

# ROADSTER

Official publication of the Datsun Sports Roadster Club of Victoria

No. 93 OCTOBER 2010

## *Sensational Mt Shasta*



***Roadster Nationals  
rock Geelong***

***Saving your gearbox***

Lou Mondello tells you how

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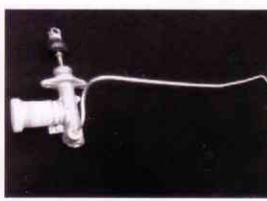
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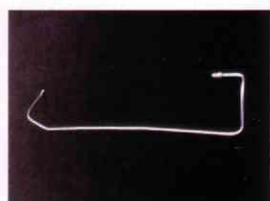
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\$ 32.00



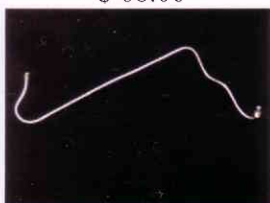
Brake Master Line  
Rear \$ 26.00



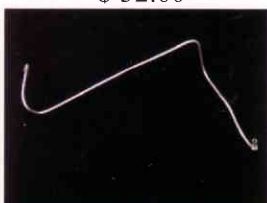
Brake Master Line  
Front \$ 68.00



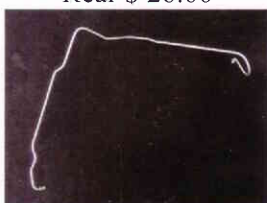
Brake Line Rear  
\$ 38.00



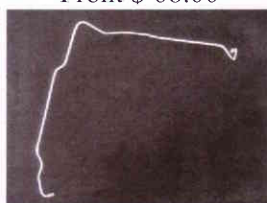
Brake Line Front  
Right -69 \$ 52.00



Brake Line Front  
Right 69- \$ 52.00



Brake Line Front  
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## 2010 CLUB COMMITTEE

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# President's Report

Gavin Cox

Two thousand and ten has been a successful year for the DSRCV.

The well attended 2010 Datsun Roadster Nationals in Geelong has certainly shown that the club can run well-organised events. The magazine demonstrates that the club has the ability to publish a high quality and informative magazine thanks to Darren House. Rod Johnson is now regularly updating the club website originally set up by Mat Purtell, and it goes without saying that the ongoing technical support offered by Lou Mondello and Hardy Kuhn reflects in the quality of the Victorian cars.

Paul Williams, in his capacity as Vice President, has provided regular club social runs to a variety of destinations, aimed at catering for club members across Victoria. This has resulted in far greater attendance than in past years.

To build on this success, the DSRCV committee now has the challenge of ensuring stability at a committee level, expanding the club membership, getting more roadsters on the road, and improving the social events and services that the club can offer to its members.

Fortunately, the club also finds itself in a sound financial position. This is due to the support and sponsorship of several companies and monies raised from this year's and previous year's Nationals. The club is now in a position to fund some services and social events.

The club has 75 current and past members on the mailing list. I would like to see as many people as possible actively involved in the club.

To this end, I invite everyone to offer their suggestions to the committee of the types of events, drive days, competitions, club magazine features, technical support or other services they would be interested in attending or accessing.

If current events or arrangements don't meet your needs, please offer suggestions on how we can change or improve what we do. Please email your feedback to gavin.cox@metromotion.com.au, or post your feedback to DSRCV, 29-31 Sunhill Rd, Mt Waverley, 3149.

I look forward to receiving your feedback and seeing all members participating in future club events. 

# Treasurer's Report

Period 23 March – 17 August 2010

Darron Proctor

Our account has increased significantly with the receipt of club membership payments and from the money raised from hosting the Nationals in Geelong. The raffles and auction were well patronised and have contributed considerably to the health of our account.

<b>Bank Balance</b>	
<b>@ 22 March 2010</b>	<b>\$ 6,432.63</b>
Income	\$19,688.43
<b>TOTAL</b>	<b>\$26,121.06</b>
Less Expenses	-\$16,109.12

<b>Bank Balance</b>	
<b>@ 17 August 2010</b>	<b>\$10,011.94</b>

Income	
Interest	\$ 0.73
Nationals Registration	\$ 12,545.00
Club Memberships	\$ 1,395.00
Nationals Vests	\$ 1,358.00
Sponsorship	\$ 600.00
Nationals Raffles & Auction	\$ 3,789.70
<b>TOTAL</b>	<b>\$ 19,688.43</b>

