



RESTORE & RIDE MAGAZINE

September - October 2020



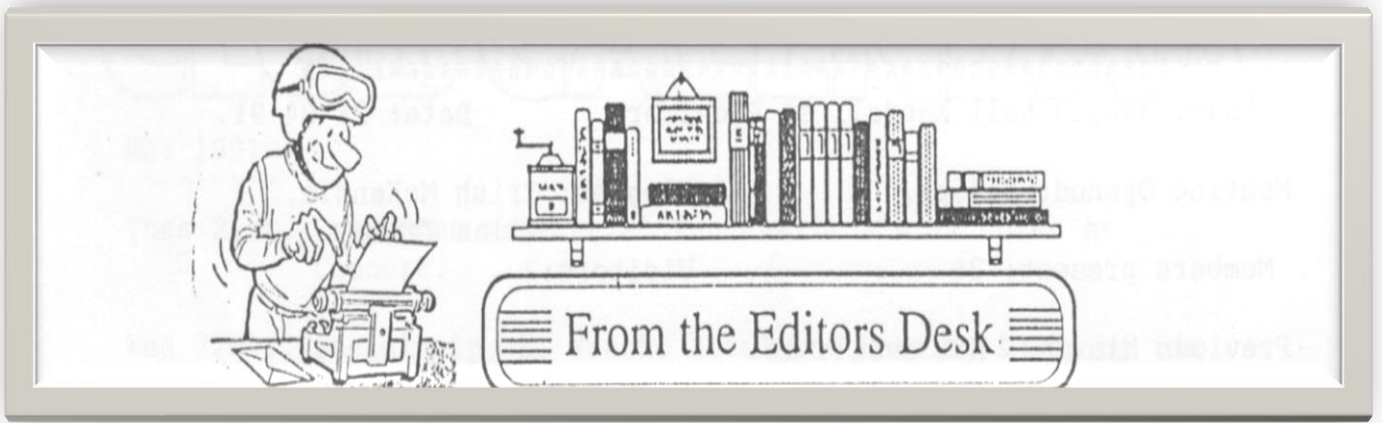
*Coffs Harbour & District
Motorcycle Restorers Club Inc.*

Safe riding throughout the year

Would we expect anything less of Roy. On a ride to Dorrigo he just could not resist chatting up this Mannequin. He looks like he is waiting for a backhander.

*All Correspondence to :-
The Secretary, CH&DMRC,
Jetty PO Box 4248,
Coffs Harbour, NSW, 2450.*

coffs.motorcycle.restorers@gmail.com



Well, what can I say. The magazine was going to be small, but I had a few late entries. Thanks, but can you get them to me sooner. I know, I am hard to please. I did have something typed down a few weeks back to use, but I didn't save it. Probably best, I think I was taking the piss out of a few. I thought I was Ricky Gervais, who has absolutely nothing to do with motorbikes or restoration...but a very funny man. YouTube him, especially the Golden Globes 2020.

Well, there is a Presidents Message which pretty much sums up what is going on around the traps. I don't really want to repeat him, but if I don't, I will have little to say. Here goes. The Ride Calendar and Magazine. If anyone has anything that would be of interest to go into the Magazine or any changes that could be made to the Ride Calendar that would be great. Email them to me, sooner rather than later. There are a few different rides on the Calendar so make sure your read it clearly, I would not want you to miss out. Maybe the Coffee Club could even go the full distance on the occasional Sunday rides. Shit, there I go...Just call me Ricky...oh well.

North Beach is now going to be a regular coffee stop on our Tuesdays rides. This decision has been made by a select few, mainly the people who go there, seems fair. We now have Christopher Pearson putting videos on YouTube about some of our rides and Mick Carpenter is playing with Facebook from his Home on wheels. That's it from me, and that's it for him.

Bonnie.

Presidents Message

Despite the Covid restrictions we still seem to be having well attended rides, however we are not having much joy on the meeting front with venues restricting meetings and focusing on paying customers. We nearly had our annual meeting at the Bonville Creek park after receiving advice from National Parks there were no limits on gatherings only for the Government reiterating public gatherings were limited to 20 It also bucketed down so we weren't meant to have the meeting. The executive will keep managing behind the scenes unless some desperately wants to fill one of the roles, until we are able to hold a meeting.

