

DATCHAT



August - September 2013

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**EST - 1988
Datsun Sports
Owners
Australia NSW
Inc.-1995**

Fairlady Foreign Affair



President's Prattle



Hi-Ho, Silver, Away!

Well Howdy,

Since the last issue, our premier event of any year, the annual Nationals, have been and are now fond memories of those who were able to attend. Unfortunately, due to a long planned family commitment in Canberra, I was unable to participate, but I gather, from stories told, that our Victorian brothers excelled themselves in and around the delightful city of Mildura.

Tonto was also unable to attend. Apparently, his excuse was that he was off making a \$250m extravaganza called, wait for it, The Lone Ranger. Seems strange that I wasn't called upon to participate in some of the scenes. They chose instead to use a character called Arnie Hammer to play me. At least they got the horse roll correct. It was played by a handsome white fellow called Silver. I was surprised though to see that he wore a large white hat and guzzled a lot of warm beer.

Anyhow, back to Mildura. Apparently, apart from some great drives, it seems that this year was the major appearance for Ron and Grace Schache's white '69 2 litre. As I recall, he just missed last year's event at Bathurst. By way of background, for many years now, I have given him a bit of a bruising over the fact that, whilst he and Grace manage to attend the Nationals, the car sat in boxes in the garage and there wasn't much progress. It seems that his daughter grew up tripping over the boxes and promoted herself to the position of Project Manager and, as long as Ron's cheque book remained bottomless, took the project in hand. I am sorry for missing the big event Ron. Hopefully we can celebrate it next year at the Queensland Nationals which was announced in Mildura as being held at Bribie Island.

Also on the subject of long term exercises I would like to congratulate Syd's Tassie Tour 2 travelling "comrade in strife and trouble" Ray Micaliff on his reunification, after nearly 30 years, with his beloved '67 low screen 2 litre. Those exciting stints behind the wheel of Syd's "Fun Car" on great Tasmanian roads obviously did the trick, as Ray and Josie are now again the proud owners of the car that they parted with all those years ago and Syd now has much more room in the garage, for what I wonder. Mind you, I am sure that Syd refined his sales pitch to Ray whilst he was his captive driver and passenger.

I did mention that Sylvia and I recently saw the new movie of my namesake. A review?

Well, basically, a fast moving, action packed comedy. If you like a laconic, sarcastic, Comanche Indian (sorry Tonto – Native American) who wears a dead bird on his head in all of his scenes and explains that Kemo Sabe means "wrong brother" then go and be entertained, (aficionados will know that the expression means "trusty scout" or "faithful friend").

Until next time.

So, Basically,

"Go Topless and Have Fun"

Committee Members 2013			
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DatChatter



New Members.

We have three new members this time around.

Paul Vercoe	Gundagai	NSW
Tony Burrows	Castlereagh	NSW
Trish & Alistair Sutton-Davies	Clontarf	QLD

If you would like to contact our new members, please let me know and I shall pass on your details. This comment also applies to everyone. If you would like to know who lives near you just let me know.

Syd

Advertising in DATCHAT

Space is available in the magazine for any member who wishes to advertise their business. Rates for one year are:

Full Page: \$150 - Half Page: \$75

30th Aug - 1st Sept. Forbes Wine Tasting Weekend

Friday - Run through the Blue Mountains, Lithgow, Bathurst, Orange and on to Forbes.

Friday evening - 6:30pm Charity Wine Tasting that is nothing like anything you have ever experienced before.

Accommodation - Contact Haydn or Nan

Recommendations The Plainsman Motel 6852-2466

Second choice Forbes Victoria Inn 6851-2233

Saturday - Breakfast at 9:00am

Saturday - Coffee/shopping in Forbes or visit McFeeter

Motor Museum with short run.

Saturday evening - Dinner 7:00pm at The Vanderberg Hotel

Sunday morning - Return home - Drive safely

Contact: Haydn or Nan Gooch 9476 - 4667

RSVP: 10th August

To all DSOA Members.

My mother (Denise) and I would like to thank all members of the D.S.O.A. for their support and kindness shown to Paul during his membership of the club.

We would like to thank the members that were gracious enough to provide Paul with their cars for the cortege that accompanied his two cars on his last run. Thank you, also to David Raphael and Lou Mondello for driving Paul's cars on the day.

We would also like to thank the Club for the beautiful flowers that were sent.

Paul's cars will be returning to Club runs later in the year and Denise and I look forward to catching up with all of Paul's friends in the near future.

Thank you again to all!

Adam Reynierse.

Temporary Editor.

Well my stint at the editor's desk finishes with this issue, your regular editor & his furry friend will be back for the Oct/Nov issue. I would like to thank the members who sent in articles/pics etc. It doesn't take very much, just have a look at the Molongolo Gorge report.

