

# DATCHAT



## June - July 2013

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**Datsun Sports**  
**Owners**  
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*Vale - Paul James Reynierse 26.04.1974 - 10.04.2013*



# President's Prattle



*Hi-Ho, Silver, Away!*

Well Howdy, (continued from April/May DatChat)

Monday dawned a little damp and that was our Bruny Island cruise day to see if we could find all sorts of sea life, but more of that later as that was our designated narrative day. Tuesday was our day to tour the Huon Valley and to take the Tahune Forest Sky Walk. We were joined by Geoff and Debbie and Geoff Richardson brought along his very nice low mileage HS2000. We started out with the top down, but Hobart put on a 36.6 degree day and the covers were soon up, after all "happy wife is happy life".

A return detour via Mt Wellington saw Fincar not being prepared to allow Geoff's Targa hard top to get away. The good news was that it was only 26 degrees at the summit. Wednesday saw us departing for Launceston, via Richmond Bridge, which is the oldest bridge (1823) in Australia, still in use and the restored flourmill at Oatlands. Thursday, Sylvia and I backtracked to the beautiful and interesting historic town of Ross with a side trip to the Austrian Tyrolian village of Grindlewald. On Friday, Syd, Ray and Syl and I tried to punish some Targa roads on the way to King Solomon's Caves on the way to Cethana.

Our last night in Tasmania had us dining in a great Italian restaurant where we all expressed our sincere thanks to Bob and his helpers for a great and memorable Tour and no one ordered rissoles. Saturday came along far too soon and we met at the National Automobile Museum for a fully uniformed attired formal photo shoot. This was followed by a leisurely drive to Devonport where, after some pleasant stop offs at various tourist destinations, we met up to board the Spirit of Tasmania for our return to the mainland.

In Melbourne, the group split up with the Tysons staying on to see the F1, the Honers the Cirque de Soleil, some to head home to Sydney and beyond and others to Beechworth and the Alpine Way via Thredbo to Canberra. Sylvia and I did three days there and thoroughly enjoyed Melbourne and its weather.

On Tuesday we drove through the Yarra Valley and what a great drive that is. Our stay in Beechworth was all too short and it presents itself as a very tourist oriented town with extremely friendly people. Unfortunately, the heavens opened and our drive along the Alpine Highway was slow, slippery and cloud shrouded. It was a road trip that Noddy had not done before and was certainly a different way to come into Canberra, where we stayed with family and also to see my new grandson, Aidan, born on the 2nd March, the day the odyssey started.

For the technically minded, we covered 1345 miles in Tasmania and achieved mpg figures of a low of 27.00 though mostly 29.5 with a 30.03 and a 31.5. All in all, not bad for a fully loaded Sportie. By the time we reached home the total was 2804 miles and I shall let Tonto tell you what that is in liters/100km.

Thanks for a great drive Team Leader Bob!,,,

So, Basically,  
"Go Topless and Have Fun"

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# DatChatter



## New Members.

We have one new member this time around.

Ben Razon Wakefield NSW

If you would like to contact our new member, 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 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 - Charity Wine Tasting that is nothing like anything you have ever experienced before.

Accommodation - Organise yourself - Recommendations

The Plainsman Motel 6852-2466

Second choice Forbes Victoria Inn 6851-2233

Saturday - Breakfast at the Mezzanine Coffee Shop

Saturday Morning - Coffee/shopping in Forbes or visit

McFeeter Motor Museum.

Saturday afternoon - Run in and around Forbes

Saturday evening - Dinner at The Vanderberg Hotel

Sunday morning - Return home - Drive safely

**Contact: Haydn or Nan Gooch 9476 - 4667**

**RSVP: 10th August**

*DatChat contributions are always welcome. They can be sent to the editor by e-mail (sjn777@tpg.com.au)*

*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.*

## Brief change of editorial staff

While the editor and sub-editor are swanning around Australia, Europe and England and the assistant editor being made redundant, Steve Naudi has, once again, been dragged kicking and screaming into the editorial chair to produce the next two issues.

To minimize his moaning would members please send articles (the more the merrier) and pictures to [sjn777@tpg.com.au](mailto:sjn777@tpg.com.au).

It would also be helpful if articles and pictures are sent as attachments rather than being imbedded in emails (difficult for him to extract).

## DSOA Nationals Mildura Vic.

The closing date for the Datsun Roadster Nationals 2013 was extended until Sunday 19th May 2013 to allow owners who are still interested to register for this magnificent event.