For those who have not paid their annual subscriptions contact Gav to get this done as riding a club bike without an up to date membership can be costly if the boys in blue visit you.

I must mention Bonnie who is doing a great job as the Magazine Editor and ride convenor but she needs your suggestions for rides and articles for the Magazine so extract the digit and forward suggestions, articles photos etc to her. Some of you will also have noticed the web page was offline. We think it is now back up after a fair bit of sorting out. We hope to get a new and improved website up and running soon and Bonnie is going to have a crack at being the web administrator so anything you need put on the web contact Bonnie. Thanks to Wayne and Steve for their many years of service in this role and for the help in sorting out the problem.

I know most of you are closet Harley and BMW lovers and I have to report a 42WLA turned up in my shed the other day but sadly one BMW must go to make room.

Don't forget to do the Covid safety bit and look after your mates in these difficult times

Geoff Newton

Club Office Bearers 2019-2020

PRESIDENT	Geoff Newton	02 6699-2017
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	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:

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Email: coffs.motorcycle.restorers@gmail.com

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

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.



191 Orlando St, Coffs Harbour

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Servicing & Repairs to All Motorcycles
On/Off-road • Quads • Scooters • e-Safety Checks
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The Market Place



1985 Honda GB400TT

Clean and tidy bike, everything works as it should.
46000k recent service, new battery, brake master and calliper
resealed

New pads, front fork seals replaced. Original tools and
workshop manual.

Great club bike on club rego \$5500. Stan 02 6569 5080

1984 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

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.

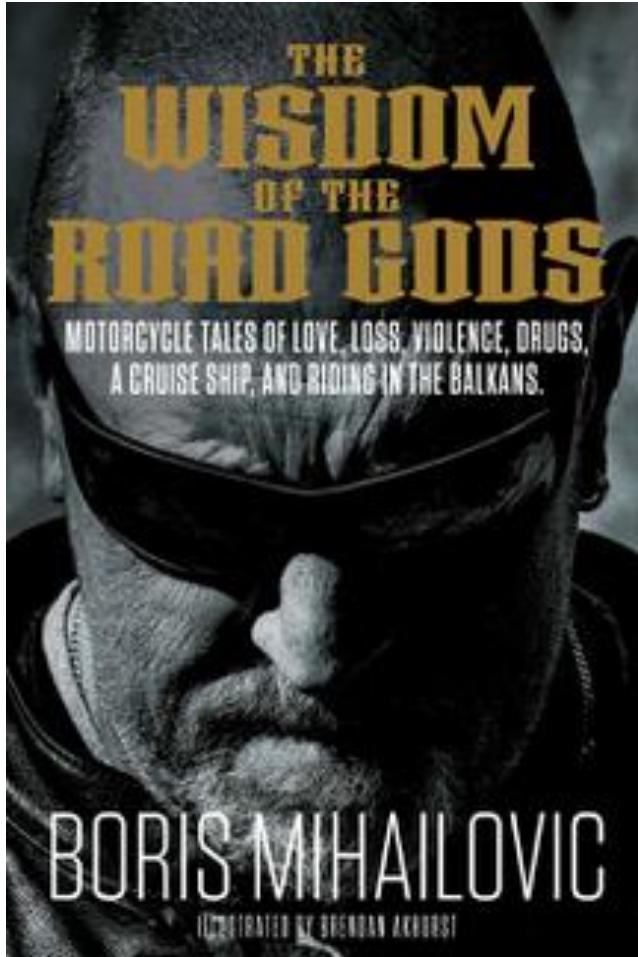


Lot 311 Mastracolos Road, Coffs Harbour.

