that he had joined Ulysses Australia (around 1987) and that, *"me being under age was 'sanctioned'.... it wasn't a problem."*



Andy 'Monty' Montgomery.

Garry Partridge recalls that at the time Monty was riding an ancient Triumph with a big lump of manuka strapped to the rear seat. When Garry asked him what the firewood was for, Monty responded, *"that's my side-stand."* It seems Monty's inventiveness and humour were just what the fledgling club wanted and so the problem of his age quietly disappeared.

Monty's young age seems to have been a rather 'disgraceful' open secret amongst the young NZ Ulysses membership and many can still recall the huge celebratory party held for him when he

turned 40 in October 1989 and thereby became *'a legal Ulyssian'*. Monty's wife Pam had arranged for them both to quietly celebrate his 40th at a Wellington hotel. On the way to the hotel she asked him to return to their home on the pretext that she had forgotten something. Unbeknown to Monty, Pam had previously invited Ulyssians from all around NZ who were hiding in the backyard when they returned. Memories are understandably a bit fuzzy about just who attended this party, however it seems likely to have included, Garry Partridge from Hawke's Bay, JJ Jones from Hamilton, and Graham Comber from Taupo. Barry Hamilton and quite a few from the far south were also there. One can imagine the fun of the celebrations that were kicked off by a very surprised and rather stunned Monty discovering his back yard full of his Ulysses mates.

As one of the earliest female Ulysses members, Lorraine Hird #245 recalls that to her the Ulysses club and Monty's good natured ways were synonymous, *"Somehow Monty's relaxed, fun attitude to motorcycle club activities permeated everything ... and was behind the wonderful Herbertville rallies that he organised. I have no idea who, apart from his great wife Pam and their lads, helped him. Ulysses was not a club with committees 'to do stuff', it felt more like a loose gathering of like-minded people who 'just wanted to have fun'."*

Beginning to advocate

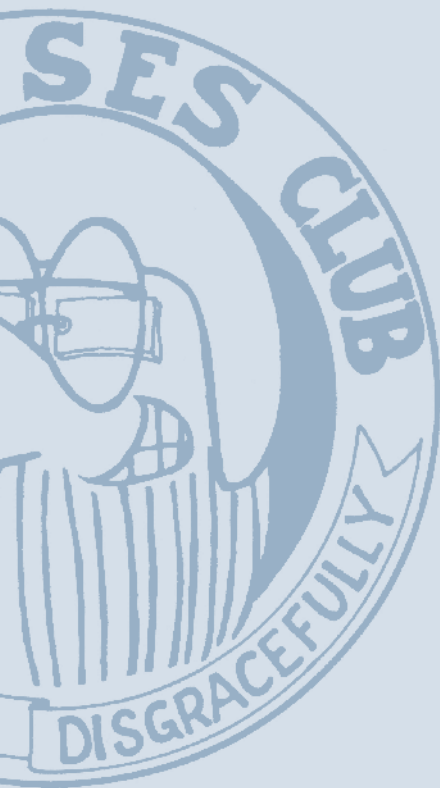
In the August 1988 Ulysses newsletter, the interests of the Ulysses club in advocating for Motorcyclists' rights became apparent when the editor enclosed a letter from The Motor Cycle Action Committee which it noted, "... is made up of a small but very experienced and concerned group of active riders including Ulyssians, George Tofield, Colin Winter and others." At this time George Tofield was commenting that under changes made by the Ministry of Transport, members driving over the age of 70 years had to be retested for their car licence, and if successful the licence was reissued; but with an important omission. The motorcycle class was planned to be deleted, as the Ministry assumed no one over the age of 70 should be riding a motorcycle. Fortunately for many older riders today, George and his team successfully advocated for changes to the automatic canceling of the motorcycle licence and achieved one of the first of many victories for the Motor Cycle Action Committee, and the fledgling Ulysses Club of NZ.

The same newsletter also detailed plans for a forthcoming tour of New Zealand by Peter Reynolds, Secretary of Ulysses Australia. Peter's NZ trip had arisen from concerns expressed

by Ulysses Australia regarding the cost and the wisdom of servicing the rapidly increasing numbers of New Zealand members from Australia. Conveniently, his visit to NZ was also timed to include a visit to the 'Cold Kiwi' motorcycle rally.

Tom Dudley National President of Ulysses Australia in a letter to Australian Branch coordinators noted; "... the facts are that they (NZ members) are becoming an increasing administration and financial burden to the club as a whole, for example, the costs of supplying and posting Riding On magazine to an overseas member, are greater than their yearly membership fees. Coupled with this is the situation that we cannot offer them the care protection that we are now giving our Australian members, i.e. Incorporation and Public Liability cover."

As a result on the 16 Sept 1988, The Secretary of Ulysses Australia, (Bwana) Pete Reynolds travelled to NZ and subsequently wrote the following report which is printed here in entirety as it is an excellent 'statement of intent' for Ulysses NZ, and a valuable record of the unselfish spirit of cooperation that existed between New Zealand and Australian Ulyssians.



"Your National Committee decided to mid-1988, that it would be wise to form a separate (but closely allied) Ulysses Club of New Zealand, but that we would only do this with Kiwi agreement and cooperation.

It was therefore decided to send me over (to NZ) to:

- (a) To preside at local meetings and gauge reaction to the above and explain the rationale in detail.*
- (b) To advise the Hastings Committee and, as many coordinators as possible, on Admin. procedures, membership principles, run organisation, literature and publicity generally. In other words to try and avoid most of the pitfalls we fell into and to put the club on its feet (financially and practically) as quickly as practicable.*

Firstly. I think it fair to say that the majority of the above communication areas were achieved. This is no credit to me, but was achieved by having exactly the same sort of membership we have in Oz, mature types, from all walks of life, who happen to love motorcycling.

Two inaugural meetings were held, the first at Tony Wilson's house in Hastings on 3.9.88 (at the time when members had been going to attend a 'Cold Kiwi' rally which was cancelled because it was too cold), the second to Dunedin on 6.9.88.

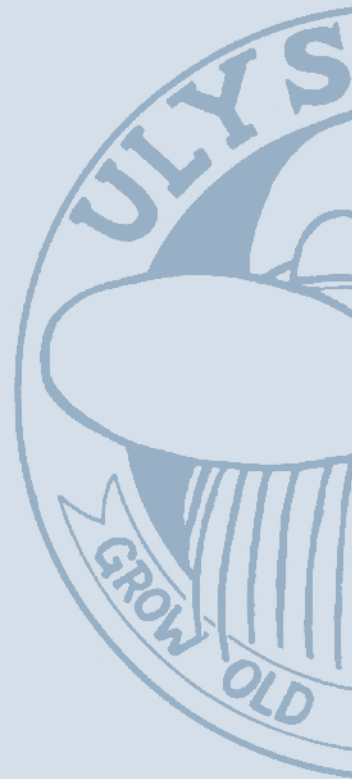
I covered the notes at the first, George Tofield did the honours in Dunedin, and he will produce detailed Minutes and an Attendance List of that meeting, however 25 were there, including 17 members, coordinated by George, Colin Winter and Kevin Clarkson.

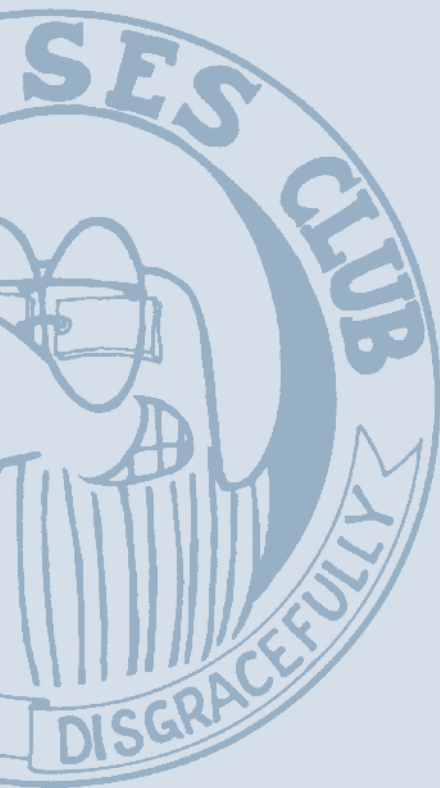
Attendance at the Hastings meeting:

<i>Lloyd Cox</i>	<i>Napier</i>
<i>Tony Wilson / Garry Partridge</i>	<i>Hastings</i>
<i>Merv Hopkinson</i>	<i>Auckland</i>
<i>Dudley Baines</i>	<i>Rotorua</i>
<i>Brian Middleton</i>	<i>Tokoroa</i>
<i>Jon Jones</i>	<i>Hamilton</i>
<i>Barry Hamilton</i>	<i>Oamaru</i>

The following points were discussed at both meetings and generally consensus on all points was identical at each.

- 1. I detailed our philosophy on joining age as a mandatory 40+ and defined our thoughts on eligible 'partners' (as Members).*
- 2. We talked about guests on runs, the fairly loose restrictions on these, and to apply basic commonsense to this possible area of contention, particularly with young riders.*
- 3. The Wagland Salter/CCI comprehensive insurance was discussed, hopefully Noel Setter will be able to organise a similar member benefit in NZ if required of course, and from what was said about Kiwi Insurance, it certainty looks as though it is.*
- 4. Our newly amended and pre-prepared Constitution was tabled, and Tony is to investigate its legality in New Zealand (Jim Diehl in Alexandra might help??).*





5. *Club Gear sales were stressed as the major source of Club Income and local courting of all items will be investigated. In the meantime all items will be available ex Oz, at the normal 50/50 profit split but postage will now be added. To save hassle, it is suggested 5% be added for this.*
6. *It was agreed that N.Z. Branches would share the profit with the National Body (NZ) on gear sales, with postage being covered by Hastings. Branch Coordinators were also encouraged to submit substantiated exes for reimbursement postage, phone calls etc. receipted where practicable, on a bi-monthly basis.*
7. *Whilst a Branch could come up with a viable idea and source for Club Gear, they were not to profit from sales, other than as at 6 above, but were to forward details to Hastings for consideration.*
8. *New Zealand Membership cards were to be issued to new Members as from this date, as NZ but that existing numbers be ok. with the NZ prefix.*

It is therefore suggested that new Members be Issued with NZ2000 and up to avoid conflict.

a) Existing Kiwi Members whose Membership expires on 31.12.88 (i.e. '88' appears on their Newsletter label) will apply to Tony to renew and will rejoin for 89/90/91 at a fee to be set, but probably NZ\$28 (See 11 below). They will be allocated the same (Ulysses) number with a 'NZ' prefix.

b) Existing Members with 3 year OZ membership (either 87/88/89 or 88/89/90 see 'Riding On' label) will rejoin the NZ club on 1.1.89, and will pay \$28 to Tony, for 89/90/91 same number of course.

To compensate for their 'lost' Oz membership, they will receive 4 Airmailed copies of "Riding On" each year until Oz membership expiration.

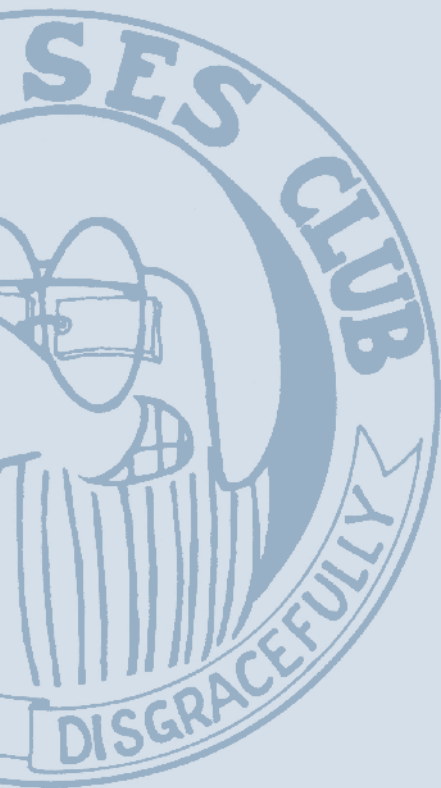
c) Whenever a Members expiry date (and for new Members) they can opt to continue receiving 'Riding On', at A\$10/year payable to me (not personally!). This must be paid in Oz fund, and we will expect a 3 year sub, to save on Admin. and computer costs.

- 10. Whilst on "Riding On" a half page each issue will be reserved for Kiwi news, and photos, provided Garry gets it to us around 4/5 weeks prior to publication issue dates are March/June/Sept/Dec.*
- 11. Both Meetings seemed to agree that 3 year subs should be mandatory, and this hopefully will be incorporated in Oz. This means (legally) a Constitution change so cannot be enforced for now.*

The benefits, of course, are less admin, less overdue subs, and a better cash flow!

- 12. Both meetings decided that the logo would not be added to, with 'N.Z.' or 'New Zealand', with Members making the very valid point, that we don't have 'Australia' on it a point which had escaped me, but then many do.*
- 13. Australian members would be welcome at any Kiwi AGM, but would not have voting rights.*
- 14. The value of mid-week runs was detailed for retired members and shift workers.*
- 15. I emphasized the importance of properly printed NZ 'grey perils'. These would follow the Oz format, and detail Branch Coordinators etc. They not only give a professional image to prospective Members, but are a very useful PR tool to send to the Media, motel and cabin operators, and to local Police to announce a weekend run to a specific spot. It works wonders believe me, and should be given priority.*





16. *Our offer of a \$500 interest free loan was rejected!*
17. *Whilst there was some reservation from South Islanders, on initial National control from Hastings, it was accepted that Tony and the lads had put in the main initial effort, and it had to start somewhere! An island in Cook Strait was not considered practical.*

III GENERAL

1. *I will write to the 4 main Aussie Bike Magazines and detail new situation.*
2. *Any approach ex NZ will be passed to Tony.*

Finally, could I thank everybody who helped to make this, my first, (but not last) visit to New Zealand, so memorable and enjoyable. I reckon you have the best motorcycling country in the world, and the natives are very friendly!

This formation of a New Zealand Club, is not the end of our relationship, rather the start of a close and friendly alliance."

Clearly, the path ahead for NZ Ulysses as a separate entity from Ulysses Australia was mapped at these meetings and we have much to be appreciative for in relation to those members mentioned and the foresight they showed. Whilst Ulysses NZ was firstly seen as a branch of Ulysses Australia, it was now on a path that would see it emerge as a separate (but related) organisation.

Tony Wilson in an article to the March 2000 Ulyssian recalls the meeting with Peter Reynolds, *"The weekend of the Cold Kiwi Rally... I travelled 100 miles south of Hastings to Palmerston North to meet Peter Reynolds in lousy weather in a car with a trailer. Peter had hired a BMW Boxer and was perplexed when I put the machine on my trailer. He wasn't perplexed for long when the weather turned really bad, the main road closed etc. The Cold Kiwi Rally was cancelled..... Pete and I stayed put (in Hastings). I got word out to members to come to my home because the Oz Sec was there to assist the forming of our NZ Club."*

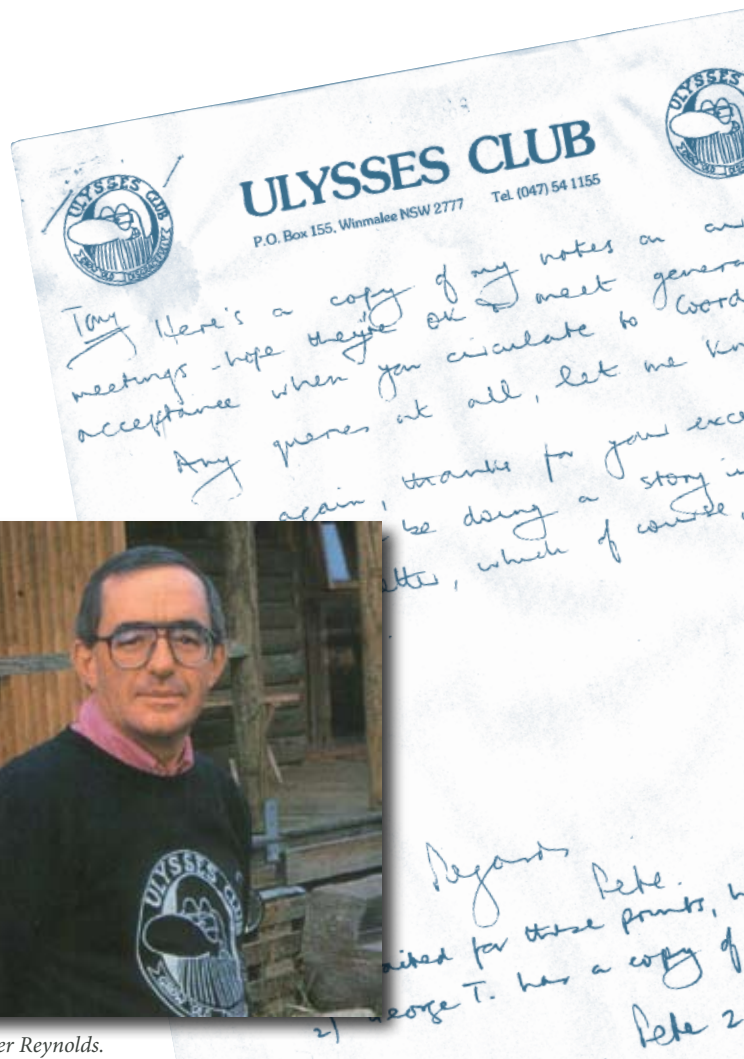
"Peter and I then went on a wine trail and stocked up (Pete sure liked his wines and cigarettes). We arrived home to find a Ulysses banner across my driveway and loads of bikes and Ulyssians (approx. 45.) Those that were at my home that day/night/day will remember the best evening that I can remember and the best people that my wife Teena and myself have met."



Peter Reynolds.

Ulysses Canterbury also record a meeting on the 6th of Sept 1988 at Gordon Riggs's home. At this meeting Jim Kilsby was asked to write to the Ulysses National Committee in Napier about forming a branch in Canterbury

Coincidental links between the NZ Police and the fledgling NZ Ulysses group noted earlier at



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Taupo continued when the inaugural meeting of the Tauranga branch was held in the staff room next door to the Tauranga police station on 30 November 1988 and attended by over 21 prospective members.

Brian Lissette a.k.a. 'PC2', (because he was the second Policeman to join Ulysses NZ after Graham Comber of Taupo a.k.a. 'PC1.') Brian later became coordinator for the Tauranga region in 1988, sharing the role with Bob Ellis.

By the end of 1988 Stephen Dearnley in his book *The Ulysses Story* noted, "1988 ended with Ulysses (Australia) progressing the status of an incorporated club..... (while) the New Zealand Ulysses club was well on its way to independence with over 400 members of its own already."

ence delay.
Notes
1/9

In the December 1988 Ulysses newsletter, President Lloyd Cox noted, "since the concept of a NZ Ulysses Club and the original approach to Australia to form a Branch on this side of the Tasman, much has happened. Nobody had foreseen the tremendous growth of the club, and the problems involving administration from the Australian point of view. The natural and logical progression to a totally affiliated, independent NZ Ulysses club came upon us rapidly..... Our first national 'Ride-In' was held in Taupo last April with 30 'invitations' having been sent out (70 turned up!) Now with membership

around the 360 mark, approximately 50 to 60 new applications are being received each month! The club's growth has exceeded all expectations."

By December 1988 the following additional Area Coordinators had joined Ulysses NZ;

- Christchurch – Jim Kilsby
- Nelson – Peter Yanko
- Invercargill – Hewitt Heyward
- Tauranga – Brian Lissette and Bob Ellis

At this time Ulysses NZ Membership cost \$8 via a joining fee with the annual subscription set at \$10 (three years \$28.50)

Spreading the word

There is little doubt that the early success of the Ulysses Club in NZ was due in part to the novelty factor of a club catering to aging motorcyclists with the interesting motto of 'growing old disgracefully,' and this resulted in the club achieving considerable favourable publicity.

The February 1988 NZ Ulysses club newsletter noted, "... following a letter from Ron Andrews (NE NSW Branch) contact has been made with a TV film crew who are interested in documenting 'some disgraceful goings-on' in NZ."

During the early 1980s an American reality TV show called 'That's Incredible!' gained considerable popularity in New Zealand. The programme was in the tradition of 'You asked for it,' or 'Ripley's believe it or not' and featured such stunts as a man catching a bullet with his teeth, people juggling knives and chainsaws, or escaping near death in a multitude of ghastly scenarios.

Not to be out-done, the NZ TV production company Communicado came up with a typically low key Kiwiana response to the American hype with an understated programme entitled, "That's Fairly Interesting," hosted by Phil Gifford.

Fortunately for the fledgling Ulysses club of New Zealand, its 'Grow old Disgracefully' motto and bias to aging bikers caught the interest of the programme's producers. Tom Jones #81 of Hamilton recalls, *"Members of the Hawke's Bay area were successful in achieving the first TV coverage for the club in a programme 'That's Fairly Interesting.' It was screened nationally and whipped up a lot of new interest in the Ulysses club."*

The footage showed the very attractive blonde personage of reporter Kerry Smith standing forlornly beside a country road with the Hawke's Bay's dramatic Te Mata peak in the background as a threatening bunch of motorcyclists thundered down the road towards her.

Kerry remarks that normally such a predicament would be rather scary, *"for a city girl this is a sight to make you tremble in your designer sand shoes, but despite the menacing appearance this is not a bikie gang. When the gear comes off, the secret is out. These bikies are no spring chickens..... this is the Ulysses club."*

The programme then went on to interview Tony Wilson about the ethos of the Ulysses club and its 'growing old disgracefully' motto. Reporter Kerry Smith was last seen mounting Garry Partridge's trusty Gold Wing and disappearing into the distance in the now 'safe hands' of the Ulysses club.

After the programme aired, there was a huge increase in interest in joining the Ulysses club, the publicity did not end there. In the December 1988, Ulysses newsletter, editor Garry Partridge noted, *"Excellent publicity in many areas has been responsible for our membership increase. For example a small item in Kiwi Rider (Magazine) bought around 40 (new members,) an article... in the Waikato Times resulted in the Press all over NZ getting hold of the story. Good news travels fast..... Radio NZ managed to convince Peter Mogford of Hamilton to spread the gospel according to Ulysses all over NZ via the 'Tonight Show.'"*

"Auckland response was a truly amazing photo in their local 'rag'....."

Spirit of great adventurer is riding high

By Grant Howard

THE spirit of Ulysses, one of the great adventurers in Greek mythology, is riding high in New Zealand — on a motorcycle.

His name is the inspiration for a club dedicated "to provide ways in which older motorcyclists can get together for companionship and mutual support."

"Older" is, perhaps, the key word for the Ulysses Club (New Zealand). The minimum joining age is 40, but those men and women who become members at that milestone must remain "juniors" until they turn 50.

Anything but a bikie gang, Ulysses is said to be the fastest-growing motorcycle club in New Zealand, with 250 members, 50 of them in Auckland.

Rejecting any suggestion of a bikie image are the club's other aims:

- to show by example that motorcycling can be an enjoyable and practical activity for riders of all ages;

- to draw the attention of public and private institutions to the needs and views of older riders.

Formation

Formed nearly five years ago in Australia, the Ulysses Club is the brain-

kinson, one of two Auckland co-ordinators of the New Zealand branch. "Indeed, the club now boasts a large and extensive network of members both here and in Australia."

Autonomy

Originally, New Zealanders were members of the Australian club but the growth of interest here brought an inevitable bid for autonomy. The New Zealand branch became official at a ride-in held at Taupo on April 15 and 16 last.

That weekend drew no fewer than 70 members and 56 motorcycles. Growth since that weekend, Hopkinson says, has been phenomenal.

"A common interest in motorcycling provides the platform for our club to grow. It also gives us companionship on and off the road."

The spirit of comradeship is very strong, to the point where the club might be likened to a lodge.

The club produces a year book which lists members' names and addresses throughout Australia and New Zealand. This means that a stranded member may be

act as a guide or pilot for a visiting member; offer overnight camping facilities for a visiting member; make available a trailer or utility to transport a motorcycle, or to rescue any member stranded in their area.

With membership spread the length of the country the Ulysses Club produces a quarterly newsletter, *Riding On*. This provides information about coming events, acts as a forum for members' news and views and carries articles of topical interest to "geriatric" riders.

Apart from the newsletter, every effort is made to keep paper-work to a minimum.

Meetings

The annual meeting is held some time before the end of April, with the venue a place of interest. Committee meetings are held only when necessary.

Most effort is put into social and practical motorcycling at both national and local level. There is a national ride-in set down for Auckland in December, where there will be prizes for the farthest travelled member, best-presented motor-



● The road beckons for this line-up of some members of the Ulysses Club in Auckland astride their machines: from top, Major Dunsmuir, Peter Grant, Mike Walker Holt, Fiona Walker Holt, Merv Hopkinson, Doug (Popeye) Morris, Alf Grant, and Ted Parker.

PICTURE: GEOFF DALE.

In these, as in all other activities, members show a great pride in their

and sloppy joes and key rings. The official badge

for a weekend stay. He called the police. A constable duly answered the

Brian Lissette (Tauranga Coordinator) got nobbled by the media."

In the same newsletter, new Invercargill coordinator, Hewitt Heyward explained the origins of Ulysses Invercargill. *"After some publicity in the Southland Times on Thursday 18 August 1988 outlining the aims and objectives of forming a Ulysses club..... an excellent turnout of bikes and riders assembled at Feldwick Gates, Queens Park.... a total of 27 bikes and 34 people had assembled."*

Peter Yanko of Nelson noted that *"after a slow start, it looks as though we have maybe 15 or so members."*

Newsletter editor Garry Partridge noted, *"with the rapid growth in membership.... it has become necessary to store all info on a computer," and that Mary Banks of Tokoroa had taken on this responsibility."*

1989

Beyond our wildest dreams

At the beginning of 1989 Lloyd Cox was exclaiming, *"a (NZ) Ulysses club that has grown beyond our wildest dreams."*

One of the earliest Ulysses fundraising events was carried out by Jim Shipman, riding a 1914 model H BSA 557cc with 4 ½ horse power, from Bluff to Cape Reinga in February 1989. Along the way he raised \$700 for children with cancer.

In Hamilton a Toy Run drew 800 bikes and went on to become one of NZ's largest Toy Runs raising toys and money for children with cancer.

By the end of 1989 Stephen Dearnley founder of Ulysses Australia later noted, *"Australian membership had topped the 2,000 mark..... the New Zealand club as a separate entity was now close to 900 members."* On a per capita basis the growth in NZ is very impressive. It had taken Ulysses Australia over 5 years to reach 2,000 members, while the NZ membership had reached 1,000 members in less than half this time from a much smaller overall population base.

*"Ulysses as a club was formed
for bikers over forty
for him and her who aren't afraid
to be a little naughty.*

*So ride with us and have some fun
and you'll be thrilled to bits
that you joined a bunch of people
who refused to call it quits."*

(Two verses of a poem by John
(Cowboy) Brown #406 in the
March 1989 Newsletter)

In April 1989 Ulysses NZ had what is regarded by some as the first formal AGM, held at Kennedy Park, Napier, and which attracted 248 attendees. At this AGM Lloyd Cox was elected President, Vice President; Des Walsh. Treasurer; Teena Wilson. Secretary; Tony Wilson. Committee; Garry Partridge, Allan Pram, Helen Troy and Annette Schurr.

Dave Willingham recalls, *"Tony advised those present that the club was very financial having \$12,000 in the bank. This was due to Lloyd, Tony and Garry's efforts and that they had set up (Ulysses NZ) using their own monies."* The meeting continued, with Merv Hopkinson putting a motion forward to have Lloyd Cox, Tony Wilson and Garry Partridge be made 'Life Members'. The motion was carried."

One can imagine the enthusiasm that prompted the 'Life Membership' nominations, and it would not be for many years later that the 'Life Membership' rules would be amended to specify that such nominations would require 'at least 10 years of meritorious service'. This lack of formal rules and the free wheeling entrepreneurial spirit that had been evident in the early days of Ulysses NZ would be sorely tested as the club continued to grow and entered the 1990s.





1990s Speed Bumps

The 1990s and Ulysses NZ hits some speed bumps

Ulysses NZ entered the 1990s with a huge amount of interest and enthusiasm.

From its origins at the 1988 Taupo 'Ride In', the club's success had exceeded everyone's predictions as it had '*grown beyond our wildest dreams*'. The hard working volunteer National Committee based in Hawke's Bay who had overseen this rapid growth were now turning their attentions to formal incorporation of the club and the associated need for a set of rules to govern its management in the best interests of its members. The 'honeymoon' period was ending and the serious business of managing a club of this size for the long term was being addressed. In 1990 the road ahead was looking very exciting and there was little evidence of the speed bumps that lay ahead.

In March 1990 President Lloyd Cox was looking forward to the third AGM to be held in Twizel noting, "*... when the first AGM was held in Taupo there were 30 members throughout NZ. The second, held in Napier, there were 500, and now with the third approaching, the membership will be pass the 900 mark.*"

Early Otago members enjoying a ride to St Bathans. From left: Hugh and Pam Walker, Russel Beal, Robin Gledhill, Bill Post and Colin Emslie.

The same newsletter also recorded, *"The Wellington area is proud to announce the forming of its committee.... we have a good crew of eight persons out of about 28 members."* Auckland reported membership at 158, and Otago at 50 members.

Later that year at the third AGM in Twizel the first constitution for the Ulysses Club of NZ

was adopted. The Twizel AGM was considered by many to be the last of the 'open-air' or casual style AGM's with John (Cowboy) Brown #406 chairing the meeting, primarily because he had the loudest voice. However as Ulysses NZ grew in both numbers and financial complexity, there was a need for more organised AGM's, supported by the newly adopted constitution.



Twizel AGM 1990. Back row: Bill Brinsden, not known, Merv Hopkinson, Graham 'PC1' Comber, not known, not known, Brian 'PC2' Lissette, Dave Beattie, Lloyd Cox, Phil Anker, Mark Walsh. Middle row: Stu Robertson, John 'Cowboy' Brown, Colin Winter, Dave Taylor, Garry Partridge, Barry Hamilton, Helen Troy, Ian 'Big Red' Robertson, Des Walsh. Front Row: not known, Jill Warhurst, Neil 'Mac' McDowall, Andrew 'Monty' Montgomery, Jon 'JJ' Jones, Gary 'Gazza' Wilson, Hugh ?.



Awards for bravery and service

Senior Constable Graham Comber last Wednesday received a Gold Medal for Bravery, the highest award given by the Commissioner of Police, for rescuing two teenage girls from a burning car at Karapiro on March 12 last year.

Assistant Commissioner Bruce Scott presented Graham with his medal at the Taupo Police Station, Story Place, in a ceremony where two other policemen, senior constables Barry Shepherd and Grant Tulloch, also received long service awards.

To page 4



Awardees from left, Senior Constable Grant Tulloch, Akela Heather Cartmell, Senior Constable Graham Comber, Assistant Commissioner Bruce Scott and Senior Constable Barry Shepherd.

A Ulysses Bike Club and Taupo Motorcycle Road Touring Club member, Graham was returning from last year's Cambridge to Hamilton charity toy run on March 12 on his Honda Gold Wing Interstate when he came across two crashed cars at Karapiro. One was in flames. With the protection of his full-leather kit he snatched the two girls from the burning wreck seconds before it exploded. One person died in the crash.

In congratulating Graham, Assistant Commissioner Scott said: "It goes to show that policemen are never off duty."

Graham joined the police in 1970 and has served in Auckland, Tokoroa and Motueka before coming to Taupo in 1984.

Senior Constable Shepherd received his 14-year service award. He's been a policeman since 1976 and in Taupo since 1983. He is now a member of the Combined Investigations Unit (CIU).

Senior Constable Grant Tulloch received his 21-year service award. He's been a policeman since 1968. He returned to Taupo last year for a second stint; he served here from 1971 to 1976.

Assistant Commissioner Scott changed hats after handing out the police awards and turned into Deputy Chief Scout Scott, a president of the New Zealand Scout Association, to give Tauhara cub pack Akela, Heather Cartmell, her medal of merit for long service for 10 years service to scouting. The presentation was sealed with the left-hand handshake. Heather has been involved with scouting for more than 18 years.