Friday 7th - Monday 10th June 2013 (Queens Birthday Weekend)

If you haven't registered yet and you would like to experience a great weekend contact the Victorian club ASAP and they may be able to fit you in (that's if this DatChat gets to you before the holiday weekend).

See <http://www.dsrvic.com> for further details

# Treasurers Financial Report.

The accounts for March and April are below. The income has been from the sale of parts and the expenses have been for printing, posting, software, and stationary costs.

See you on the road

Many hats

Syd

MONTH	OPENING BALANCE	TOTAL DEPOSITS	TOTAL DEBITS	END OF MONTH BALANCE
1st March to 30th April.	\$6,896.55	\$170.00	\$808.44	\$6,258.11
TERM DEPOSIT, MATURES 25/06/13				\$10,438.39



# Club Point Score - May 2013

Name	Meetings		Magazine						Runs												Total	
	Jan	Feb	Feb	Apr	Jun	Aug	Oct	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec		Rest
Attwood, Alan & Wilma										10	10											20
Bolin, Kim and Sue												10										10
Breit, André & Julia	20									20			10									50
Carr, Syd & Beth	20									10	10	5	10									55
Chapman, Garth & Margret										10												10
Cherry, Alan & Marie											10											10
Collings, Norm & Liz Dean											10		5									15
Coggiola, Paul & Penny	20											10	5									35
Connaughton, Robin & Marion			10																			10
Courtney, Barry	20		10						10	10		20	20									90
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
May, Des & Bev											10											10
Micallef, Ray & Jossie											5											5
Naudi, Steve & Diane											10	10										20
Nichol, Rob & Sue											10											10
Paul, Robert												10										10
Richardson, Geoff & Wendy											10											10
Rutherford, Norm & Cathy												10										10
Tandy, Bob & Sue											20											20
Tyson, Geoff & June											10											10
Wardle, Antony										10												10
Wood, Matthew	20																					20

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# Paul's Last Datto Run



On Thursday 18<sup>th</sup> April we were honoured to attend the funeral of Paul Reynierse. Paul was a long-term member of the Club and attended many social events including the 2001 trip to Tasmania. He was the Club Captain in 2003 and won the People's Choice award at the National meetings in 2002 and 2009 with his two immaculately self-restored 2000 high screen sports.

The weather was perfect and we met at Paul's Mum's house in Box Hill so that we could follow Paul in a cortege to the Castlebrook Memorial Park in Rouse Hill. There were eight Dattos plus Paul's own two cars driven by David Raphael and Lou Mondello, who both flew up from Melbourne for the occasion. The rear position in the convoy was proudly taken by Paul's concrete truck.

We are grateful to David Raphael who represented the Club by giving a tribute during the service. Paul's brother Adam gave a wonderful eulogy and spoke about Paul's great passion for Datsuns which started during his school days.

Paul was a true gentleman who was always smiling and had plenty of time for others. As we stood outside the chapel where Paul's cars kept vigil and our cars looked on, we felt proud to represent the marque that gave him so much pleasure.

RIP Buddy





# Technical Stuff - Roadster Chassis

A Look Inside a Roadster Chassis.

Most club members probably wouldn't have dared to look inside the chassis of their Fairlady, it is actually more fragile and complex than you would expect. It is also a very important piece of your car, the skeleton that holds everything together.

Trevor from T&K Restorations - a DSOA member from Lake Macquarie is starting to rebuild a Roadster, and of course the chassis is the place to start. A lot of the metal section used is only 1.5mm thick, the strength comes from design. The chassis isn't a simple box section. Inside the chassis is an intermediate level, so the chassis rails are actually 3 tiered - with plenty of places to encourage rust. The middle layer of metal has large holes to allow drainage and air flow, so it is important to keep the drain holes clear on the bottom of the chassis and probably treat the inside of the chassis to a dose of fish oil. The first chassis we opened actually had the middle level missing - completely rusted away!