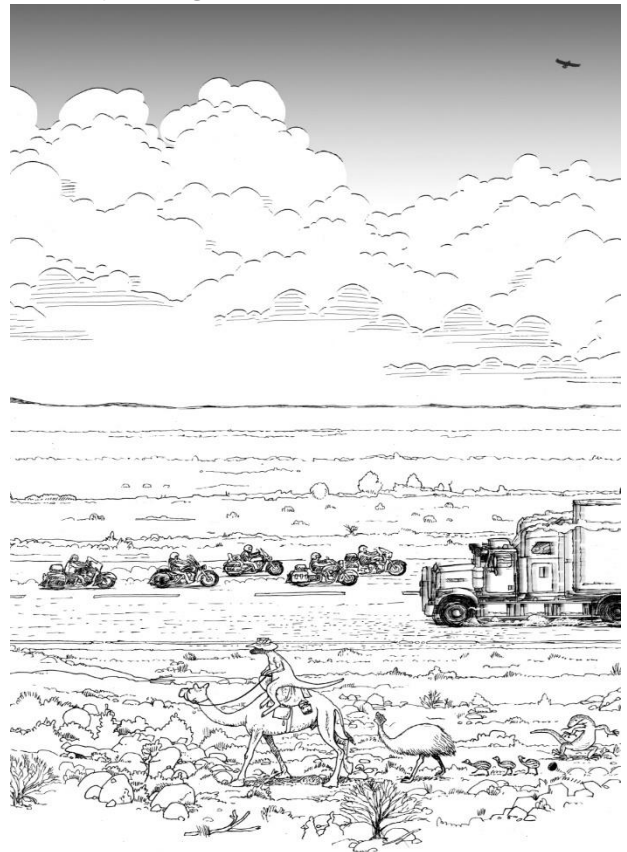
Ph 6651-8550

The **Coffs Harbour and District Motorcycle Restorers**

Club has been offered an opportunity for members to buy Boris Mihailovic's new book, *The Wisdom of the Road Gods* at a special club price.



The book is full of stories of motorcycling from the 1980s to the present, written by Australia's finest motorcycling writer.



This A5, 480 page book is illustrated by the amazing Brendan Akhurst. Normally retailing for \$40. If there is sufficient demand members will be entitled to buy copies for \$25.

Please contact Nick Warne on 0438520332 if you would like to take advantage of this offer.



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

September 2020 Ride Calendar

Tuesday 1st	9.00am North Beach Café for morning tea.
Wednesday 2nd	9.00am from the Caltex for a ride to Lowanna Boxcar General Store for morning tea.
Sunday 6th	9.30am at the Caltex for ride up Orara Valley Way onto Grafton then out the Gwydir Hwy and right onto Rogan's Bridge Rd to Copmanhurst for lunch. Return via The Orara Valley Way. <i>Short Ride and Coffee Stop Glenreagh Store</i>
Tuesday 8th	9.00am North Beach Café for morning tea.
Wednesday 9th	9.00am leave the Caltex to the Sunken Chip café via Bruxner Park and Bucca Road.
Sunday 13th	9.00am from the Caltex and ride the "old highways" and Waterfall Way to Dorrigo and onto Ebor. Lunch at the Ebor Pub. <i>Short ride Bellingen Butter Factory Meeting spot for those going on, will be the Butter Factory. Coffee stop for the long ride will be Dorrigo.</i>
Tuesday 15th	9.00am. North Beach Café for morning tea.
Wednesday 16th	9.00am leave the Caltex to ride via Orara Valley Way, Bucca Road and onto Bruxner Park Rd. Then onto the Hidden Link Café on Orlando for morning tea and a wonder through V Twins next door. Try and bring your Club bike or Harley, if you can.
Sunday 20th	9.30am from the Caltex and ride down "old highways" and Upper Warrell Creek Road and down the "old highway" to Smithtown (Call past the Riverside Café in Kinchela Street, Gladstone) and then on via Belmore River Road to Crescent Head and lunch at the bakery. Southerners to wait at the Bus Shelter in Urunga. <i>Short ride to Urunga Boardwalk Café.</i>
Tuesday 22nd	9.00am for morning tea at North Beach Cafe.
Wednesday 23rd	9.00am Leave Caltex. Pee on a Tree @ Dingo Creek. BYO Food and Drink. Head towards Coramba, left onto Mount Brown Rd, left onto South Island Loop Rd and left onto Dingo Creek Rd for Pee on the Tree. Return via North Island Loop Rd
Sunday 27th	9.30am leave from the Caltex and up the Orara Valley Road and via Southgate to the ferry at Lawrence and then cross to Brushgrove for Lunch. <i>Short ride Glenreagh Store.</i>
Tuesday 29th	9.00am North Beach Café for morning tea
Wednesday 30th	9.00am at the Caltex for ride via Orara Valley Way and Kungala Road to Red Rock for brunch.

