

Coffs Splutter

April 2023

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

chvvcc@gmail.com

P.O. BOX 4191 COFFS HARBOUR JETTY 2450



Glenn & Jenny's new acquisition! – 1911 Brush

COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB

2022-2023

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

Committee	Name	Contact Number	Email
President	Geoff Maunder	0435 622 394	geoffrey@internode.on.net
Vice President	Graeme Kane	0417 236 277	glkane2@bigpond.com
Secretary	Graeme King	0406 363 710	gnking1@bigpond.com
Treasurer	Jan Ryan	0411 531 488	janryan.bfs@gmail.com
Events Convener	Gerry DeGabriele	0402 469 160	gdegabriele@gmail.com
Member	John Bojarski	0411 624 566	johnbojarski@bigpond.com
Member	Eric Andrews	0409 552 482	
Events Committee			
Convenor	Gerry DeGabriele	0402 469 160	gdegabriele@gmail.com
Member	Hal Murray	0448 883 244	hal.murray@bigpond.com
Member	Leigh Stephens	0413 481 361	lms111@bigpond.com
Member	Graeme Wright	0408 245 113	g.wright@ozemail.com.au
Member	Jim Fisher	0481 131 551	jmfinoz@gmail.com
Registration			
Registration Officer	Kevin Franklin	0439 192 850	kevoira@bigpond.com
Inspector	Kevin Franklin	0439 192 850	kevoira@bigpond.com
Inspector	Grant Rigby	0428 580 226	
Inspector	Merv Kennedy	0411 586 500	
Inspector	Eric Andrews	0409 552 482	
Inspector	Ian Blow	0406 123 600	
Newsletter Editor	Andrew Winter	02 6653 8672	alisonandandrew@bigpond.com
Property	Tony Carr	0432 123 692	
Publicity Officer	Andrew Winter	02 6653 8672	alisonandandrew@bigpond.com
Constitution Officer	Phil Bicknell	02 6653 6217	
Auditor	John Ryan	Appointed	
Public Officer	Phil Bicknell	02 6653 6217	

Club Meetings: General Meetings are held at the Boambee Hall 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.

The car on the cover: 1911 Brush

Glenn & Jenny have arranged an exciting addition to their garage – a 1911 Brush Single cylinder! Glenn has been delving into the car's history and already has the little car running. Your editor is hopeful that a full report will be forthcoming at some stage, but here is a little bit of info about their new acquisition:

In Detroit, Brush Motor Car Company, later known as the Brush Runabout Company, was founded by Alanson Partridge Brush in 1907. Brush, a self-taught designer, worked with Henry Leland, founder of Cadillac, to develop the company's first, single-cylinder model vehicle. Brush's company lasted only four years, producing its last vehicle in 1911. However, their lightweight, nimble two-seat runabout was one of the most popular cars in its genre.

Brush designed the car with a single-cylinder, six-horsepower engine. Factory advertisements touted its hill-climbing ability, comparing it with vehicles that sported 20-HP engines asking buyers to *"reflect on the reason why a squirrel can climb a tree better than an elephant."* Brush used maple, hickory, and oak to construct the car's frame and axles and mounted coil springs at all four corners. The Brush, claiming a top speed of 35 mph, proved itself capable by climbing Pike's Peak and finishing the 2,636 mile Glidden Tour in 1909. While Brush built several different models during its brief history, all were small runabouts, which were soon out of fashion due to their limited protection from the elements. In 1910, the United States Motor Company absorbed Brush. The venture ultimately failed in 1913, a victim of fierce competition and the emerging dominance of Ford's Model T. (info from AACA Website: <https://www.aacamuseum.org/feature/brush-runabout/>).



SATURDAY ARVO RUN - BONGIL BONGIL PICNIC AREA, MARCH 4TH 2023

The following people assembled at the old airport terminal start location.

Leigh and Carol. Modern, Hal and Marge -FJ Holden., John- Land cruiser, Des.- Rover, Barrie -Wolsely, Max. Rover, Glenn and Jen plus Jens mother - BMW, me. Mercedes, Toon and Jack – modern.

After an uneventful drive on the old highway we met Graham with his NSU at the picnic area where we set up camp. We were later joined by Ian and Carol Blow (modern), and Tony Carr with his PT Cruiser.

The weather was good and a very social event was had by all. Max again supplied bananas and he was pleased to report that, after a lot of perseverance by Ian Blow, the Rover is running perfectly.

Report by Jim Fisher (photos from Graham Davey & Jim)



The Eggins' Rover



Hewy is ready to hit the bush tracks in the Landcruiser!



