



RESTORE & RIDE MAGAZINE

November - December 2020

Coffs Harbour & District Motorcycle Restorers Club Inc.

Safe riding throughout the year



**Three Wise
Monkey's.**

*All Correspondence to :- The Secretary, CH&DMRC,
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Coffs Harbour, NSW, 2450.
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Club Office Bearers 2019-2020

PRESIDENT	Geoff Newton	02 6699-2017
VICE-PRESIDENT	Rob Popplewell	02 6653-4532
SECRETARY	Peter Tarabay	0414-259-728
TREASURER	Glenn White	02 6655-9369
CLUB CAPTAIN	Jeff McKenzie	02 6650-0331
VICE CAPTAINS	Roy Atherton	0428-218-613
	Kerry Hendy	02 6652-6947
	Lara Bechaz	0413-582-384
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MEMBERSHIP OFFICER	Gavin Gill	02 6653-2646
PUBLIC OFFICER	Peter Tarabay	0414-259-728
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PROPERTY OFFICER	Rob Popplewell	02 6653-4532
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MAG DISTRIBUTION	Laura & Jeff McKenzie	02 6650-0331
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	Chris Pearson	0429-667-048 (Nambucca)
	Grahame Maddeford	0429-905-708 (Bellingen)
	Nigel Locke	0411-210-616 (Urunga)
	Dennis Marriott	02 6658-2764 (Toormina)

RALLY CONVENER AND COMMITTEE:

Rob Popplewell 02 6653-4532 + 10 members

CLUB CONTACT DETAILS:

Postal: P.O. Box 4248, Coffs Harbour Jetty, 2450

Web: <http://www.coffsharbourmotorcyclerestorers.com/index.html>

Email: coffs.motorcycle.restorers@gmail.com

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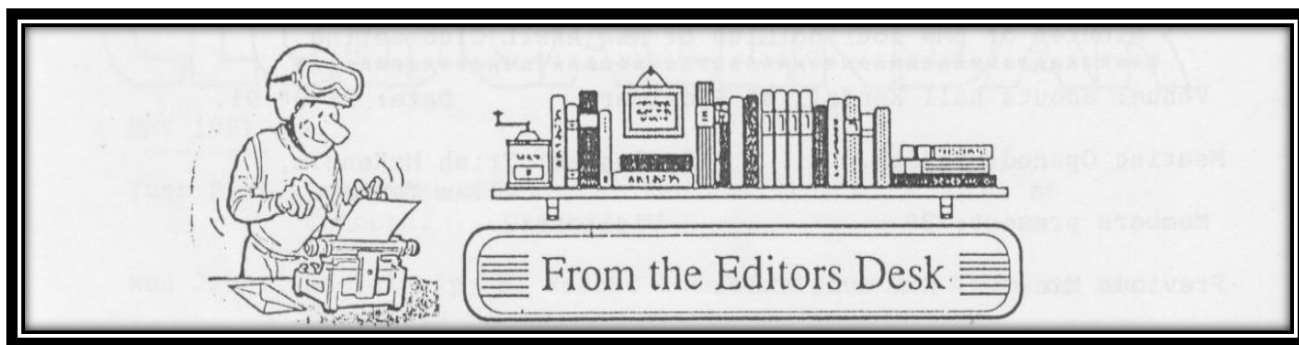
CLUB MEETINGS:

3rd Thursday of each month, 7.00pm at Sawtell RSL, Sawtell. Come early for a meal at the bistro.

LIFE MEMBERS:

Don Sonter, John Budds*, Pete Richmond, Bill Baker*, Ned O'Brien, Rob Popplewell

*Deceased



Hopefully, if all goes well, we will be having a Special Committee Meeting and an AGM, check the dates and venue in the Presidents Message. Ok, it's the 19th of November at the RSL but, still check the Presidents Message there are rules and regulations for this one.

All the ride days have been attended well, as our Retiring Club Caption Jeffrey would say, and North Beach seems to be a winner, winner chicken dinner for Tuesdays so that will remain on the calendar as such. Sundays will be returning to 9.00am starts from the Caltex. A reminder if you could leave on time as most times there are riders doing handstands waiting down the line, whether it be Bonville, Urunga, or Glenreagh. Some have remarked that these riders should come into the Caltex but depending on the length of the ride and the destination it does seem silly. So, think of your mates down the road and stick to the ride calendar. We had a ride to Shannon Creek Dam mid-October with 24 or more riders. No one got lost or left behind. A nice Club ride, well done Jeff for keeping us together. I have put and over-nighter to Wollomombi Falls November 21st & 22nd with BBQ and Drinks provided on the Sunday.