October 2020 Ride Calendar

Sunday 4th	9.00am from the Caltex to go South down the "old highways", then via Waterfall Way to Dorrigo. Then via North Dorrigo to Tyringham shop for morning tea. Then via Armidale Road and Bald Hills and back to the Dorrigo for lunch and home via Bellingen. Short ride and Bellingen meeting spot for those going on, will be the Butter Factory.
Tuesday 6th	9.00am North Beach Café for morning tea
Wednesday 7th	9.00am leave Caltex For a Old bike run to Valla Beach Café via the old highways.
Sunday 11th	9.30am from the Caltex via Orara Valley Way to Coutts Crossing then out to Shannon's Creek Dam to the picnic area. Return via Armidale Road and Dorrigo or return via Orara Valley Way. Lunch and Drinks provided...or BYO Short coffee stop to re-group Glenreagh Shop.
Tuesday 13th	9.00am North Beach Café for morning tea
Wednesday 14th	9.00am leave the Caltex to ride the 'old highways". At Nambucca go via Old Coast Rd, Wirrimbi Rd, and Rodeo drive to Rose's Café in Macksville
Sunday 18th	9.30 am from the Caltex to ride the Orara Valley way then through Parker Road and up the highway and to the Wooli Bowling Club for lunch. Short ride to Glenreagh shop
Tuesday 20th	9.00am. North Beach Café for morning tea
Wednesday 21st	9.00am at the Caltex to ride to Coramba and up to Ulong Café for morning tea.
Sunday 25th	9.30am leave the Caltex down the "old highway" to Macksville for morning tea. Take "old highway to Warrell Creek, then on to Kempsey via Clybucca and Frederickton and out via Armidale Road to the Bellbrook Hotel for lunch. Pick up riders at the Urunga Bus Terminal. Short ride to Macksville.
Tuesday 27th	9.00am. North Beach Café for morning tea
Wednesday 28th	9.00am from the Caltex to the Sunken Chip café via Bruxner Park and Bucca Road.

UP AND COMING EVENTS

- 6TH - 7TH November *Natureland Rally has become a "Claytons Rally" with rides but no badges or dinners. Details to be announced closer to the date.*
- 14th - 15th November *Taree is running a replacement event for the Walcha Challenge that meets covid requirements. Details will be announced closer to the date.*



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



'I bought my first motorcycle, a 1920 Royal Enfield two-stroke, when I was 12 – for two shillings and sixpence'*Captain Sir Tom Moore*

Captain Sir Thomas Moore, more lovingly known as Captain Tom, captured the hearts of a nation during lockdown with his positivity, charisma and selflessness just when we needed an unlikely hero the most. This evening, ITV are honouring Sir Tom with a look back at a quite remarkable life ... but did you know that Captain Sir Tom's first motorcycle was a 1920 Royal Enfield two-stroke which he bought when he was just 12 years old back in 1932. Hitchcock's Motorcycles are lucky enough to have the exact same two-stroke model in their collection and if you tune in tonight, who knows, you may just be able to catch a glimpse?

It was broken, so I took it home and managed to turn it into a working, rideable motorbike' *Captain Sir Tom Moore*

Captain Tom has inspired millions over the past few months, and his determined attitude has been mirrored in many of our customers over lockdown in the enjoyment of taking something in need of work and attention and getting it back running again. We'll be watching tonight with interest to get to know him as a genuine Royal Enfield fan and also to learn a bit more about a man who has achieved so much in one lifetime.

