

Coffs Splutter

October 2025

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

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Rob Sutton's VW Beetle sparkles in the Spring sunshine on last months Bowraville Run. Photo by Alfie Hambling

COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB

2025-2026

Life Members — Geoff Maunder, John Lansley, Des Drury, Bob Dixon & Keith Winkler (dec.)

The President's Corner



Spring has sprung and the days are coming longer, so everyone doesn't have an excuse not to come out to our club car runs. The events committee goes to a lot of research and effort to organise our club runs so please consider dusting off your car and joining us as we come together to enjoy this beautiful place we call home.

Would you like to have your car on the front page of the Splutter? Andrew our newsletter editor would love to hear from you. It's not a difficult task just a few paragraphs and photo/s of your car. Andrew chvcc@gmail.com

Do you know anyone or would you like to be a guest speaker at one of our meetings. I know a lot of members have special interests in all sorts of things so why not give it a go and tell us about your passion.



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 1st 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.

Herbert Von Karajan: The Conductor and His Cars

I. Life

Classical Conductor Herbert Von Karajan was born in the Duchy of Salzburg (Now the City of Salzburg), in the Austro-Hungarian Empire (Now Austria), on April 5th 1908.

His Musical training began at the Mozarteum Conservatory in Salzburg, where he studied Piano, Musical Theory, and Composition with three different teachers while he was attending.

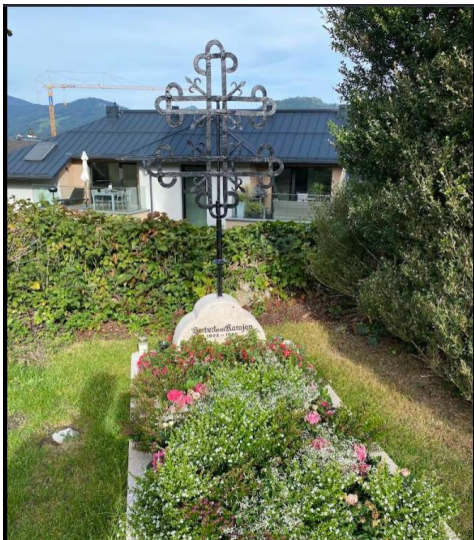
At the encouragement of his composition teacher, Karajan pursued a career in music, graduating in 1926 and making his debut as conductor in 1929. Ten years later, Karajan became conductor of the Berlin State Opera in 1939, in 1948, he was appointed in this position for life.



Statue of HVK outside house & place of Birth.
Photo: Klaus Wanderer, Google, June 2022

In 1955, Karajan, along with the Berlin Philharmonic Orchestra, came to America to perform one of several performances internationally. He would continue to do many others throughout his life.

He would go on to compile many recordings, Including of the complete Beethoven Symphonies, Bizet's Carmen, Verdi's Aida, Tchaikovsky's Nutcracker & Swan Lake and other notable recordings.



Karajan's Grave in Anif, Austria. Photo: Kevin Aguir, Google, October 2023

He also collaborated with other musicians including Evgeny Kissin, Anne-Sophie Mutter, with others.

Later in 1967, Karajan also founded the Salzburg Easter Festival. A year later and he also founded the Herbert Von Karajan foundation.

Around 1981, Karajan and the Sony group President and Vice President helped to unveil the Compact Disc Digital Audio System (CD for short) for musical recordings.

Unfortunately, at the age of 81 on July 16th 1989 Karajan died of a heart attack at Anif, Austria, just after conducting Anton Bruckner's Symphony no.7 with the Vienna Philharmonic Orchestra

II. The Cars

While Karajan was certainly a conductor with a great interest in music, he also had an avid hobby tinkering and racing Porsche cars, along with owning other treasures, like yachts. Karajan owned a great many Porsche's over the course of his life, these include the several 911s, two 959s, a 550 and 718 A Spyder.

One of the most famous of these Porsche's Karajan owned was a Turbo 911 RS Manual Transmission. It had the chassis of a RSR, and the body of a Carrera RS, along with a racing suspension, and rollover cage. This car is also quite unique with the inscription on the back to clearly tell who the owner was. This particular car has a very interesting back story, which I shall put into my own words.



