

Combined Coastal **CAR CLUB**



Patrick Sheehan's 1964 EH Special

All Torque



SEPTEMBER 2014

Combined Coastal Car Club Inc.



PO BOX 712
CLUBHOUSE

COOROY QLD 4563
PARK

WWW.COMBINEDCOASTALCARCLUB.COM.AU
RIVER ROAD

JOHNSON

MARY

COASTALCOMBINEDCARCLUB@HOTMAIL.COM

COOROY QLD 4563

[HTTPS://WWW.FACEBOOK.COM/COMBINEDCOASTALCARCLUB](https://www.facebook.com/combinedcoastalcarclub)

CLUB MEETINGS

7.00PM FIRST MONDAY OF EACH MONTH (EXCLUDING JANUARY) AT THE CLUBHOUSE.

OFFICE BEARERS AS OF FEBRUARY 2014

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.

SEPTEMBER 2014

MEETING HELD ON 1ST SEPTEMBER 2014

Meeting Opened	Cliff Watson opened the meeting at 7.05pm.
Apologies	Dave & Knm Anderson, Rob Codd, Sue & Greg Chapman, Derek Vanderkoogh
New Members	Mark Melville
Visitors	Nil
Previous Minutes	Read by Secretary Moved by Jackie Watson Seconded by Alan Kenzler That the previous Minutes are a true and accurate record. Carried .
Correspondence	<p>Incoming Ltr & thank you certificate from Noosa Christian College, Ltr & flyers from Aust Zoo Re RACQ motorsports fathers day weekend, Ltr from Bunnings confirming sausage sizzle on 4 Oct, Usual advertising & Newsletters, Chq from Wide Bay Branch Shannons for trophy sponsorship, Inv Noosa Council for Unity Water, Mem/Ship Chq Sandy Inglis, receipt from Instant Marquee.</p> <p>Outgoing Nil Moved by Valarie Codd Seconded Darryl Neilson Carried</p>
Treasurer's Report	Nil
General Business	<p>Bunnings Sausage Sizzle on 4 Oct, Valerie Codd will organise sausages, drinks, etc. Roster 7 to 8 Phil, Steve, Val & Patrick 9 - 11 Murray, John, Michael & Jeanette 11 - 1 Cliff, Jacqui & Rob Codd 1 - 4 Cliff, Jeff & Val</p> <p>Pier Holland & Liz Able spoke about having markets on our football ground area on a weekly Saturday basis from 6am to 12. They will lease their own power, clean toilets, propose to start next year. Darryl Neilson mentioned a change of use applic would need to be done with Council and he asked if they would have public liability insurance. They will come to our next meeting.</p> <p>Cliff Watson read out a ltr done by Jeff Langton for members to obtain sponsors, which had no response, which was very disappointing. Members need a receipt book when getting sponsors.</p> <p>Thank you to Murray Bishop for orgaininsing & purchasing our new marquee which looks terrific. A book will be organised to write details of any members who want to borrow the marquee. The marquee is to be brought straight back to the club house after the event and must be clean and any damages to be paid for by the club member. Carried</p> <p>Steve Cadogan will organise back exit & signs for car show. Carried Working bee 7am Sat 20 Sept and 9am Sunday 21</p>

Sept. John Colwell has dark green paid for facers and builders trailer with tools. Members to bring paint brushes , rollers and wet & dry. Darryl Neilson will bring timber & purchase 20 ltr classic cream paint. After W/bee BBQ, club will supply sausages & bread. BYO drinks. **Carried** Jeff Langton will be at the C/House on Friday 19 Sept at 8.30 to start painting the rim if anyone wants to join him especially if they can't make it on Sat or Sunday. Valerie Codd discussed a quote for about \$1,800 for new rails. Jenny Cowley & Cliff Watson suggested waiting for after Car Show, **Carried**. Club Run Sunday 28 Sept Ricks Diner Palmwoods, Meet C/H 10 leave 10.30 Meet at Ricks 11. Corey Lawson C/Show 19 Oct Leave C/H at 6.340 so we can arrive as a club or meet at show at 7. Bowdens Car Display Sat 18 Oct Contact Bernie Lloyd \$40 per head to be prepaid. Sunday 5 Oct Cromebar Bonanza at Lakeside. \$10 to go around track, any car manufactured with a chrome bumper bar. Jenny Cowley mentioned Trivia Night for Endeavour Rally 22 Nov at Cooroy RSL. Noosa Show Friday 12 |Sept Show ground at 9.30, parade at 1pm. 4 cars to go Alan Kenzler, Cliff Watson, Lenny Clark & Rob Davies. Alan Kenzler 1st place in classic section at the Ekka. AEHF Inv to be paid. **Carried** Arthur & Denise Spicket donated \$20 to the Club for electricity for their family party. **Carried**

Monday 6 October 2014 Next Meeting

9.16pm

Meeting Closed



● SPECIFICATIONS

ENGINE.