On a lighter note. There are times when we need to remember to thank the people behind the scenes. These small events do not happen without the effort of the members. Whether it be a BBQ or a Cake for a special occasion it all takes time money and effort. So, please, pat them on the back. They deserve it.

Over and out..

Bonnie.

Presidents Message

Despite ongoing restrictions, we still seem to be functioning and have a growing membership in excess of 200. Recent runs have been well attended and the Tuesday Morning tea at North beach being well attended with plenty of crap being talked.

Most who went on the recent ride and BBQ to Shannon Creek had a good day and want similar runs so Bonnie has posted one in November where you can camp overnight or do a day trip.

We have managed to talk the RSL into allowing us to hold our Annual General Meeting at 7.00 pm 19th November 2020. Due to Covid restrictions we are only able to hold 40 members and need to be socially distanced as directed by club [staff. I.e.](#) no gathering in groups for a chinwag. First 40 will be admitted and balance turned away. You can have a meal in restaurant if you wish or take a meal up to the meeting room. Bar service is available upstairs. The club are doing this as a big favour to us and to see if they can go again with our club and others so don't stuff it up.

All office bearer positions are up for grabs so nominate your mates or put your hands up. Some of the current bearers have indicated they will run again but others won't including myself. If you want the club to continue as the great club it has been it takes a bit more effort than just reaping the benefits of cheap registration so put yourself out there and nominate for the positions. If you are unable to attend and wish to nominate for a role due to the restrictions or can't attend the meeting we will accept your nomination with a seconder being sent to the club email address coffs.motorcycle.restorers@gmail.com , before the 17th November 20.

I would like to thank all the office bearers for their ongoing support and great comradery over the last year and through their stewardship you have a great club that could be even greater if you all contributed.

An example of a member who has contributed heaps over the years is Club Captain Jeff who has filled this role for 14 years and filled numerous note books with rider details and told numerous good and bad jokes and has indicated he would like someone to take over the Captain role. From all of us thanks for your many years of service to the club and I hope some bugger puts their hand up so you can enjoy your rides without the extra responsibility.

The new calendar will nominate a date for the Christmas Party, and we are looking for inspired ideas for where and how given current restrictions.

Geoff Newton

Annual General Meeting.

Members note that if you are unsure about attending the AGM due to the perceived resurgence of Covid-19 but would like to be nominated for one of the clubs

Office Bearer Positions at the upcoming AGM you should submit your nomination to our club Secretary no less than 24hrs before the AGM. To nominate you must be a current financial member and be nominated by another financial member and seconded by another financial members.

Members at the meeting have the right to accept or reject nominations. The nomination should be in the following form;

Position	XXXXX			
Nominated Person	XXXX	Signature	XXXX	Club Membership No
Mover	XXXX	Signature	XXXX	Club Membership No
Seconder	XXXX	Signature	XXXX	Club Membership No

Don't assume those who have held these positions will nominate again this year. Some have other commitments and others have served more than three years which is the limit under the constitution. So, if you wish to see the club continue to provide the comradery and services and remain the great club it has been in the past, put your hand up.

If you want to know what the positions entail, give me a ring and I will give you a warts and all version of what's expected of the positions.

Geoff Newton
Retiring Club President

Special General Meeting

Purpose- Agenda

To make minor amendments to Clubs Constitution to reflect current needs.

Proposed Amendments

Item 4V Life Member

(Current) Free Membership and is granted to members with a minimum of 20 years' service to the Club, or as decided by the committee and are regarded to having the rights of full membership.

(Proposed Amended Clause) Free Membership is granted to members with a minimum of 20 years' service to the club as decided by the committee and are regarded as having the rights of full membership.

Item 7a Management by Committee

(Current) The Club shall have its affairs controlled and managed by a committee comprising of the President, Vice President, Secretary, Treasurer and Club Captain.

(Proposed Amended Clause) The Club shall have its affairs controlled and managed by a committee comprising of the President, Vice President, Secretary, Treasurer, Club Captain and the Membership Officer.

Geoff Newton

Club President

Minutes of Annual General Meeting, 15th August 2019

Chairperson: Geoff Newton Meeting opened: 7.08 PM

Attendance: as per attendance register (41 in attendance)

Apologies: Jeff McKenzie, Shane Barns, Mick Carpenter Visitors: Peter Smith, Megan Fifield, Vic Howard, James Breckenreg

Minutes of previous Annual General Meeting:

Moved acceptance: Geoff Newton Seconded: Graeme Wright Carried.

