

Coffs Splutter

September 2022

COFFS HARBOUR VETERAN & VINTAGE CAR CLUB INC.

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P.O. BOX 4191 COFFS HARBOUR JETTY 2450



Graeme Wright 1981 Jaguar XJS V12 Coupe

As far back as I can remember, my passions have been aviation, sports cars and motorcycles. Aviation was supported by my father, who was a wartime RAAF bomber pilot, prior to joining Ansett in 1947 where he remained until retirement in 1972. Sports cars and motor bikes however were passions I had to pursue myself.

My first car at the age of 16, was a 1929 Chrysler Coupe. It was unregistered and handed to me by the father of a friend as he had nowhere to park it. After a repair on the carburetor, the straight six ran perfectly. It is understood that the straight six was basically the same through to the 1960's Chrysler Royal. I had no idea what I had in my possession unfortunately, and I disposed of it within six months.



The Chrysler was followed soon after by a 1947 Standard 8 Flying Tourer. Also unregistered and not running when acquired from a used car lot. After work on the electrics, the engine was fine. As it was also unregistered and I was underage, it also passed on quickly.

My first motorcycle was a WWII BSA M20, 500cc single side valve. I was 15 at the time and had not previously worked on anything other than a motor mower. It was not running and had the primary sprocket and chain missing. My father was shocked when I managed to rebuild it and get it going. I sold it after six months. Over the next three years there were numerous motorcycles including a 1926 Rudge 500cc single (another lost opportunity!), an AJS, an Excelsior, a BSA, an Ariel Square Four, a Triumph T100 and finally a Triumph Bonneville.



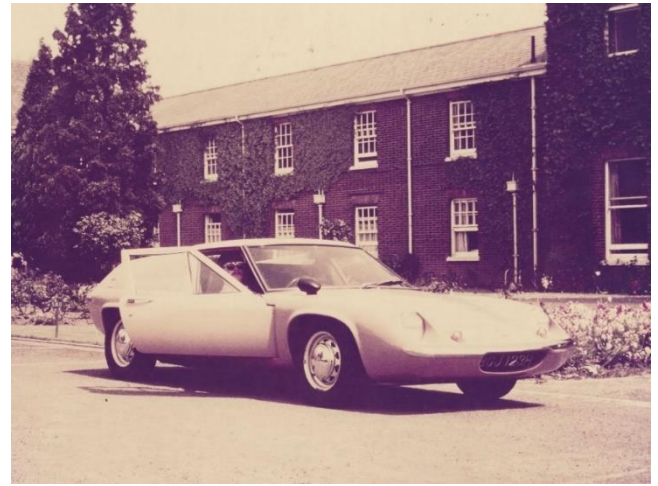
Throughout this period, in common with most in my age bracket, we had little money and had to use what we had wisely. This, unlike today where a \$50K+ double cab appears to be a rite-of-passage for males around age 20.

I was without a car and riding the Square Four when a 1946 MG TC appeared for sale. It was in poor condition, did not run well but cost "only" \$180-00. Sadly, I could not afford to run both and was forced to sell the TC. Around the same period, a friend purchased a Mk. 4 Jaguar and thus began my indulgence with the Jaguar. Three of my friends financially more solvent than myself, over the next year or so also purchased Jaguars, a Mk. II, an XK 120 and an XK 150. Another colleague later purchased an E Type. I became a willing passenger.



The Square Four was replaced by a Triumph Bonneville, and then Vietnam intervened. My platoon Sergeant at 2RTB Puckapunyal had a 1961 Series III Sunbeam Alpine. He reminded me of the wheeler-dealer sergeant from Catch-22, so I should have been more prudent. However, I purchased the Alpine, and after a new diff, all the suspension and brakes, and two big end failures, it was a great but very expensive car. One of my close friends at that time had the XK 150 Jag, and we often travelled together. The photograph below shows my Alpine parked behind the XK 150.

Whilst in Vietnam, the Alpine was stored by my parents. During this period dad had it painted red and it did look good. On return from Vietnam, as an extracurricular activity on free weekends, I flew one of the parachute aircraft for the Queensland Parachute Club. Annual parachute championships at Surfers Paradise were planned over Easter when the cyclone warning came. Despite my warnings parachute jumps persisted until the wind was too great, and organisers insisted upon the aircraft remaining at the raceway strip. My Alpine was parked outside my motel at Surfers Paradise, 100m. from the beach. The result was that four days later, only the wing tips of the aircraft could be seen among the trees and above the water, and my Alpine had been immersed in salt water to the level of the windows.



