

The Steering Wheel

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Our Club, his wife Vicki and family, and the World in general lost a wonderful man, a 'character' and a 'larrikin' with the passing of Kenny Smith on the 25th May. A tribute to Kenny with recollections of adventures in his company begins on page 5.

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Minutes: CCBCC Monthly Meeting

MINUTES OF MEETING OF CENTRAL COAST BRITISH CAR CLUB held at Ourimbah RSL Club on Tuesday 20th June 2017 in the Wattle Room
Meeting opened at 7.36 pm

APOLOGIES: Graham Lloyd, David Phillips, Aberleys, Sandra Pinn, Dennis Barnes, Goffs, Hertzbergs.

VISITORS: Steve Armstrong, Barry Ward who has an MGB and whose friend has a Mini Moke he is helping to restore, Tim Garcher who has a Jensen and Mini.

MINUTES: Jeff Glanville proposed the minutes as printed in the magazine be accepted. Seconded by Dennis Brady. Carried.

MATTERS ARISING: Nil

PRESIDENT'S REPORT: Jeff Glanville spoke about the positions for the committee. We still need names to be put forward for all positions, especially **PRESIDENT** and **TREASURER**. We have had a resignation from the club from the Zeederbergs and he thanked them for their participation in the club. We lost Kenny Smith who was a stalwart of the club and there was a very big turnout at his funeral.

VICE PRESIDENT'S REPORT: Dennis Brady advised there were no new members.

SECRETARY'S REPORT: Correspondence out: Ltr to CHMC encl. renewal form and chq; card sent to Marta Cameron in hospital and sympathy card sent to

Vicki Smith and family. Correspondence in: Usual car club magazines; receipt from CHMC for renewal fees; minutes of CHMC AGM in Albury. Proposed report be accepted by Robbie Gee, seconded by Greg Denning.

TREASURER'S REPORT: Jane Howard gave her report advising that renewal fees have been received (not including fees paid tonight). She re-iterated that unless the money is actually in the bank account she cannot receipt money. She will give a receipt which is the only proof of membership card for the Historic Plated cars. On the 15th May opening balance of \$4480.70, joining and membership fees banked were \$256.00, submitted expenses were gift cards of \$80.00, CHMC fees of \$137.00 making a balance of \$4656.70. June report – opening balance of \$4656.70, interest received \$5.87, regalia sales of \$70.00, membership fees \$865.00. We paid as per meeting in the car park \$500.00 for deposit of Christmas party; CHMC cheque for \$137.00 was presented. Our bank balance was \$4960.57 at end of June. Jane proposed this report be accepted, seconded by Maxine Moore. Submitted expenses totalling \$14.99 and stamps for the secretary. Jane proposed they be paid, seconded by Peter Ward.

SOCIAL CO-ORDINATOR'S REPORT: Craig Bond spoke about the May Wobblers run at the Lake Macquarie Yacht Club which was great and the Noggin 'n' Natter which was at the Bonds, Don & Margot Hardie

organised the Richmond Vale Train run. Four cars made it on a very wet day. June Wobblers was cancelled due to wet weather and Rob Gordon had a great night for the Noggin 'n' Natter. Craig thanked Rob's family for coming up from Asquith to help with the Noggin 'n' Natter. The Howards are doing the Noggin 'n' Natter on Sat. 15th July at 6.30p.m. (Christmas in July). Flacks are doing the monthly run and Ralph is doing the Noggin 'n' Natter for August. All British Day is the August run.

REGALIA: Linden Whiting advised no sales but has short sleeved cotton shirts; contact Linden if anyone needs anything.

HISTORIC PLATE REGISTRAR: Greg Meek advised there has been a good turnout of cars. There are 3 new additions to the scheme – George Cameron's Stag, Catlin's TR6, Harley Roberts' XJ6. Greg Meek has submitted an application to his Jaguar XJC to be added, which will hopefully be on the register this month. To keep the register up to date, would you please inform him of the sale of any historic plated car

CHMC DELEGATE: John Madell advised the AGM event was a washout. It was supposed to be a 3 day event but it was pouring rain. Meeting was at 8.00p.m. and Ray Ives has advised that the CHMC has been accepted as overall umbrella for the Classic Vehicle Scheme.

GENERAL BUSINESS: Point score voucher for April was awarded to the Howards and May was awarded to the Bonds.