A snapshot of the inscription on the end. Photo: Porsche Newsroom.

Karajan contacted Porsche in the year 1974, and had a very specific order placed for them. Karajan wanted this ideal car to be lighter and more sporty than standard factory production vehicles. He wanted the car to weigh less than 1,000 pounds, and the standard to weight ration should be under four kilos per hp.

The Interior also had to receive a great change out, with the back seats replaced by the rollover steel cage mentioned earlier, and the door handles with straps for less weight, along with the radio had to be removed to accompany the space required for a flat six style engine. This engine could easily manage 100 more horsepower with the help of a larger turbocharger and sharper camshaft. Karajan eventually received this car in 1975, and sold it in 1980, with only three thousand miles on the clock. The car went through many different owners until being put into a private collection. It has not been driven since-yet.



Cover for the Album Karajan Famous Overtures, with Karajan sitting in his Porsche.
Photo: Deutsche Grammophon

The next highlight of mine out of these cars is Karajan's Porsche 550-0131 A Spyder, which he first acquired in the 1950s, an earlier time of his life.



Frankenburg, one of the drivers of the 1957 Race, is pictured with Karajan and an unknown person.
Photo: Love For Porsche

My many thanks goes out to all the people who write these articles to make information about these cars known to the world, and my article, which is based off these referenced articles, would not be possible if the articles were not in existence.

That's all Folks.

Article by Alfie A. Hambling

Like the story above of how Karajan got his Porsche Turbo 911, Karajan indeed did make a phone call to the Porsche company, stating he wanted to buy a 550 Spyder. At first Porsche was very concerned about the power of the car, and if that would be too much for the Austrian Conductor to handle, but they decided to hand over the Porsche that was raced in the 1957 24 hour Le Man's race, with Richard Von Frankenburg handing over the keys to Karajan.

Karajan would continue to own this car until he fell out of favour with it, switching to own a Porsche 718 RSK Spyder.



Karajan Going to take the Porsche 550 for a spin.
Photo: Auto Media

References:

Karajan Wikipedia Page: https://en.wikipedia.org/wiki/Herbert_von_Karajan

Porsche Newsroom - Herbert Von Karajan:

<https://newsroom.porsche.com/en/christophorus/issue-382/porsche-911-turbo-rs-maestro-herbert-von-karajan-salzburg-13945.html>

Love for Porsche - Herbert Von Karajan: <https://www.loveforporsche.com/herbert-von-karajan/>

Super Car Nostalgia - Bio: Herbert Von Karajan:

<https://supercarnostalgia.com/blog/herbert-von-karajan>

Rusty Iron Rally - Sunday 7th September 2025

A beautiful Coffs Coast Spring day was finally with us for this run. Graeme Wright, after expending much energy in organising this event, arrived at the airport stated he had a sore throat and would be going home. Thanks for the work Graeme and get better soon!

We went down the highway at 80km/hr to allow for Hans' slow truck. We were ushered into an allocated area where there was a substantial mud bath down the middle. All vehicles including a Corvette made it in without mishap. However, I include a view of a Corvette tyre that shows it doubles as an off road vehicle! Our two car club flags were quickly displayed, and we were set for the day.

I was told that this was the smallest crowd for Rusty Iron ever. Having never been I had nothing to compare this with. However I was entertained by the many stationary engines putt-putting away. There was a good array of tractors including a display of Lanz tractors. Other vehicles that caught my eye were

- 1942 White M3A1 Scout Car
- Willy's Jeep built as a replica of the Jeeps used by the SAS in North Africa (As in the SBS series Rogue Heros)
- Mini Moke in Dark Green
- Standard Vanguard Station wagon
- A couple of nice Austin trucks that I remember were common through my childhood.

There was a display of sewing machines of different ages and types. Also, a radio collection and a kerosene lamp display.