When I eventually dried it out as best I could and managed to get it running, I drove it back to Amberly RAAF Base, put it through a steam clean and reluctantly traded it in the following week. That was my second sports car. Within six months, I had relocated to the UK, and was looking for a Jaguar. Aspirations were for an E Type or perhaps a Porsche Targa, however both types proved too expensive. During the search a Lotus Europa appeared, and after the first drive, it was mine. The Europa was a great car, complementing our 1959 Bedford Doormobile (early RV). The Europa served us well for five years before we moved to Africa.

Some 15 years living and flying overseas were followed by seven years based in Sydney. Throughout this period company vehicles were provided and thus there was no need for my own vehicle. On return to Australia, I was appointed the first National Manager of the fledgling SLSA Helicopter Rescue Service, and the first fulltime employee. It then operated a number of leased single engine helicopters around Australia, predominantly operating on surf rescues with volunteers. Over the next seven years, nine separate companies were formed around Australia, twin engine IFR helicopters were purchased, surf work replaced by general rescue and medical retrievals, and a national sponsorship with Westpac Bank established. Thus, the "Westpac Rescue Helicopter" was formed. In NSW, the current Air Ambulance and the Helicopter Medical Rescue and Retrieval Service are the result.

In December 1992 I decided to move on and establish my own aviation company. There was much to organise, including vehicle transport. A decision was made to attend a Pickles Car Auction of ex-government vehicles in Sydney. On the due day, I arrived early to view the predominantly Holden Commadore and Ford Falcon models, as well as Toyota four-wheel drives. My idea was to purchase a Holden or Ford. In the midst of the many vehicles, was an unlikely government auction vehicle, a very low and heavily dust covered, green 1981 pre HE XJS Jaguar. On enquiry, I was told that it had been repossessed from a company that went into liquidation around 1996 and had been left outside in a yard. Recently it had been "discovered", with an instruction to dispose of it as soon as possible by whatever means. Pickles had agreed to add it to this particular government auction. It became clear that vehicle dealers were buying up the Holdens and Fords in lots, making a realistic bid by myself difficult. Then the XJS Jaguar came up. On the spur of the moment, I threw in what I considered a crazy bid. However no one else bid, and suddenly in January 1993, I was the "proud" owner of a XJS Jaguar. I did always want to own a Jaguar!



Then the problems began. The vehicle was covered in thick red dust and it was not possible to see through the windows. All four tyres were flat. The battery in the boot, was corroded and dry. As each of the sold vehicles were driven from the auction rooms, I was wondering how I was going to remove the XJS. When nearly all the other vehicles had departed, a couple of Pickles staff came to my assistance. By this time I had opened the doors and even found keys. The interior was in fair condition considering the period of time left in the open. The total km. showing was 38,000. The assistants located a portable compressor and put air in the tyres, and much to our collective surprise the tyres held air. The battery was removed, and another produced from somewhere, and installed. A gallon of petrol was poured into the tank. Then the big moment which I considered was probably a waste of time, arrived. The engine did have sufficient dirty oil and it did crank over reluctantly. No joy. I tried a second time. There was an almighty

explosion and apparently flames out of both exhausts, however the engine roared to life. There was even good oil pressure, and the alternator was charging. I let it run while collecting buckets of water to wash the windows, both inside and out. More surprise as the wipers, horn, and all lights worked. But did the brakes work? Third-party insurance was arranged, and a nearby roadworthy testing station contacted. Slowly moving out of the auction room, the vehicle was noted to be very sluggish. This was a concern, however the foot brake, at least at slow speed, was working. After sluggishly travelling only a km. I pulled over and rang one of my Jaguar friends for advice. It was then that I discovered the system of operating and thus releasing a Jag handbrake was almost opposite to convention. With the handbrake released, suddenly there was abundant power and huge satisfaction.

