



RESTORE & RIDE MAGAZINE

May – June 2020

Covid-19 Pandemic

Coffs Harbour and District Motorcycle Restorers
Club Inc



Safe riding throughout the
year

No engines here.

The people you run into on
your Pushy. Mr John Kossen
ordering coffee for the two of
us at Twenty 46 on the Jetty
Strip. Notice we are practicing
our social distancing.

Thanks John...

I owe you...TWO Coffees.

I dropped the first one.

Bonnie...

All Correspondence to :-
The Secretary, CH&DMRC,
Jetty PO Box 4248,
Coffs Harbour, NSW, 2450.
coffs.motorcycle.restorers@gmail.com

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	Dennis Marriott	6658-2764 (Toormina)
RALLY CONVENER & COMMITTEE:	Rob Popplewell	6653-4532 + 10 members

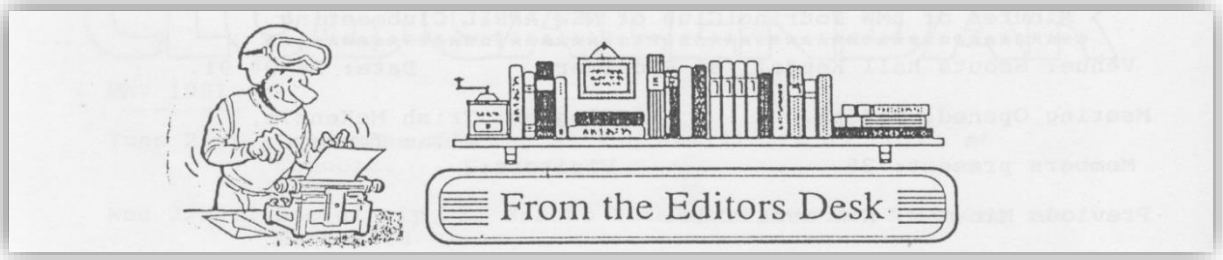
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Magazine Editor: editorcoffsrestorers@gmail.com

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



It would be understandable to have the thought of wanting a refund for 2020. Do you wake up and thinking, “Bugger, I wasn’t dreaming.”? It hasn’t been a good start to the year. Thanks to the Coronavirus shutting down the world. How quickly can it all turn to shit? The social distancing and restrictions that have been put in place to protect us seem to be working, and hopefully, in the near future, we will all be able to ride again.

I can be a bit of a loner, so the social distancing doesn’t affect me quite as much as it may others.

What’s that song? It’s Hard to Be Humble...

Well, I’m far from... “Perfect in every way”.

But...” I treasure my own company”, that sounds like me.

Sadly, most motorcycle events have been cancelled for the year and some are yet to be decided on their future. The Ride and Rally Calendar is as bare as a Badgers Arse, and our Monthly Meetings have been put on hold until further notice. I’m sure we could have a virtual Committee Meeting, if need be, wouldn’t that be different. But, are we savvy enough to do so?

So, the Magazine, as you maybe already be aware is lacking excitement.

There are a couple of stories from Nick and Ned, *Thanks Guys*, about their events at the Tasmania Rally and the odd old photo.

Our bike examiners are still checking the bikes but remember to call first and make an appointment, more info on that in the Magazine.

Don’t forget to check out the Facebook page. I know I go on about it, but it is an easy way to get the word out quickly. Mick is always putting on any update regarding COVID19 and our restrictions and most importantly a good Joke.

Just remember “The key to everything is patience. You get the chicken by hatching the egg, not by smashing it.”

That’s all folks...

Bonnie...

editorcoffsrestorers@gmail.com

An Important read if you don't already know.

EXCLUSIVE | Motorbike riding given green light by NSW Premier 27.4.2020

Motorcycling is considered exercise under COVID-19 guidelines, NSW Premier Gladys Berejiklian told Ben Fordham, officially making it a legal reason to leave home.

Premier Berejiklian says many of the restrictions lifted in Queensland, such as 'non-essential' shopping and casual driving, don't apply in NSW, where such activities haven't been prohibited.

"[The police] haven't booked anybody for riding a motorbike, because that is akin to riding an exercise bike.

"We've chosen not to define what an essential thing is to buy – it's up to you.