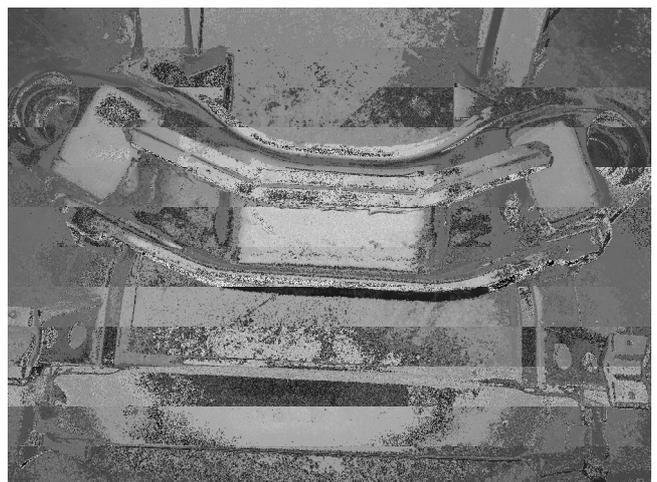
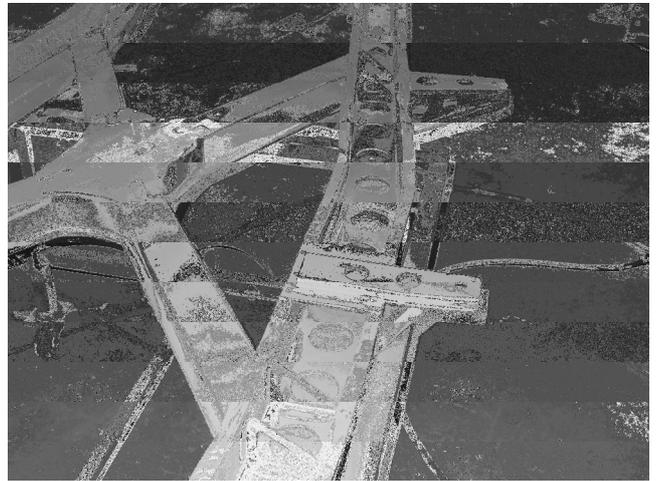
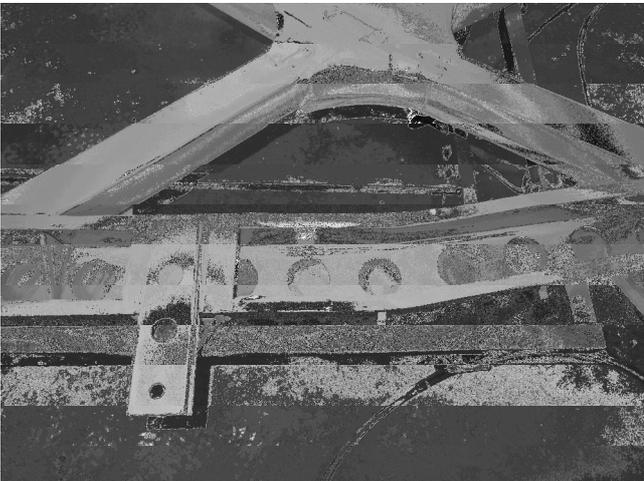
Photos show intermediate level of chassis with large holes. Chassis has been sand blasted and primed in 2 pack. The top metal sheet still needs to be spot welded in place.

Another interesting section of the chassis is the front cross member, through which the bar cross rod passes as part of your steering. Under the cross member plate is a ladder type frame. Again the sheet metal on the underside of the cross member is quite thin, relying on the internal frame for support. A series of plug welds along the underside of your cross member indicate the position of the support frame.

Photos show front cross member upside down. The first photo shows the "ladder frame" that strengthens the cross member. The steering bar cross rod passes through the space on this side.

Second photo shows location of sway bar mounts and spring mounts in relation to cross member. The cross member has had a quick sand blast but will need to be redone prior to painting. Steering box mount and idler box mount have been removed from the cross member.

AA



# The Tassie Bob-Along Tour



The ferry trip over Bass Straight on the ferry "Spirit of Tasmania 2" was as smooth as a "you know what". This was in stark contrast to the start we had in Sydney. Di & I had arranged to meet Haydn & Nan at Pheasants Nest at 10:00am on the Sunday. On the way there we received a phone call from Haydn advising us that their front off-side calliper had locked up on Pennant Hills Rd and they were on their way back home to sort out the problem. A short time later another phone call to let us know that the problem couldn't be resolved and they had re-packed and were on their way in the X-Trail, we agreed to meet in Thurgooona where we had organised our overnight stay.