Expenses	
Postage	\$ 101.70
Stationery	\$ 21.14
AGM BBQ	\$ 59.70
Insurance	\$ 295.05
Nationals Meet & Greet	\$ 698.50
Nationals Sat Night Dinner	\$ 4,965.73
Nationals Presentation Dinner	\$ 6,080.20
Nationals Lunch Otway Fly	\$ 1,189.00
Nationals Raffle Prizes	\$ 114.35
Nationals Trophies	\$ 539.00
Nationals Photography	\$ 610.50
Nationals Accom No-Show	\$ 132.00
Committee Meetings	\$ 78.25
Vests	\$ 1,224.00
<b>TOTAL</b>	<b>\$ 16,109.12</b>

## The News Makers


Datsun roadsters rarely feature in mainstream publications but that may be turning around. Several publications, both in Australia and the United States have run articles in recent times, increasing the cars' profile.

Doc Herman's roadster graced the cover of the cover of the Mid Ohio Sports Car Course's *Finishlines* magazine. The car was used in recognition of Datsun/Nissan being the featured marque at the 25th annual Vintage Grand Prix on 25-27 June.

Another US publication, Hemmings Motor News, featured the ex-Nancy Sinatra Datsun 1600 Sports in its August edition auction results. The car was passed in after bidding stalled at US\$8000.

The Datsun Roadster Nationals also gained some mainstream press, with an article appearing in the one of Australia's largest circulating regional newspapers, the *Geelong Advertiser*. The story also featured a photo from the 50-car Show 'n' Shine.

Nissan Australia also covered the Nationals with a story appearing in the company's trade magazine, *Nissan Perfect Fit*, pieced together by their on-the-spot reporter, Chris Samuel. Chris also moonlights as Nissan's Product Manager, After Sales Division.

The most significant exposure occurred in the Melbourne *Herald-Sun*, Australia's highest selling daily newspaper. Graham Smith's very positive article was illustrated with Jeff Duggan's barn-storming tarmac rally 2000. 



**DATSUN**  
Year: 1966  
Model: Roadster  
Condition: Original #13  
Reserve: Un disclosed  
Top price bid: \$8,000 (not sold)  
Avg. selling price: \$5,000

The catch here is celebrity ownership: Lee Hazelwood bought this very Roadster for his girlfriend, one Nancy Sinatra, when "These Boots Were Made for Walking" hit #1 in 1966. Because otherwise, there was too much to fix on this 64,000-mile original car. The paint was cracked and chipped, the nose appeared to have broken out into acne, and it rode non-period radials. The red interior was clean, though, and unless it was horribly abused, the engine should still have worked fine. Eight grand probably didn't quite cover the previous owner's storage-unit bill, but seemed impossibly generous.

**FINISHLINES**  
MID-OHIO SPORTS CAR COURSE  
JUNE 2010

**FINALLY... IT'S RACE SEASON AT MID-OHIO!**

**BUY IN ADVANCE AND SAVE BIG!**

**IN THIS ISSUE:**

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### Roadster Nationals

Whilst the enormously successful 240Z was the first Nissan sports car to appear in Australia in significant volumes, Nissan had given expression to its sporting ambitions with the Sports Roadsters of the late 1960s.

The various State Roadster Clubs have been holding regular meetings for many years. They also run regular club events. The key aim of the Datsun Sports Roadster Club is to maintain the breed!

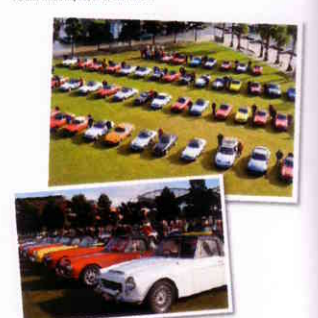
The National Roadster Meeting is held every year on the June long weekend. This provides members with a great opportunity to get together to share information and compare vehicles. Each State Roadster Club had once every three years, with members travelling from all over Australia to attend.

This year's meeting saw 50 cars placed on display - setting a national record. Some of these were very rare vehicles, going those in attendance a wonderful opportunity to take a closer look at them. As one would expect, all of the vehicles

were beautifully maintained, something that helped to ensure the overall success of the event.

The weekend included a coronation display, trophy events and a show. The show along the Great Ocean Road is recognized as one of the top 10 shows in the world and proved to be a real highlight. On the last night there was a dinner and an awards ceremony, a fitting end to a very successful event.