Business arising: Nil Presidents Report:

- Thank you to all Committee Members and Members for a great year
- Secretary. Many thanks to Jen for her 3 years of service. She has been a great support to the club. • Editor – Huge thanks to Nick for fulfilling this role for 3+ years. Very time consuming and has done a great job.
- Treasurer – Great job Glenn in your first year in the role.
- Membership Officer – Outstanding effort Gav in the new role. All is working smoothly. Well done.
- Vice President – Thanks for the back-up and support Shane.
- Rally Convener – thanks to Rob for heading a well-run rally with a slightly different format. Great input from all involved
- Captain – being at the Caltex every ride day whether riding or not
- Vice Captains – filling in for Jeff when not available
- Examiners – So much time involved in fulfilling the role. Many thanks. Reminder to members to please spread the work load between the examiners.
- Magazine Distribution – lots of work for Jeff and Laura every 2 months. It is very much appreciated.
- Good attendance at club events and meetings and with attendance growing.
- We have tried a few different ideas such to mix things up a little such as barefoot bowls, movie night, music and the rally and discovered that one of our members Robert 'Travolta' Popplewell has some hidden talents. Rally was particularly good this year.
- Thank you to all club members for your participation in the club meetings, rides and extra-curricular events. Moved acceptance: Geoff Newton Seconded: L Gilbert Accepted

Treasurer's report:

The Club in a healthy financial position with the running costs of the club being more than covered by the membership fees. Membership has grown significantly this year.

The Rally had seen good numbers in attendance and had made a profit.

S11 Acc \$ 6892.86

S11.1 (Rally) Acc \$ 5552.16

Fixed Term Dep \$ 6924.44

Petty Cash - \$ 250.00*

Moved: Glenn White Seconded: Gav Gill

Secretary's Report:

- Proxy's advised for the AGM: Nil
- Notice of Motion: Nil
- Nominations for committee members: Nil
- A huge to thank you to all committee members for being a wonderful bunch of people to work with. Your support has been appreciated.

- 2018/19 has been a busy year with the increase in memberships and enquiries (numbers to be confirmed).
- As always, this role sees a flurry of activity at rally time – but it is always well worth it.
- Administratively, the club is running smoothly, particularly with the great job that Gav is doing in the role of Membership Officer. Thank you.
- The ethos and comradery of the club and its members is positive and supportive with no major ructions during the year. It is a great club to be a part of and I have really enjoyed my time as Secretary. Thanks to everyone.
- The Constitutions needs to be reviewed to ensure that the Purpose /Intent is still current and meeting the needs of the Club, as does the wording of the paragraph for Life Membership. This needs some further clarification.

Committee:

Elections were conducted with Geoff Newton in the Chair. All positions were declared vacant and nominations were called from the floor or by prior notification to the Secretary.

Officials were elected such that:

PRESIDENT Geoff Newton

VICE PRESIDENT Rob Popplewell

SECRETARY Pete Tarabay

TREASURER Glenn White

CLUB CAPTAIN Jeff McKenzie

VICE CAPTAINS Roy Atherton, Lara Bechaz, Kerry Hendy

MEMBERSHIP Officer Gavin Gill

PUBLICITY OFFICER Wayne Adams

PUBLIC OFFICER Pete Tarabay

REGISTRAR Geoff Newton

LIBRARIAN Laura McKenzie

PROPERTY OFFICER Rob Popplewell

EDITOR Vacant

MAG DISTRIBUTION Laura and Jeff McKenzie

FACEBOOK ADMINISTRATOR Michael Carpenter

MACHINE EXAMINERS Roy Atherton, Kevin Barber, Lance Gilbert, Chris Pearson, Graham Maddeford, Dennis Marriott, and Nigel Locke

- **Vacant positions** to be held over until next General Meeting
 - **RALLY COMMITTEE 2019** To be referred to next General Meeting for nominations
- General Business: Nil

Next AGM Thursday 20 August 2020 Meeting Closed at 7:37 pm.



2-8 Marcia St, Coffs Harbour.
Ph. 6652-2007

Its Back. Honda's Revamped CT125. Inspired by the 'postie bike', Honda's new CT125 ready to hit the market

13 Jul 2020



NOTALGIC RETURN: A revamped Honda CT125 is about to hit the Australian market.

That cheap and nimble transport option, the Honda CT125, is coming back to Australia in the coming months.

And it will be available in two colours - matte fresco brown and glowing red - and sell for a manufacturer's list price of \$6999.