Next morning we met up with the Attwood's and the Nichols in Wangaratta and without any further dramas we headed off to Melbourne via Seymour where we viewed a new Vietnam Vets monument (very impressive). We met up with the rest of the crew at St. Kilda before heading off to board the ferry. The boat was late in arriving & we had to wait, for what seemed an eternity, before we could board.



Bob had arranged that we all meet after we disembarked in Devonport for breakfast but a few of the cars went directly to their own a breakfast venue while the rest waited (Oh well !!). The rest of us eventually headed off into Devonport CBD where we indulged in a nice breakfast at Banjos.

Breakfast being done we met up with the others and started off on our trip, in various groups, to our first overnight stay in Stanley. We drove along a beautiful seaside highway through Ulverstone, Burnie, Wynyard. At Wynyard we stopped at the motor museum, went on a bushwalk in French's Road Nature Reserve. From Wynyard we stopped at Table Cape lighthouse before heading off to beautiful Boat Harbour for lunch and then a drive around to Sisters Beach. At the Rocky Cape Roadhouse the X-Trail

and the SJN machine noticed the Nichol's pulled over at the roadhouse with the May's keeping them company. We stopped and soon learnt that the Nichol's red sportie had brake problems.

Haydn suggested that the Datto could be loaded into the X-Trail but Rob had already arranged a tow truck to take him to the Nissan dealership in Smithton. The May's and Di and I us headed off to Stanley and Haydn and Nan accompanied the tow truck (apparently at warp speed) to the Nissan dealership. The mechanics at the dealership dropped everything to work on the Datto. The seals for the brake master cylinder were not in stock but it was discovered that the seals in Haydn's spare clutch master cylinder were identical. Forty five minutes later Rob's car was back on the road headed for Stanley (don't we just love these technical stories).

The accommodation at the Stanley Seaview Inn was great. In the afternoon there were some more technical opportunities. Due to the poor quality fuel Syd adjusted his and my timing. Syd also adjusted his clutch and colour tuned Des's 2000. Some investigative work was done on Geoff's steering. It seemed that the idler was on it's last legs but there was no option but to persevere with it (pleased to say it made the entire trip).

That evening we all had dinner at the Stanley Hotel where after an unsavoury incident a member was christened "the convict".

An incident but fun filled day bought day one to an end, the best was yet to come.

SJN777 & Di





# The Tassie Bob-Along Tour

Day two arrived crisp and clear, unusual we have been told for this time of year in Tasmania. Cold wet and miserable seemed to be the consensus for normal Tassie weather. We trooped off for a pleasant breakfast in our motel overlooking the Nut, ate more than we should have AGAIN.

Following discussions over breakfast all decided to head to their preferred destinations. We hit the road with Bev, Des, Norm and Liz to make a start at Highfield House, the home of the original manager of the Van Diemen's Land Company in Tasmania. The house is now owned by the Tasmanian Trust and was a great place to start the day. The restoration work carried out on the residence and out buildings is commendable.

We learned of the 15 children that Mrs Curr, wife of the VD Company manager, had over 22 years, most of who were educated in England. Even more interesting were the stories of the convict labour used to build the main house and out buildings and till the land. The convicts were virtually used as slave labour and the punishment meted out by 'Richardson the Flagellator' was double that meted out throughout the rest of Tasmania. Richardson must have been an all round nice guy. A tough way to spend your time in Tasmania.

From Highfield we tackled 'The Nut'. The monolith in the centre of Stanley. Rather than expend all our energy using the walking track to the top we decided on the chairlift to support local industry. The 2km walk around the top of the Nut is highly recommended and quite easy even for us old folks. The views are magnificent and we even sighted some local Paddy Melons among the trees. From the Nut we ambled off to Smithton to refuel both body and vehicles. We met with other wanderers in the Cherry's. A pleasant



lunch was had and the group split with the Cherry's and Tandy's heading off to the Edge of the World at the mouth of the Arthur River, the longest Tasmanian River that has not been dammed. It was a beautiful site and well worth the trip. While there we met Nikkie from Parks and Wildlife who outlined some of the local history and recommended we visit West Point where the ruins of a lighthouse were to be found and magnificent views both north and south along the coast. The views were great but we couldn't find the ruins even though Al climbed the highest available rock, see attached photo.

Time was getting on so we made a mad dash for Dismal Swamp in the hope of reaching there before it closed. Alas we were too late. However, while there we photographed some of the local wildlife. We, like others, felt that the entry fee made us feel dismal. From Dismal we tracked back to Stanley and had a pleasant fish and chip dinner in the shadow of the Nut before retiring to bed for a well earned rest.

