

# Coffs Splutter

March 2025

**COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB  
INC.**

**Website:** <https://sites.google.com/view/chvvccc/home>

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**P.O. BOX 4191 COFFS HARBOUR JETTY 2450**



**Our cover photo this month is an early postcard featuring the “Planto” Hotel – can you i.d any of the cars and guess what year it was?**

*(photo from Coffs Local History – Remember When Facebook page)*

# COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB

## 2024-2025

*Life Members — Geoff Maunder, John Lansley, Des Drury, Bob Dixon & Keith Winkler*

Committee	Name	Contact Number	Email
President	Graeme Kane	0417 236 277	glkane2@bigpond.com
Vice President	Brett Moppett	0409 566 953	brett_shaz@bigpond.com
Secretary	Marg Murray	0407 883 241	margmurr@bigpond.net.au
Treasurer	Graeme King	0406 363 710	gnnking1@bigpond.com
Events Convener	Gerry De Gabriele	0402 469 160	gdegabriele@gmail.com
Member	John Lansley		lansley2441@westnet.com.au
Member	Geoff Maunder	0435 622 394	geoffreym@internode.on.net
Inspector	Eric Andrews	0409 552 482	

Convenor	Gerry De Gabriele	0402 469 160	gdegabriele@gmail.com
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Member	Jim Fisher	0481 131 551	jmfinoz@gmail.com
Member	John Bojarski	0411 624 566	johnbojarski@bigpond.com

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Inspector	Eric Andrews	0409 552 482	
Inspector	Ian Blow	0406 123 600	
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Auditor	John Ryan	Appointed	
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Webmaster	John Bojarski	0411 624 566	<a href="mailto:johnbojarski@bigpond.com">johnbojarski@bigpond.com</a>

**Club Meetings:** General Meetings are held at the Boambee East Community Centre (30 Bruce King Drive, Boambee East) at 7.00 pm on the first Thursday of each month except for January when no meeting is normally held.

**Club Fees:** A joining fee of \$5.00 applies. Annual fees are \$45.00 for a Single Membership, \$50.00 for a Family Membership, \$15.00 for a Junior Membership and \$10.00 for Associate Membership. Fees are due on 1<sup>st</sup> January each year for the calendar year. However, as membership of an approved car club is an RMS requirement for Concessional Registration of vehicles, annual fees for members seeking registration of cars in the following year are payable at the Rego Day, normally the third Sunday in November. For members joining the Club after 30 June each year, half annual fees will apply.

**Club Newsletter:** A full-colour copy of the Club's newsletter "Coffs Splutter" is emailed to all members with a valid email address registered with the Club. For an annual fee of \$15.00 (payable to the Treasurer) a member may arrange to have a printed B/W copy delivered by Australia Post to an address of their choice.

*All articles appearing in "Coffs Splutter" are the sole responsibility of the author(s) as to matters of fact and veracity.*



## Coffee Run to Sandy Beach - Thursday 20<sup>th</sup> Feb 2025

Sandy beach is a lovely quiet spot, lots of space and not crowded. A walk on the beach is 50 m away from sturdy covered seating where we enjoyed coffee and good company.

Nine members attended this run: G and L Maunder Triumph TR4, G Wright MGB, L and C Stephens MGB, J Fisher Mercedes Coupe, J and L Lansley Modern and H Murray Modern.

*Report and photo – Hal “Sturdy” Murray.*



## Run to Anchors Wharf, Urunga - 16th February 2025

### Attendees and vehicles at Anchors Wharf

Leigh and Carol - MGB

Hal and Margaret – Modern

Geoff and Leonie – TR4

Glenn and Jenny – Modern

Graham and Lyn – Modern

Graeme and Echah – MGB GT

Heinz and Dorothy – Borgward

Graham and Marie – Subaru Sherpa

Bob and Ronis – Modern

### Morning Tea At North Beach - Mylestom

John and Lorraine - Rover P6

Des and Maureen – Rover P6

Another great turnout for our Sunday run – 20 Attendees

Unfortunately, John, Lorraine, Des and Maureen only came for Morning tea

We met at the Airport as usual and took the old highway to Mylestom.

