



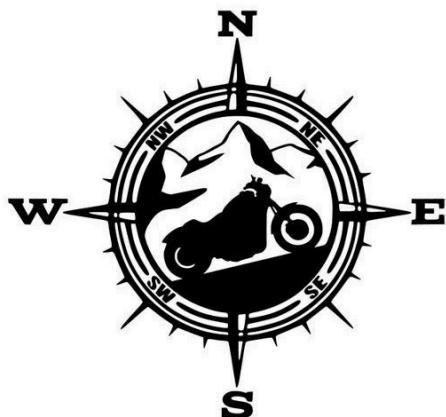
## New Years Special newsletter

### Editors note

We dont normally publish a Newsletter for January but I have had a very good article provided to me by member Tony Kay around his participation in the 2025 Ulysses Manawatu Compass Rally with Peter Naylor accompanying him. This is quite a detailed report so I felt it deserved special attention and an additional New years newsletter seemed just the place. Please take the time to read, consume and enjoy.

I have also included here nomination forms for the 2026 Committee given the AGM is now not to far away.

**Enoy and Happy New Year to everyone.**



### **Pete and I Tackle the 2025 Ulysses Manawatu Compass Rally.**

Having missed the 2023 Compass Rally, Pete Naylor and I had been holding out for the two-year interval to participate. October 2025 finally arrived, Pete and I were registered as entrants and therefore it was time to participate. The basis of the Compass Rally is to visit as many of the five assigned poker hand collection points as you wish. These were at Pukenui (Northland), Coromandel (town), Te Araroa (East Cape), Rahotu (Taranaki) and Lake Ferry Hotel (South Wairarapa).

We had originally planned the Rally in three distinct trips to take in the five poker hand card collection points. Pete was going to use his newly built Triumph 1200 XE Scrambler and

sidecar and I was to use my BMW 1250 GSA and sidecar. However, for Pete, no matter the level and frequency of effort, getting the XE on the road wasn't going to happen. Pete had commissioned the building of a set of yokes from Custom Triple Trees in Illinois (USA) needed to make the XE handle in the steering area once the sidecar was attached. Unfortunately design and a prototype unit took much longer than expected and as August ended it became very apparent that Pete would not get the XE on the road. That created a dilemma for Pete; what bike should he use? After some urging conversations with Pete, he decided to recommission his Triumph T120 Bonneville and re-attach the sidecar. Even that decision put pressure on Pete. For those of you who don't know, late last year on our Taranaki Tunnel trek, Pete tore the bottom out of the sidecar tub trying to do what the GSA was doing – climb over pit run rocks. That fixed, on our run to the South Island earlier this year, the structural stresses Pete was placing on his sidecar severed the tubular chassis. On our return from the S.I., slowly (as Pete had a pile of business matters to sort through) Pete doubled the amount of steel in his sidecar chassis (with double diagonal bracing) and raised the mounting height of the tub by nearly 150mm. But now, it was no longer a simple matter of mounting the sidecar back on the T120. As a reward, Pete's persistence prevailed and by the end of the first week in October, he was ready to roll on the T120 and re-attached sidecar.

We decided that we must give the T120 a test and not go too far. We didn't want to find a problem at Cape Reinga or East Cape, so decided on four treks instead of the planned three. Our test ride would be from our home location of Papakura to Coromandel. Pete and I had also made a commitment that our Compass Rally, in addition to collecting all five cards, we would physically go to the five extremities of our North Island. A task that would add kms and time to our trek and in our minds, fully complete the Compass Rally.

