

Coffs Splutter

September 2023

**COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB
INC.**

Website: <https://sites.google.com/view/chvvccc/home>

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P.O. BOX 4191 COFFS HARBOUR JETTY 2450



David Scherr's 1970 Datsun 240Z (note the number plate!)

COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB

2023-2024

Life Members — Geoff Maunder, John Lansley, Des Drury, Bob Dixon & Keith Winkler

Committee	Name	Contact Number	Email
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Auditor	John Ryan	Appointed	
Public Officer	Phil Bicknell	02 6653 6217	
Webmaster	John Bojarski	0411 624 566	johnbojarski@bigpond.com

Club Meetings: General Meetings are held at the Boambee Hall at 7.00 pm on the first Thursday of each month except for January when no meeting is normally held.

Club Fees: A joining fee of \$5.00 applies. Annual fees are \$45.00 for a Single Membership, \$50.00 for a Family Membership, \$15.00 for a Junior Membership and \$10.00 for Associate Membership. Fees are due on 1st January each year for the calendar year. However, as membership of an approved car club is an RMS requirement for Concessional Registration of vehicles, annual fees for members seeking registration of cars in the following year are payable at the Rego Day, normally the third Sunday in November. For members joining the Club after 30 June each year, half annual fees will apply.

Club Newsletter: A full-colour copy of the Club's newsletter "Coffs Splutter" is emailed to all members with a valid email address registered with the Club. For an annual fee of \$15.00 (payable to the Treasurer) a member may arrange to have a printed B/W copy delivered by Australia Post to an address of their choice.

All articles appearing in "Coffs Splutter" are the sole responsibility of the author(s) as to matters of fact and veracity.

1970 Datsun 240Z

My 1970 Datsun 240Z Series One is the 189th car to be imported into Australia and is mostly original, the only changes after a complete rebuild are to make the car a daily driver and to improve reliability. I purchased it off a gentleman in SA, he is an automotive engineer who built the Z over many years. He



painstakingly sought to keep it 'stock' whilst improving the engine, ignition, suspension and drive train and much of the original (and extremely rare) fittings stayed with the car. When these cars came to Australia the dealers normally had to remove the wing mirrors and replace them with door mirrors, however this car stayed with the originals (extremely rare) and also the original headlight covers. The hubcaps have been refurbished but are also original, and many dealers in the 70s removed them and put alloys on.

It has the original 240Z steering wheel (the normal 'cut outs' in the wheel spoke were left in on the first models) and all the original gauges including the speedo that starts at 20mph (again only on the Series One). The radio has been replaced with a Bluetooth compatible one, the original Hitachi AM radios (with an electric aerial) can be sourced overseas but cost between \$3000 and \$6000 (incredibly rare if they are working or refurbished). It has the original choke switches (one can be used as a crude version of 'cruise control') and the door cards and seats have been refurbished with OEM parts from the US. The interior is mostly original and in excellent condition and the diamond pattern vinyl in the interior is original too.



It drives beautifully, and the builder had it aerodynamically tested on an airfield runway to ensure the front and rear spoilers (all original) were perfectly placed so the car handled well at 100km/hr. He also rebuilt the block and head of the 2.8 Litre Straight Six (it originally had a 2.4 Litre engine) to run on 98 unleaded but kept the original twin SU Carbies. The Datsuns were essentially named after their engine capacity – 240Z had a 2400cc, 260Z a 2600cc and the 280Z (not released in Australia) had a 2800 cc engine and introduced fuel injection.