"What we've tried to do in NSW is be as flexible as we can."

Club Regalia (In both men's and women's cuts)

Hoodies	\$38	Black with Zippered front, need to pre-order
Sloppy Joes	\$35	Available in L, 2XL and 4XL sizes
T-Shirts	\$25	In red or black No XL in black
Polo Shirts	\$34	New and old stock in a variety of designs and sizes.
Base-ball Caps	\$10 each	
Number Plate Attachments	\$6.	'Coffs Harbour'

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.



Original Members 1980. Who can put a name to the faces?



Lot 311 Mastracolos Road, Coffs Harbour.

Ph 6651-8550



2/311 Mastracolos Road
Coffs Harbour. Ph: 02 6650 9922



Parkes Rally 1985



3 Gerard Drive, Coffs Harbour. Ph. 6652- 8062



Homebase Centre,
CoffsHarbour. Ph.6652-1877



29/252 Pacific Hwy, Coffs Harbour. Ph.6652-4088

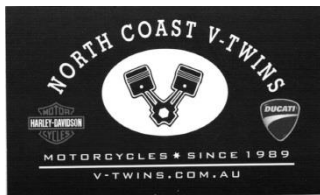


BOB JANE T-MARTS

188 Orlando St, Coffs Harbour. Ph. 6651-6611



Fred Spinks Parkes Rally 1985



1 Gdt Seccombe Cl, Coffs Harbour. Ph.6650-4200



173 Orlando St, Coffs Harbour. Ph. 6652-4022



51 Orlando St. Coffs Harbour. Ph. 6652-7400



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



1986 Mall Display

JAX TYRES 58 Grafton St Coffs Harbour. Ph. 6652-7999

Boambee Industrial Supply Co. **BISCO** 20 Cook Dr, Coffs Harbour NSW 2450 Ph. 6652-6294



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Nick at Hat Heat 2010



63 Harbour Drive, Coffs Harbour Ph. 6691-9700



Coffs Motorcycles & Lawncare

1/17-19 Isles Drive, Coffs Harbour. Ph.6652-6000



Rob, Roy and Ned. Inverell 1999



Tassie Tour Group 2002



631A Hogbin Drive, Toormina.
Phone (02) 6658 4244



Cnr Halls road & Pacific highway, Coffs Harbour.



Taken in Bicheno Tasmania 2006. Nothing has changed. These two still love a cake and cuppa.



3/17 Isles Dr, Coffs Harbour. Ph. 6658-0063

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The Market Place



84 Yamaha XJ 750 RL. One of only 200 imported into Australia 800 made worldwide. Restored up to the final paint work with paint and decals available. Spare XJ 900 for spare parts. \$4500.00 PH.

Geoff Newton 0438-904-129

2015 Subaru Outback Diesel Auto Premium Model Gen4

125,000kms \$18990.00 PH Graham 0429-905-708

1996 Yamaha Virago 750cc \$4000.00 Ph. Jeff McKenzie 0427575226

1988 Yamaha Vmax 1200cc \$4000.00 Ph Laura McKenzie 0432024091

Maico 1983 490cc Enduro

Immaculate bike, presents as brand new, with the lights and all the necessaries for club rego. A very rare bike with excellent off-road credentials.

Rob 0413-499-676 \$10,000 ono

Honda XL 250cc

Motor turns over, but not running. Use for parts or restore. \$700 ono.

Rob: 6653-4532

2012 Classic Mini Tourer Trailer

Tare weight 95Kg. Max. axle load 250Kg

Excellent condition, tows great, and registered until October 2019. \$2200 o.n.o. Lynn: 0427-522-650



1978 Suzuki X7 250cc \$2500 Bruce: 0401-533-511

1974 Honda MT 125 with spare motor \$1750 Bruce: 0401-533-511

Suzuki Parts

1975 Suzuki Titan 500cc barrels and heads, gearbox, cases and flywheels that need rebuilding.

1983 Suzuki RG 250cc barrels and heads, gearbox, cases and flywheels that need rebuilding.

1974 Suzuki GT Hustler parts

Contact: Bruce: 0401-533-511 for prices and further description.