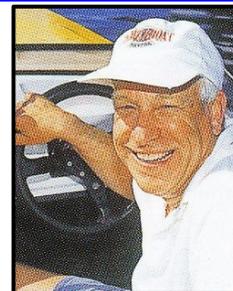


Janelle (centre) presents Gift Vouchers to the Points Score Winners Jane (left, for April) and Therese (right, for May).

All British Day: Terry spoke about this event. There will be 1500 cars on the day. All cars are to go in via Masons Drive. We have the same space as last year. Gates will open at 6.30a.m. and for us to be in place by 9.30a.m. Jeff will organise a group to leave from Ourimbah. They are paying RMS to control the lights to make traffic flow easier. There will be the Art Show, food stalls, stalls, carnival etc. and a professional drone will be flown over the area. Banners for wind-screens are available to anyone who does not have one.

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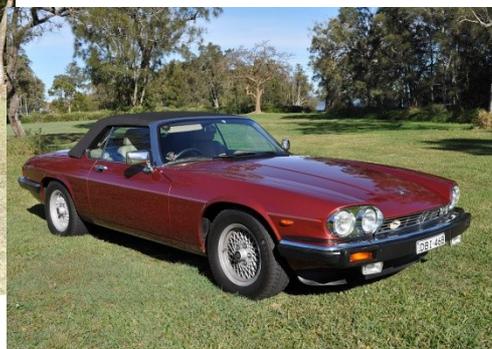
Editor's Notes



The last 28 issues of The Steering Wheel have just flown past at warp velocity (Warp Factor Five thank-you Scotty! Thank heavens the Dilitheum Crystals lasted the distance!).

It has been enormous fun to assemble each edition from the reports and contributions and photos sent in by so many of our members—thank you very much indeed for all your excellent efforts!

I feel it has been a genuine privilege to have enjoyed the editor role, and I have greatly appreciated the opportunity. That's especially as it had enabled me to get to know just a bit better the oh-so-interesting individuals that make up our assembled multitude along with their equally interesting British motorised carriages.



Our Club has been a revelation too from my very first contact with its friendly informality amazingly combined with a busy calendar of varied events every month. The wondrous participation by our ladies is just exemplary.

I will still be a member after relinquishing the editor role following this issue, so hopefully I'll be seeing everyone from time to time. To whomever takes over care of the Steering Wheel from me—thank you and good luck; if you have half as much fun as I have, you'll be in paradise!

My own carriages of that origin have given me a great deal of pride and fun whilst I've been editor. Inspiration for each of them came, in one way or another, from Club members or activities. They were part of my 'retirement bucket list' to experience cars I'd always dreamed of (lusted after), and each fulfilled that objective admirably.

The XKR came first and has been a revelation with its 'iron fist in a velvet glove' performance. The S-Type proved far better than I expected in its driveability and I loved its style more every day it was in my possession. The convertible XJ-S was a thrill to drive and that simply superb V12 reminded me yet again of Jaguar's engineering prowess from an era of very limited resources.

May everyone enjoy their British cars — more often!

Graham Lloyd, Editor

**MAGAZINE DEADLINE: 25TH OF THE MONTH
But—THE SOONER THE BETTER!
Please send in reports and contributions ASAP!**

Minutes of Meeting (Continued from previous page)

Rowena Sargent gave a very interesting talk about the trials and tribulations of a journey from home to Broken Hill and Renmark and return back home to commemorate the Anniversary of their Rolls Royce Phantom1 doing this run 90 years ago.

Christmas party: Joan South advised the deposit was paid to Linton Gardens for our Christmas party on the 2nd December 2017. Booked for 6.30p.m.-11.30p.m. and at the moment the committee is looking for a music person. Cost is \$57.50 per person for champagne

and canapes, two courses, tea and coffee. Jeff Glanville proposed the club subsidise the cost of \$17.50 per person making the cost \$40.00 per person and any member bringing along a guest who is not a member of the club the full price of \$57.50 is payable. Meeting approved this. After discussion, it was voted by the meeting to just have some background music. Meeting closed at 8.35p.m.

Janna Meek, Secretary

IMPORTANT! ANNUAL GENERAL MEETING

The end of another fabulous year for the CCBC is approaching, and so is the excitement of the Annual General Meeting to be held immediately before the July Monthly Meeting. Remember that if you were not financial for the new year as at 1st July you are not eligible to vote at the AGM. Committee positions are still available—don't miss the opportunity to serve your Club and gain immense personal satisfaction from volunteering to be a Committee Member. Thank You—and Happy Club New Year!