The CT125 now joins the Monkey and the Super Cub as the latest Honda classic to get a modern-day revamp.

Honda's classic CT series was a two-wheeled workhorse for decades from fulfilling the everyday transportation needs of many families around the world to delivering the mail to households around Australia in its CT110 "postie" bike form.

A Honda spokesman said the new CT125 certainly was CT110 inspired with many of the iconic touches that have become familiar around Australian streets.

It's been beefed up though with a 125cc one-cylinder 4-stroke engine, electric start, ABS, Led lighting and a digital display.

A modern take on a Honda classic aimed to keep as much of the original styling as possible, the spokesman said.



FRISKY FRESCO: The revamped Honda CT125 will be available in matte fresco brown colour. "As a tribute to the series, the styling of the old is designed to harmonise with the modern lifestyle just like the Super Cub C125.

"While simplifying the surface of each part on the frame we carefully took the symbolic features of the CT series, including the upswept muffler, air cleaner cover, fuel tank, large carrier and steel front fender and created a balanced new image of the tough old CT entering modern times.

"The styling for other parts ranging from the turn signals to the hand grips also highlights the distinctive presence typically found in the CT series.

"The CT125 chassis has been designed to adapt to a broader variety of situations and a broad variety of riders.

"It's based on the common Super Cub chassis package, so it's nimble and easily controlled but with an increased wheelbase, seat height and upswept handlebar.

"The CT125 has a 4-speed semi-automatic transmission for simple use and front suspension stroke has been increased to 110mm, up 10mm compared with the Super Cub C125, making gravel road riding more comfortable."

Top this for a speeding ticket...

Two British traffic patrol officers from North Berwick, east of Edinburgh, were involved in an unusual incident, while checking for speeding motorists on the A1 Great North Road.

One of the officers (who are not named) used a hand-held radar device to check the speed of a vehicle approaching over the crest of a hill, and was surprised when the speed was recorded at over 300mph. The machine then stopped working and the officers were not able to reset it.

The radar had in fact locked on to a NATO Tornado fighter jet over the North Sea, which was engaged in a low-flying exercise over the Borders district.

Back at police headquarters the chief constable fired off a stiff complaint to the RAF Liaison office.

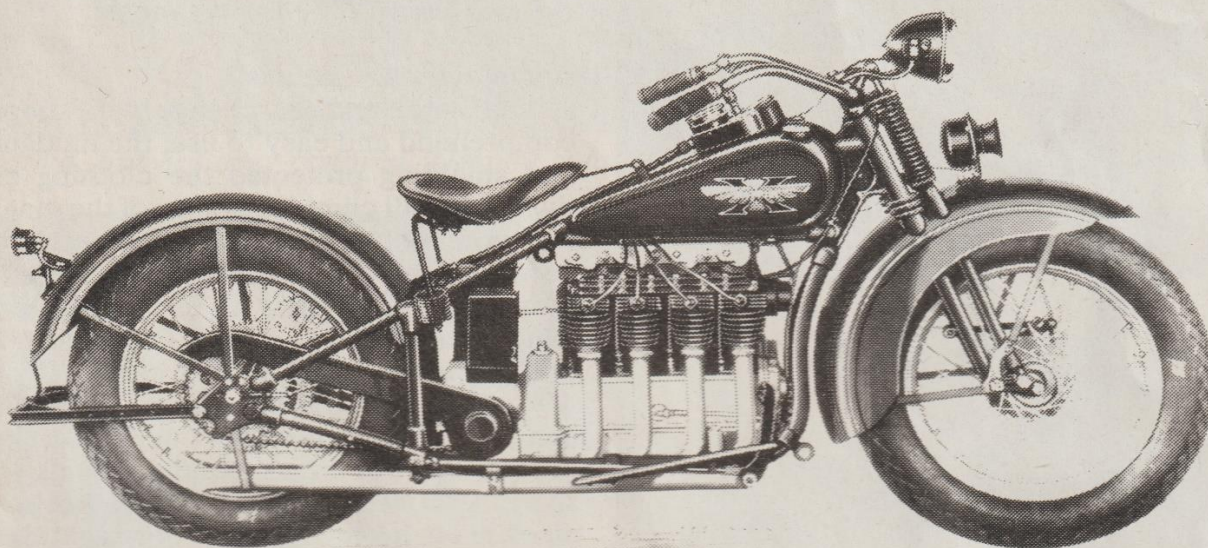
Back came the reply in true laconic RAF style. "Thank you for your message, which allows us to complete the file on this incident. You may be interested to know that the tactical computer in the Tornado had automatically locked on to your 'hostile radar equipment' and sent a jamming signal back to it. Furthermore, the Sidewinder air-to-ground missiles aboard the fully-armed aircraft had also locked on to the target. Fortunately the Dutch pilot flying the Tornado responded to the missile status alert intelligently and was able to override the automatic protection system before the missile was launched."



