



Steering Wheel

www.ccbccau.weebly.com

editor email = ccbcceditor@gmail.com



Merry Christmas

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Minutes—Monthly Meeting

MINUTES OF MEETING OF CENTRAL COAST BRITISH CAR CLUB held at Ourimbah RSL Club on Tuesday 21st November 2017 in the Wattle Room

Meeting opened at 7.35pm

APOLOGIES: Dennis Barnes, Wards, Hankins, Margot Hardie, Sandra Pinn

VISITORS: Welcome back Peter Hancock, Rob Gordon's daughter Monica

MINUTES: Dennis Brady proposed the minutes as printed in the magazine be accepted. Seconded Julie Curtis. Carried.

MATTERS ARISING: Nil

PRESIDENT'S REPORT: Dennis Brady thanked the Flacks for a wonderful noggin-n-natter at the Flacks which was a Hawaiian Theme.

VICE PRESIDENT'S REPORT: Robbie Gee advised no new member applications and advised Dennis Barnes was awaiting results of removal of a melanoma.

SECRETARY'S REPORT: Correspondence in: Usual club magazines; ltr. from Roads & Maritime re extension of Classic Vehicle Log Book trial; promotional material from Carnivale in the Park 2018 (Australia Day); Council of Heritage Motor Clubs re Travellers Pack; ltr. from CHMC enclosing Minutes of half-yearly meeting. E-mail from Greg Kean confirming All British Day is on the new date of 21st Sept. 2018. Correspondence out: Nil Janna Meek proposed correspondence be accepted, seconded by Greg Denning.

TREASURER'S REPORT: Jane Howard advised that Stephen Wilton will be taking over as Treasurer from Feb. 2018. Balance at beginning of the month was \$6577.25. We received \$50.00 membership fees, Christmas party \$1040.00, interest of 59cents, Kings School \$250.00, regalia sales of \$127.00 making a total of \$1467.59. There were no expenses, making the balance at tonight's meeting of \$8044.84.

Jane proposed report be accepted, seconded by Don Hardie. We have submitted expenses for Regalia of \$1738.66 and Christmas party expenses of \$118.00. Jane proposed these be paid, seconded by Craig Bond.

Jane confirmed we currently have 47 members attending the Christmas party. We are keen to have these numbers rise. There will be fine dining and lots of prizes. Ross Goff advised there was an offer of entertainer at the cost of \$300.00 for 3 1/2 hours and proposed this be accepted. Meeting voted to have music.

Dennis thanked Jane for her wonderful efforts during her time as Treasurer.

SOCIAL CO-ORDINATOR'S REPORT:

Craig Bond spoke about the Hawaiian night at the Flacks. Howards Wobblers was a great success. Rathmines Festival was a good event. The display of our cars was on the grass, it was a very hot day and the planes were very good. Noggin-n-Natters are organised for February, March, April and May. We need Wobblers and Sunday runs for the whole year. Meeks will be doing the February monthly run. Craig spoke about a vineyard in the Hunter Valley which sounded interesting to have a run to and there will be an Australia Day event at Greg Denning's place (this is the same as last year which was a great day). Jeff spoke about the Nambucca Heads weekend which is on the 23rd, 24th, 25th March, 2018 which is the weekend before Easter. Accommodation is at the Miramar Motel which is next door to the RSL Club. Contact Jeff Glanville if interested in going.

Fish-n-Chip run. This is still being looked at. The Entrance where we usually go is now unsuitable because of the exorbitant fees. Jeff and others are going to a Wisemans Ferry park on Friday where they will meet Laurie from the Triumph Club and decide if somewhere there is suitable. Greg Denning has suggested the Museum as a site as well.

Minutes—Monthly Meeting

REGALIA: Gary Catlin advised he has 9 shirts of varying sizes which are the wrong colour. What do we do with these? Dennis Brady proposed that we swap the shirts already sold for one of the proper colour and members hold on to the old shirts. Gary would like to have a photo or site the original wrong shirt .It was also discussed at the meeting that the 9 shirts be sold to any member who wants one for \$5.00. The meeting agreed to these suggestions so contact Gary. He now has beanies with club badge on them for \$10.00 each. He had \$56.00 in sales.

HISTORIC PLATE REGISTRAR: Greg Meek advised that over the year we have had quite a few historic cars turning up. It is pleasing to see members are using their vehicles. He feels that the 60day system helps members to use their cars which is great. Greg will publish a list of the cars on historic plates. Peter Kelly is putting his green MGB on historic plates. If members are eligible to go on this scheme go for it. There are 34 on historic plates.