Peter Lamsdale #325 recalled part of the social riding that took place at the Twizel AGM, "The organized ride to Mt Cook on Saturday was great with about 200 bikes and the road almost to themselves...the staff at the Hermitage crowded to the windows as the multitude of thundering machines converged on them. Their relief was visible as the Ulyssians dismounted and displayed their flowing grey/white hair - or lack of it."

Award for bravery

The June 1990 Ulyssian noted, "A Ulysses Bike Club and Taupo Motorcycle Touring Club member, Graham Comber was returning from last year's Cambridge to Hamilton charity toy run on March 12 on his Honda Gold Wing Interstate when he came across two crashed cars at Karapiro. One was in flames. With the protection of his full-leather kit he snatched two girls from the burning wreck, seconds before it exploded. One person died in the crash." This brief rather cursory paragraph does not really do justice to what was an incredible feat of bravery, and it is pleasing to note that subsequently Graham was awarded a Gold Medal for bravery, the highest award given, by the Commissioner of Police.

1991

The January 1991 Ulyssian magazine included this President's Report, "... the process of incorporation of our club is now completed, our official title now being, *"The Ulysses Motorcycle Club of New Zealand."*

"Club membership now nearing the 1300 mark..... it's not a club, it's a brotherhood (and don't forget our sisters.)"

Jon 'JJ' Jones, Ulysses Hamilton coordinator wrote, *"in 3.5 years (the Ulysses Club of NZ) has become the largest and probably the most social motorcycle club in the country, there is not a weekend goes by that there is not an event of some kind, somewhere."*

"At the time of the Wellington AGM membership has reached 1450 and 250 attend the AGM."

The financial accounts for Ulysses NZ prepared for the AGM show a surplus of \$12,254 in the income and expenditure account for the year ended 31 Dec 1991, while the club's net equity reached \$41,510. In its first three years the club had achieved average annual surpluses of \$15,867 per year.

19 May saw the inaugural ride of the Waihi-Thames Ulysses Branch with a total of 26 bikes with support from JJ and the Hamilton team.

By September 1991 the Ulyssian noted, "... we have purchased a computer for the club membership is now over 1600"

Sadly, the December 1991 Ulyssian recorded the passing of Peter (Bwana) Reynolds, National Secretary of Ulysses Australia, noting that his support had been crucial to the establishment of Ulysses NZ and quoting Peter's words following his 1988 trip to New Zealand. *"I would like to thank everybody who helped make this, my first (but not last) visit to NZ, so memorable and enjoyable. I reckon you have the best motorcycling country in the world. The formation of a NZ Ulysses Club is not the end of our relationship, rather the start of a close and friendly relationship."*



Peter Reynolds with Animal at Hastings.

It is amazing... you can meet new members one day and by the next, you have swopped names and addresses and are firm friends

1992

Looking forward to the AGM to be held at Lincoln, Christchurch many remits expressed concern with the club's relatively new rules and regulations. In the April 1992 Ulyssian magazine, Lloyd Cox noted; *"I find personally that some members are perusing the rule book and taking out parts of rules that they want, and acting on these parts and not using the rule book as it should be used."*

He went on to hint at growing pains and the first speed bumps to be negotiated; *"the membership is approaching the 2000 mark and in 1988 when the first meeting was held in Taupo, we thought that if the club reached 500 we would be doing OK, and now with it around the 2,000 mark one wonders where it will end. A few are still joining (only) for the insurance, pity really as they are missing out on some great rides and good company."*

A member writing under the name, 'Lil Red' in the April 1992 Ulyssian magazine attempted to explain the popularity of the Ulysses Club of NZ; *"The Ulysses association and riding in general had*

been incredibly rewarding, and each event is eagerly looked forward to. I like sharing in my partners interest, being with people in the same age bracket, travel, camping and riding (in all weather) and being a bit 'country', I love to feel the fresh air and have learned to appreciate our beautiful country far more."

After spending a month or so recovering from a knee operation, Brian Lissette #176 a.k.a. 'PC2', the founding coordinator of Ulysses Tauranga, wrote down his reflections on the success of Ulysses NZ; *"I always look forward to meeting old friends and new members of this club throughout NZ. To listen to your stories with interest over a cuppa, etc. It is amazing... you can meet new members one day and by the next, you have swopped names and addresses and are firm friends. Why couldn't we all do this years ago? Is it because of under the umbrella of this club we have let our defences / shyness down and will now accept other people for what they are – fellow human beings and very good company. What we have within the club is a very large fast growing extended family, NZ and Australia wide."*

During the last year we have been embroiled in controversy with some members over matters of policy

1993

The first speed bumps are encountered

In the March 1993 Ulyssian Lloyd Cox noted; *"Having had the privilege of being President of your club since the original meeting in Taupo, I have seen many changes as the membership has risen to its present 2,300 mark. One thing that has not changed is the friendliness and companionship...."*

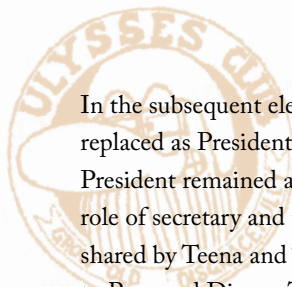
However there were also signs that the rapid growth was causing some strains. These became evident with Ulyssians questioning the club's constitution, rules and matters relating to the club's financial accounts. Often the mere questioning, whether well intentioned or not, created extra work for the hard working volunteer National Committee that was based in Hawke's Bay.

Ken Oliver, editor of the Ulyssian, highlighted the problem in his March editorial, *"When any organization grows to the size of ours and acquires*

some capital, it attracts the good, the bad and the ugly, and I can see the odd 'bush lawyer' beginning to raise his head. I'm sure you've all met them, those bloody minded sods who aren't happy until they're setting member against member, therefore if you read and understand your club's accounts you are well prepared to hold your own against uninformed and biased opinion, should the lunatic fringe come up with a plan to spend your money on some possibly Utopian ideal."

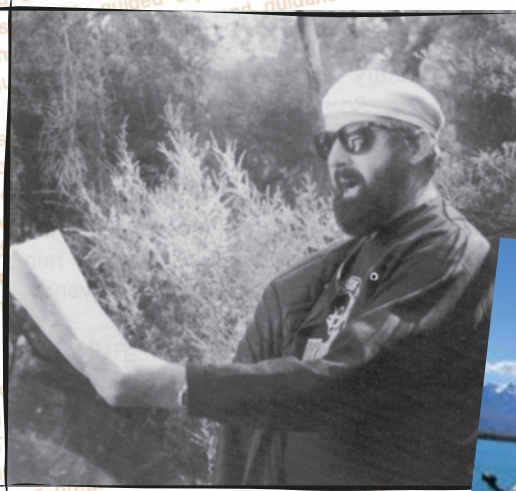
Lloyd's message continued on to pick up the same theme, *"During the last year we have been embroiled in controversy with some members over matters of policy, matters that are really the preserve of your committee. In an effort to be even-handed, your National Executive took professional advice on each occasion, at considerable expense to your Club..... This year, for the first time, some new and well qualified members have been nominated for the National Committee..... the AGM is the time and the place for you to stand up and have a say in the running of your club."*

President's Report



In the subsequent elections, Lloyd Cox was replaced as President by Ken Oliver. The Vice President remained as Des Walsh. However the role of secretary and treasurer that had been shared by Teena and Tony Wilson now passed to Ross and Dianne Turner and once again management of Ulysses NZ remained firmly in Hawke's Bay.

Incoming President Ken Oliver in his first report published in the June 1993 Ulyssian highlighted both the successes and hints at some of the issues being faced as the club faced speed bumps; *"We enter our 7th year with yet another considerable increase in our numbers, a most successful Annual General Meeting (Attendance of 350 was the highest yet recorded)..... however there is a down-side to expanded membership. A considerable proportion of the 'Letters to the Editor' contain grizzles and swipes at any number of irrelevancies that in the long run are not what this club is all about. Two coordinators have even refused to contribute to your National Magazine..... we are a National organisation and can improve on what is already a great club by cooperation and good will."*



After the AGM formalities, Vince Hyde extolls the virtues of owning a BMW.



“Not what it used to be”

Later in September 1993, Frank Foster was prompted to write to the Ulyssian magazine commenting on the common gripe that since its formation the Ulysses Club, “... *is not what it used to be.*”

Here is Frank's view on the issue;

“One often hears members saying how large the club is, how successful and so forth. On the other hand, some of the longer standing members at rallies say the club is not what it used to be, and just look at all the new faces we see here, and we don't know a lot of the members like we used to. I say, ‘STOP RIGHT THERE!’ Just take an inward look at yourselves and your attitudes. Do you go up to the new faces and say “Hi?” Make yourself known? Make them feel welcome? The spirit of the club rests with the attitudes of ALL members, both old and young. I wouldn't blame a bunch of the newcomers for thinking that they had joined a bunch of snobs and cliques...just have a wee think about strengthening the feeling of warmth and brotherhood and sisterhood by being a bit more friendly.”

The Ulysses Club

by Richard Martinez. Tauranga. 1993.

There was a bunch of merry men,
who were getting on in years.
Their lives were so dull,
they were just about in tears.

One day one said, “I know what,
let's form a club,
for people over fifty
and with a motorbike to love.”

That was on New Zealand's 'West Island'
straight across the ditch,
where Ulysses Club was born
and it grew without a hitch.

People joined the club to ride
and they rode from far and near.
Their rides grew so popular
that they caught on over here.

To get the numbers up
they dropped the age to forty.
Was that when the Ulysses Club
grew a little naughty.

“Grow old disgracefully”,
our banner proudly claims.
And some of us have done just that,
those I'm too polite to name.

Come with me to McLaren's Falls
up there on the hill

1994

After less than 12 months in the National President's role Ken Oliver resigned due to 'work commitments' and Lloyd Cox returned to stand for President once more and at the 1994 Nelson AGM was duly elected.

In a subsequent letter to the Ulyssian Magazine Frank Foster noted a concern that still resonates today. *"I write with concern, at the attendances at AGM..... the first National ride-in at Taupo 1988 was generated by 30 invitations.... 70 attended. 233%. In Feb 1989 our membership was 408, that year April 1989, 248 attended Kennedy Park Napier, a healthy 61%. Since then approximately 350 have attended the AGM's and on the last membership count of 2,642, 350 attendees represented 13%. Now what does this tell us?"*

In another letter Frank bemoans the increasing accumulated reserves then standing at \$94,000. *"I am again going to have a crack at the hierarchy about being able to distribute back some of the piles of dollars we are amassing to go back to worthy causes and give the money back into membership benefits where warranted."*

By the end of 1994 Lloyd Cox reported that NZ membership was, "approaching 3,000".



1995

After concerns expressed in late 1994 *'about the number of name badges that are being made by unauthorized engravers'* steps were taken to register and copyright the Ulysses logo in NZ at *"considerable expense"*. The year also saw growing pressure from members to see the National Committee extended beyond Hawke's Bay.

Lloyd Cox commented in the March Ulyssian magazine *"that once again there has been a remit put forward to spread the National Committee throughout the country,"* noting that, *"this type of remit has been put forward for the last couple of years..... The cost of setting this sort of thing up.... would end up being a large financial burden to members."*

At the 1995 Taupo AGM the following remit was submitted by Bruce Crowther (Proposer) and Seconded by Fred Ullness; *"That members of the National Executive Committee be able to be elected from any area."* The motion was subsequently lost, but indicated a growing frustration with the National administration based in Hawke's Bay.

The Taupo AGM attracted over 550 members and is probably best remembered for John de Lautour's Gaucho BBQ and the female and male strippers who attended. Peter McIntosh (then

Taupo Branch Coordinator) recalls later being cornered by National Vice President Des Walsh who seemed not so much upset at the presence of strippers, but rather that he was at the bar and missed the spectacle. Since that AGM there have been a few attempts to enliven similar meetings with such 'adult' entertainment, however in general many deem it unnecessary. It seems there are boundaries to what is acceptably disgraceful.

Rest home for ageing bikers?

On a lighter note, at the same AGM Sue Gibbons (Auckland) suggested that perhaps funds accumulating in the Club could better be put towards a resthome for ageing bikers.

In the December 1995 Ulyssian Lloyd Cox notes; *"it is with regret that we read that Des Walsh is standing down at the next AGM from the position of Vice President on the National Committee. Des has held this position from the inception (in 1989) of the National Committee.... and he was the one who did the footwork to get the name Ulysses cleared so that it could be registered and used for the NZ club. Des also put a lot of work into the rule-book for the changes that were necessary when the club became an Incorporated Society.... Des will be missed."*

The first meeting of the Kapiti Coast branch of Ulysses was held on Monday 11 October and

attended by 13 Ulyssians with Peter Franklin as Coordinator, Linda Thompson as Secretary, Treasurer Andy Cummings and Committee members, Les Mortimer and Graham Eagles.

1996

Marge's 'Exhaust Notes' gains popularity and infamy

The identity of 'Marge' the cheeky author of 'Exhaust Notes' is still hotly debated to this day, and far be it for this writer to reveal his/her identity (well not yet). In a letter to the Ulyssian, Pauline Sloane asks, *"Dear Marge, who are you? I ask because Ulyssians are now looking at each other with narrowed, suspicious eyes, hotly accusing each other of spilling the beans and leaking information based on untruths and their own picturesque imaginations...."*

Typical of Marge's cheeky banter is this excerpt; *"Des Trubshoe the Far North Coordinator, owner of a tyre shop and tyre distributor, got a blow out on the way back home after the coordinators workshop in Wellington. Is there anyone who can advise Des on the type of tyre he should be running... tyre pressures... and how to spot defects, etc? Oh by the way Des, a tyre is that blackish round thingy that goes around the outside of the wheel, you know the bit that picks up nails that lay around on the road...."*

Later in the September Ulyssian Marge explained her passion, *"Don't you just love writing to the magazine, it's like standing naked (horrible sight) in front of a giant wasp nest, and then poking it with your finger and hoping you won't get stung. I love it when all the angry little buggers swarm out after each magazine."*

The September Ulyssian introduced readers to "Team Ulysses Racing" with Norton Bill #398 writing, *"The Team is still hard at it continuing to*

enjoy themselves as they do, apart from the odd 'off' while pushing vintage machinery too hard..... we do have a bit of a problem with some of the team remembering to fill their tanks up enough to complete a race, notably Kevin Clarkson, Eric Wood..."

In a hint of what is to come, in the December Ulyssian National President Dave Taylor noted, *"this year has been a busy one for Natcom, also a very trying one, it has been hard trying to please everyone, but, apart from a few I think we managed all right."*



Team Ulysses Racing.

1997

More speed bumps

The March Ulyssian magazine hinted of a stormy year ahead with an unprecedented 'For the record' letter sent to the editor from the National Committee, *"We the National Committee prior to this letter have not involved ourselves with the gossip that has now progressed into rumour-mongering that now seems to be rife within the club. This appears to have originated from a few Hawke's Bay branch members. It has been all too apparent that these members, as mentioned, have devoted the past 12 months to discrediting the National Committee and trying to block them from regaining office..... we can advise members that the "wasting of club monies" was to seek legal advice, this was done to maintain a harmonious relationship within the club. There are no nomination irregularities in the existing National Committee nomination procedures..... we believe we have maintained a dedicated approach to the running of the Ulysses Club and stayed above responding to personal attacks."*

These public accusations of 'rumour-mongering', 'personal attacks', and 'irregularities' between the Hawke's Bay National Committee and its own Hawke's Bay Branch members are evidence of disharmony and infighting that was in danger of spreading beyond Hawke's Bay, and provided the

background for a very acrimonious 1997 AGM at Tauranga where the mounting dissatisfaction came to a head.

In a move to placate the different factions, Frank Foster was appointed as an independent chairperson. It was hoped that Frank's background as an accountant, and his ability to hold wide respect amongst the Ulysses membership would steer a path through these difficult times.

The following extracts from the minutes of this meeting highlight how Frank's wise intervention was very much needed. The minutes also show that in an attempt to end the squabbling in Hawke's Bay, an alternative National Committee originating in Invercargill was proposed.



Frank Foster with Gail Verschaffelt.



"Frank Foster took the Chair and read a pre-prepared summary of comments to the meeting. Mr Foster expressed concern about the disharmony evident between some of the membership and National Committee. He warned the meeting that the meeting would be run with decorum and by the rule book and formality would be observed on motions, amendments to motions and counter motions. The Chairman commented that there had arisen from the coordinators' meeting held Friday, 21 March, some questions as to whether remits should be decided by coordinators or members at the AGM and it was becoming patently clear that the rapid growth of the Club had far outstripped the ability of the existing rules to cope with many contingencies. The Chairman again warned members to observe the formalities."

The remit was then put to the meeting;

"That the National Executive empower a working party to consult the membership about, and to redraft, the constitution of the Ulysses Club of NZ in order to bring the constitution into line with current practice"

Put to the vote the remit was REJECTED. 17 to the rest.

Lloyd Cox said that this year there was two areas standing for National committee and there had been a set procedure for people standing.

Mr Cox read out a statement from the Rule book "that if nominations were received which exceeded the number of vacancies on National Committee to be filled, a ballot shall be held by that branch to nominate candidate or candidates for National Committee at Annual General Meeting."

The results of that ballot were then passed on to National Committee. This was not done by the existing National committee. Mr Cox believed that the National Committee has by-passed their local committee and not given three other Hawke's Bay members who had nomination forms, the right to stand against these members. Mr Cox then stated, *"that when*

Mike Smith had asked if they (HB) were going to put out nomination forms the answer was no because nobody had shown any interest in nomination forms so they were not put out in the local magazine, but three other members had nomination forms, did any of these members here ask any of their local committee for nomination forms? Personally ask them?"

The Chairman advised the matter was closed and read to the meeting a legal opinion from Charlie Dowling (Ulysses Lawyers) which had just been passed to him:

"We confirm that we have found nothing in the Rules to prevent nominations being received from anywhere. Rule 34(a) confirms that two members of the Club can nominate a candidate for election as a National Office Bearer in writing, so long as accompanied by the written consent of the candidate."

The Chairman then ruled that the nominations for the two parties, Invercargill and Hawke's Bay were valid.

Candidates from the existing National Committee were:

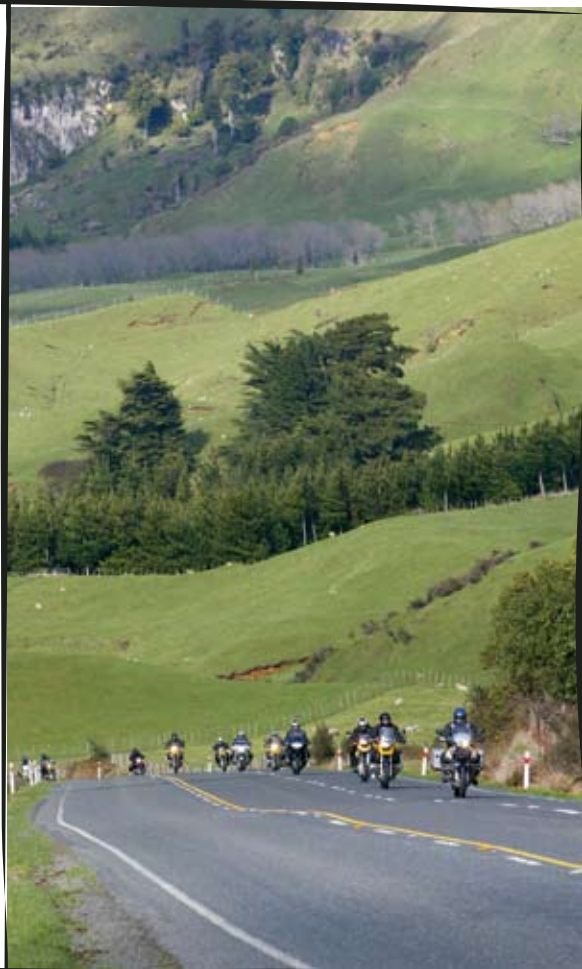
Dave Taylor (President), Mike Amos (Vice President), Ross Turner (Secretary), Dianne Turner (Treasurer) and Committee members Allison Bullock, Don Burrows and Mike Smith.

Candidates from Invercargill were:

Max Warhurst (President), Alistair Gorrie (Vice President), Ross Lawry (Treasurer), June Lawry (Secretary) and Committee members John Pritchard, Colin Evans and Carol Evans.

*The existing National Committee stepped down from the podium and the Chairman announced the results of the secret ballot. There were twelve informal votes. **The votes are: Invercargill 102, present Committee 237. Accordingly, the existing National committee was re-elected to office.***





Following the 1987 Tauranga AGM, National President Dave Taylor summed up his thoughts in the June Ulyssian. *"Thanks for the vote of confidence in your present National Committee by your vote at the AGM. I would like to give special thanks to Frank Foster for chairing the AGM in such difficult circumstances. It was felt we needed an independent chairperson to run the AGM, as has been done regularly in the past, as this time we were concerned about the clash of personalities being brought into the meeting. Frank did a great job, and the meeting went well...."*

Although the attempt to wrest the National Committee away from the Hawke's Bay branch had failed this time, it was an idea that would refuse to die and as we will see, it was only a matter of time before it would return.

1997 ended on a very sad note when on 23 October Ulyssians learned that Dave Taylor had passed away after suffering an adverse asthma attack and within a month Wellington's coordinator, Doyle Parker was killed in a motorcycle accident. Doyle was succeeded by Jim Furneaux who, despite a break when he was National Vice President, continues in the role of Wellington Branch coordinator to the present time, and who (as we will learn) was to play a key role in steering National Committee leadership away from Hawke's Bay.

1998

The February 1998 AGM hosted by the Dunedin branch, gave its approval for work to commence on a website for NZ Ulysses www.ulysses.org.nz, and which came 'on line' around March the same year, largely as a result of the efforts of William Glendenning #1916.

Pauline Sloan, a popular writer and contributor to the Ulyssian over many years, wrote an amusing column about giving up riding her motorcycle. *"I had decided to flag motorcycling away, I took my bike down to Huka Honda and left it there to be sold... it was finished. Over. Time now to get on with other aspects of my life....."* Was it really the end? Pauline did return to motorcycling and thankfully her humorous contributions continued to entertain readers of the Ulyssian magazine for some time.

Marge writes in the June Ulyssian, *"One of the golden rules of motorcycle touring is to keep gear to the minimum and keep it light. Mad Max Warhurst has now got it down to a fine art as has Tony Williams from Seddon. Should Max head north and Tony head south they will be quite excited when they meet and would probably spend the night together. No they are not gay, but Max forgot to take his (tent) poles on a recent trip, while Tony took his poles but forgot the tent."*

Below: 1998 National President Don Burrows cutting the cake.



Above: Addressing the Haggis.

Left: Kath Pederson, Tony & Robyn Evans and Thelma Blackwell.

Centre Photo: Unknown, Des Kelly and Stephen ?.

Below: Then Canterbury Coordinator, Bill Gaskell.



1999

A Special General Meeting

Matters within Ulysses Club that had been festering since 1997 reached a peak on 9 January 1999 when a 'Special General Meeting' was held at Kennedy Park, Napier. Members who attended still have strong feelings about that meeting. Underlying the seriousness of the occasion, the Ulysses Club's lawyer, Mark Luscombe, was in attendance.

Several members, including Wellington's Jim Furneaux (#2098), still wear 'Scurrilous' badges which they had made up after being labeled as the '*sources of scurrilous innuendo*' at this time. Jim is proud of the Scurrilous Badge. To him and the other recipients, it's a reminder of a time when 'being disgraceful' meant standing up to some things in the club that were just not right.

The badges are testimony to a time when Ulysses NZ nearly didn't survive. As Jim recalls, "*The special general meeting was called because we had one person as both the Hawke's Bay coordinator, and the National President, and it was clear that one person could not do both roles. In fact the whole national committee at that stage was the Hawke's Bay Committee and things were just not working.... things were getting very incestuous.*"

Above: Jill Warhurst, Darryl 'Waffler' Greeks and Brian 'Leader' Middleton.

"In fairness, the club had grown much more than ever anticipated, but it was being managed pretty loosely, for example several computers were purchased, and didn't appear in the books.... there needed to be records, we needed to be accountable," recalls Jim.

Peter McIntosh (#2524) National President from 2002 to 2012 recalls, *"There are a couple of points in the history of the club (Ulysses NZ) where it was in danger of imploding.... the (1997) Tauranga AGM and the (1999) Napier special general meeting were two of them. It was very divisive. the club was dividing into factions. The squabbles that had arisen in Hawke's Bay now threatened to spill over and derail the whole national organisation of Ulysses."*

"We had a case where the National President was not acting in the best interests of the NZ organisation..... It was really horrendous, many of us were booed when we entered the Napier meeting."

From left: Lloyd Cox, Tony Wilson and Garry Partridge.

The following are extracts from the minutes of that special general meeting. It is interesting to reflect on the following list of attendees and note how few of the once enthusiastic original Hawke's Bay national committee were in attendance (even as mere interested parties). Absent were Lloyd Cox, Garry Partridge, Tony and Teena Wilson, Des Walsh, Ken Oliver, etc. Clearly, the first eleven years of 'managing' Ulysses NZ had taken a toll to the extent that the presence of lawyer, Mark Luscombe was also now needed.





On 9 Jan 1999 a special general meeting at Kennedy Park, Napier was called. Those attending were; Don Burrows (President), Mike Amos (Vice President), Ross Turner (Secretary), Dianne Turner (Treasurer), Committee members, Mike Smith, Ali Bullock & Dave Willingham. Wayne Painter (Auckland), Bill Gaskell (Canterbury), Phil Carter (standing in for Far North), Des Chiles (Gisborne), Greg Bailey (Hamilton), Heather Pritchard (standing in for Hawke's Bay), Mark Walsh (Hokitika), Jill Warhurst (Invercargill), Russell McCormick (Kapiti Coast), Grant Mansell (King Country), Mike Moore (Manawatu), John Mears (Marlborough), Peter Shaw (Nelson), Barry Hamilton (Oamaru), William Glendenning (Otago), Gordon White (Rotorua), Mark Bennetts (Taranaki), Peter McIntosh (Taupo), Roy Watson (Tauranga), Brian Middleton (Tokoroa), Clive Richardson (Waihi-Thames Valley), Don Gunn (Wanganui), Jim Furneaux (Wellington), Ian Robertson (Westport), Ian Davison (Whakatane) and Mark Luscombe, Ulysses Club lawyer.

The chair (Wayne Painter) then referred to the meeting agenda on the Branch memo dated 4 January. The decision of National President, Don Burrows to override a majority (6-1) Natcom decision with regard to 1999 National Committee nominations.

The National Secretary spoke to the first item on the agenda. The Natsec outlined events from a meeting held 3 Dec with the Club Lawyer to the present time.

National President replied advising those present that he did not agree with the National Committee's majority decision even though it was arrived at after gaining the Club lawyer's opinion.

Jill Warhurst then asked the Chair why Heather Pritchard was at the meeting.

Don Burrows - Natpres & HB Coord answered that Heather had been voted by the Hawke's Bay Branch, to represent the Branch when he is representing or standing as National President. She has been duly elected and it is noted in the minutes that she represents the branch in his absence.

Jill Warhurst pointed out that the rule covering such a matter is rule 5 (*passed Remits*) which states - "if the Coordinator of the Branch is unavailable to represent the Branch then a substitute representative may be chosen by the Branch concerned." Jill followed on to state that Don was both the National President and the Hawke's Bay Coordinator so there was no need to have a second Hawke's Bay representative present.

After discussion as to who was Hawke's Bay's representative a motion was put "that only one person represent Hawke's Bay" Phil Carter/Peter McIntosh.

MOTION CARRIED

After general discussion the meeting agreed that the National President had exceeded his authority by overriding the majority decision of the National Committee with regard to 1999 National Committee nominations.

A motion of "a vote of no confidence in Don Burrows as National President" was put to the floor.

Following discussions, Don Burrows stepped down as National President.





(Then Later in the meeting...)

Don Burrows then asked for a 10 minute recess.

Meeting reconvened.

Don advised the meeting that Heather Pritchard would be remaining at the meeting.

The Chairman then spoke to Item 2 on the agenda: 1999 National Committee.

"The next item of the meeting is the 1999 National Committee and the rule interpretation relevant. I have offered to speak on this briefly if the meeting approves, to point out what the difficulty is and if I can, perhaps give a quick background."

"When the rules were first drafted the rules itself provided according to Rule 34 that the nominations are made and delivered to the National Secretary in not less than three calendar months beforehand. Now I think, and I'll be corrected if I am wrong, what has happened ever since the rules were made is that the actual Branch held its ballot, sorted out who its candidates were, and then sent them off as a nomination to the National Committee. What this year has highlighted is in fact, that there has perhaps been a contravention of the strict interpretation of the rules and what occurred this year was after Hawke's Bay had gone through its process of working out who its candidates were an independent list of nominees was received by the National Secretary and they all happened to be people that lived in Hawke's Bay and in all other respects I think were Hawke's Bay members. So that threw into conflict essentially Rules 34a and b and 38a and so the Committee came to me and said we've got this problem."

“We’ve got people calling themselves independents from Hawke’s Bay, saying that they are nominees and we’ve got the Hawke’s Bay Branch writing to us and saying ‘here are the nominees’. Try and sort the problem out please.”

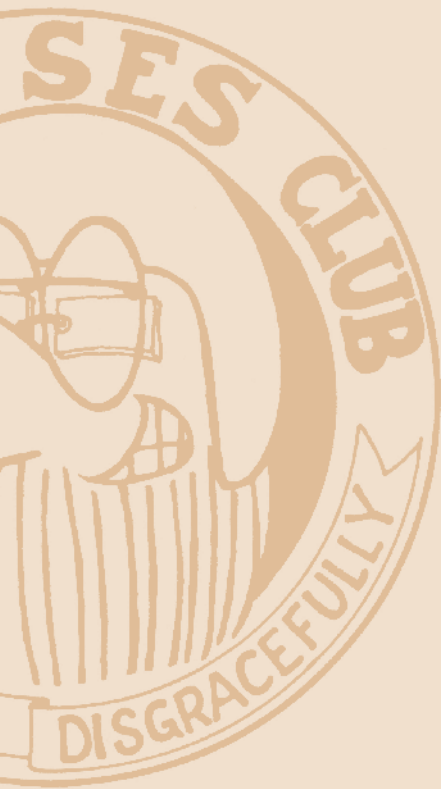
“I looked at the rules and then had a meeting with the National Committee and said that it had highlighted a problem that had arisen over time and I thought it was unwise to treat the nominations that had come from the independent members (put forward as independent). I felt that it wasn’t independent because they came from Hawke’s Bay members and under Rule 6, although Rule 6 is expressed to be for the purpose of Rule 14 and something else, it sums up the actual intent of these rules. Where there is a group of people living in Hawke’s Bay then they will be affiliated with the Hawke’s Bay Branch.”

“What the nomination was purporting to do was say “We’re independent and here’s our independent ones and we’re going to run up against the Hawke’s Bay ones at the AGM.” I didn’t think that that was a great idea from a Club’s perspective and said that rather than invalidate the independent nominations that came in, in accordance with Rule 34a and b they had been correctly received by National Committee. We are then in a situation where you should treat the Hawke’s Bay nominees as valid, the independent nominees as valid on the face of it, and refer it back to Hawke’s Bay saying we now have more nominations than the vacancies, have another ballot finalise the list and send it back.”

The meeting then discussed and decided that the nominations from both parties were valid.

The meeting was then advised that acting on the lawyer’s opinion and the National committee’s decision, on the 13 December the Natsec wrote to both the Hawke’s Bay Secretary and the contact for the other set of nominations explaining the requirement for a further ballot at branch level





to select nominations for the 1999 National Committee. Included with the letter to the Hawke's Bay Secretary was the list of nominations that the National Committee had deemed valid and the instructions that the list of nominations had to be back in the Natsec's hands by the 5 Jan 1999. The Natsec received letters back from both parties disputing the National Committee's decision. It was at this point, the 16 Dec that the Natsec handed the business at hand to the National President because Dianne and himself had suffered a personal tragedy and were indisposed. When the time frame expired as in rule 34b, the three months before the AGM, the Natsec had not received any valid nominations for the 1999 National Committee.