Beautiful weather, sunny but not too hot for us “Oldies”.

We spent a couple of hours on the river - bank enjoying each - others company as usual.

We left North Beach at 11-30 and headed for the Café.

On arrival we were met by Bob, Ronis, Graham and Lyn; who had gone straight there.

Very nice venue on the Bellinger river bank.

A good meal, but some - what pricey.

See attached photos of the happy group at Mylestom.

Sorry, no photos at Anchors Wharf, having too much fun (*luckily Marie got the camera out! – Ed.*).

*Leigh Stephens*







These photos of members enjoying morning tea at Mylestom remind us how lucky we are to live in such a beautiful place!



Heinz and Dorothy enjoying lunch at Anchors Wharf (and a cold beer....hope it was German beer Heinz!)





Members tucking in....Hal is either particularly enjoying his lunch, or has sat on something unexpected!



Bob and Ronis (left)

Graham and Marie(below)





## Botanic Gardens Run – Saturday 1<sup>st</sup> March 2025

A clear and warm afternoon greeted the small group meeting up at the Aero Club. Hal and Marg in the Gemini, Marie and Graham crammed into the little NSU, Leigh and Carol who elected to come in airconditioned modern comfort and Alison and myself in the A Model. Hal wisely delegated trip leader duties to Marg, noting that “...with me in charge, we could end up anywhere!”. Very true.

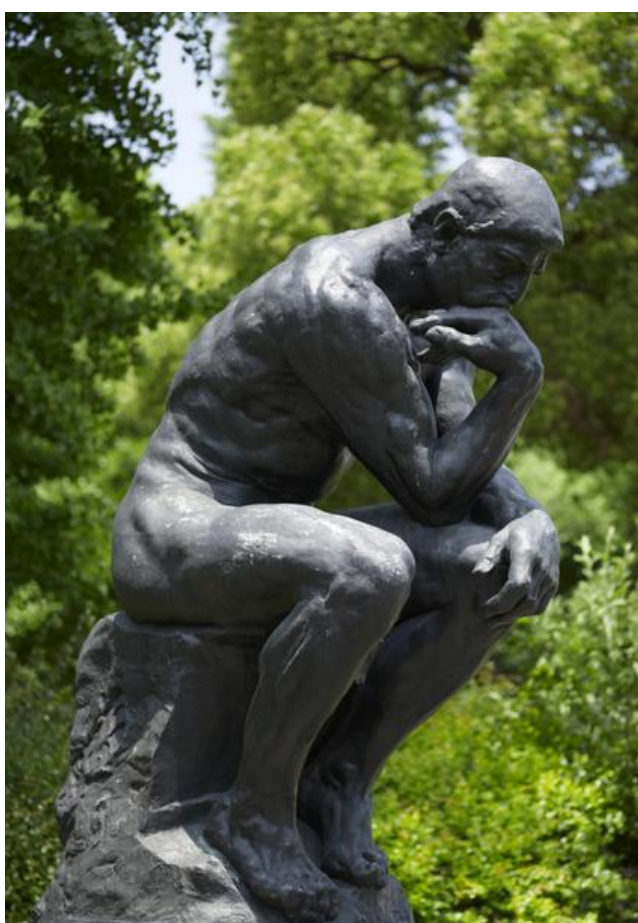
A short drive to the Botanic gardens where we were able to park in nice, shady spots. Hal instructed us to bring our own chairs as we were going to go further into the gardens than normal, where there aren't any picnic tables. We found a spot in the shade and set up with a cooling breeze. Just getting settled in then out of the shrubbery stepped Des and Alfie, looking a bit like Stanley and Doctor Livingstone!

They hadn't received the memo about bringing a chair, so we looked around and snaffled a few items from a nearby construction site – a Besser block for Alfie and a (very heavy) 20 litre bucket of sand with lid for Andrew (Des invoked his Life member rights and commandeered a camp chair).