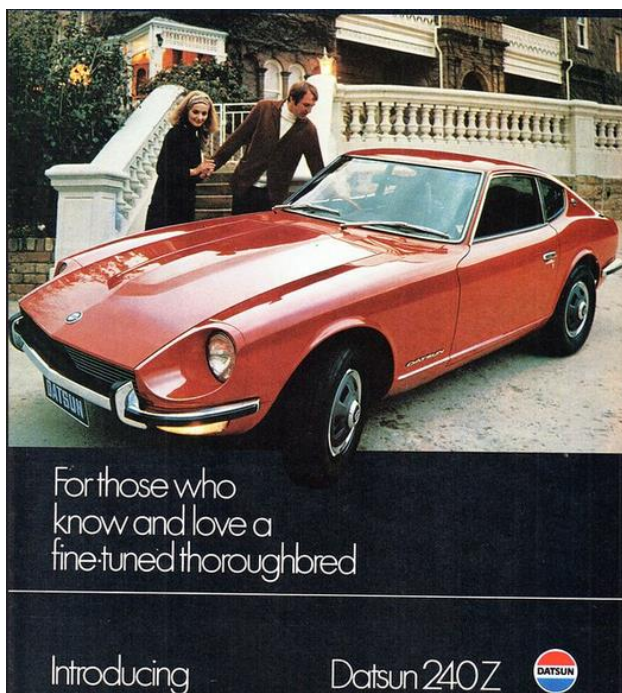
In Australia we went from the 260Z straight to the 280ZX (and I owned one of those in the 80s as well). Whilst later model 240Zs had the 'Z' symbol on each side of the rear pillar, you will see that the Series One has a '240Z' symbol and vents on the rear hatch. All the badges on this car are original as is the interior and engine bay paint, the exterior is painted with more of a 'matt finish' and I will most likely have it re-sprayed or wrapped at some point. Given the builder was an automotive engineer the gearbox (original five speed) has been rebuilt as well as the differential, and the suspension upgraded to run better on modern steel radial tyres and more precise handling. It has upgraded retractable seat belts and the points have been replaced with electronic ignition, so essentially it could be used as a daily driver given it is so reliable. On a dyno it returns over 85kw at the rear wheels which is pretty impressive for a car that weighs under 1000kg, and it handles really well on the track.



My Datsun 240Z Series One is my pride and joy, I had a mint condition 260Z but sold it (unwisely) 12 years ago and have regretted it ever since. I only drive the 240Z in fine weather, on good roads and it sits really low (but somehow my 86 year old mother can get in and out and relive her youth). It is irreplaceable given how rare it is, particularly in this condition and such an early model. It spends its life in a garage under cover, and it is very easy to service and maintain (like many Japanese cars of this era). Spares and parts are available all over the world (there is huge market for Datsun Z car products, you can literally build one from scratch if you can find a decent rust-free body).



By David Scherr (our newest member!).



Period advertisement for the 240Z, featuring a car similar to David's beautiful example

Sunday Lunch run to Dorrigo – 20th August 2023

On a beautiful winter's day, we drove the old highway in convoy passing a group of classic and modified cars having coffee at Bonville. Our group of Sunday drivers made their slow way to the reserve at Thora. The area was a bit unkempt but the campers there were entertained by our cars, and we had a good chat in the sunshine. We then travelled up the mountain at a leisurely pace and arrived at the Dorrigo pub. Here there was a great choice on the menu, and we were given a separate room, so we did not have to compete with other diners with our conversation. A real plus for those of us with hearing problems. After a leisurely lunch we were given a generous invitation to the Holmes's property to view the cars and partake of a splendid afternoon tea. As this was my first visit, I was taken aback by the wonderful view out over the Bellinger valley to the sea. Rod demonstrated the method of starting the Albion and the Model T. He did say that with all the trouble he had had with the "T" he is not sure it was a good buy. A hearty thanks to Rod and Ruth for their country hospitality! The scones and cream, homemade biscuits, the view and good company made for a special afternoon. With that the group travelled down the mountain before the chill set in. A very pleasant day indeed!

Attendance:

Geoff and Leonie- Triumph TR4, John and Lorraine - Holden Torana, Max Eggins - Rover V8, Graeme King and Andy Taylor- Rover P5, Leigh and Carol Stephens- Mazda MX5, Gerry and Mary De Gabriele - Toyota Crown, Judy Riddel – Modern (for morning tea only), Tony Carr and Jane – Modern, Rod, Ruth and Keith Holmes - Morris Mini



Scenes from Morning Tea at Thora and Lunch at Dorrigo Pub



Members enjoying the hospitality, amazing views and car collection at Rod & Ruth Holmes' beautiful property on the top of Dorrigo Mountain.

