

Combined Coastal **CAR CLUB**



Daryl & Bea's FJ Sedan 'MISCHIEF'

All Torque



Combined Coastal Car Club Inc.



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[HTTPS://WWW.FACEBOOK.COM/COMBINEDCOASTALCARCLUB](https://WWW.FACEBOOK.COM/COMBINEDCOASTALCARCLUB)

CLUBHOUSE

JOHNSON PARK

MARY RIVER ROAD

COOROY QLD 4563

OFFICE BEARERS

President	Jeff Langton	0413 840 788	jclangton@bigpond.com
Vice President	Sean Beardmore		
Secretary	Jenny Cowley	07 5447 6994	rob_jencowley@hotmail.com
Treasurer	Derek Vanderkoogh		
Membership-Dating Officer	Phil Vartan		
Social Media	Andy Cohn		andy@emomomedia.com
Merchandise	Jenny Cowley	07 5447 6994	rob_jencowley@hotmail.com
Machinery Delegate	Rob Cowley	07 5447 6994	
Run Co-ordinator	Patrick Sheehan	0427 506 039	
Smoko/Tea Person	Patrick Sheehan	0427 506 039	
Editor	Steve Cadogan	0432 741 400	pomonawater@outlook.com

MEMBERSHIP

MEMBERSHIP FEE IS \$50 PER YEAR DUE 1ST JULY.

NEWSLETTER

CONTRIBUTIONS, FOR SALE, AND WANTED ADS, FORWARD TO EDITOR STEVE CADOGAN AT POMONAWATER@OUTLOOK.COM OR BRING ALONG TO A MEETING.

Presidents Report

DECEMBER 2014



Hi Everyone,

Well we are now at the end of 2014 with 2015 just around the corner. I just want to thank everyone for a great year. I believe we have accomplished a great number of things. We've painted the clubhouse, raised good funds, had a very successful Car Show and have had a good increase in club membership.

I really enjoyed the Christmas party this year and special thanks again to the ladies for all their work in the kitchen. Congratulations to Club Member of the year Steve Cado-gan and Best Club Representative Cliff Watson. Two well deserved awards.

I would like to take this opportunity to wish everyone a Merry Christmas and a Happy and safe New Year.

Drive safe,

Jeff.

Meeting Opened	Cliff Watson opened the meeting at 7.12pm.
Apologies	Michael and Jeanette Vogal
New Members	Nil
Visitors	Nil
Previous Minutes	Read by Secretary Moved by Ryan Michetti Seconded by Kim Anderson That previous Minutes are a true and accurate Record. Carried
Correspondence	<p>Incoming - Ltr from Noosa Council Re Update Public Liability Policy, Ltr from Noosa Council Re Proposal for Cooroy RV Stopover, Invoice from AIS Insurance, Usual Advertising and Newsletters, Invoice from AGL for Electricity.</p> <p>Outgoing - Trophies from Car Show sent to Kane Grant ,Jon Lee, Rod Arthur & Wayne Gamble. Moved by Murray Bishop Seconded Phil Varton Carried</p>
Treasurer's Report	Read by Jacqui Watson Moved by Valerie Codd Seconded by Alan Kenzler Carried
General Business	<p>Prawns for Christmas Party - 20kg @ \$25 per kg to be purchased and organised by Cliff Watson. Thank you to Alan Kenzler who donated one set of BBQ tools for the kitchen. Ryan Michetti will organise the purchase from Page Furnishers of 50 Aquatic Green Chairs with Black legs @ \$38 a chair. Moved by Glynn Nelson Seconded Rob Cowley Carried Andy Cohn will organise car display at Eumundi. Meet at C/H 4.45pm for 5pm leave. Kim Anderson spoke to High Schools in Meales on Wheels for the Club Xmas Party on 7th Dec for 50. Check with Jeff Langton about whereabouts of Life Members Certificates. Jacqui Watson advised about AIS Insurance needed to be upgraded. New quote to be paid. Get 3 new quotes next year. Moved Rod Codd Seconded Ryan Michetti. The Treasurer Jacqui Watson to keep \$10,000.00 aside in our Account. Moved Steve Cadoghan Seconded Dave Anderson Carried Steve Cadoghan read out info from Noosa Council in relation to Proposal for RV Stopover. Form to be signed by Jeff Langton and sent back ASAP.</p>
Next Meeting	Monday 2 nd February 2015
Meeting Closed	8.58pm.