And so, we whiled away a pleasant couple of hours: The Davey's describing their recent trip to Tassie, Leigh and Carol giving tips for Bush Turkey Control, Hal and Marg recalling their association with the gardens, Alfie telling us about his studies and Des remembering he had left his thermos and biscuits back at the entrance (soon retrieved). Resting his posterior on a concrete block obviously put Alfie in a reflective mood. His resemblance to the famous “Thinker” sculpture was quite startling...as can be seen in the photos below!

Then it was time to pack up. Being a good, law-abiding club, we returned the items we had borrowed for the building site and then said our goodbyes. Marg, Hal, Alison and Andrew enjoyed another hour or so strolling around the gardens. They really are a gem in the heart of our city and always make a good destination for our club.

*Andrew Winter.*







**Club cars resting in the shade  
while their owners enjoy the  
gardens...**







**Des and Alfie give the borrowed seating arrangements the 'thumbs up'!**

**A relaxing way to spend a warm Saturday afternoon....**



### **CLUB REGALIA**

<i>Item</i>	<i>Price</i>
<i>CHVVCC Car Badge (2 holes)</i>	<i>\$15 ea.</i>
<i>Car Badge blue</i>	<i>\$ 5 ea.</i>
<i>CHVVCC Club Ribbon</i>	<i>\$10 ea</i>
<i>Name Badge</i>	<i>\$ 1 ea</i>
<i>CHVVCC Stickers</i>	<i>\$ 0.50 ea</i>



## ROADSIDE REPAIRS

My grandfather, Jack Winter, wrote a number of stories in his later years relating to motoring in the early days as he experienced it. Because of his keen interest in machinery and motor cars from an early age, he was able to recall details and incidents very clearly. This story is set on a section of the Mona Vale Road in Sydney on a notoriously steep section where the road traverses the hill known at various times as "Tumble-down Dick" but more correctly as "Sugarloaf".

*I have known this road for 60 years and this particular hill today bears no resemblance to what it was 60 years ago except, of course, the actual height and gradient which for vehicles of many years ago was quite formidable. Many vehicles boiled on the way up and many a hairy ride was had on the way down, as was the case in our 1914 Model T Ford on one occasion. The road at that time was unsealed and narrow and the course followed the contours of the hill and actually had an "S" bend at the bottom.*

*One Sunday afternoon, in the early 1920's, we were proceeding home after a pleasant day at one of the beaches; while descending the hill, the car gathered speed rapidly and it was obvious to me, the oldest of six children, that something was wrong. I could see the anxious expression on my mother's face and my father was wrestling with the steering wheel and hand brake to no avail. The Ford just gathered speed and took up all the road on the curves. I think my father could have wrestled with the car all the way down the hill if there had not been an "S" bend. To negotiate that would have been impossible so he masterfully turned her into the side of the hill and allowed rocks and bushes to stop the car. It was remarkable that no damage was done in the process. This left us without transport home but there was no difficulty in obtaining lifts from passing motorists who delivered all eight of us to Gordon railway station and we continued home by train. The car was left on the side of the road with all equipment including tools with the kerosene side and tail lamps burning to warn others of its presence and perhaps prevent another accident.*

*The car of course had to be recovered, but not by tow truck as would be the case today. This was accomplished by engaging a mechanic to go to the site, ascertain the trouble and repair the car so that it could be driven home. A certain Mr. Bateman was an excellent mechanic known to my father and was engaged for the job. He had to travel from wherever he lived in Gordon by train and engage a taxi to take him to the car in the morning and book the taxi for the return journey in the afternoon. Of course, he also had to carry the tools which he anticipated he would need for the job.*

*The first day was spent dismantling the rear end and ascertaining the trouble. This was found to be a disintegrated differential and, of course, badly worn brakes which could not have possibly stopped the car in the circumstances. The second day was spent obtaining replacement parts and proceeding to the car to start re-assembly, again by train and taxi. I don't recall how many days were required to complete the work, but probably three. However, early on the day after the completion of repairs, my father with Mr. Bateman went to drive the car home and I was invited to go along. Imagine my delight at being offered the front seat in the Studebaker taxi. I had never ridden in a Studebaker before and seldom in the front seat of any car.*

