



# *he* Steering Wheel

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*A big thank you to Greg Denning for Alison Homestead and Australia Day*

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## *Editor's Rambling's*

*Christmas is over and I hope everyone had a happy new year, unfortunately the Aston Martin Vanquish Convertible was not under my Christmas tree "Bugger".*

*Well 2017 is done and dusted, where did the time go ? 2018 is now here and we look forward to a year of club runs around the coast and weekends away.*

*I hope everyone has holiday plans for 2018 and be able to tick off some of your "bucket list" destinations. For us we will tick off two Hawaii and Tahiti on the one holiday , flying to Hawaii and cruising back via Tahiti , greatly looking forward to it.*

*Talking about club runs, I hope everyone received the itinerary for the next CCBC Tour in March 2019 to the Snowy , should be a great time. I know it is a fare way off but if you could let us know early we will have an idea of the number of motel rooms we need so we can start looking at motels that will suit us.*

*Also the weekend away to Nambucca is coming up in March, hope everyone has a great time sorry we couldn't make it, look forward to receiving a report for the magazine .*



*I would like to thank everyone who sent in articles, reports, photos without these we would not have a magazine.*

*So please when you are at a run and some one asks for a volunteer to do the report please put your hand up, its not hard to do and keeps the magazine going.*

*Also we need volunteers to organise Wobblers and Sunday runs and Noggin and Natters so if you have a designation that you think would be a good place for a lunch and a great place to drive to see Craig and Therese Bond and put your name down to arrange the run, these events are the heart of the club and the reason why we are more than just a "Car" Club.*

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

# CEBCC Christmas Party Photo's





## *Alison House with TSOA*

Over 40 cars turned up to a hot and sticky afternoon, The volunteer staff at Alison House did a great job of the catering and the undercover area was a great spot out of the sun. Two new cars debuted , The Glanville' s Daimler SP250 and The Pinn' s MGTF ( that makes 3 in the club now ) .

We followed the Ellis' s P76 down Hue Hue road, but they missed the turn into Alison House , I asked Guy where they went and he said to get urgent beer supplies !. Maybe he should ditch the 44 Gallon drum from the boot and put in a beer keg then he would have enough for every one.

Thanks to Greg Denning and his crew and I hope this becomes the default venue for the annual run with the TSOA club.

Photo' s - Robbie Gee and Editor





## *Hot Laps in a V8*

On the 18<sup>th</sup> November 2017 I went to Sydney Motorsport Park – (previously known as Eastern Creek Raceway).

I was there to drive a V8 race car for 4 laps as well as be driven by a race driver for 3 laps.

There were lots of people there to do the same thing. We all went through a safety briefing and shown by a video what our “racing lines” should be, after which we were fitted out in our race suits and helmets. Then it was off to have photos taken, which of course cost extra as well as an in-car video of one’s efforts!

I was doing this as the family had given me a gift voucher for my 70<sup>th</sup> birthday in May. Due to holidays and other things getting in the way, the time had stretched out. Also, it is very popular and the days fill up very quickly. Carol, our son Ross and grandson, Lucas were there to witness my efforts and to take photos.

The cars were either Falcons, Commodores and a couple of Monaro’s, all V8, manual gearbox, full roll cage, racing seats and no speedo’s. They had racing slick tyres. There was safety mesh over the window openings and very loud exhausts.

I was assigned a yellow (my favourite car colour) Monaro which was what I had been hoping for and my race driver / instructor was Matt. He was to tell me what lines to take through the corners, when to accelerate and brake and when to change gears. The cars we were told would reach 230 to 240 KPH in fourth gear and so after leaving the pits we only needed to use 3<sup>rd</sup> and 4<sup>th</sup> gears which made things simpler.

After some instructions while I was fitted in, the seat adjusted and the safety harness fitted and adjusted very tightly we were ready to go. I was told to watch ahead and not worry about the rear vision mirrors as Matt would watch for faster cars and tell me where to position the car. This made things a lot easier.

Off we went, 1<sup>st</sup>, 2<sup>nd</sup> and then “flatten it” and up through 3<sup>rd</sup> and 4<sup>th</sup> gears as we headed for the first corner. “Keep your foot into it” as we approached at a speed that seem suicidal. Then, “brake, 3<sup>rd</sup> gear” and into the corner with instruction on what line to take. Then “flatten it” again. This was said a lot. There were cones positioned on the track to help line up the correct entry into the corners. The car just went around the corners like it was glued to the road. The slick race tyres are amazing with their grip. There was no sliding at all. I just had to believe and trust Matt and the car.

The acceleration is astonishing, loud and violent as the car gathered speed. The gearbox and clutch were easy to use and the brakes and steering lighter than I expected.

Everything is happening very quickly and one needs to consecrate all the time to gain and hold maximum speed at every point on the track. When faster cars were coming by, Matt told me where to position the car and when to reposition the car. This gave me a lot of confidence. Each lap I gained confidence and eventually reached 177 KPH on the main straight. Other people were faster and some were slower, but I did the best I could as well as re-enforcing my admiration for professional race drivers and how fast they can get their race cars to go. I certainly was not the fastest on the day, nor the slowest, but I did not stall the car coming in and out of the pits which some people did. Matt expressed his pleasure of my entry to the pits as I went down through the gearbox and ultimately into 1<sup>st</sup> gear. Clearly, some other drivers were scary, and one has to be carefull as there are many cars and people moving about. Getting out of a race car is difficult, having to manoeuvre through the roll cage. Then, there was a short break, after which I was taken as a passenger to be shown how fast it could be done. The entry speeds were incredible and I had to hold onto the seat sides even though I was tightly belted in. Great fun, very noisy and a little scary. I am glad to have had the experience, but I will leave it to the race drivers and watch on in admiration in future.

Stephen Wilton





## Australia Day at Greg's





# *Calendar of Events*



## 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  
9.30am at Ourimbah Car Park

Lunch at Wangi  
Dave or Marg Phillips



# 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

\$15

## BASEBALL CAPS

\$16

## 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

Nambucca Weekend

OCTOBER, 1959

761

MOTOR SPORT



*Built  
for people  
who prize  
individuality . .*

## SUNBEAM RAPIER

Excelling new features plus rally-bred reliability  
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**NEW FRONT DISC BRAKES** Touch the brake pedal and let big disc brakes bring you to a safe, sure stop.

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Experience all the advances in the new Sunbeam Rapier today.

**SALON** £695 (plus P.T. £190.14.3)

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Whitewall tyres, overdrive on 3rd and 4th gears available as extras.

### RALLY SUCCESSES

1st Outright winner  
R.A.C. RALLY 1958

1st British car  
MONTE CARLO RALLY 1958

1st Manufacturers' Team Prize  
TULIP RALLY 1958

1st, 2nd, 4th & 5th 1300-1600 c.c. class  
ALPINE RALLY 1958

1st British car  
MONTE CARLO RALLY 1959

1st British car  
ALPINE RALLY 1959

1st, 2nd, 3rd, 4th & 5th 1300-1600 c.c. class



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# Life Wasn't Meant to be Easy



How do you know when it is time to give up driving?



When your dog has this look on his face!