'The consensus from the Coordinators at this stage was that Hawke's Bay had not done what they were meant to do, therefore all the nominations are now invalid, so what do we do now?'

Much discussion took place on the floor regarding once again the validity of the nominations and why the Hawke's Bay Branch did not act on the fax sent by the National Committee and have a ballot on the nominations. It was pointed out that even if the Hawke's Bay Branch disagreed with a National Committee decision, they are bound to follow the National Committee's decision.

A question was asked from the floor if it was possible to extend the timeframe to allow the Hawke's Bay Branch to hold elections.

Discussion took place as to whether the National Executive had the power to grant an extension in time. It was agreed that they could under rules 23 and 90.

A motion was put to the floor “that this meeting fully endorses the decision by National Committee, backed by the lawyer’s opinion, to refer two sets of ballot nominations back to the Hawke’s Bay Committee for voting upon.”

The meeting went on to discuss the process of nominations to positions on the National Committee. “The consensus from the Coordinators at this stage was that Hawke’s Bay had not done what they were meant to do, therefore all the nominations are now invalid, so what do we do now?”

Peter McIntosh then stated for the record. *“That I have the greatest concerns about some of the members who are standing for the National Committee. I am not sure where some of them are coming from and I think the Club could be heading for a rocky patch and I would like to commend the current National Committee for their forbearance in the way they have run the Club over the last 12 months given some of the difficult circumstances they have come up against. I would like to have seen a situation where they could continue for the next 12 months to allow the Club to do better housekeeping than they have got. Unfortunately we’re bound by a certain amount of rules. I am still not 100% happy with the resolutions we have come to tonight but I’ll stick by them because I think we’ve done the best we can. However, I would like to go on record as being concerned.”*



By the time of the March AGM in Wanganui, the concerns noted above appeared to have been resolved and Don Burrows continued as President, while Dianne Turner and Ross Turner chose not to stand again for their roles of Treasurer and Secretary. At this time, the financial accounts of Ulysses NZ showed one of the largest deficits ever recorded, with a 'loss' of \$18,396.

In the Australian Queen's Birthday Honours list of 1999 Stephen Dearnley was awarded the Medal of the Order of Australia – OAM – for “services to sailing and motorcycling”. Columnist and veteran reporter David McNicoll described the



Stephen Dearnley (left) and William Glendenning.

award as “a victory for larrikinism” and Stephen as “the leader of the largest motorcycle gang in Australia”. Stephen regarded the coverage as a compliment and great publicity for Ulysses.

Thus the 1990s ended with honours being bestowed on the founder of Ulysses Australia, and while the Australian club was being lauded as the ‘largest motorcycle gang in Australia,’ in New Zealand, the future of the Ulysses club at a ‘national level,’ was far from assured. Following the Napier AGM, some wise heads behind the scenes were busy reviewing the club’s rulebook and advocating for improvements. Fortunately for Ulysses NZ, at the Branch level, the backbone of the club remained strong and the emphasis on a ‘social motorcycling club’ continued unabated.



Members of Taupo Branch of Ulysses staying at the marae in Tikitiki, East Coast with the locals, January 1999.





A Woman's Touch

Women in Ulysses NZ – the Motherhood of the Brotherhood

While there are still examples of NZ motorcycle clubs that are testosterone laden havens of misogynistic male behaviour; the Ulysses Club of NZ is not one of these. Female membership has always been encouraged and has played a vital role in its history.

In March 1990 President Lloyd Cox was looking forward to the third AGM to be held in Twizel later that year noting, *“when the first AGM was held in Taupo there were 30 members throughout NZ. The second, held in Napier, there were 500, and now with the third approaching, the membership will be pass the 900 mark.”* He went on to note, *“Looking through the membership list it is surprising to see the number of women who are joining, a lot with their own bikes, and also the number who are going to some of the weekend camps and local runs.”*

Seen at the Ulysses Remembrance Ride, Taupo 2012.

The first 20 female members of Ulysses NZ
(Note: the exact joining dates have not been
recorded.)

Ulysses #	Name
17	Mary Banks (Tokoroa)
64	Evelyn Guilbert
103	Colleen Whale (Tokoroa)
119	Irene Heka
130	Annette Knowles
134	Pam Rice
137	Judy Van Dorp
163	Allana Keightley
180	Annette Schurr (Hawke's Bay)
182	Olga Richardson (Waihi-Thames)
218	Dianne Kirk
229	Beverley Minnear
242	Vivian Todd
245	Lorraine Hird
273	Grace Fisher
303	Gaileen Thew
350	Helen Troy
359	Dianne Luckens (Auckland)
371	Josephine Hull (North Otago)

**We are all free spirits.
We're non-conformists.**

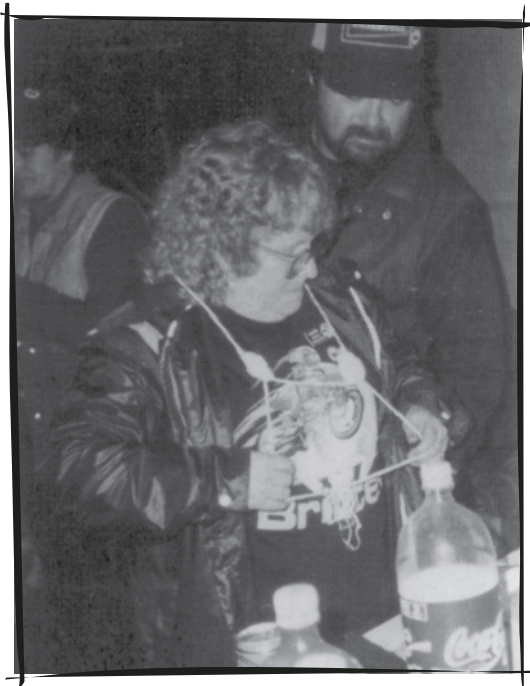
In an article entitled, 'Ageing Disgracefully' which featured in the Christchurch Press of 14 March 1995 it was noted that, *"about 10 per cent of Ulysses riders are women and the number of them moving to the front of the bike is rapidly growing. Many women are also involved as pillion passengers."*

The article went on to quote Christchurch Interior Designer, Agnes Koers #381, who often rode a 650cc Ducati. *"We are all free spirits. We're non-conformists. We're all entities on our own right. We all wear black leather, but I always add a silk scarf or something smart, so when the jacket comes off people can see we are human and not intimidating."*

Valarie Schroeder pillion partner of Lester Schroeder noted, *"there are two things the Ulysses club advises us not to take on an outing, one is a car, the other is an attitude..... both these things are best left at home."*



Mary Banks #17 Following Mary's death on 1 Aug 2003, Brian Middleton #98 noted, "*Ulysses Club and Tokoroa Branch lost one of their founding members.... Mary had a very impressive record with Ulysses, she was the first lady member #17 and with husband Don started the Tokoroa branch. In the early days she was the Ulysses club membership person, setting up the first database for membership records. She was the first lady member given Life Membership, the second member of the Tokoroa branch and helped organize the Frozen Pines Rally.*"



Mary Banks (with John Hall).

Ulysses influenced the way I felt about what my bike and I could do. And together we did around 60 countries together.

Lorraine Hird #273 was one of the first 20 female members to join Ulysses NZ and has since ridden through 60 different countries accompanied by her partner, Wayne. For Lorraine Ulysses NZ was synonymous with the charismatic Ulysses Club's Wellington coordinator, Andrew (Monty) Montgomery #40.

"What do I recall about Ulysses? Probably that Ulysses was Monty. Somehow Monty's relaxed, fun attitude to motorcycle club activities permeated everything and was behind the wonderful Herbertville rallies that he organised. I have no idea who, apart from his great wife Pam and their lads, helped him. Ulysses was not a club with committees 'to do stuff', it felt more like a loose gathering of like-minded people who 'just wanted to have fun'. And somehow Monty seemed to garner whatever help he needed for that to happen and we all reaped the benefits! Fun.

The club (probably Monty) let me join as an honorary member when I failed to meet the age criterion. But I must have been close as I recall a young woman

telling me that she hoped she would still be riding when she was my age! I remained a Ulysses member even when we travelled for many years and recall posting back a photo to the club of the decorative gates of the Ulysses Cemetery in the small US town of the same name since I figured I had finally found where we would all end up!

As Ulysses members, Wayne & I often met with the US equivalent club – they called themselves 'Retreads'. Those wonderful Herbertville rallies stood us in good stead when we entered many wild and weird competitions since it was at a Herbertville Rally that I saw my first game of motorcycle soccer and motorcycle skiing. I think that was when I realised that there was more to motorcycling than the wind through the open visor and a feeling of being at one with my environment – there was also a load of slightly unorthodox fun to be had!

"I might be a girl, (well OK a 65 year old wrinklie,) but on reflection, I think Ulysses influenced the way I felt about what my bike and I could do. And together we did around 60 countries together."

Jill Warhurst #474 was the second female member to be granted Life Membership of Ulysses NZ.

"I first heard about the Ulysses Club while attending a Brass Monkey Rally," recalls Jill. "I subsequently joined Ulysses Southland, and about a fortnight after joining attended my first Ulysses meeting where nominations were being called for Branch Coordinator. I was nominated for the role by Jim (Dog Tucker) Swaney, and when I said 'I know nothing about motorcycling,' he responded by saying, 'what better person is there for the position.'" Jill has been the coordinator of the Ulysses Invercargill Branch since 1989 when she took over from inaugural coordinator Hewitt Heyward. Jill proudly claims that she is likely to have been the first female branch coordinator in both NZ



Jill Warhurst and Yellow Peril.



Jill Warhurst, Tauranga AGM 1997.

and Australia and few would dispute this claim. She is also likely to be one of the longest serving coordinators.

Since becoming interested in motorcycling, Jill has travelled the length and breadth of New Zealand both as a pillion rider with her husband Max, and as a rider.

One of her most notable rides was riding a new 650cc bike from Auckland (where she had purchased it), back to Invercargill on her own. Her husband Max was not able to accompany her as Max's bike was incapacitated at the time. Jill recalled getting onto the Cook Strait ferry then approaching some of the other motorcyclists and saying with typical cheek, *"if you value your motorcycles, you might like to help me tie mine down!"* Naturally they obliged.

Pauline Sloan #563 was a regular correspondent to the Ulysses Magazine over the years, and at one stage was reported to be writing a book on women motorcycle riders in NZ which had the unlikely title of *'Born to Behave.'* (Source Sunday Star Times, 22 Oct 1995.) According to Pauline, *"Men are born to be bad while women are born to behave."* (This is perhaps a great example of the disgraceful tongue in cheek Pauline style, where the journalist believed her, quoted her, and published the story.)

The Sunday Times article went on to explain that it took Pauline 30 years to settle on a hobby of motorcycling. *"She was always conditioned to think of motorcycling as 'out of bounds for good girls.' However after years of trying out belly dancing, Chinese cooking and writing, she settled on being a biker with 'a filthy, black, wicked soul.'"*

Married and mother of four and doting grandmother of another 4 children, Pauline claimed in the article, *"my husband stays at home in the weekends to cook tea, while I go off riding. The whole family thinks I'm mad."*

In the April 1992 Ulyssian Magazine, Pauline told of a trip she made to the South Island here are some extracts, *"First stop was to Wanganui to pick up Nikki who was to be my pillion for the duration of the trip. I refused to allow her to take more than a*



Pauline and Popeye.

As we parked our bikes, locals stopped to admire them and when we removed our helmets their mouths dropped open

change of knickers and after a knock down, drag out argument, a few spare clothes.....and definitely her husband's cheque book and bank card.....

....At Punakaiki we again stopped..... it was here that we met Mary ('Bone Mama') McCann a disc jockey from Arizona...touring on her Harley Davidson... so we invited her to join our cavalcade..... we warned her of course, that in NZ women have a style of their own when riding together... on corners we hold hands as it is scary sometimes....

We thundered into Greymouth and braked at the first pub we came to. As we parked our bikes, locals stopped to admire them and when we removed our helmets their mouths dropped open... and they rudely asked if those were our bikes?. 'Nah', we said, 'we chased some blokes three miles down the road, and took them off'n them.

Trooping into the sudden silence of the Bar... I made my way to the bar.... placing my elbow on the bar I looked him dead in the eye and ordered a lemonade with just a finger of beer to give it a snort. I liked a drink that would bite back."





Lorraine Lindsay #1117 has had her long service with the Ulysses club recognized through the Odyssey medal, and she is currently one of only two living female members with this distinction.

Lorraine started riding bikes around the farm that she was raised on near Invercargill. She used to ride with the Arctic Angels and recalls hooning up and down Oreti Beach where she met Burt Munro practicing on his Indian.

In her 20's she spent 5 years working in the UK with regular jaunts across to Europe on a Honda 400. Since then she has travelled widely by motorcycle, including over 6 trips in India and Nepal. In one of these trips she dislocated her hip, "I

was just doing up the velcro at my ankle, when my hip popped out and wouldn't go back in," she explains. Lorraine had to lie beside the road for seven hours before help came and which in turn led to a demanding two day drive to an orthopedic hospital in Dharamashala. In testimony to her courage, once her hip was re-instated, she rejoined her mates and completed the motorcycle tour.



Above: Lorraine and Mike Ashdown with matching 'do's.

"I've always wanted to have a handlebar in my hand, there is no way I could be a pillion rider," smiles Lorraine. During the 1990s she was attending many rallies, and at the Cold Kiwi rally she met some men whom she describes as "a neat bunch of old codgers" who told her about the Ulysses club.

"Ulysses has always been very supportive of female members, no one cares who you are, what you do, or what you ride. You're safe..... and there isn't always someone trying to 'hit' on you," she smiles.

"What I like most about Ulysses is that they don't give a damn what bike you ride, they don't care what you do for a living, they don't care how rich you are."

Lorraine went on to become the coordinator of the Ulysses Nelson Branch which outside of Auckland is the largest Ulysses Branch in NZ. Lorraine's role as Coordinator is seen as one of the most successful in NZ, and she built a very strong team around her. Lorraine has also served on the national committee from 2007-9.



Karel Pavich #7487 became the New Zealand 250 GP National Champion in 2006 after a hard season competing against the best of the men and remains the only woman to win a NZ national motorcycle title. Karel is now a motorcycle riding trainer in her own business, Pro Rider, and is keen to return the support to Ulysses that it has shown her when she first arrived in Nelson in 2004. *"I was looking for some help to get funding to go back and race in Australia. I wasn't even a member (of Ulysses) then, but they got behind me with a donation and assisted with some fundraising. I really appreciate that; it epitomizes how generous the club is and what it stands for."* (source: Wild Tomato, August 2009.)

Sue Macdonald #7720 captured some of the challenges of motorcycle riding from a female perspective in this extract from a story she wrote about riding over the Takaka Hill for a Mussel Chowder.

"The Mussel Inn was its usual charming self and not too busy so the service was prompt and friendly. Chris and Sara met us there after visiting friends in Takaka. After lunch Chris suggested we visit his cousin David who lives just up the road and who used to be my physio when I lived in Paraparaumu. Great idea I said (forgetting the stories Chris and Sara had told us about his steep muddy gravelly driveway!!) and off we went.

The driveway started at the road so I was on it and going up it before I had time to realise what I had let myself in for!! Up and up and around, and up and around, and up we went until I was almost hyperventilating about the fact that what goes up must come down!!!

We stayed for about an hour chatting and reminiscing and the whole time I'm thinking F#@ F*#@ F*#@ I have to get my bike back down that driveway somehow! Time to leave and I'm feeling sick and wondering about the consequences of vomit in your helmet.*

"Don't worry Sue you will be fine they all said. Just remember to sit back on the seat and touch your back

brake lightly to keep your speed down". I can't do this I said!! "Yes you can just watch Chris and Sara go down and I will follow after you". NO PRESSURE AYE JOHN!!!

Ok I said to myself no way around this, no one is volunteering to take it down for me and everyone thinks I can do it (except me!!!) so here goes. F#@ F*#@ F*#@ omigod omigod omigod slowly round the first corner and the bike motor wants to go waaaaay faster than me and before you can say 'Johnyouareadick' it has stalled and we go into a very slow slide down the hill as the bike slowly falls over. I'm standing next to it by the time it came to a standstill thinking 'I knew I couldn't do it you b@#*#@d John' (very defeatist but true) I can hear John starting his bike so I hurry back to the top so he doesn't crash into me thinking I am a calf or something silly like that.*

After a few terse words John takes my bike to the bottom and Chris and John (HAHAHA what a sight) jump on Sara's bike to go back up for John's bike. I get a ride down in a 4WD (much more civilised methinks). I see the tar seal and think 'thank god for that' and 'bring on the road works on the Takaka hill'. Enjoyed the ride home and on Monday John and I were looking at dirt bikes so I can learn how to get along on gravel with confidence and without the drama. Watch this space!!"



Peggy and her Vespa.

Peggy O'Neal #2849 While Peggy's important role in maintaining the Ulysses NZ Remembrance Books has been covered elsewhere in this history, Peggy is also well known both

for her roles on the Ulysses national committee, the Auckland branch committee as well as her exploits on a 200cc Vespa which she purchased in 1994 primarily because it was red, and that the Italian motorcycle manufacturer's name, 'Piaggio' could also be loosely (and incorrectly), interpreted as meaning 'Peggy'.

Over the succeeding seven years Peggy and her Vespa became well known to Ulysses members throughout NZ as she clocked up over 103,000 km's attending rallies and rides. Her longest stint in the saddle was a ride from Blenheim to Auckland in one day.

Peggy recalls the many strange looks she got on the Vespa, saying, *"At the second rally I attended, some guy started giving me grief about the Vespa, so I asked him what his first bike had been, he said it was a 250cc BSA, and I said, well this just happens to be my first bike too."* Peggy currently rides a 650cc BMW.

Looking back at her involvement with Ulysses, Peggy says, *"Ulysses is my whole life, it gets me out and about, I get to meet more people, it opens doors and I get to travel everywhere in NZ..... why do I do it?? I just love it."*



From left: Peggy O'Neal, Lorraine Lindsay and Jill Warhurst.

The 'unofficial' women in Ulysses

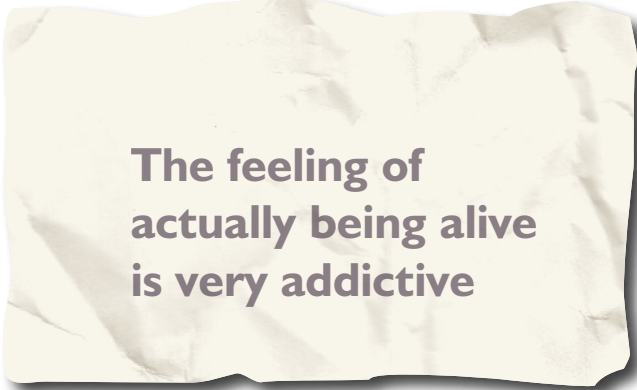
There are many Women who have made huge contributions to the Ulysses club without ever becoming 'official members'. Almost every branch will cite examples. One of the earliest was Teena Wilson (who along with her husband Tony Wilson # 10) managed the finances of the National club from its very raw beginnings in Hastings. Teena's contribution is noted in many minutes and newsletters.

In Wellington Andy Montgomery's partner, Pam played a vital role in getting the branch up and running. Monty claims that under her guidance

the Wellington Branch became one of the first to be a truly official 'Incorporated Society'.

Pam Montgomery's meticulous minutes of the early Wellington Club's meetings are full of useful information and sly humour. At the third 'official committee meeting' of the Wellington Branch on 28 April 1992, her minutes noted, "*Quarter hours talk about microwave heaters (ovens?) and Earl nearly has more hair than Dave Rush Tony thinks Dave looks old. Monty wants to know why Robyn (Evans) doesn't grow a beard.*"

On more than one occasion Monty has stated that he could not have functioned as Wellington Region coordinator from 1988 to 1994 without the support of Pam.



**The feeling of
actually being alive
is very addictive**

Motorcycle mechanics academy for ladies

Pauline Sloan and Karen Stansfield contributed the following to the June 1993 Ulyssian under the heading "Motorcycle Mechanics Academy for Ladies". *"To maintain ones motorcycle, one requires a good tool kit. And one of the most essential items in this kit should be a man with good leathers – as in wallet. He is not necessarily required to be intelligent, exceptional looking or well built. A well handled tool is generally the sign of an ability to do the job well."*

Women as pillion riders

In the May 2000 issue of NZ Goldwing News, Marie (Super Gran) Black describes how she discovered the joys of pillion riding at the ripe old age of 48. *"One day in a moment of madness I said he could take me for a little ride as long as he went in a straight line, and not around any corners..... well, from the first moment I was hooked. The sights, smells, fresh air in the brain cells, sheer exhilaration of speeding along the straight roads, the sheer terror of going around a bend which I coped with by shutting my eyes and praying hard have opened a new aspect of life to me. The feeling of actually being alive is very addictive."*

A member writing under the name, 'Lil Red' in the April 1992 Newsletter went some way to explain the popularity of the Ulysses Club of NZ from the perspective of a pillion rider; *"The Ulysses association and riding in general had been incredibly rewarding, and each event is eagerly looked forward to. I like sharing in my partner's interest, being with people in the same age bracket, travel, camping and riding (in all weather) and being a bit 'country', I love to feel the fresh air and have learned to appreciate our beautiful country far more."*

More than a pillion rider

In the Manawatu Branch history section of this history, the writer tells of the club's tour of the South Island which included a stop at Wanaka to coincide with the War Birds Air Show. The writer continued, *"the 'Intrepid Journey' award must surely go to Noeline Nash who had only passed her learner's licence three months before the trip and when one of the riders became ill and ended up in hospital, she found herself being the only pillion who could ride the bike. Noeline was talked (bullied) into riding the bike home from Wanaka. The weather was terrible and as if that wasn't bad enough her feet couldn't even reach the ground, so whenever they had to give way, two of the other riders would ride alongside her and help her balance and when she had to dismount someone had to get in front and off their bike to 'catch' her. Really funny now but I'll bet at the time it wasn't (for Noeline anyway). She recalls being 'absolutely knackered' when she finally got home."*

Golden rules for pillion passengers

(Attributed to Pauline Sloan)

- *"Be prepared to always be wrong – even when you're right."*
- *When in a strange city, give directions with confidence and don't let on you've left the map at home*
- *Always go to the loo at every stop. It's difficult for the rider to maintain stability when you are sitting on the back with your legs crossed.*
- *Only point out things that interest the rider – like other motorbikes – and not things like craft and antique shops.*
- *Don't go to sleep! The rider gets cranky when you fall off".*



In praise of our women

John MacDonald (#7528) records his appreciation of women in Ulysses.

"The Longest Day ride was just finishing and I was there to help with the barbeque and to welcome our rider's home. Amongst the leading groups was a couple from Feilding (their names, escape me now) the woman was on the back of her husband's bike stretching as she got off and uttered to all that could hear, "that was really fantastic! I could do that again"

I looked at her in disbelief thinking this was some woman, wondering what must she be thinking. To say that after sitting on the back of a motorcycle for 13 hours with little or very short stops in all that time. The woman was a hero! I know I couldn't have done it on the back of any bike."

"Ulysses woman you are a special breed! There is quite a few of you out there, I could list them here but they know who they are. I take my hat off to you and say thanks that you share our passion and bring a special element to our club. It's great that you know what

it's like to feel the wind in your face, to really smell the smells and racing of your heart when you have a moment on a tight corner. It's great to be alive and in such good company, keep doing what you are doing. I hope this goes somewhere to recognising what you are and for being part of our great sport, recreational activity and above all passion. Ride safe you're a special breed and we need you in our club."



From left (back) Sherrin Edgar, Faye Manning, Sue Molony, Jenny King, Pauline Mead, (in front) Kathy Allan, Heather Mortimer and Sharyn Simpson.

The Motherhood of the Brotherhood

by Pauline Sloan (#563)

"Between the innocence of childhood and the weakening strength of a 'between ager' (too young to be called old, and too old to be called young,) you will find in this day and age an amazing group of women riding small, middle and large motorbikes. They are all ages, come in all shapes and sizes and come from all walks of life. They have a creed – the Motherhood of the Brotherhood.

"They can be found everywhere. In towns, cities, on the road, in supermarkets, coffee-lounges, bush clad trails, colleges, racing circuits, on motorways, shopping malls, laying in ditches on the side of the road (just resting), and in ladies loos rinsing out long distance knickers and brushing rally-grimed teeth. Rarely can they be found at home in the weekend cooking the family tea and busying themselves with domestic chores."

"Neighbourhood gossips target them, mothers forgive them, fathers worry about them, son's despair of them and husbands try to forget them, while the Lord doesn't quite know what to do with them. These ladies are an adventure in themselves on the highways, dignity all covered in oil, pride with a runny nose, perfection with tangled hair, ignorance with mechanics, poetry in motion and seldom with a cent left from the house-keeping money."

"She is blessed without knowledge of suburban neurosis, she is as challenging as a maori haka, she has the spirit and wander-lust of a gypsy and when she desires something, it's generally to do with a mechanically minded male, a new bike or money."

"She likes the wind in her face, the freedom of the road and riding without kids in the back seat demanding to stop at a toilet, men in general, other motorcyclists and her beloved bike. She is not enthusiastic about house-work, babies, knitting, gardening, her boss, MOT, macho attitudes, social-climbing, torn skin and broken bikes."

".... You can be fearful for her life but while you live in fear, she lives life in full."

"She is womanhood; this leather-clad, independent, soft-eyed lady and when you feel mad at her because you are worried about her, this wandering woman creates magic by simply walking in the door easing your strain and mending your heart by asking with a grin, 'what's for tea'."





2000

A New Century

Entering the new century, The Ulysses Club of NZ Incorporated was intact, however, not exactly a picture of good health. The divisive infighting evident at the Tauranga AGM and the Napier 'Special General Meeting' simmered in the background, tainting the smooth running of the National Committee.

Fortunately, at the branch level the roots of the organisation remained strong and the club's finances had, after two years of deficit in 1998 and 1999, returned to a modest annual surplus of \$4,955, while accumulated funds stood at a healthy \$123,000 (with net equity of \$74,000).

Suzonda Rider #3393 started the year with a strong letter in the March 2000 Ulyssian responding to Harold Fennell's #1368 repetition of the familiar request that the Ulysses National Committee 'loosen the purse strings and spend the accumulated funds' by writing, *"I find it quite ironical that members are still so uninformed on matters of finances of the club..... a.) This club is an Incorporated Society. b.) We pay our subs three years at a time. c.) Law dictates these subs are deposited in a Trust Fund. d.) Only after the end of the financial year (Dec 31) following payment can that year's subs be used. ... so if you take the cost of the National Magazine alone, at \$3.00 per issue per member – (4 issues per year for 2800 financial members) at the moment = \$33,600 per year.... half of your \$75,000 is gone..... as you can see it does not leave a lot for administration costs.... so I wouldn't worry about having x amount of funds in the bank – that is the best place for it in the circumstances."*

WestpacTrust Helicopter Ride, Auckland 2001.

On 13 February in an endorsement of the strength of the regional Branches, the fifth annual Auckland Ulysses Charity ride set new records when well over 1,000 bikes attended and over \$14,000 was raised for the Westpac Rescue Helicopter Trust.

Following the difficulties and infighting that led to the 9 Jan 1999 Special General Meeting in Napier, The Christchurch AGM was seen as an opportunity for the organisation to finally move away from the Hawke's Bay based National Committee, and the following resolutions were put forward:

Resolution 1 and 2.

"The National Committee shall consist of the national office bearers of the Club and three ordinary members, all of whom shall be elected at the Annual General Meeting of the Club in accordance with the relative rules in that regard.

The national office bearers shall be;

- [i] The National President.*
- [ii] The National Vice-President.*
- [iii] The National Secretary.*
- [iv] The National Treasurer."*

secondly;

"That Rule 38 be amended by deleting the whole of sub-clause [a]" Moved;
Jim Furneaux, Seconded; Roy Watson, Carried.

Remit 1.

"That no Club Member be permitted to hold an executive position on the National Committee and a Branch Committee simultaneously."

Moved; L. Wayne Painter, Seconded; Keith Lawry. Carried.

Jim Furneaux who played a part in orchestrating these resolutions, recalled. *“at a National club level, Ulysses NZ needed to be more professional..... we needed to set the rules and the standards.... while at the branch level, the focus needed to be, (as it always was,) on the ‘social’ needs of the members.”*

“The special general meeting at Napier had showed us that the Hawke’s Bay Branch Coordinator could not also be the National President... one person could not do both roles.”

Thus by 2001, Ulysses NZ had adopted rules which paved the way for a National Committee to be elected from anywhere in NZ: rules that as recently as 1995 had been rejected.

In a strong ‘Letter to the Editor’ published in the Ulyssian magazine of June 2001, John Wakely #4010 criticized the Hawke’s Bay based National Committee in a way that echoed the frustrations being felt by many Ulyssians, *“..... ‘Natcom’ seems to have become a bloated, self serving entity.... its actions are high handed and dictatorial ignoring the wishes of the members, with no accountability...”*

In the November 2001 Ulyssian, Wellington coordinator Jim Furneaux’s ‘Scurrilous Scribbles’ noted, *“As I write this there have apparently been no nominations for NatCom. The Ulysses concept is too good to lose, but that does not mean we have to be wedded to the NatCom structure we currently have. Who knows, this may be the catalyst for some*

revolutionary new Ulysses structure. Should be an interesting AGM.”

With the rule changes in place it was hoped that the National Committee would be strengthened, however, in the December 2001 Ulyssian magazine, Don Burrows warned of complacency when he confirmed Jim Furneaux’s fears that no nominations had been received for the National AGM to be held in Oamaru in 2002.

Amongst Ulysses members there was considerable debate regarding the lack of nominations for the new National Committee and depending on which conspiracy theory you would believe the lack of nominations, could be seen as either; a) general complacency and a reluctance by others to take over the hard work of ‘managing’ Ulysses NZ; or; b) a cunning plot by the incumbent National Committee to show how ‘essential’ they were by standing down and possibly letting the club wind-up; or; c) a move by interests outside of Hawke’s Bay not to signal who would be standing against the incumbents.

The ‘truth’ was likely not to have been any single one of these conspiracy theories, but rather a combination of these factors. The only clear reality was that as the 2002 Oamaru AGM approached, there were no nominations for the National Committee, and the Ulysses NZ club was facing a crisis.

2002

2002 started in a promising way when the new South Canterbury branch of Ulysses was formed with Gary Foster as the coordinator. However, at a National level, things were heading towards another major speed bump.

Recently, Peter McIntosh looking back on the difficulties facing the club at this time said, *“the club was facing a crisis, the then current National Committee was standing down and no nominations had been received before the AGM.... the club was in danger of being wound up.”* (Source Ulyssian Magazine, March 2012)

Fortunately behind the scenes there had been a fair bit of ‘shoulder tapping’ going on, and at the Oamaru AGM several last minute nominations were made that if enacted would create the first nationally representative National Committee, and draw the centre of ‘power’ away from Hawke’s Bay.

As Peter McIntosh recalled, *“I was approached by a number of people about standing (for National President,) and along with other shoulder tapped (committee) members, was duly elected as the President of the first National Committee which was nominated from more than one branch. The club was then and still is represented by committee members from branches in both the North and South Islands.”*

Thus for the first time the National Committee managing the affairs of the Ulysses Club of NZ had shifted from the Hawke’s Bay and was the first truly national committee, and the club had survived yet again.

In his first Ulyssian article following his election, incoming President, Peter McIntosh provided his thoughts for moving ahead, *“the important thing for all of us, is to remember to use this experience in a helpful, constructive and positive way; to deal fairly and honestly with everyone.... putting aside personalities and real or imagined slights of the past, to enable the club to develop and move forward, taking its place as a vital force in motorcycling while retaining the very best traditions from our past.”*

“I would... ask that the club members... give us a chance to get on with the job we have volunteered for, I believe the vast majority of people do support the new National Committee.”