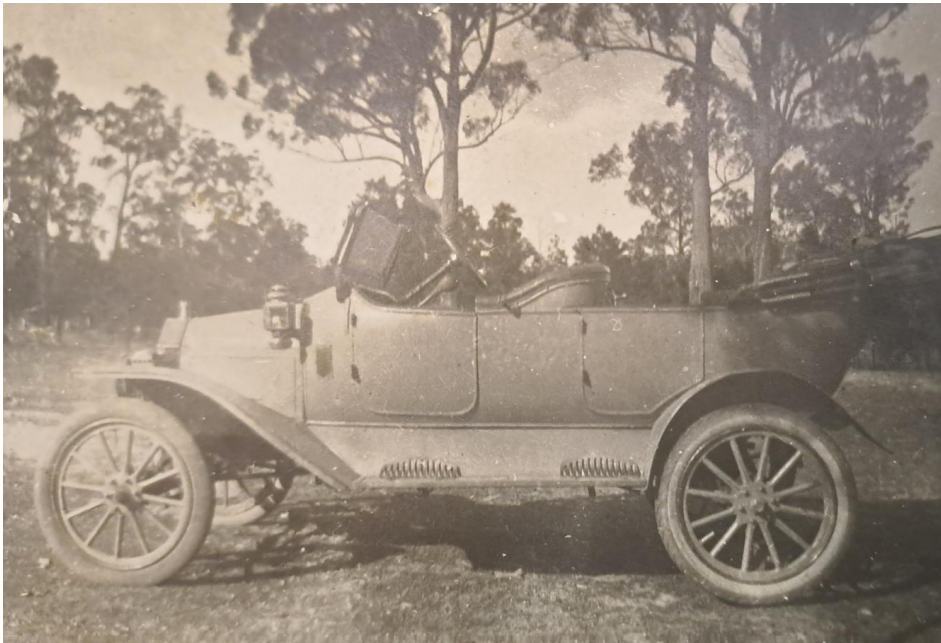
*The Ford performed very well and we drove home in about an hour, much to the delight of all the family. It later occurred to me, why didn't Mr. Bateman drive the car home after he finished? Perhaps he didn't have a licence.*

*The main point of the story is not the road conditions in those days or the frailty of some of the old cars but rather the faith one could have in fellow road users and their concern for another's plight in adversity. The willing help offered at the time of the accident, the offers of help or just a friendly chat Mr Bateman encountered on the days he worked alone on the car and the fact that the car with tools and equipment were not interfered with in the slightest all the time it was left unattended at night are things one could not depend on today!*

Submitted by Andrew Winter.

***On the next page are some photos of the car which is the subject of the above article I have digitised.***





1914 Model T Ford owned by my great-grandfather, Edward Winter of Dundas, Sydney. Likely an Australian built body on Canadian manufactured running gear.



The Ford on an outing. My great grandfather on right, grandfather, John (Jack) Winter on left and two great-aunts in middle



Another side shot of the Ford showing the acetylene generator on the running board that provided flammable gas to the head lights.

It looks to me like the front tyre has just been changed as it looks different to the others and the tyre on the spare wheel



### For Sale

1976 Triumph Dolomite Sprint. In very good condition

\$18,000 or near offer. For further information and photos please call John 0411 624 566



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### **1997 Pontiac FireBird TranAM**

5.7 litre V8 fuel injected engine. A true American Muscle Car “built to impress.” Drives with true conviction. Surprisingly good on fuel. Targa roof convertible!

Automatic, RH Drive conversion with compliance no., A/cond, tape deck/radio.

Same owner for 26 years. Only used over the past 15 years as a show vehicle and occasional Sunday drives. Previously used as our main vehicle. Mechanically maintained by mechanical husband of owner. Full rego to 19/4/25

Asking price \$38,000 for a vehicle that will give you so much more in return.

