

# Coffs Splutter

February 2026

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

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**Chris Campbell and Dad, Glenn, with Chris' 1931 Ford Highboy Roadster at this year's Summernats. Read about it inside!**

# 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



As we start a new year together, we're not just turning a calendar page to February instead we can open the door to new opportunities for our car club. This year brings the chance to welcome new members, plan fresh events, and strengthen the friendships that make this club more than just cars.

This year is a chance for all of us to try new ideas, share our knowledge on preserving the vehicles we love, and pass our passion onto the next generation of eager members. Let's make this a year of member participation, enthusiasm, and pride in Coffs Harbour Veteran Vintage and Classic Car Club and most importantly, a year we all enjoy together.



**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.*

## Members Travels: Alfie At South West Rocks

Our story starts a little under a week early, where dad's friends of over 50 to 60 years were going to be coming from their holiday stay in Forster-Tuncurry up to meet us at a halfway point, which was yet to be decided. We eventually settled on South West Rocks and a visit to a historic site after a short phone call, and so we booked in the date.

On Tuesday 13th we got up early and prepared, and despite one passenger who backed out last minute, Dad and I were off, travelling down the new highway. We continued along this way until we exited onto the Eungai Railway bridge turnoff, and we headed along Macleay Valley Way.

Along the way Dad spoke of how the road we were on used to be the old highway as we passed by much farmland, and even a very large house which actually used to be the Clybucca Service Station not too long back when the road was the highway. We then turned off the old road onto Smithton Road after just passing Seven Oaks.

Our journey continued along this road as we passed by the townships of Smithton and then Gladstone, crossing the bridge over the river, and noticing two fish trawlers docked in port. We then turned onto the South West Rocks road, following the road which became a main street as we looked for directions to get to the historic site mentioned. Not too long and we found a sign stating our destination would be 5kms and pointed right, so we continued where the sign pointed. Despite the fact we nearly ran into a Ram on a roundabout who appeared to be going straight rather than turning we made it to our historic site in one piece. This site is the Trial Bay Gaol.

As we hopped out of our car, we were given much hard luck with the blistering heat, and a phone call to say we arrived dropping out with no signal. We retreated to the shade of an outside watchtower as we waited for our friends. Thankfully it was not long before our friends arrived in their Electric Kia, and we headed up, where we exchanged our gifts for them we had brought along.

After that we headed towards the entrance, where we paid the \$11 entry fee and started exploring.

Our first attraction was the two storey museum, which held many interesting artefacts and billboards detailing the history of this place, including how it was a halfway point between Sydney to Brisbane, and a time when it was a World War I prison camp for those who had come from countries aligned with the central powers. Eventually the prison was decommissioned in the 1920s and it is now been a historic site since 1965.

After exploring much of the museum we headed outside and explored the site left of the entrance, passing by a group of grey Kangaroos taking shelter in the shade. Who knows how they got there?!

We then explored the solitary confinement cells, which were eye opening, and I almost had a heart attack when I looked in the warden spy hole to see a prisoner on the other side. Continuing on we passed by the remains of the prison hospital, where there were only two deaths recorded from disease. Inside the main buildings we explored the remains of a scullery which later turned into a butchers shop, and a kitchen which served up to 120 prisoners per day. In the hallways inside the building remains can be seen of when there used to be cast iron stairs leading to a balcony around the upper prison cells.

After walking in and around the main building we proceeded to the watchtower, where there were the most stunning views looking north of the hills and seaside, certainly not a bad spot to look out if you were on guard duty. We then concluded our tour and headed towards the entrance to exit via stopping at a souvenir coin dispenser for which you only need to pay \$2 in the museum we explored earlier on.

Since we were all unsure of where the best place was for a lunch, we followed dad's suggestion to head to the club near the football grounds. Unfortunately the venue there proved to be a very inappropriate place to eat out with the dark walls and rowdy gamblers placing bets on bowling along with an unappetising menu. This was the so called 'Social Alley' which we all think was the other way around for us.

Despite this unpleasant experience we all agreed to head into the main street to find a place to eat, and we found the Sea Breeze Beach Hotel, where we all settled down and ordered. All our meals came in good time, and you are getting a fantastic deal when you order \$28 Fish and Chips and get free ice cream and flavours of your choice as dessert.

After a very nice time perusing amongst one another, talking about each other's lives, what we were up to and so on our friends decided to head off back to their stay before it got any later. Before they did we took photos for safekeeping, and they were off.

As Dad and I stayed for longer we had a tour of the Maritime Museum up from the main street, of which was just as interesting as the Trial Bay Gaol earlier. Having a look around it was easy to tell just how much of the history has been preserved, like a very large original ship's steering wheel, which surprised me with how giant it was. Many models of ships, newspaper articles on shipping history, tools used in maritime, maps, knot types, even a ship known as the Macleay out back. The list goes on.