Later, looking back on this period Peter recalls, *“it was a difficult time then as there was a lot of divisiveness and conflict within the club but with the new committee we decided to tackle things head-on and we confronted the issues, bringing them out in the open. This approach coupled with the inclusion of the branches has enabled us to manage the club in a way that was beneficial for the majority of the members.”*



INCOMING AND OUTGOING NATIONAL COMMITTEES

L-R: Malcolm Booth, Stuart Burns, Diana Lincoln, Neville Lincoln, Peter McIntosh, Lyn Burrows, Don Burrows, William Glendenning, Peggy O'Neal, Barry Perkins, Alan Sciascia, Lancee Nixon, Gordon White.

In addition to the changes to the National Committee, throughout 2002 the proposed ACC Levy increases exercised the minds of many Ulyssians, with Ulysses branches helping organise several local protest rides throughout NZ. On 17 August in foul weather conditions 300 bikes and 450 people rode from Dunedin's Logan Park to the Octagon while another big protest in Wellington drew around, "800 to 1,000 bikes and 1200 to 1300 protesters" (as recalled by Ron Meiklen #735).

In December, President Peter McIntosh reflected, *"the issue of ACC levies is still hanging over us, the cabinet is due to debate the recommendations in a few days.... I am proud of the effort that this club has made in defence of our position..... we will not take things lying down.... and we will continue to fight for a fair and equitable deal..."*

2003

In the March 2003 Ulyssian, National President Peter McIntosh noted, *"we tackled the issue of ACC levies head-on and a positive result was achieved, thanks to the involvement of ordinary members who were prepared to put pen to paper and challenge the established order."*

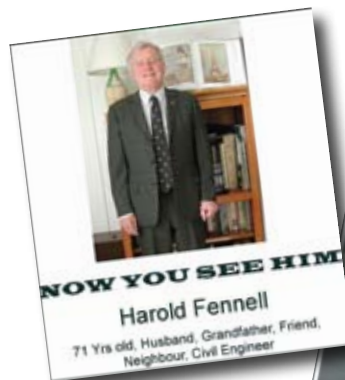


Peter McIntosh.

Further optimism was gained from the club's annual accounts which during the years 2002, 2003 and 2004 recorded surpluses averaging \$24,367 per year. Surpluses of this level have never been recorded before or since, and the key reason for the improvement was the club's decision to shift the printing of the Ulyssian Magazine to Taieri Print (Otago), in a deal brokered by the then National Vice President and Ulyssian editor, Alan Sciascia. The change allowed Ulysses NZ to reduce printing costs whilst improving the quality of the magazine. In return, Taieri Print benefited from the sale of advertising in the magazine.

2004

Following the success of its advocacy regarding the 2002 proposals to increase ACC levies, the new National Committee, and local Branch members began to work very closely with ACC on Community Motorcycle Safety campaigns in what was a very successful model of cooperation. Arguably, the campaigns also worked to unify Ulyssians to a much needed common goal.



In 2004 ACC and Ulysses combined in a series of award winning local advertisements which successfully put a human face to motorcycle safety. Harold Fennell #1368 played a key role in this campaign and was subsequently awarded the Odyssey Medal in 2006.



Some Ulyssians before the start of the 2004 Grand Challenge: Jackie McKee, Alan Charlesworth, Wayne Ward, Bryan Darby, Trevor Ferguson, Bob Sutton, Dave Papesch, JJ Jones and David Coy.

Remits for the Ulysses AGM held at Invercargill in 2004, included several recommendations, clarifying 'Recognition of meritorious service' to the Ulysses Club. Life membership rules were also further defined and a new "Odyssey Award" for members who have been with the club 10 years and who have given valued and meritorious service," was introduced after being developed by Malcolm Booth.

During the year, Ulysses Life member Jon Jones (JJ) and Norman Barnes both who owed their continued existence to by-pass surgery, exemplified the Ulysses ethos (and the surgeons' skills) by completing the Rusty Nuts Grand Challenge (1000 miles in 24 hrs,) both aged 69 years. It was JJ's seventh grand challenge, and Norman's first.

Commenting on the 'Remembrance Runs' held this year, President Peter McIntosh noted, *"as each year passes the list grows longer and I stand and remember more friends, riding companions and mates who are no longer with us – we do not know how long each of us may have left. Grasp the moment and ride the roads while you may....."*

"...this all got me thinking about what it means to be a Ulyssian. To many it is simply being a club member and taking part in meetings and rides, others take a more active role as coordinators, committee members, ride organisers etc and there are those who put their hand up when volunteers are needed.... the club relies on the dedication and goodwill of those prepared to put in the hard yards.... of course there will always be disagreements..... if however personal agendas become involved and these are rarely if ever in the best interests of the club, then we as members need to re-examine our commitment to Ulysses."



2005 Branch Coordinators.

2005

Ulysses was instrumental in helping produce a video (DVD) about riding in groups with a view to improving group riding skills, copies were made available free of charge to all Ulysses branches.

Inaugural recipients of the new Odyssey medal were; John de Lautour #360 of Taupo; Des Trubshoe #870 of the Far North; and Gordon (Flash) White #1272 of Rotorua.

Commenting on these awards, President Peter McIntosh said, *"I can think of no more deserving recipients for this award..... and while these three members may not be known across the club nationally,*

they are highly regarded by their branch members.... and are an embodiment of the spirit of Ulysses."

(A list of Current Odyssey Medal Holders and Life Members is detailed in Appendix B.)

In recognition of the previous three years of community-led, motorcycle safety advertising campaigns organized by Ulysses branches, the Ulysses Club of NZ won the ACC Think-Safe Safety and Training Award. Peter McIntosh recently recalled, *"this campaign was a great partnership model, where local riders were used to bring personality to the local campaigns while nationally, the NZ Police and ACC worked with Ulysses in a very effective partnership."*

2006

Trouble on the worst section of State Highway 1

A rather alarming article in the June 2006 Ulyssian headed, *"The worst section of State Highway No1,"* Des Trubshoe (#870) recounted his experiences crossing the Cook Strait on Friday 3 March 2006, when the ferry 'Awatere' encountered 12 metre high waves, and took on a 30 – 40 degree list as loads shifted and 5 train carriages shifted off their tracks. As Des recalled, *"when we got into the Sounds we were given free food and a drink.... while I was standing in the queue the ship's TV was playing the theme for the Titanic..... just what I needed!"* And when he returned to get his bike, *"What a sight greeted me! About 7 rows of cars were condensed into 4 rows.....there was probably 40 to 50 cars with front damages, and about 8 vans, 8 trucks and 20 cars at the rear...relief for us as our bikes seemed to be right....."*

Four years after being elected at the 2002 AGM and in which considerable progress had been made, there were concerns being expressed by members that the 'social' nature of the club was in danger of becoming too 'corporate' and in a rather plain-speaking President's Report in the September 2006 Ulyssian, Peter McIntosh wrote, *"the other issue that confronts us from time to time is friction between members within branches. In a club like ours, with over 3,000 members and 28*

branches, there are people from many and varied backgrounds with just as many opinions, agendas, likes and dislikes. In most cases people can put aside these differences and come together in what is often called the 'Spirit of Ulysses' – however it saddens me when from across the country I hear cliques and fits of pique that disrupt the pleasures of motorcycling... most often there are two or more points of view and the 'truth' is somewhere in the middle."

"Personalities and egos get in the way of solving what is usually not an insurmountable problem... how you choose to interpret that enjoyment is up to you but your choices should always include a respect for and an acknowledgement of your fellow Ulyssians and a commitment to the national identity of Ulysses."

In the December 2006 Ulyssian, Peter returned to this theme with some pleasure at what has been achieved. *"The current National Committee has proved that by being open and accountable to all members, the Club can grow and develop ensuring that all members reap the benefits of being part of Ulysses."*

"It has been suggested that the club has become too restricted and over-regulated. I note there were 91 rules in the early little grey books and since then we have only added 8..... complaints about the club being 'too corporate' are similarly unjustified in that the club has significant assets and liabilities and we need a corporate approach to ensure that our responsibilities are met in a proper and lawful way."

2007 Turning point

As the Gisborne AGM approached the number of people standing for election and interest in the positions was high with almost every position contested. This was seen as a positive indication of progress made by the club since the days of the 2002 AGM with its zero nominations.

Following his re-election Peter McIntosh noted (in the June 2007 Ulyssian)

"I believe this is the first time there has been an actual election (previous committees having been elected unopposed) and it was good for the club to be able to give a real mandate to a National Committee."

"I don't think I have ever shaken so many hands or received so many congratulations for myself and other members of the National Committee... this support and encouragement is very encouraging."

In September all members of the Ulysses club were surveyed to, *"enable the Club to grow and improve... to keep our current members involved and attract new ones."*

2008

In a very popular move, and a first for Ulysses NZ, a raffle was promoted with a motorcycle as a prize to be drawn at the Dunedin AGM. Interest and expectations were high and tickets sold like the proverbial hotcakes. The inaugural winner was Derek Hughes who chose a Moto Guzzi 1200 sport. For the 2009 AGM an even more tempting range of motorcycles was planned.



Derek Hughes with his new Moto Guzzi.

Commenting on the varied egos on display in the June 2008 Ulyssian magazine's 'letters to the editor' column, Jo Lowe #2638 noted, *"as an old saying goes you can lead a biker to a motorbike, but you can't make him think!"*

In the December 2008 edition of Ulysses, National President Peter McIntosh felt the need to expose a rather nasty campaign of 'anonymous letters' which related to difficulties being encountered between the National Committee and the Southland branch regarding their May 2008 AGM.

It seems the National Committee, in an effort to improve adherence to the legal responsibilities of the various Branches, had questioned the legality of the Southland Branch's AGM and the associated election of candidates. These questions resulted in a campaign of anonymous letters which due to the sender posting them with inadequate postage, led to the campaign being exposed when the letters were 'returned' to the National Ulysses secretary.

"Early in November the National secretary received 14 letters from NZ Post – these letters addressed to various Branch coordinators had been sent anonymously without postage....."

"This has become very difficult and demoralizing for the National Committee. The reason that we keep going is that we know that the majority of Ulyssians are basically decent folk who would not condone what has happened."

2009, 2010 and 2011

The exposure of the 'anonymous letter campaign' appeared to work and once again the Ulysses Club of NZ moved on. Over the next three years, the issues of being 'too corporate', 'too rule bound' and the 'anonymous letter campaign' were put aside and a new spirit of cooperation pervaded. It seemed that the contentious times were now past and during these years a new spirit of cooperation pervaded. The social ethos of the club that had always been the club's strength, began to reassert itself again at all levels.

Life in the branches....

It is fair to say that the majority of Ulysses NZ members were largely unaware of the machinations and issues at a National Committee level. Their main exposure to it came by reading the various contributions to the Ulyssian magazine's 'letters to the editor' column by regular correspondents such as Benny Bennetts #3644, Frank Foster #400, and Alan Sciascia #4328, (who also edited the Ulyssian magazine for a spell). For many members, if they did read these letters, they regarded them as side issues far removed from their regular enjoyment of motorcycling.

Thus, in general life in the Ulysses branches continued as 'normal.' For most branches, what was 'normal' was a familiar routine of regular meetings, regular riding and generally *'growing old disgracefully.'*

Most branches hold a regular monthly meeting, often following a social meal. Venues range from local pubs, cafes, people's homes, to Cosmopolitan or RSA clubs. These monthly meetings are primarily social events with the running of the local club as a focus and unifying factor. Future rides are discussed, the all important local finances are reviewed. There is often discussion on matters such as ACC levies, rider training, rider safety and

considerable revenue raising by a local Sheriff who fines local members for any perceived 'crime' such as putting on their helmet backwards, forgetting to turn off their indicator lights, etc.

Literally every weekend, somewhere in New Zealand, there was a group of Ulysses motorcyclists touring the roads, supping coffee or beer in some country café or bar. Over the years these riders have not changed much in appearance, perhaps today, black leather is less in evidence, often replaced by bright 'fluoro' visibility vests.

A key component at any branch is the weekly rides (in some branches there are mid-week rides as well as weekend rides). In Nelson the week day ride is called the BOF Ride (Boring Old Farts Ride). Branches usually appoint a group of 'ride coordinators' who plan rides, arrange venues to ride to, and check the accommodation options (for overnight rides). On the day of the ride, the same team are often seen briefing riders, and acting as either 'lead riders' or 'tail-end charlies' to ensure the riders do not get too lost.

Almost every month there is a Ulysses fundraising event held somewhere in New Zealand. Over the years a range of charities in New Zealand have benefited by many thousands of dollars raised by Ulysses members.



Most branches also have committees busily organizing special annual rides or rallies. These are used to both raise money for charities selected by the local branch, such as 'Ambulance appeals', 'Christmas toy runs,' as well as raising the profile of the branch. A worrying recent trend regarding these rides has been the ever increasing and onerous 'safety' regulations imposed on such rides. Permits are needed, local Police need to be briefed and stringent OSH safety procedures adhered to. These requirements are making it so difficult that branches are seriously thinking of reducing the very rides that have done so much to benefit local communities and charities.

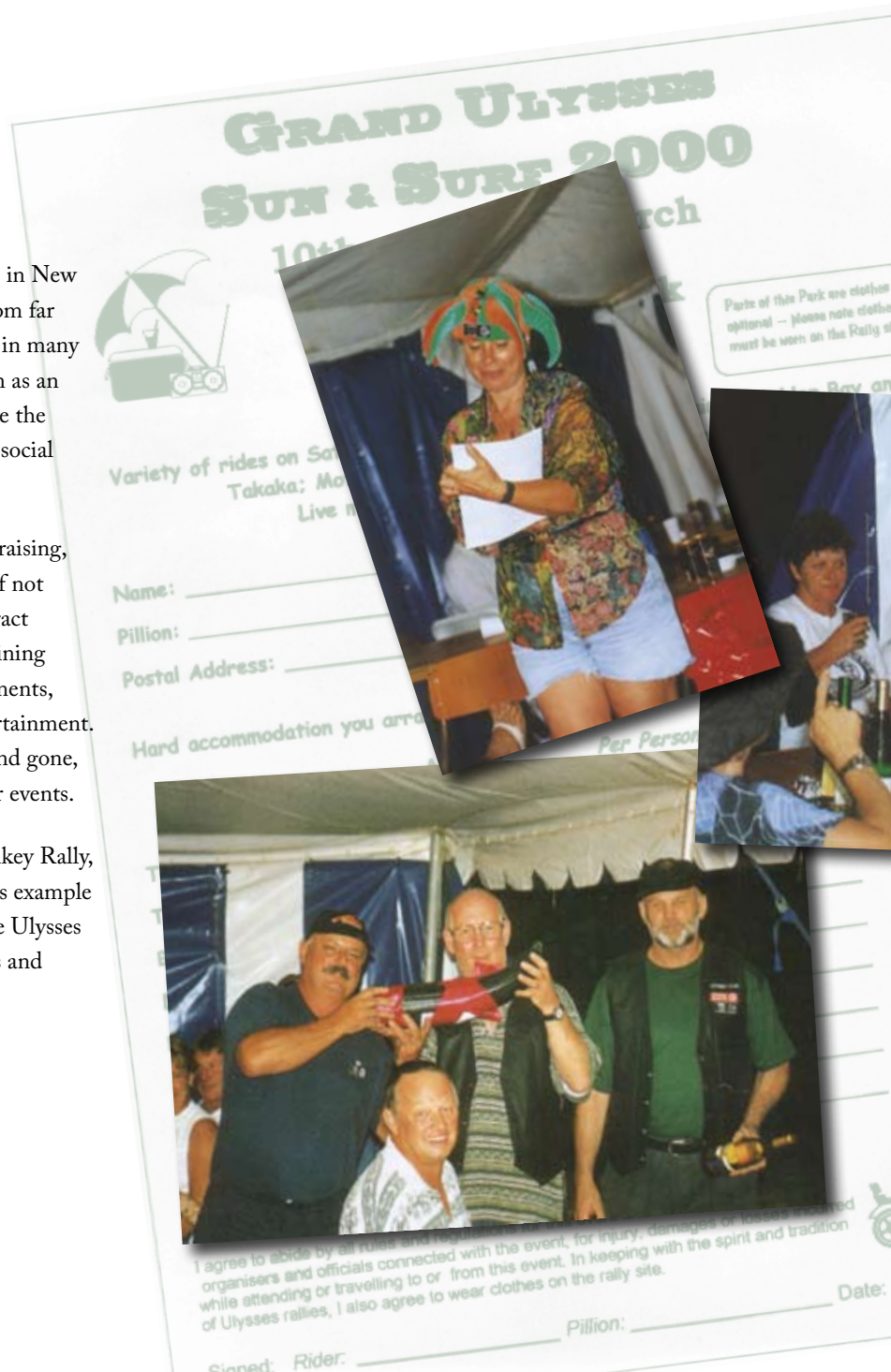
Ulysses fundraising annual rides include;

- The Hamilton Toy Run, Ulysses Hamilton (funding for Child Cancer)
- The Westpac Trust Westpac Helicopter Trust charity ride, Ulysses Auckland
- Wanganui Toy Run (Salvation Army)
- Tauranga Easter Egg Run (Children's Ward, local hospitals)
- Wanganui & Wellington ANZAC day Runs, regarded as national runs and held by most branches on ANZAC day or the nearest weekend, for the benefit of St John's Ambulance Service

Almost every month there is somewhere in New Zealand a rally that will attract riders from far and wide. Ulysses members are involved in many of these rallies and annual rallies are seen as an opportunity to attract riders from outside the branch area to a choice local venue for a social 'get-together'.

These rallies are an opportunity for fundraising, however, they could also be a huge cost if not managed well. A typical rally would attract several hundred riders who need entertaining with music, food, vending stalls, refreshments, and basics such as toilets and other entertainment. Over the years many rallies have come and gone, while some have grown to become major events.

A few rallies, such as Otago's Brass Monkey Rally, are run by a separate organisation (in this example the Otago Motorcycle Club), but involve Ulysses members both as participants, organisers and volunteers.





The mere mention of the following rallies will conjure up fond memories for many Ulyssians. (Listed in alphabetical order)

- Back to the 'Styks' Rally (Tokoroa)
- Beavertown Rally (Marlborough)
- Black Ash Central Plateau Rally (Central Plateau)
- Boxing Day Rally (Wanganui)
- Brass Monkey Rally (not a Ulysses Rally, but attended by many Ulyssians)
- Bullseye Rally (Tokoroa)
- Camp Rangi Rally (Manawatu)
- Canvastown Rally (Marlborough)
- Cold Kiwi Rally (not a Ulysses Rally, but attended by many Ulyssians)
- Eastland Easternmost Rally (Gisborne)
- Far North Rally (Far North Branch)
- Frozen Pines Rally (Tokoroa)
- Great Lakes Rally (Taupo)
- GUSS Rally (Grand Ulysses Sun and Surf, Nelson)
- Hari Hari Rally (Westland)
- Kaimai Rally (Tauranga)
- Longest Day, 1000km Ride (Ulysses Canterbury)
- March Hare Rally (not a Ulysses Rally, but attended by many Ulyssians)





- Matawai Rally (Gisborne)
- McLaren Falls Park Rally (Tauranga)
- North Island 4 Points Compass Rally (Manawatu)
- Pureora Forest Rally (Hamilton / Waikato)
- Remarkables Rally, (Queenstown – not a Ulysses Rally, but attended by many Ulyssians)
- Remembrance Rides (Taupo and Murchison)
- Rhododendron Rally (Taranaki)
- Riverlands Weekend (Hawke's Bay)
- Rotovegas Retreat (Rotorua – where else!)
- Stillwater Revival (Auckland)
- Sulphur City Music Rally (Rotorua)
- Muzzle Loaders Rally (Taumarunui)
- Thermal Turmoil Rally (Taupo)
- Ulysses ABOUT tour (National Committee)
- Ulysses Capital Knees Up (Wellington)
- Valley Rally (Waihi-Thames)
- Waiheke Island Snapper Rally (Auckland)
- Waimarama Adventure Rally

The club is bigger than any one member... it is a collective

2012

In the March 2012 Ulyssian magazine retiring National President Peter McIntosh looked back on his election at the 2002 AGM in Oamaru, *"Over the past years (2002 to 2012) we have overseen a move away from bitterness and petty squabbling that had previously tainted members' perceptions and enjoyment..... I am especially proud of the progress we have made at the National AGMs which used to be really difficult and unpleasant...."*

"We have introduced the Odyssey medal and established the regular September meeting of branch coordinators which is a really valuable way of ensuring the branch involvement in the management of the club and I believe that the National Committee has become more open and inclusive of the membership's wishes and expectations...."

"..... we were criticized for taking a 'corporate' approach to the management of the club – however with over 3000 members and significant funds to manage we would have been remiss not to have done so..... Likewise our insistence on the rules of the club which were rewritten under our watch, are followed – without rules there is no structure, without structure there is no club and it is this structure that gives you the club and the advantages of belonging to it...."

"Many fine Ulyssians have been on the National Committee with me over the past 10 years and I consider we are very lucky to have such dedicated and accomplished people to give their time and skills to the management of the club. I have worked with some outstanding branch coordinators and members: however it is the quality and enthusiasm of the membership that stands the club in good stead for the future...."

"...the club is bigger than any one member... it is a collective of those who have gone before, those who are here today and those who are yet to join."



Coordinators meeting, Lower Hutt, September 2012.

Back Row: Howard Mansell, Bob Kendrick, Jim Galt, Cliff Heydon, Lorraine Neal, Lou Brown, Michael Couchman, Stuart Burns, Bob Leeper, Clive Richardson, Des McKibbin. Centre Row: Mike Dew, Bruce Ebbett, John MacDonald, Kiaran King, Bruce Thacker, Pete Graham, Robert Edgeler, Kevin Bright, Steve Lee, David Coy. Front Row: Kevin Beagley, Earl Blackwell, Brian Middleton, Nicky Bright, Rowena Smith, Jill Warhurst, Jenny Magee, Marlene Fisher, Piet Meijer.





Remembering Our Mates

Do not regret growing older; it is a privilege denied to many

Every year in August, hundreds of Ulysses members ride to either Murchison in the South Island, or Taupo in the North Island to attend Remembrance Services for past Ulysses members and their families.

The gatherings offer a chance to reflect, remember and celebrate the lives of mates who are no longer riding with us.

It is a common misconception that the remembrance rides remember those Ulyssians killed in motorcycling accidents; the reality is that more often than not, their passing is a result of more traditional killers such as heart attacks and cancer.

The remembrance rides also celebrate the lives of pillion passengers, close family, wives and partners who in hundreds of different ways have contributed to the success of the club.

The New Zealand remembrance rides originated in 1988 when the Auckland Ulysses branch had planned a weekend run to Taupo. On the eve of this run, on 5 August 1988, they learned of the death of Mel Curran #29 who had died in hospital following an earlier motorcycle accident. His passing was recorded in the Ulysses Magazine (Aug 1988) by Merv Hopkinson who noted, *"The sad note to this weekend was Mel's passing away on Friday Night (5th). A song was played for him (Stand by me) and a Minute's silence was also observed."*

During that weekend, the Ulysses members present from all around the North Island, decided to remember Mel the following year with a memorial run which was originally to be known as the "Mel Curran Memorial Run," and for which a special badge was struck. Mel's parents recorded their appreciation in the Ulysses Magazine (Oct 1989). *"Wewould like to thank Ted, Merv and all persons who helped organize the 'Mel Curran Memorial Run". It is indeed pleasing to know that a year after his tragic death, so many of his friends from numerous motorcycle clubs, are still thinking of him. He spoke so often of you all.... and the many friendships that were forged."*



Mel Curran and Ted Parker.

At the same time, the Christchurch Ulysses team organised their own memorial ride for Mel which was open to all South Islanders to attend. *"I didn't really know Mel Curran all that well. I had occasion to meet him first at a March Hare rally at Waimate, and then I met up with him again at the 1987 Brass Monkey, but the fact that he was a man who was remembered and respected by so many and that he contributed so much to motorcycling over the years, was reason enough for 16 bikes (Ulyssians) to assemble at the Hornby Workingmen's Club (Christchurch).... to commence a "Memorial Run" to Twizel where the 'Bear' (Barry Hamilton #3) was waiting with a band of his cubs from Oamaru and points south."*

We didn't know Mel's favourite songs, so he had to listen to a few of ours. We told a few lies, drank some beer

The scribe, John 'Cowboy' Brown (#406 who subsequently died in December 1990), continued to describe the Twizel Mel Curran Remembrance Ride.

"I think there were a total of about 30 bikes at Twizel, I wasn't interested in the numbers, the fact that those people had chosen to dedicate a weekend to the remembrance of a fellow biker was reason enough to feel GOOD.... no matter what their numbers."

"We didn't know Mel's favourite songs, so he had to listen to a few of ours. We told a few lies, drank some beer, patted everybody's wife on (you know where), I patted them twice of course, once for me and once for Mel..."

".....there were quite a few (attending) who had never had the pleasure of Mel's company, they had never experienced the rewards of his stark honesty, they had never felt the true warmth of his presence or known his relentless dedication to riding and the saddest thing of all; is that they never will."

Both the North and the South Island's Mel Curran Memorial Runs grew from strength to strength and often attracted (in total) more than 500 Ulysses members. Gradually over this time the rides became known as 'Remembrance Rides'. In March 1990, Merv Hopkinson, the Auckland Coordinator noted, "Mel's run to Taupo will become a Remembrance Run for Mel and other Ulyssians, Rick Phillips, Carl & Grace Fisher, to name a few."

In 1991 the South Island venue for the Remembrance rides was shifted from Christchurch to Murchison.

*"You can shed tears that they have gone
Or you can smile because they have lived.*

*You can close your eyes
And pray that they'll come back
Or you can open your eyes
and see all they've left.*

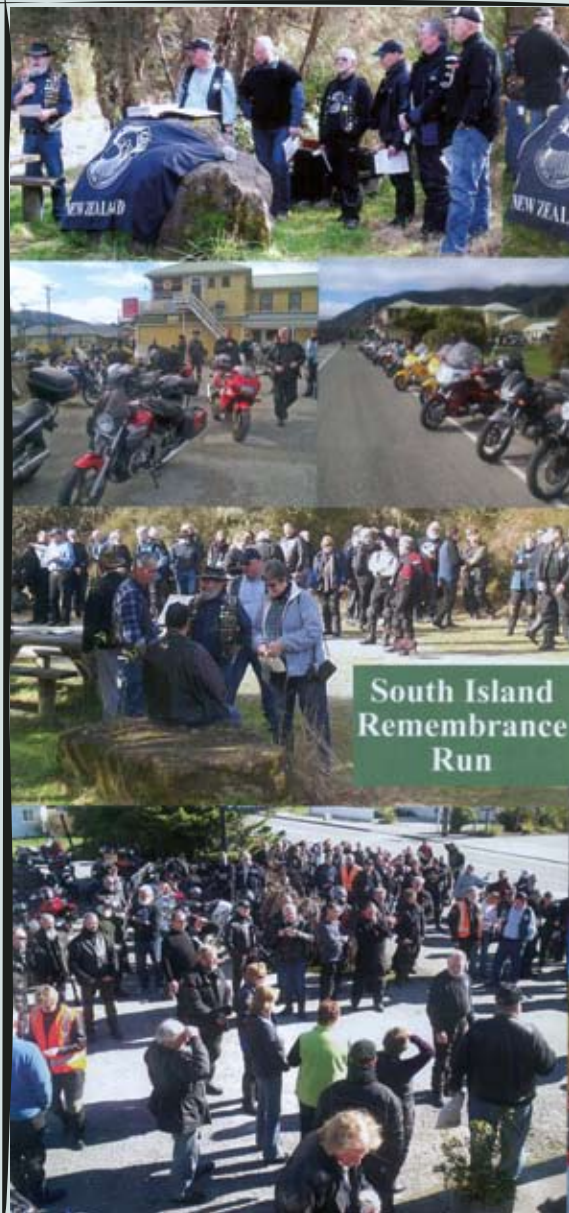
*Your heart can be empty
Because you can't see them
or your heart can be full of the love
you have shared.*

*You can turn your back on tomorrow
and live yesterday.*

*You can remember them
and only that they've gone
or you can cherish their memory
and let it live on.*

*You can cry and close your mind,
be empty and turn your back
or you can do what they'd want;
smile, open your eyes,
love, and go on."*

(abridged – Anonymous)





Each year Remembrance books containing the names and details of past Ulysses members and their partners are carried ceremoniously into the Remembrance service, and the memories contained in the books provide some incredibly touching insights to past Ulyssians. It seems that Pauline Sloan and Graham Comber of Taupo Ulysses were the first people to take on the responsibility for gathering the information contained in these books.

Peggy O'Neal #2849 took over the role of caring for the Ulysses NZ Remembrance books in 2008. Peggy takes great pride and pleasure in her role as 'guardian' of the Remembrance books. *"There*

are three books, I hold a master copy, and there is a North Island book (usually held by Auckland branch) and a South Island book (usually held by Canterbury branch.) Each year as information comes to hand, I update my copy, then once a year, prior to the Remembrance rides, the other two books are sent to me for updating."

"Both my parents are dead, so I appreciate the importance of remembering those who have gone. Since I inherited the books, technology has changed and I am now able to scan documents into the books and also keep them in digital format.... keeping these books was much more difficult in the past."

Peggy modestly concludes; *"Why do I do it.... I just do. Ulysses is my whole life, I get so much more out of it than I could ever give back."*

Vince Hyde #1139 and Wayne Painter # 1756 of Auckland acted as Master of Ceremonies for the North Island Remembrance Rides.

John de Lautour #360 wrote in the March 2002 Ulyssian, *"Charismatic Auckland Coordinator, Wayne Painter, took this year's service and did it well, though (I) still missed our 'Padre' Vince Hyde #1139 doing the service. Vince was an earlier member of our 'Grow Old Disgracefully' club... and being strong in his Christian beliefs, as his friend Wayne quoted, 'always found the good in people'. Even during his illness he told us he was strong on his reliance on God's help and I for one still heard at the eleventh hour his sense of humour and even saw that twinkle in his eyes, when close to death's door he took the year 2000 Remembrance Service."*

Wayne Painter recalled the touching moment when at Vince's last Remembrance service and fully aware of his own terminal illness, he said, *"the next time you are here in Taupo I won't be on this stage..... I'll have joined the others in the Remembrance book."*

Wayne recalls that he had assisted Vince writing the last service and was rather daunted that the mantle had been passed on to him, *"I was humbled*

to be asked, I felt honoured and also a bit scared, I wasn't a public speaker and the first service I felt the fear, my mouth went dry." Never-the-less, Wayne felt the fear and did it and received much praise for his efforts. As a result, Wayne hosted the North Island Remembrance services until 2011, when several coordinators took on the role.

Wayne compares the importance of the Remembrance ceremonies to the ANZAC day commemorations and is sure that over time they will grow more and more important for Ulyssians. *"It's the day we stop and remember our mates..... it is a labour of love for me, everything we do is for the love of the club..... the club is like family..... and a lot of members are closer to me than family."*



Some mates to mention a few

It is very difficult to try and summarize such a long and illustrious list as those names included in the New Zealand Ulysses Remembrance books.

For some people there are few details provided, while for others there are some touching obituaries. What follows is a selection of extracts from the obituaries. Wherever possible the words used are by those who knew the person well.

I apologize if I have not included your loved one, however it is simply not possible to include in this publication all the names or all the life details from some fine obituaries and some fine lives. Thus, in the humble eyes of this writer, the following are just some examples of the many characters and members that embody the spirit of the Ulysses Club of NZ.

The details below are listed in chronological order of death, not alphabetically

Melvyn (Mel) Curran #29, died 5 August 1988

"Mel was a traveller amongst travellers. When the gifts of appreciating the open road were being handed out by the Gods, Mel received his share in full measure. With determination and enthusiasm which few of us could match, he was forever planning and departing for far away places to explore and to meet up with all sorts of people therein. He had a wonderful sense of humour, and his ready laughter made him often the central person in groups and gatherings. having said that, it is fitting to add that Mel has a continuous quiet respect for the achievers and companions of the road who he met along the way." (Mike Shortland)



Bill Davis #270, 31 Jan 1992

"Diagnosed with Cancer, he kept riding against the wishes of his Oncologist.... he was never happier riding off on another trip.... I was always pleased to see him safely home again, dusty and tired generally, but happy with another successful journey completed." (by his wife)

Jim Diehl #1 18 March 1994.