The Davey's NSU



The Murray's in the good old FJ



Circle the wagons... I mean, picnic chairs!!



Bruno the BMW conveys the Campbells in style



Barry in the Wolseley



A nice line up from the rear!

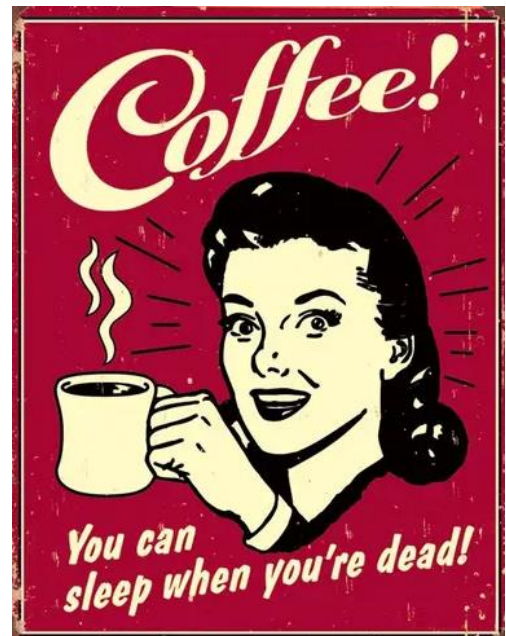
Coffee Morning Run to Beachouse Café Woolgoolga 16 March 2023

This was a fine warm day. Those that met at the airport progressed to Woolgoolga uneventfully and met the ensconced group in the shade of umbrellas in the garden. The coffees were excellent, the food tasty. A great chance to catch up and talk about our families, our travels, our cars and some of our members who are suffering health setbacks. There was no need for pictures of our splendidly polished cars or of all of our smiling happy faces. A good morning had by all.

Report by Gerry deGabriele

Attendance:

Geoff and Leonie Maunder -Triumph, Barrie Milne-Wolseley, Graeme and Elizabeth Wright-MG, Des and Maureen Drury -Rover, Zeno and Mandy Baston - Ford Escort, John and Lorraine Lansley – Torana, Judy , Max and Noelene Eggins-Modern, Gerry de Gabrielle -Toyota, Jim Fisher – Mercedes (Apologies: Leigh Stephens and Hal Murray)



Run to Brushgrove Hotel - 19th March 2023

A beautiful day for a Sunday run, although slightly hot. Judy Riddel could not make the run, but she met us at the airport and chatted until we left for the Pub. Our entourage left from the airport at 9.30 AM and headed north on the highway. We picked up Graeme and Max at the Arrawarra turn off on the way through.

We arrived at about 11-30 settled in out the back and ordered drinks. Jan Ryan arrived not long after as she had decided to have a scenic drive to the pub via Maclean. The food a was excellent and every one had a good time catching up as always

Report and photos by Leigh Stephens

Attendees and vehicles: Max and Noelene Eggins – Rover P6, Graeme and Echah Wright – Jaguar XJS, Jan Ryan – Modern, Geoff and Leonie Maunder - Triumph TR4, Barry Milne and Des Drury – Modern, Gerry and Mary De Gabriele – Toyota Crown, Leigh and Carol Stephens – Modern



Jan,

Leonie



....and Carol!



The Wrights wait patiently for lunch



.... as do Gerry & Mary (ok, Gerry looks a bit hungry!)



Would you buy a used car from these blokes....?



Max and Noelene



The lunch venue (pic stolen from the internet!)



Gerry's family motoring history!

I have recently come across this family memento. My aunt died in her mid 90's and this was found at her home. Her husband Gilbert owned a Vauxhall Victor that I remember well. It was light green with a dark green flash. Green vinyl upholstery and I think a white steering wheel but it may have been dark green. It is interesting that it was insured for 1,000 pounds and the policy cost almost 20 pounds. I thought this might stimulate some memories by club members.

Cheers, Gerry DeGabriele

NON-PARTICIPATING

3d 4d 9d
GROUND FLOOR OFFICE

The Government Insurance Office of New South Wales

PRIVATE
"COMPREHENSIVE" MOTOR VEHICLE POLICY

WHEREAS the Insured described in the within Schedule (hereinafter called "the Insured") has made or caused to be made in the Government Insurance Office of New South Wales (hereinafter called "the Office") a written Proposal and Declaration (herein as specified in the said Schedule) which it is hereby agreed shall together with all Statements made by the Insured in the Proposal or written on behalf of the Insured for the purposes of this Policy in the basis of the Proposal and Declaration be included in the Insurance Policy and the particular set forth in the Schedule and the Insured has paid or caused to be paid to the Office the Premium stated in the said Schedule or consideration for the Insurance hereinafter contained for the period stated in the said Schedule.