It was very interesting visiting the Stanley area particularly learning of the convict involvement in developing the area. We found that while you can profit greatly from using convict labour there is a need to constantly monitor them. While we were in the area a reprobate absconded with a chicken. When he found that the law in the form of Robinson the Flagellator was in hot pursuit he handed himself into the local constabulary and threw himself on the mercy of the court. He was subsequently sentenced to deportation to the mainland on 17 Mar 13, never to be allowed to return to Tasmania. The culprit was led away in chains and confined to a red Datto for the remainder of his time in Tasmania.



*Nuts at The Nut*

Bob & Sue Tandy

# The Tassie Bob-Along Tour



## Stanley to Queenstown

We departed Stanley Seaview Resort on a beautiful sunny morning. Beautiful in more ways than one, Convict 2789875 had paid his dues and evaded the red coats and was now heading out of town.

Car packed and roof down we headed towards Queenstown. First stop was Rocky Cape National Park for a quick stroll through the rain forest. At Wynyard while most of the tribe were chasing 98 fuel Alan, Wil, Sue and I proceeded along one of Tasmania's fantastic winding roads through pine forests and ferned valleys through Yolla and on to Cradle Mountain.

At Cradle Mountain we were transported by shuttle from the Visitors Centre to Dove Lake. The weather was kind to us and we were able to see the mountain peak which was also reflected in the cold, still water of the lake. A few people swam from the boat house to an island in the middle of the lake – they had to be young as well as stupid. After taking in the beauty of our surroundings we drove through Tullah and Rosebery which are mining and hydro- electric towns then on to Zeehan to visit the West Coast Pioneer Memorial Museum. Here we viewed an amazing collection of minerals and historical artefacts, it certainly gave you an insight into life back in the 1800's. The drive from Zeehan to Queenstown was short but enjoyable and once again on a great road.



After booking into the West Coaster Motel dinner at a local hotel was suggested. We found catering for 24 people seemed to be a problem for Tasmanians and ordering a simple meal does not necessarily mean you will be served first. When most people had finished their meals and were ready for coffee those who ordered a simple meal of rissoles were finally served. Wonder if they had to go and collect some more road kill ?

It was then back to the motel for a good nights sleep ready for the next days adventures.

2789875 and Sue.





# The Tassie Bob-Along Tour

## Tasmanian Datto Tour –Day 4 (8th March 2013): Queenstown

Day 4 started very early for me (Norm), not long after midnight, with rain! Well that was going to ruin the train trip wasn't it? I was awoken several times during the early hours with rain, until I realized that it was actually the water running in the creek behind the motel!!!

After our day 3 evening's "Rissolle" debacle, tour members were pleased that the motel cooked breakfast did not include rissoles!

We all walked to the train station, some early to satiate their coffee drug habit, and then we all piled into the Datto specific carriage, surprised at how well the train people had organised us all together, even labelled the seats (even with the historical spelling!).



The train trip to Strahan was great with good, albeit rapid delivery, of interesting historical information. At one of the stops (Lychford) some Datto groupers were seen trying to pan for gold. The most frenetic obviously were trying to defray the cost of impending Datto improvements/repairs.

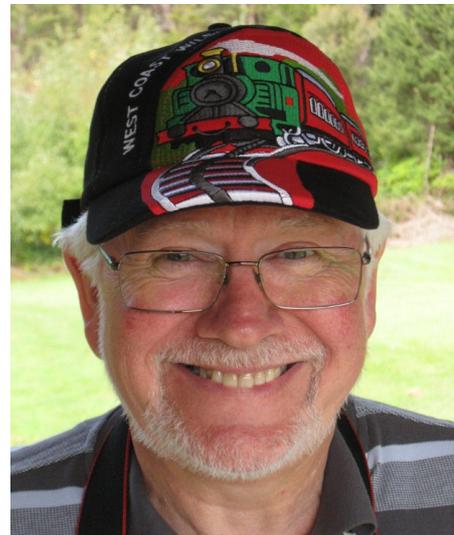
We had a surprisingly substantial boxed lunch at the half way point, and then changed to a diesel loco for the remainder of the journey to Strahan.