Birth of the Bonnie By 1959, the pressure was just too great, and Triumph released their seminal 1959 Triumph Bonneville 650, commemorating their salt flats victories. It was designated T120, continuing the Triumph custom of intimating at a top speed. At the time, Triumph Bonneville really was the fastest bikes you could buy, nothing else could touch them! On the racetrack and on the streets, they were tops!



This 1959 Bonneville shows the full-valance mudguards and old-fashioned headlight nacelle. Not befitting one of the fastest machines on the road!



The KJ, introduced in 1929, was the last model to be produced. This example dates from 1931, final year of manufacture.

Reproduced courtesy Classic Motor Cycle May 1986

In production for 20 years,(1911 – 1931), Henderson changed engines three times.

Tim Holmes details the alterations.

When William G. Henderson announced his motor cycle to the world in November 1911, it was not shattering news. The FN and Pierce fours had broken the ground and multi- cylindereed designs had found acceptance. The Henderson was very well received and its specifications promised great things. Mechanically operated valves, Bosch magneto, front suspension, clutch and chain drive made it an attractive package.

Like the FN before it, the Henderson scored on reliability, but being American, it was taken rather further. Where the FN had been tested around Europe, the Henderson became the first known motor cycle to be ridden around the world. Carl Clancy was the man to do it on a 1912 model. Added to this was the convenience the machine brought to it, for at the time when most motor cycles had to be put on a stand and pedalled into life, or run and bumped, the Henderson offered crank handle starting, and it was known to be quick to fire up.

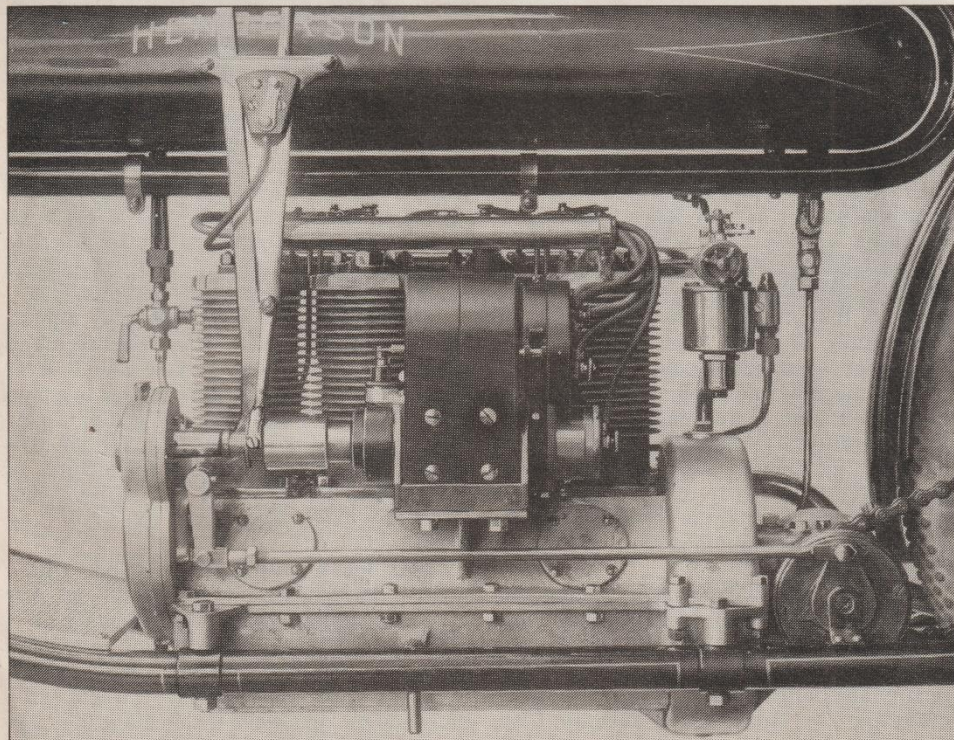
Over the next few years the design was improved with better forks, a better brake, greater comfort and, in 1914, a 2 speed hub gear. The frame was also altered to lower riding height, reduce the wheel base and generally tighten up the handling.