#### Trek One – Papakura to Coromandel (most northern point) and return (396 kms).

##### Monday 6<sup>th</sup> October.

The day started showery, but so what, we are motorcyclists. We headed uneventfully, other than coping with the precipitation, to Waiomu for a coffee stop and onto Coromandel 4 Square to each pick up our first card. Now the instructions from Ulysses Manawatu, Point 3, states "The dealers have been directed that **No sheet, No deal**". We get off the bikes and I say to Pete "where's your log sheet" and he says "I left it at home". Fortunately, Coromandel 4 Square staff are very accommodating and after negotiating a solution via email forwarding, they printed Pete's log sheet and he was no longer looking stressed. Our ride up to the northern point of Coromandel Peninsula was tortuous. It's narrow and the day was very windy, but not uneventful with many road maintenance sites encountered. We reached the northern point, took some photos and headed south on the return. Now you may have been smiling about Pete's forgetfulness, but I was to at least equal that. With Pete following on a left curve, my inattention whilst checking Pete in the mirror, caught me on a bank fall that sent me across the road, glancing an opposite side sight board. Pete said for him it was "heat stopping". An example of a millisecond of inattention and very nearly a disaster. We continued, taking another coffee at Coromandel and thereafter, uneventfully back to Papakura. That was only if we excluded the very strong and annoying headwinds.



4 Square Coromandel



4 Square Te Araroa



**At the top of Coromandel Peninsula**

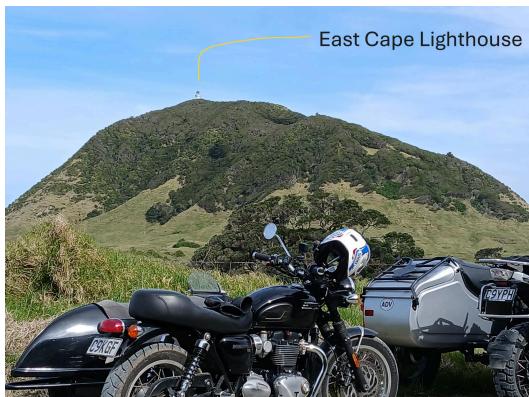
**Trek Two – Papakura to East Cape Lighthouse and return (991 kms) Thursday/Friday 9<sup>th</sup> and 10<sup>th</sup> October.**

With rain threatening, we left Papakura and headed for Tirau for coffee and a fuel top-up for Pete's T120. Following SH5, SH30 and onto SH2 we arrived at Opotiki, refuelled the rigs and then after noontime sandwich it was onto the world famous SH35. The ride was as good as it always has been – full of both horizontal and vertical changes of direction, more horses to be seen than cars, friendly waves from the locals. By 3.00 p.m. we were at Te Araroa 4 Square and both managed to pick a low level card. After the obligatory ice-cream purchase, we headed the 10kms to the East Cape Lighthouse. Neither of us had been there previously and we were

expecting to get right up to the lighthouse, but it's on top of a big hill with access via a walking track which fortuitously, we found the entry barred owing to 'Track Maintenance'.

We stayed the night at Te Araroa Holiday Park. A rustic place with plenty of redundant construction equipment and small boats lying around along with the seemingly ever present, very nice people. Our accommodation was very comfortable. Overnight, as we were to find out in conversation the next morning, we were both woken frequently by ferocious winds roaring in bursts over our (two bedoomed) cabin. At dawn the wind was still present albeit a little lighter. We were treated to a most spectacular sunrise which of course, those at this location were the first to see on the entire planet Earth for that Friday. It seemed to go on for ages as the giant red ball rose in front of us.

For the return trip, once arriving at SH2, we stayed on through to its origin at Pokeno. Within 5 minutes of setting off, we encountered our first roadworks delay. The traffic lights were red and traffic controllers were conspicuously absent. We were to encounter many delays due to roadworks on our return with the longest a 25 minute 'rest' at Matata for a very long section of resealing. Otherwise, we had a great run back. There's not much in the distance difference, according to us – 490kms down and 501lms return.