KEN SMITH

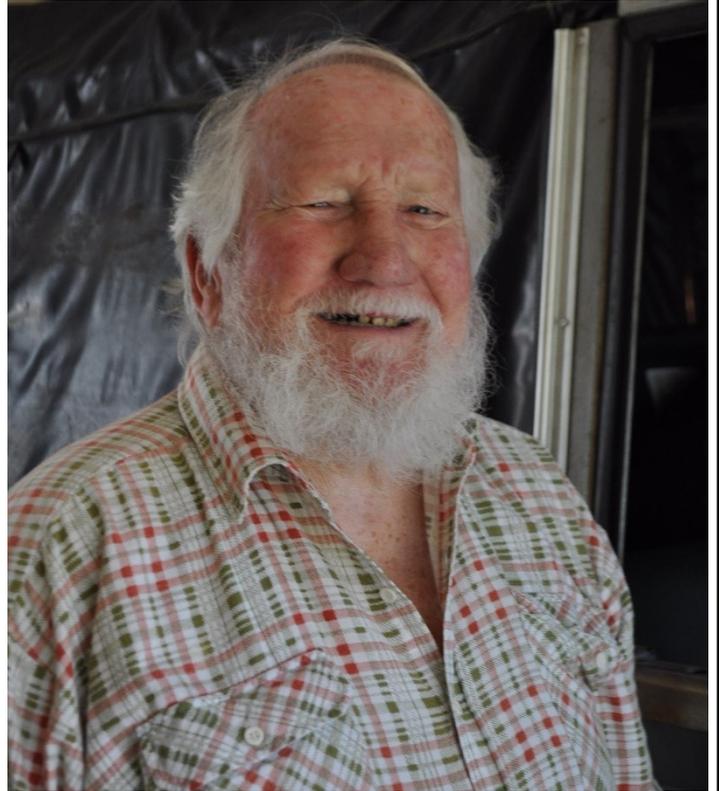
29 December 1933 to 25th May 2017

OUR CLUB PAYS TRIBUTE TO 'KENNY'

Everyone was shocked, saddened and dismayed to hear the news that Kenny had passed away unexpectedly on the 25th May. Our sincere condolences to his wife Vicki, his daughters Elaine and Amanda, and his son Keith, as well as to his grand children and great grandchildren.

Kenny's funeral was held on the 2nd June at the Hillside Chapel of the Palmdale Lawn Cemetery and a number of our members attended. As requested by Vicki, club shirts were worn and club cars were out in force.

Afterwards, everyone gathered at the Ourimbah RSL Club to farewell Kenny in style.



Photos from Jeff Glanville and Greg Denning

FAREWELL KENNY—THANKS FOR THE MEMORIES

Our President Jeff Glanville remembers Kenny:

Knowing Kenny Smith for the last 20 or so years has been a pleasure and also a lot of fun along the way. No one could ever say he was not very supportive of our Central Coast British Car Club or any of its members.

Janelle and I first visited Ken and Vicki's home at Kincumber for a Noggin 'n' Natter and we then realised how much of a British Car Nut he was with cars in all stages of rebuild, or just parts sitting or hanging around his shed. Kenny continued with this desire to restore right through his time with our Club and no doubt long before that.

In the year 2000, we had our first Club Driving Tour. Since then we have enjoyed many more of these great times away, and Ken always was about the first to put up his hand to be on the many trips. (I think Vicki got a well earned break while he was with all the girls and boys on tour). I say on tour with the boys and girls, but Kenny loved to go his own way, exploring a different route on most days but always arriving at the motel at the end of the day for the customary Happy Hour (or two) with all the gang, and thinking ahead to his next Egg and Bacon meal for breakfast (or lunch).

At the time of writing this, he hasn't yet arrived up there at the 'Pearly Gates', but be assured he'll be there soon. I am sure he will have ventured off the beaten track.

We will remember Ken as a larrikin, occasionally as Santa Claus for our kids, but always as a good friend to all who knew him.

You will be sadly missed Mate. May you continue to be happy and rest in peace.