For more information please visit [www.dsrtcvic.com](http://www.dsrtcvic.com)



### USED CARS

## Open for pleasure

This Asian upstart gave the British a run for their money, writes **Graham Smith**

**T**HE Datsun 2000 Sports arrived in 1967 to give us a run for our money, but based on a light bulb it was not one of the British sports cars that dominated the segment.

A 2.0-litre single overhead camshaft four-cylinder engine put out 122kW at 6000 revs and 184Nm at 4000 revs, backed by a five-speed all-synchromesh gearbox. Underneath it had independent coil spring front suspension with semi-trailing leaf springs and torque rod at the rear. Steering was by discs at the front and drums at the rear, and steering was without power assistance.

**On the lot**  
A CAR heading restoration costs about \$2000, but needing major work.

**In the shop**  
THE Datsun 2000 Sports is now a hot car and most are wanted by a...



Though they are not main stream anymore, they were never thought of as light, flimsy, and many were neglected. Few maintenance regular and years of being driven hard on the main coast of problems in an otherwise sturdy car.

Look for rust in the sills, footwells and around the boot hinges. Check the door gaps, because they can be a gateway to rust damage.

The 2002 had the L23 engine, which was generally a reliable work-horse for its look-around the rest of the cylinder head and the fuel pump. It's important to use a good coolant, changed regularly to prevent sludge, and with the aluminium cylinder head and cast-iron block.

Check for worn, stretched or broken suspension and steering as well as dampers.

**carsguide.com.au**  
**INDUSTRY NEWS:**  
Holden fans should be at Shannons on Monday night when six Corvairs go under the hammer. The models range from a 1960 164 Kingwood - one of two owned by the factory - to a Brock 'Formula Blue' 1965 V8 Camaro Group A SS sedan.

**75/100**  
Datsun 2000 Sports is back in favour with dedicated fans of 1960s sports cars.

set of gear, particularly in fifth when backing off after hard acceleration. Clunking or banging when steering is an indication of wear. The chassis is quite robust and gives little trouble, but look out for sagging rear springs. The interior build-up work, but most parts can be replaced if needed.

**In a crash**  
DON'T look for airbags on the Datsun 2000 Sports. It came from an earlier era and relied on an eight-point, emergency steering and powerful brakes to avoid a crash.

**At the pump**  
AS WITH all sports cars fuel consumption of the 2000 depends largely on the driver's thirst for speed, but doesn't normally hit a quite outrageous level. Road testers at the time of the 2000 Sports release reported fuel consumption of 12.3 litres/100km.

Of greater interest today is the fact that it can be used now.

The Datsun was found to use Super Lockup gear when new, so the best fuel to use in it now is one with a similar octane rating.

That really means 95-octane unleaded, with an additive to take care of the rubber and valve seats.

**The bottom line**  
THE Datsun 2000 Sports is a reliable and fun sports car capable of outperforming similar British cars from the era.

**Inside view**

**LOOK FOR**  
Lusty and handsome. Solid construction. Classic roadster looks. Affordable fun restoring. For ACPAC outside safety ratings, visit [www.fiaustralia.com](http://www.fiaustralia.com)

**COMING UP**  
Do you own a BMW 1 Series? Visit [www.bmw.com.au](http://www.bmw.com.au) for more information on our new car range.

**ALSO CHECK THESE**

**MGB (1962-1973)** The great British classic to give fun to driving and trophy entry into motoring. There are many models to choose from. Range from 1.8 to 2.0 litre. Price from \$20,000 to \$25,000.

**TRIUMPH TR 4/4S (1963-1970)** The TR4 has a 2.0 litre four-cylinder engine, which was replaced by a 2.2 litre six in the TR4S. The TR4 has new front and rear styling by Kahn. Price \$14,000 to \$16,000.

**AUSTIN-HEALEY 2000 (1959-1960)** The Forged Top Jockey comes with 1800 cc engine, 1600 cc and 1800 cc engine. Price \$10,000 to \$12,000.

Roadster owners are used to doing things modestly. Fewer roadsters were made compared to many other makes and models, fewer parts are available to rebuild the cars that remain and our events are few and far between.

So it was with great jubilation that I attended two world-class roadster events that were separated by just 25 days.

The first occurred in June - the Datsun Roadster Nationals - hosted in Geelong by the Datsun Sports Roadster Club of Victoria. Despite the cold and wet conditions, the Nationals was an outstanding success, breaking through the 50-car barrier for the first time.