We had a nice position in light shade under a gum. After lunch most of us participated in the Grand Parade and then went off home to enjoy the rest of Father's Day. *Report & photos by Gerry DeGabriele*

Attendance : Graeme Wright (early withdrawal due to illness)-MGB, Heinz and Dorothy - Borgward Isabella Coupe, Geoff - Triumph TR4, Glen Campbell - BMW 3 Convertible, Gavin and Pauline - Chevrolet Corvette, Eric and June Andrews - Vauxhall Viva, Kevin and Moira Franklin - Mercedes 250, Gerry De Gabriele - Toyota Crown, Daryl Andrews and Sons - Vauxhall 1937 DX, Hans and Bo Henrichson - International Truck, Rod & Keith Holmes – Morris Mini, Merv Kennedy – WW2 Jeep



Display of club cars



More club cars... and the club banner!



Austin Truck



Merv Kennedy's WW2 SAS Jeep



Standard Vanguard Station Wagon



Mini Moke



Lanz Bulldog Tractor



Another beaut Austin Truck



WW2 White Scout Car

Sunday Run to Bowraville - 21st September 2025

Most members met at the starting point before 9:30. We then proceeded, driving along the old highway until the turnoff at Lyons Rd. As we followed the expressway, hard luck came to run organisers Glenn and Jenny with their BMW, as it sounds the alternator had become broken.

Nevertheless, we pushed on. Fellow Life member Geoff took the lead. Following him, we turned onto the Nambucca exit, following the road to Nambucca, and then turning right to follow the road to Bowraville. It was then that fellow member Heinz was spotted driving north. He then turned around and followed us behind.

After a scenic drive along the tourist road, we crossed Lanes Bridge, and found some parking along the main street, meeting up together before heading inside the Frank Partridge Museum, paying our gold coin donation, with fellow members Alan and Chris, along with Rob Sutton, greeting us as we came in.

Inside, there was so much war memorabilia, most from World War II, some from Vietnam, and Inclusions from World War I. I was most taken up with the Axis and Allies model planes and warships found in the glass cabinets, war transport through the peering glass down the garage area, and the many maps of coastal Australia, warship photos and engineering cross-sections.

One of the most interesting designs I found was a 'Dolphin Submarine', which was also called the Holland 1 after a man named John Holland, and was built in 1901, becoming the royal navy's first submersible watercraft aka Submarine.

Another interesting preserved artefact was a photo and description beneath of Cockatoo Island in 1944, when it was a commercial shipyard at the time. Other notable pieces in the museum included different sorts of knives, dapper military suits in the mock wartime conference room, and many medals across the walls.

As we all continued to explore, we were informed by the fellow that we were allowed to have an explore of the vehicles in the garage, so we went down and inspected the military vehicles in closer proximity. It was interesting to find a torpedo showing the inside and how it worked.

While there, member Max Eggins described how he used to drive around the truck (see far right of photo) at the back for the logging industry, and he was a reserve military personnel when the Vietnam war raged, but he was never sent over.

After being allowed to explore the garage, we went back upstairs, and out onto the main street, chatting amongst ourselves. Since it was 11:20, I decided to go over to the Folk Museum up the road, and have an explore of what was inside.

Much like the Frank Partridge Museum, the Folk Museum was packed with much preserved items of significance.

For example, there were numerous pianos around, even an organ and Gramophone, along with old TVs from the 80s members might remember.

Heading to outside, I found an old London style phone box (No, not the TARDIS), a German naval mine found on a beach 1942, and 1928 Dodge Tourer.

Some other interesting paraphernalia was many different types of logging saws, a Horse Drawn Sulky owned by a man named Sam Raymond Senior, a grocery cart, and an 1890 Fuel Stove.

After collecting some postcards, I went over to the Bowra Hotel where the other members were positioned and managed to find a seat. Enlightening discussions between many members occurred, particularly of the Vice President's near-death experience with Hordes of Bee's (Apologies for my wrong interpretation at the time as "Horse's and Bee's").

It was interesting to hear how many members and their wives met together and have had lasting relationships. Leonie particularly spoke of how on trips to North Grafton, the old Chevrolet Geoff owned was constantly breaking down on the Old Grafton bridge.

As we ate lunch, members also seemed to enjoy their meals, with Alan making sure I was eating my vegetables (I did until I was full). Fellow member Rob Sutton and his wife left to explore the Folk Museum themselves after finishing their meals.

After a long, nice and sunny spring day out in Bowraville, I hitchhiked a ride in the Holden FJ Ute to get home.

Thank you to Glenn and Jenny for organising the run. It is certainly worth a return visit to both Museums.