Jeff Glanville

Photos from Greg Denning



FAREWELL KENNY—THANKS FOR THE MEMORIES

Kenny's good mate Gary Catlin recalls their first meeting and subsequent adventures:

Kenny, Ken, Smithy, and a few names you could not repeat. I first met Kenny at a breakfast run in 1994 where he showed me his pride and joy at the time – an MGB GT. When we started to talk about it, he showed me a problem with the paint job (which Kenny had painted himself) where, on the bulkhead and some of the seams, the paint would not stick as he had used brake fluid to remove the old paint.

When I first went to his work shop at Kincumber (the size of a house), he had 13 cars - some were in a thousand parts.

As we know, Kenny did like a drink and, as I recall, his doctor did say he must cut down - but one glass of red wine a night could have some benefits. So Kenny did his one glass a night which is what the doctor told him - he failed to tell the doctor that it was a schooner glass!

His home brew - if you had a couple of those, the next day the hangovers were so bad. But not for Kenny (insert other name here #*@%!). On my 50th birthday, a few friends took me out for a few drinks. Kenny said he would have a quiet one, and only

have a couple as he might get in trouble with Vicki. As the night went on, one person was getting more drunk than the rest of us as, when Kenny was getting a round in, he was having a rum at the bar, so he ended up more than a little bit drunk, shall we say. When we took him home, Vicki was still up. When he asked us to come in for a coffee, we left just like we were teenagers. The next day - no hangover for some, but I think Vicki would have had a few words with him.

One of his many restoration projects I remember (and I think the best) was the Austin Healey Sprite. When he got the car, he asked me to come and have a look. He asked me, "What do you think?" I said, "Shovel it up and put it in the bin, (insert another name here)".

Kenny said: "I am going to get this ready for the Tasmania run next year". He asked me to help so, after getting some parts, we started to weld up sections. At the time I was working full time and he asked me to show him how to weld. The next day after work I dropped in and he had done an amazing job welding all the bits back together. Two days before the Tasmania run, the engine was still in bits, but he did get it ready for the run, and it was one of only a few cars that did not have a problem!



Fast forward a few years to his last project which was the Land Rover that he completed. He had to get the rust cut out and rebuild the engine as well as the suspension. He had this for only a short time as the ride was so bad that even Kenny found it uncomfortable.

Kenny's 30 year dream was always to have a Range Rover and finally he got one just this year. Unfortunately he only got to 'enjoy' having this for about six weeks.

As some might know, a few from the car club have a Friday 'roving men's shed', as Jane calls it, which is a



drink at one of the local pubs or clubs. Not having Kenny there will be very sad as he was larger than life and always good at telling bad jokes and stories from his past. We will keep this going in respect for Kenny. He will be a great loss for many people who have met or lunched or 'wobbled' or Sunday 'car runned' with Kenny.

R.I.P Kenny, Ken, Smithy, and some of the other names; a really great mate – we will miss you.

Memories and Photos from Garry Catlin

FAREWELL KENNY—THANKS FOR THE MEMORIES

Another good mate of Kenny's, Greg Denning tells the tale of 'Captain Kenny':

I first got to know Ken when the club spent a couple of weeks touring Tasmania. Wherever we stopped the locals treated him like a long lost mate even though they had never met him before. On one of our sightseeing boat trips the captain let him take control of the boat; no one else was offered the job. People could see he was a bit of a larrikin, a bit of a character. My next real encounter was a two day road trip to a Grafton paddock to collect a Land Rover. I picked Kenny up from his Bateau Bay home, collected the rented car trailer and headed for Grafton. I don't know how he was able to do it, but I started to suffer from his medical condition 'under-size bladder syndrome'. The journey took a lot longer than we expected. I'd be stopping for me, then stopping for Kenny. We were like two old dogs trying to out-pee each other at every second telegraph pole. Ridiculous!

Eventually we found the paddock with the Land Rover in grass up to its windows where it had been sitting for the past 2 ½ years. The owner put in a freshly charged battery and on the second turn of the



Due to previous commitments I couldn't go to Gulgong to collect his next project – a petrol engine, automatic Range Rover, so Gerry was the lucky one to do this final road trip with Ken. A couple of days later I rang Ken to enquire about his new acquisition. He said there were problems with the auto gear box and he was taking it to Tuggerah to have it checked out. I told Ken to give me some notice of when he would drop the Rangy off and I'd pick him up and take him home because the gearbox centre was just up the road from where I live.