THE OFFICE AGREES - That the Office will as respects any vehicle described in the Schedule herein which shall be driven by the Insured or any person named in the Schedule herein and subject to the Terms, Conditions and Particulars contained herein or elsewhere herein or attached hereto, indemnify the Insured against the loss or damage or liability as hereinafter mentioned actually occurring during the period above set forth or during any period for which the Office may exempt payment for the covered of this Policy that is in force.

SECTION I. LOSS OR DAMAGE.

Loss or damage to any vehicle covered by this Policy shall be deemed to be a loss or damage in consequence of damage which is covered hereunder.

Provided that in the event of loss or damage to such vehicle the Office may at its option as for an circumstances permit and in accordance with the terms of this Policy or under such vehicle or parts thereof or pay the amount of the loss or damage or exceeding the market value of such vehicle at the time of such loss or damage but in no event shall the Office be liable for a greater sum than the amount insured as stated in the Schedule herein or if the Policy shall have been renewed the amount stated on the current renewal certificate issued by the Office in respect of this Policy.

SCHEDULE REFERRED TO IN THIS POLICY.

Policy No. M.V. 154422 FS

Insured GILBERT JOSEPH CARUANA

Address 42 Australia Avenue, MATRAVILLE

Date of Proposal 4th December, 1958

Period of Insurance 4th December 1958 to 4 p.m. 4th December, 1959

Premium £ 19 10 0

Stamp Duty £ 9 9

19 19 9

Make of Motor Vehicle and type of body	Year of Manufacture	Maker's Number of Chassis	Engine	Registered License and No.	Purpose for which used	Amount Insured, including Accessories and Spare Parts *1
Vauxhall Victor Sedan	1958	FA-100720	FA-103488	REL 503	Private	£1,000

*The amount of this amount may be taken at an addition of value by the Office.

Reduction of Motor Vehicle - Provided that this motor vehicle is not when covered in the Policy shall mean a motor vehicle propelled wholly or partly by gas or oil.

This Policy is delivered to G. J. CARUANA, Esq., 42 Australia Avenue, MATRAVILLE, N.S.W.

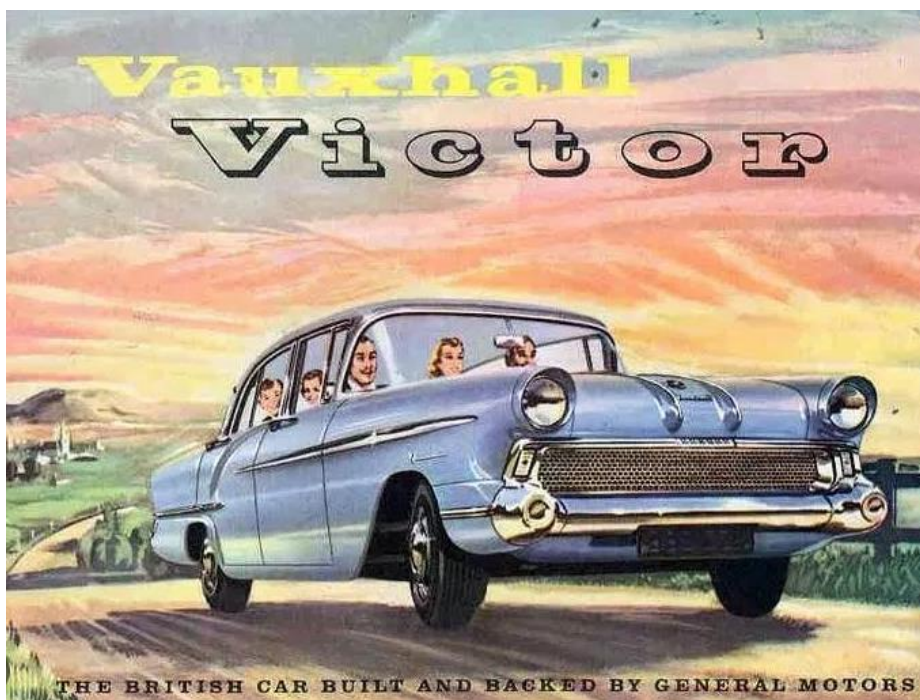
Checked: [Signature] Examined: [Signature] Date: 4th December, 1958

IN WITNESS WHEREOF this Policy has been signed in the name and on behalf of the Government Insurance Office of New South Wales by the General Manager of the Office of New South Wales under the provisions of Section 8 of the Government Insurance Act, 1937 (1942).