Albion four cylinder push-rod o.h.v. Diesel engine. Bore and stroke, 4½ by 5½ in. Capacity, 298 cu. in. Five-bearing crankshaft, full pressure lubrication with filter, C.A.V. injection system, twenty-four volt electrical system. Develops 75 b.h.p. at 2,000 r.p.m. torque, 208 lb./ft. at 1,200 r.p.m.

TRANSMISSION.

Single dry-plate 12 in. clutch, five-speed gearbox with provision for power take-off,

all forward gears in constant mesh, two-piece tubular drive shaft with self-aligning centre bearing, Hardy Spicer needle roller universal joints, single-piece tailshaft on short wheelbase model, fully-floating over-head worm drive back axle.

CHASSIS.

Frame of bolted-up construction with straight channel section side members, tubular cross members, semi-elliptic springs front and rear, 25 gallon fuel tank, hydraulic two-leading shoe brakes with

Albion

Model FT, 5-6 Ton

The Albion "FT" is available in several different models of which, generally speaking, the short wheelbase models are intended for tractors, the others for use as solo vehicles. Both full forward and normal control trucks are available, a very wide front track giving all models a small turning circle.

vacuum servo, mechanical handbrake to rear wheels, cam and double roller steering, pressed, pierced, steel wheels with 8.25 by 20 in. tyres, dual at rear.

BODY.

Coachbuilt cab, divided opening wind-screen, flush-mounted headlamps, bucket seats, full forward or normal control.

DIMENSIONS.

Wheelbases: 97, 116, 143, 155 and 167 in. Track: (long wheelbase models) front, 5 ft. 10 in.; rear, 5 ft. 8½ in.; (short wheelbase model) front, 6 ft. 3½ in.; rear, 5 ft. 8 in. Payloads: (long wheelbase models) solo, 6-7 tons; (short wheelbase model) with semi-trailer, 8-9 tons.



ROB'S BIT

Wood Stoves.

They were not made of wood, but burnt wood in them to create heat for cooking. Back in the 1940's there was no 240v power out in the country areas, electricity came to our property on Iron Stone Creek in the 60's. One would scout around the house collecting wood for the stove, after a while that ran out and you had to travel further for your supply of wood. There were two houses on the property, Dad grew bananas for a living while Grace and Don Watson operated the dairy, Grace being Dad's mother. A large dead grey gum had fallen on the far end of the farm and it was decided to venture out and bring back some of this lovely firewood . Getting to the site was not easy, four times the creek had to be crossed, no pipes or culverts, just straight through the water. The vehicles being 2 Dodge utes, Dad's was registered, Don's was just a farm truck known as Bertha. Tyre chains were a must. Further up the creek we went the worse the road became, a swarth of stinking rodger weeds 8ft high, I wonder how a Kia would cope with them? At last we reached the fallen tree. We began cutting up the wood with a crosscut saw and an axe, which was very hard work and one soon became knocked up. So then we looked for pieces that could be loaded into the ute without having to be cut, arriving home with a ton of wood on each ute [they were only a car made into a ute] . Food cooked on a wood stove has a special flavour, our neighbour for many years did quite a lot of show cooking, Mrs Wolski, she had an electric stove for every day convenience, but when it came to show cooking she was more confident with the wood stove.

METTERS STOVES
HELP THE COOK.

There is an old saying that a bad workman blames his tools, but it is equally true that the best workman can't do himself justice unless he has the BEST Tools.

A poor stove has spoiled the reputation of many a good cook, but a

METTERS STOVE

has enhanced the reputations of hundreds of merely moderate ones.

Metters Stoves are made of the best materials; they bake and cook perfectly, and are most economical.





Presidents Report

HI EVERYONE

ANOTHER WELL ATTENDED MEETING. ITS GOOD TO SEE A STRONG MEMBERSHIP BASE. UNFORTUNATELY I WAS CALLED AWAY HALFWAY THROUGH THE MEETING BUT TALKING TO JENNY AND A FEW OTHER MEMBERS SOUNDS LIKE THE MEETING WAS VERY PRODUCTIVE. I SEE WE NOW HAVE A CLUB MARQUE - WELL DONE MURRAY!!!