Event Report by Backup Reporter Alfie A. Hambling.

Attending members and Cars: Judy - Modern (At Airport), Glenn & Jenny - BMW, Glenn M - Holden FJ, Geoff & Leonie - Wolseley, Heinz & Dorothy - Borgward Isabella, Alan & Chris - Triumph Dolomite Sprint, Rob Sutton - Volkswagen Beetle, Hans & Bo - Ford F1 International, Myself - Hitchhiker in a Holden FJ.



Member's Cars Parked in the Street



Left: Old Wooden Wheelchair...Heinz saying, 'I could use that' Right: Photo of the HMS Dolphin



Left: Assortment of Military Knives. Right: Members exploring the Museum



Left: Military Hats inside a display. Right: Model Wooden Sailing Ships



Military Transport and equipment inside the Garage



Left: Model of a Paddle Steamer Water Train aka Drougher. Right: Model Railway display with church, train station, and other buildings



Left: Interesting Penny Farthing Bicycle. Right: London Style Telephone Box German Naval Mine



1928 Dodge Tourer Owned by a local family



Members Enjoying Their Meals at the Bowra Hotel

Coffee Morning – Thursday, 18th September

A beautiful Spring Day and a big rollup of members displayed their cars at Mater Christie/Marion Grove on Thursday 18th September! Residents in wheel chairs were brought out to the display but seemed to enjoy sitting in the sunshine more than the cars. One affable man spoke to us in an engaging fashion in Italian. The accompanying staff were much more animated by the cars! The executive Officer Matt was very interested in Graham's Subaru Sherpa. The picture shows the crowd we attracted! After 40 minutes we walked over to Donovan's Café and once again had a great coffee and many members succumbed to the beautiful treats available. Apart from the fact that I led the members on an uphill then downhill walk to get to the café when there was a nice flat route there, we all had a good day, and we will need to seek out other facilities to display our cars.

Attendance: Graham and Marie Davies - Subaru Sherpa, Graeme Wright – MGB, Barry Milne – Wolseley, Geoff and Leonie Maunder – Wolseley, Glen Campbell – Willys, Des Drury - Rover V8, John and Lorraine Lansley - Torana, John Williams - Fiat 850 Sport, Phil Bicknell - Austin Healey, Gerry De Gabriele - Toyota Crown, Ian and Carol Blow - Plymouth Utility, Kevin and Moira Franklin – Mercedes, Hans and Bo Henrichson - International AS110, Judy Riddel - Modern



Group photo time



John's Fiat – Italian style...



Phil's Healy being admired



Enjoying the sunshine



Meeting of the Coffs Harbour Veteran, Vintage and Classic Car Club

Thursday 2nd October 2025

Meeting opened: 7.00 pm.

Attendance: 27 as per Attendance Book

Apologies: Nil

Visitors: Nil

Minutes of last meeting: The minutes, as printed in the magazine were accepted as representing a true and accurate record of the September 2025 meeting.

Moved: Des Drury **Seconded:** Barry Milne **Carried**

Guest Speaker: Bronwyn Campbell from Transport for NSW gave an excellent presentation updating members on the Highway Bypass project. This included some up to the minute footage of bypass works and it was revealed that more than 300 million m3 of soil, rock etc. is being moved as part of the project. Bronwyn was thanked warmly by acclamation for coming and speaking to our club.

Business arising from August 2025 Minutes/AGM: Defibrillator – see General Business

Correspondence In:

- 5 Magazines from other clubs
- “Bubsie” Invitation –1923 Citroen round Australia re-enactment – 21st September
- Drive Lite – NSW Transport
- Iluka Mermaid Festival Show and Shine – 5th October
- Country Motor Magazine
- Classic Riders Club Goulburn re Annual Ride Rally 24-26 October 2025
- Invoice from East Boambee Community Hall for September Hall Hire - \$55

Correspondence Out:

- Reminder to members: Re event arrangement
- Email enquiries response

Business arising from correspondence-

Motion: It was moved that the A/secretary report be accepted

Moved: Andrew Winter **Seconded:** Will Lagettie **Carried**

Treasurers Report: -

Treasurers report was read to meeting by treasurer Pauline Woodward.