The roadworthy as suspected, did not go well. All four tyres required replacement, as did two of the four mufflers. A local repairer was located, and the vehicle left for nearly a week, with a new stainless steel exhaust system manufactured. When collected, the roadworthy was completed followed by a drive to the nearest Motor Registry. Enroute, I was pulled over by the police. Then the next problem. It was unregistered and the inspector noted that there was no Australian compliance plate. The vehicle had full UK emission control equipment installed, however there were numerous other issues as a result of this problem. After a period of time and much to my surprise, the inspector said he would pass the vehicle, but to never again let the registration expire. With a sigh of relief, the XJS headed home with shiny new number plates. At home a wash was completed at which point the full extent of the paint condition could be seen. Five years exposed to the sun had faded the roof and also caused the bonding of the roof liner inside to fail. Stitching on the leather seats had also suffered from the heat of the sun.

A full mechanical inspection of the vehicle was then planned, and I was lucky enough to be put in contact with a Jag specialist who worked from a fully mechanically equipped Toyota Coaster. I engaged him for a week and a considerable amount of knowledge imparted and work completed. This included, replacing all things rubber that could be reached and involved many hoses, belts, engine mounts and suspensions rubbers. This was followed by a complete paint strip, windows removed and repainted with two-part Jaguar Racing Green from Glasurit. When the Glasurit agent became aware of the proposed repaint, they offered their spray specialist at no cost with agreement that the car would feature in several of their advertisements. The paint job was excellent.

Then it was time for the interior. A recommended specialist was engaged, and he completed all but the restitching of the seats, as he recommended replacing the seat coverings. This was not undertaken at that time as I had another option. A good friend in Woolgoolga had very interesting neighbours. A German couple has settled across the road and brought out his father. His name was, as I recall, Eugene Bidlingmaier, regrettably now deceased. He was in his 80's and had opposed Hitler during WWII. As a result, he had spent time in Prisoner-of-War camps in both Germany and Russia. The one benefit had been to learn the art of an upholsterer. Following the War, he had joined Mercedes and retired as head of the upholstery section. In Woolgoolga, he had a small shed in the garden which was full of primarily hand operated upholstery tools and numerous machines. On the first trip to Woolgoolga in the XJS in 1993, he was approached and asked if he would look at the seats. His eyes lit up and he took the car for the week. He spoke no English but made it clear that he would accept no payment for the totally professional result. The seats looked like new.



On the next trip from Sydney to Woolgoolga the alternator failed (in daylight) north of Kempsey. Fortunately, the engine remained running to Coffs, where I pulled in at the first auto electrician sighted. The alternator required replacement and a higher rated unit was installed. This worked well, however a week or so later I noted an oil leak under the engine. There will be those who will now state that this is normal for a Jag, however this was not a normal situation. On inspection, it was found that the auto electrical facility had jacked up the car for the alternator change, under the sump. It was badly dented/distorted and required removal and some panel beating. My comments relating to the management of the auto electrical facility are not repeatable. Some months later driving from Woolgoolga to Coffs for a Saturday golf game, a strong burning smell appeared followed by a view through the rear-view mirror resembling a James Bond movie. The road behind was obliterated by a cloud of blue-grey smoke. I pulled over, looked

underneath, and could see oil coming from a point on the sump and directly onto the RH exhaust pipe. The engine was stopped, and oil level checked. As it was over half, I started the engine and made a sprint for the Emerald Beach Shell Station. Subsequently the remaining oil was drained, the hole/crack on a dent fault line identified, and the area thoroughly cleaned. I recalled a temporary repair trick I had seen using 2-Minute Araldite and cardboard. A section of a business card approximately the size of a 5 cent bit, was liberally covered in Araldite as was the area around the hole. It was held in place for a few minutes and then waited an hour. New oil was added, a start, and crossed fingers. There was no leak. I drove home and ordered a second-hand sump from a dealer in Sydney. This is still installed with no leaks. No, I did not make it to golf that day. On the next trip to Woolgoolga from Sydney, when passing a semitrailer near Taree, the engine lost power when I put my foot down but would run normally without accelerating. The problem was identified as the fuel filter and half a day was spent outside an auto parts store deep in spanners. A large filter, fortunately the same as that installed on the Holden V8 of the day, resolved the issue. The wheels installed on the car



at purchase were an attractive design, however the previous owner had run three of the wheels up against gutters and damaged them to the point that they could not be appropriately dressed. The current five-spoke mag-alloy wheels replaced the originals in 1994.