After exploring the museum we saw many interesting sculptures outside like a giant dog, rusted and stainless steel horse that were from the art gallery, which we did not explore as we were looking through the shops nearby. We then headed home after a long day, and I would definitely return to South West Rocks and stay for longer if given the chance.

*Article and Photos Submitted by Alfie A. Hambling*



**Left: Entrance To Trial Bay Gaol Centre**



**Right : Interior Entrance View**



**Right: Giant Copper Pot**



**Right: WWI Model Fokker aircraft made by inmate**



**Teapot, Truncheon handcuffs, Whistle – used when Gaol was in operation**



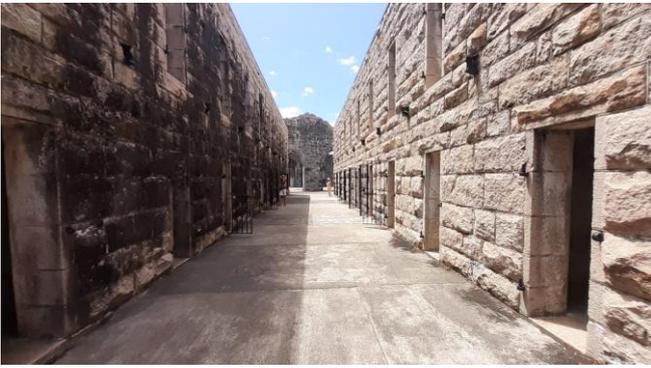
**Kangaroos inside the Gaol walls resting in the shade**



**Interior of Solitary Confinement Cell**



**Left: Exterior of Solitary Cells Centre**



Right: Line of cells



Right: Remains of old theatre



Remains of the Quarry and Breakwater display

### South West Rocks Maritime Museum



Model Steam Ferry



**Left: Display of ship tools and parts Right: Ships in bottles, Morse code machines, telephones with other items**



**Left: Me and Dog Sculpture Right top: "The Macleay" boat Right bottom: Old Boat motor**

## 2026 Summernats, Canberra

The last Summernats I attended was 25 years ago when my son Chris and I entered his newly restored 1957 Morris Minor Utility. Chris was on L plates but wanted to enter into all the events he could including the grass events so as passenger I dutifully folded myself into the front seat and spent 2 days seeing things I have never seen on display at a vintage car rally such as wet tee shirt competitions, swimming pools in the back of Utes and burnouts where copious amounts of rubber (money) went up in smoke.



This little car was equipped with a 1100 Austin Healey Sprite engine, twin SU's, a warm cam and front disc brakes. Certainly not a high performer even by the standards of the 1950s but this 3-year project ignited a passion for excellence in my son who completed dual apprenticeships with Toyota. Cars such as turboed Cressidas, a GTS Monaro (replica), a 59 Chev Impala and more recently, a 56 Buick Century convertible have all graced his garage.

Fast forward to 2019 and despite a lifelong interest in veteran, vintage and classic cars, Chris and I often discussed the history of 'hot rodding' and in particular how the movement took off in the late 1940s and 50s in the US where lots of young men returned from war service with new skills and spare cash into an economy moving from wartime industrial production to peacetime consumer output. Much the same as Australia, new cars were hard to come by but there were lots of bangers from the 1920s around and they were cheap. How to make them more drivable and perform better - enter the hot rod craze.

One hotrod form in our view that was a typical of that early era was the Highboy roadster, usually based on Model A (28 to 31) or 32 Fords with a side valve V8. We thought that a project based on that concept would be 'cool'. Eventually an Australian bodied 31 A Ford body was found in South Australia where the owner had planned a hotrod project but had run out of steam. We wanted an Australian car rather than an US import or replica body and a trip to Adelaide with a trailer resulted in the bones of a 31 and a ton of parts being transported back to Canberra. Most of the spares were parted out at swap meets to raise money for the project. The basic idea was to build a usable car that consisted of primarily pre 1950 Ford parts. Without boring the reader too much this included a 1932 Ford Chassis (boxed for strength), 49 hydraulic brakes, Side valve V8 and a 1939 3 speed gearbox. One departure from this rule was the sourcing of a late 50s quick change differential to add some highway speed capability.

At this point I hasten to add that my son is mainly responsible for the planning and quality work on this project where his skills far outweigh mine and this fact combined with the tyranny of distance (Coffs Harbour to Canberra) largely relegated me to parts finder at swapmeets, tool handler, sweeper of floors and at times 'unwanted' advice giver. Here are some photos of the 31 Highboy Ford, Chris was invited to enter into the top 60 cars displayed at the event and while it did not achieve first place, we



were very pleased with the reaction from the public and other entrants. Here are some photos of the car (left & cover).