Royal Enfield Model 200 Two Stroke

'It is not too much to say that the 2¼ h.p. Royal Enfield Two-stroke has achieved a more enviable reputation than any other light-weight motor cycle' – so begins the original owner's handbook for this early machine.

The 2¼ h.p. two-stroke dates from late 1914 and was a particularly successful model for the factory, which made great claims for its simplicity and practicability. Enfield drew particular attention to the low weight, of 140lbs, and the 28½ inch saddle height, adding that their experience satisfied them that a two stroke 'is undoubtedly the best type of engine for a light-weight motor cycle'.

The 'under-square' 225cc engine, of Enfield design and manufacture, is of 64mm bore and 70mm stroke, the fining being concentric with the bore. And the owner's manual claimed that 'The running of our model is characterised by a steady and pleasant "hum"!'.

The flywheel is external and the crankshaft was equipped with roller bearing big end. The carburetter was of Brown and Barlow (Birmingham) manufacture and ignition was via a BTH magneto. Transmission includes a two-speed gearbox and Enfield had the wisdom to fit the rear hub with a cush-drive.

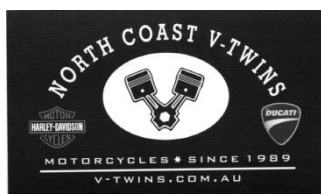
The front brake lever operates a calliper, with brake blocks acting against the wheel rim. The rear foot brake incorporates a 'vee' block acting against a

concentric grooved rim. The tyres, originally by Palmer, are 24 inch by 2¼ inch front and rear.

Lubrication for the two-stroke engine was provided for by a pre-mix of petrol/oil. Earlier versions featured an elaborate fuel tank, with two compartments – petrol was held in the front tank, lubricating oil in the rear. Oil was then measured by a detachable cup, situated beneath the oil compartment (the correct mixing ration used a minimum of 6 cups of oil for one gallon of petrol).

The example in the Hitchcock's collection, pictured above, is fitted with a one compartment tank – oil in the correct ratio being pre-mixed with petrol before being poured into the tank, in the conventional manner. This model also features a geared kick-starter. Earlier versions, with no kick-start, required to be 'paddled' to start.

It is believed the Russian army placed an order for a considerable number of these machines with Royal Enfield in about 1916. When the export licence was refused, the surplus machines were sold at reduced price to British troops, following the end of hostilities in 1918.



191 Orlando St, Coffs Harbour. PH 02 66 504 200

OUT AND ABOUT



Popular spot for our members is The Sunken Chip at Sandy Beach.



Just call North Beach, Tuesday our Club on the River.



A few extras rolled up from Gloucester for a coffee at North Beach. It was obvious they were from the hills. They thought the weather was lovely. I was there, it was cold.



CDA  **Eastland**
TRADESUPPLIES

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

OUT AND ABOUT

Buffalo Farm Ride: Tiddlers and Sidecars.





Must have got a bit hot at The Buffalo Farm. Kerry was struggling with his jumper. Maybe he is due for another "Dip Stick" Award. You had to be there.



OUT & ABOUT



Two groups headed off to Bellbrook on Sunday 16th August.

Three V-Stroms a KLR 650, Africa Twin and a Dr 650 headed down the "old highway", Turning

off at Valla onto the backroads and ending up at Bellbrook for a BYO lunch at the tennis courts. Covering a lot of dirt. The road riders went to through Warrell creek then onto



Kempsey via Clybucca, Fredericton and out the Armidale Road to the Bellbrook Hotel for lunch. Neither group caught up with each other. Shame. What a beast, the Africa Twin. Now that's a bike.



Can't knock the Dr650. Both bikes on Club Rego. Ahh Adventure bikes. Yes, I am Bias, but no one gave me a photo of the Road Bikes...Ricky..

OUT AND ABOUT

Roy returning from Valla.



AL

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Member Bike's –an occasional column

This is an occasional series to high light some of the bikes within The Coffs Harbour & District Motorcycle Restorer's Club.

I am happy to write about your bike either with no identification or if you wish acknowledgement.