IT WAS GOOD TO HEAR FROM PEER AND LISA FROM THE FLEA MARKET GROUP. I THINK THIS WAS VERY ACCEPTED BY THE CLUB AND COULD ADD SOME FINICAL AND PUBLIC PROFILE TO OUR CLUB. WE WILL SEE WHAT THE COUNCIL HAVE TO SAY AND HEAR BACK FROM THEM SOON. CAR SHOW IS GOING WELL WITH MOST JOBS FILLED. DON'T FORGET WE NEED SOME MORE SPONSORSHIP FROM BUSINESS.

BUNNINGS SAUSAGE SIZZLE IS ALL UNDERWAY, I'LL SEE YOU THERE.WE ARE ALL ORGANISED FOR THE CLUBHOUSE PAINT WEEKEND (SEPT. 20 & 21ST). UNFORTUNATELY I CAN NOT MAKE IT, BUT I WILL BE AT THE CLUBHOUSE PAINTING ON THE FRIDAY 19TH (THE DAY BEFORE). I WILL BE STARTING THE TRIM. SO IF YOU CAN'T MAKE THE WEEKEND YOU CAN JOIN ME. I 'LL BE THERE AT 8.30AM.(BRING A BRUSH).

DRIVE SAFE,

JEFF.

LEMON OF THE MONTH

26 Leyland P76

The End of an Error

In many ways the Leyland P76 was a good car. But, alas, in many more ways it was a bad one. The all-new big family car of 1973 was meant to save an already sick Leyland Australia, but it sold poorly, made an inglorious exit only fifteen months after launch, and took the rest of the company down the drain with it. Along the way it established a reputation as Australia's Edsel – and with good reason.

So what was good? The P76 was a big (well, huge) and comfortable family car with the option of an interesting alloy block 4.4-litre V8 engine, a donk developed from the Rover 3.5, in turn developed from a General Motors V8. The car boasted an aerodynamic wedge-shaped body, some advanced-for-the-day engineering features and – drumroll, drumroll – a boot large enough to accommodate a 44-gallon drum (this peculiar attribute was one of the most heavily publicised).

And what was bad? Where to start? The slogan was 'Anything but average', which proved to be sadly true. Every car seemed to have a unique combination of faults. The model number P76 came from the

engineer's project number, itself arrived at when the Leyland supremo, Lord Stokes, read the code 'P76' from the back of his watch during a business meeting. It might have been more helpful, however, had Stokes taken note of some of the other terms on the back of his watch – such as 'dust-proof' and 'water-resistant'.

Even if people warmed to the P76 shape (and many didn't) and could live with its gargantuan size, they still had to put up with any combination of the following: rust, internal draughts blowing in from huge gaps in the panels and poor sealing, myriad squeaks and leaks, smouldering carpets (due to a poorly insulated exhaust system), interior fittings that shook loose, fast-deteriorating paint, and the choice between a six-cylinder engine that was an underperformer or the alloy V8 that went hard but was prone to overheat in traffic and in some cases to corrode internally. There were also windshields and side windows with an unnerving ability to come unstuck on rough roads, or even during heavy braking.

The joke was that when you delivered a P76 for warranty work, it was quicker to tell the mechanic the things that *didn't* need fixing. The car became popularly known as the P38 – only half the car it was supposed to be – but the problems were bigger than the P76 itself. Leyland was a hostage to bad management, hostile unions, national industrial policy that constantly changed without forewarning or apparent awareness of the consequences, severe budgetary problems, poor production design, and dud components from supplier companies experiencing the same sort of problems as Leyland itself. Worst of all, the company had launched the P76, a big car, during an energy crisis, and it was also a premium-priced model



in a time of severe inflation and deteriorating consumer confidence. And they had courageously done it all under a new badge, Leyland, rather than using Austin, Morris, or another handle familiar to Australians.

Despite all this, the V8 version won Australia's *Wheels* magazine Car of the Year award for 1973. The decision has embarrassed the magazine ever since but, to be completely fair, the call was made before all the quality glitches were apparent, and at a time when only locally built cars were eligible for the award. This made the field rather narrow. So narrow, in fact, that something built by Leyland during the 1970s could win.

Sales failed to pick up and a 'Force 7' coupé variant, complete with a novel hatchback rear door, was frantically readied for market in the desperate belief it could help save the firm. If Leyland Australia had survived, the Force 7 would have hit the market at the exact time the local divisions of GM, Ford and Chrysler were preparing to phase out their coupés because the daft fad for large cars with enormous doors and small interiors had passed.