1977 Triumph T140 Jubilee \$11,000

1961 Suzuki TB 250cc 2 Stroke \$4,500

1966 Norton Dominator 650ss. Matching frame & engine No. Original Papers \$20,000. For more details. Contact Glenn White 0427-250-456

Remember: Email any advertisements to editorcoffsrestorers@gmail.com

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

OUT and ABOUT Tassie Rally 2020

This was the fifth Tassie Rally and, like all its predecessors, spectacular. The fact that we were absent from all the insanity taking place on the mainland was an added bonus.



In the end we only just got home before the states started closing their borders.
Not only did I have my friends with me but most of my children.



Poor bloody Chris broke his leg a week beforehand but still turned up and drove the backup truck.

In a break from tradition this Rally travelled clockwise (something young Lance had been recommending for years but the silly bugger wasn't there). I must pay thanks to Margaret who organized our accommodation around the island. Also, the weather Gods who were gentle and only rained on us lightly on the run from Strahan to Stanley. I simply can't heap enough praise on the organisers under the leadership of Casey Overeem: not only did the event run smoothly but towards the end strange adjustments were needed. The traditional rally dinner had to be split into two groups: not easy when awards are being handed out!

I've been to all the Tassie Rallies and am probably their greatest fan. Indeed, I penned some eight pages after their first: one will be enough this time!



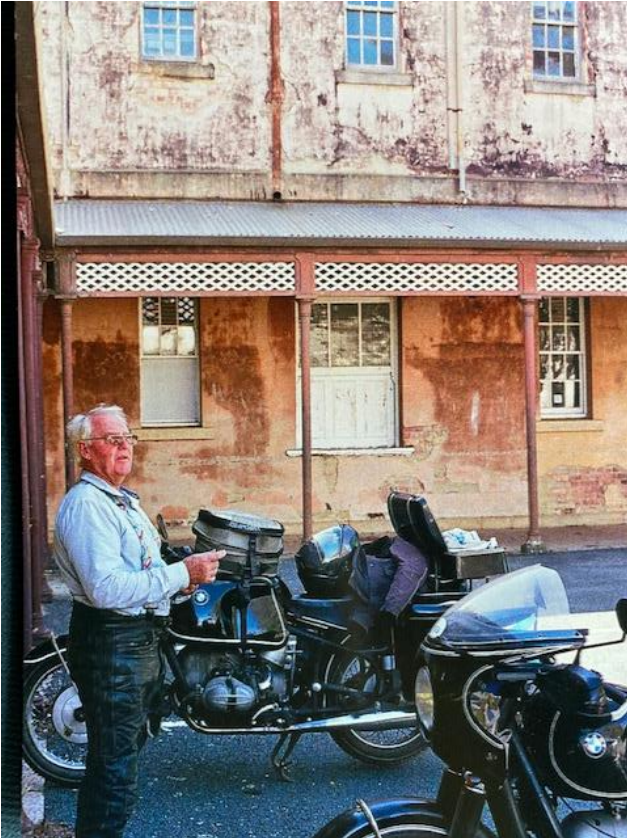
Station Pier.

In my opinion after some 40 years of attending old bike events, this rally has no peer and should be at the top of any serious motorcycle restorer's bucket list. Sadly, it looks as though it may be the last such rally for some time. On a brighter note it should occur every two years from now on but you'll need to get in quickly as it's limited to 100 riders.

Ned. 24-03-2020.

OUT and ABOUT

Lance Gilbert and John Kossen headed to Victoria to meet up with Nick who was returning from the Tassie Rally March 2020. They all had plans to take a



three-week tour through some lovely country before returning home. Of course, Covid 19 had them packing their bags and heading for the boarder before it was shut. This is Lance at the Beechworth Mental Asylum.

WE KNOW HOW TO GET YOU THERE

1/9 North Boambee Rd,
Coffs Harbour. Ph.6651-8699



OUT and ABOUT

The Tassie Rally and "Covid Tours", Saturday, 20th February– Wednesday 25th March, 2020.