After a typical shocker of a day at the funny farm (Alison Homestead) and driving home looking forward to a beer, my mobile rang. It was Ken: "Can you come and pick me up and take me home?"

I dropped off one of the volunteers and Tobi (my trusted guard dog) leaving Ken sitting in the back like the King of Bateau Bay being chauffeur-driven home. It

key it started! I drove it up onto the trailer and secured it as Kenny handed over the cash. Heading for home, as it was getting dark Ken suggested that we stay the night at Laurieton at a motel the CCBC had used awhile back. We arrived at the motel and went to the reception. It was just like old mates who hadn't seen each other for ages: "Do you want a meal? I'll get them to keep the kitchen open for you," said the bloke behind the desk. So off we go to the Bowlo which somehow is in partnership with the motel. We arrive there and Ken gets greeted like a long-lost buddy by the restaurant staff who were clearing up after their patrons. The chef yelled out from the kitchen: "Kenny I have to go so I did you two mixed grills is that okay?" Everyone who met Ken remembered him because he was a good bloke and, most of all, a character. The world needs more characters.

The next day we headed back to Bateau Bay where I drove the LR off the trailer and into his garage. Ken paid for everything - food, drinks, accommodation, diesel, and he insisted on me taking some cash for wear and tear of my Land Cruiser. They were two good fun days learning about each other's past and future with a very appreciative, generous man.



was peak hour traffic both ways - Wyong to Bateau Bay, Bateau to Wyong - so I WASN'T HAPPY! My claim to fame is that I'm probably the last club member to explicitly tell Ken what I thought of him and his beloved Range Rover. After I calmed down we talked for about an hour; in actual fact I listened, thinking it quite strange at the time that Ken wouldn't shut up, speaking at 100 miles an hour. He was like a petrol engine running on the last few drops of fuel left in the carburettor.

Little did I know. I dropped him home and Ken asked me what brand of scotch I drank. We gave each other a hug and I told him don't worry about the scotch, and that next time when the RR is ready to collect, to phone me and give me a bit of notice. I'll be waiting for that call for long while.

Captain Kenny - thanks for being a big part of the CCBC family.

Memories and photos from Greg Denning.

Noggin 'n' Natter with Rob and Family

Saturday 17th June

This was the first Noggin 'n' Natter for Rob Gordon, and we had a warm welcome from Rob, his son and daughter-in-law and his two granddaughters.

The evening commenced at 6pm with a few of us arriving at that time then more members kept coming along. We finally had around 32 people engaged in conversation and sampling the abundance of food.

Rob is an avid collector and it was surprising the number of different lamps Rob had accumulated.

We ventured to his 'man cave' and found there was a vast extent of motor memorabilia and other items such as cameras, radios, gramophones plus assorted curios. This was accompanied with interesting background info from Rob.

On a cold night we enjoyed the warmth of the house which no one seemed in a hurry to leave. We had a great night and thank Rob for a memorable evening.

Dennis Barnes

Photos by Greg Denning



Renmark and Broken Hill or Bust

.....in a 1925 Phantom I Rolls Royce

Rowena Sargent reports on an arduous journey made in fine style and good cheer to celebrate a pioneering trip in the same fine British motor vehicle that was travelled way back in 1927:

We have just undertaken a trip in our 1925 Rolls-Royce Phantom 1 out back across the Hay Plains to Renmark and Broken Hill and then home across the remote highways of south-east Australia.

This was inspired by a journey undertaken by the Rolls' original owners in 1927. It was recorded in the papers of the day to have stopped in Renmark and Broken Hill on the way from Melbourne and Adelaide to Queensland.

Well, we were setting off into the unknown with lots of anticipation getting us and our 1925 Phantom 1 Rolls Royce ready for the journey. The last straw was the failure of the windscreen wiper on the way home the night before our trip. This was fixed by substituting a similar one from our Rolls Royce 20 hp.

Shannon's Cars, Bikes and Coffee was an excellent start. Information put out by the Rolls Royce Owners Club and Shannon's websites brought out Rolls-Royce club members and other enthusiasts.



With the help of the RACV workshop in Mildura, an electric fuel pump and a pressure reducer were fitted, thus bypassing the original old vacuum tank. We were on the road again, driving along the remote 140 km to Renmark on a cloudy afternoon. The low sun gave a shower of white rays in the Murray Sunset National Park. It was quite beautiful.