THE CLUB WAS INVITED TO ATTEND EUMUNDI NIGHT MARKETS A FEW WEEKS BEFORE XMAS, GOOD ROLL UP OF BODS & CARS, ABOUT 10 OR 12 CARS IN ALL, AND IT WAS A PAID GIG WITH TUCKER SUPPLIED, SOME OF THE MORE MATURE MEMBERS WANDERED ACROSS TO JOE'S FOR A CLEANSING ALE, WE ALL BEAT THE STORMS HOME, ALAN GOT HIMSELF SOME NEW BONNET MASCOTS, I DIDN'T GET TO HEAR WHAT HIS MISSUS THOUGHT OF THEM.



ROB'S BIT

CAR SHOW 2014 RAMBLES

MANY MEMBERS OF THE CLUB NOW DON'T KNOW BARRY POTTER, HE IS THE PERSON WHO GOT THE CLUB OFF THE GROUND IN THE BEGINNING. FOR SEVERAL YEARS HE SPENT A LOT OF TIME AND MONEY BRINGING MACHINERY TO THE CAR SHOW WITH HIS MERCEDES TRUCK. HE USED TO SAY TO ME WE ARE GOING TO FILL THIS GROUND WITH CARS AND MACHINERY, THIS IS THE FIRST YEAR BARRY HASN'T BEEN TO THE SHOW, AND, WE FULFILLED HIS DREAM. PEOPLE HAVE SAID THAT WHEN BARRY STOPS COMING, THE C.C.C.C. WOULD CLOSE DOWN, WE HAVE PROVED THAT TO BE WRONG.

AT THE SHOW THIS YEAR ONE COULD SEE SOME UNUSUAL ITEMS. I SAW A STRETCH LIMOUSINE FROM THE 1930S. YOUNG LONG AND HIS WIFE FROM BELLI BROUGHT 3 FARMALL TRACTORS TO OUR SHOW. ONE FARMALL A WAS RESTORED TO BRAND NEW CONDITION, PAINTED RED WITH ALL THE ORIGINAL TRANSFERS. ANOTHER A AND AN H WERE MECHANICALLY SOUND, STILL IN THEIR WORKING CLOTHES. IT TOOK 2 TRIPS WITH THEIR HINO TRUCK TO GET THE MACHINES TO THE SHOW.

SMALL CHILDREN WERE PLEASED WITH THE BABY BMW. THE FRONT OF THE CAR OPENED UP TO GET IN, BUT BY THE TIME I WENT BACK WITH THE CAMERA IT WAS GONE.

BRETT HADDOW WAS THERE IN FORCE WITH THE 1928 CHEV CHITTY CHITTY BANG BANG, WHICH HE DROVE IN SEVERAL ENDEAVOUR RALLIES, INCLUDING ONE TO TASMANIA. BRETT FEATURED A TRUCK LOAD OF BITS AND PIECES IN THE SWAP SECTION.


I WAS THRILLED TO WIN A TROPHY FOR THE 1970 DODGE FIRE ENGINE, SO AFTER DRIVING IT HOME I DECIDED TO DO SOME TIDYING UP - REPLACING THE REAR LOCKER DOORS AS TOWN WATER WITH CHLORINE RUSTS THE HINGES, AND I WANT TO FIT THE HOSE FEEL IN THE ORIGINAL POSITION.

Full details from—

TRAILER SALES & SERVICE PTY. LTD.

(Sales Division of Freighters Limited)

Victoria:	322 City Road, South Melbourne, S.C.S.	Phone MX6012-3
N.S.W.:	140-154 Princes Highway, St. Peters, Sydney	Phone LA 2803
Queensland:	Cnr. Russell and Stanley Streets, South Brisbane	Phone J 6756
S.A.:	128 Main North Road, Prospect, Adelaide	Phone ML 4887
	124-140 Hindley Street, Adelaide	Phone LA 2676
W.A.:	160 Albany Highway, Victoria Park, Perth	Phone M 2141
Tasmania:	330-336 Georgetown Rd., Mowbray, Launceston	Mowbray 306

THEY'RE THOROUGHBUILT  **WHEN FREIGHTER-BUILT**

LEMON OF THE MONTH

DECEMBER 2014

49 HDT Director

Alternative Energy Vehicle

In 1986 stories started spreading. Strange stories. People within General Motors- Holden's (GMH) were suggesting that someone had wiped Peter Brock's hard drive and refilled it with gibberish. They were saying that 'Peter Perfect' – patron saint of revheads, master of corporate PR, the man who occupied the very spot where common sense and motor sport met – was talking of gurus and crystals and magical energy sources.