The Sun was out on the Saturday and it was the first break in the rain for about a week, so I rolled the loaded 1947 Harley U model, 74 cubic inch, out of the



garage and headed South towards Nambucca. At Valla, the bike ran like a hairy dog and stopped. A search of the pockets and out with a new condenser and a quick fiddle and on the road again. A bit nervous, I tried to get a spare condenser in Nambucca and Macksville, and after finding no joy, turned around and went home and put two spares in my bag! So off I go South again, now about midday and via as many back roads as possible and making camp at Belmont, South of Newcastle.

Next day the Sun shines again and it is breakfast with the daughter in Swansea by the bridge and down to Sydney for the night. A few jobs in Sydney and then off down the dreaded Hume to Goulburn in drizzle and turn off towards Crookwell and camp out near Pejar Dam on the Wollondilly River. The trip is now getting into a proper swing and I next camp at Culcairn and again at Molesworth near Yea, the following night. The ride through Beechworth, King Valley and Mansfield is dry with little traffic and fine weather, but Molesworth was freezing and there had been snow in Tasmania.

The ride into Melbourne was fine and camped in the Big 4 caravan park in Melbourne which is clean and close to the Tassie ferry, but expensive and

cramped between back packer “Jucy” vans! You have to get used to noise and the sound of sliding van doors all through the night and on all sides of the tent. It was a good base to buy extra thermals and a balaclava!

Up early, (revenge as I start the Harley at 5.00am!!!) and out of the caravan



park, through a deserted early morning Melbourne and into St Kilda, around the lines of trucks, cars, caravans, and campers, then straight onto the ferry. How good are motorbikes!! A quiet trip over sharing a beverage or two with some modern bike riders and then off the ferry and camped the

night in a howling wind and rain at Devonport; Well pleased with my decision to not try to ride too far once ashore. The next day was the start of my own private 9 days of exploring before the official start of the Tassie Tour, 2020. I managed to explore the Lakes area and Longford district, visited every museum that was open, and got to camp in some magnificent spots.

There was one day of torrential rain and I had to stay in the camp kitchen at Ross Caravan Park for a whole day, but otherwise the weather was not too bad. I ran into other Tassie Tourers and even an old mate who had ridden his 1953 Chief Roadmaster down from Maitland to join an “Indian Tassie Tour” which had some 50 old Indians! We even found time for a day ride between our respective rallies. I also met the “Northern Chapter” of the British Motorcycle Club of Tasmania by accident at the Westbury Pub when I pulled over to inspect an immaculate 1966 Electraglide. A grand group of chaps and they immediately gave me their contact details just in case I should need any “roadside assistance”. Maybe they suspected that the Harley was out of warranty! I continued my tours but I reckon that there may have been a bit of voodoo as just prior to the start of the Tassie Tour, my coil started to fail. Luckily it happened slowly and the problem was worse when the bike had been running and the coil was hot. If I let the coil cool, then the bike started and ran fine. So my last couple of days of touring were done judiciously and I was pleased to pass Rob Popplewell in his van near Sheffield on the day before the rally. It was back to his motel, changed coil, (I had packed a few spares in his van) and with a

big grin rode off for my last night's camping at Penguin prior to the official start of the rally.

Next day the Tassie Tour began, and there were a lot of British Bikes and also a lot of Coffs members. The Coffs club was at least 10% of the entrants! Despite there being a disappointing low number of Harleys, there was a plethora of HRD Vincent's, Brough Superiors, BSA's, Triumphs, Norton's, Matchless, AJS, Royal



Enfield's, Ariels, Ridges and even a Sunbeam S7. I understand that Ned has written a report on the Tour so won't go into detail, but would have no hesitation in confirming the organisers' claim that it is the "World's Greatest Motorcycle Rally". The roads were brilliant, good surfaces, bends galore, no traffic

and scenic vista after scenic vista. It is motorcycle heaven and all done in great company. There is a rumoured tour in 2022 and all I can say is "book early and don't miss out"! I have included a heap of pictures of bikes for Lara to edit to suit.

After the rally, it was straight onto the ferry the next night, and back to Melbourne and the reality of the pandemic. In Tassie, while it was news, after the rally the enormity of Covid 19 became real. We were returning on the last ferry to have arrived in Tasmania before that State required anyone landing to go into 14 days isolation.