The first NZ resident to join the fledgling Ulysses Australia in 1984 (the exact date is unrecorded), becoming Ulysses Australia #22, and subsequently when Ulysses NZ was formed, he became Ulysses NZ #1 founding member.

Morrie James #95 24 June 1994

Founding member of Marlborough branch.

Alan Parsons #115 July 1994

A founding member of Hamilton branch.

Ted Parker #15, 20 November 1994

"His life was full and joyful, for everywhere he went he wanted people to have fun, to spend and then be spent. As Sheriff of Ulysses Club he often raised a laugh by saying that you owed a lot, then only charged you half." (Anonymous)



Dave Wanoa #772, 30 June 1995

"When Dave was running low on fuel he used to glide up beside you, point to his tank and away he would go leaving you in his slipstream. His theory was, if you get there in the shortest time possible, you will have more fuel left in your tank. I laughed, when I am running out of fuel I slow down, and who do you think ran out of gas?" (John Paku)



Douglas "Popeye" Morris #56, 10 April 1996

"A member of Ulysses since 1988, he joined at the Taupo ride-in in '88.... he was remembered for his ability to travel vast distances on all sorts of dodgy machinery..... a true Ulyssian of the old school who believed the motto was his to live up to... and he did so on every occasion." (Anonymous)

Bob Gough #1061, 13 October 1996

"On one unforgettable occasion our branch assisted Bob with one of his publicity gimmicks. Several of us, specially chosen for our white hair and grey beards rode our large touring machines up a ramp and down the isle of a secondary school assembly hall to the surprise and delight of several hundred pupils seated therein. Still sitting on our machines and all lined up in a row in front of the assembly, we removed our helmets to reveal our true age. Amidst the buzz of amazement, Bob's opening remarks to a powerful lecture were; "If you young folk learn to ride safely.... you will still be alive and enjoying motorcycling when you get to this age." (Anonymous)

Wally Carr # 445, 5 December 1996

"Barbara his almost lifelong companion was also his mentor, reminding him about such trivialities as side-box lids, side-stands, helmet straps and the like. Not that Wal was forgetful..... no way! It's just that he was a bugger to get up and go..... for a bloke with a crook ticker and a bionic leg, he could ride the back end off his Goldwing." (John #2390)

Kathy Covich #3394, 26 April 1997

"Kathy took an active part in Club activities..... and was a member of the Award winning 'Auckland Ladies Team' that entertained everyone at the last two Okataina Rallies."

Brian Barnsley #107, 13 June 1997

"800 people attended his funeral with a motorcycle escort of 300 or so bikes."

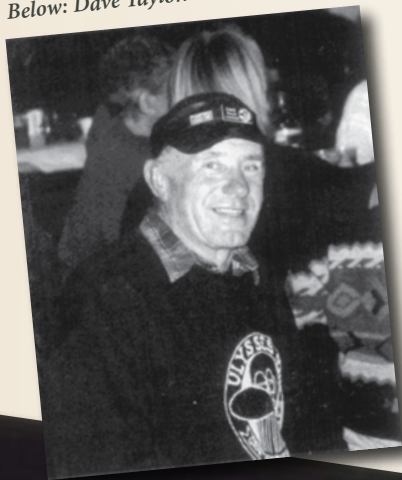
Phil Anker #110, 5 August 1997

"Instrumental in starting the Blenheim Branch, he was the first coordinator.... he had a dream. He wanted to ride every numbered highway in New Zealand, and this he did." (Sherrin #705)

"He did a Bluff to Cape Reinga ride that raised \$20,000 for Telethon "

At the age of 78 he regularly rode from Blenheim to Taradale to see his girlfriend."

Below: Dave Taylor.

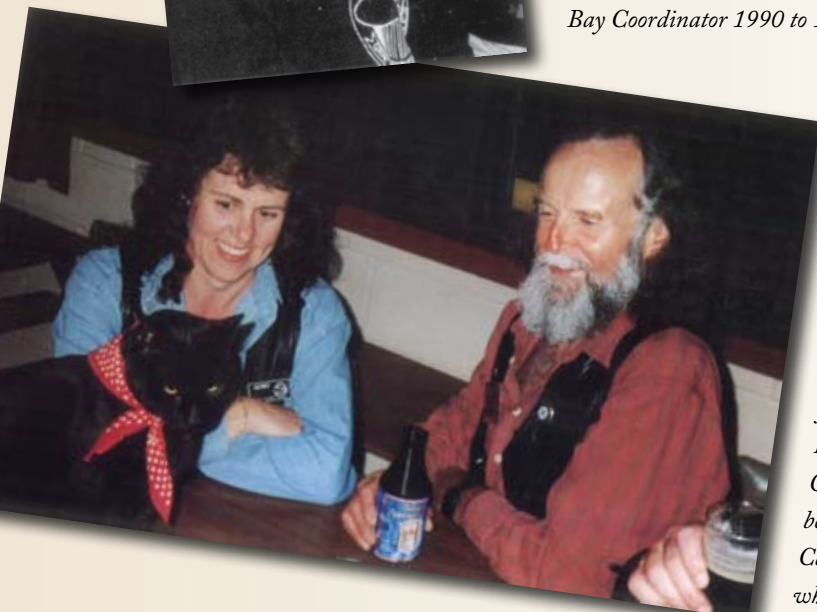


"Phil held a magic 80th birthday at Turangi and invited many of the original Ulysses members."

"Phil was a respected and enthusiastic motorcyclist who until his death, was listed as the second oldest active Ulysses member in NZ." (Tony Wilson #10)

Dave Taylor #314, 23 October 1997

"National President 1996 – 1997, National Committee 1990 –1992 and Hawke's Bay Coordinator 1990 to 1991."



Max Corkhill #1839 & Rastus and Gaynor Martin #2980, 20 January 1998

"20 January 1998 at 9.30am three lives were taken from the world, more importantly the motorcycling world. Max Corkhill, Gaynor Martin and the exceptional bike riding cat, Rastus (of RSPCA fundraising and television fame,)Rastus and Mr Corkhill clocked up thousands of kilometers both on Canadian and New Zealand roads since Mr Corkhill befriended a tiny kitten dumped at a bikers' swap meet in Canada. The two, who captured the public's imagination wherever they appeared, were celebrities in both countries."

Books and other memorabilia relating to Max and Rastus can be obtained at <http://www.petsonthenet.co.nz/maxandrastus.htm>

Bill Quirke #412, 11 August 1998

"He was the (Taupo) Coordinator and was instrumental in setting the scene for the 1995 AGM (still the biggest so far)" (Peter McIntosh #2524)

Alf Grant #55, 27 August 1998

"Alf was the essence of rallies and riding: he was one of the 'Old Timers' of whom other Ulyssians will often speak of as the embodiment of camaraderie, riding, rallies and toy-runs." (Pauline Sloan #563)

Brian Cook #323, August 1998

"During the later stage of his illness, his wife (and mate) Jan asked me if I would wash and polish 'Black Beauty'.... on arriving... we parked the van in a sunny spot and helped Brian into the front seat to oversee the operation. Unbeknown to me, he produced a loud hailer and gave me instructions on the correct procedure to clean his bike." (Andy McColl #1687)

Des Walsh #41 Life member, 22 January 2000

"Des was a founding member of the Ulysses club.... and attended the inaugural meeting held in Taupo in 1988. It was in 1991 when the first full National Committee for Ulysses NZ was formed that Des formally assumed the mantle of National Vice-President..... Des was a major force behind the Incorporation of the Ulysses Club of NZ..... even in severe ill-health he asked that a member drive him to the Pureora Rally..... the one rally he refused to miss." (Anonymous)



Above: Alf Grant with Garry Partridge.

Below: Des Walsh.





Dot Tucker with Des Trubshoe.

Dot Tucker #1182, 23 Sept 2000

"Founder of the Far North Branch of Ulysses. There are two sorts of people in this world, the givers and the takers. Dot was a giver."

(Des Trubshoe #870)

Jim Allan #3010, 13 January 2001

"Jim is remembered for leaving his right indicator flashing (hardly ever the left one) as he rode merrily on his way and as a mark of respect 54 bikes all escorted Jim to his final resting place, riding down the road with their right indicators flashing away."

(Michael Ingham #3910)

Vince Hyde #1139, 4 March 2001

"A very special person within the club.... Vince was the celebrant for the North Island Remembrance Run service held at Taupo for 7 years, from 1994 to 2000, and completed 10 years' service as a Committee member of the Auckland Ulysses branch." (Wayne Painter #1756)

Douglas Simpson #991, 12 March 2003

"He was voted on to the Marlborough Ulysses committee at his first AGM in 1990 and held office as Publicity Officer, Secretary / Treasurer and was instrumental in raising awareness of the club as charity supporter (and helped organise) the Ambulance Run and Rides for the Elderly etc.... Doug's strong sense of adventure lasted throughout his life. He went Bungy jumping in his motorcycle leathers at 62 and took a hot air balloon ride on his 70th birthday" (By his wife Sharyn and good friend Murray Brooks of Marlborough Ulysses.)

Mary Banks #17, 1 August 2003

"Ulysses Club and Tokoroa Branch lost one of their founding members.... Mary had a very impressive record with Ulysses, she was the first lady member #17 and with husband Don started the Tokoroa branch. In the early days she was the Ulysses Club membership person, setting up the first database for membership records.She was the first lady member given Life membership, the second member of the Tokoroa branch and helped organise the Frozen Pines Rally." (Brian Middleton #98)

**Michael J Amos (Mike) #2247,
15 March 2004**

Former National Vice President.

Mike Amos with Don Burrows.



George Tofield #31, 13 August 2004

“George’s determination to always do what he wanted to do in the manner he wished to do it was evident in his choice of vehicles – at last count – 34 cars and 22 bikes. Even after his illness, he did what he wanted to do... like crossing the Nullabor, touring Tasmania on a bike, and also a trip around Northern India where both he and his wife Alison rode for 21 days on the back of an Indian Enfield.” (Anonymous)

Peter (PJ) Jury #5130, 27 June 2004

“PJ went on to become Tauranga Ulysses Treasurer – it was about this time when we began to suspect he may have had some Scottish ancestry, he was a stickler for detail and ran a tight ship. This was further reinforced when on the rare occasion he did open his wallet, moths would fly out.” (Tony Doms # 5180)

Colin McKeown # 2561, 1 December 2004

Former Treasurer of the Tauranga Branch

Hugh MacCalman (Mac) #336, 15 December 2004

“Mac and I shared the NZ highways in excess of 100,000 kms in the time we spent together which included.... 10 AGM’s.” (Noel Tarrant #346)

John Riley # 5390, 29 December 2004

"Amputee, athlete John Riley formerly of Whangarei inspired people with disabilities all over NZ by successfully competing three times in the New York Marathon on crutches from 1993-1995." (Anonymous, Christchurch Press Obituary)

Fred Ullness #1309, 9 March 2006

"Fred....joined the Auckland Branch Committee in 1994 and was also very active on the Runs Committee, becoming Runs Coordinator in 1999, a position he held until 2004.... he played an important part in the organisation of the Ulysses Club National AGM hosted by the Auckland Branch in 2005." (Anonymous)

Ian Douglas Scott (Scottie) #3633, 3 April 2006

"Many will remember Scottie for the wonderful meals that appeared out of the kitchen at the Far North rallies at Ruakaka and the meals at the National AGM held in Whangarei in 2001." (Anonymous)

Edward John Mateara #1665, 17 July 2006

"An enthusiastic and active member of Tokoroa Branch of Ulysses who loved riding with his wife 'Tim' on his bike 'Ebony and Ivory'. He attended most of the rallies in the North Island." (Brian Middleton #98)

Right: Eddie and Tim Mateara.





Charles (Mike) Davies #2910, 21 August 2006

"Every now and then you meet someone who commands total respect as a person. Mike Davies was such a person. His integrity and loyalty were beyond question, his attitude to his family and friends and to everyone he came into contact with showed true quality." (Peter McIntosh #2524)



Above: Love Muffin.

Alf 'Love Muffin' Sklenars #416, 3 September 2006

"Yes, that's his nick name, and he wore the name badge made for him with pride. Lorraine called Alf her 'Love Muffin', somehow the word got out, so the name stuck...in later years, he was a very successful Tauranga Coordinator, and led us all astray." (Anonymous)

Patrick Aubrey Smylie #487, 23 March 2007

"A founder member of Whakatane Ulysses and lived our motto to the full as many will attest." (Anonymous)

John Thomas Rutterford #289, 19 Jan 2008

"Joining the Ulysses Club in 1989, member number 289 was special as it opened up horizons, new people to meet, new places to explore. The many charity runs that John and Coral took were the most enjoyable and fun times." (Anonymous)

Alfred (Alf) Clark #996, 24 January 2008

"'Charlie' (their Honda ST1100) proved invaluable for us in that it enabled us to keep riding. Alf in his mid 80's, and me 79. We would still go out riding each week, the wind in our face, the sun on our backs, perfect companionship we shared with our Ulysses mates." (by his wife, Dorne)

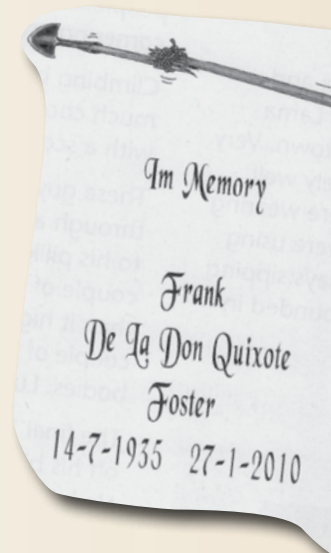
John 'Graham' Needham #4494, 4 July 2008

"True to the Club motto, together with Ray Lye #4375 we did the Rusty Nuts 1000 miler in October 2000. All of us were pretty nervous about the whole business and spent a lot of time in preparation and planning. As three sixty year old grandfathers, and virgins to the 1000 miler, we were pretty pleased with ourselves for completing the ride without drama and with half an hour spare. The following year we did it again..." (David Coy #4412)

John Stewart Tamakaimoana Moore ('Sir John') # 5520, 14 August 2008

"... We were surprised to learn that he had a Maori name and curious to find out what that was all about, since John was very proud of his Manx roots. In his twenties he was a keen hunter and often went into the Ureweras where he got to know the Tuhoi people. He learned carving under the craftsmen and developed good friendships to the extent that the Tuhoi gave him a Maori name 'Tama' (young man) 'kai' (food) 'moana' (waters), at that time one of only two pakehas to be given this honour.

..... (at his funeral) he was described as a cross between Barry Crump, Robin Hood and Mother Theresa...." (David Coy #4412)



David Allen Hansen #1638, 5 November 2009

"Dave was a great supporter of the Hamilton Toy Run..... how appropriate for him to be on a ride that was raising funds for cancer relief." (Bill Gordon #4782)



Frank Foster #400, 27 January 2010

"I have.... read and re read a book written by Barry Crump, it's called 'Bastards I have met'. To me Frank was a good bastard; staunch bastard; straight-up bastard; honest bastard; helpful bastard; decent bastard; comical bastard; musical bastard; clever bastard; kind bastard; down to earth bastard; being an accountant, a numerical bastard....and when his final number came up on the ledger of life; a brave bastard....." (Benny Bennetts #3644)

Des Kelly #967, 23 March 2010

"A Canterbury Branch coordinator for a number of years and he was a very active member of the Branch." (Mike Dew #2415)

Brian Keith Welch #5955, 19 December 2010

"Auckland sent off a very special guy.... his funeral was a blast, just how he wanted it. Brian's last wish was to have one more ride with his Ulysses mates. And what a nice ride it was. His mates Terry and Trevor made a bracket so his coffin could be transported on Trevor's trailer... a remarkable send off for a remarkable man." (Peggy O'Neal #2849)

(Editor Note there are good pics of this send off in the Remembrance book)

'Len' Brown #353, 31 March 2011

"One of life's true gentlemen, Len always rode in a jacket and tie." (Wayne Painter #1756)

Malcolm John Anderson #0553, 15 April 2011

"Malcolm joined the Ulysses club in May 1989 firstly as a member of the Tauranga Branch and then as founder member of the Whakatane Branch.... he held the post of Treasurer for 4 years.... in the last few years he has been more noted as being part of what was affectionately called 'the Last of the Summer Wine', a group of three riders of whom Malcolm at 82 was the youngest, Howard Townlow (88) and Bruce Ferguson (86) were the other two..." (Pete Read #5405)

Doug Zumbach #2753, 1 May 2011

"Doug.. joined the Ulysses Club in 1994 at 71 years of age. He immediately became the oldest member of the Nelson Branch. He bought with him a vast riding experience..... Doug was a dispatch rider for the Signal Corps in World War 2 and afterwards, he rode extensively in Italy and Japan." (Anonymous)

Graham Germain #3873, 22 June 2011

"Graham had a wonderful send-off, complete with black casket with the Harley Davidson emblem on it and a bike burnout in front of the crematorium (for which the family promptly got a clean-up bill.... whoops got to be more respectful guys.)" (Anonymous)





Phillip Bonnette (Red Fred) # 4476, 21 January 2012.

'Red Fred' is perhaps best remembered for his penchant for dressing as Santa and riding throughout the lower North Island for over 10 years on his big V-Max with sidecar attached, distributing presents to children suffering from muscular dystrophy.

He is also remembered for the many adventures that he and his 'elves' encountered on these rides, not the least caused by him being a tad geographically challenged.

"Once when 'lost' in the wilds of the 'King Country' while looking to reach Piopio for petrol he came across five pig hunters, who offered him help when they found him fully costumed as Santa, stopped and out of gas. Red Fred explained that he was just going to fill-up from his own jerry can. (The short range of the V-Max and prior experiences ensure that Fred was always prepared.)

When Red Fred offered the pig hunters a rewarding sweetie from the bag of 'Magic Flying Dust' attached to the rear of his side-car, they stated that they could really go a cool beer. Well... much to the surprise and delight of the five, Santa reached into his sack and produced a can of Tui each, which the pig hunters promptly downed in unison.

We can all visualize these fellas in the pub later relating the tale of how, while minding their own business in the back blocks of rural NZ, on the hottest November day in recorded history, when, Santa turned-up with a couple of Tuis..... "Yeah right!!"

(Edited from sources, Ron Meiklen, Bindy Bonnette, and Kathy Ellis and a Wellington Ulysses newsletter.)



Stephen Dearnley #1, 11 February 2012

“The Ulysses Club mourns the passing of its founder and member #1”

“After completing his Royal Navy service as a First Lieutenant in 1945, Stephen and his wife Jo migrated to Australia in 1947 where he began a long and successful career in the publishing industry. As well as studying fine arts at East Sydney Tech College he was active in the sport of sailing where he founded the Heron Association and later the Lazy E Class Association. His other great passion was motorcycling resulting in Stephen founding the Ulysses Club, a club for people over 40 whose common interest was motorcycling.

In 1999, Stephen was awarded the Order of Australia Medal for his services to both sailing and motorcycling.

The Ulysses Club (Australia) has grown since it was founded in 1983 and, with a current membership of around 26,000 in clubs around the world, has provided many older motorcyclists with a valuable social network.

The Ulysses Club (Australia) is also active in raising finances for various charities and directly funds arthritis research through the Ulysses Club Arthritis Fund.

Stephen Dearnley approached life with enthusiasm and drive. He was a man who got things done and has left lasting legacies that have made a positive contribution to the lives of many people.

Society has lost a very special person who will be sorely missed by his family and many friends.”

(Source: Ulysses Australia obituary and bereavement notice.)

Jon 'JJ' Jones #43, 26 December 2012



JJ attended the inaugural Taupo ride-in and subsequently became the coordinator of the Hamilton Ulysses branch 1998 - 92. One of his major contributions was initiating the annual Hamilton Toy Run which he estimated had contributed over \$100,000 to battling Child Cancer over its first 20 years with the biggest ride attracting over 1,100 bikes. In 2002 JJ was awarded life membership of the Ulysses club.

JJ was known for his propensity to ride incredible distances at all times of the day on his favoured BMW. He rode many 'rusty nuts' 1,000 mile day rides and recalled that one of his best rides ever involved leaving Levin (where he lived in his retirement) at about 2am one morning before riding to Cambridge for breakfast then participating in his beloved Hamilton Toy Run and returning home by 8pm that night. Said JJ, "Chris' (Christine, his partner who rode thousands of Km's with JJ) thought I was mad, but it was a great day!" (Peter Mitchell #4085)

A Song for Ulysses

(Prepared by Rex & Betty Smith of Murchison in 1997)

It's been a long road Ulysses have travelled
Some miles blessed with joys, some marked with tears
but in harmony you've made it together
and that's how you'll face future years.

Let's be thankful for the joys you have tasted
For true friends and family that's worthwhile.
Such a long road of Rallies you have travelled
and you wouldn't change a single mile.

You can laugh at your early days of travel
and all the many things you did wrong.
Your nomadic possessions were so humble
but your faith in each other moved you on
and you still have a steep grade to follow.
Ulysses riding seems to make it all worthwhile
and the road of biking will also be calling,
and you'll always live and love each travelled mile.

It's been a long road of biking you have travelled
some miles blessed with joys some marked with tears
But in harmony you've made it together.
That's how Ulysses will face future years.
Growing old disgracefully each travelled mile.

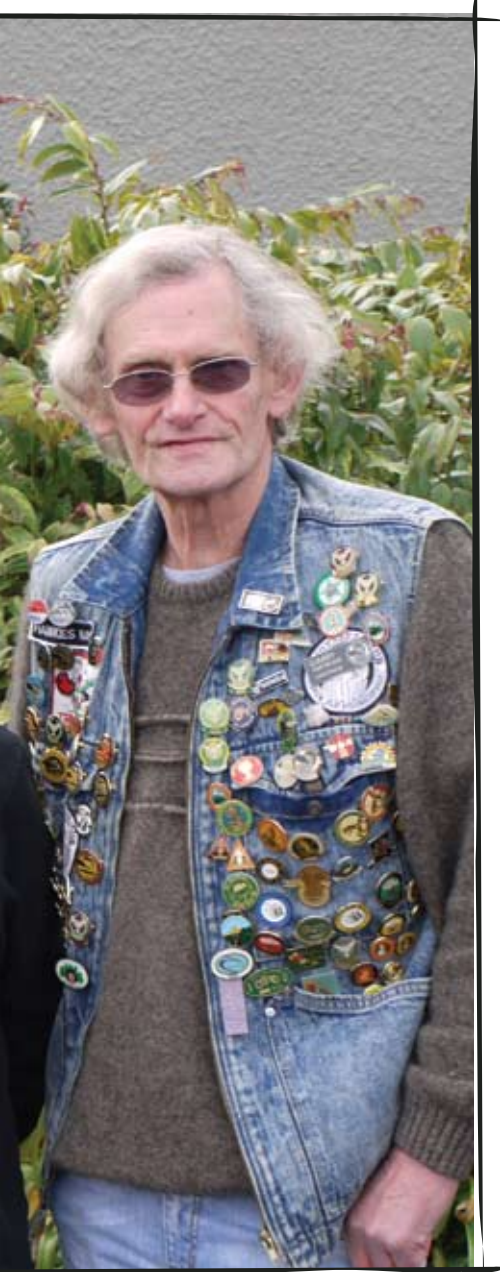
As stated before, the above list is far from complete and has been chosen purely to highlight some of the many characters and members that embody the spirit of the Ulysses Club of NZ. The list is by no means exhaustive and any errors or omissions are sure to be my fault. (Author).



The Remembrance Book being piped in by Ian Loan; with Danielle Elgar, granddaughter of Ron Elgar, carrying the Book.



Looking Ahead



As Ulysses New Zealand members look ahead to the next 25 years, it is useful to reflect on what features members like most about it at the present time, and how they see the future of the club. The following opinions were provided through the results of a survey of Branch Coordinators in early 2012.

What are the things you like most about the club?

Friendship and the large family feeling of the club. (Stephen Orpwood #2119)

"Camaraderie. Like minded people." (Gary Wilson #210)

"The camaraderie, non-political and very little structure – very relaxed." (Jill Warhurst # 474)

"New friendships made with like- minded people from all around New Zealand and from Australia. A good group of branch members now attend a lot of the bike rallies in the South Island e.g. Brass Monkey, Woodstock, Magpie, etc and we all camp together and socialize as a team. More branch members are now attending the National AGM's and having a good time." (Mike Dew #2415 National President – elected 2012)

Left: Lloyd Cox, Tony Wilson and Garry Partridge.

"The company of the motorcycle interest group, the connectivity throughout the country and especially the camaraderie." (Lance Nixon #2310)

"Members are older and they're not idiots, you know.....some of those other clubs, gawd! they're maniacs on the road. There were never any groups around here that were decent to ride with...." (Jimmy Robinson #1364)

"...at that stage it was about going away with a group of like-minded people. I was also a member of the BMW Owners Register and that probably was up there as well, going away to the rallies and meeting people from all walks of life. One of the guys I got along with, and I stayed at his place was in real life a University Professor, and he was a real hard case – he died before he was even bloody 50– he was a great guy and really loved meeting people who were into motorcycling you know who were a breath of fresh air away from the University stodgy types that he often associated with and just getting to a bike rally and just having fun.

There's still a lot of people that I don't know what they do and I find out later on that they've got quite a niche in society and some pretty well off people. Yeah, one guy I met, he had a couple of Rolls Royces and an old Bentley and the guy was wealthy as, but it isn't how he came across, he talked about motorcycles, not about what his other assets were, you know it was so different, refreshing (Mike Jephson #636)

"Most folk are of a similar age and have similar interests. Camaraderie. Good rides programme." (Steve Binnie #6789)



Is there anything in the Ulysses club that you would like to see changed in order to improve the club?

"I would like the club to go back to its non-political relaxed fun style – I do not consider this a backward step – more the social style that it was at the beginning." (Jill Warhurst #474)

"We have a great club but like most clubs there are always going to be members that aren't happy with the way things are handled. Remember we should be here to have fun with like-minded people who all have an interest in motorcycling. We are NOT a Motorcycle Club!" (Mike Dew #2415 National President – elected 2012)

"The engagement of more riders in their early 40's to maintain the enthusiasm that we had at that stage of our own lives." (Lance Nixon #2310)

"It would just be good to get guys to come for rides without having to give them a badge for going somewhere– that's half the problem with a lot of them they would go to the end of the world to get a badge." (Jimmy Robinson #1364)

"It probably has to do with the blue rinse brigade on the back. Motorcycles were never designed for two people." (Mike Jephson #636)

"One niggle is the fact that all of the work is done by a few people (the committee) and rides are also only attended by a few people (basically the same people – the committee). I wish the bulk of the members would get off their butt and do something or go on the rides we organise. I suppose that is the same for all clubs, so it's not something that is specifically Ulysses and it's not something that can be easily changed." (Steve Binnie #6789)



"The parochial attitudes of some branches.... (some) have forgotten what Ulysses is all about and keep referring to themselves as 'clubs'. The National Committee should have a dedicated member who is a mentor for the branch coordinators," (Lorraine Lindsay #1117)

"As the older members age (disgracefully) and new ones come forward we must retain the sense of inclusion & freedom that we get from each group but not be too rule-bound to lose the heart we have." (Gary Wilson #210)

"I joined Ulysses.... just after I bought my Vulcan. I was looking for some company to ride with and learn from. Ulysses is more than a motorcycle club, it's more an extended family and I've come to appreciate in recent years how widely different everyone is yet how everyone looks out for everyone else, no matter the differences. It's like a large family and is exactly as it should be... thanks Ulysses." (Alan Sciascia #4328 on his 'retirement' as Editor of the Ulyssian magazine 2003)



As Ulysses NZ moves ahead into the next 25 years, it is hoped that we can learn from this history.

In closing it is helpful to remind ourselves of the words in the preface that opened this book. 'Ulysses NZ is first and foremost a social club. In the words of the Maori proverb,'

*"He aha te mea nui te au
Maku e ki atu
He tangata, he tangata, he tangata.*

*What is the most important thing in the world?
I say to you,
it is people, it is people, it is people."*

To which Ulyssians may add; *it is also motorcycling, motorcycling, and motorcycling.*







Ulysses NZ Branch Histories

Introduction

When word went out that it was proposed to capture the history of the Ulysses Club of New Zealand, some branches embraced the idea while others responded in typically disgraceful ways such as getting on their bike and going for a ride. The reality is that Ulysses branch coordinators and their committees are all volunteers who are busy people. As a result there are some gaps in these histories, however, with a bit of luck (and a tail wind), by the time Ulysses NZ is 50 years old, the remaining regional histories will be completed.

The following is an attempt to do justice to the wide variety of information that was forwarded by the branches and which is recorded here in alphabetical order. The contributions of the local historians are also noted and recorded. Thank you for your efforts and my apologies for any mild editing that I have done. The result gives a good idea of how many Branches have grown and adapted over the first 25 years.

Ulyssians at Atiamuri, 1999.

Branch Coordinators

Branch Coordinators listed in the summary of branch histories that follow are as recorded in the December edition of The Ulyssian each year.

It has not been possible to list all the contributions made by the many local branch committee members and identities as we simply do not have all the details and it would likely require another book just to record their names.

Some branch names have changed over the years and they are recorded below alphabetically by original names.





Auckland

Coordinators: Merv Hopkinson & Alf Grant (1988-9); Merv Hopkinson & Garth Ewen (1990); Merv Hopkinson (1991-2); Don Maskery (1993); Benny Benson (1994); Wayne Painter (1995-2003); Jayne Mansell (2004-7); Bob Leeper (2008-present).

Blenheim / Marlborough

by Jane Laing #6361

Coordinators: Phil Anker (1990); Sherrin Edgar (1991-5); John Mears (1996-2000); Don Best (2001-5); Dave Gill (2006-8); Jane Laing (2009-10); Kevin Bright (2011-present).

Early in 1988 after watching a TV documentary depicting the Australian Ulysses club, Maurice James, Phil Anker, Murray Fairhurst and Allan Barnes joined Ulysses Australia. (Editor's note; this recollection appears to coincide with the April 1988 screening of the 'That's Fairly Interesting Ulysses NZ feature' referred to earlier). An inaugural meeting took place in Phil Anker's home and included the above members as well as Allan Edgar all of whom were until that time, members of the Marlborough Road Riders Club.

Events run by the branch included; The annual Beavertown Rally (first held at Canvastown and later at Spring Creek and currently at the Central Rugby Club rooms, Blenheim and in 2010 the Beavertown rally reached the 20 years anniversary): an annual Rescue and Ambulance ride, an annual Toy Ride, an Anniversary weekend overnighter to Pohara Beach as well as mid-year and Christmas parties, an annual scooter ramble, and the Westport and Hanmer Springs overnighters.

In 2010 membership was around 160 members.

Notable events over the years include;

1991 – The first ‘Top of the South’ challenge / overnighter.

2004 – Committee member Susy Pouwhare instigated the regular Saturday morning meetings at Shelly’s café ‘at the village’ Rapaura Rd. These popular meetings continue today.

2006 – The ambulance ride raised over \$2100 when 120 bikes took part.

2009 – The first Toy Run was organized by Al Harper and Pete Rickerby with 150 bikes attending.

Since the early 1990’s annual branch rider training days have been an important part of the Marlborough branch calendar. For many years, these were generously run by ex Traffic Officer, Wayne Brock. Currently these days are no longer ‘free’ and the numbers attending have declined accordingly.

Notable members include: 1.) Phil Anker who is featured in the “Remembering our Mates” section of this book; 2.) Doug Simpson #991 joined in 1989, and in 1990 came on the committee and went on to serve 10 years for the Branch in various roles including secretary and treasurer. Doug passed away in 2003; 3.) Allan Edgar #505 founding member, and the earliest NZ member in Blenheim; 4.) John Mears #2927 joined the branch in 1994 and in 1995 became coordinator, holding the role for 5 years. He donated the ‘John Mears Mileage Trophy’ which is still awarded each year to the member who has clocked up the highest mileage on their motorcycle; 5.) Murray Brooks #3161 joined the branch in 1995 and served on the committee for the next 10 years. In 2009 he became branch quartermaster, and still holds this role today. In 2011 Murray received the Odyssey medal for his meritorious service at branch level.