During the day Haydn asked Allan something like "That black SS you got, have you done anything with it yet?" The very rapid response was "Oh yeah, I parked it in the car port!" Datto mechanical guru, Syd, temporarily changed loyalties by wearing a non Datto hat.

At Strahan Station, some walked and others coached to the town centre, where lots of coffee, ice creams and other tourist type expenditure and consumption occurred.

At the appointed time we were coached back to Queenstown station, walked to the motel, walked back to a different hotel and didn't have rissoles. The walk back to our motel ended day 4.

Norm & Liz





# Fairlady

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or email

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# Australian Motorlife Museum Run

Well the day started early for this little yellow roadster, the "California Girl", it had been 6 months in preparation to get her safe and ready for registration. I had a 10ltr can of fuel in the boot and lots of tools and some spares as well just in case something went wrong. I had been watching the weather forecast for the past week to see if there was going to be rain as my soft top frame isn't finished being repaired and I wasn't going to go if there was the likelihood of rain. I hadn't told anyone from the club that I was coming and wanted to make it a surprise.

We set off at 5.30am into the dark and cold morning, I was finding the wind very cold and it didn't take long for me to realise that in future I was going to need warmer clothes, yes a learning curve.

Getting towards Sydney my GPS turned off which I thought was unusual, and then I realised that I had not plugged it in that morning and when it has such low power won't start up again even when plugged in, so I messed with it for a while and then thought that I would call into a service station and get a map to work out where I was going on the other side of Sydney. After trying two servo's and both don't sell maps I decided that I had to call Barry C and tell him that I was coming on the run and could he give me directions on how to get to the start of the run at Heathcote Subway. He kindly gave me directions and I came close to arriving at the start location at the right time.



Coming around the corner just across from Subway I came upon a group of pushbike riders, so I just stayed behind them. As they rode along a guy in a Holden ute came flying around the corner and probably wasn't watching in front of him and I heard that awful sound of screeching tyres and then....nothing, phew! I thought I was a goner.

When I got to Subway Barry C and Bob Quinlan were there followed soon after by Syd and Beth Carr, André and Julia Breit, Michael and Sylvia Honer and Paul and Penny Coggiola in a Commodore.



Michael's Datto had sprung a leak from a heater hose so he decided to take it home and catch up with us later.

We set off for the museum and the weather was just great. The roads were good with some tight twisty bits and some great scenery. Once at the museum we went in for a look and there certainly was a lot to look at, lots of old motorbikes and interesting old cars, the guy in charge, Barry, was very knowledgeable and keen to answer any questions. There was even a car made by a washing machine company called a "Zeta" that was very unusual, apparently it could go just as fast in reverse as it could forward. I would like to see that happen. While we were there Michael and Sylvia arrived in their Merc.

Before we left we had a photo opportunity with the four Dattos that had made it. Next we headed off to the famous Robertson Pie Shop and again with some great roads and quite a few road bikes as well making good use of the spectacular twisty bits.

When we arrived there were lots of bikes and we went in for some food, Barry C and I had a pie smelling competition just for something new. We also met up with Steve and Di Naudi in their roadster and Norm and Liz from the ACT that own a roadster but came in their tin top.

After our food, chatting and photos we all headed our separate ways and Barry showed me the way towards home, for which I am very grateful.

It was about a four hour drive home and my car went pretty well for its first official run, I got home about 6pm and was ready to just veg out.



*The washing machine*

# 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 *mattivood@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***

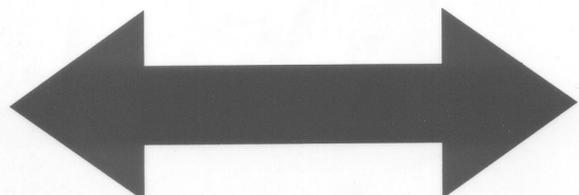
Parts for a 1964 1500 - Roof to windscreen frame clamp, RHS; Rear reflectors; Brake master cylinder; LHS window regulator; A rear indicator and housing; Front bumper; Engine breather pipe