Cheers

SJN

DatChat contributions are always welcome. They can be sent to the editor by e-mail (robinconnaughton@hotmail.com) or mail (DSOA NSW Inc, PO Box 110, Glenbrook NSW 2773).

Contribution deadlines for DatChat appear in the Fridge Door Calendar. Contributions can be typed or scanned. Also, please let the editor know if there are specific items you would like to see in the magazine.

Treasurers Financial Report.

The accounts for May and June are below. The income has been from the sale of parts and the expenses have been for printing and posting.

The term deposit has matured and was rolled back into the savings account on the 2nd July. The amount shown below will appear on the end of month balance in the next report.

See you on the road

Many hats

Syd

MONTH	OPENING BALANCE	TOTAL DEPOSITS	TOTAL DEBITS	END OF MONTH BALANCE
1st March to 30th April.	\$6,258.11	\$609.00	\$299.10	\$6,568.01
TERM DEPOSIT, MATURED 25/06/13				\$10,558.20



Club Point Score - June 2013

Name	Meetings		Magazine							Runs												Total
	Jan		Feb	Apr	Jun	Aug	Oct	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Rest	
Allen, Kevn and Thelma														10								10
Attwood, Alan & Wilma										10	10											20
Bolin, Kim and Sue												10										10
Breit, André & Julia	20									20			10	10								60
Carr, Syd & Beth	20									10	10	5	10	10								65
Chapman, Garth & Margret										10				10								20
Cherry, Alan & Marie											10											10
Collings, Norm & Liz Dean											10		10	10								30
Coggiola, Paul & Penny	20				10							10	5									45
Connaughton, Robin & Marion			10																			10
Courtney, Barry & Patricia Hanna	20		10						10	10		20	20	10								100
Duggan, Geoff & Debbie											10											10
Duncan, Lex & Janelle											10											10
Gooch, Haydn & Nan	20									5	5											30
Gwilliam, Graeme	20																					20
Honer, Michael & Sylvia	20								10		10	10	10									60
Hewitson, Robert & Pam														10								10
May, Des & Bev											10		10	10								30
Micallef, Ray & Jossie											5			10								15
Minnis, Kim														5								5
Mondello, Lou														10								10
Naudi, Steve & Diane					10						10		10									30
Nichol, Rob & Sue					10						10											20
Paul, Robert					10								10	10								30
Razon, Ben														10								10
Richardson, Geoff & Wendy											10											10
Rowett, Norm														10								10
Rutherford, Norm & Cathy												10										10
Schache, Ron & Grace														10								10
Tandy, Bob & Sue					10						20		10	10								50
Tyson, Geoff & June											10			10								20
Wardle, Antony										10												10
Wood, Matthew	20																					20

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Fairlady Foreign Affair



I bought my Roadster from the 311s forum in 2009 and shipped it over from California to the Netherlands. In 2010 we got it running with license plates. Exactly ready for the second Roadster meeting in Holland.

On each meeting we got problems with engine, carburetors and so on. That was frustrating for me. I wanted a car which was reliable. Also the green colour with brown interior gives this car an English character. I would also have an identity crisis when I was Japanese and look like an English product. (argh).



This is me & my roadster in 2010

and suitable for the lowering competition springs) and the rubber bumps next to the front springs must be changed too. At the moment we are busy with the body, grinding and welding. Most of the needed parts are there and can be mounted when the body has a new colour.

My parents also have a roadster with the low windshield and 7 gauges. Theirs is restored a time ago (before they bought it). I love that 7 gauge dash, guess what happened with my 67.5 dash with black gauges? Yes I switched them. Also because of a modern engine we needed other gauges with electronics. The gauges had to look like the original chrome ones. Classic Instruments succeeded with that in the hot rod style. Of course we have more to do; wiring, brake lines, fuel lines, but the heaviest part is done. I am looking forward to the rebuilding and having a nice drive in June to Norway for 2014 Nissan Sporting Treff and enjoy the roads there with a sports car. (We already did that with the 280Z, 280ZX and Bluebird).

For the people who don't like engine swaps and think their Roadster should be "original", I do understand that and I am very glad there are people who do that! We just like best of both world's, we like it our way and we want to be sure we can maintain and drive it still when we are passing the age of 80.

When we were at Richard's place (biggest Roadster nut in Holland) we saw an SR20DET engine. What he was going to do with that?! Well it should be one day in a roadster for racing mmmm. That started my husband thinking. Because we are petrol-heads (we also have a 280Z with Weber carburetors, 280ZX Turbo 2+2, 300ZX Z31 2+2, Bluebird 910 sedan, and Suzuki Alto, Fiat 600, Porsche 924 and 2 motorbikes). We looked over the internet and found some interesting engine swaps. A normal aspirated engine would be our first choice. We found (they are very rare over here) a Silvia S15 engine and transmission for sale, complete with MAF and ECCS. A restoration was planned.