On arrival in Melbourne at 6.00am in the dark, Marg on her BMW and I headed out of town ASAP to Warragul, where we met up with Lance and John from Coffs on their BMWs. Our original plan was to tour Victoria and NSW for about 3 weeks and camping as we went, but it was a changing situation. We headed down to Tidal River on Wilson's Promontory as per plan and were told we could camp the night and then the park was closing. A good choice of destination, as although most of us had been to "the Prom" before, it was a good reminder of how beautiful it was. A camp meeting reached the conclusion that we would have to head home express, avoiding any populated areas, but at speeds that wouldn't destroy old

bikes. We also decided that there would be no social calls on the way home and



to avoid any contact with others, preparing our own meals and keeping to ourselves. So out of Tidal River the next morning in pouring rain, with wet tents and gear all packed and brunch cooked up on the veranda of the closed library

at Foster, and onto Omeo. The roads were pretty poor and by the time we regrouped in Bruthen BP, we were pretty down in spirits but we were drying off, the weather had improved and we decided to head to Omeo for the night's camp.



It was then 60 miles of superb riding, the road surface was great and dry, air temperature was cool, Sun shining and no-one passed us and we passed no

one. The bikes were on song! We didn't even stop at Ensay for a beer and we only just slowed down for Swifts Creek.

When we arrived at the Omeo free camping spot, our ribs ached from the laughing, it had been that much fun!

The cold was closing in rapidly at the camp site when we got the news that it was to be the last night of pubs! So straight over to Omeo pub and found it quiet so decided to stay inside and dry our gear. It was warm beds; top shelf drinks and a la carte dining as was fitting.

A cold morning greeted us, but above freezing, and off via Mt Hotham to Albury and NSW. It was a great ride over the mountains and once through Yackandandah and Albury, we turned up the Olympic Way via Henty, Junee and Cootamundra. We quickly shopped at Cootamundra and then camped up the road at Wallendbeen, where we cooked our own tea. It was then via Harden, Boorowa, and Crookwell and onto Oberon via Taralga. We ran into some fifteen



members of the Taree Club at Crookwell and they were returning home too, after deciding to cut short their planned ride. From Oberon, we headed to Bathurst and to Sofala where we made our own afternoon tea and boiled the billy before heading to

Bylong to camp the night. Arriving at shop closing time we bought a little supplementary food and a couple of beverages, before retiring to the free camp area to cook tea and make camp.

Our planned "three-week tour" was over the next day as we rode out of the



Bylong Valley to Muswellbrook and up the New England Highway to Armidale and then home via Ebor. It had taken us 4 days to get from the most

Southerly Spot on the mainland to Coffs Harbour, and we had hardly spoken to anyone else.

Nick Hiller

Tassie Rally Shots 2020



Life Member
Rob about to
mount the
trusty Ariel
Huntmaster in
Queenstown



Assembled bikes in Hobart about to leave for Tarraleah. Spot the 2 Coffs Harbour Life Members and the “scooter”?



Brough Superior in Sheffield (5th most common bike on the rally after BSA, HRD/Vincent, Triumph, and Norton's respectively). It should be noted that the Broughs tied at 5th with BMWs)



HRD/Vincent's in front of the Gilera (Bike of the Rally) at Bushy Park



1935 Harley Davidson VLD at Brushy Park



Lilydale with BSA's and HRD/Vincent's with other bikes up the street.

Bike Registrations.

This is an alternative way to rege your bikes rather than going to the service NSW office during Covid 19 pandemic.

Dear Sir

As per our discussion, Historic Vehicle registration renewal can be completed either over the counter at your local service centre, or via our administration unit by emailing all required documents to transactions.parkes@service.nsw.gov.au.

For your renewal, you will need to provide:

1. The renewal notice
2. A vehicle safety inspection not more than six (6) months old, or a Historic Vehicle Declaration not more than 42 days old.
3. Evidence of concession eligibility, if applicable.

All documents can be scanned and emailed to the above email address. Please ensure that you include a contact phone number so that our administration team can call you to finalise payment (if applicable).

If you are able to provide a vehicle safety inspection you will need the Historic Vehicle Declaration form which can be downloaded from our website.

Kind regards

Todd, Team 6 • Customer Service Representative

E rmsregistration_licensing@service.nsw.gov.au | service.nsw.gov.au | 13 77 88