The event was also significant because it attracted the support of Nissan Australia, thanks largely to the efforts of the company's Product

***"The cars were great,  
the scenery remarkable  
and the weather superb..."***

Manager, After Sales Division, Chris Samuel. It was most gratifying to see Nissan finally begin to embrace its roadster heritage.

Less than a month later I, along with fellow DSRCV member, Carol Sheridan, found myself five-odd hours north-east of San Francisco at the legendary Mt Shasta meet - an event that had been on my radar for 15 years.

For a variety of reasons, car numbers were down to around half that of the Nationals but that did nothing to diminish the Northern Californian event.



Darren House

The cars were great, the scenery remarkable and the weather superb but the most memorable part of Shasta was the participants, who warmly welcomed two strangers from the other side of the world into their close-knit 'family'.

If you find yourself heading to North America, I highly recommend you do so around the first weekend after the Fourth of July and take in the Mt Shasta event. Our Shasta report begins on page 18. 

## MONDELLO

### ***Get your hand off the stick!***

***Some say he once trained as a sumo, and that he has mastered the art of wax on, wax off. All we know is, he's called Lou.***

Words: Lou Mondello



This article concerns the drivers of all of the cars - 1500, 1600, 2000 and Silvias.

The newest of the gearboxes in our cars are at least 40 years old. Nissan did make, and continues to make, an excellent gearbox and gearshift mechanism. Testament to that fact is that when you drive a Datsun Sports with a good gearbox, it is a delight to use. The action is short and direct for its time and the synchromesh is crisp and positive.

When repair work is required, it is usually the same problem in both the 1600 4-speed and the 2000 5-speed. Second and third gear synchros wear out and the bearings need obligatory replacement. The shift mechanism on both of the boxes does get very sloppy. They can be repaired to 'that better than new feeling' with not a huge amount of work or expense.

Not much else wears out on its own accord in the normal course of time or use. The gears themselves hardly wear at all. In nearly every case, pitting on the gear teeth and shafts can be attributed to water somehow getting into the gearbox.

Drivers that inadvertently leave their hand on the gear lever after they change gear introduce a whole new world of wear, abuse and expense.

Shift forks, coupling sleeves, striking rods and synchro dog teeth all come to mind that wear out quickly. These are not normal wearing parts.


Leaving your hand on the stick preloads the gearshift mechanism, so whatever you do in the car is amplified.

As you brake, without you knowing it, your weight gently pushes on the lever causing everything hanging off that particular shift fork to ever so slightly

be pushed forward. The opposite thing happens when you accelerate.

In most cases, leaving your hand on the gearstick is a bad habit that has been learned over time. There is simply no reason or excuse for it. It does not make you accelerate faster or corner quicker.

I have seen some shift forks and coupling sleeves from gearboxes that have done more than 250,000 miles with no discernable wear at all. On the other hand some after 12,000 miles looked like they were taken to with an angle grinder. Can you tell me which owner uses the gear stick as a 'hand rest'?

The repair of these gearboxes is getting more expensive. The repair bill can easily double when just a couple of items wear out that are attributable to leaving your hand on the stick. The motto of the story is... be aware and don't leave your hand on the stick! 

# CLUB RUN - YEA





Peter Beasley going hard out of Repco Corner at Calder Raceway, 1971

## Got Worms?

The Queensland DSOA has located a company that can manufacture replica steering worms. The cost price to us is expected to be \$750 each. Given the high price, the company requires 50% deposit.

The sale price from the Qld DSOA is anticipated to be in the order of \$850-\$1000. As a special offer to club members or clubs who wish to get in early and to help us reduce costs, the Qld DSOA is offering for a limited time, prior to manufacture, at cost price

of \$750 each, steering worms for a deposit of \$375 and the remaining \$375 on delivery (plus freight costs). The delivery date is yet to be confirmed.

This offer is also to gauge if the project is feasible. Insufficient response will result in abandonment of this project and refund of all deposits received.

To take advantage of this offer, send your cheque for the deposit to:

DSOA, PO 2221,  
Brookside Centre, Qld, 4053.

Please include a note with your contact details.

If you wish to pay by Internet bank transfer use this account:

**Suncorp 484799  
0359 69484**

Attach your name, and also send an email to Roger Logan, rogersp311@optusnet.com.au with your details.



## DSRCV Christmas Party

Bells will jingle early when the Datsun Sports Roadster Club of Victoria's Christmas party kicks off on **28 November, 2010**. Details for the DSRCV's must-attend event are yet to be released, although it will include a drive that concludes at Blairgowrie.