Following a refuel at a BP in Sydney during 1994, there was a loud bang and a noise and vibration like running a tyre with a block of wood nailed to it, over stones. This turned out to be one of the bolts on the crown wheel in the diff, not being lock tabbed, coming loose and then shearing the head off the bolt. This required a replacement diff. and I learned about the weight of a Jag rear transmission. The engine is controlled by three computers. In 2012 the ignition computer failed. A suitable second-hand replacement could

not be located. As a result, it now has a much smaller solid-state unit the size of a small cigarette packet.

In 2020 the radiator began leaking. With the assistance of Leigh Stephens, we disassembled the front of the car and removed the radiator for repair. This, like all maintenance on the XJS, is not an easy task and also involved the removal of the air conditioner radiator and the transmission oil cooler. Finally, all back together and no leaks. The last two tasks have involved overhaul of the brakes including callipers, and recently the replacement of the air conditioner receiver/dryer.

Between 1993 and 2002 the XJS was my everyday drive car, however the km driven each year are now substantially reduced. At purchase the km were 38,000 and now they approach 200,000. Everything under the bonnet around the V12 engine is difficult to get at and the scars on the backs of my hands are testament to that fact. The average fuel consumption around town is 5km/L, so it is now expensive to operate. However, when I drive the car the scars on my hands are forgotten as is my support of the oil companies. It drives like a new car, is very smooth and makes no noise inside. The XJS is a true classic and probably there will be nothing like it again.

Graeme Wright



COFFS HARBOUR VETERAN AND VINTAGE 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	geoffreym@internode.on.net
Vice President	Graeme Kane	0417 236 277	glkane2@bigpond.com
Secretary	Graeme King	0406 363 710	gnnking1@bigpond.com
Treasurer	Jan Ryan	0411 531 488	janryan.bfs@gmail.com
Events Convener	Geoff Maunder		
Member	John Bojarski	0411 624 566	johnbojarski@bigpond.com
Member	Eric Andrews	0409 552 482	

Events Committee

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Member	Hal Murray	0448 883 244	hal.murray@bigpond.com
Member	Leigh Stephens	0413 481 361	lms111@bigpond.com
Member	Gerry DeGabriele	0402 469 160	gdegabriele@gmail.com
Member	Jim Fisher	0481 131 551	jmfinoz@gmail.com

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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	Graham Davey	0266588581	aussiebleeder@gmail.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 \$30.00 for a Single Membership, \$35.00 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 "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.

MINUTES FOR THE MEETING OF THE COFFS HARBOUR VETERAN & VINTAGE CAR CLUB
Thursday 1 September 2002

Meeting opened: 7.00 p.m.

Attendance: As per Attendance Book

Apologies: Graeme King, Graham and Marie Davey, Gordon Egan, Graeme Kane, Grant Rigby, Eric and June Andrews, Andy and Lesley Carrol, Barrie Milne, Bob Dixon, Col and Annette Green, Glenn Campbell, Moira Franklin, Leigh Stephens, Max Eggins.

Guests:

Minutes of last meeting: That they represent a true and correct record

Moved: Hal Murray Seconded: Gerry De Gabriele Carried

Business arising from August 2022 Minutes: Dealt with in General Business

Correspondence In for August Coffs Harbour:

☐ Insurance Policy and account

Several Magazines emailed in and distributed to Members.

Emails In:

- August newsletter from C ex Coffs Harbour Sporting Touring and Classic Car Club
- Thank you from Kaye Guinness
- Invitation to Hub Rally
- Country Motor Issue 48
- Northern Rivers CC Newsletter
- Historic Minardi Day
- Namoi Valley AVC magazine
- Glenn Campbell requesting permission to use T Ford - (General Business)

Correspondence Out:

Nil

Emails Out: Nil.

Moved: Marg Murray Seconded: Tony Carr Carried

Treasurers Report: The Treasurer moved the report be accepted and all accounts be paid.

Moved: J Ryan Seconded: Graeme Wright Carried

Presentation by Lorraine Lansley gave a short talk about her collection of antique clothes irons. Her collection included: old cast iron, kerosene, early steam and electric irons.