We started in 2012 and at the moment the chassis is done and rolling. Also engine, transmission and axle are made to fit and are built on the chassis. The KYB shock absorbers (they are new and for sale) will be changed for Koni (they are new reproduced



This is how I usually look



You can follow our resto project on 311s.org under engine swaps (you should be a member for that), on my facebook account "Eer ZX" and on my website www.datsunfairlady.nl look under register and "Henk&Erica".

Talking about my website (www.nissan300zx.nl) this started all with my 300ZX adventures when I was about 19 yrs old and bought my first car. I wrote everything up and started a website about it. After several years the website grew with a lot of information, technical how to's and parts. Now I have a website also about 240/260/280Z, 280ZX and the Fairlady. The 300ZX is the biggest about info, the Lady website is the biggest in register. That is because I wanted to know how many Roadster owners there would be in our small country. (Also when you grow older you begin to like older cars, that's why the collection is increased with older models instead of newer, so the interest changed a bit). Well more than you imagine, about 70 cars, 50 of them are road legal. (Knowing that Norway has

about 26 cars and that country is a few times bigger than ours).

We started a meeting in 2009 with other Z/ZX cars but now we are on our own (Datsun Fairlady Roadster only) every year with about 20 cars. We (Roger Loop) thanks to him I could start a website and a register about the Roadster and I am dreaming of an international meeting and would be proud of having other owners with their Lady's on our meeting. So that's why I started also a European register and of course owners from the rest of the world are welcome to sign up in my registry.

At the moment I am busy with creating a new website, it will take a few months I think before it's ready because of all the input.

Greetings,

Henk and Erica Verhaagen The Netherlands Info@datsunfairlady.nl



Henk & I & our pride & joy



My Fair Lady Audrey

I had thought my Audrey was getting old and worn
 Not quite as agile or fast, some forty four years on
 But she could still turn heads when she cruised by
 And to say that I loved driving her wouldn't be a lie
 She just keeps on going and she can still climb a hill
 And the way she takes those curves is always a thrill
 She still draws smiles and comments from passers-by
 But distant memories of another Lady just wouldn't die
 My Fair Lady in the past was lightning fast off the mark
 And once showed a GTHO she could both bite and bark
 But recently my Audrey met a guy named Lou Mondello
 Now he is not just the Guru but also a really nice fellow
 And Lou instinctively knew just what my Audrey needed
 So he put her on a Dyno Tuner and to work he proceeded
 Something very magical happened that night in his shop
 And when I went for a test drive, I just didn't want to stop
 I now look like the Batman's Joker with an even bigger grin
 To find all the right words to thank Lou I could not even begin
 For Audrey is now a brand new car, she's revitalised and young
 And my praises for the Guru Lou Mondello will always be sung

Barry Courtney 2013



Molongolo Gorge Run

Southern NSW Chapter, Tuesday 28th May

We all met at the Queanbeyan Red Rooster - Not very warm weather!!!



Drove to the Gorge and Bob (the boy scout?) gets the wood



Happily warm, almost too hot. Well done Bob!!!!



Mmmm!! BBQ smells good.



Tastes good too!!!

There endeth the run and its report.
 Norm & Liz

Mildura Nationals - 2013



This has to rate as one of the best National weekends in quite a while; Perfect weather, great food, good roads and fantastic company.

For Beth and I the journey started a week earlier as I had booked a week's holiday at the Sunraysia Resort, I thought 1100 kilometres a bit far for a weekend drive. We had cool overcast, but dry weather. The only exception was the drive from Wagga Wagga to Mildura where we headed into the storm front that eventually hit Sydney (the city, not me!). We did the tourist thing while we waited for the Nationals to start.



Friday 7th June.

Beth and I relocated to the Nationals Motel after lunch to find a few participants had already arrived. Howdys were exchanged with the QLDers, ACTers, the SAers, WAers, and the NSWers as they all arrived. But wait, where are the organisers? Eventually all arrived and the usual beers and bullst where exchanged.

Ron Schache was very disappointed when he found out that Michael Honer wasn't coming (some family thingy was on) as Michael had said to

Ron last year that he had to have his car at the next Nationals. Well Ron complied! As usual Lou was under a car in order to determine the brake problem Jonathon was experiencing. The bad news, for me, the pads Lou had brought up for me where needed on Jon's car. No worries, I didn't need them just yet and they only slow you down. After the fitting, a hydraulic leak developed. Shades of Steve Naudi's similar experience a year back. However it settled down enough to still be driveable.

The evening's festivities started with a meet and greet with the Mayor of Mildura, Councillor Glenn Milne. It turns out that Mildura is very car oriented and loves to host clubs. Glenn told us that the "Spiders Web" drive we were going to do Sunday was a section of road they hope to turn into a hill climb. Only problem is that there are no hills! There are however lots of corners.