### Trek Three – Papakura to Cape Reinga Lighthouse and return (892 kms).

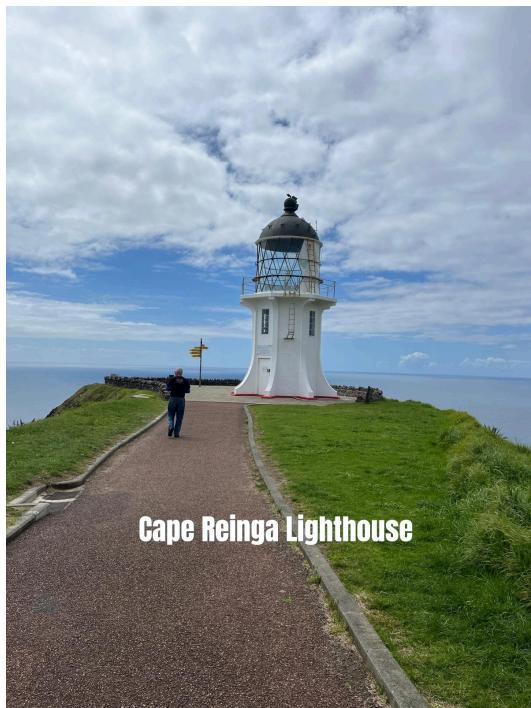
#### Wednesday/Thursday 15th and 16<sup>th</sup> October.

This leg of our Rally was very pleasant, other than on the return, where once again the wind which reappeared at Whangarei and remained south to home. Again, it was sideways, strong and annoying. There were many roadwork sites, but nowadays these are ubiquitous and we have become much calmer about these hold-ups.

Continuing with the pleasantness of this leg. So often we hear or are confronted with the poor state of New Zealand's highways. This time we need to give a big shout out to NZTA. The remedial work on the Mangamuka Gorge is first class and so long as the traffic is light, which it was for us, up and back, is a motorcyclists dream road of horizontal and vertical curves over 16km section. After checking in and completing our poker hand at the Pukenui 4 Square, along with the obligatory ice cream, Pete and I set off for Cape Reinga, 50kms to the north. More accolades for NZTA. SH1 was in magnificent condition and along with the light traffic, made for a great ride. At the Pukenui check-in, we encountered our first fellow Ulyssean undertaking the

Rally. A hard core Ulyssean at that. He was no longer able to ride his Canam Spyder over the Rally distance, so he opted for the undertaking by SUV. This was the first time I had made it to Cape Reinga and a return for Pete after about 50 years. In our view, this is simply a stunning part of New Zealand. Everything about it fits the description. The trek is well recommended. Accommodation is a little sparse up there, but not impossible. Pete and I pre-booked a farm located house 10kms north of Pukenui. Three bedrooms, everything you need and a shower with water pressure and floor area. Look it up if you want a recommendation – Tealuka Holiday Home on Kimberley Road just off SH1. Another recommendation – Hati's Café in the small shopping centre main street SH1 at Moerewa has excellent and affordable coffee and food. Thanking the barista, a local standing by said “this place is a little gem.” Pete and I agree.

After a dawn start, two coffee stops, three petrol refuels, several roadwork stops, Pete and I were back at Papakura by 12.30. Not a lot of time is required for a great couple of days away on our rigs.