Yamaha Ag 175

Owner: Christopher Pearson

Many will be asking why would anyone collect an old Yamaha Ag 175?

My interest in these bikes goes back to the early 1970's when many people still rode BSA Bantam including the Stockman, others had BSA B31/B33, many still used the ex WD Harley Davidson WLA, which with reverse gear proved very popular. Still others especially in the hotter, drier Western NSW used the Velocette LE with their water cooling and hand gear change along with shaft drive.

The Yamaha AG 173 followed on the 1973 introduction by Yamaha of the AG 100 which was distributed in NSW by The McCulloch (chainsaw) Group. These bikes were primarily known as an Australian model but was also released into the African (as late as 2015 Health Officials still maintained a fleet of 1400 AG 100's), Latin America & New Zealand areas but marketed as "built tough for Australian farm use".



They were simple in design but developed after extensive testing. A basic single cylinder two stroke with auto lube (Yamaha's automatic oil in

fuel system) and 5 forward gears, no high or low range like the Kawasaki G4TR and Honda CT 90. The added features included a fully enclosed chain, hand guards, a rack at both front and rear along with a large fuel tank and a light weight around 105kgs dry.

The Yamaha AG100/175 range was not Yamaha's first attempt at producing an Australian Ag bike".

In 1971 they were selling a 100cc US designed L5TA in Australia as the L5TA E (for electric start). This motorcycle was the result of the American market looking for a light weight off road bike not a road bike with a raised exhaust as Honda had produced. 'It sold in Australia without sales tax for \$386 or \$429 (October





1971) to non primary producers, plus freight. Dealer margin a whopping \$97.80, it came in Brilliant Red.

The South Australian Yamaha Distributer Pitman's Main Road North, Blair Athol had firstly made a Äg bike "out of the US 250cc scrambler called I believe a Stationmaster, it was sold only in South Australia.

When Yamaha released their Trail bike range (JT1 – RT1) Pitman's soon has a Agricultural model called the DT1 SA (250) available again to South Australian Yamaha Dealers.

So my initial question, why would I want one?

Firstly I collect motorcycles to preserve them for later generations, any bike in my opinion is worth saving be that a lemon or elite, a scooter or a road racer.

Secondly in the 1970's late 80's I was a Yamaha dealer in Northern NSW & Western NSW where the AG 175 especially was a big seller on the vast properties North & North West of Dubbo. Yamaha had developed a reputation as a rugged & reliable off road bike via the AT1, CT1, DT1 & RT1 Trail bikes and on the race track with the TD/TR/TZ road racers.



These bikes which came crated and took a while longer than normal bikes to assemble with the added guards etc were the "bread & butter" of sales. The trades were what at that time interested me. My BSA B33 came as a trade and a Harley WLA with sidecar almost but was lost over a \$50 difference but with such a small margin it was indeed a large gap that couldn't be closed.

So almost 30yrs later a contractor was at my house and offered, well demanded, I come and see his collection a Ducati & Suzuki GSX400R. The following weekend I visited only to



find his collection had grown and in the far corner was a low mileage (around 4400kms) Yamaha Ag 175. It turned out it wasn't his but belong to a relative who had purchased it brand new in Coffs Harbour.

He promised to ask the owner if it was for sale then suggested a 4 figure amount. I said No and left.

The very next day a sms came but as I was working at heights I didn't climb down to read it. Later that day a suv with trailer arrived with this bike on it. A hurried explanation, the bike was unloaded and was mine.

Why do I like about it. Its original down to the front number plate mounting holes in the mudguard. The model specific items like the enclosed chain case, hand guards and front indicators are there.

What don't I like? The rust on the chrome racks, head light shell and a few other areas.

What's it future? A light restoration as parts hopefully become available, mechanically a new set of points & tyres. Hopefully in the future it maybe joined by it's counterpart the Canary Yellow Yamaha AG 100.

If you have a bike that can be featured in our magazine/ website, send your story and photo's to the Editor or contact me and I'll help get your bike into print; Christopher Pearson 0429667048

email cdpearsonfireworks@gmail.com