Dinner was had at the Grand Hotel Pizza Café. Excellent Italian food, and generous serves. I wish I hadn't had so much to drink and eat at the meet and greet!

Saturday 8th June.

The day started early for the Show and Shine with breakfast in the dining room and views of a balloon filled with passengers drifting overhead. We gathered on the banks of the not so mighty Murray. Lock number 11 has been removed for servicing. It has only lasted 75 years! What a lovely sight, all those Fairlady's in the sun. I was one of the judges, along with Kym Minnis and Alastair Sutton-Davies. It wasn't that easy this year as there were so many nice cars. After much deliberating decisions were made in spite of little guidance from the organisers, and the results passed onto the Victorian Club. It has become obvious over the last handful of years that set criteria should be developed and adopted by all clubs which specifies

what constitutes "standard" or "modified". Hadyn Gooch put this together a few years ago, but intransigence by some clubs has stalled its introduction. Time to reconsider!

During the latter part of our show and shine a bloke drives in with his MGB and parks at the end of one of our rows. He gets out and puts a for sale sign on the window. Apparently he was not prepared to accept \$1.50 for it. It was pointed out that we were being generous. After the show and shine we headed off to Trentham Estate Wines for a cook your own BBQ lunch. This was a picturesque winery on the banks of the Murray. The only problem was the lack of heat in the BBQs.

However it all worked out eventually. Following lunch we went to Varapodio Estate where they make olive oils from their own olive trees. We had a very informative tour of the processes that are used to make the oil and a tasting of their products. It was then off to Chateau Mildura for another tour and some wine tasting. Lastly we went to Ron Holden Car Collection. Ron has an example of nearly every model that

has been produced from the 48-215 to the HZ, as well as a few Commodores. They vary in condition from restored to as found in the paddock. Dinner was had at The Brewery and we had Stefano de Pieri cook us a porcini mushroom risotto as a "main" meal after a wide selection of finger food and boutique beer. Cheese and crackers followed.





Mildura Nationals - 2013

Sunday 9th June.

Another beautiful day as the sun rises over Mildura, and there's that bloody balloon again. Have they come down since yesterday? After breakfast I jokingly said I was putting the top down, Beth said "If you like". The paramedics managed to restart my heart and the top went down. As we were about to leave Andre' discovered he had a major fuel leak.

Investigations revealed a gallery blanking plug had fallen out of one of his carburettors. You guessed it, Lou, and also Alastair, to the rescue and as we drove off sights were seen of carburettors on the ground.

The drive took us along the "Spiders Web" to the Psyche Pumps for a tour of these old steam driven pumps.

Unfortunately because the river was so low they could not run them. However a very informative lecture was given about their history and power. The steam engine was rated at 1000 horse power and the pumps could move 500,000 litres per minute! We left the pumps for our morning tea stop at Werrimull. I was held up driving out of the pumps and arrived at the main road with no other sporties in sight ahead of me. I am sure I read something about keeping the car behind in sight. Not to worry I had the GPS programmed so I lead the remaining contingent along the "Spiders Web". Some nice corners, even at legal road speeds. I had to contend with a funny whine coming from the passenger side of the car. However I found that revving the engine harder tended to drone the noise out. Have to make up later! I was RBTed on the main road. May have to get rid of those numbers on the car.

We arrived at Werrimull for some nice scones and coffee. André arrived soon after us and reported his car was fixed. Julia made comment about the trees and guide posts elongating as they hit warp speed on the cross country drive to catch up with us. We proceeded on to Wentworth and boarded the Wentworth for a river cruise and lunch. What a lovely afternoon. Good food and on board entertainment from the Captain and his wife. It was then back to Mildura for dinner.

The dinner and presentation night was held at Stephano's Café Bakery, which was opposite the motel. The three course meal was very nice and the usual festivities were engaged in. That is, there was a raffle of various items followed by the official presentation of prizes.

There were some amusing awards but the official awards were-
Best 1500 to Bev May;

Best modified 1500 to Joe Valenti;

Best 1600 to Garth Chapman;

Best modified 1600 to Darren House;

Best 2000 to Robert Hewitson;

Best modified 2000 to Norm Rowett;

