



## President's Report – September 2025

Hello everyone

Well, I'm back – and I survived our 10-day tour of Cambodia on dirt bikes!

This one was a bit impromptu. After riding Vietnam we started planning India over the highest highway, but with that ride not happening until August 2026, the anticipation got the better of us. Cambodia became the perfect fix – and it absolutely scratched the itch! Two quick phone calls later and we had six riders keen for the challenge.



I'll be putting together a "how-to" guide on touring a foreign land soon. I don't claim to know it all, but I've definitely picked up a few pointers worth sharing. In the meantime, I'll leave you with my final Facebook post from the trip:

*"Well, that's the end of 2025's epic motorcycle tour – Cambodia Episode. Countless kilometres across an incredible country, sweat swapped for beer, and more than a few side-splitting laughs. We met amazing people, saw unforgettable sights, and had those truly poignant moments that make you stop and question everything. Already looking forward to the 2026 ride."*

See you at Thursday club night – if you want to know anything, just ask.

Cheers Chris



**Crossing another tributary to the Mekon Delta**



**Cambodian Pothole**





## **Riding around 1000 year old sites**

**Don't forget the meeting this Thursday at 7.30 at the club rooms**

### **September Road Ride**

Sunday 14<sup>th</sup> September

To: Fernland Hot Pool

Leave 9:45 a.m. from Waitomo Ruakura - get there 9:30 for meet n greet, coffee, fuel etc

We'll find our way over the Kaimais and turn off before the power station onto Poripori Road.

Got a couple of options for the ride home ...

Cheers, Ray



## Coromandel overnigher 16/17Aug 2025.



6 bikes duly arrived at BP Rototuna with a plan to leave at 10am. Mikey (RMZ 400) was already there when Michelle and I arrived (R1200R), then along came Steve S (1050 Sprint), Terry S (K1600GT) [no relation to Steve S], Mark H (500 Goldstar), and Steve P (Speed twin 1200) all finally arrived and we set off. Ray was there to see us off, still recovering from recent surgery, so was unable to join us this time, but thanks to him for organising the weekend for us.



Terry led us on a (very) roundabout way to join to SH2 at Okaeria rd. We had turned left before Whitikahu, headed out through Orini, TeHoe, Matahuru, and Taniwha to get there. Commonly known as “through Waiterimu valley”. Great roads with no traffic.





Once we got to Kopu, we met up with Steve (R100S), Bob (Hinkley 900 Trident), Brett (1050 Speed Triple) and Pete (Thunderbird 650). Our gaggle of eclectic machinery was now complete, and it was over the Kopu-Hikuaui road to Tairua for a short stop to fill with gas.



We arrived at our schedule lunch stop at the Coroglen Tavern where a few bikes were parked up, and more kept arriving. Some were doing the loop (as we were) and others had ridden up from Tauranga on an annual memorial ride where they were stopping for lunch before riding back to Tauranga.





After lots of talking and lunching, we were back on our bikes as the weather started to cloud over. Our next scheduled stop was the windy, exposed carpark and boat ramp at Kuaotunu. As we were waiting for Bob who had detoured into Whitianga to get fuel, the rain duly arrived. We rode off from the carpark to try and stay ahead of the pending wet weather, the roads were patchy, but the rain held off for a few kms, then caught up with us as we approached the steep and twisty hill section before Coromandel. It was a bit of a delicate ride over the best part of the road, but we all made it safely to our accomm stop at the Tasman Holiday Park in Coromandel. Kevin and Brenda were already there (in a car), and Jason (in another car) arrived early in the evening.



Really good accommodation if you are looking for somewhere to stay in Coromandel, with many different accommodation options. Michelle and I had booked a motel unit, and it was great. Their winter pricing meant it was only \$125



per night, which was real good value. & of our group stayed in the big, restored villa which was \$380 per night. And we were right across the road from the Coromandel Hotel (Top Pub), so it was to there for dinner and some pool playing.



The rain continued through the night, and with it came plenty of wind to give us quite a stormy night.



By 6am the weather had lessened quite a bit and by 8am the rain and wind had stopped. We went into the township for breakfast, the scrambled eggs went down a treat.





It was back to the accomm to load up the bikes and head home. A couple of the group had skipped breakfast and opted for an earlier leaving time. The road from Coromandel was wet til we got to the Thames coast section where it was starting to dry out. We filled with gas at Thames and continued the ride back to Hamilton. As we got to Mangateparu, we followed rain showers on wet roads, catching up with the rain as we came through Gordonton, so the last 20kms were in rain again.



All in all, it was a great weekend, with good company and lots of laughs. Considering the time of year, we were fortunate with the weather Anyway, if it had been dry and sunny we would not have had as many stories to tell afterwards.





Cheers,  
Bruce.

## **HMCC Clubrooms Upgrade**

The red carpet was rolled out on Saturday 23rd at the refurbished clubrooms. Life members and old bikes were prominent as the weather played its part by defying the forecast and staying dry.

Past and present members mixed with the sharing of stories of past and present events. The new paint scheme and signage give the club a great, clean look. The new windows on the north end have brightened up that whole area and are a perfect upgrade. Guttering and mains supply from pole to the main board were also carried out.