By 1917 the original concept had come to the end of its developmental potential and the engine design was updated. As well as a 3 speed gearbox and a greatly strengthened clutch, the lubrication system was revised. The separate oil tank was abandoned in favour of wet sump which meant the oil was no longer delivered by a sight feed, but by splash. The new model proved instantly popular, and was used to break many long distance records.

Although their machines were selling well the Henderson brothers could not resist an offer to buy their manufacturing rights. The buyer was Ignatz Schwinn, who already owned the Excelsior motor company and wanted a new machine to supplement the popular Excelsior V-twins. The name Henderson was retained, but the logo on the petrol tank became under-laid with a large red X, indicating the new ownership.

The Henderson brothers worked for Schwinn for a while, but the relationship did not last long. The break was caused by a plan to completely redesign the engine. Tom Henderson left the motor cycle industry, while William went on to Design the Ace four.

Meanwhile an engineer named Arthur Lemon, who had moved with the Hendersons to Excelsior, had laid out a completely new four cylinder engine. And a brand new motor cycle was launched. Known as the model K, it featured positive lubrication of all main bearings, which was a first in the



One of the first Henderson engines, circa 1911. There was a clutch, but only one speed.

motor cycle field, though common automobile practice. The rest of the mechanical specification was suitably strong, as were the new cycle parts, and the machine proved very fast, robust and reliable.

The model K was improved on in 1922 when the DE-luxe version was introduced. This was more highly tuned and had better brakes. Rider comfort was also improved with a new saddle & better saddle springing. Many DE-luxes were ordered by Police in various cities and the state highway patrol favoured them – very few cars could outpace the Henderson DE-luxe! In addition it was possible to order a model with reverse gear, which opened all sorts of possibilities.

Using a stock 1922 DE-luxe American rider Wells Bennett established a new 24 hour record at Tacoma board speedway. Bennett covered 1562 miles at an average speed of 65.1 mph, bettering Cannonball Baker's previous record of 1534 miles. Bennett's record stood for 15 years, quite an achievement. The following year he Canada to Mexico record on a solo, then hitched a sidecar and broke the record on the way back to Canada! The Henderson De-luxe was obviously a force to be reckoned with, (to say nothing of the rider!).

Development continued with a new frame, Riccardo-designed cylinder head and an improved front fork. However by 1928 the Lemon designed four was running out of development potential and the quest for more power had reduced its stamina. Arthur Constantine was poached from Harley-Davidson and given a free hand to design a new, more powerful & reliable Henderson four.

The result produced in 1929 was the 40 bhp KJ. At the heart of the motor was a 5 bearing crank, (previously the had been 3 main bearings). The barrels sported increased finning & a new valve design improved breathing. Rider comfort was taken care of with balloon tyres, new fork and better brakes. The KJ soon gained public approval and a sports model, the 45bhp KL, was introduced.

1930 & 1931 saw the smooth fast and flexible four selling well, especially to the police..It came as something of a bombshell, therefore, when Ignatz Schwinn announced the motor cycle production would cease. It was 1931, and he had taken advice about the likely trends of the economic recession. From what he learnt it seemed unlikely there would be sufficient demand to keep the Henderson in profitable volume production.

There was nothing wrong with the product. Unlike FN four, the Henderson had kept up with – if not ahead of – general automotive developments, and was an acknowledged success. Schwinn was a business man and made a business decision. Doubtless he was correct, but it was a sad day for the American motor cycle industry.