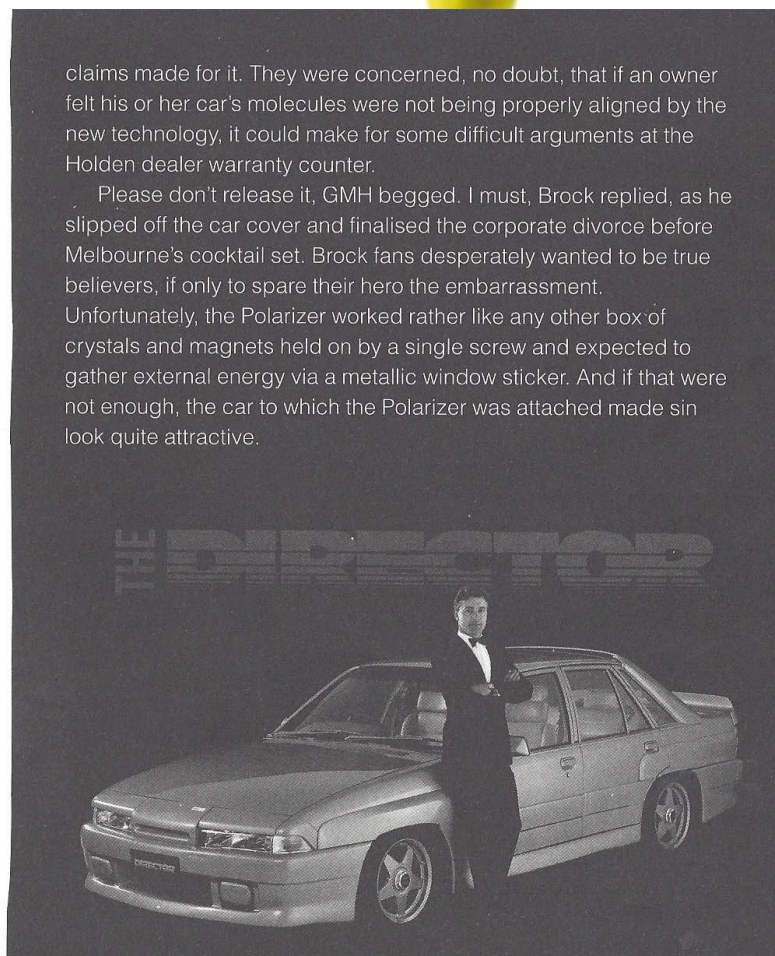
In league with wife Beverley and chiropractor Dr Eric Dowker, Brockie had indeed invented what he was calling the 'Energy Polarizer'. Furthermore, he was demanding that one be fitted to each and every new Brock Commodore, that desirable high-performance Holden co-produced by GMH and Brock's own HDT organisation under the slogan 'We Build Excitement'.

The Polarizer, a brochure claimed, 'causes all molecules in its sphere of influence to be aligned or polarized . . . the overall effect is to reduce overall vehicle noises . . . achieve greater efficiency of the power train and steering systems, improving the engine and suspension performance'. So confident was Brock that he announced a new model built around the Polarizer: the HDT Director, at an exalted \$60,000.

Holden executives claimed they were not allowed to see, let alone test, this new model and therefore couldn't support the extravagant

claims made for it. They were concerned, no doubt, that if an owner felt his or her car's molecules were not being properly aligned by the new technology, it could make for some difficult arguments at the Holden dealer warranty counter.

Please don't release it, GMH begged. I must, Brock replied, as he slipped off the car cover and finalised the corporate divorce before Melbourne's cocktail set. Brock fans desperately wanted to be true believers, if only to spare their hero the embarrassment. Unfortunately, the Polarizer worked rather like any other box of crystals and magnets held on by a single screw and expected to gather external energy via a metallic window sticker. And if that were not enough, the car to which the Polarizer was attached made sin look quite attractive.