We had a leisurely morning in Renmark meeting with a journalist from the Murray Pioneer and Australian River Record, the newspaper which had reported the visit in 1927. Lots of photos later and after a visit to the Renmark Hotel Museum, we were on the road again comfortable in our repairs. We retraced our steps toward Mildura, turning north shortly before the city for the short jaunt to Wentworth. All is going well, the weather is perfect for driving.

The next morning was a blue blue day, just perfect for a drive, not a cloud in the sky and a huge horizon. The car is running smoothly, powering north towards Broken Hill. We stop and take a photo of the car against a broad horizon thinking of how did they make this journey in 1927, without roadhouses and along dirt tracks. Then the car coughs and splutters as if we have run out of fuel. We empty the jerry can knowing the Coombah Road House is about a kilometre away.

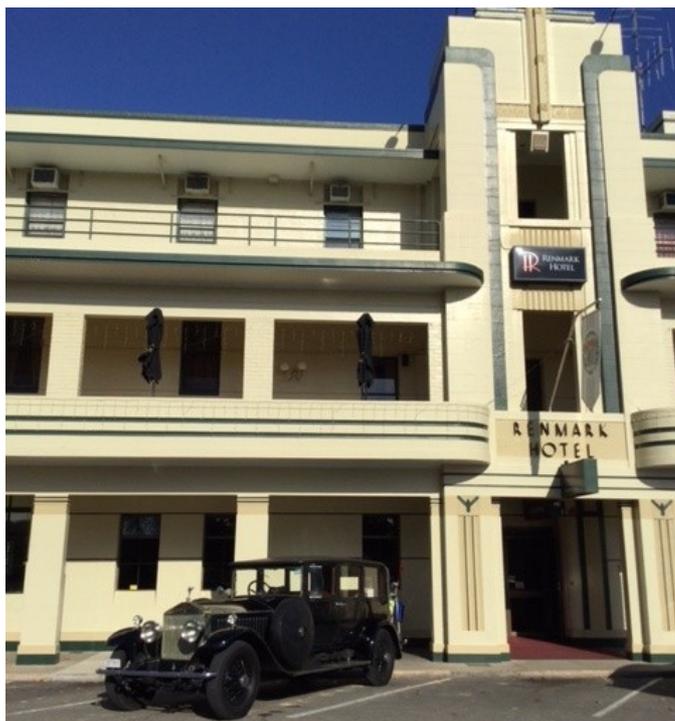
Needless to say the car had not run out of fuel, just challenging us with a complex problem of the fuel system - a glitch in the electric fuel pump.

It was exciting to see the hills outside Broken Hill and finally the mining shafts. We had reached both destinations of the

A midday start from Canberra meant we arrived in Wagga Wagga at sunset, a difficult drive into the direct sun. After this we got into a good rhythm of starting late and arriving early to avoid driving into the sun and into the kangaroos. The 150 to 250 kilometre days, cruising at about 70 kph, were perfect along the straight and remote country highways where the huge rigs could see us and easily overtake.

The third day on the road took us along the Olympic Highway across the Hay Plains. We woke up next morning in Hay to a dull day, light drizzle and thunderclaps having a dampening effect on things. I always say in a 1925 car with a leaky windscreen that it is the RR owner's wife's job to mop up the leakages and wring out the chamois to keep things dry inside.

Luckily there were several weather changes during the day and the sun eventually came out under the thunder clouds. However all did not go to plan, to say we had some mechanical issues would be an understatement. The morning in Mildura was the one to present a challenge. The car was hard to steer, blowing a whole lot of smoke, backfiring and running on less than six cylinders. Barry identified the problem as the vacuum tank which had 'failed to proceed' and had flooded the engine with fuel.



trip. Now Broken Hill is not a small town. We meet people who have passed us on the road, people who have read about us in the local paper, and someone from the local car club which just happens to be meeting for a chat and a beer tomorrow afternoon. An invitation is extended, and we will be there.

We wandered through Broken Hill looking at the magnificent architecture and old buildings of a rich bygone era. We had a wonderful afternoon with the Broken Hill Veteran and Vintage Car Club, sharing a beer and tales of driving old cars. Afterward we go to the garage of one of the members to check his collection of Chryslers, Plymouths and other cars. An amazing day we thought, especially the afternoon/evening, as we drove home with the lights on for the second time in the trip.