Buller (a.k.a. Westland / Westport)

by Vince Hanna #7698

Coordinators: Ray Lamble (1991-2); Vince Hanna (1993-6); Ian (Red) Robertson (1997-2005); Andrew Lineham (2006); Rob Duncan (2007-8); Paul McLaughlin (2009-10); Pete Graham (2011-present).

Vince Hanna got his motorcycle licence in 1958 when he was 15 years old and originally joined Australian Ulysses in the late '80s. Ray Lamble was a memorable character within the branch. He arrived in the area in a Land Rover packed with enough gear to survive and a gold ingot round his neck in the shape of Australia that he found in the Australian Outback. Ian Mathewson was having tea at the same pub we were eating at when we met him. He was 6'7" and my daughter went up to him and said, "My Dad says he likes your pants", "Well tell him he's not having 'em", was the reply. He was the one who made me want to join - for the love of Ulysses and motorcycling. I was one of the younger ones at 45 years and I used to help the old timers on and off their bikes. Phil Anker was at least 80 and as the years had passed he slowly traded into lower and lower bikes so "It wouldn't be too far to fall off".

It was wonderful back then because we were a bit younger; there was less road madness, fewer tourists and campervans, etc.

It was the camaraderie that you joined for and to show that you can still do interesting things as you get older. Our first rides were around the block and then we were off to Blenheim, Nelson, and the Beavertown Rally was attended every year. Blenheim made our Toy Run on their calendar every year. We'd plan it ahead of time and then get in touch with everyone prior to the rides. The Blenheim Club was our main ride club and down the Coast to meet with Mark Walsh, the original Westland coordinator.

Group motorcycling can become less popular if the rides are too slow or too fast and a lot of people don't know how to ride in a group. Ulysses Club in Buller has tried to involve younger ones on rides but Ulysses generally is not fussed on youngsters. We are very strong and there was good unity in our Ulysses Club.

During our first Toy Run there were grown men crying with the satisfaction of giving to kids who had nothing and that was very rewarding.

Canterbury / Christchurch

by Janet Carter #8024

Coordinators: Jim Kilsby & Gill Richardson (1988); John Brown (1989-90); Alf Caldwell (1991-3); Des Kelly (1994); Steve Orpwood (1995 & 2002-5); Bill Gaskell (1996-9); Ken Beaumont (2000-1); Mike Dew (2006-11); Robert Edgeler (2012-present).

Canterbury branch of the Ulysses Motorcycle Club is based in Christchurch and covers the greater Canterbury areas north to Kaikoura, south to Ashburton and west to the Alps. In the beginning the branch also covered inland to the Waitaki River in the South and inland to the Alps, however, members from the Timaru area found they had enough members and interest from locals and asked if they could form the South Canterbury branch. The Canterbury branch and National Ulysses endorsed this move as a positive step forward and the South Canterbury branch took over the area from Rangitata River to the Waitaki Rivers based from Timaru.

Left to right - Bill Gaskell, Gill Richardson, Jim Kilsby (first elected Canterbury Branch coordinator), Alf Caldwell, Steve Orpwood, Mike Dew.

Coordinators missing from photo- John Brown (deceased), Des Kelly (sick at the time now deceased), Ken Beaumont.

In the beginning...

The Ulysses Club, Canterbury Branch began in 1988, triggered off by a visit from secretary of Ulysses Club Australia, Pete Reynolds. Peter arrived in Christchurch on 30 August, stayed for a couple of nights then traveled up to Wellington. Arriving back in ChCh on the 9 Sept. Prior to this approximately 12 NZ members, who included Gordon Elcock, Dave Gibbs, and Gill Richardson were originally Ulysses Australian members, when membership was transferred to the NZ 'Branch.'

A meeting was held on the 6 September 1988 at Gordon Riggs' residence to discuss the establishment of a Ulysses Canterbury branch.



Ten people attended in total, they were Gordon Elcock #25, Dave Gibb #70 and his wife Liz #1070, Des Kelly, Gordon Riggs, Dave Milligan #495(BRONZ Chief), Roger Kendry, Wayne Somerfield, Pat Thackwell #599, and Agnes Koers #381. The meeting started with Jim Kilsby providing an introduction about the Ulysses Club. After some discussion it was agreed that Jim Kilsby would write to Ulysses National Committee in Napier about forming a Branch in Canterbury and also that an ad would be put in the press inviting others who may be interested to come to the inaugural meeting. All there put in \$10 each to cover costs.

Registered members of the Ulysses club as at 27 September 1988 were Jim Kilsby, Gordon Elcock, Barry Walker, Dave Gibb and Gill Richardson.

On 27 September the inaugural meeting of the Ulysses Club, Canterbury Branch was held at the Media rooms and was attended by 19 people. Election of officers was held. Jim Kilsby became the Coordinator and the Secretary / Treasurer role was taken up by Agnes Koers. Others at the meeting were Jim and Helen Kilsby, Gordon Elcock, Roger Henderson, Gill Richardson, Malcolm Connor, Les Eddy, Dave and Liz Gibb, Barry Stevens, Peter May, Gordon Strang, Barry Walker, Dave Milligan, Gordon Riggs, Nigel Beardsworth, Bob Cunningham and Ray Hunton.

Club subscription was set at \$28; \$18 for National and \$10 for the branch and Linwood Mall was established as club starting point for runs. The meeting ended with a vote of thanks to Jim Kilsby for “efforts in getting the Canterbury Branch of Ulysses club formed”.

The first Ulysses Club Canterbury Branch inaugural run was held on 25 September from Linwood Mall to Little River. There were 16 machines and 20 people. Some of the people on the initial run were Barry Walker (Honda Goldwing), Nigel Beardsworth (BMW K750), Malcolm Connor and Liz (Harley 1340 Glide), Ray Hunton (BMW R100), Graham and Margaret Boyce (BMW K100) Gill Richardson (Suzuki 1000 GSX), Gordon Elcock (Kawasaki 900), Dave Milligan (Suzuki GSX 1100), Agnes Koers (CBX 250 RS), John Brown (Honda Goldwing).

Meetings were initially held in the Media club in Armagh Street (1988 to 2002), however, when the Media club became too small and less suitable meetings were moved to the Pegasus Arms Hotel, Oxford Tavern, Fitzgerald Arms and in 2006 to the Cashmere Club for meetings. Women became more involved in the branch around the time meetings moved from the Media club.

Rides/events

Event	Time of year	Comment
Goose bay weekend (Beach Party)	Feb	Kaikoura
Remembrance ride	August	The first South Island Remembrance Run was held at Murchison on the 3rd & 4th August 1991. Held annually, in the first weekend of August.
St John run	On Anzac Day (April 25th)	The St John run started off in as ANZAC day run and changed to the St John Run at the suggestion of John (Cowboy) Brown in 1991.
Brian's overnighter	April	Started 2008. Ride from ChCh, to Tekapo, Twizel, Omarama to stay at Wahao Twin Forks then back to ChCh
1000k Longest Day		Top half of South Island

Over the years there have been a variety of “ride ins” or “overnighters” from the very basic to those with top faculties. The first ride in was in 1989 and was to Twizel and others were to various places in the south island. Examples include; Kelly’s Camping Capers, whereby riders followed written instructions and ended up in all sorts of places having passed through some very interesting areas of Canterbury and its environments. Other early overnighters included the very popular ride to Kopara (West Coast) to the black powder event (members had the opportunity to shoot black powder guns), Kaikoura (staging post), and Molesworth Station.

The branch also organised and ran the South Island Ride In, first at Eyrewell Forest Forestry Camp, then moved to Twizel, Pudding Hill, and then to Otamatata. These slowly died due to failing attendance. More recently overnighters have included the Blackball Run (to the ‘Formerly Blackball Hilton Hotel.’)

In more recent times, a Wednesday day ride (The Knitting Club) was instigated by Bob Tanner which has proven to very popular and also in 2009 the club instigated a Wednesday night fish n chip ride during the summer which has been very popular.

The branch has also joined in or organised a number of fundraising events. In the past donations have been to Chomondley Children's Home (toys, books) annually and others to Muscular Dystrophy Association, Burwood Spinal Unit (TV/video). In the last decade or so the Ulysses have adopted St John with particular area rotating in two-year cycles. St John in Cust, Lyttleton, Ashburton, Leeston and Rangiora have all received donations from the branch over the years. Ulysses members have also assisted with marshalling and organising other community events when asked.

The Canterbury branch has organised four National AGMs since it started with the first being in 1990 in Twizel, then Lincoln (1992) and Riccarton Park (2002 and 2010).

Memorable/notable events (and people)

Eric Wood was a mentor until 1992 as he had business and local motorcycle industry knowledge.

1997 **Saltwater Creek, Waimakariri**. At the instigation of **Dave Boroughs** on 5 October a working bee was put together to replace a Brass plaque at the Saltwater Bridge. This came about because members of Ulysses Canterbury branch

went on a tour with the express goal of stopping at every bridge and reading the plaque there (Plaque runs). When they reached Saltwater Creek Bridge they found that the plaque proclaiming Saltwater was the first port in NZ had been cast to one side when the bridge was rebuilt. Members decided to campaign to have the plaque reinstated. They eventually found out that a farmer had found it and put it in a shed. Club members reset the plaque in concrete at the bridge.

1999 **Jim Kilsby** and **Agnes Koers** received 10-year badges.

2003 **ACC Ride Forever Promotion**. Joint venture between ACC and Ulysses Club. The objective was to educate drivers to look out for motorcycles; a pilot program was run in Hamilton the year before and was so successful it was put around the country. **Murray Hawke** was the liaison officers between the club and ACC. Displays were put in the Palms Mall advertised on the radio and information packs were handed out and posters placed around the area including on the back of buses. Competitions were run. Members manned the police booze bus stops with the police and handed out competition cards, personal first aid kits (donated by St John) and lollies.

This programme was checked by ACC for effectiveness and there was a discernable reduction in motorcycle accidents around the city. In 2005 a change of plan by ACC put the Accident Prevention Officers in charge of the programme and the local man managed to get tyre covers for 4 wheel drive vehicles and these were handed out to members to put on their vehicles these are still seen around the area.

1994 **Ted Youngman** trophy: Member Ted Youngman died on 12 May 1993. In 1994 his wife donated a trophy, which after discussion at the meeting it was decided to award the cup annually to the person who travels the longest distance that year.

2000 The **Noel Simpson** Memorial Trophy, which is for the member who makes a significant contribution to the branch and is awarded by the coordinator each year. Noel Simpson was a past (deceased) member of the branch.

2006 rider training approved \$50 per rider to do a course run by approved riding school, staffed by qualified instructor.

2007 **Slow riding skills** introduced with Steve Orpwood on 1st and 3rd Saturdays of each month, free to members and help update basic rider skills.

In 2008 **Gordie Elcock** (#25) was awarded the Odyssey Medal for his long-standing service to the Ulysses club. Gordie was one of the founding members of the Canterbury Branch and the first to be presented this medal in Canterbury.

2009 **ACC protest ride** on 14 November. This ride was to protest increase in ACC levy that was going to result in significant increase in motorcycle registration. Increase occurred but was less than initially threatened.

Other comments

Over the years it is apparent that the branch has been true to its aim of being a social club. Members have come from all walks of life and represent a mixed bunch with a common love of motorbiking. Letters, minutes and conversations with members suggest a branch that has, and is still, practically helpful, caring, supportive and close knit. Verbal reports describe the branch as becoming more “responsible than irresponsible” over the years, a consequence of changing social times and club growth.

Central Plateau

Coordinators: Bob Vine (1994); Glyn Hill (1995-7); Dave Candy (1998-2003).

Far North

Coordinators: Dot Tucker (1993); Des Trubshoe (1994-5 & 2003-7); Simon Mahon (1996-7); Nick Grbin (1998-9 & 2002); Alan Harrison (2000); Jo Lowe (2001); Michael Couchman (2008-present).

Gisborne

by Des Chiles #2650

Coordinators: Peter Anderson (1988-9); Jim Proudfoot (1990-2); Russell Forest (1993); Peter Barron (1994-5); Des Chiles (1996-2006 & 2010); Mike Sulliman (2007-8 & 2011); Rex Williamson (2009).

The Gisborne Branch was established in 1989, with Peter Anderson (#79) as the first coordinator after a meeting with Garry Partridge and Tony Wilson, (through Jet Leathers contacts.)

Early Gisborne members included Ray Murray, Terry Gardiner, Jack McNabb, Bruce Elmers, Jim McMillan, Ron Barber and Maurice Hills. Some of these had joined Ulysses Australia before swapping to the NZ club. Today there are 44 members of the Branch.

In October 1994 a weekend bike show was held which raised \$6,000 for the Riding Club for the Disabled, and the Crippled Children's Society. In May 1996 the Gisborne branch club held its first rally, organised by Rex Williamson (#2443) which was no mean feat as all the food had to be transported 200 km up the coast to Te Araroa. One tale that is told is that when the Ulyssian attendees retired to the local hotel (as you do) a red eyed local wandered in with a sack full of marijuana giving his treasure freely to anyone keen to try it. Later, when one Ulyssian arrived back at the camp and stopped at the gate (as you do) he was so affected by the local hospitality (drunk or stoned – take your pick) that he fell off his bike. Remounting, he promptly fell off the other side of the bike.

The rally was a huge success with some people even heading to the East Cape lighthouse in time to be the first to see the sun rising (as you do). Later in the day heavy rain fell and which caused a few people to shift their tents. A couple of young English tourists who borrowed a 100cc Honda step-through for a ride in the rain, came back pushing the bike, rather muddy and bruised saying, “rain, slippery paddocks and bikes are not a good combination.”

For the next 8 years the annual rally was held at the Turf Club premises at Makaraka just 2 kms south of Gisborne. Another disgraceful tale

happened when Robin Bolter decided to celebrate his 70th birthday at the rally with a 'special' group ride. The riders duly assembled at 2pm, all kitted out for a long ride. The ride duly departed soon after, following Robin who was the lead rider for his 'special ride,' however before they had even reached the exit gate, Robin turned and led them through a side gate to an area where a keg of beer and glasses were ready waiting. Locals today claim the Ulysses record for the 'shortest ride' of less than a kilometer from that day.

In February 2006 the Gisborne Branch took part in transporting the Commonwealth Games Baton with a convoy of motorcycles and later held their annual rally at the A&P Showgrounds events centre. This proved a good trial for the 2007 Ulysses National AGM, which was another great success for the Branch.



Photo copyright The Gisborne Herald

Hamilton / Waikato

by Tom Jones #81 and David Coy #4412

Coordinators: Jon Jones (1988-92); Innes Cate (1993-4); Barry Cox (1995-6); Greg Bailey (1997-2002); Bruce Marx (2003-7); John Turkington (2008-9); Lou Brown (2010-present).

8 May 1988 *"Our first ride under the Ulysses banner and although overcast and raining, seven bikes turned out, 6 BMW's and one Kwaka..... a good ride in good company and everyone keen for another ride."* 310 kms. (Source Ride report August 1988 Ulyssian.)

The first Co-ordinator of the Hamilton Branch was Jon Jones (JJ) #43. JJ attended the first National Ride-In at Taupo in April 1988 and was given the mandate to form a branch in Hamilton. JJ was a dedicated coordinator, determined to

make the Hamilton Branch one of the best. He also looked a bit like the old fellow on the official emblem with a good set of Father Christmas whiskers. He did have one failing though, he did not appoint a secretary or committee for the first year or so and kept the minutes of early meetings himself on the back of his tobacco packets which ended up in the rubbish.

Des Chiles (Gisborne Coordinator) receiving the Queen's Baton.



Waikato Coordinators: (l to r) Lou Brown, Bruce Marx, Innes Cate, Barry Cox, John Turkington.

Meetings were initially held at JJ's home in Rodney St. In November 1988 JJ organised the first Pureora Forest Rally in one of the DoC Camping areas. He had done a lot of camping and bushwalking there in the past and decided it could be a good rally venue. He was spot on. The Rally has continued at that site since, and 2011 was the 24th.

Eventually Bev Minnear was elected Secretary / Treasurer and meetings were transferred to her larger home in Lewis St. Membership was growing rapidly and by June 91 Hamilton had

71 members. It was decided at this stage that we needed to hold our meetings in a more convivial atmosphere and after trying the Hamilton Motorcycle Club rooms for a while we eventually ended up in the Executive Suite of the Hamilton Cosmopolitan Club. The 'Cossie Club' became a popular venue, and membership and meeting attendance numbers rapidly increased until the Executive Suite became too small for the 70 or so members that were now attending, so the club transferred to the Bowling Club Pavilion. Around 2008 the club moved to its present venue at the Waikato Commerce Club.

On 2 Feb 1992, Hamilton's second branch coordinator, Innes Cate (#694) was elected. Innes, an ex-Policeman and businessman, got the branch on a more formal footing. Secretary Tom Jones, Treasurer Bev Minnear and Committee Alan Vandy and Ken Blackburn were also elected. 1992 Ulysses Hamilton took over the running of the Child Cancer Toy Run and in the week prior, members displayed their bikes in the Centreplace Shopping Mall as additional publicity.

In Feb 1994, Hamilton won the award for the best attendance at the Frozen Pines Rally.

Feb 1995 our third branch coordinator, Barry Cox, was elected. A practical man with a farming background, he also rode very fast and approached his role with a lot of great ideas including wanting to make the Toy Run bigger and better. Clearly he succeeded as at the next run, 1385 bikes turned out. In 1996 the Bike display before the Toy Run was based in Te Awamutu.

In May 1997 Greg Bailey succeeded Barry Cox. Greg had been a dairy farmer, but got sick of being shitted on by cows, and became a supermarket manager. When June Bailey took over the gear sales role she was keen to stock a range of trousers. Greg suspected this was merely her way of obtaining vital inside leg measurements.

When Brian Barnsley #107 had a fatal accident while riding in the USA, over 300 members escorted him on his last ride.

Tom Jones was branch secretary for nearly two decades and was the glue that kept it functioning so well, attending to much of the nitty gritty detail that was required for the Annual Toy Run (early March), the Pureora Forest Rally (November) and the regular branch newsletters. To send everyone home from monthly branch meetings with a smile on their face the last item was always Tom telling a series of saucy jokes in his Jester's Hat.

Tom Jones was awarded the Odyssey Medal in 2006 and Bruce Marx in 2009. During his time as Coordinator, Bruce developed the mentoring programme whereby experienced riders with a good safety record take inexperienced riders under their wing and give advice on keeping safe on the road. This required forging strong links with the local ACC office which funded most of the mentor training, designed and run by Andrew #7270 and Lynne Templeton of Roadsafes, Wellington. The Hamilton mentoring programme was very effective and has since been adopted by Ulysses nationally and many branches now have a group of trained mentors.

Hokitika / Westland

Coordinators: Mark Walsh (1990-2001); Gary Sinclair (2002-present).

Invercargill / Southland

Coordinators: Hewitt Heyward (1988); Jill Warhurst (1989-present).

Kapiti Coast

Coordinators: Peter Franklin (1993 & 96); Chris Pitcher (1994); George Dornan (1995); Russell McCormick (1997-8); James Farnham (1999); Kevin McBeth (2000); Fred Bonnette (2001-7); Roger Tidman (2008-10); Kieran King (2011-present).

King Country

Coordinators: Greg Jones (1990-92); Grant Mansell (1993-2003); Ray Lupton (2004-9); Mark Jamieson (2010-11); Graeme Hammond (2012-present).



Don Burrows (left) and Lloyd Cox.

Napier & Hastings / Hawke's Bay

Coordinators: Lloyd Cox (1987-9); Dave Taylor (1990-2); Jim Groom (1993); Brian McKinley (1994-6); Don Burrows (1997-9 & 2003-4); Phil Greaney (2000-2); Pauline Walters (2005-6); Fran Sears (2007-8); Ian Stuart (2009); Graeme Walker (2010-11); Cliff Heydon (2012-present).

Early aspects of the Hawke's Bay Branch are so intertwined with the origins of the Ulysses Club of NZ, they are included in the main chapters of this history.

Manawatu / Palmerston North

by Peter Palmer #1144 and Trish Bruce #7941

Coordinators: Les Rice (1988-9); Stu Robertson (1990-6); Mike Moore (1997-9); Gavin Nash (2000-4 & 2007); Jens Jorgenson (2005-6); Lynn Southee (2008-9); John Brummitt (2010); Bruce Ebbett (2011-present).

In 1986 local member Les Rice was approached as a possible branch coordinator and although he declined, he persuaded Stu Robertson to come on board in 1987 (Editor's note: Les Rice was recorded as Coordinator in the 1988 & 1989 magazines.) Stu and his wife Denise ran the popular Himatangi Wines Café & Bar, which was an ideal venue to bring motorcyclists together and expand the membership. It was decided that a push for membership was needed and an advertisement in the local newspaper was successful. One new member was recruited whilst on strike and standing in a picket line at Longburn freezing works. The branch swelled to 10 members, virtually overnight.

The Manawatu 'patch' roughly covers the areas between Foxton, Pahiatua, Dannevirke and the Rangitikei River. Himatangi Wines became a mecca for motorcyclists of all types and slowly but surely members became involved in branch activities. In those early days information for rides

etc. was only a one page 'newsletter' and 'tin-tops' were never used at any event or ride – you either went on your bike or you didn't go at all.

Stu was the coordinator for about nine years and during this time membership swelled to over 80. Many great rides, rallies, poker runs, fundraisers and overnights were enjoyed. Coordinators in the Manawatu branch have always been supported by very efficient secretary / treasurers without whom the branch could not function. John Vigus was one of these people who along with his wife Jean virtually controlled all the running of the branch. They lived and breathed Ulysses and brought some great rides to the club. One of these is still held annually. When John and Jean both passed away before their time, their favourite ride was named the 'John Vigus Memorial Ride' in their honour. It is still well patronised today and is a 'round the block' ride from Palmerston North to Napier to Taupo and back to Palmerston North, a distance of approximately 600 kms.

The Manawatu branch has involved itself with varied motorcycling disciplines including bucket racing, motorcross, adventure riding and many varied charity events and marshaling of cycle races in our area. One of our early coordinators, Mike Moore was on marshaling duties of a charity ride when he was passed on the inside by an impatient motorcyclist. Not one to put up with any of



*Seven Manawatu coordinators –
From left: Stu Robertson (1990-92), Mike Moore (1997-99), Gavin Nash (2000-04; 2007), Jens Jorgensen (2005-06), Lynn Southee (2008-09), John Brummitt (2010) and Bruce Ebbett (2011).*

that nonsense, he calmly rode up alongside the offender and grabbed his keys out of the ignition, threw them away in to the grass on the roadside and calmly rode away. Lesson learned.

The branch has always had a strong contingent of adventure riders and over the years members have joined with other branches for a number of large rides in the back blocks of the area. To this day we enjoy meeting up with our neighbours for lunch and social events.

The longest group ride undertaken was to the 2000 Wings over Wanaka by 30 plus motorcycles. The organiser even rode round the South Island prior to the event to check out accommodation and the route. It became a riding highlight for many, with many stories still being shared. According to folklore the ladies polished off 3 cases of wine per night! (although this story could be the beer drinkers trying to feel less guilty about their consumption).

The 'Intrepid Journey' award must surely go to Noeline Nash who had only passed her learner's licence three months before the trip and found herself being the only pillion who could ride when one of the others in the group became ill and ended up in hospital. Noeline was talked (bullied) into riding his bike home from Wanaka. The weather was terrible and as if that wasn't bad enough her feet couldn't even reach the ground so whenever they had to give way, two of the other riders would ride alongside and help her balance and when she had to dismount someone had to get in front and off their bike to 'catch' her. Really funny now but I'll bet at the time it wasn't (for Noeline anyway). Understandably she recalls being 'absolutely knackered' when she finally got home.

Another great trip was to Nelson via French Pass, aboard the Sylvann ferry, with members being lucky enough to be invited to the best kept secret in Nelson, a collection of over 300 motor vehicles owned by an elderly gentleman who unfortunately has since passed away and the collection has been sold off. We have also had two (so far) successful Sunrise to Sunset rides, from Lottin Point (East Cape) to New Plymouth which have been well supported and thoroughly enjoyed.

The annual Auckland rally on Waiheke Island was always looked forward to as one of the best rallies to attend. It has always been a great example of a Ulysses Branch pitching in to make it happen. One of our more colourful members, Robin Bolter, celebrated the millennium at this rally by taking the first nude swim of the millennium at 1 second past midnight... witnesses report it was not a pretty sight.

The Manawatu branch did not host a rally until 2010 when we held our first Camp Rangī Rally at Camp Rangī Woods in the Pohangina Valley. This is held bi-annually, as is the Four Points of the Compass Rally on the alternate years. The Four Points Rally was instigated by Robin Bolter and Jack Ennis as an alternative to the traditional rallies. He thought it would be great to have an event where 'getting there' was the event. As plans for the event progressed it became apparent that

some serious funds would be required for prize money and it just so happened that the Albert Hotel where our monthly meetings were held had pokie machines and needed a worthy cause to donate funds to. An application was subsequently made through the Unison Trust and we received funds for two years which helped make the event a great success. Unfortunately due to changes made to gambling laws this source of funds didn't continue. This popular event is now in the form of a Poker Run covering the four compass points of the North Island and finishing in Palmerston North. Two weeks are allowed to complete the journey, with many people making it a 'must do' on their rides list.

Recent years have seen changes in the branch activities with shorter rides and not so many riders. It seems that people are a lot busier these days, 40 year olds are just starting their families and fuel and registration costs have increased too much for many riders. Despite this the Manawatu branch is still prospering with new members joining up to compensate for the ones dropping out, and we look forward to riding on disgracefully. We are proud to report that to date we have had no deaths of members in motorcycle accidents, all seven of our coordinators are still alive and five of them are still active members of the branch.

Nelson

by Lorraine Lindsay #1117

Coordinators: Peter Yanko (1987-8); Alastair Tapp (1989-90); Bob Daly (1991-2); Ross Williams (1993-4); Mike Glew (1995-6); Peter Shaw (1997-2000); Lorraine Lindsay (2001-11); John McDonald (2012-present).

In 1990 Nelson had only two Ulysses members and no official branch. The two members gathered with a small group of mates and went for rides with other motorcycle clubs in the area which usually ended at a pub.

In 1991 there were about 15 to 20 members who formed an official branch complete with a committee. However after putting up their hands to run the 1994 National AGM they all resigned and left Ross Williams and Bill Harrison to rustle up a committee to organise this big event which had a huge turnout and really put Ulysses Nelson on the map.

By 1998 there were about 80 members of the branch left after a stormy few years when the branch nearly collapsed because of financial difficulties and infighting around such issues as “do we accept younger family members on rides and social events”.

After a new committee took over in 1999 and appointed Lorraine Lindsay as Coordinator, most of the issues disappeared and by 2010 the club grew to 280 members. Today, it is the largest branch outside of Auckland.

The main rides the Nelson branch organises include;

- Sunday rides every week, one shorter ‘easy rider’ for newer ‘cruisy’ riders, and one longer more organised ride.
- Wednesday ride for BOFs (Boring Old Farts) cruising the countryside looking for good cafes.
- Casual rides, about once a month where riders meet and decide where they are going from there.
- Dusty Adventure Rides for all off road and adventure riders (we have about 50 in this group), sometimes they go camping, etc.
- Twilight rides – monthly, in the summer, ending in a social venue.
- Longest Day ride, 1000k organised in conjunction with Canterbury Branch.

- Toy Run inherited off the Nelson Motorcycle Club about 15 years ago. A great ride for raising the profile of the club with around 460 motorcycles taking part each year.
- Overnighters – Hanmer Springs, Mt Lyford, Karamea are three of the popular ones done each year.
- Filco Farm Sport, sponsored ride. Nelson's biggest dealer and the branch's main supporter runs a mystery ride with lots of giveaways.
- Orienteering ride. Great fun for small bikes around the town.
- Mystery ride; once a year, the winner from each year has to organise the next year.

Nelson branch social and other events

- Coffee mornings, every Sat from 10 to 12 we meet at a social venue.
- Social evenings, once a month at the Suburban club where we start with a dinner and can have guest speakers, videos of rides, First Aid, Quiz Nights and entertainment often by our talented members.



Nelson Toy Run.

- GUSS Rally (Great Ulysses Sun & Surf)
Our main event of note, started around 1988, now run bi-annually the week before the AGM, and attracts over 200 members. Now held at Tahunanui Camp.
- Mid Winter Christmas Party. Held at members' country homes, Santa is always disgraceful.



- End of year Xmas party, also held at a member's home especially if they have a swimming pool.
- A St Johns run was run for about 10 years until it was dropped due to declining interest.
- The SI National Remembrance ride is held at Murchison each year, and the Nelson branch always has a good turnout for this.
- Free Rider Training. ProRider and their team run an hour's free slow riding skills course every Sat morning before the coffee morning.
- Nelson Street races, Nelson members always do the flag marshaling.
- 2011 our first training mentors have been trained, including John MacDonald.

Notable Nelson Members

Allan Smith – Ulysses Nelson longtime newsletter editor and rides coordinator. Odyssey medal recipient for his contributions.

Bob Griffith - Treasurer for many years and Odyssey medal winner....a huge contributor behind the scenes.

Lorraine Lindsay – Longtime coordinator, helped get the Branch out of the financial doldrums by creating events such as the GUSS rally, Coffee mornings etc. Standing down in 2012 to “give younger members an opportunity to run the branch.”

Willy Cooper - another longtime committee member who prefers to work behind the scenes. Instrumental in organising the Toy Run, getting the flag marshaling team together, doing the donkey work at the GUSS rally and generally using his years of experience to keep everyone on track.

Christine Griffith - longtime support person on the committee who prefers to work behind the scenes. She was our first Quartermaster and was very successful with gear sales. Great at finding new ways of promoting ourselves with brochures, gift cards, etc.

Doug Zumbach – a notable character, he was our oldest rider and supported everything. (Refer to Remembering our Mates Chapter for more details.)

North Otago / Oamaru

Coordinators: Barry Hamilton (1988-2000); Bruce Thacker (2001-present).

Otago / Dunedin

by John Ashton ex #49

Coordinators: Colin Winter (1988-90); Lew Williams (1991-93); Colin Emslie (1994); William Glendenning (1995-9 & 2007); Michael Ingham (2000-2 & 2005-6); Barry Hamilton (2003-4); John Craig (2008-9); Bill Kidney (2010-present).

The first meeting of the Otago Branch was held on 6 September 1988. The Chairman, Kevin Clarkson welcomed the 25 attending and introduced Peter Reynolds, the National Secretary of the Ulysses Club, Australia.

One can imagine the excitement and interest as Peter was invited to address the meeting and where he advised that he was in NZ “to facilitate the setting up of a separate organisation from Australia and the formation of the Ulysses Club (of NZ).”

One of the first rides was a run to Stanley’s Hotel, Macraes Flat (this ride is just inland from Palmerston and is the site of NZ’s largest working

Gold Mine). Notables on this ride included; George Tofield #31, Kevin Clarkson #12, Jim Diehl #1, Barry Hamilton #3, Charlie Brown #4 and Colin Winter #8. It is notable that 14 of the first 50 Ulysses members came from the Otago region. It is also notable that six Otago members travelled to the first Ulysses NZ ‘Ride-in’ on 15 to 17 April 1988, with Lew and Fiona Williams of Mosgiel getting the award for the furthest travelled. The other members who travelled north were Colin Winter, Barry Hamilton, Mike Thorn and Charlie Brown.



Charlie Brown, Mike Thorn and Barry Hamilton outside the Otago Club rooms before they left for Macraes Flat.

Rotorua

Coordinators: Bruce Roe (1989); Bill Brinsden (1990); Tony Parker (1991-4); John McGowan (1995); Peter McCarty (1996); Gordon White (1997-2003); Chriss Taylor (2004-6); Colin Taylor (2007-9); Lynn Martin (2010); Stuart Burns (2011-present).



Some of the past Rotorua Coordinators. From left: John McGowan, Gordon White, Colin Taylor, Chriss Taylor, Stuart Burns.