116 Total Lemons

Sure, the Director was packed with luxury and performance features and was the first Holden Commodore sold with independent rear suspension (borrowed from a European Opel). But the body was a positively DIY effort, clad with brutally clumsy fibreglass panels.

Although a huge number of Brock fans directed a torrent of bile at GMH, only a handful went one step further and bought a Polarized Director.

Unable to make a go of the Commodore business on his own, Peter Brock decided that the solution was modifying Russian-built Ladas for the Australian market. This time around Brock wasn't rebuilding the cars to improve performance but to prevent them falling apart. It was reputedly costing about \$2,000 per car for the renamed Brock Organisation to bring brand-new off-the-boat Lada Samaras to a state that was acceptable to Australian car buyers. Very, very undiscerning buyers, that is.

The 'Brock' Samara was launched at a shade under \$11,000 (sans Polarizer), but its price went into freefall as word-of-mouth caught up with it. The official slogan was 'Value is Everything', but a more honest approach would have been to adapt the HDT motto and announce, 'We Build Excrement'.

'From this springboard we will be taking some exciting steps forward,' Brock had said at the mid-1988 launch. A few months later he sold out his interest and bid the Lada people goodbye. The initial talk had been of 500 units per month. The reality was a trickle and Brock soon turned to modifying Ford Falcons instead.

FEATURED VEHICLE



DARRYL & BEA'S TJ HOLDEN 'WHITE MISCHIEF'

HELLO FELLOW MEMBERS,

MY NAME IS DARRYL NIELSEN AND I JOINED THE CLUB IN 1990. OVER THE YEARS I HAVE HELD SEVERAL POSITIONS ON THE CLUB COMMITTEE. I AM MARRIED TO BEA AND WE HAVE 3 GROWN UP CHILDREN. I HAVE 3 TJ HOLDENS - A SEDAN (WHITE MISCHIEF) PURCHASED IN 1976, A UTE (THA57) PURCHASED IN 1979 AND A PANEL VAN PURCHASED IN 2006.

IN 1976 AT THE AGE OF 18 I PURCHASED WHITE MISCHIEF FOR \$100 (AND GOT A SPARE TJ FOR PARTS). I FIRST REGISTERED 'MISCHIEF' ON 7TH DECEMBER 1978. MOST OF THE BODY MODS WERE DONE IN 1977-78.

WHITE MISCHIEF HAS SEEN MANY REBUILDS AND FACELIFTS OVER THE YEARS. SHE HAS BEEN ENTERED IN MANY CAR SHOWS IN THE LAST 20 YEARS AND HAS TRAVELLED EXTENSIVELY. IN 2002 BEA, OUR DAUGHTER TONIA AND HER SCHOOL FRIEND, AND I TRAVELLED TO TASMANIA FOR THE AEHF NATIONAL TITLES AFTER WHICH WE SPENT 3 WEEKS DRIVING AROUND TASSIE WITH SOME FRIENDS IN THEIR FX/TJS.

MISCHIEF NOW HAS A 3.3 LITRE BLUE MOTOR, TRIMATIC TRANSMISSION, 4 WHEEL COMMODORE DISC BRAKES AND EXTENSIVE BODY MODS. SHE IS AT THE MOMENT UNDERGOING ANOTHER FRESHEN-UP AND HOPEFULLY SOON WILL BE ON SOME MORE CLUB RUNS WITH BEA AND MYSELF.

FEATURED VEHICLE



WATCH THIS SPACE



DECEMBER 2014

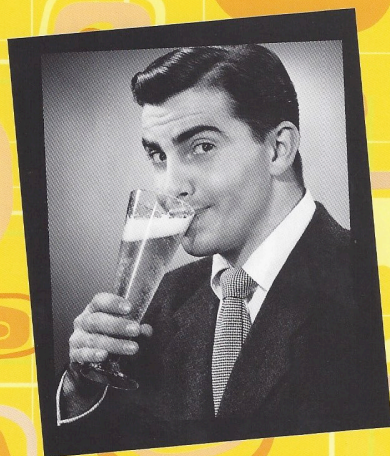
WHAT'S ON

- * SUNDAY 18TH JAN - EUMUNDI, KENILWORTH, IMBIL FOR A SWIM, KANDANGA FOR LUNCH, POMONA, HOME, DEPART CLUBHOUSE 10AM
- * MONDAY 2ND FEB - MEETING & AGM - 7PM
- * SUNDAY 15TH FEB - SOMERSET DAM VIA BEERWAH & WOODFORD MARKETS - DEPART CLUBHOUSE 8AM
- * THIRD SUNDAY EVERY MONTH - LAZY SUNDAYS - AUTO PRO NOOSAVILLE