Coffee Run to Idle Inn, Nana Glen, 17th August 2023

Despite a dire forecast of rain many fearless, tough, courageous, heroic never say die members took their old cars along the for the fantastic drive though the hills to Nana Glen. The run was led by “Vasco Da Murray” whose unerring sense of direction got us to the destination without one wrong turn. Once again, the coffee and food were great and many a jawbone got a thorough work out.

The following attended this run. G and L Maunder modern, H and M Murray FJ Holden, J and L Lansley Holden Torana, G Weaire Modern, G Campbell BMW, B and R Dixon modern, G DeGabriele Toyota Crown Super Sedan, J Fisher modern, B Milne Wolseley.

Report by Hal “SatNav” Murray



Glenn Campbell brought his identical twin (also named Glenn) along, but they sat at separate tables!



Lorraine was designated as the official “smiler” for this table!!



Typical 1920's motoring scene, This photo was taken on the Armidale to Kempsey Road . Car on right is a Model T Ford

Rusty Iron Rally, Macksville – 2nd & 3rd September

Bright sunshine greeted this year's Rusty Iron Rally, and both exhibitors and spectators were there in large numbers. Plenty of interesting things to see, including a Russian radial aircraft engine that was started periodically, bringing great delight to kids both young and old! Our club had about 12 cars on display, mixing in with a wide range of vehicles from other organisations and making for a diverse and interesting display of motoring history. Trucks and tractors, of course, form the core of this rally and there were plenty of those along with beautiful stationary engines, whose "chuffing" noises make such pleasant background sound to this great event.



The Andrews' family had 2 cars on display – Eric & June in the 1950 Ford Prefect Ute and Darren and Family brought the 1937 Vauxhall DX sedan which was beautifully presented



Ex club member Phil Constable brought this beautifully restored 1928 Chev ute. Phil is now located in the Port Macquarie area.



Who doesn't like a cute Austin 7?



Vintage American Iron! A 1927 Oldsmobile tourer alongside Tony Carr's 1929 Buick roadster



The featured make for this year's rally was International and here is a handsome 1957 AS162 truck carrying a McCormick-Deering tractor



Very rare Termatt & Monahan stationary engine, made in Wisconsin, USA



Vedeneyev M14P 360 hp (10 litre) radial as used in Yak 52 aircraft and many others

Your Editor's car of the rally was this rare 1924 Franklin.

Air cooled with a wooden chassis, this car is a highly original, l.h.d recent import from the US.



MINUTES FOR THE AUGUST 2023 MEETING of THE COFFS HARBOUR

VETERAN ,VINTAGE AND CLASSIC CAR CLUB

Thursday 7th September 2023

Meeting opened: 7.00 p.m.

Attendance: As per Attendance Book

Apologies: Barrie Milne, Graeme Kane, Grant Rigby, Andrew Winter, Rod Holmes, Leigh Stevens, Zeno Baston

Guests: Nil

Minutes of last meeting: The minutes, as printed in the magazine were accepted as representing a true and accurate record of the August 2023 meeting.

Moved: William Legette

Seconded: Hal Murray

Carried

Business arising from August 2023 Minutes; Jan has contacted Seaview Tavern re outstanding cheque, still pursuing the matter.

Correspondence In:

- New England Wheels Magazine +12 other magazines
- Letter from Council requesting use of STAR 16th Sep
- Rally Committee Minutes
- Email regarding interest from a possible new member
- Shannons Auction brochure
- Great Eastland Hub Rally 2023 Invite

Correspondence Out:

- Letter to Council authorising Bob and Andrew to Drive STAR
- Letter to Gordon Egan
- Reply to expression of interest i.e. sending newsletter and information about the club

Moved: Marg Murray

Seconded: Hal Murray

Carried

Treasurers Report: *The Treasurer moved the report be accepted and all accounts be paid.*

Moved: Jan Ryan

Seconded: Moira Franklin

Carried

Presentation by: Gerry De Gabriele titled "Rolls Royce Silver Ghost"

Gerry accidentally came across a display of 18 Rolls Royce cars on his recent trip to the Dolomites in Italy. This led him to find out some interesting facts about the Silver Ghost. They were always painted **silver** and their motor was **ghostly** silent. They participate in an "Alpenfahrt" i.e. tour in the Alps each year. A testament to the calibre of the car is that 110years on, 18 Silver Ghosts were taking part in the 2023 Alpenfahrt. There is one for sale in Australia for a meagre \$685,000!