November 2020 Ride Calendar

Sunday 1 st	9.00am from the Caltex via Orara Valley Way to Coutts Crossing Pub for a meal. Return via Armidale Road and Dorrigo or via Orara Valley Way. Short ride and coffee stop to re-group Glenreagh Shop.
Tuesday 3 rd	9.00am North Beach Cafe.
Wednesday 4 th	9.00am at the Caltex for a ride to BoxCar Café Lowanna
Sunday 8 th	9.00 am at the Caltex and South down the “Old Highways” to the Urunga Coach Station to pick up riders. Out onto Giinagay Way. Head to Macksville and onto the Old Highway to the Scotts Head turn off, then Scotts Head Road & Grassy Head Rd to Stuarts Point. Meet up with Natureland MC Club. For a late coffee...early lunch. Short ride Urunga Boardwalk Café .
Tuesday 10 th	9.00am North Beach Cafe.
Wednesday 11 th	9.00am leave Caltex. “Old highways” to Nambucca Boatshed Café.
Sunday 15 th	9.00am leave Caltex via Orara Valley Way to Grafton then via Southgate to the Lawrence Ferry and onto Brushgrove Pub for Lunch. Return via Ulmarra Ferry and over to Southgate and Orara Valley Way home. Short ride to Glenreagh Store.
Tuesday 17 th	9.00am North Beach Cafe.
Wednesday 18 th	9.00am Caltex Take Bruxner Park & Bucca Road to the Sunken Chip Café.
Thursday 19 th	AGM and Special Committee meeting at Sawtell RSL at 7.00pm. See Presidents Message for Covid Requirements.
Saturday 21 st	Leave Caltex 9.00am for an Over Night camp at Wollomombi falls. Down “old highways” and Waterfall Way, Ebor then Via the Guyra Rd and the New England Highway to Armidale and back to Wollomombi Falls to make camp. Ebor for Morning Tea stop and Lunch at Armidale and maybe gather your grub for the night and breakfast there too. BBQ Lunch and Drinks on Sunday. Southern riders meeting spot is the Bellingen Cenotaph. Anyone camping let us know so we can organise the tucker for you on Sunday. Contact Editor 0413582384 Text Message is fine
Sunday 22 nd	9.00am from the Caltex and ride down “old highways” and via Waterfall Way to Wollomombi Falls. BBQ lunch and Drinks provided. Stopping at Dorrigo for a re-group and a quick coffee. Southern riders meeting spot is the Bellingen Cenotaph. We won't be stopping so be ready to tag along. Dorrigo short ride & coffee stop. Anyone leaving from other than the Caltex please let us know so we can organise enough tucker. Contact Editor 0413582384 Text Message is fine.
Tuesday 24 th	9.00am North Beach Café.
Wednesday 25 th	9.00am at the Caltex for a ride to Tafey's Coffee Shop Woolgoolga.
Sunday 29 th	9.00am at the Caltex or 9.30 at Urunga Coach Station to ride south down the “Old Highways”, Upper Warrell Creek Rd, then onto the Macleay Valley Way to Fredo Pies, Frederickton for lunch. Short Ride and coffee stop The Honey Place Urunga.

December 2020 Ride Calendar

Tuesday 1 st	9.00am for morning tea at North Beach Cafe.
Wednesday 2 nd	9.00am from the Caltex for Ulong Café for morning tea and brunch.
Sunday 6 th	9.00am at the Caltex for a relaxing ride to Dorriggo. <i>Short ride to the Bellingen Town Centre.</i>
Tuesday 8 th	9.00am for morning tea at North Beach Cafe.
Wednesday 9 th	9.00am at the Caltex for a ride via the “old highway” to Bowraville for morning tea via Wirrimbi Rd and Rodeo Dr.
Saturday 12 th	Christmas Party. TBA via email and Facebook. Or contact a committee member for info.
Sunday 13 th	9.00am from the Caltex to ride the Orara Valley Way and then via Parker Road and onto the Minnie Water café for lunch. <i>Coffee stop Glenreagh Store</i>
Tuesday 15 th	9.00am for morning tea at North Beach Cafe.
Wednesday 16 th	9.00am at the Caltex for ride via the “old highways” and Yellow Rock Road to the Valla Beach Cafe.
Thursday	General Meeting at Sawtell RSL Club at 7.00pm. Join in a meal from the Bistro prior to the meeting.
Sunday 20 th	9.00am leave the Caltex for Willawarrin. Road and Dirt. South to “old highway” via Warrell Creek, then on to Kempsey via Clybucca and Frederickton and out via Armidale Road to the Willawarrin Hotel for lunch or BYO. Meeting spot Urunga Bus Terminal. If there are riders wanting to go via dirt roads, then depart the route at Martells Road, then Bowraville Road and through Bowraville then Williams Hill Road and head out to Taylors Arm and onto Greenhills Road, Sundowner Road, Billybyang Road, and Hickeys Creek Road to the Armidale Road and to the Willawarrin Hotel for lunch or BYO. <i>Short ride and coffee stop Nambucca Boat Shed.</i>
Tuesday 22 nd	9.00am for morning tea at North Beach Cafe.
Wednesday 23 rd	9.00am for a ride to Sunken Chip Café via Bruxner Park and Bucca Road.
Sunday 27 th	9.00am at the Caltex to go via East Bank Road and Orara Valley Way to Glenreagh and then via Kungala Road to the Highway and down to Range Road and to Red Rock for lunch at the Bowling Club. <i>Short Ride to Glenreagh.</i>
Tuesday 29 th	9.00am for morning tea at North Beach Cafe.
Wednesday 30 th	9.00am from the Caltex to ride via Bruxner Park and Bucca Road to Taffy’s Coffee Shop at Woolgoolga

Up and Coming Events.