Continued next page:

Renmark and Broken Hill or Bust

Continued from previous page:

Next day we take more photos in Broken Hill, posing Maude outside the Palace Hotel, made famous by the movie 'Pricilla, Queen of the Desert'; we have our own 'Maude, Grande Dowager of the Desert'. And we then farewell the Broken Hill Club on its monthly drive out to Silverton, pity we have to get going in the opposite direction to Wilcannia.

Homeward bound, the car is running beautifully. An oasis, 'Warrawong on the Darling' just outside the town of Wilcannia, gives us a bush walk in the red dirt, billabongs and water birds, a Happy Hour with happy campers, a fire pit and bush dinner. I love this sunburnt country.

The drive to Cobar, is beautiful, 'Kangaroos next 240km', emus crossing the road, goats alongside with their kids. This is the only road that we know the car took in 1927.

How did they do it? It was a dirt track then, where did they get fuel? Where did they dine and stay overnight? And how did they avoid the kangaroos and emus?

However, the car, after running perfectly all morning played up again after our lunch stop, or at least the electric pump did. After frequent stops Barry improvised a shorter fuel line to the spare jerry can, and we finally arrived in Cobar for a repair job and a new fuel pump.

Two long driving days home, staying overnight in Dubbo, winding our way along the Golden Highway, and Maude is travelling graciously. It was an amazing trip, a long drive full of challenges, insights and adventure. Rolls Royce's do not breakdown, and ours didn't 'fail to proceed', she just made it on her own terms.

Report and Photos from Rowena Sargent



THE SAGA OF LONG DELAYED DAs FOR ALISON HOMESTEAD

Greg Denning relates a tale of amazing co-incidence, fate and good fortune that brings a saga of three year delays by ridiculous bureaucracy to a happy conclusion:

Not so long ago I received a message from my doctor's surgery that they had flu shots ready for their regular patients. So I made an appointment to have mine but my usual doctor was away so fate took me to see another.

As I sat down in his surgery he mentioned that he'd seen my photo in the Advocate and had heard me on the radio talking about how the council's procrastination with approving a DA to use a grant of \$46K for our Men's Shed and Admin Building had resulted in the grant having to be handed back.

Next he asked if I would like a defibrillator for the Men's Shed plus a cheque for \$46K! I was gobsmacked and said "yes, thank you!"

Two weeks later I needed a script and saw the doctor again. He asked how I was going and I explained that we needed to put in a ramp for wheel chair access and that since we'd received original quotes the cost had gone up. He asked if \$60K would cover the costs and soon after I received a cheque for that amount plus confirmation of the defibrillator along with three-year on-going training for four staff at a stand-alone cost of \$6K plus!

These unbelievable donations have come from the Elderslee Foundation Australia. We at Alison Homestead are humbled by their wonderful generosity.

Now that we have the money, how will the council find a way to stop us ???!!!!

Just thought you might like to know.
Yes, there is a Santa Claus!

Greg Denning;

President, Alison Homestead.



The photo shows Dr. Howard Oxley (left) presenting the \$60K cheque to Wally Billington (centre, vice-president Alison Homestead) and Greg.

PRESIDENT'S RUN TO DOORALONG



25th June

A great turnout on a fabulous Winter's day. With 27 cars and their owners gathering at Ourimbah at 9.30, we headed off on a lovely drive towards the Entrance and onwards to Norah Head for morning tea. The views were fabulous and some of us saw whales.

After much chatting and catching up, we then headed for lunch via Budgewoi, Doyalson, Wyee and Hue Hue Road to finally arrive at Dooralong. It was a tight squeeze to get us all into the car park; the Rolls Royce took four car spaces (hee hee), but eventually we all got in.

Lunch was prepared by Jeff and Janelle with help from Janna and I'm sure many others. We all consumed some very appetising rolls with wine to wash it down. After lunch Jeff gave us the bad news – a 'Quiz' with 20 questions and the winners were the Roche's – Wahoo! - only for the fifth time.

Thank you Jeff and Janelle for a wonderful day, a great time was had by all.