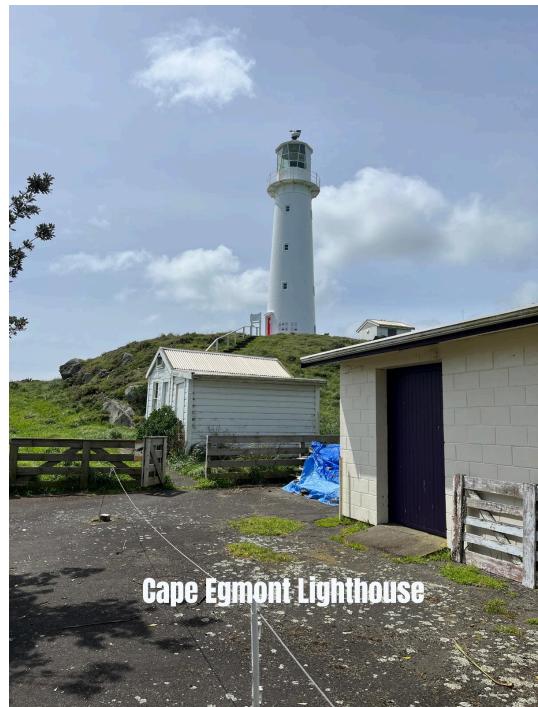
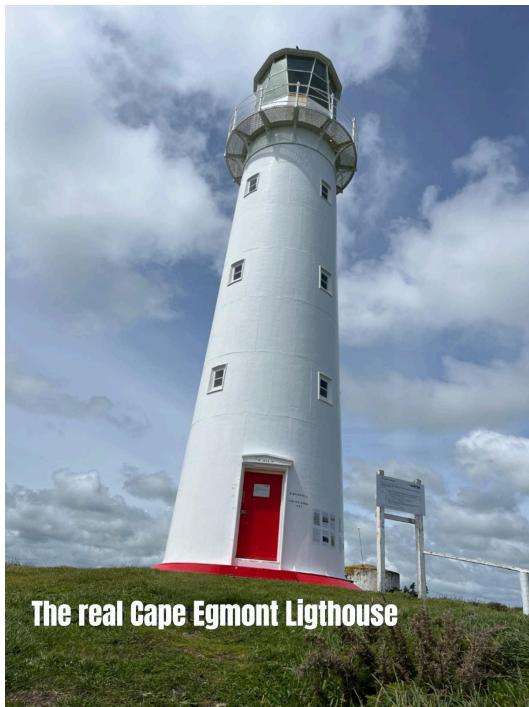


**Trek Four - Papakura to Cape Egmont to Cape Palliser to Bunnythorpe and back to Papakura (1637 kms). Thursday 30<sup>th</sup> October to Sunday 2<sup>nd</sup> November.**

The day of departure for our final leg finally arrived two weeks after our last leg, and where

we stood by whilst the unpredictable weather of today did its worst in Taranaki. There was one other delay as, most importantly, this was the first full day for Pete as an octogenarian. You see, the day before he clicked over to 80. I can say that he still rides as well as many better riders half his age.

Our trip today traversed 525kms. We headed south on a direct route to SH4 and then 45kms down SH4 we turned west up to Ohura on SH43 which we stayed on through to the end at Stratford. Most slips and fallen debris had been cleared, nevertheless, the damage from the recent storm was clearly evident. From Stratford we took the high road around Mt. Taranaki heading NW. Our fortune today was again the light traffic volumes we found from first entering onto SH4 and this continued on Opunake Road, its extensions and dropping off the foothills down to Pungarehu where our task was to get to Cape Egmont, which was successfully accomplished. The visit to the Cape Egmont Lighthouse was not without puzzlement. When we arrived, I found we were not at the lighthouse I thought was the feature of Cape Egmont. It transpired, after speaking with a local that today we were at the Cape Egmont lighthouse proper and a second (other) lighthouse which I had previously visited and thought was the Cape Egmont Lighthouse, was about 5kms further north and was a modern day tourist version. It couldn't be classed as a replica, just an impersonation. However, the imposter boasts a NZTA (brown) tourist board our SH45 indicating 'Cape Historic Lighthouse' whereas the lighthouse proper (on Cape Road) has no road indication that it exists.



After resolving the lighthouse contradictions, we headed south to Rahotu and gathered our next playing cards and ice cream along with the 'official' stamp. From there we continued south along with still light traffic on SH45 to our stop for the night at Hawera.