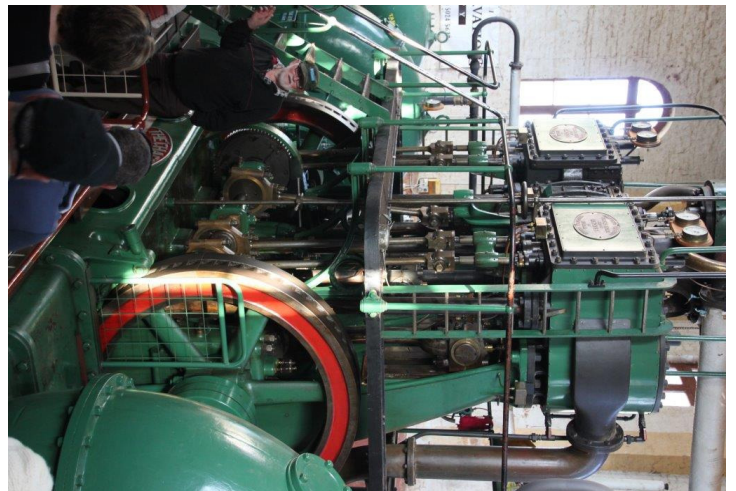
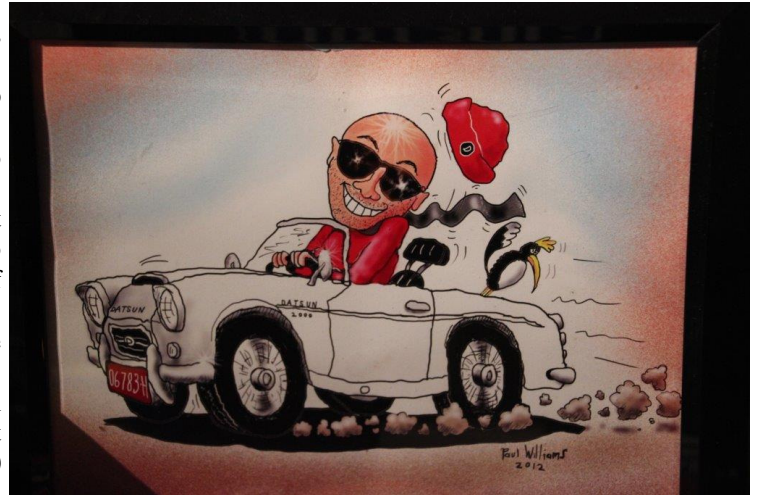
Best original vehicle to Bev May;

Best recent restoration to Alastair Sutton-Davies;

People's choice to Joe Valenti;

So it was all over red rover for another year. The Queensland Club is holding next year's Nationals on Bribie Island just north of Brisbane. So time to start planning now for the trip.

See you there,
Syd and Beth.



The Tassie Bob-Along Tour



Day Five-Queenstown to Hobart

The day starts as normal, about 6.30am and feeling seedy. It must be something in the water down here. The weather is better than yesterday, no fog and a little warmer. Ray and I wonder over for breakfast about 7.30 to find Geoff and June the only other Datto travellers there. The rest of the cohort wanders in over the next half hour and the day's organisation is discussed. We shall go "in convoy" to Nelson Falls. Famous last words!



After breakfast we return to the room to finish packing the car. Ray uses the loo. I can report that the canary died and that the fan could not remove the heavy fumes he produced. Lex heads off to get some petrol but returns in short measure to report that the garage does not open till 9am. The group refuel with something called petrol. We have not been running too well on this trip with quality fuel. We gather back at the hotel and proceed up the 99 bends out of Queenstown. Fortunately, as I was pointing out to Ray the road out of the town, I spied a tourist bus closely followed (slowly) by a few sporties. Geoff and I stopped in a parking area for a few minutes to allow the slow procession ahead to acquire some distance between the bus and ourselves. As we spied another sporty approaching we headed off to attack the bends.

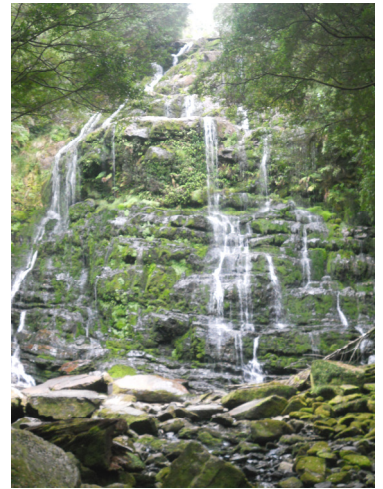
A good time was had except for the two very tightening left handers. Should have selected first gear! We caught up to the others and parked for a few

minutes before attacking the downhill decent into Gormanston. We arrived at Nelson Falls at 9:40am and walked to view them.

The road to Hobart is the A10, but given the amount of very still and flat wild life I think it should be renamed the Road Kill Highway. Steve used the disabled toilet at the falls and came out limping so that others would not think he was cheating.

We left the falls and proceeded to Derwent Bridge. I caught up to Haydn in his X-Trail and casually thought it would be an easy overtaking manoeuvre, wrong! Boy it has some squirt out of corners! Eventually, with lots of second gear revs, I got past. Further on another bloody Micra.

They must be the hire car choice. This driver was dawdling through the corners and then accelerating (sic) out of them and not at all interested in waving me by, unlike some nice caravaners. However, eventually a passing manoeuvre was made. At Derwent Bridge some visited The Wall, some (me) not. No camera, no go!