CHMC DELEGATE: John Madell reported on the meeting at Mudgee. There was normal business discussions. There was nothing of importance coming out of the meeting. Asbestos was brought up and John suggested that a recognised asbestos training scheme should be available. National Rally will be

at Narrabri on Friday, 30th March 2018. At the half yearly meeting on the 27th October at Queanbeyan there was a lot of debate about the 60 day scheme.

GENERAL BUSINESS: Greg Meek brought up the fact that if a member is going to the country for a meeting etc. on behalf of the club, the club should reimburse the member for some of his expense. Dennis Brady advised we will take this to an executive meeting.

The October gift certificate was awarded to the Whitings. November will be handed out at the Christmas party.

Ross Goff again confirmed that the Xmas party is on the 2nd December starting at 6.30p.m. at Linton Gardens. There will be canapes, champagne and juice served on arrival and then members will buy their own other alcohol. There will be lots of lucky door prizes and music. We have been given the function room and gardens. Please let Ross know if there are any dietary requirements.

Dennis Brady advised that at All British Day he was talking with someone from PPC (Permanent Painted Coatings) paint and leather conditioners and thought it could be a factory visit for a Wobblers Run.

Dennis also advised that when Jeff was President he spoke about members giving a short talk at the end of the meeting. Dennis wondered whether it was a good idea to do a talk up to 10mns (strict time limit) at the end of the meeting. If anyone would like to do a short talk, let Dennis know.

Meeting closed at 8.35p.m.

Editor's Rambling's

Well this is the last edition for 2017, thank you for all those that have sent in reports and articles it has made my first 5 months as editor much easier .

Kris and myself would like to wish everyone a Merry Xmas and a Happy New Year. I hope everyone enjoys the clubs Xmas party, I know what it takes to organise these sort of things so many thanks to the organisers.

I was just thinking the other day about how things change sometimes for the better and sometimes not. Too put that into prospective for the Club, we have been members for almost 6 years now and in that time the club has had a number of presidents changing every 2 years.

This seems to keep the club moving in the same direct with little or no change, I think that is a good thing for the club as it has the right mix of social v car show (more on the Social side which I think is a good thing)

On the other hand we are also members of the Jaguar Drivers Club Hunter Region since 2009 which had the same president for most of that time. Ian Hissey did a great job and organised the yearly Jaguar National Rally tour which was the envy of the other Jaguar Clubs.

Ian retired from the presidents job 2 years ago and the Club floundered a bit with the new president getting some criticism and did not stand again, the club had difficulty in getting any one else to stand for president. So it would seam that having the same president for so long, and that person doing a fantastic job may be detrimental to the club in the long term because no one else can do as good a job in the eyes of the club members.

On a personal level in 2013 my life changed for better I RETIRED , no more driving down the F3 (now the M1) everyday, which I had

done for 20 years. I was asked by the then president if I would be able to take up a position in the club, to which I replied maybe later, so now I'm the Web manager and Editor , and also part of the CCBCC Tours Ltd committee organising 2 week long tours, with playing Lawn Bowls 2 days a week, President of a Model Railway Club which meets once a week and a member of the Merriwa Railway Museum, I think my life changed !



Now talking about CCBCC Tours Ltd, after a very successful tour in September we are currently in the process of organising the 2019 Tour ' Autumn in the Snowy' the committee will be hard at it in the next couple of months (lots of coffee and yes maybe some pies) sorting the route and motels.

A draft copy of the itinerary will be sent out asking the expressions of interest , in the mean time a weekend away to Nambucca Heads is being organised.

Merry Xmas All

Please Note:

CHISTMAS IS CANCELLED

Apparently, YOU told Santa that you have been GOOD this year ...



He died laughing

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

Wednesday Wobblers Jane & Gerry Howard

Our run started off at Ourimbah with a select few, the sun was out but it was chilly which prompted a quick dash home by our esteemed secretary to pick up a nice cardy.

We headed off past the University onto Brush Rd and through Tumbi Valley onto Tumbi Rd, then through Wamberal and onto The Haven at Terrigal where our numbers were significantly increased by more southerly members.

The weather was sunny and The Haven lived up to its name. A dolphin came and did a swim past to honour us and a helicopter did a fly past too. Several members commented on the fact that we are privileged to live in such a beautiful area.

After leaving The Haven the plan was to meander our way through Avoca and Kincumber past Macmasters and down wards hill. In the end only three cars stuck with this route which meant that although we were leading our group we arrived at the restaurant after most others.

More members swelled our numbers to 24 for lunch at Margarita Daze a restaurant with a stunning location on the waters edge at Ocean Beach. The whales failed to put in an appearance but the food and service were fine.