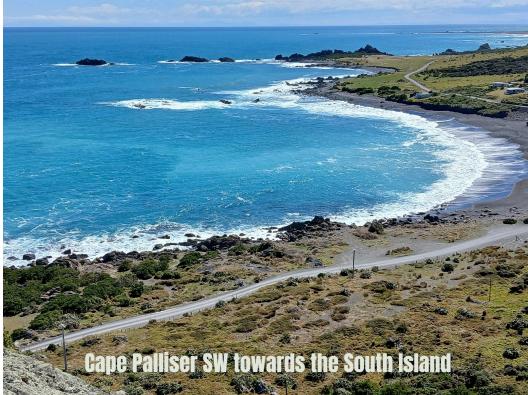
Friday 31<sup>st</sup> took us to Lake Ferry for the last of the cards to be collected on the Rally route and our self-imposed additional ride to Cape Palliser. The morning weather built up wind that came superstrong at a right angle from the west to where a constant push on the left bar was required to stop running off the road left side. The passing of oncoming truck and trailers increased the wind force. As noon approached the wind subsided, the cloud

dissipated and was replaced with blue sky and sun. Those conditions lasted for all afternoon. Our route for the day went down SH3/SH1 from Hawera to south of the Kapiti Coast, over Haywoods (SH58) to SH2, Remutaka Hill to Featherston, down to Lake Ferry and then to Cape Palliser

The highlight of the day had to be Featherston to Lake Ferry to Cape Palliser and return.

Almost all of the road is in near perfect condition, traffic was light and the land and sea views are spectacular. A total run today of 470kms.





Here's another shout out recommending our accommodation for the night. Chris's Cabin on West Street in Greytown must be the best-appointed house we have ever booked. Four bedrooms with everything that is needed and much more and a very affordable price.

The next day was a short ride of 262kms via Route 52 up to the event conclusion at Bunnythorpe and on to Fielding for a coffee. As always, riding on any part of Route 52 is great and doesn't get much better than on a Saturday morning with almost no traffic. We also took in the recently opened SH3 (gorge by-pass) from Woodville to Ashurst. That road is spectacular and a great asset to our road network.

We arrived right on the 2.00 p.m. start time and mingled with the Manawatu Ulyssean. The event was of a much smaller number of participants than I had imagined. Officially, 61 entrants. The local Branch put on nibbles ahead of the prize hand-outs. The only success Pete and I had was, Pete won a tea towel.

Once the prize giving was concluded, Pete and I departed for Taihape. For reasons still not known, SH54 up to Vinegar Hill was closed at Cheltenham, so we continued on that great motorcycling road up to Kimbolton and Rangiwahia, coming back on to SH1 at Mangaweka. After an uneventful night we headed north cutting onto SH32, Old Taupo Road and finally back onto SH1 at Karapiro and rounded out a further 380kms for the final route of our total 3916kms on the 2025 Ulysses Manawatu Compass Rally.



## The world famous location on SH43

Most memorable? Firstly, the Compass Rally in entirety is great. Plan your own route, direct or indirect to as many of the 5 card collection points as you want to do. Notwithstanding, the additional rides that Pete and I added to take in the physical extremities of the North Island (Cape Reinga, northern top of Coromandel Peninsula, East Cape, Cape Egmont and Cape Palliser) added to the enjoyment. If you haven't undertaken a trip to either Cape Reinga or Cape Palliser, you are missing some excellent motorcycling roads and scenery. There is nothing in my mind that would separate the last 50kms to either cape. Both roads are presently in near perfect condition, the scenery is well worth seeing on both routes and what is found at each cape. On our ride to each, the traffic was light which made for a dream motorcycle ride. One note on Lake Ferry to Cape Palliser. Much of the road is adjacent to the coastline.

Tony Kay

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**The AGM is fast approaching - 4th March 2026**

All executive and committee positions are open for nominations, please send to the Branch Secretary by email: [auckland.sec@ulysses.org.nz](mailto:auckland.sec@ulysses.org.nz)

Or you can post to:

Secretary

6 Jackies Place Pukekohe

Auckland 2120

Currently we have the following members who have indicated they will be standing for positions

Grant Johnstone - for President

Martin Pepper - for Vice President

Evan Swenson - for Treasurer

**Nomination Form for Ulysses Club of NZ Incorporated**

**Auckland Branch Committee Positions 2026/27**

|  |                                 |
|--|---------------------------------|
| <b>Name:</b><br><hr/> <hr/>                                    | <b>Ulysses Number:</b><br><hr/> |
| <b>Position nominated for:</b><br><hr/>                        |                                 |
| <b>Nominator:</b><br><hr/>                                     | <b>Ulysses Number:</b><br><hr/> |
| <b>Seconded:</b><br><hr/>                                      | <b>Ulysses Number:</b><br><hr/> |
| <b>Nominees Consent Signature:</b> _____<br><b>Date:</b> _____ |                                 |