Motion: It was moved that the treasurer’s report be accepted, and all accounts/expenses be paid.

Moved: Pauline Woodward **Seconded:** Geoff Maunder **Carried**

Events Reports

Past Events

SEPT

- Sunday 7th Rusty Iron Rally- Gerry outlined an enjoyable outing with 10 club cars present
- Sunday 17th Run to Urunga – Lunch at Ex Services Club.
- Thursday 18th Coffee Run Marion Grove car display/Coffee Donovan's. Gerry reported 13 cars present. Staff interested in the cars with residents enjoying the sunshine!
- Sunday 21st- Bowraville Rub – Alfie provided an entertaining rundown on proceedings. Key takes are that Life members lead the way, and he wants to know why the German Mine was at the Folk Museum and not the Military Museum???

Upcoming Events

OCTOBER

- Saturday 4th Col Souths model Railway/Jim
- Thursday 16th Coffee Run Sandy Beach House/Hal
- Sunday 19th-Lunch Diggers Club Woolgoolga/Jim
- Great Eastland Hub Rally 17th -20th October.

General Business:

1. Rego Day – The President confirmed that Rego Day will be held at Mylestom (North Beach) at Alma Doepel Reserve. Until some years ago, this was the club's traditional rego day venue. After some discussion from the floor it was agreed that rego checks will start at 8:30 am. BYO Morning tea. Club Marquee and Trolley Jack to be brought along.
2. Defibrillator - President Graham explained that he had lodged an application for purchase of a defib unit through a Government Grant Scheme. He will advise on whether the application is successful in due course. John Bojarski advised that he has been in touch with St. Johns Ambulance and enquired about them running a customised First Aid session focusing on CPR and Stroke Recognition & management. A two-hour course requires around 35-40 participants and costs \$795. Club members were asked to think about whether we should go ahead with this. Gerry offered the opinion that this would be a valuable thing for the club to do. He also advised that he has been in touch with a Doctor member of the Coffs CEX Car Club who was responsible for purchasing a Defib unit for that club. Gerry will arrange for him to attend our November meeting hopefully to explain how the Defib unit is managed in the CEX club.
3. Geoff Maunder demonstrated a snazzy torch with magnetic hold fast and a range of settings (including one you can use to dazzle meeting audiences with). Cost is around \$22. See Geoff if interested in purchasing one as he is doing a bulk order.
4. Alfie is planning on doing an article on the late Grant Rigby's Pontiac Trans Am. He would be interested in any info and photos that members may have about this vehicle. Alfie can be contacted via email at Binary.08@outlook.com
5. Pauline enquired about whether there were plans to obtain more club regalia with the updated Club name. This issue will be carried over to a subsequent meeting. It was noted that there needs to be a check to see how much regalia is left at our old meeting venue in the locked cupboard.

Vehicle Movements: Nil

Raffle Winners: 1. Bo Henrichsen 2. Graeme King 3. Gerry DeGabriel 4. Alfie Hambling

Next Meeting: 6th November 2025

Guest Speaker: TBA

Supper for November: Brett & Sharon, Bo Henrichsen

Supper for December: To be confirmed

Meeting Closed at: 8:18 pm

Secretary (Acting): Andrew Winter


Chairperson: Graham Davey




Our guest speaker, Bronwyn, presenting to attentive members!

This month we see another vehicle snapped by Gerry on his visit to the Motorlife Museum in Illawarra. This is an Australian built Summit from 1925.





SUMMIT



One of many attempts to build a truly Australian car, this Summit is one of the later examples with the factory producing between 1923 and 1925.

<p>FAST FACTS</p> <p>COUNTRY Australia</p> <p>MAKE Summit</p> <p>YEAR 1925</p> <p>SPECIFICATIONS 4 cylinder, 5 main bearings, Acme Spring Suspension System</p>	<p>The Summit was produced by Kelly's Motors and the Sydney agents were Glassford & Walcott with selling agents also in South Australia and Victoria.</p> <p>As was usual, the chassis and body were Australian with imported mechanical components. The engine is by the American firm of Lycoming.</p> <p>Even at this time the car was fitted with a cigar lighter and both front and rear screen wipers. It could also be purchased with a radio.</p> <p>The Acme Spring patent suspension, an Australian designed system, invented by Christian Fredriksen, with which this car is fitted, is most innovative, spreading any strain through the whole chassis and not just the axles</p>
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and reportedly gives a very smooth ride.