Anne and Michael Roche

Photos from Robbie Gee, Anne Roche and Jeff Glanville



More photos next page:

PRESIDENT'S RUN TO DOORALONG



HUNTER ALL BRITISH DAY — SATURDAY JULY 15

NOTE NEW LOCATION IN RIVERSIDE PARK

This is always a great day and presents a spectacle of British motor vehicles that cannot be missed. Participating with our Club to provide an impressive display and admiring all the other Club presentations and vehicles combine to make it a day you will utterly enjoy!

Harley Roberts



All British Display Day



Saturday 15th July 2017



*Riverside Park
Hunter Street
Raymond Terrace*

Display from 10:00

www.jaguarhunter.org.au

Club Regalia for Sale

FLEECE JACKETS

Ladies	\$30
Mens	\$40



Contact Linden Whiting

POLO SHIRTS

Ladies	\$18
Mens	\$18



SUMMER SHIRTS

Ladies (short slv)	\$29
Ladies (3/4 slv)	\$44
Mens (short slv)	\$30



SPRAY JACKETS

\$15

BASEBALL CAPS

\$16

BADGES

Grille (20-year)	\$25
Lapel (Metal)	\$ 4
Car Sticker	\$ 2
Fabric	\$12



ALL BRITISH DAY — THE KINGS SCHOOL — SUNDAY 27th AUGUST

The annual All British Day at The King's School Parramatta is a highlight of the year.

This is a spectacle you simply must attend!

The beautiful grounds and buildings of the historic Kings School provide a perfect venue for the vast assembly of cars. Held in association with the School's annual fete/carnival and art show, there is a wide variety of attractions for everyone to enjoy.

Our Club is quite famous for its displays and we want to make 2017 another huge success with a record number of cars and members contributing to an outstanding presentation of the CCBCC.

Especially if you have not been to a Kings School day before, note it in your diary right now, and start building your anticipation of a truly memorable event.



Please advise Terry Hardiman (phone 4362 3686) as soon as possible how many cars and guests you'll be bringing! Call him today! Truly this is a wonderful occasion.

There is excitement and pride to participate!

COMING EVENTS

15 July; Hunter All British Day (see page 14)

18 July: CCBCC Annual General Meeting

23 July; Life Choices Foundation Event (volunteers needed)

13 August; Shannon's Classic

27 August: All British Day, Kings School; contact Terry Hardiman (see above)

1-14 September; CCBCC NSW/Vic Coastal Tour

2 December (Saturday): CCBCC Christmas Party



Calendar of Events



July 2017

- 5 **WEDNESDAY WOBBLERS** - David and Margaret Phillips
- 9 **CARS, COFFEE & CHAT RUN** - Meet at Corrugated Café 10:30
- 15 **NOGGIN 'N' NATTER** - Jane & Jerry Howard, see below, note Saturday
- 18 **CLUB MEETING** - Ourimbah RSL Club / Wattle Room (upstairs) at 7.30pm
- 23 **CLUB RUN** - Gary & Kristine Flack

August 2017

- 2 **WEDNESDAY WOBBLERS** - Barry & Vivien Sale
- 6 **CARS, COFFEE & CHAT RUN** - Meet at Corrugated Café 10:30
- 11 **NOGGIN 'N' NATTER** - Ralph & Jen Tyson-Davies
- 15 **CLUB MEETING** - Ourimbah RSL Club / Wattle Room (upstairs) at 7.30pm
- 27 **CLUB RUN** - All British Day, The Kings School (see page 15)

September 2017

- 6 **WEDNESDAY WOBBLERS** - Volunteer Required (please contact Craig Bond)
- 10 **CARS, COFFEE & CHAT RUN** - Meet at Corrugated Café 10:30
- 15 **NOGGIN 'N' NATTER** - Volunteer Required (please contact Craig Bond)
- 19 **CLUB MEETING** - Ourimbah RSL Club / Wattle Room (upstairs) at 7.30pm
- 24 **CLUB RUN** - Craig & Therese Bond

Wednesday Wobblers

6th July

David & Margaret Phillip

Meet RSL Carpark 9:15; Depart 9:3

**Morning Tea at Budgewoi
Lunch at 'Warnies' Warnervale**

Easy Driving, Scenic Views,
Unmissable company

Come along and enjoy a great run!



Noggin 'n' Natter
Saturday, 15th July

From 6:30pm

Jane & Jerry Howard

The theme is Christmas in July, so please find and wear your Christmas apparel and accessories to join us for some festive fun. Bring a plate and drinks—and by all means come along after the Hunter Display Day.