Jane

The Wobblers' Run on the 1st of Nov wasn't the most exciting for us, as the Healey was off the road, still is actually, while the chief mechanic works out how to refit the left rear wheel and make it less likely to come off. We arrived at Ourimbah in our Commodore and this car does have its merits: the hair do stays in place, no Panda faces – sunburn around sunglasses. The seats are more comfy too, we drove down to Ourimbah by 9:30 am and found the usual cheery band awaiting departure.

We drove down to Terrigal and onto The Haven picnic spot by the water for some morning tea. This month, it was Carol Wilton's birthday (Happy birthday again Carol) and a lovely cake to enjoy in the sunshine.

Then we drove along to Umina and Margarita Daze, more a restaurant than a café, I think, but they served is a delicious lunch and put up with our usual noise.

There were 16 bods on the run this month, most of them in British cars. The Wards had the Vauxhall out in the sunshine too.

Thanks Jane & Jerry for organising a great day.

Margo Hardie.

Wednesday Wobblers Jane & Gerry Howard



Noggin N Natter at the Flacks

Thanks to everyone who came along to our first Noggin n Natter, everyone came along in their best Hawaiian dress (except for one) and you don't want to know what Greg had under that sarong !

We hope everyone had a good time and glad our little dog behaved herself , sorry we forgot to get a ukulele to serenade everyone !



Sunday run 26th Janelle & Jeff

A great turnout for the last car run of the year, there was about 25 cars and 7 cars on historic plates as we left the car park it was getting a bit warm but a great drive up the motorway onto the Hue Hue road heading towards our morning tea stop at the park in Cooranbong, finding a nice bit of shade and having 2 pieces of Janelle's lovely home made pineapple cake. (When am I coming over for some more) a lot of chatting about cars and the ladies I think talking about knitting. As we left for the run to our lunch stop it started to cool down a bit so top down, a fantastic drive on some back roads though Wangi, Toronto, and driving a long side Lake Macquarie how could you get a better drive, as we arrived at our lunch venue at the Valentine bowling club what a view right next to the lake, a great selection of food some people were trying to watch the V 8s and some trying to get the cricket score after a very long lunch we started to head home some of us going though Belmont still following the lake, we must do this run again. A fantastic day thank you Jeff and Janelle(and the lovely cake)

Gary Catlin



The 40 Pound Racer

The year was 1984, I had just finished a season of Super Kart racing a 250cc International Zip GP Super Kart, I had lost my sponsor and worked out that that season with International travel repairs crash damage and engine rebuilds had cost me over 25k of money I could not afford, so I went on a quest for my adrenalin fix.

My older brother at the time was taking a break from the F1 Grand prix scene and was running a small F3 team with cheque book drivers, so I went along to Mallory Park in Leicester to help out and I spotted the Classic Saloon racing club who had just started a Pre-65 class , which means the car had to be manufactured pre 1965, so this was a pitch battle in cubic capacity classes all in one race of Mustangs Mk2 Jaguars Lotus Cortinas, Ford Anglias Hillman IMP's etc.

So the idea was hatched to build a light weight Ford Anglia with a Cosworth down draught MEA engine ,which was the old F3 engine from the early 60's,which my brother just happened to have in the workshop. these plans quickly changed as the Classic Car Register banned open carburation, which meant the car had to race on the carburetor it was sold with originally...(BUGGER) plus the fact I couldn't find a good enough Anglia shell that didn't need every panel replacing due to rust.

Then around March 1985 with no drive for the season I was getting very agitated until one day at one of my customers I spotted a Gold 1972 Hillman imp that had failed its M.O.T test due to rot in the sills and a blown head gasket, a bit of haggling and the 40 pound racer was born.

Now the trick was not to let Lynne my present wife (she keeps threatening me) know I was going to race this car, I quickly drove around to my friends houses and hatched the plan that they should come and help me renovate this classic car.....LOL.

I towed the car home using only the hand brake as it had no brakes on a Tow rope I and two mates then set about striping to a shell and several trips to the tip on one weekend to dump all the sound deadening and unwanted trim, then we sat down with the rule book and Formula regulations to see what we could do , or not do. we cut away half of the doors in side ,bonnet braces etc fitted a perspex rear window as it was a door technically and not a window. This car was built on a budget and I had to bring it home as a project on the budget of 500 pounds sterling, so my best negotiations skills came in to play.

I purchased a second hand full roll cage for 120 knocked the guy down from 400 the seat I got from a fire sale for 20, tyres I got free from a local garage as they were almost worn to slicks. I purchased every thing I could second hand at knock down prices some times having to drive half way across the country to save a quid, using my company car and petrol.