South Canterbury

by Gary Foster #5227 and Martin Bosman #5454

Coordinators: Cor Bot (2006); Gary Foster (2007-8); Gary Crowley (2009); Gary Oliver (2010); Steve Binnie (2011-present).

The seed for the South Canterbury branch of Ulysses was sown in 2002 when three local motorcyclists Jim Whittington, Steve Sullivan and Gary Foster called a meeting at the Caroline Bay community lounge on the 6th of June 2002 to investigate and gauge support for a branch based in Timaru. Although some feedback from other local motorcyclists of appropriate age was positive we were unsure how many would come to this initial meeting and thought that if we got 10 or 12 people along then that would be a good start.

We were blown away on the night when 50 turned up and registered their interest to establish a branch here. As a result of that meeting we arranged a ride to Moeraki on 2 July 2002 to which over 40 turned out and a good number of those signed up and paid their membership fees on the day. (Subsequently we now have an annual Anniversary Run to Moeraki every July to commemorate the establishment of our branch.)

The inaugural AGM was held on 31 July 2002 at the Community Lounge at Caroline Bay and was chaired by William Glendenning of Oamaru. We had 27 financial members at that time which grew to 50 by the end of our first year. The first committee consisted of Gary Foster – Coordinator, Jim Whittington – Secretary / Treasurer, with Vicki Calvert, Martin Bosman, Paul Ackroyd, Steve Sullivan and Ken Andrews.

It was agreed to hold our branch meetings on the last Wednesday of each month with a regular monthly ride the first Sunday following the meeting. Since that time our meeting venue has changed and we have over the years met at the Gleniti Tavern (now demolished), Timaru Town and Country Club, Northtown Tavern and the Creek Hotel. 2012 is our tenth anniversary year and during the intervening period membership has been variable reaching a high of 75 and currently sitting at around 40.

Our annual rides programme includes a regular monthly ride on the last Sunday of the month, a mid-week ride once a month during the summer months of the year, an overnight ride approximately once every two months, a 3 or 4 day ride over South Canterbury Anniversary weekend in late September, and the Ambulance Fundraising ride held in April.

We also have an annual mid-winter dinner at a local restaurant (which involves a fancy dress theme of some kind), a Christmas overnighter at a local country hall at Lyalldale south of Timaru, and more recently a social get together at a café in Pleasant Point 10 minutes west of Timaru once a month.

Independent of the club programme many members also participate in other rides and rallies.



From left: Gary Foster, Cor Bot, Gary Crowley and Steve Binnie.

Overall the branch is in good heart with a varied programme of rides and social activities that have appeal to all members.

Taranaki

Coordinators: Ray Jones (1988-9); Pat Bradley (1990); Raymond Bradley (1991-3); Newton Frewin (1994-5); Dave McFaul (1996); Mark Bennetts (1997-8); Benny Bennetts (1999-2000); Blair Campbell (2001-3); Mike Gartner (2004-5; 2011-present); Ian Smith (2006-8); Ivan Goile (2009-10).

Taumarunui

Coordinators: Colin Manion (2000-2); Christine Brears (2003-4); Joe Tyler (2005 & 2007); Dennis Morgan (2006); Bob Kendrick (2008-present).



From left: Bob Kendrick, Colin Manion, Joe Tyler and Dennis Morgan.

Taupo

Coordinators: Graham Comber (1988-92); Bill Quirke (1993); Peter McIntosh (1994-9); Joe Tyler (2000); Scott Barrie (2001); Neil Sheerin (2002-3 & 2007-8); Russell Mathers (2004-5); Rob Francis (2006); Malcolm Barnett (2009-11); Ken Stuart-Forbes (2012-present).

Tauranga

by Rob McClintock #1330

Coordinators: Frank Redfern (1988); Brian Lissette & Bob Ellis (1989-90); Brian Lissette (1991-2); Even Swenson (1993-6); Roy Watson (1997-2000); Robyn Bulkley (2001-2); Ian (Mac) McDonald (2003-9); Kevin Beagley (2010-present).

The inaugural meeting of the Tauranga branch took place on the 30 November 1988, and was held in a small staff room next door to the Tauranga Police Station in Monmouth Street. 21 members were present. These members were made up from the following: Chas Belk #13, Frank Redfern #33, Pete Hobdell #92, Barry Reilly #111, Len Parry #117, Jim Dykes #124, Bob Ellis #170, Brian Lissette #176, Fred Gunst #226, Jim McGill #238, Ron Lynch #247, Bill Davis #270, Don Greenbank #274, Dave Goodall #275, Roy Hemsley #288, Colin Ottaway #296, Bruce Tarr #297, Rod McKenzie #300, Ted Scott #313, Bob Crabb #330, Trevor Archer #332, Harry Strang #333, Mac MacCalman #336, Lindsay Burgess #341, Noel Tarrant #346, Lyn Hooker #367, and John O'Hearn #387.

As we had no funds, a Ulysses silver signet ring was borrowed from the National Committee,



*A presentation for 20 year service badges.
Frank Foster #400, Ray Morrow #289, Fred Gunst #226,
Brian Lissette #176, Grant Bulkeley #122, Tauranga
Coordinator Mac McDonald (on right).*

which was raffled off that night along with a chook that had been donated by John O'Hearn. John actually won the ring, and we then had a bit of cash. A cash book was then started up and was used up until 1999.

Bob Ellis and Brian Lissette had the positions of running the branch. The main objects were to keep the members fully informed of social riding activities and comradeship. Our old scrapbooks for run sheets and old photographs tell you more than a thousand words. Run sheets were delivered six monthly by local members as we had divided

this community up into areas so that the runs list would be delivered by hand so that the members interacted more. The members in the Whakatane area had no Coordinator early on, and until there were sufficient members to form their own branch, they were looked after from Tauranga.

Every six months a Coordinators' meeting was held at the then Paengaroa Tavern between the Waihi-Thames Valley, Whakatane, Rotorua and Tauranga Branches where a six months run sheet was put together combining these areas in events (there was no faxes / email then).

Colin Ottaway was the Ranger at McLaren Falls Park, which gave us a leg in to use the park for our first rally during Auckland anniversary weekend in 1990. The last year for this rally was 1998.

In 1989 Dave Goodall came up with the notion that we should visit Te Anga near the Waitomo Caves, where we played the locals at 8 ball and darts, ate wild pork hangi and tried to drink the Tavern dry (nearly succeeded one year), and we all slept marae style in the nearby local hall. Ulysses members from all over the North Island attended this weekend for some years even in the freezing cold of August.

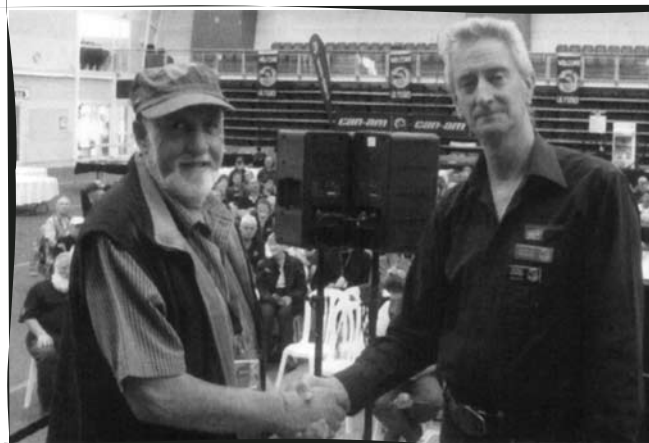
Tokoroa

by Michele MacDonald #4186 and Brian Middleton #98

Coordinators: Don & Mary Banks (1988-9); Brian Middleton (1990-present).

Tokoroa Branch came into being in April 1988 following an inaugural meeting in Taupo attended by Don Banks, his wife Mary, his brother Lindsay and a friend John Pudsey. Don had previously joined Ulysses Australia and on hearing there was to be a meeting of interested persons decided to attend.

At this meeting Don was elected as coordinator of Tokoroa branch. Mary offered to keep official records of any other members joining in New Zealand, and carried out this duty for some years, she was also elected as Tokoroa branch secretary. Mary Banks at this stage was the first lady member in New Zealand, and in later years became the first lady life member. Brian Middleton is also a life member and the holder of an Odyssey Medal. At this time he is the only member to hold both awards in New Zealand. At the first meeting of the Tokoroa branch Mary was elected as the Secretary. Don continued in the role of branch coordinator for the first 12 months.



Brian Middleton (left) getting his Odyssey Medal from Peter McIntosh.

The following year at the branch elections Brian Middleton was voted in as the new coordinator and still holds this position to the present day.

Over the years the club has elected a new secretary Michele MacDonald, who now also holds the position of vice coordinator / treasurer. The present committee consists of Graeme Whale, Graeme MacDonald and Alan Haughey.

Over the first decade numbers peaked to a steady 45 but have slowly declined for various reasons. At its peak the branch had a high percentage of lady riders and also the oldest riding member – Ron Tipping.

Our branch was very family oriented with children and grandchildren included at different

times. For many years branch members and their families spent Christmas and New Year camping at Whakamaru Lake. Lorraine (Tim) Mateara always rode accompanied by her little dog Lulu in a tank bag. John Luten a Dutch man used to ride from Mangakino to Tokoroa meetings on a 50cc bike wearing yellow wooden clogs.

Frozen Pines, 1990 - 2005

In 1990 the branch decided to hold a Rally for Ulysses members only. It was named the Frozen Pines Rally and was situated in the Carter Holt Harvey Pine Forest 16 kms into the forest from Tokoroa at Tiki Tiki camping area. This area was maintained by the Tokoroa Branch as one of the conditions of use. Colleen and Graeme Whale contributed by planting native and ornamental trees in this area with Ian Herbert helping out when it needed mowing.

The Frozen Pines Rally grew to be one of the biggest 'Ulysses only' rallies in New Zealand with people from as far away as Wellington and Northland, this continued at this venue until 2005. Everything had to be carted out to the site generators, firewood, marquee etc.

Morning light at Frozen Pines.

Some of the highlights were:

- Our local DJ for all the Rallies was Evelyn Middleton and was the one to keep the parties going to the early mornings.
- Fire in the round house. Tony Andrew slipping off the roof and needing the ambulance.
- Logging operations on the road into the site (delays, mud).
- Peter Fryer regularly losing his teeth in the sawdust.
- Monty Montgomery suffering 'altitude sickness' on Saturday nights.
- Darryl Greeks letting off a smoke bomb resulting in evacuation of the round house.



- All Black Tour highlights watched on TV (run by generator).

This rally drew to a close because of conditions imposed by Carter Holt Harvey that our small branch could not meet.

Bullseye Rally, 2006 - 2010

The following year 2006 we held another rally called the Bullseye Rally which was held closer to town in the local shooting complex. This seemed far better because it was under cover and in their club rooms meaning we had power and better facilities. This was also well supported by members from far and wide. This is where the branch celebrated our 21st birthday. The numbers by 2010 dwindled and it was decided by the branch to discontinue this rally.

Back in the Styks Rally, 2011 - 2012

Following this in 2011 a decision was made to hold a smaller, strictly back to basics rally which was held at the Black Fern Lodge, Waimiha and is at present still being held.

Over the years Tokoroa has usually maintained a large number of members participating in other branch get-togethers, rallies and functions.

Turangi

Coordinator: Steve McLardy (2012-present).

Waihi & Thames / Waihi-Thames Valley

Coordinators: Jim Marsh (1991-3); Clive Richardson (1994-9); Colin Ottaway (2000-2); Rob Van der Wagt (2003-7 & 2009); John Shrimpton (2008); Kevin Hill (2010); Des McGrath (2011); Marlene Fisher (2012-present).

Wairarapa

Coordinators: Ron Graham (1999-2000); Richard Jenkins (2001-4); Dave Davison (2005-8); Lawrie Bailey (2009); Steve Lee (2010-present).

The inaugural meeting of the Wairarapa branch was held on Monday 16 August 1999 at the Wairarapa Services & Citizens Club, Masterton. Duly elected were Ron Graham (Coordinator) Sheila Faithfull (Secretary / Editor) Graham Fahey (Treasurer) Warren Dickie, Lawrie Bailey (Committee).

Over the years the membership has grown from the inaugural 18 members to around 60. The branch has never held a rally, and mostly holds day rides, overnights and the occasional longer trip away.

Wanganui

by Roger Hulme #4553 and Lance Nixon #2310

Coordinators: Neil McDowall (1988-91); Darryl Greeks (1992-6 & 2005-7); Don Gunn (1997-9); John Wakely (2000-1); Lance Nixon (2002-3); Trevor Attrill (2004); Keith Phillips (2008-10); Lorraine Neal (2011-present).

In 1987, a small group of motorcyclists assembled together and elected Neil McDowall as their first Ulysses Coordinator. The group was enthusiastic, and thought nothing of going to Taupo just for a pie. The love of the Parapara highway has never waned since.

Darryl Greeks took over the reins in 1992 until 1996, and began regular meetings for the local members at the Upokongaro (Avoca) hotel. The reason for meeting out of town was to ensure that the bikes got warmed up. Darryl instigated the monthly runs list, and was a keen attender of national rallies and the AGMs each March. He and his wife Lorraine were the driving force behind the Boxing Day rally. Darryl's interest in rallies included instigating the Mayhem in May rally.

For many years the branch held a rally at Upokongaro and later at Horrocks Park, Kaiwhaiki. The Boxing Day rally coincided with the Wanganui Cemetery Circuit street races. As numbers declined the branch now offers a grandstand for members beside the track and a safe lock-up for bikes and gear, close to the track.

During 1997 Don Gunn took over the stewardship for the next three years. He was the coordinator when the 1999 National AGM was



Wanganui coordinators from left to right: John Wakely, Lance Nixon, Keith Phillips and Lorraine Neal. Missing are Don Gunn and Darryl Greeks, who were not available. Also missing are Neil McDowall and Trevor Attrill who have both passed away.

held at the racecourse. Just as the planning began the grandstand burnt down. It was with some relief that the new one was ready in time for the AGM that marked the end of the century.

John Wakely became coordinator in 2000. This saw the instigation of our newsletter, which continues to the present day. John also organised our first Toy Run, which also continues to the present. During this time we saw the biggest increase in membership in our history. This was when we began to meet monthly at the racecourse. In 2002 Lance Nixon took over the reins. He pursued members at each ride seeking new ride leaders and tail end charlies. As an outcome we had 23 members experienced as ride leaders and 18 as tail end charlies.

In 2004, Trevor Attrill reluctantly took over as coordinator. He was supported by an active committee. Darryl Greeks took over again in 2005 for three years, and the committee and Darryl kept the club ticking over, and holding its membership numbers. It was in 2007 that the Wanganui Ulysses became involved in the bi-annual Masters Games by organising a motorcycle road ride event. The fourth time will be in 2013.

After Darryl, Keith Phillips became the coordinator in 2008. One of his claims to fame was the number of times he changes his bike. He holds the local record for this. The quickest turnaround in bike ownership was one hour when he on-sold a bike to a committee member who was assisting him in getting the bike from Palmerston North because Keith's arm was in plaster. During his tenure Keith arranged a new venue for monthly meetings at the RSA.

Our first woman coordinator is Lorraine (Lou) Neal. She became coordinator in 2011 and is still our current coordinator at the time of writing. Lou is a passionate rider, who loves her yellow Triumph. She goes out of her way to avoid being ride leader as her sense of direction can be seriously challenged. This is not a problem as she has the full support of members for every ride. Everyone accepts this wee foible, and it results in a lot of good natured banter. Lou looks for innovative activities, and ensures we have variety on our Sunday rides.

Since the newsletter began in 2000, it has become the lifeblood of our branch in keeping our membership informed and engaged.

Wellington

by Jim Furneaux & Earl Blackwell

Coordinators: Andy Montgomery (1988-93); Earl Blackwell (1994-6); Doyle Parker (1997), Jim Furneaux (1998-2003 & 2008-present); John Busby (2004); Ron Meiklen (2005-7).

The early history of the Wellington Branch is covered elsewhere in this book, however it is worth noting that in the early days Andy Montgomery's partner, Pam played a vital role, keeping meticulous minutes of the early Wellington branch's meetings which are full of useful information and some sly humour. At the 'third official committee meeting' of the Wellington Branch on 28 April 1992, her minutes noted, "Quarter hours talk about microwave heaters (ovens?) and Earl nearly has more hair than Dave Rush Tony thinks Dave looks old. Monty wants to know why Robyn (Evans) doesn't grow a beard."

On more than one occasion Monty has stated that he could not have functioned as Wellington Region coordinator from 1988 to 1994 without the support of Pam.

In the early days the branch met at the Valley Inn and the Kings Cross Hotel. Monthly

meetings alternated between "social meetings" and "informal meetings" and true to the Ulysses ethos, the only difference between the two types of meetings was that minutes were only kept of the "informal" meetings.



Wellington Committee 1989, from left: Pam Montgomery, Earl Blackwell, Andy Cummings, Susan Caulfield, Gus Randall, Bert Shipp, Andy Montgomery.

Following a short period at the Bellevue Hotel, the branch moved its meetings to the Naenae Softball Clubrooms in February 1993. That year also saw the formation of the Kapiti Coast branch.

Peter Cox who was on the Wellington branch committee and lived at the northern end of Pukerua Bay was determined to be the last Wellington member going north, or the first coming south, so it was agreed that the branch's boundary between Wellington and Kapiti would be at the bottom of the hill on State Highway One just north of the settlement.

Monty continued to lead the Wellington branch until 1994 when the reins were handed to Earl Blackwell. By then Ron Standen was keeping the minutes in much the same fashion as Pam had done. The committee structure was still fairly relaxed and Jim Furneaux had been elected to the lofty position of "Newsletter Assistant".

In 1994 the branch settled on the Petone Working Mens' Club where it still continues to hold regular meetings. These days all the meetings are social meetings, although the December meeting displays a little formality when 10, 15, and 20 year badges are presented free to attending eligible branch members.

Earl stood down as Coordinator in 1997 and the position was contested by Doyle Parker and Jim Furneaux, who was by then, the branch Treasurer. Doyle became the Coordinator and Jim ended up taking on the newly combined role of Secretary/Treasurer.

Sadly, Doyle passed away just four months later, after he crashed while riding through the Tikokino area. Earl took the reins again until the following branch AGM in May. When the branch held a memorial run for Doyle in April 1998 over 100 bikes attended from all over the country, with all proceeds from the badge sales going to the Wellington Blood Bank, a favourite charity of Doyle's.

For many of the early years the branch had a large sign with the Ulysses logo, motto and the words "Have a happy day!" on it. Initially it was in Pharzyn Street by the Melling Station before the council asked the branch to remove it. It was given a fresh coat of paint and moved to the car park at the summit of the Rimutaka Hill Road where it remained until the middle of 1998. The committee minutes of May that year note that Earl was "to take a brazen bit to collect it".

1998 saw Jim Furneaux elected as Coordinator, and Marion Cowden as the Secretary/Treasurer. Gary Albrecht took over from John Alexander as the Wairarapa representative. It would be a further two years before those Wellington members who lived over the hill would form their own branch.

For many years the branch had been running a quietly successful rally at Reikiorangi. The Ulysses Capital Knees Up, as it was officially named was just that, a right knees-up. For several years the catering was a professional spit roast, and the music was picked by the branch committee, who each got an equal number of discs which they chose, and played through a jukebox. Jimi Hendix's *Star Spangled Banner* was always on the play list and was played at full volume in the early hours of the morning to clear the hall of the stragglers and remind those who had sneaked away for an early night that they had been missing out on all the fun.

However, in 1998 the camp site was closed for renovation. It would be several years before the Knees Up would resurface at Brookfields Scout camp in Wainuiomata, where it lasted only a few years before it was again pulled from the rally list. A further unsuccessful attempt to re-launch it was made in 2012.

Red Fred lived in Titahi Bay which is in the northern part of the Wellington branch's area, and was a regular attendee at the Kapiti Coast meetings and rides as well as those of the Wellington branch. When he was elected as the Kapiti Coordinator there was some concern by the national committee that he should not hold

such a position in another branch. This matter was resolved then Jim Furneaux advised that Wellington had no issues with Red Fred holding the position and that the only other alternative would be to close what was otherwise a very viable branch. Red Fred remained as Coordinator of the Kapiti Coast branch until 2007 and was still editing their newsletter at the time of his death in 2012.

Jim Furneaux continued to hold the position of Coordinator until he resigned to take on the position of National Vice President at the Hamilton AGM in 2003. He remained on the branch committee and was succeeded as Coordinator by John (Buzz) Busby. Rod Brown was the Secretary/Treasurer, and Earl was back on the committee along with Ron Meiklen who went on to take over as Coordinator in 2004.

Wellington Branch Members departing Waitara Marae on their Muscular Dystrophy Association Ride in November 2008.



For many years the branch had been running its Muscular Dystrophy Appeal ride, which it had inherited when Wellington BRONZ folded. The run covers the lower half of the North Island, usually in the first weekend of December, and the riders take presents to children in that area who have muscular dystrophy. This run has been organised by Ron since he became Coordinator and has become a highlight of the branch



calendar. Red Fred made this one of his famous Santa rides, and would do the whole trip (well over 1000 kms), in his Santa suit while many of other regular riders dressed as Santa's elves and helpers.

In 1999 the branch organised a ride to Hanmer Springs which has since become a favourite ride in the branch calendar. The ride takes place on Wellington Anniversary weekend, with both gravel and sealed road options of getting to and from Hanmer Springs. The gravel options include the Molesworth and Rainbow Roads, through some of the best high country scenery in New Zealand. At the time of writing, there were 30 branch members booked some six months out for 2013 ride, with the Nelson branch keen to meet up with the Wellington members and make a weekend of it.

From the very start, the branch has had an active and changing social calendar, including a family picnic that has been held annually for nearly 20 years. Initially the picnic was in support of CanTeen kids, and while they are now supported in other ways, the picnic still continues. The regular dine-and-dance evenings faded in popularity and have been replaced by the overnights which are competently organised by Colleen Furneaux aka Camp Mother.

Wellington has also had the privilege of hosting many of the Coordinators' workshops gaining a reputation for good hospitality and great food along the way. The catering is done mainly by a small group of women, (not all of whom are club members), assisted by their Ulysses partners.

Over the years there have been a number of key members and wives/girlfriends who have given freely of their time and talent to the branch and the club. Besides Jim and Colleen, Earl and Thelma are still regularly involved. Like Monty, neither could have been successful as Coordinator without the support of their wives/partners.

Don Morison, though no longer serving formally on either the committee or runs committee is still regularly involved making trophies and organising events for both committees. Don was also one of the key people organising the Mayhem in May rally sponsored by the Wanganui Branch. Ron and Sue Meiklen organise the MDA rides, which they took over from Les Prescott who is also the local Editor. John Maroulis has been the longest serving Treasurer for the branch, still holding that position in 2013. John also photographs many of the rides and events and writes a "Murray the Mentor" article for the local newsletter and regularly organises challenging rider skills events and the C1KC 1000 km ride.

Mike Payne has been Secretary and Sherrieff for a number of years, while Maggie Bath has been a regular on the branch committee, and has also held positions as both local and national Editor. Alan Sciascia who was originally a Wellington member, serving as Treasurer for the branch, went on to be National Vice President and Editor. Although no longer a member, he regularly attends Wellington branch overnights, and joins the Wellington crew in Taupo where they make a whole weekend of the Remembrance Ride. Ken Wilson is a long standing branch committee member who was elected as a national committee member in 2012.

In 2008, Jim Furneaux was no longer part of the national committee through not seeking re-election as National Vice President at the AGM in Dunedin and being unsuccessful in his bid for the position of National President. Before the AGM was over, he had been asked to stand again as Wellington Coordinator, and two months later was re-elected to that position.

In 2009, while remaining as Coordinator, he was also elected as an ordinary member of the national committee. He currently holds both positions, turning down nomination as National President in 2012 to remain as branch Coordinator.

Several branch committee members made a commitment that the Spitfire Roast team who had fed them so well at the Knees Up rallies were going to be involved with the catering when Wellington hosted the national AGM. That opportunity came in 2011. Right up until four weeks before the AGM, the number of entries was so low that had it been a branch rally it would have been cancelled. However, when it was all done and dusted, sufficient people had eventually turned up to make the event a success and make the efforts of a key group of branch members well worthwhile.

The highlight of the 2011 AGM event for many Wellington members was seeing Red Fred get awarded Life Membership. Sadly Fred passed away only a few months later; a great loss to both Wellington and Kapiti Coast branches and the club as whole.

Whakatane

Coordinators: Gary Wilson (1988-1992); Ian Davison (1993-4 & 1997-8); Bill Astwood (1995-6); Malcolm Wilson (1999-2000); Frank Foster (2001); Roy Dawson (2002-3); John Davis (2004); John King (2005-8); Pete Read (2009-present).



Whakatane Coordinators. Back (l to r), Bill Astwood (1995-6), Roy Dawson (2002-3), Ian Davison (1993-4 & 1997-8), John King (2005-8). Front (l to r), Gary Wilson (1988-92), Pete Read (2009-present), Malcolm Wilson (1999-2000). Absent, John Davis (2004); Deceased, Frank Foster (2001).





The Bottom Line

The financial results, 1989 to 2011

(This information kindly provided by David Coy, National Treasurer 2006-present.)

From the start the Ulysses Club of New Zealand has been able to build on the strong interest shown in the concept of a 'social club' for older motorcyclists. The early quite spectacular increases in membership provided a sound base of subscription income which in turn provided a strong financial platform.

At times Ulysses NZ's very success has been controversial and there have been calls from members to reduce funds 'sitting in banks' by lowering subscriptions, or by spending portions of the accumulated reserves on various 'investments.'

However, as the annual figures show, the annual surpluses have been relatively modest averaging \$9,922 pa for the first 10 years. A key feature of the continued success has been the option to pay subscriptions for three years at a time. This too has had its detractors, however there is no denying that the resulting steady subscription income has been a key factor in the success of both the Australian and New Zealand clubs.

The Ulysses Club of New Zealand Inc.



FINANCIAL RE

<u>Contents</u>	
Directory	
National Committee	
Treasurer's Report	
Gear Trading Account	
Statement of Financial Performance	
Statement of Financial Position	
Notes to the Accounts	
Audit Report	

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These financial statements have been prepared for the Ulysses Club [REDACTED] Inc. at Mr Tony Williams request and the Ulysses instructions did not include any explanations provided by Mr Williams. Our review of this information, however, did not include an audit and we have not sought to

The measurement bases adopted is that of historical cost. The association is not registered for GST and all payments are GST inclusive where applicable. The statement is of receipts and payments and no accruals have been made.

Financial Performance
31 December 2009

2009

\$5,959
14,266
8,316
62,398
1,754

\$92,693

21,634
851
3,501
1,450
3,979

The table below tracks the movement of funds since the first formal annual financial report was issued in 1989.

Ulysses Accounts Summaries, 1989-2010

	Income	Expenditure	Surplus / Deficit	Funds	Equity
1989	\$42,316	\$25,899	\$16,417	\$22,524	\$22,524
1990	\$55,907	\$36,977	\$18,930	\$41,453	\$47,543
1991	\$32,882	\$20,628	\$12,254	\$53,786	\$41,510
1992	\$33,528	\$39,311	-\$5,783	\$56,681	\$35,727
1993	\$36,526	\$27,770	\$8,756	\$75,166	\$44,483
1994	\$47,988	\$29,728	\$18,260	\$94,659	\$62,743
1995	\$57,387	\$44,900	\$12,487	\$112,697	\$75,230
1996	\$56,282	\$37,827	\$18,455	\$125,041	\$93,685
1997	\$55,487	\$46,650	\$8,837	\$143,184	\$102,522
1998	\$58,970	\$68,358	-\$9,388	\$127,854	\$93,134
1999	\$57,110	\$75,506	-\$18,396	\$121,578	\$74,738
2000	\$58,261	\$53,306	\$4,955	\$123,359	\$79,693
2001	\$63,896	\$45,175	\$18,721	\$154,722	\$98,414
2002	\$65,369	\$40,299	\$25,070	\$182,013	\$124,343
2003	\$72,426	\$33,434	\$38,992	\$232,606	\$163,335
2004	\$78,532	\$36,993	\$34,109	\$258,122	\$197,444
2005	\$74,166	\$70,400	\$3,766	\$274,281	\$201,210
2006	\$80,973	\$73,597	\$7,377	\$285,673	\$208,586
2007	\$94,471	\$87,291	\$7,179	\$295,254	\$215,766
2008	\$97,730	\$89,374	\$8,357	\$302,684	\$224,123
2009	\$92,693	\$98,007	-\$5,313	\$300,483	\$218,810
2010	\$91,778	\$96,751	-\$4,974	\$305,909	\$225,962
2011	\$94,016	\$103,117	-\$9,102	\$286,164	\$216,395

An important source of operating income has been the interest earned on Term Deposits

A large portion of the current surplus was generated during the four years from 2001 to 2004 when surpluses or profits of \$116,892 were made, (an average of \$29,223 per year for this four year period versus an average of around \$10,000 pa for the previous 10 years).

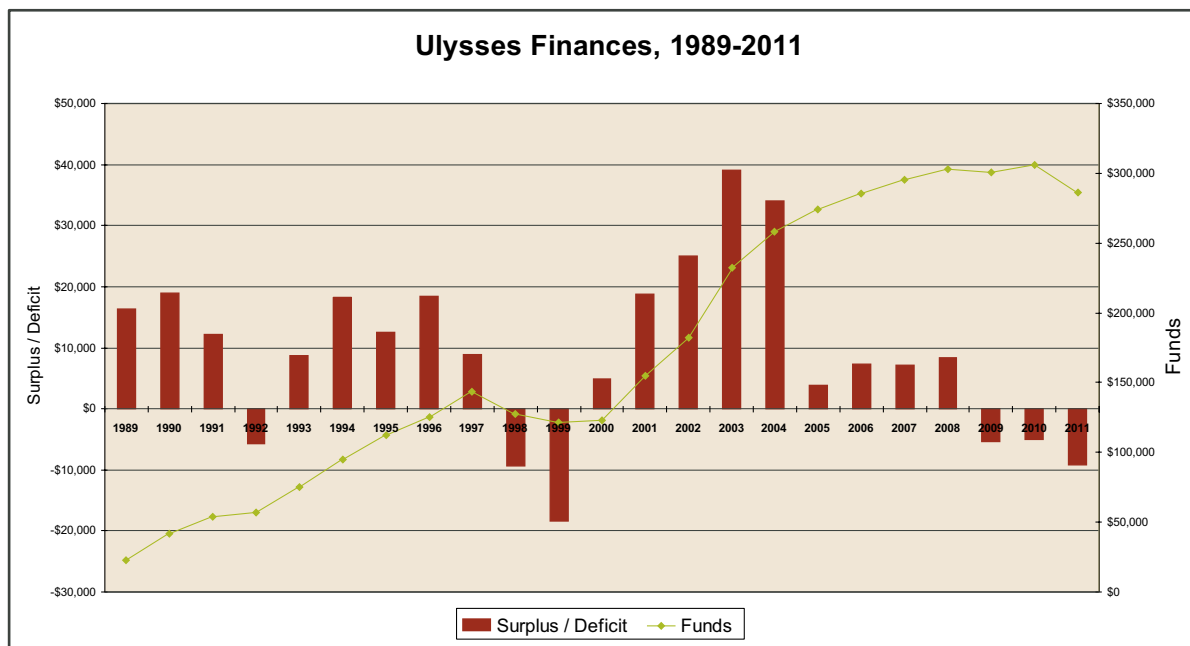
The highest ever annual surplus of almost \$39,000 occurred in 2003. Prior to this, in 1998 and 1999, there were deficits of \$9,000 and \$18,000 caused primarily by the spiraling cost of producing and circulating the Club's National magazine 'The Ulyssian'. The cost of the magazine was addressed by moving magazine production to Taieri Print of Dunedin which further offset production costs by arranging commercial advertising and charging the club for distribution expenses only. These changes also resulted in a much more professional full colour magazine.

Since 2005, expenditure has increased (and surpluses have reduced) following the employment of a part-time administrator. As a result, since 2005, the club has more or less broken-even over this period.

When discussing alternative uses for the accumulated surpluses of around \$300,000 it should be remembered that roughly \$100,000 of these funds are represented by subscriptions paid in advance and these funds are not "free" money available for spending elsewhere.