There was an earnest attempt to sell this suspension design in the US and whilst there were grounds for optimism, the project did not go ahead.

The Summit was a five seater touring car that retailed for under £500 and was fitted with plenty of luxuries for the price.

The car was in production for about three years with an estimated 300-500 cars produced. It is thought that only five complete vehicles still exist.

This car is kindly on loan to The Australian Motorlife Museum.

Geoff and Leonie's Trip to FNQ to visit Family and Area Attractions - August 2025

We have one son living in Redlynch (Top end of Cairns) and the other in Wonga Beach (Just south of the Daintree River) and had thought about driving up again but finally decided on flying and saving a weeks' time travelling.

We had the first week with son Graham who had arranged my birthday treat as a steam train ride at Herberton. He knew we were having a couple of days at Atherton and visiting the Herberton Historic Village Museum, but I said yes, the train ride will be great. The Atherton Herberton Railway Museum steam train <https://www.athrail.com/> only runs about 3 Km from the station to the Historic Village but they are working on extending the old line 22 Km to Atherton station. A tour of the workshop is included. Whilst there for the train ride we also visited the Mining Museum situated up the hill opposite the Railway Station. <https://herbertonminingmuseum.com/museum/your-visit> . It is well worth a look and allow at least a couple of hours. Free entry but check opening times.

To get the most of the Herberton Historic Village <https://www.historicvillageherberton.com.au/> plan a one to three day visit – Three day consecutive ticket for the price of one day. Difficult to see all and take it in with just one day and view the Mining Museum while in Herberton. Stay in Atherton, the Atherton Motel is recommended and the Baron Valley Hotel has THE BEST steaks. They have their own Black Angus stud.

Visit Historic Village Herberton



Herberton was a tin mining town. The Museum is set on 16 acres with shops, pub, bank, chemist, grocer, printer, garage, etc, etc. There are more than 50 restored period buildings making this outdoor museum the most significant in Queensland. Plan to spend the day and take your time taking in thousands of genuine antiques, Australian collectibles, vintage tools and machinery as well as vehicles, and lots more. Working exhibits are brought to life during school holidays and on some weekends. The Historic Village Herberton is a 90-minute drive from Cairns and there is plenty of free parking on-site, including space for RVs and caravans. Herberton is 18km (16 min) from Atherton.

Map of the Village



It is difficult to know where to start to adequately describe the village. I would suggest the Bakerville Pub (Tearooms) – left corner, for a nice morning tea. Highly recommended but I suggest you give the Farmhouse (Billy Tea and Damper) top middle a miss – one and only disappointment.



The Linotype Machine
Innisfail Advocate C.1930





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):

OCT 25		
Saturday 4 th	Sat afternoon run to Col South's Model Railway Exhibit then Mullaway Headland	Jim Fisher
Thursday 16 th	Coffee Run to Sandy Beach House	Hal Murray
Friday 17 th to Monday 20 th	Great Eastland Hub Rally at Armidale – see Secretary for entry forms or contact Armidale Club contact: judi.pearce@gmail.com 0403 432 550	
Sunday 19 th	Diggers Club Woolgoolga with morning tea at Woolgoolga Lake	Gerry 0402 469 160
NOV 25		
Saturday 1 st	Afternoon Run – Visit Winters Shed. Address is 8 Poperaperan Creek Road, Karangi	Gerry 0402 469 160
Thursday 6 th	Club Meeting	Graham Davey
Sunday 16 th	Rego Day – Mylestom commencing at 8:30 am	
Thursday 20 th	Coffee Run – Idle Inn at Nana Glen	Hal Murray
DEC 25		
Thursday 4 th	Club Meeting	Graham Davey
Saturday 6 th	Sat afternoon run to Moonee Foreshore	Glenn Campbell
Thursday 18 th	Coffee Run – Butter Factory at Bellingen	Leigh Stephens
Sunday 21 st	Christmas Lunch at Sawtell RSL	Gerry 0402 469 160