Event Reports:

August

- Saturday 6 August– Run to Red Rock Reserve, BBQ Lunch with Grafton VVCC was a good day.
- Thursday 18 August – Coffee Run to Beachstone Café – The café is under new management and still finding their way around running a café. So we might give them a break for a while.
- Sunday 21 August – Ulong RSL Club for Lunch was a good day.
- Sunday 28 Grafton Motorfest was well run, well organised with quality cars and retro caravans on display.

September

- Thursday 1 September – Club Meeting.
- Saturday 3 September – Rusty Iron Rally. Western gate by 9:00. Parking near stationary motors. Not in ring. Leave Elizabeth Street at 7:45 and head down the Motorway to the Macksville Exit.

- Thursday 15 September – Replaces Coffee Run. Combined run with approximately 12 Taree Antique and Classic Club Classic cars for a 45 Km drive. Assemble at Showground 10:00 (BYO morning tea) for 10:30 staggered departure ending At Moonee Beach Reserve for BYO Picnic Lunch. All welcome including for lunch if not going on the run.
- Sunday 18 September – Morning Tea will be at Mullaway then on to Amble Inn for Lunch. Graeme W.

October

- Saturday 15 Quilt Show. Gerry G
- Great Eastland Rally Taree 22 & 23 October. Anyone going see Geoff for entry forms.
- Sunday 16 -Buffalo Farm -Nos for who will be attending must be in by next meeting. Geoff will send out an email informing members.

General Business:

- Update on Sick List: Grant Rigby
- Gerry de Gabrielle has kindly agreed to be events coordinator
- Geoff presented Kevin Franklin with his stirrer's award
- Bulletin Editor. Thank you to Graham Davey for his work as the Splutter editor. Graham has retired from the position. Andrew Winter has agreed to take over as editor.
- Venue for 2022 Rego Day – Meeting agreed we should return to North Beach as it makes for a sociable day. Organiser/s are required for the day for BBQ, food etc.
- Swap Meet 2023-Geoff suggested a couple of options for changing the venue i.e. Race Course – possibly not enough room and would need to be lined. Stadium Car Park- Wouldn't need to line out. Has approx. 216 car spaces (double spaces=108 sites plus allows for a few triple spaces). There is 160 car park spaces in southern end of car park. Maybe sites should be booked and prepaid. Still have Insurance to sort out. DO WE WANT TO PROCEED? Geoff will discuss further at October meeting.
- Does anyone have a video projector for a meeting guest speaker? Graeme Wright offered the loan of his projector.
- Club Insurance. PL Renewed as of Wednesday. Balance in progress with Gallagher Insurance – Our contact Lisa Brock.
- Thanks to Marg Murray for standing in as Assistant Secretary when required.
- Rod Holmes had a visit from Port Macquarie Club where the famous Holmes scones were eaten and they viewed Rod's cars.
- Anyone interested in FC Holden parts, please contact William Lagettie.
- Swap Meet organised by Grafton Club will be held on September 18 in McLean.

Vehicle Movements:

Glenn Campbell requests permission to attend Model T Rally in Dubbo 25 Sept to 10 Oct 2022.

Raffle Winners: 1 st G Maunder 2 nd K Franklin

Next Meeting: Thursday 6 October 2022

Guest Speaker: Graeme Wright on his Route 66 experiences.

Supper for October: Jan Ryan and Gerry De Gabriele

Meeting Closed at: 7.50p.m.

Acting Secretary – Marg Murray: President – Geoff Maunder

Coffee Run – Beachstone Cafe 18 August 2022

A glorious day greeted us for this run, warm and sunny and much too nice to be inside. We all had a good time catching up on the latest events in our lives.



Attendees: D & M Drury Rover, G & M Davey Subaru Sherpa, H & M Murray FJ Holden, A & C Hutchings, J & L Lansley modern, B Milne modern, J Fisher Mercedes Coupe, G Maunder modern, P & T Bicknell Austin Healey, G Wright Jaguar XJS.

Hal



Sunday Run to Coramba & Ulong - 21 August 2022

The numbers going to Ulong bumped around a bit due to Covid, Visitors, Medical Procedures etc but eventually 12 met up at Coramba Fire Station for morning tea and a tour of the Station and its interesting museum on the mezzanine floor. John B was there to greet us at a suitable distance complete with PPE gear (well a mask anyway as Lorraine had been to a CWA meeting where someone tested positive after the meeting) with the doors of the building open and the Deputy Captain on duty to show us around. We checked



out the Series 1 SWB restored Land Rover fire truck in fire engine red and complete with pump and the museum with fire memorabilia and local historical relics and photos before we enjoyed morning tea in the sunshine in the park beside the building before heading up the hill to Ulong.