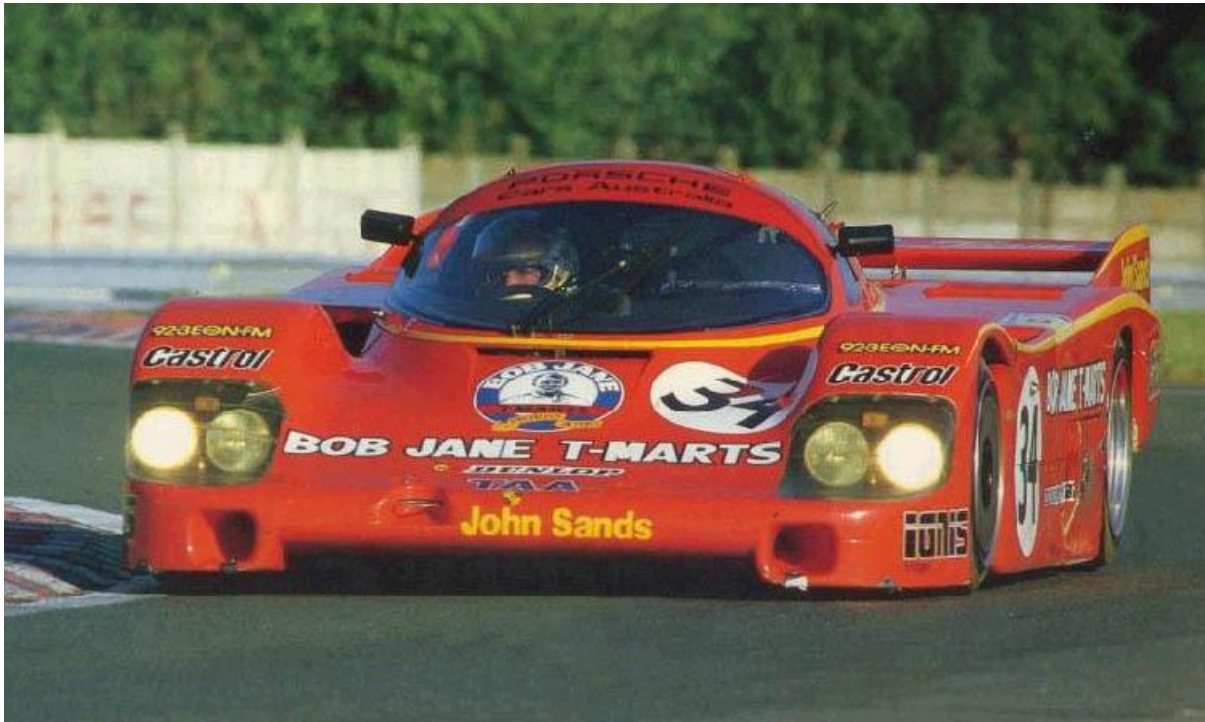
GENERAL MANAGER



Left: Insurance policy for Gilbert's brand new 1958 Vauxhall Victor. Above & below - from the looks of these period advertisements, it seems Gilbert was an astute motor car shopper!



John's Trip to see the 24 Heures Du Mans. Le Mans in 1984



Larry Perkins piloting the Team Australia Porsche 956 (Photo with permission from Motorsport Retro)

We were on a six-week exchange exercise with the Royal Welch Fusiliers, based at Osnabruck, in Germany. My job was to study the support system used by a British Mechanised Brigade. About half way through the exercise there was a four-day break. Some of the young fellows with me, wanted some fast cars, Porsches, BMWs, Mercedes etc. to go touring. I had arranged with a local car hire for these to be available on Friday for pick up.

After they were on their way, Otto, the dealer, asked what I was planning for the break. I really had not thought about it much and I had a lot of paperwork to get through. Otto said he would lend me a car from his sales yard, a little Ford Fiesta 2 door. Sounded good to me so I drove it back to the barracks.

Something twigged my mind and I remembered that this was the Le Mans 24 Hour race weekend. Not only that, it was the one where Peter Brock and Larry Perkins were to drive the Bob Jane sponsored, Team Australia Porsche 956. I debated with myself for about five seconds, packed a bag, checked a map and took off.

The distance from Osnabruck to Le Mans is about 900 km, about 10 hours driving time. It was after midday when I left. If I could get to Paris during the night, I could have a nap in the car and head out to Le Mans the next day. The race starts at 4:00 pm so I had plenty of time to get there.