Natureland Rally 6-8th November 2020

There will be a series of rides replacing the "traditional rally" so no trophies or judging. People can bring their own sandwiches and drinks to avoid entering crowded venues. All attendees are reminded of Covid protocols.

- Friday 6th Ride: Leave the South West Rocks Country Club at 1.00pm and ride to Austral Eden and then back to the Gladstone Pub
- Saturday 7th Ride: Leave the South West Rocks Country Club at 9.30am and proceed to Crescent Head for morning tea and onto Bellbrook Hotel. (approx. 200km ride)
- Sunday 8th Ride: Leave the South West Rocks Country Club at 9.30am and off to Stuarts Point.

Thursday 19th November. AGM and Special Committee Meeting. Held at Sawtell RSL. Please check Presidents Message for information.

Saturday 12th December. Christmas Party. TBA. Notified via Email or check Facebook. Otherwise contact a Club Committee Member for more information.



CALTEX Corner Halls road & Pacific highway, Coffs Harbour.



Coffs Harbour Bearing Centre
Cost effective solutions for the Australian farm!

2/4 Cook Drive Coffs Harbour. Ph.6652-1022

OUT & ABOUT

Anyone pick this bloke's back? I say "back" because you would know the bike... Yep, its Nick enjoying some peace and quiet on the side of the



road... somewhere on his travels.

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On/Off-road • Quads • Scooters • e-Safety Checks
Lic Vehicle Repairer – Dan Vaughan

Dan's Motorcycle & SMALL ENGINE REPAIRS
5 Avonleigh Drive, Boambee East.
Ph. 0427-725-988

OUT AND ABOUT

Dingo Creek. Pee on a Tree 23/09/20



After a breakdown on Coramba Road and a trailer retrieval by Kerry.



The riders eventually arrived at Dingo Creek. Laura and Jeff McKenzie kindly supplied a Birthday Cake and drinks to celebrate Eddies Birthday. A delectable Pee on the Tree. Happy Birthday Eddie.

OUT AND ABOUT

Shannon Creek Dam Sunday October 17th



A Short stop at Glenreagh. Some had a coffee at the Glenreagh Store but most gathered around their bikes before we headed off to the Dam.



Shannon Creek Dam.

Most of our Sunday rides do not attract many riders, especially on the long ride, some prefer to go for option two and choose the short ride. So, we were not sure if this ride was going to be a success or a failure. With a



little bit of gentle persuasion at the Caltex we managed to get quite a few come along and also collected riders along the way in Coramba, Nana Glen and Glenreagh.



We all pulled up at Glenreagh briefly for a re-group and a coffee for those



who needed it but, didn't stay long. I think the call of the snags on the BBQ gave us incentive to move on. Jeff took the lead and kept a good pace so that we didn't lose anyone along the way, which does happen. We headed off along Orara Way and cut across to Braunstone bringing us into Coutts



Crossing, not necessarily a short cut but definitely an enjoyable road to ride on. Then onto the Dam from there. Whilst we were enjoying our ride Geoff Newton had already done a head count at the Caltex and got the necessary

supplies and headed off to fire up the BBQ at the picnic area at Shannon Creek Dam.

A count of 26 bikes were at the Braunstone turn-off but I could only count



24 at the Dam. Maybe they detoured to the pub in Coutts. Either way it was a great ride and we all arrived together. Well done Mr Jeff Mckenzie and thanks to the Cooks..Geoff and Rosemary.



An oldie...but a Goodie. Ned was hoping to go home in a Bentley.



The Supply carrier.



I thought the Ducati was going to turn around when it came across the Roadworks.

CLUB REGALIA (In both men's and women's cuts)

Hoodies	\$38	Black with Zippered front, need to pre-order
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Ring Una Carpenter on 0438564632 for your orders or go to a fitting at any club meeting at the Sawtell RSL Club. All items returnable if they don't fit!

CLUB MAGAZINE

If you have an email address and you are not receiving the magazine, send the email address to editorcoffsrestorers@gmail.com for inclusion on the mailing list. If you hear anyone complaining about not receiving the magazine, tell them to get out their phone and enter <http://coffsharbourmotorcyclerestorers.com/> to access the website, where the magazine and Ride Calendar are accessible.



Lot 311 Mastracolos Road, Coffs Harbour.

Ph 6651-8550



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Motor turns over, but not running. Use for parts or restore. \$300 ono.

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Old advertisements will only be removed when the Editor is notified.



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