We all arrived at the Ulong RSL a little early just before another group arrived and food orders were placed. Service was timely and the plates were almost overflowing with food. The plates were eventually almost clean enough not to need washing even after several were heard saying "I don't know how I am going to eat all of this" and "We won't need dinner tonight".

We had the dining room to ourselves and moved the tables in to one longer

one so that we could communicate comfortably with each other, not like the other (birthday) party which had individual tables on the rear deck, so the young ones could run riot on the grass. The day was very sociable and was thoroughly enjoyed by all attending. Stumps were pulled a little after 1 pm and we all headed for a leisurely drive back down the mountain at our own pace and back to reality. Thanks to the Ulong RSL Bar staff and especially the Kitchen staff for a nice day. Attendees: Judy R – Modern (just to see us off), John B (Coramba Fire Station), John & Lorraine – Modern, Hal & Marg – Gemini, Phil & Toni – Modern, Geoff & Leonie – Wolseley, Graham & Echah – MGB, Des & Maureen – Rover.

Geoff



Coramba for morning tea



Ulong RSL for lunch



Elvis with parents Vernon, and Gladys in the backyard of the house at 1034 Audubon Drive, Memphis, Tennessee with the Messerschmitt

When we think of Elvis Presley, we know he loved his Cadillacs as they were big, bold, brash, and fast. Elvis loved a variety of different cars; however, you would be surprised to find out that Elvis owned and drove a tiny three-wheeler KR200 Messerschmitt. It is not known how Elvis obtained the car, but in 1956 Elvis was photographed with his Messerschmitt KR200, which he owned for a year.

Throughout Elvis's career he purchased many of his on-stage and personal apparel from Bernard Lansky (Memphis clothier). Like many of his automotive toys, Elvis decided to make the little German bubble car a gift. Well, not so much a gift as a barter. Lansky got the Messerschmitt and Elvis got his pick of the store for a couple of hours.

In the 2009 movie 200 Cadillacs, about Elvis, Lansky was interviewed and he said that he'd turned down many offers of cash for Elvis' Messerschmitt. He clearly relished the car, which had a canopy just like a fighter aircraft (it was a Messerschmitt) saying it was "like an aeroplane without wings." The Lansky family still owns it, a unique piece of history. Because of the Presley connection, it has got to be the most valuable Messerschmitt on the planet.: Reference: adapted from www.thetruthaboutcars.com, & www.smh.com.au

ALL MEMBERS. If you are not receiving my regular emails re events and reminders, please check your Junk Folder and also send me an email so I have your correct email address to chvcc1gm@outlook.com

Thanks Geoff M

COFFS HARBOUR VETERAN AND VINTAGE CAR CLUB

All depart from Urara Park in
Elizabeth Street, Coffs Harbour

- 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**.

If you are not meeting at Elizabeth Street or you are going to be 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.**

CLUB EVENTS SEPTEMBER/OCTOBER 2022

CLUB APPROVED EVENTS. NO LOGBOOK ENTRY REQUIRED

SEPTEMBER		
Thursday 01	Club Meeting 6:45	Geoff 0435622394
Saturday 03	Rusty Iron Rally (enter by the second gate, we are near the stationary motors, NOT in the ring)	Geoff 0435622394
Thursday 15	Run with Taree Antique & Classic Club. Starts at 10:30am Coffs Showground. BYO Lunch at Moonee Beach Reserve	Jim 0481131551
Sunday 18	M/T Mullaway Amble Inn Tavern – Lunch	Graeme 0408245113
OCTOBER		
Saturday 01	South Wall Coffs Harbour BYO Afternoon Tea	Hal 0448883244
Thursday 06	Club Meeting 6:45	Geoff 0435622394
Saturday 15	Quilt Show	Gerry 0402469160
Sunday 16	Eungai Buffalo Farm – lunch	Gerry 0402469160
Thursday	Idle Inn Nana Glen	Jim 0481131551