Upcoming Events at The National Holden Museum



Upcoming events

Holden Show & Shine

Sunday 19th October

Humpy Day

Saturday 22nd November

Holden Show & Shine

Sunday 4th January 2026

All American Day

Saturday 28th February 2026

HSV Day

Sunday 29th March 2026

Holden Ute Show & Shine

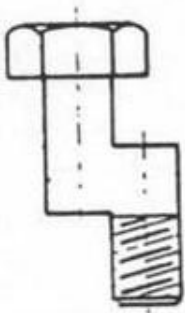
Sunday 19th April 2026



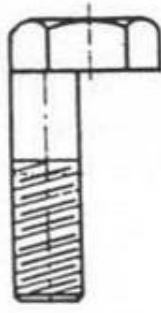
**THE
BUNKER
GALLERY**



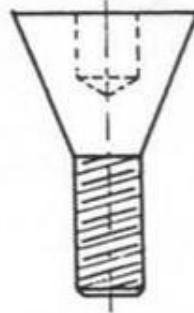
Every workshop needs some of these bolt types....



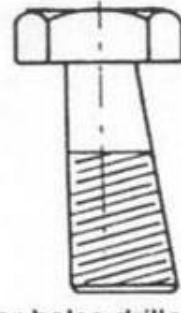
For mismatched bolt holes



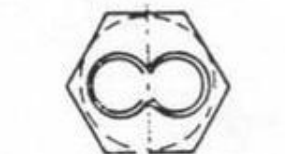
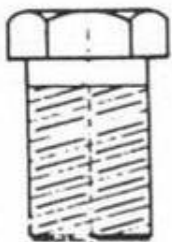
For holes too near the edge



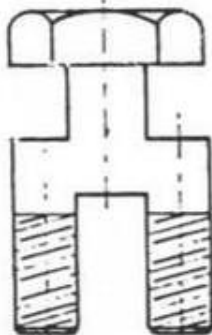
For holes counter sunk too deep



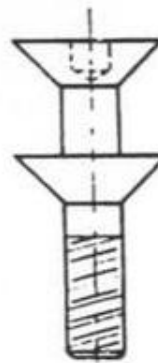
For holes drilled crooked and then straightened up (nut is hard starting)



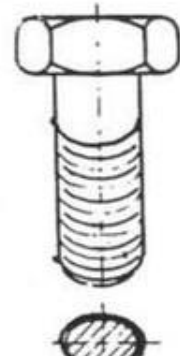
Binocular bolt for double drilled holes



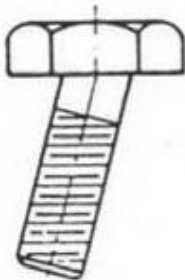
For redrilled holes that still don't match



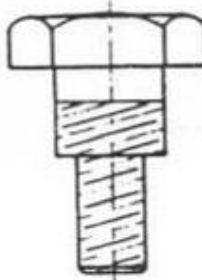
For double counter sunk holes



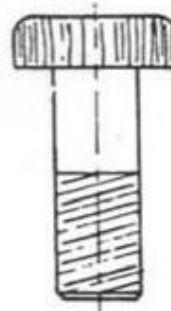
For out-of-round holes



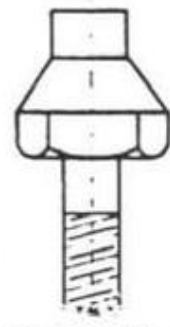
For holes not square



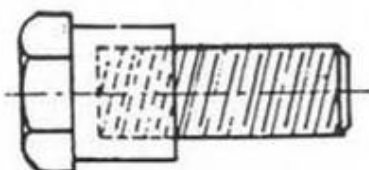
Assembler's special for oversize & stepped holes



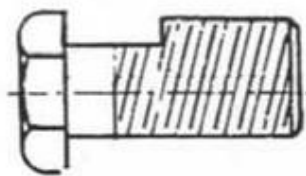
Serrated head for all vise grip torquing



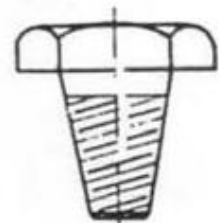
For holes with countersink on the wrong side



Telescoping bolt where length is not known



For use where pilot hole does not clean up



For all tapered holes (special nut required)