Unlike the competing two-doors, which used existing front body panels to save production costs, the Force 7 uniquely had sheet-metal from nose to tail. The rush to get it to market had shown up severe – some say fatal – structural rigidity problems. Nonetheless, about sixty examples were sent down the line before Leyland hit the canvas. For reasons not entirely clear, all but ten were destroyed. The survivors – finished in such 1970s colours as Oh Fudge and Home on th'Orange – were auctioned off.



FEATURED VEHICLE

PATRICK SHEEHAN'S EH HOLDEN



I'VE HAD THE CAR FOR 2 YEARS, IT SAT IN A SHED AT KIN KIN FOR 15 YEARS, SAW IT AND HAD TO HAVE IT. PAID \$3000 AND SPENT \$7000, IT IS NO SHOW CAR, BUT I LIKE AND I THINK IT WILL MAKE A GOOD CLUB CAR, I LOVE DRIVING IT AND WOULD LIKE TO THANK THE COBB FAMILY FOR GETTING ON THE ROAD FINALLY IN APRIL, IT'S A 1964 EH SPECIAL, 179 ENGINE AND AUTO, DRAG WAY OLD SCHOOL MAGS.



DID YOU KNOW?

The term "Blue-Flame" was conjured up and played on by Chevrolet's marketing men as a reference to a 'Blue' rather than 'Yellow' flame at the point of combustion would suggest that you were achieving a 'perfect' combustion within the cylinder. The Toyota Landcruiser 'F' Series engine was based on the 235 Chevrolet engine and was built from 1955-1992 under licence. The Toyota version did vary in a number of notable manners, mostly in its overall slightly larger scale with greater deck height. This engine was purposely based on the US engine as Toyota felt by using a familiar trusted design, consumers would be more likely to feel comfortable investing in this rugged upstart from Japan.

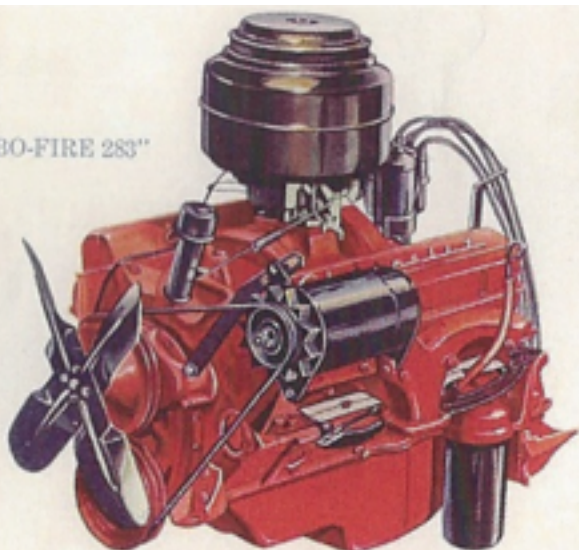


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Marriage!
An expensive way to get laundry done for free.

"TURBO-FIRE 283"



V8 Power at Low Cost!

Chevrolet's lower cost versions of "Turbo-Fire" design—engineered for economical V8 performance—feature high-compression horsepower and husky torque. Like their more powerful running mates they offer all the advantages of Chevrolet's famous short-stroke, valve-in-head design—light, compact, low in friction and long on wear. All V8's are precision-balanced after assembly for new peaks in smooth V8 performance.

	Turboglide	Powerglide	Overdrive	Synchro-Mesh
185 h.p. "Turbo-Fire 283" V8* 2-barrel carburetion	•	•		
165 h.p. "Turbo-Fire 283" V8* 2-barrel carburetion				•
142 h.p. "Turbo-Fire 265" V8* 2-barrel carburetion			•	•

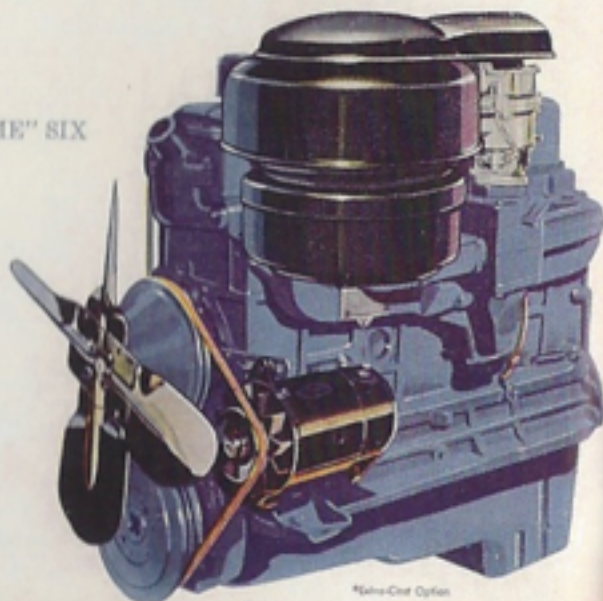
*Extra-cost option

World's Standard of Six-Cylinder Power!