FOR SALE AND WANTED

- * FOR SALE - B&W PLATES - PFJ 555 - CAST IRON HEADERS TO SUIT RED MOTOR, WITH ENGINE PIPE, HOT ALLOY SPRAYED -DARYL 0407588697
- * FOR SALE - HI-LUX UTE 1980, 18RC MOTOR, 5SP,NEW TYRES - \$1800,PATRICK 54499237
- * FOR SALE - 1988 JAGUAR XJS SOVEREIGN - ROB 54476220 AFTER 630PM
- * FOR SALE - 302 WINDSOR & C4 - MOTOR GOOD - C4 WORKING BUT CONDITION UNKNOWN - MOTOR HAS HOLLEY & HEADERS, USEABLE DUAL EXHAUST SUIT XY ETC, ALSO DOORS, GAURDS, GRILLS, BUMPERS, \$450 THE LOT - STEVE 0432741400

How can I
miss my wife
if she won't
go away?



SORRY LADIES, I DIDN'T WRITE THIS, I MERELY STUMBLED ACROSS IT, AND I DO NOT ENDORSE THE CONTENT. [FOR ALL OTHER TRUCK DRIVERS OUT THERE EPICENE MEANS HAVING TRAITS NORMALLY ASCRIBED TO THE OPPOSITE SEX]

NOTICE — TO — EPICENE WOMEN.

ELECTIONEERING WOMEN
ARE REQUESTED NOT TO CALL HERE.

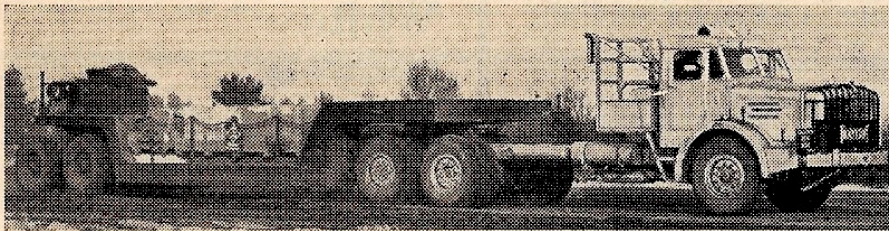
They are recommended to go home, to look after their children, cook their husband's dinners, empty the slops, and generally attend to the domestic affairs for which Nature designed them.

By taking this advice they will gain the respect of all right-minded people—an end not to be attained by unsexing themselves and meddling in masculine concerns of which they are profoundly ignorant.

HENRY WRIGHT.

103, Mein Street,
Wellington.

THANKS TO ALL WHO CONTRIBUTED TO THE NEWSLETTER IN 2014, IN PARTICULAR ROB DAVIES WHO NEVER FAILS TO DELIVER 'ROB'S BIT' EVERY MONTH.



Thornycroft

"Mighty Antar"

SPECIFICATIONS

ENGINE.

Meteorite Mk. 101 o.h.c. Vee eight cylinder Diesel engine. Bore and stroke, 5.4 by 6 in. Capacity, 1,099 cu. in. Light alloy crankcase, five-bearing fully-balanced forged crankshaft, plain and forked type connecting rods, alloy steel pistons, positive drive to all engine auxiliaries, full pressure lubrication with three filters, high and low pressure circuits and oil cooler, twenty-four volt electrical system. Develops 250 b.h.p. at 2,000 r.p.m. Torque, 728 lb./ft. at 1,250 r.p.m. Max. governed speed, 2,000 r.p.m. full load.

TRANSMISSION.