Event Reports:

August:

- Thursday 3rd- Club Meeting.
- Sat 5th-Beachstone/Jim-Good roll up of cars but parking is tricky.
- Thursday 17th-Idle Inn /Hal-Lovely drive and great venue, 13 members attended.
- Sunday 20th- Dorrigo Pub/ Gerry- Great day, very sociable and thanks to the Holmes for being terrific hosts.

CLUB REGALIA

<i>Item</i>	<i>Price</i>
<i>CHVVCC Car Badge (2 holes)</i>	<i>\$15 ea.</i>
<i>Car Badge blue</i>	<i>\$ 5 ea.</i>
<i>CHVVCC Club Ribbon</i>	<i>\$10 ea</i>
<i>Name Badge</i>	<i>\$ 1 ea</i>
<i>CHVVCC Stickers</i>	<i>\$ 0.50 ea</i>

Does this look familiar??!



BLASTS FROM THE PAST

This month, in celebration of the leadup to the Club's 50th birthday, featuring some cars (& trucks!) that used to be in club:



Bruce Lowe, 1929 Chev tourer



Lloyd and Pat Hayes 1932 Austin



Ned Anderson – 1934 Dodge K32 truck



Gary & Di Deane –
1932 Bedford truck in
“Tooths Brewery” livery

COFFS HARBOUR VETERAN, VINTAGE AND CLASSIC CAR CLUB

All runs depart from Coffs Airport, Aviation Drive, Coffs Harbour (100m south of Dakota Drive intersection – Note please use northern entrance off Hogbin Drive),

- 1st Saturday outings depart **1.30pm**. Please take afternoon tea.
- 3rd Sunday outings depart **9.30am**. Please take morning tea and lunch.
- 3rd Thursday coffee runs departs **9.30am**.

Please check individual run details for any variations.

If you are not meeting at the designated start or running late, please notify the run organiser. just in case there is a change to the run plan, or the club needs to provide café attendance numbers.

- Please drive with consideration to other road users (so we do not create queues behind us).
 - Leave a reasonable distance between vehicles.
 - When coming to a turn, ensure the car behind you is aware of the turnoff.
- **H registered vehicles must have the "Permit to Operate" in the vehicle at all times.**
- **H registered vehicles should carry a copy of this Approved Events page on all runs.**

UPCOMING CLUB EVENTS

CLUB APPROVED EVENTS. NO LOGBOOK ENTRY REQUIRED

SEPTEMBER 23		
Saturday 16 th	Opening of "Yarrila Place".	Geoff 0435 622 394
Sunday 17 th	Visit to Garry Diamond's Chevrolet @ Way Way, then lunch @Scotts Head Bowlo	Gerry 0402 469 160
Thursday 21 st	Coffee Run – Dolphin Conservation Park	Leigh 0413 481 361
OCTOBER 23		
Thursday 5 th	Club Meeting	Geoff 0435 622 394
Saturday 7 th	V-wall, Nambucca Heads	Leigh 0413 481 361
Sunday 15 th	Combined Car Display with Coffs Ex Car Club at Coffs Ex Club	Geoff 0435 622 394
Sat 21 st & Sun 22 nd	2023 Great Eastland Hub Rally, Tamworth	See Secretary for Entry Form
NOVEMBER 23		
Thursday 2 nd	Club Meeting	Geoff 0435 622 394
Saturday 4 th	Visit car collection in Sawtell	Tony 0432 123 692
Thursday 16 th	Coffee Run to RFS Fire Control Centre	Tony 0432 123 692
Sunday 19 th	Rego Day	
DECEMBER 23		
Thursday 7 th	Club Meeting	Geoff 0435 622 394
Sunday 17 th	Club Xmas Party, Seaview Tavern, Woolgoolga	Gerry 0402 469 160
Thursday 21 st	Coffee Run to Links Cafe	Tony 0432 123 692