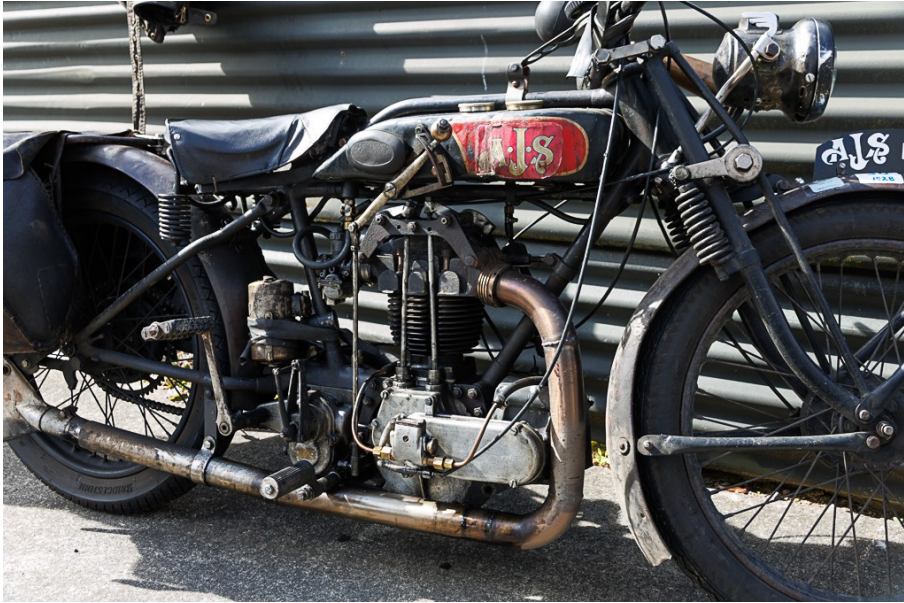
On display in the clubrooms was the ex-Doug McLaren 1927 racing big port AJS curtesy of Neil McCabe plus the Twin shock Ossa trials bike from Greg Power

A demo ride by the two AJS Big Ports, the 350cc race bike and a road legal 500cc version had a large audience proving popular due to the accompanying sound track that was created.

Future road rides were discussed along with the merits of the various motorcycles parked outside. Three BSA gold stars were on hand. An original DBD32, a modified Mark Hatton special and a modern 652cc fuel injected bike. There were too many to list all machines here, but a worthy turn out from the motorcycle fraternity.

The barbeque proved popular as always and a fitting way to round of a good event. Well done to the members involved in this brilliant upgrade to the clubrooms.





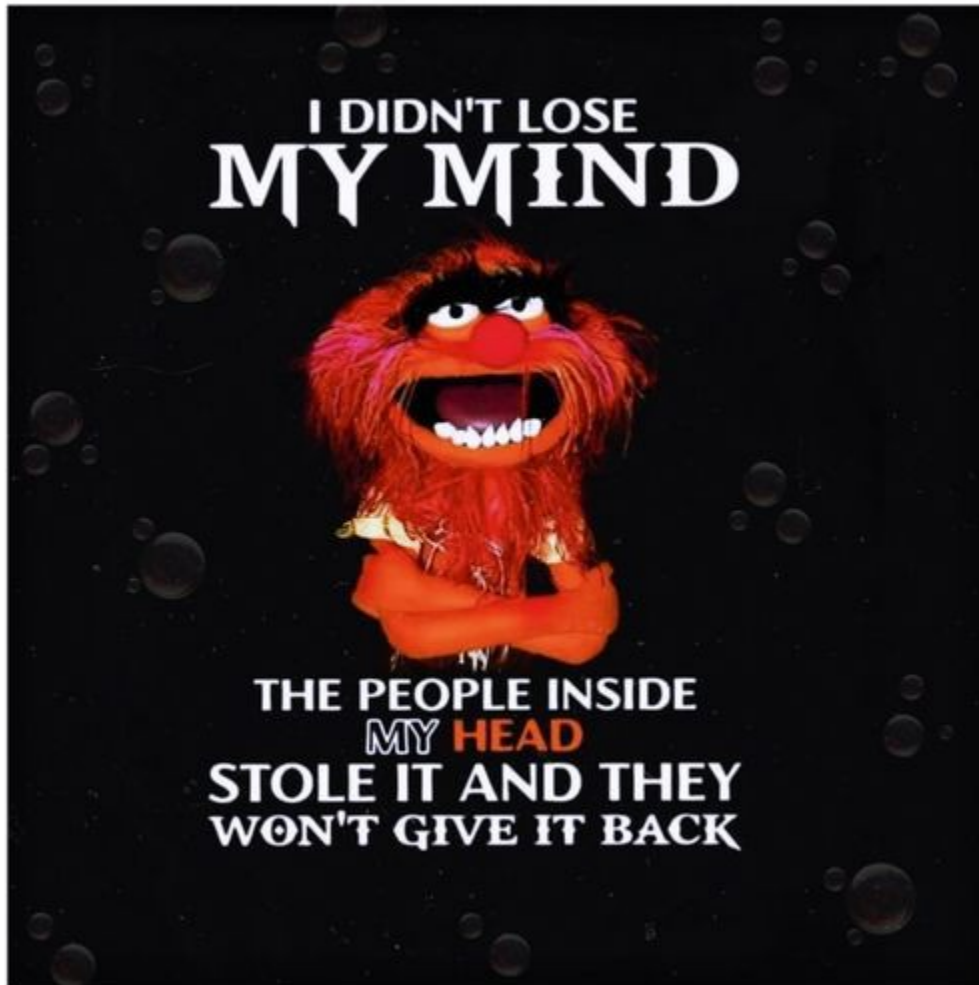












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TO PROMOTE MOTORCYCLING FOR THE GOOD OF MOTORCYCLING”**

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