The Tyson's and ourselves lunched at the T Zee Café at Tarrallaleagh. Others did not like the selection and proceeded onto Hamilton without even a "see you later"! After lunch we continued onto Hobart, passing a nasty accident between two Victorian cars. We arrived at the Motel and June's first words as she entered the room were "What a dump!" The motel is three star, but I think that may be out of ten! It was not up to the standard of the previous accommodation.

During dinner at the local pub Michael commented that his nuts came loose on the drive from Queenstown. He had to tighten them up as he drove. Lex said that he uses a pump to tighten and stop his nuts from coming loose! Those Queenslanders are a tough bunch. A short trundle back to the hotel and it was all over for another day, except for a few drinks prior to retiring.

Syd

Wine Glass Bay Lookout



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Screwing Around

Some club members would probably have used a recoil kit to rethread a stripped thread, other members may not be aware just how useful a recoil kit can be. A friend of mine is a marine mechanic and says he has lost count of the number of outboard motors he has assembled that would not be running if it wasn't for recoil kits. Manufacturers claim that a recoil thread can be 30% stronger than original threads. (I suppose they would!!)

I have now owned my Roadster for 26 years of its 43 year life. I often wonder what use/abuse it received in the preceding 17 years. The previous owners had certainly not taken care of bodywork, as a panel beater mate once said - it had more hits than Elvis. The car received many replacement panels during its rebuild. Surprisingly though, the mechanicals on the car showed little sign of wear. Perhaps it had spent so much time having



Gearbox mount bolted in place

bodywork it didn't get a chance to wear out.

One part of the car that I have always been mindful of was the bolts that thread into the gearbox casing. From day one of ownership the bolts didn't feel quite right when threading into place and I have always been wary not to try and over-tighten them. The fact that the thread is only 20mm depth into alloy doesn't inspire confidence. Of course that was when the gearbox/engine were out of the car and I probably should have done something about it then, but even though the bolts felt loose when threading they tensioned up okay, so I had just left them as they were. Recently the rubber on my gearbox mount was starting to feel a bit spongy so it was time to put in a new repro part. Having the usual Datsun Roadster owner's feeling of optimism, I decided to fit the mount in the car without removing the engine and gearbox.



Tapping thread to fit coil. This side has been threaded and coil inserted. Tap has been marked at 20mm.

After lifting the car and placing on stands, I placed a threaded jack stand under the gearbox and removed the six bolts holding the gearbox mounting plate and two nuts from the gearbox mount itself. By winding up the jack stand under the gearbox I was able to access (from above the chassis) the two bolts that thread into the gearbox casing. (Just break your arm in two places). After cleaning everything I then proceeded to install the new mount. All went well until it came to installing the troublesome bolts into the casing. Making sure I didn't overdo it while tensioning all came to nothing when I felt one bolt continue to turn. Yes, of course, it had to be while the gearbox was in the car. I then did what any responsible Roadster owner would do - left it and went and had a beer. The thought of having to remove the motor and gearbox to repair the thread wasn't improving the taste of the beer. Then I had an idea (beer does that), why not try a thread coil? While some of you are probably aware of rethreading with a coil, I had never tried them. A quick look on the internet made it all look simple. A recoil kit costs about \$50 - a bargain when you consider alternatives. The kit consisted of a drill bit, thread tap, coil insertion tool, thread coils and pin punch. The studs into my gearbox were 7/16 UNF. According to Lou M they should have been metric, only the studs on the mount itself should be UNF. No wonder the bolts never felt right. (Remember - I mentioned use/abuse in Paragraph 2!!) I decided to continue with UNF and purchased a 7/16 UNF recoil kit. The only problems encountered were - the drill bit wasn't long enough because the chassis was too close to allow the drill itself to sit square in line



Gearbox supported by stand. Gearbox mount located at cross member



Recoil kit

with the hole. Using a longer drill bit - same diameter fixed that problem.

I put a mark 20mm down the drill bit and drilled out the holes. Interference from the chassis was also a problem while tapping the thread so a socket and extension bit allowed easy access. Again, a mark on the tap at 20mm prevented the tap from bottoming out, snapping off and requiring even more problem solving beers. I used compressed air to clear out the hole. To insert the coil you need to use the special tool, it has a slot in the end to hold a tab on the coil. Simply thread in the coil until it sits flush, then use the pin punch to snap off the tab. I now had a brand new thread!

This time I was able to exert considerable pressure on the bolts - everything felt nice and firm. The other parts went back together as planned, which was a nice surprise. Hopefully this information might be of future use to someone.

So next time you have a thread problem, the answer could be a recoil kit.... and beer for inspiration of course! - AA.