Finally, on the Summernats itself, this festival draws a lot of criticism in Canberra where the sudden flooding of the town with 'revheads' and sometimes bad behavior has caused problems for years. But it can't be denied that the event gives a usually safe outlet for automotive passions and excellence and brings a lot of money to the Territory. This year saw a record-breaking power outputs on display in the Dyno hall where a HQ Monaro produced over 3500 HP at the rear wheels on 56 pounds of turbo boost, well

up on last year's record of around 2000 HP. One wonders how much more can be squeezed out of the Ice cars. I don't recall seeing any electric vehicles there but wonders will never cease, a restored 1926 Model 96 Whippet did the rounds along with a BMW E30 convertible. Some of the sights that I found interesting below:



**Valiant Pacer**



**Ford (over the top) T Hot Rod**



**A lovely XW GT**



**The +3500 HP HQ Monaro**

## SATURDAY AFTERNOON RUN DECEMBER 6<sup>th</sup> 2025 - MYSTERY RUN

The faithful gathered at the airport starting place ready for the run coordinator to lead them unerringly to the venue. The organizer had faithfully checked the runs sheet to make sure he had the right date and place; this however was at 9.30 am, way before the starting time of 1.30 pm.

The faithful members, well all but one, followed loyally to Red Rock. On arriving at Red Rock none of the people who had phoned to say they would meet us there were anywhere to be found and greet us. However, word had got out that the leader had led them astray and he soon got a phone call from Graeme Kane to ask where the ..... #&@%\*!..... (all sympathetic comforting words that I appreciate and am too embarrassed to repeat) was he? The faithful then about faced, and amazingly still having belief in the leaders' navigational skills followed to the correct destination, Moonee beach.

On arriving at the destination, we were greeted by a large number of members who were very sympathetic and caring with their comments. I personally am very pleased that I was able to brighten up the afternoon and we all had a good laugh. Moonee is a lovely spot, plenty of shady trees and a great view over the creek mouth. Lots of catching up was enjoyed by all. Russel and Robyn's Honda attracted a lot of attention.

The following went on the run: G and L Maunder Wolseley, G and L Kane Triumph Dolomite, D Drury Rover, A and A Hambling, Hans and Bo Henrichson, H Murray Holden Gemini, B Milne Wolseley, R and R Porep Honda, G Wright MGB, B and R Dixon modern, J Fisher modern.

*Author, anonymous, confident that no one will remember who he was (Editor it certainly wasn't Hal #&@%\*! Murray, that's for sure).*



**Members (eventually reunited after a confusing and unnecessary detour) enjoying a beautiful afternoon at Moonee.**



**Graeme K still wondering what took everyone so long to take a simple drive from Coffs to Moonee**



**Alfie admiring the Honda!**

## Run to the Butter Factory Café - Bellingin, 18<sup>th</sup> December 2025

Pretty good turnout for our Thursday run – 16 Attendees. Hans's Crossfire was very impressive.

We met at the Airport as usual and made our way to Bellingin. A lovely day for a drive.  
As usual, good food, coffee and service at the Café.

**Attendees and vehicles:** Leigh Stephens - Miatta, Hans and Bodile Hendrichsen – Chrysler Crossfire, Kevin and Moira Franklin– Mercedes, Eric and June Andrews, Des and Maureen Drury– Rover P6, Alfie Hambling, Jeff and Leonie Maunder – Peugeot, Judy Riddel, Rudy and Yvonne Hombergen – Wolseley, Kay Guinness

### Report & Photos - Leigh Stephens



**The Crossfire!**



**June, Moira and Geoff**



**Good to see Kay out with the club**



**Des skilfully avoids Rover swallowing pothole**



**Rudi and pups with the Wolseley**

## COFFEE RUN- MYLESTOM - JANUARY 15<sup>TH</sup>, 2026

G Wright was scheduled to take this run. However, the fang farrier had attacked him the day before and he was not allowed to drive. In a great show of faith, he asked the famous navigator to guide the group to the destination. Upon hearing this news, the group at the starting place at the airport looked decidedly excited at the thought of another exhilarating mystery tour. That was until it was pointed out that Marg was there to keep him on the straight and narrow. Not a turn was missed as the renowned navigator lead the group unerringly to destination.

The weather forecast for the day was for showers, so most members drove modern cars. A few brave fearless, wild-eyed members, rolled the dice and took their old cars, they were rewarded by fine weather for the duration of the run, there were showers before and after.

The following attended, G and L Maunder modern, G and L Kane modern, B Milne Modern, D Drury Rover, G DeGabriele Toyota Crown, R and R Porep Honda, H and M Murray Modern, Alfie hitched a ride with Des.