In addition, a further \$25,000 of the accumulated surpluses comes from the accumulated AGM surpluses held by Ulysses National – i.e. profits generated by branches running the National AGM which are shared on a 50 / 50 basis between the branch and national. These funds are held in a separate reserve which is available to support a branch which may incur a loss running the National AGM.

When considering 'alternative uses' for the reserves accumulated over the first 25 years of the Ulysses Club of NZ, David Coy #4412 the current Treasurer points out, "an important source of operating income has been the interest earned on Term Deposits held by the Club which in 2007 & 2008 amounted to over \$20,000 each year, equivalent to over one-third of the subscription income."



The figures quoted in this review cover only the monies held by Ulysses National. In addition each of the 29 branches is required to maintain a bank account, and movements in these funds are reported each year to the local branch AGM. In total the monies held by branches amounted to \$186,000 in July 2012.

Appendix A

Summary of Ulysses NZ AGMs & National Committee office holders

The following National Committee Office Holders are the 'incoming' committee as elected at the respective AGMs.

1988 – Taupo. (Initially called a National 'Ride-In' but now widely regarded as the first AGM.) 75 Attendees. 35 Members. Incoming President; Lloyd Cox. Secretary / Treasurer; Tony Wilson. Newsletter & Directory; Garry Partridge.

1989 – Napier (Kennedy Park Motor Camp). 240 Attendees. Membership 500. Incoming President; Lloyd Cox. Vice President; Des Walsh. Treasurer; Teena Wilson. Secretary; Tony Wilson. Committee; Garry Partridge, Allan Pram, Annette Schurr and Helen Troy.

1990 – Twizel. 250 Attendees. Membership 'around 900'. Incoming President; Lloyd Cox. Vice President; Des Walsh. Treasurer; Tony Wilson. Secretary; Garry Partridge. Committee; Allan Pram, Annette Schurr and Helen Troy.

1991 – Wellington (Kaitoke, Upper Hutt). 250 Attendees. Membership 1450. Incoming President; Lloyd Cox. Vice President; Des Walsh. Treasurer; Teena Wilson. Secretary; Tony Wilson. Committee; Russ Daynes, Garry Partridge and Dave Taylor.

1992 – Christchurch (Lincoln College, Canterbury). Membership 'around 2,000.' Incoming President; Lloyd Cox. Vice President; Des Walsh. Treasurer; Teena Wilson. Secretary; Tony Wilson. Committee; Russ Daynes, Garry Partridge and Dave Taylor.

1993 – Rotorua. 350 Attendees. Membership 2,500. Incoming President; Ken Oliver. Vice President; Des Walsh. Treasurer; Dianne Turner. Secretary; Ross Turner. Committee; Lloyd Cox, Garry Partridge and Graeme Turnbull.

1994 – Nelson (Tahuna Beach). Membership 2,291 financial members. Ken Oliver resigns as President due to business commitments. Incoming President; Lloyd Cox. Vice President; Des Walsh. Treasurer; Dianne Turner. Secretary; Ross Turner. Committee; Steve Morrison, Graeme Turnbull and Anne Weller.

1995 – Taupo (Great Lake Centre). Incoming President; Lloyd Cox. Vice President; Des Walsh. Treasurer; Dianne Turner. Secretary; Ross Turner. Committee; Allison Bullock, Mike Smith and Anne Weller.

1996 – Invercargill. Incoming President; Dave Taylor. Vice President; Mike Amos. Treasurer; Dianne Turner. Secretary; Ross Turner. Committee; Allison Bullock, Don Burrows and Mike Smith.

1997 – Tauranga. Approximately 400 Attendees. 2,459 'Active' Members. Incoming President; Dave Taylor. Vice President; Mike Amos. Treasurer; Dianne Turner. Secretary; Ross Turner. Committee; Allison Bullock, Don Burrows and Mike Smith.

1998 – Dunedin. Approximately 400 Attendees. Incoming President; Don Burrows. Vice President; Mike Amos. Treasurer; Dianne Turner. Secretary; Ross Turner. Committee; Allison Bullock, Mike Smith and Dave Willingham.

1999 – Wanganui. Incoming President; Don Burrows. Vice President; Doug Jones. Treasurer; Barry Perkins. Secretary; Heather Pritchard. Committee; Alan Butler, Lynn Burrows and Neville Lincoln.

Note; in Jan 1999 there was also a 'Special General Meeting' held at Kennedy Park motorcamp, Napier.

2000 – Christchurch (Riccarton Park). Approximately 240 Attendees. Incoming President; Don Burrows. Vice President; Diana Lincoln. Treasurer; Barry Perkins. Secretary; Harry Mills. Committee; Lynn Burrows, Alan Butler and Neville Lincoln.

2001 – Whangarei. Approximately 200 Attendees. Incoming President; Don Burrows. Vice President; Diana Lincoln. Treasurer; Barry Perkins. Secretary; Harry Mills (Lance Nixon co-opted when Harry resigned). Committee; Lynn Burrows, Neville Lincoln, and Alan Sciascia.

2002 – Oamaru. Incoming President; Peter McIntosh. Vice President; Alan Sciascia. Treasurer; Stuart Burns. Secretary; William Glendenning. Committee; Malcolm Booth, Peggy O'Neal and Gordon White.

2003 – Hamilton. Incoming President; Peter McIntosh. Vice President; Jim Furneaux. Treasurer; Stuart Burns. Secretary; William Glendenning. Committee; Malcolm Booth, Peggy O'Neal and Gordon White.

2004 – Invercargill. Incoming President; Peter McIntosh. Vice President; Jim Furneaux. Treasurer; Stuart Burns. Secretary; William Glendenning. Committee; Peggy O'Neal, Stephen Orpwood and Gordon White.

2005 – Auckland. North Harbour Stadium. Incoming President; Peter McIntosh. Vice President; Jim Furneaux. Treasurer; Stuart Burns. Secretary; William Glendenning. Committee; Peggy O'Neal, Stephen Orpwood and Gordon White.

2006 – Blenheim. Anchor Stadium. Incoming President; Peter McIntosh. Vice President; Jim Furneaux. Treasurer; Vacant, and subsequently filled by David Coy. Secretary; Steve Orpwood. Committee; William Glendenning, Peggy O'Neal and Gordon White.

2007 – Gisborne. Show Grounds Event Centre. Incoming President; Peter McIntosh. Vice President; Jim Furneaux. Treasurer; David Coy. Secretary; Steve Orpwood. Committee; Des Chiles, Lorraine Lindsay and Peggy O'Neal.

2008 – Dunedin. Edgar Stadium. 20th Anniversary Meeting. Incoming President; Peter McIntosh. Vice President; Des Chiles. Treasurer; David Coy. Secretary; Howard Mansell. Committee; Lorraine Lindsay, Howard Mansell and Peggy O'Neal.

2009 – Taupo. President; Peter McIntosh. Vice President; Des Chiles. Treasurer; David Coy. Secretary; Howard Mansell. Committee; Jim Furneaux, Lorraine Lindsay and Peggy O'Neal.

2010 – Christchurch. President; Peter McIntosh. Vice President; Peggy O'Neal. Treasurer; David Coy. Secretary; Howard Mansell. Committee; Mike Dew, Jim Galt and Lance Nixon.

2011 – Wellington. President; Peter McIntosh. Vice President; Howard Mansell. Treasurer; David Coy. Secretary; Jim Galt. Committee; Mike Dew, Jim Furneaux and Lance Nixon.

2012 – Nelson. Incoming President; Mike Dew. Vice-President; Howard Mansell. Treasurer; David Coy. Secretary; Jim Galt. Committee; Jim Furneaux, Jenny Magee and Ken Wilson.

Appendix B

Life Members as at January 2013

1989	Lloyd Cox #20	2001	Barry Hamilton #3
	Garry Partridge #7		Brian Middleton #98
	Tony Wilson #10		Ross Turner #835
1990	Mary Banks #17, (Deceased)	2002	Jon (JJ) Jones #43 (D)
1993	Dave Taylor #314 (D)	2003	Wayne Painter #1756
1995	Merv Hopkinson #27	2005	William Glendenning #1916
	Andrew (Monty) Montgomery #40	2007	Peter McIntosh #2524
1999	Jill Warhurst #474	2011	Phillip (Red Fred) Bonnette #4476 (D)
2000	Des Walsh #41, (D)	2012	Jim Furneaux #2098

Odyssey Medal holders as at January 2013

2005	John de Lautour #360	2009	Dorne Clark #1486
	Des Trubshoe #870		John Heebink #1032
	Gordon White #1272		Bruce Marx #4243
2006	Des Chiles #2650		Brian Middleton #98
	Harold Fennell #1368	2010	Lorraine Lindsay #1117
	Tom Jones #81	2011	Murray Brooks #3161
	Allan Smith #2426		Bob Griffith #5430
2007	Gordon Elcock #25		Gary Wilson #210
	Clive Richardson #184	2012	Murray Hawke #4092

Index

A

Ackroyd, Paul 171
Alberts, Gerry 27
Albrecht, Gary 181
Alexander, John 181
Allan, Jim 129
Allan, Kathy 93
Amos, Mike 66, 71, 130, 194
Anderson, Bill 27
Anderson, Malcolm 136
Anderson, Peter 38, 159
Andrews, Ken 171
Andrews, Ron 47
Andrew, Tony 176
Anker, Phil 54, 126, 151, 152, 153
AON 9
Archer, Trevor 173
Ashdown, Mike 86
Ashton, John 30, 170
Astwood, Bill 185
Attrill, Trevor 178, 179
Auckland 38, 42, 48, 54, 62, 71, 80, 83, 87, 89, 97, 98, 109, 113, 118, 119, 121, 122, 126, 129, 132, 135, 151, 166, 167, 174, 195

B

Bailey, Greg 15, 71, 160, 162
Bailey, Lawrie 177
Baines, Dudley 42
Banks, Don 38, 175
Banks, Mary 38, 50, 80, 81, 130, 175, 196
Barber, Ron 159
Barnes, Allan 151
Barnes, Norman 103
Barnett, Malcolm 173
Barnsley, Brian 126, 162
Barrie, Scott 173
Barron, Peter 159
Bath, Maggie 10, 184
Beagley, Kevin 115, 173
Beal, Russel 53
Beardsworth, Nigel 155
Beattie, Dave 54
Beaumont, Ken 154
Belk, Chas 33, 173
Bennetts, Benny 108, 135, 172
Bennetts, Mark 71, 172
Benson, Benny 151
Best, Don 151

Binnie, Steve 144, 145, 171, 172

Blackburn, Ken 162

Black, Marie 91

Blackwell, Earl 115, 180, 181

Blackwell, Thelma 69

Blenheim 89, 126, 151, 152, 153, 195

Bolter, Robin 160, 166

Bonnette, Bindy 137

Bonnette, Fred 163 *See also* Bonnette, Phillip and Red Fred

Bonnette, Phillip (Red Fred) 137, 196 *See also* Bonnette, Fred and Red Fred

Booth, Malcolm 103, 194, 195

Boroughs, Dave 157

Bosman, Martin 171

Bot, Cor 171, 172

Boyce, Graham 155

Boyce, Margaret 155

Bradley, Pat 172

Bradley, Raymond 172

Brass Monkey Rally 83, 110, 111, 118, 143

Brears, Christine 173

Bridge, Maurie 33

Bright, Kevin 115, 151

Bright, Nicky 115

Brinsden, Bill 54, 171

BRONZ 23, 155, 183

Brooks, Murray 130, 152, 196

Brown, Charlie 29, 32, 33, 35, 170

Brown, John (Cowboy) 51, 54, 119, 154, 155, 156

Brown, Len 136

Brown, Lou 115, 160, 161

Brown, Rod 182

Brummitt, John 164, 165

Bulkeley, Grant 174

Bulkley, Robyn 173

Buller 153

Bullock, Allison 66, 71, 194

Burgess, Lindsay 173

Burns, Stuart 115, 171, 194, 195

Burrows, Don 66, 68, 71, 72, 73, 77, 99, 130, 163, 194

Burrows, Lynn 194

Busby, John 180, 182

Butler, Alan 194

C

Caldwell, Alf 154

Calvert, Vicki 171

Campbell, Blair 172

Candy, Dave 158

Canterbury 46, 69, 71, 111, 121, 135, 154, 155, 156, 157, 158, 167, 193

Carr, Wally 126

Carter, Phil 71, 72

Cate, Innes 160, 161, 162
Caulfield, Susan 180
Central Plateau 111, 158
Charlesworth, Alan 103
Chick, 'Moot' 27
Chiles, Des 71, 159, 160, 195, 196
Christchurch 38, 47, 57, 80, 98, 118, 119, 132, 154, 193, 194, 195
Clark, Alf 134
Clark, Dorne 196
Clarkson, Kevin 33, 41, 63, 170
Cold Kiwi Rally 40, 41, 46, 87, 111
Comber, Graham 36, 37, 38, 39, 47, 54, 55, 121, 173
Connor, Malcolm 155
Cook, Brian 128
Cooper, Willy 169
Corkhill, Max 127
Couchman, Michael 115, 159
Covich, Kathy 126
Cowden, Marion 181
Cox, Barry 160, 161, 162
Cox, Lloyd 11, 32, 33, 35, 36, 37, 38, 42, 47, 50, 51, 53, 54, 57, 58, 59, 61, 62, 65, 70, 79, 143, 163, 193, 194, 196
Cox, Peter 181
Coy, David 13, 103, 115, 134, 160, 187, 190, 195
Crabb, Bob 173
Craig, John 170

Crowley, Gary 171, 172
Crowther, Bruce 61
Cummings, Andy 62, 180
Cunningham, Bob 155
Curran, Mel 118, 119, 123

D

Daly, Bob 167
Darby, Bryan 103
Davies, Charles 133
Davies, Mike 133 *See also* Davies, Charles
Davis, Bill 124, 173
Davis, John 185
Davison, Dave 177
Davison, Ian 71, 185
Dawson, Roy 185
Daynes, Russ 193
Dearnley, Stephen 15, 24, 25, 26, 27, 28, 47, 50, 77, 106
de Lautour, John 61, 104, 122, 196
Dew, Mike 9, 115, 135, 143, 145, 154, 195
Dickie, Warren 177
Diehl, Jim 28, 30, 33, 42, 124, 170
Doms, Tony 131
Dow, Don 33
Dow, Mary 33
Dowling, Charlie 66

Dudley, Tom 27, 40

Duncan, Rob 153

Dunedin 29, 30, 31, 38, 41, 68, 101, 106, 170, 184, 190, 194, 195

Dykes, Jim 173

E

Eagles, Graham 62

Ebbett, Bruce 115, 164, 165

Eddy, Les 155

Edgar, Allan 151, 152

Edgar, Sherrin 93, 151

Edgeler, Robert 115, 154

Elcock, Gordon 154, 155, 158, 196

Elgar, Danielle 141

Elgar, Ron 141

Ellis, Bob 47, 173, 174

Ellis, Kathy 137

Elmers, Bruce 159

Emslie, Colin 53, 170

Ennis, Jack 166

Evans, Carol 66

Evans, Colin 66

Evans, Robyn 69, 90, 180

Evans, Tony 69

Ewen, Garth 151

F

Fahey, Graham 177

Fairhurst, Murray 151

Faithfull, Sheila 177

Far North 62, 71, 104, 111, 129, 132, 159

Farrell, Peter 10

Fennell, Harold 97, 102, 196

Ferguson, Bruce 136

Ferguson, Trevor 103

Fisher, Carl 119

Fisher, Grace 80, 119

Fisher, Marlene 115, 177

Forest, Russell 159

Foster, Frank 60, 61, 64, 65, 67, 108, 135, 174, 185

Foster, Gary 100, 171

Francis, Rob 173

Franklin, Peter 62, 163

Frewin, Newton 172

Fryer, Peter 176

Furneaux, Colleen 183

Furneaux, Jim 67, 69, 71, 98, 99, 180, 181, 182, 184, 184, 195, 196

G

Galt, Jim 115, 195

Gardiner, Terry 159

Gartner, Mike 172

Gaskell, Bill 69, 71, 154
Germain, Graham 136
Gibb, Dave 155
Gibb, Liz 155
Gibbons, Sue 62
Gifford, Phil 48
Gill, Dave 151
Gisborne 38, 71, 106, 111, 113, 159, 160, 195
Gledhill, Robin 53
Glendenning, William 68, 71, 77, 170, 171, 194, 195, 196
Glew, Mike 167
Goile, Ivan 172
Goodall, Dave 173, 174
Gordon, Bill 135
Gorrie, Alistair 66
Gough, Bob 125
Graham, Pete 115, 153
Graham, Ron 177
Grant, Alf 38, 128, 151
Grbin, Nick 159
Greaney, Phil 163
Greeks, Darryl 69, 176, 178, 179
Greenbank, Don 173
Griffith, Bob 169, 196
Griffith, Christine 169

Groom, Jim 163
Guilbert, Evelyn 80
Gunn, Don 71, 178
Gunst, Fred 173, 174

H

Hall, John 81
Hall, Rob 15, 25
Hamilton 15, 38, 39, 42, 48, 50, 55, 56, 71, 109, 113, 124, 135, 139, 157, 160, 161, 162, 169, 182, 195
Hamilton, Barry 29, 30, 33, 35, 38, 39, 42, 54, 71, 118, 170, 196
Hammond, Graeme 163
Hanna, Vince 153
Hansen, David 135
Harper, Al 152
Harrison, Alan 159
Hastings 31, 38, 41, 42, 43, 45, 46, 56, 90, 163
Haughey, Alan 175
Hawke, Murray 157, 196
Hawke's Bay 30, 31, 32, 35, 36, 39, 48, 53, 58, 59, 61, 64, 65, 66, 67, 69, 70, 71, 72, 73, 74, 75, 76, 80, 98, 99, 100, 113, 127, 163
Heebink, John 196
Heka, Irene 80
Hemsley, Roy 173
Henderson, Roger 155

Heydon, Cliff 115, 163

Heyward, Hewitt 47, 50, 83, 163

Hill, Glyn 158

Hill, Kevin 177

Hills, Maurice 159

Hird, Lorraine 39, 80, 82

Hobdell, Pete 173

Hooker, Lyn 173

Hopkinson, Merv 38, 42, 51, 54, 118, 119, 151, 196

Hughes, Derek 106

Hull, Josephine 80

Hulme, Roger 178

Hunton, Ray 155

Hurley, Ian 27

Hyde, Vince 59, 122, 129

I

Ingham, Michael 129, 170

Invercargill 38, 47, 50, 64, 66, 71, 83, 103, 163, 194, 195

J

James, Maurice 124, 151

Jamieson, Mark 163

Janson, Bruce 30, 33

Jenkins, Richard 177

Jephson, Mike 144, 145

JJ See Jones, Jon (JJ)

John Baker Insurance 9

Jones, Doug 194

Jones, Greg 163

Jones, Jon (JJ) 15, 38, 39, 42, 54, 56, 103, 139, 160, 161, 196

Jones, Ray 38, 172

Jones, Tom 15, 48, 160, 162, 196

Jorgensen, Jens 164, 165

Jury, Peter 131

K

Kapiti Coast 62, 71, 163, 180, 182, 185

Keighley, John 31, 33

Keighley, Sue 31

Keightley, Allana 80

Kelly, Des 69, 135, 154, 155

Kendrick, Bob 115, 173

Kendry, Roger 155

Kidney, Bill 170

Kilsby, Helen 155

Kilsby, Jim 46, 47, 154, 155, 157

King Country 71, 137, 163

Kingham, Kevin 10

King, Jenny 93

King, John 185

King, Kiaran 115, 163

Kirk, Dianne 80

Knowles, Annette 80

Koers, Agnes 80, 155, 157

L

Laing, Jane 151

Lamble, Ray 153

Lamsdale, Peter 55

Lawry, June 66

Lawry, Keith 98

Lawry, Ross 66

Leeper, Bob 115, 151

Lee, Steve 115, 177

Lewis, Hugh 27

Lincoln, Diana 194

Lincoln, Neville 194

Lindsay, Lorraine 86, 90, 146, 167, 169, 195, 196

Lineham, Andrew 153

Lisette, Brian 47, 50, 54, 57, 173, 174

Loan, Ian 141

Lowe, Jo 107, 159

Luckens, Dianne 80

Lupton, Ray 163

Luscombe, Mark 69, 70, 71

Luten, John 176

Lynch, Ron 173

M

MacCalman, Hugh (Mac) 131, 173

MacDonald, Graeme 175

MacDonald, John 93, 115, 169

MacDonald, Michele 175

Macdonald, Sue 88

Magee, Jenny 115, 195

Mahon, Simon 159

Manawatu 71, 92, 111, 113, 164, 165, 166

Manion, Colin 173

Manning, Faye 93

Mansell, Grant 71, 163

Mansell, Howard 115, 195

Mansell, Jayne 151

Marcroft, Fred 33

Marge 62, 63, 68

Marlborough 71, 111, 124, 130, 151, 152

Maroulis, John 184

Marsh, Jim 177

Martinez, Richard 60

Martin, Gaynor 127

Martin, Lynn 171

Marx, Bruce 15, 160, 161, 162, 196

Maskery, Don 151

Mateara, Edward 132

Mateara, Lorraine (Tim) 132, 176

Mathers, Russell 173
Mathewson, Ian 153
May, Peter 155
McBeth, Kevin 163
McCann, Mary 85
McCarty, Peter 171
McColl, Andy 128
McCormack, Mason 31
McCormick, Russell 71, 163
McDonald, Ian (Mac) 173, 174
McDonald, John 167
McDowall, Neil 54, 178
McFaull, Dave 172
McGill, Jim 173
McGowan, John 171
McGrath, Des 177
McGregor, John 33
McInnes, Ila 10
McIntosh, Peter 10, 13, 24, 61, 70, 71, 72, 76, 100, 101, 102, 103, 104, 105, 106, 107, 114, 128, 133, 173, 175, 194, 195, 196
McKee, Jackie 103
McKenzie, Rod 173
McKeown, Colin 131
McKibbin, Des 115
McKinley, Brian 163
McLardy, Steve 177

McLaughlin, Paul 153
McMillan, Jim 159
McNabb, Jack 159
McNicoll, David 28, 77
Mead, Pauline 93
Mears, John 71, 151, 152
Meijer, Piet 115
Meiklen, Ron 101, 137, 180, 182, 184
Meiklen, Sue 184
Middleton, Brian 42, 69, 71, 81, 115, 130, 132, 175, 196
Middleton, Evelyn 176
Miles, Lionel 27
Miles, Noreeb 27
Milligan, Dave 155
Mills, Harry 194
Minnear, Beverley 80, 161, 162
Mitchell, Peter 9, 13, 139
Mogford, Peter 48
Molony, Sue 93
Montgomery, Andy (Monty) 38, 39, 54, 82, 90, 176, 180, 181, 184, 196
Montgomery, Pam 39, 90, 180
Monty See Montgomery, Andy (Monty)
Moore, John 134
Moore, Mike 71, 164, 165
Morgan, Debby 13

Morgan, Dennis 173
Morison, Don 184
Morris, Douglas (Popeye) 38, 125 *See also* Popeye
Morrison, Steve 194
Morrow, Ray 174
Mortimer, Heather 93
Mortimer, Les 62
Motor Cycle Action Committee 40
Munro, Burt 86
Murray, Ray 159

N

Napier 36, 38, 42, 46, 51, 53, 61, 69, 70, 71, 77, 79, 97, 98, 99, 155, 163, 164, 193, 194
Nash, Gavin 164, 165
Nash, Noeline 92, 165
Neal, Lorraine 115, 178, 179
Needham, John 134
Nelson 30, 31, 38, 47, 50, 61, 71, 87, 108, 111, 136, 153, 166, 167, 168, 169, 183, 194, 195
New Plymouth 38, 166
Nixon, Lance 13, 144, 145, 178, 179, 194, 195
North Otago 80, 169
Norton Bill 63

O

Oamaru 29, 38, 42, 71, 99, 100, 114, 118, 169, 171, 194

O'Hearn, John 173, 174
Oliver, Gary 171
Oliver, Ken 10, 58, 59, 61, 70, 193, 194
O'Neal, Peggy 89, 90, 121, 135, 194, 195
Orpwood, Stephen 143, 154, 158, 195
Otago 13, 35, 53, 54, 71, 102, 110, 170
Ottaway, Colin 173, 174, 177

P

Painter, Wayne 71, 98, 122, 129, 136, 151, 196
Paku, John 125
Palmerston North 38, 46, 164, 166, 179
Papesch, Dave 103
Parker, Doyle 67, 180, 181
Parker, EJ 33
Parker, Ted 118, 124
Parker, Tony 171
Parry, Len 173
Parsons, Alan 124
Partridge, Garry 10, 30, 31, 33, 35, 36, 39, 42, 48, 50, 51, 54, 70, 128, 143, 159, 193, 196
Pavich, Karel 87
Payne, Mike 184
Pederson, Kath 69
Peemoller, Klaus 27
Perkins, Barry 194
Phillips, Keith 178, 179

Phillips, Rick 119

Pitcher, Chris 163

Popeye 84 *See also* Morris, Douglas (Popeye)

Post, Bill 53

Pouwhare, Susy 152

Pram, Allan 51, 193

Prescott, Les 184

Pritchard, Heather 71, 72, 73, 194

Pritchard, John 66

Proudfoot, Jim 159

Pudsey, John 175

Q

Quirke, Bill 128, 173

R

Randall, Gus 180

Rastus 127

Read, Pete 136, 185

Redfern, Frank 38, 173

Red Fred 182, 183, 185 *See also* Bonnette, Phillip and Bonnette Fred

Reilly, Barry 173

Reynolds, Peter 27, 31, 32, 35, 40, 46, 56, 154, 170

Rice, Les 38, 164

Rice, Pam 80

Richardson, Clive 71, 115, 177, 196

Richardson, Gill 154, 155

Richardson, Olga 80

Richardson, Paul 10

Rickerby, Pete 152

Rider, Suzonda 97

Riggs, Gordon 46, 154, 155

Riley, John 132

Robertson, Ian (Red) 54, 71, 153

Robertson, Stu 54, 164, 165

Robinson, Jimmy 144, 145

Roe, Bruce 171

Roff, Grant 25

Ross Williams 167

Rotorua 41, 71, 104, 113, 171, 174, 193

Rush, Dave 90, 180

Rutterford, John 133

S

Schroeder, Lester 80

Schroeder, Valarie 80

Schurr, Annette 51, 80, 193

Sciascia, Alan 10, 102, 108, 146, 184, 194

Scott, Ian 132

Scott, Ted 173

Sears, Fran 163

Setter, Noel 42
Shaw, Peter 71, 167
Sheerin, Neil 173
Shipman, Jim 50
Shipp, Bert 180
Shortland, Mike 123
Shrimpton, John 177
Simpson, Douglas 130, 152
Simpson, Noel 158
Simpson, Sharyn 93
Sinclair, Gary 163
Sklenars, Alf 133
Sloan, Pauline 68, 84, 91, 92, 84, 121, 128
Smith, Alan 169
Smith, Allan 169, 196
Smith, Betty 140
Smith, Ian 172
Smith, Kerry 48
Smith, Mike 66, 71, 194
Smith, Rex 140
Smith, Rowena 115
Smylie, Patrick 133
Somerfield, Wayne 155
South Canterbury 100, 154, 171, 172
Southee, Lynn 164, 165
Southland 50, 83, 107, 163

Special General Meeting 69, 70, 71, 97, 98, 99, 194
Standen, Ron 181
Stansfield, Karen 91
Stevens, Barry 155
Strang, Gordon 155
Strang, Harry 173
Stuart-Forbes, Ken 173
Stuart, Ian 163
Sulliman, Mike 159
Sullivan, Steve 171
Sutherland, John 36
Sutton, Bob 103
Swaney, Jim 83
Swenson, Even 173

T

Tancred, Rex 33
Tapp, Alastair 167
Taranaki 71, 113, 172
Tarrant, Noel 131, 173
Tarr, Bruce 173
Taumarunui 113, 173
Taupo 11, 32, 34, 35, 36, 37, 38, 39, 47, 53, 55, 57, 58, 61, 52, 71, 77, 79, 104, 111, 113, 117, 118, 119, 121, 122, 125, 128, 129, 139, 160, 164, 173, 175, 178, 184, 193, 194, 195

Tauranga 38, 47, 50, 57, 60, 64, 67, 70, 71, 83, 97, 109, 111, 113, 131, 133, 136, 173, 174, 194

Taylor, Chriss 171

Taylor, Colin 171

Taylor, Dave 54, 63, 66, 67, 127, 163, 193, 194, 196

Team Ulysses Racing 63

Templeton, Andrew 162

Templeton, Lynne 162

Tennyson, Alfred, Lord 15, 17, 18

Thacker, Bruce 115, 169

Thackwell, Pat 155

Thew, Gaileen 80

Thoeming, Peter 25, 26, 27

Thompson, Linda 62

Thorn, Mike 30, 32, 33, 35, 170

Tidman, Roger 163

Todd, Vivian 80

Tofield, George 40, 41, 131, 170

Tokoroa 38, 42, 50, 71, 80, 81, 111, 130, 132, 175, 176, 177

Toogood, Bert 27

Townlow, Howard 136

Troy, Helen 51, 54, 80, 193

Trubshoe, Des 62, 104, 105, 129, 159, 196

Tucker, Dot 129, 159

Turangi 38, 127, 177

Turkington, John 160, 161

Turnbull, Graeme 193, 194

Turner, Dianne 10, 59, 66, 71, 77, 193, 194

Turner, Ross 10, 59, 66, 71, 77, 193, 194, 196

Twizel 53, 54, 55, 79, 118, 119, 156, 157, 193

Tyler, Joe 173

U

Ullness, Fred 61, 132

Ulysses Australia 23, 26, 27, 28, 29, 30, 31, 32, 33, 35, 38, 40, 46, 50, 56, 77, 124, 138, 151, 159, 175

V

Van der Wagt, Rob 177

Van Dorp, Judy 80

Vandy, Alan 162

Verschaffelt, Gail 64

Vigus, Jean 164

Vigus, John 164

Vine, Bob 158

W

Waihi-Thames Valley 71, 80, 113, 174, 177

Waikato 48, 113, 160, 161

Wairarapa 177, 181

Wakely, John 99, 178, 179

Walker, Barry 155

Walker, Graeme 163

Walker, Hugh 53
Walker, Pam 53
Walsh, Des 51, 54, 59, 62, 70, 128, 193, 194, 196
Walsh, Mark 54, 71, 153, 163
Walsh, Val 27
Walters, Pauline 163
Wanganui 71, 77, 84, 109, 111, 178, 179, 184, 194
Wanoa, Dave 125
Ward, Wayne 103
Warhurst, Jill 54, 69, 71, 72, 83, 90, 115, 143, 145, 163, 196
Warhurst, Max 66, 68
Watson, Roy 71, 98, 173
Welch, Brian 135
Weller, Anne 194
Wellington 13, 38, 39, 54, 56, 62, 67, 69, 71, 82, 90, 99, 101, 109, 113, 137, 154, 162, 176, 180, 181, 182, 183, 184, 185, 193, 195
Westland 111, 153, 163
Whakatane 71, 133, 136, 174, 185
Whale, Colleen 80, 176
Whale, Graeme 175, 176
White, Gordon 71, 104, 171, 194, 195, 196
Whittington, Jim 171
Williams, Fiona 170
Williams, Lew 35, 38, 170
Williamson, Rex 159

Williams, Tony 68
Willingham, Dave 31, 32, 33, 38, 51, 71, 194
Wilson, Gary 54, 143, 146, 185, 196
Wilson, Ken 184, 195
Wilson, Malcolm 185
Wilson, Teena 46, 51, 59, 70, 90, 193
Wilson, Tony 31, 32, 33, 35, 36, 41, 42, 46, 48, 51, 59, 70, 90, 127, 143, 159, 193, 196
Winter, Colin 30, 32, 33, 35, 38, 40, 41, 54, 170
Wood, Eric 63, 157

Y

Yanko, Peter 47, 50, 167
Youngman, Ted 158

Z

Zumbach, Doug 136, 169

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