The DSOA Classifieds



For Sale

Datsun 1500 single carb model. Craig Thomas, (Datsun Roadster Club WA member) has this car. In need of restoration, but it has been garaged undercover during last 24 years, and has had two owners. Photographs and list of parts are available.

Contact:- 0409 463 251 or
craigthomasfamily.com.au

Datsun Fairlady 1500. For restoration, 1963 model SP310 (the one with the sideways 3rd seat.) Has H20 2 litre motor fitted, with dual carburetors, but the original motor also comes with the package. Has tonneau cover (needs work) and struts, Panels are straight. This is definitely a restoration project for the enthusiast. I cannot put a price on the car, but I am open to fair and realistic offers. If anyone is interested, or has questions, they can email or phone. The car is on the NSW south coast.

Contact:- mildaveen@hotmail.com or
Phone 02 4447 1949.

1967½ 1600 LS Garaged last 15 years. Engine may need disassemble and a clean as not run for 4 years. Body excellent, soft top and factory hard top, minilites, extra gauges. Car mostly original. Photos available . \$12,500

Contact: joel@redbaron.com.au or 0418 400 268

S/S Convex body trim, right hand quarter. Dents removed, some minor areas need polishing. Photo available. \$70

Contact Matt on mattiwood@optusnet.com.au or
Phone: 0418 263 295

S/S Side Trim. Hard to get CONCAVE profile. 2x door pieces and 1x rear panel piece. Minor damage at ends of two pieces but are straight and in good condition. Make an offer.

Contact: gwinta@bigpond.net.au or
Phone: Garry Winter 0427 437 500

1967 1600 Sports. In good mechanical condition and runs well. New battery, electric water pump, electric fan. The head has been shaved. Duco has cracks in a couple of places and the soft top and some of the rubbers need replacing. Offers around \$10,500 considered

Contact: Brian Butler email bbutler1@tpg.com.au
Phone: (02) 6284 9844 or 0402 026 444

1965 Fairlady Rare Restoration 1500/1600 model
Originally silver, re-sprayed BMW ivory 1968, some repairs. Comes with many original fittings. Work needed in various areas. Offers from \$2000.

Contact: Graeme (02) 9587 5340 or
Email gb.gwilliam@ieee.org

Silvia rolling chassis and body. \$2000 offer/trade/negotiate/swap.

Contact: Barbara Schneider mandbscheider@gmail.com
Phone: Fred (02) 4626 4697

Wanted To Buy

2 x fixed quarter frames to suit '64 310.

Contact:- datsun1600@iprimus.com.au or
Phone:- Phill A. 0418 692 177

Dash & centre console for 1970 roadster

Contact:- jonathanjudson@yahoo.com.au or
Phone:- Jonathan 0406 773 938

Set of HS2000 seats

Contact:- Joe.Messina@team.telstra.com or
Phone: (03) 9634 5168 or 0438 520 179

Chrome bezel off 1966 Datsun 1600 amp gauge. approx 55 mm in diameter, or complete gauge.

Phone:- Gary on 0409 786 631

Door lock operating rod, outside handle to lock, RHS

Door opening check rod LHS door striker plate

Contact:- Steve Madden
Steve madden@bigpond.com

Parts for a 1964 1500 - Roof to windscreen frame clamp, RHS; Rear reflectors; Brake master cylinder; LHS window regulator; A rear indicator and housing; Front bumper; Engine breather pipe

Contact :-Adrian Williams at
holdenbest1@bigpond.com

1968 plastic steering column surround

Contact :- Mark .Valentine @ampcontrolgroup.com



Taswegian humour



Fridge Door Calendar

4th August

Start Time:
Start Venue:
Destination:

Contact:

RSVP:

Bundee Run

9:00am
Heathcote Subway
Bundeena Markets by the Sea
and lunch at Club Bundee
Barry Courtney 0432 550 953
barrycourtney@gmail.com
28th July

19th - 20th October

Start Time & locations:
Contact:

Two options:

Centenary of Canberra Rally

www.nationaltrust.org/act/Rally
Bob Tandy
Susan.tandy@bigpond.com

19th Oct. Jervis Bay to Canberra
or

20th Oct. Canberra only

30th Aug - 1st Sept.

Start Time & Venue: Interested members to contact Haydn
or Nan for the Friday morning departure
Begins 6:30pm Friday 30th in Forbes
Wine Tasting: Haydn or Nan Gooch 9476 4667
Contact: Haydn or Nan Gooch 9476 4667
RSVP:

Forbes Wine Tasting

10th August
Full weekend itinerary &
accommodations options in DatChatter

26th October

Start Time:
Start Venue: Truck Rest Stop
Contact:
RSVP:

The Silver Blue Dinner Run

5:30pm
Mt Colah Maccas then to proceed to
Cnr. Manns Rd & Central Coast Hwy
André Breit 02-9871 4349
12th October-Please!!!