**Contact :-Adrian Williams at**  
***holdenbest1@bigpond.com***

1968 plastic steering column surround

**Contact :- *Mark .Valentine @ampcontrolgroup.com***  
**or phone 0418 427 546**

**DATSUN  
PARKING  
ONLY**





# Fridge Door Calendar

<b>7th - 10th June</b>	<b>DSOA Nationals Mildura Vic.</b>	<b>15th September</b>	<b>White Water Run</b>
		Start Time:	10:00am
<b>14th July</b>	<b>Brass Monkey Run</b>	Start Venue:	Maccas M4 west bound
Start Time:	<b>Hosted by the Austin - Healy Car Club</b>	Contact:	Café in venue or BYO picnic lunch
Start Venue:	6:00am		Claude Movia 0418 622 870
Destination:	The Frank Partridge VC rest area	<b>15th September</b>	<b>DatChat Deadline</b>
Contact:	Hume Hwy 10kms south of Campbelltown	<b>19th - 20th October</b>	<b>Centenary of Canberra Rally</b>
	Goulburn Services Club for hot breakfast	Start Time & locations:	www.nationaltrust.org/act/Rally
	Matt Wood 0418 263 295	Contact:	Bob Tandy
	<i>mattiwood@optusnet.com.au</i>	<b>Two options:</b>	Susan.tandy@bigpond.com
<b>Registration Fee:</b>	<b>Adults \$16 Children 4 - 12 yrs. \$10</b>		<b>19th Oct. Jervis Bay to Canberra</b>
<b>RSVP:</b>	<b>21st June</b>		or
<b>15th July</b>	<b>DatChat Deadline</b>		<b>20th Oct. Canberra only</b>
<b>4th August</b>	<b>Bundee Run</b>	<b>15th November</b>	<b>DatChat Deadline</b>
Start Time:	9:00am	<b>15th - 17th November</b>	<b>Swan Lake Run</b>
Start Venue:	Heathcote Subway	Start Time :	10.00am
Destination:	Bundeena Markets by the Sea	Start Venue:	Heathcote Maccas
	and lunch at Club Bundee	Destination:	Cudmirrah/Sussex Inlet
Contact:	Barry Courtney 0432 550 953	Contact:	Steve Naudi 0402 311 777
	<i>barry.courtney@three.com.au</i>	<b>RSVP:</b>	<i>sjn777@tpg.com.au</i>
<b>RSVP:</b>	<b>28th July</b>		<b>31st October</b>
<b>30th Aug - 1st Sept.</b>	<b>Forbes Wine Tasting</b>		<b>Special 50% off deal for cabins</b>
Start Time :	TBA		
Start Venue:	TBA		
Destination:	Forbes		
Contact:	Haydn or Nan Gooch 9476 4667		
<b>RSVP:</b>	<b>10th August</b>		
	<b>Full details in DatChatter</b>		

*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>*

## Datsun Humour

Paddy had long heard the stories of an amazing family tradition.

It seems that his father, grandfather and great-grandfather had all been able to walk on water on their 18th birthday. On that special day, they 'd each walked across the lake to the pub on the far side for their first legal drink.

So when Paddy 's 18th birthday came around, he and his pal Mick, took a boat out to the middle of the lake, Paddy, stepped out of the boat ...and nearly drowned!  
Mick just barely managed to pull him to safety.

Furious and confused, Paddy went to see his grandmother .  
"Grandma," he asked, "Tis me 18th birthday, so why can 't I walk across the lake like me father, his father and his father before him?"

Granny looked deeply into Paddy 's, troubled blue eyes and said,  
"Because ye father, ye grandfather and ye great-grandfather were all born in December, when the lake is frozen, and ye were born in August,

ye #%\$^@\*^ idiot!"

# 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.*

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

Black powder coated stainless steel	\$60 ea
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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.

<b>U20 oil pumps</b> , reconditioned <i>Exchange only, 2 available</i>	\$200
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<b>U20 Head Gaskets</b>	\$160
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<b>U20 In/Out Exhaust Gasket</b> <i>Reproduction</i>	\$45
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<b>U20 Rocker Arms</b> 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.**

<b>U20 Heads</b>	\$600.00
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Reconditioned change-over/exchange, subject to the inspection of the head to be exchanged.

**Contact Syd Carr 0414-449 134**

<b>DSOA Caps</b>	\$20
One size fits all rocker covers (Available in maroon only)	
<b>Contact Syd Carr 0414-449 134</b>	

**Rissoles** There may be a slight wait for delivery  
Slightly mouldy but otherwise perfect  
Free to a good home

**Contact any recent DSOA Tassie adventurer**

**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**

<b>Available from Queensland Club</b> <b>Key Rings</b> ( <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  
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June - July 2013

## **Group SB Race - Morgan Park**



André Breit leaving the Ferrari in his wake at Morgan Park