Phone owner: Loretta Rigby 0427 580226



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NO MEETING THIS MONTH DUE TO CYCLONE ALFIE -  
SO...NO MEETING MINUTES!!

❧

**MEMBER'S CORNER:**

Gerry and Mary De Gabriele have been on the road again and they always seem to spot something interesting. This time is what this beautiful and very original Oakland ute still doing duty promoting an antique & collectables shop in Candelo on the south coast of NSW (inland from Merimbula).



Oaklands were made in Pontiac, Michigan, founded by Edward Murphy. Production commenced in 1907, and they were an early acquisition of General Motors who took the company over in 1909. Oaklands were in the lower priced end of the range offered by GM in the 1920's, being one step above Chev. However, the gap in quality and price between Chev and Oakland was quite large so an intermediate product, the Pontiac, was introduced to fill this gap. Pontiac sales quickly outstripped Oaklands, and the Oakland marque was discontinued in 1931.



## COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB

All runs depart from Coffs Airport, Aviation Drive, Coffs Harbour  
(100m south of Dakota Drive intersection – Note please use  
northern entrance off Hogbin Drive),

- 1st Saturday outings depart **1.30pm**. Please take afternoon tea.
- 3rd Sunday outings depart **9.30am**. Please take morning tea and lunch.
- 3rd Thursday coffee runs depart **9.30am**.

- Please check individual run details for any variations. If you are not meeting at the designated start or running late, please notify the run organiser, just in case there is a change to the run plan, or the club needs to provide café attendance numbers.
- Please drive with consideration to other road users (so we do not create queues behind us).
- Leave a reasonable distance between vehicles.
- When coming to a turn, ensure the car behind you is aware of the turnoff.
- **H registered vehicles must have the "Permit to Operate" in the vehicle at all and a copy of this Approved Events page on all runs.**

### UPCOMING APPROVED CLUB EVENTS (no Log Book entry Required):

MAR 25		
Sunday 16 <sup>th</sup>	Lunch Coffs Harbour Garden Centre Oak Tree Café	Jim 0481 131 551
Thursday 20 <sup>th</sup>	Coffee - Coffs Harbour Foreshore	Graeme W 0408 245 113
Sunday 23 <sup>rd</sup>	Dorrigo Run with Armidale Club – M/tea and Rod & Ruth Holmes and look at cars, picnic lunch at The Glade	John B 0411 624 566
Monday 24 <sup>th</sup>	Boambee East Community Centre. Car display and morning tea. Talk by Geoff Maunder about our club to Chin Waggers group and then inspection of cars. Meet at Centre at 10:15am	Geoff 0435 622 394
APR 25		
Thursday 3 <sup>rd</sup>	Club Meeting	
Saturday 5 <sup>th</sup>	Afternoon tea at Urunga Foreshore	Leigh 0413 481 361
Sunday 13 <sup>th</sup>	Coffs Coast Sport and Leisure Motor Festival Display of cars. Entry between 7 and 9 am. Details closer to event	Gerry
Thursday 17 <sup>th</sup>	Coffee Run to Idle Inn, Nana Glen	Hal 0448 883 244
Sunday 20 <sup>th</sup>	<i>No Sunday run as its Easter Sunday</i>	
MAY 25		
Thursday 1 <sup>st</sup>	Club Meeting	
Saturday 8 <sup>th</sup>	Afternoon Tea Drive through Coramba to Sealy Lookout	Hal 0448 883 244
Thursday 8 <sup>th</sup>	Mylestom Gymkhana and then lunch at North Beach Bowling Club with Queensland Chev Club on Halfway Rally	Gerry 0402 469 160
Thursday 15 <sup>th</sup>	Coffee Run to Butter Factory, Bellingen	Leigh 0413 481 361
Sat 17 <sup>th</sup> / Sun 18 <sup>th</sup>	<i>Coffs Harbour Show</i> - Details Closer to the event	Gerry 0402 469 160
Sunday 25 <sup>th</sup>	<i>Bellingen Show</i> - Details Closer to the event	Gerry 0402 469 160