I painted the car my self after welding the floors up, the engine was built by my brother after careful reading of the reg's with great care eel and gas flowing of the cylinder head . the 20mm Solex standard carburetor came in for some radical modifications, the ventury being bored out to 50mm and the main jet drilled out 2mm this thing just pored petrol down its throat. I manged to gain some sponsorship from a local motor factor Droitwich Motor Parts who gave me the brakes and oils etc and some money towards the paint if I painted the car there blue which was french racing blue hence why the rego is DMP1 that was the only thing we were allowed to do as no advertising was allowed on the cars.

The exhaust system was hand fabricated by a very talented IMP tuner called Keith Blaney for the some of 400 quid ouch but it worked and sounded fantastic with its open megaphone. The regulations stated the car had to have a current M.O.T certificate, to race which had to be presented at scrutineering.

We finished the car at 10.30 on a Friday night and its first race was that Sunday at Donnington park, I fired it up for the first time on Saturday morning and drove it down the town for it MOT test at the local garage, with its open megaphone exhaust as I drove off the estate it was setting off car alarms and scaring small children & dogs. needless to say after taking all of the mechanics at the garage for a quick trip and it was quick around the block they passed the car even thou it failed the emission test.

I loaded the the 40 quid Imp on to a borrowed trailer and loaded tools jacks etc and any thing I thought I may need for our first car race at Donnington Park. Sunday morning dawned bright and sunny my long suffering mate arrived bang on time and we set off all was good until we hit the M5 motorway as i accelerated up the slip road and joined the traffic it dawned on us both we/I had loaded the car the wrong way round on the trailer and the racer was now wagging the Tow car (Phark) the IMP is rear engined and I had drove it on the trailer rather than reversed it on, I had to take up all three lanes of the motor way to get the whole rig under control. The scariest out of control ride ever, fortunately every one braked to keep away from my accident that was unfolding before there eyes, but I did it the 40 quid racer and the kid from Droitwich were going to live to fight again.

I could not go any quicker than 40 miles an hour or it would fish tail violently, we pushed on, no mobile phones those days so we drove on at 40. Eventually we arrived quickly unloaded the car i went and paid and signed on as my mate pushed the car through scrutineering and lined it up ready to go out for practice we had just made it i quickly changed jumped in the car as my competitor were driving on to the circuit. I had to complete four laps to qualify for the race, fire the engine up went for first gear NO CLUTCH hydraulics switch it off grabbed first gear started it on the starter and kangarooed out on to the track, into the race traffic phew had problems changing gear but stuck it in fourth and flogged it qualified last but one out 30 cars.

Back in the paddock I quickly worked my magic using a 1P coin to get the clutch to work, now had to wait for the race at 2.30 pm I had a lot of interested on lookers coming up to me and saying you were so slow and a few competitors in much faster cars telling me I was in the way. which worked well for the fight in side of me they didn't know I had no clutch. Lined up on the grid next to a 5 liter Facel Vega and behind a slow MK2 Jag my class competitors were two rows in front. The flag dropped the Facel Vega shot off and rammed a Hillman Rapaire up the boot I shot past the Jag the accident and an Anglia I was now into third in class and closing so quickly through Kraner curves and hollywood, out braked my class leader in to the old hair pin and I was leading the class now up to 12th in the race. Flatt our 17,000 RPM over 100mph the speedo cable broke tucked in behind a Cortina slip streaming. finding it really slow as i was used to well over 150mph down there in the kart being very twitchy, thinking to my self this is easy when blat bang pop the engine went then stopped I coasted down the pit lane and retired. the brand new ignition coil I had fitted didn't like going that fast so it retired and stopped working. The 40 quid racer had down 3/4 of a race lap but had shown its self to be fun.

Paul Harris

A FAILURE TO PROCEED

We were looking forward to our day at the Catalina Festival. A calm fine day, the Big Black Cat would be able to do a few fly-overs. Just the roar of those engines excites me, (yes I'm a power freak), but sadly it was not to be. We got as far as the off ramp on the M1 at Tuggerah and the Healey started to wander a bit, then shudder and knocking from the left back wheel. We stopped and Don got the wheel off and there it was again. The studs holding the wheel on had almost sheared off and the wheel was in danger of flying off into the bush and doing a lot of damage to other parts of the Healey and anyone who might of got in its way. We called Coastal Towing to get us and the Healey back home. Don Says the Healey is suffering from old age (me too), but it can be fixed, so we'll be back soon.

A pity about the Festival though.

Margo.

UPDATE

The Healey's back on the road thanks to hub bolts from Greg Denning's old Healey diff, replacing the stripped studs and the same update will be done to other side very soon!!!!!!!!!