15th September

Start Time:
Start Venue:

Contact:

White Water Run

10:00am
Maccas M4 west bound
Café in venue or BYO picnic lunch
Claude Movia 0418 622 870

15th November

15th - 17th November

Start Time :
Start Venue:
Destination:
Contact:

RSVP:

DatChat Deadline

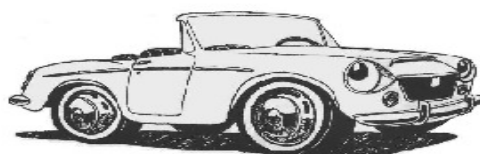
Swan Lake Run

10.00am
Heathcote Maccas
Cudmirrah/Sussex Inlet
Steve Naudi 0402 311 777
sn777@tpg.com.au
31st October
Special 50% off deal for cabins

*If you wish to organise a run, please contact the Club Captain.
You can also find the calendar at <http://www.dsoa.org.au/calendar.html>*

28th. DATSUN SPORTS OWNERS NATIONALS BRIBIE ISLAND

ALL DATSUN SPORTS & NISSAN SILVIA OWNERS
are invited to join us over the Queens Birthday
week-end in 2014 on sunny BRIBIE ISLAND,
only 45 minutes north of BRISBANE.



FOR FURTHER INFORMATION & DETAILS or to
EXPRESS INTEREST & be kept updated
PLEASE CONTACT

JON BOOKER 0427764200 OR amorphous@bigpond.com

AKWZ WAOCHS

AKWZ WAOCHS

The DSOA Shoppe



Windscreens

HS Windscreens	\$220
LS Windscreens	\$220
HS Windscreen rubber seals	\$165
LS Window frame and screen	POA

Suspension

Front suspension spindles U and L	\$100 ea.
Bushes to suit above spindles	\$35 ea.
New dust seal for upper spindle	\$3.50 pkt 2
New dust seal for lower spindle	\$3.00 ea.
Steering idler boxes - large bearing	\$300
Small idler boxes (2 only available)	\$150

**Cost is on an exchange basis, or an agreed deposit*

Clutches

SS re-sleeved clutch slave cylinder complete, painted, only needs bolting on and connecting.	\$100
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Exchange basis only. Pre-loved cylinders need to be sent to André prior to dispatch of the replacement.

Grille Badges	\$30 ea.
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Hat Badges (same design as the grille badge)	\$10 ea.
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Window Sticker with club logo	\$2.00 ea.
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T-Shirts in Blue, Red or White	\$37 ea.
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Car Bras One style fits all roadsters	POA
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Amber Indicator Lens	\$25 ea.
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Right & Left Drag Links	\$80 ea.
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2000 Grille Backing Plate

Black powder coated stainless steel	TBA
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Large eyelets for the holes on top of the seat backs where the head rests slide in. The eyelets (four needed) are silver in colour, \$10.00 each. Also available is the tool needed to insert them, loaned after a returnable deposit of \$50.00.

U20 oil pumps , reconditioned <i>Exchange only, 2 available</i>	\$200
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U20 Head Gaskets	\$160
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U20 In/Out Exhaust Gasket <i>Reproduction</i>	\$45
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U20 Rocker Arms Reconditioned <i>Exchange</i>	\$320 set of 8
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Contact André Breit (02) 9871-4349 for the preceding items
NB: Prices do not include postage.

U20 Heads Reconditioned change-over/exchange, subject to the inspection of the head to be exchanged. Contact Syd Carr 0414-449 134	\$600.00
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DSOA Caps One size fits all rocker covers (Available in maroon only) Contact Syd Carr 0414-449 134	\$20
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The club has a large supply of other parts.
Contact Parts Officer André for details, or check website
www.datsun.org.au for the full list

Available from Queensland Club Key Rings (<i>New style metal</i>)	\$12.00 + postage
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Literature Workshop Manual 1963/64 SP310 (Fairlady 1500)	\$26 ea.
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Silvia Resource Book (contains reprints of the parts book, owners manual, sales brochure and magazine articles)	\$20ea.
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Service Bulletin for Introduction of 1965 model SP311 (1600 Sports)	\$10
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Service Bulletin for Introduction of 1967/1/2 SP/SR311	\$10
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Service Bulletin for Introduction of Recirculating Ball Steering (Dec 1968)	\$10
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Early Datsun in Australia CD All prices incl. postage.	\$23
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Contact Alan on (07) 3351-8076
or email - earlydatsun@hotmail.com

If not delivered within 14 days, please return to:
The “**DatChat**” Editor
DSOA – NSW Inc
PO Box 110 Glenbrook NSW 2773

**Postage
Paid
Australia**

August - September 2013

Restoration Project



A resto project Steve Naudi recently found in Malaysia - Any takers?