Paris, "City of Lights", was in the middle of a garbage strike. There was rubbish piled up so high in the streets that, except for the main roads, only one-way traffic could get through. Some of the alleys were so choked that even a pedestrian had trouble navigating. I had only a few Francs and had to find somewhere to change money.

It was late evening and all the banks were closed. I tried the Garde Du Nord railway station but no luck. Out to the De Gaulle airport, surely there would be an exchange open, but no luck again. I headed back to the city and found a spot near the Eifel Tower to sleep. Next morning, I found a coffee

shop where the waiter was willing to take Australia dollars for a coffee and bun. I drove around having a look at the landmarks of Paris, until the banks opened. Once I had enough Francs, I set off for Le Mans.

It's about a two-hour trip but I took my time, sightseeing along the way, arriving at the circuit at about three in the afternoon. It took a long time to find somewhere to park the car. Luckily, I found a spot only about 400 metres from the entrance. The place was packed, queues and queues trying to get in. I was checking the prices to make sure that I had enough money to buy a ticket when I was approached by a young lady.

She offered me a ticket to the Grandstand for the same price as the official sellers and assured me that it was a very good spot. I was a bit doubtful, but to stay in the queue meant missing the start of the race. So, I took the chance and bought the ticket, followed the directions and found my seat. In the Grandstand, second row, right above the start line.

I could not believe my luck. The race began and I watched for a couple of hours, then went for a look around. The place is so big and with 250,000 people it was mind boggling. I walked for hours. Inside the circuit, over a track crossing, is a carnival that goes on all night and the Le Mans Museum. Access to the pits is very controlled, but I did try to sneak in. About midnight, I headed back to my seat and watched for a while longer. Worn out, I went back to the car for a sleep.

Next morning, Sunday, I thought that I had better start heading back to Osnabruck. I drove back to Paris for another quick look. Somehow, I finished up in an alley at the back of Versailles. I jumped the fence and had a good wander, marvelling at the gardens and palace. Still a bit awestruck, I then tried to find the Bastille. I found the street but didn't know or realize that it had been destroyed in 1789. Time to go.

From Paris, I drove along the Northern Road that leads to Brussels. It was the route that Napoleon followed to Waterloo. I drove though Quatre Bras and Waterloo, two of the main battle areas and onto the outskirts of Brussels. Brussels had not recovered fully from the war and a lot of buildings still showed damage. I only stopped for something to eat, then drove back to Osnabruck.

When I handed the car back to Otto, he was surprised at the distance I had travelled. But it was low compared to some, who came back with over 3,000 kilometres clocked up.

John Bojarski

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>

Where is it??? Did you work out the motoring connections in last months quiz? The circa 1926 Buick is negotiating Maccauleys Headland with Muttonbird Island prominent in the background. Looks a bit different today!

And of course, the photo of the Overland Car and horsedrawn Timber jinker is at the Jetty.

Now...where was this photo taken? (And don't get the idea that your Editor is obsessed with pubs...!)



(Image from Coffs Local History – remember when Facebook page)

FOR SALE

For sale:

Vanden Plas Princess 1300

- best offer over \$20,000, Contact Col – email:
suttoncolin25@gmail.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 departs **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 times.**
 - **H registered vehicles should carry a copy of this Approved Events page on all runs.**

UPCOMING CLUB EVENTS

CLUB APPROVED EVENTS. NO LOGBOOK ENTRY REQUIRED

APRIL 23		
Saturday 1 st	Glenreagh Picnic Area	Leigh 0413 481 361
Thursday 6 th	Club Meeting	Geoff 0435 622 394
Sunday 16 th	Anchor's Warf, Urunga	Graeme 0408 245 113
Thursday 20 th	Coffee Run - Irish Coffee Van / Bunker Gallery	Jim Fisher 0481 131 551
MAY 23		
Thursday 4 th	Club Meeting	Geoff 0435 622 394
Saturday 6 th	Afternoon run to Red Rock	Gerry 0402 469 160
Thursday 18 th	Coffee Run – Secret Garden	Graeme 0408 245 113
Sunday 21 st	Macksville Pub	Jim 0481 131 551
JUNE 23		
Thursday 1 st	Club Meeting	Geoff 0435 622 394
Saturday 3 rd	Afternoon run to Moonee Beach	Hal 0448 883 244
Thursday 15 th	Coffee Run – Coffs Nursery	Leigh 0413 481 361
Sunday 18 th	Mullaway then Amble Inn	Hal 0448 883 244