Chief Mechanic.



Ailing Black Cat forced to land

ENGINE TROUBLE: The black Catalina was forced to seek a hasty landing at Maitland Airport, in Rutherford, on Sunday.

THE Catalina that had been scheduled to make some low and slow fly pasts at the Rathmines Catalina Festival on Sunday experienced engine trouble and was instead forced to land at Maitland Airport.

The 72-year-old aircraft known as Felix the Black Cat, Australia's only operational Catalina, was on route to Rathmines from Albion Park when the pilot encountered a problem with one of the engines.

"The pilot had a warning to preserve the engine, so he shut it down," a spokesperson for Rathmines Catalina Memorial Park Association, told the *Lakes Mail* on Monday.

The pilot then rotated the engine 90 degrees to minimise drag. This is a process known as feathering, the Spokesperson said. The pilot then sought to land the flying boat at the nearest suitable airport, which was Maitland Airport, at Rutherford, he said.

The important thing is that we got a safe outcome the spokesperson said. The festival was nevertheless hailed by organisers as a great success.

- DAVID STEWART (sent in by Don Hardie)





Calendar of Events



December 2017

- 2 Christmas Party - Linton Gardens
No regular events this month
Merry Christmas !

January 2018

- 13 Fish & Chip run, venue TBA
26 AUSTRALIA DAY - Greg Denning's at South Tacoma - All members welcome

February 2018

- 7 WEDNESDAY WOBBLERS - David & Margaret Phillips
11 CARS, COFFEE & CHAT RUN - Meet at Corrugated Café 10:30
17 NOGGIN 'N' NATTER - Barry & Viv Sale - St Huberts Island *note Saturday
20 CLUB MEETING - Ourimbah RSL Club / Wattle Room (upstairs) at 7.30pm
25 CLUB RUN - Greg & Janna Meek

March 2018

- 7 WEDNESDAY WOBBLERS - Gary & Sandra Catlin
11 CARS, COFFEE & CHAT RUN - Meet at Corrugated Café 10:30
17 NOGGIN 'N' NATTER - Peter & Dot Kelly - Kincumber *note Saturday
20 CLUB MEETING - Ourimbah RSL Club / Wattle Room (upstairs) at 7.30pm

THE SUNDAY RUN WILL BE MOVED TO 1ST APRIL (EASTER SUNDAY) AS THIS WILL BE BOATFEST AT TORONTO

Wednesday Wobblers

The next Wobblers run will be

7th February

Details closer to the date

The next Noggin n Natter
Will be at Viv & Barry Sales
Saturday February 17th

St Hubert's Island



Club Regalia for Sale

FLEECE JACKETS

Ladies	\$30
Mens	\$40



CONTACT GARY CATLIN

POLO SHIRTS

Ladies	\$18
Mens	\$18



SUMMER SHIRTS

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



SPRAY JACKETS

SPRAY JACKETS	\$15
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BASEBALL CAPS

BASEBALL CAPS	\$16
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BADGES

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



For Sale

Club shirts in wrong colour (dark blue / Black)

Ladies size 14 x 2

Ladies size 16 x1

Men's large x 2

Men's x large X 2

Men's 2 x large x2

All at \$5

Contact Gary Catlin

P.S if you need to order club Regalia over the Christmas holidays could you send it by E mail don't forget your size thank you Gary Catlin.

COMING EVENTS

TBA January Fish & Chip Run

The big **BREAKTHROUGH**
IN SUSPENSION!

THE COMPLETELY NEW
QUALITY FIRST
MORRIS 1100



WITH HYDROLASTIC FLOAT ON FLUID SUSPENSION

Not just a new car but a new kind of car—giving the smoothest, most controlled and comfortable ride you've ever known! The Morris 1100 floats you buoyantly over the roughest roads... holds you firm and level on twisty curves. This is the big suspension breakthrough that makes motoring history—and every road motorway smooth!

- * Latest concept of **ALEC ISSIGONIS** with the elegant line of **PININFARINA**.
- * New size: a 5-seater yet incredibly compact and easy to park. Just over 12 ft. long.
- * New power: a sparkling 1098 c.c. engine giving over 75 m.p.h., up to 40 m.p.g.
- * New features: 'East-West' engine, front

wheel drive, unique power pack, disc brakes.
* New styling: low and beautifully proportioned. Fashionable colours—luxury finish. Real Connolly leather available at slight extra cost.
Twelve Months' Warranty and backed by B.M.C. Service.
Prices from £480 (plus £181.O.3. P.T.)



The car you always hoped would happen

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Life Wasn't Meant to Be Easy