The drive along the old highway is great and Myleston is a picturesque place beside the river, very relaxing. *Report & photos by Hal "Wild eyes" Murray.*



## Vale Colin Sutton

Well known club member, Col Sutton passed away on 8<sup>th</sup> December last year. Col had a long association with the club and was very passionate about the MG marque. He owned a number of beautiful examples. Col was also a dedicated historian and documented a lot of history of the Raleigh, Bellingen and Urunga areas. Col was 89 years old. Rest easy mate.



Col with two of his great loves in life, his lovely wife Janette and MG cars



Left: Col's MGTC about to the part in the 1974 Parade Centenary of Raleigh School  
Right An early foray into vintage cars for Col was this 1922 T Ford



### Vale Beryl Heelis

Members were saddened to hear of Beryl's passing late last year. Beryl was always great company on club runs, accompanying Peter in the immaculate FC Holden.

Condolences to the Heelis Family. Beryl was 87 years old.

## FOR INTEREST



**Hans Henrichsen has an interesting offer for any member who is interested. He is looking for a custodian for his International Harvester Truck. As Hans puts it : *“it's more a case of find a home for it as I'm going to be away from Coffs Harbour each winter and it would be nice to find someone that has the use and space for it in the club so it can remain in the club.***

***Basically, it's an offer with no strings attached. It's not a sale but rather a long term loaner vehicle”.*** It's registered and has full comprehensive insurance.

**Interested members should contact Hans.**

**[hasforth1957@gmail.com](mailto:hasforth1957@gmail.com)**

### **In need of Automotive Instrument, Calibration or Repair?**

The club was recently contacted by Peter from MADTRONICS Automotive Instrument, Calibration and Repair who wanted to let members know of his services. He has sent a detailed list of the equipment he has on hand and some of the projects he has completed which can be forwarded on if interested. His contact details are: Peter Madigan 0419971967 [hsvmad@outlook.com](mailto:hsvmad@outlook.com)





## 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):

FEB 26		
Sunday 15 <sup>th</sup>	Morning tea at Bongil Bongil NP then Nambucca Golf Club for Lunch	Glenn Campbell
Thursday 19 <sup>th</sup>	Coffee Run – Beach House Café, Woolgoolga	Hal Murray
MAR 26		
Thursday 5 <sup>th</sup>	Club Meeting	Graham Davey
Saturday 7 <sup>th</sup>	Sat afternoon run to Urunga Foreshore	Jim Fisher
Saturday 14 <sup>th</sup>	Rock n Roll Nambucca Heads -they want cars in by 10 am and the show is 10.30 to 1.00pm	TBC
13 <sup>th</sup> to 15 <sup>th</sup>	SUMMER BEACH HOP 2026 COFFS HARBOUR – email about this event has been forwarded by Secretary to all members – <b>LOG BOOK ENTRY REQUIRED</b>	See email for details
Sunday 15 <sup>th</sup>	Morning Tea Charlesworth Bay Reserve then Lunch at Aanuka Resort	Gerry De Gabriele
Thursday 19 <sup>th</sup>	Coffee Run – Secret Garden Café	Leigh Stephens
APR 26		
Thursday 2 <sup>nd</sup>	Club Meeting	Graham Davey
Saturday 4 <sup>th</sup>	No run – Easter weekend	
Thursday 16 <sup>th</sup>	Coffee Run – Yarrawarra Aboriginal Cultural Centre	Hal Murray
	Bellingen show is on the 9/10 May and they want us on the Sunday 10th May	
Sunday 19 <sup>th</sup>	Morning Tea at Coramba Sports Fields then lunch at Golden Dog Hotel Glenreagh	Jim Fisher
MAY 26		
Saturday 2 <sup>nd</sup>	Coffs Show (place holder). Details Invite TBA	
Sat 9 <sup>th</sup> & Sun 10th	Bellingen show is on the 9/10 May and Show socitey wants us on the Sunday 10th May	Gerry De Gabriele

The NSW Ambulance has a webpage with a map showing publically available Automated External Defibrillator (AED) units: <https://www.ambulance.nsw.gov.au/get-involved/goodsam/locate-an-aed>



# Upcoming events

## Holden Show & Shine

Sunday 19<sup>th</sup> October

## Humpy Day

Saturday 22<sup>nd</sup> November

## Holden Show & Shine

Sunday 4<sup>th</sup> January 2026

## All American Day

Saturday 28<sup>th</sup> February 2026

## HSV Day

Sunday 29<sup>th</sup> March 2026

## Holden Ute Show & Shine

Sunday 19<sup>th</sup> April 2026