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**1999 SUZUKI SV650**  
**POWER : 70 HP / 8,500 Rpm**  
**TORQUE : 45.7 Ft-lb / 7,000 Rpm**

**645cc V-Twin**  
**Wet Weight 397 LB**



FB : MOTOPOST-13

**2018 SUZUKI SV650X**  
**POWER : 75 HP / 8,500 Rpm**  
**TORQUE : 47.2 Ft-lb / 8,100 Rpm**

**645cc V-Twin**  
**Wet Weight 432 LB**



FB : MOTOPOST-13



# Ulysses

**Club of New Zealand  
Inc Since 1988**



Whether you are an experienced rider, returning to riding or just starting out - No matter your age, gender or style of bike - We are the club for you!

*What makes us different from the basic social media riding groups?  
For less than \$1.50 a week, Ulysses members enjoy:*

- Over 20 branches spread across the country, working together to provide interesting riding, rallies and social events to cater to all members' needs.
- A dedicated rider safety training fund that subsidises member's training, first aid courses and safety equipment.
- An annual National Bike Raffle where members have a one in less than 3000 chance to win a new motorbike.
- The *Ulyssian*, our national magazine which contains national and branch news, information about upcoming events and articles of interest to riders.
- Branch and national level long service and recognition awards - Including Odyssey and Life member awards.
- Various member discounts.
- Supporting multiple charities at a national and branch level.
- National level strategic plan initiatives including marketing, networking, member support and coordinated events, provided by an enthusiastic volunteer National committee and paid National Administrator.
- An annual National Rally with fun themes and camaraderie.
- Remembrance Rides to honour fallen members.
- Proudly sponsored by AA Insurance.



National Administrator: 021 072 3636 • [admin@ulyses.org.nz](mailto:admin@ulyses.org.nz)



[www.ulyses.org.nz](http://www.ulyses.org.nz)

Ulysses Club NZ Inc

Contact your local branch for upcoming events and joining information:

## Are you a financial member?

There are still some people who have not renewed their membership yet. If you think this might be you please go and get out your Membership Card.

- Check the expiry date. If your membership expired last year, it is still not too late to renew your membership.
- Go online now and pay your sub.

**One Year Individual Member is \$70.00,**

**Three Years Individual Member is \$190.00**

**One Year Joint Member is \$66.00 per each member**

**Three Years Joint Member is \$180.00 per each member.**

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**BNZ Bank A/c: 02-0412-0001771-097.**

**DON'T FORGET TO INCLUDE YOU NAME AND ULYSSES # IN THE DETAILS**

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### AUCKLAND BRANCH OFFICERS & COMMITTEE

#### Office holders

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Secretary: Roger Judd #9372 021 844040 [auckland.sec@ulyses.org.nz](mailto:auckland.sec@ulyses.org.nz)

## Committee members

|                |         |               |  |
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## Other roles

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## ABOUT THE NEWSLETTER

The newsletter is freely available to any non-members who wishes to subscribe. Members receive it automatically.  
Feel free to forward this on to anyone who may be interested. To subscribe email the editor.

The newsletter is distributed by email on or about the Saturday prior to the monthly meeting. Eleven monthly issues are produced, January being the missing month.

**If a printed copy is required the annual subscription will be \$30.** Printed newsletter is available for pick-up at the monthly social night at the Manukau Cruising Club. Copies not picked up by hand may be mailed out.

The editor encourages right of reply, correspondence, criticism, and suggestions.  
Address newsletter correspondence to: The Editor: [ulyakld.editor@gmail.com](mailto:ulyakld.editor@gmail.com)

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