18 in. dry twin-plate clutch with positively driven ducted thirteen blade fan, twin axial starter motors and belt driven dynamo mounted on clutch housing, four-speed constant mesh gearbox with dog engagement, three-speed auxiliary gearbox

with constant mesh gears giving overdrive, direct drive and underdrive, two interchangeable tubular drive shafts with needle roller universal joints, tandem axle bogie with overhead worm drive universally jointed jack shaft between axles, differentials incorporate double reduction gearing to fully-floating axle shafts, inter-axle differential may be fitted. Overall axle ratio, 14.4:1.

CHASSIS.

Straight parallel channel section side members with bolted cross members, heavily gusseted and diagonally braced; semi-elliptic springs front and rear, rear springs being inverted and centre pivot-mounted to chassis on large diameter swivels, spring ends rest on heavy duty pads on axle housings, axles positively located laterally and transversely by ball ended radius arms which take all slewing,

tractive and braking loads. Cam and double roller steering with hydraulic assistance from engine driven gear type oil pump, normal control is maintained if hydraulic failure occurs, two 100 gallon fuel tanks, air pressure brakes to all wheels, operated, from twin cylinder compressor mounted on gearbox with anti-freezing fitments, handbrake mechanically linked to bogie wheels, also operates air brakes on all wheels. Cast steel disc wheels with 24 by 14.00 in. 20-ply tyres, dual on all rear wheels.

BODY.

All-steel cab with divided, opening windscreen, individually powered windscreen wipers, bucket seats, driver's fully adjustable, all cab windows will open for adequate ventilation, signalling devices fitted.

DIMENSIONS.

Wheelbase, 252 in. Track: front, 7 ft. 5 in.; rear, 7 ft. 7 in. Overall length (tractor chassis), 31 ft. 10 in. Width 10 ft. 3 in. Minimum ground clearance, 15 in. Turning circle, 85 ft. G.V.W.: tractor, 45 ton; with trailer equipment, 100 ton. Payload: solo, approx. 32 ton; with trailer equipment, approx. 80 ton.



The spirit of Charger rides again.

If you could build a van that captured the feel of a Charger, you'd have a great van.

It would need Charger's racy grille, and behind the grille, one of Chrysler's famous hemi sizes. The 4.0 litre, or the punchy 4.3. Or maybe the still punchier 5.3V8 teamed up with Chrysler's 4-on-the-floor manual shifter.

Or, to keep your hands freer and make life easier, Chrysler's smoother than smooth automatic transmission.

Inside, your van would be Charger all over.

Reclining bucket seats, and full carpeting. Main black dash with full instrumentation including a big, fat tach. A sporty soft grip 3-spoke



wheel and a prismatic rear view mirror.

Up back you'll have full headlining and carpeting, and a separate dome lamp, and maybe side windows.

Outside, Charger Q.I. high beams, and six inch wheels, matched to a tough, smooth, high riding suspension system including

a front anti-sway bar. And you'd give it a name that advertised what it was.

Perhaps you'd choose the name we chose ourselves.

Chrysler Sports Van.

Chrysler Sports Van.



AVP 2

A young ventriloquist is touring Norway and puts on a show in a small fishing town. With his dummy on his knee he starts going through his usual dumb blonde jokes.

Suddenly, a blonde woman in the fourth row stands on her chair and starts shouting, "I've heard enough of your stupid blonde jokes.

What makes you think you can stereotype Norwegian blonde women that way? What does the colour of a woman's hair have to do with her worth as a human being? It's men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. Its people like you that make others think that all blondes are dumb! You and your kind continue to perpetuate discrimination against not only blondes, but women in general, pathetically all in the name of humor!"

The embarrassed ventriloquist begins to apologise, and the blonde yells: "You stay out of this! ..I'm talking to that little bastard on your lap."

XMAS PARTY



ALL YOU REALLY HAD TO DO TO SURVIVE WAS NOT STAND STILL, NOT LOOK LIKE A PRAWN, AND, KEEP YOU ARMS AND LEG'S WELL OUT OF THE WAY, THANKS TO JOHN & CLIFF FOR ORGANISING THE NOSH, AND THE GIRLS FOR GETTING IT LAID OUT, AND A VERY, VERY, VERY, SPECIAL THANKS TO STEVE FOR BRINGING THE BEER



Rainbow Lorikeets stayed again this xmas, they thoroughly enjoyed their stay, and have already booked for next year, fees raised approx \$1400 for the club.