You get remarkable performance, smooth acceleration from standstill to full throttle—plus extra mileage from every drop of fuel in Chevrolet's famous "Blue-Flame" Six! It's the favorite Six on the road, quality-built by the valve-in-head leader. Full-circle, full-depth cooling... hydraulic valve lifters... alloy steel exhaust valves... controlled full-pressure lubrication... these features are only a few that make it the world's leading Six!

	Powerglide	Overdrive	Synchro-Mesh
140 h.p. "Blue-Flame" Six Single-barrel carburetion	•	•	•

"BLUE-FLAME" SIX



*Extra-Cost Option

What's on

- * SUNDAY 7TH SEPTEMBER - FATHERS DAY CHROME BAR BONANZA - LAKESIDE
- * FRIDAY 12TH SEPTEMBER- NOOSA COUNTRY SHOW- DISPLAY YOUR CAR, GO IN THE GRAND PARADE - 9.30 AM - PARADE APPROX 12.30 - 1PM - POMONA SHOW GROUNDS
- * SATURDAY 13TH SEPTEMBER - GYMPIE SWAP
- * SAT & SUN 20/21ST SEPTEMBER PAINTING THE CLUBHOUSE - 7AM - BBQ AFTER , SAT
- * SUNDAY 28TH - CLUB RUN - RICK'S DINER - PALM WOODS - CLUBHOUSE 10AM
- * SATURDAY 4TH OCTOBER - BUNNINGS SAUSAGE SIZZLE - MORE NEEDED FOR THE ROSTER -
- * SUNDAY 5TH OCTOBER - CHROME BAR BONANZA- LAKESIDE- TOPS.
- * SATURDAY 11TH OCTOBER - FASSIFERN FESTIVAL-CARS- MUSIC-MARKETS- ARATULA STATE.
- * SAT 18TH OCTOBER - BOWDENS TOUR & BBQ - \$40/HD - SEE BERNIE BY 12 OCTOBER
- * SUN 19TH OCTOBER - COREY LAWSON CAR SHOW - \$10/CAR - 6.30 AM CLUBHOUSE
- * SATURDAY 25TH OCTOBER - COOROY CAR SHOW SET UP AND WORKING BEE.
- * SUNDAY 26TH OCTOBER - COOROY CAR SHOW & SWAP.
- * SAT 22 NOVEMBER - ENDEAVOUR RALLY TRIVIA NIGHT - \$20/HD INC MEAL 6PM - TRIVIA 7PM - TEAMS OF 4-6 - BOOKINGS COOROY RSL 54476131
- * FIRST SUNDAY OF EVERY MONTH- ETTAMOGAH PUB- POISON KANDY KLOTHING-COFFEE AND SAUSAGE SIZZLE 8- 10AM
- * THIRD SUNDAY OF EVERY MONTH- LAZY SUNDAYS - AUTOPRO NOOSAVILLE
- * LAST SUNDAY OF EVERY MONTH - KUNDA PK - 7 - 9AM
- * EVERY 3 WEEKS [NEXT ON 15TH AUGUST] - AUTO ONE KAWANA - 6 - 9PM

FOR SALE AND WANTED

- * FOR SALE- B&W PLATES, PFJ 555, CAST IRON HEADERS, SUIT RED MOTOR, WITH ENGINE PIPE, HOT ALLOY SPRAYED, RING DARYL 0407588697
- * .FOR SALE - NISSAN GU PATROL, INTERCOOLER, SCOOP, HOSES, BRACKETS, EX COND \$150. 0412708585
- * .FOR SALE-1969 MORRIS MINI K 1100, NEEDS WORK, INTERIOR AND ELECTRICAL OK, \$4000, SEAN 0406262555

PLEASE SUPPORT THOSE WHO SUPPORT US

Cruisin Auto Spares

Brakes & Clutch Equipment
2/27 Rigby Street
Nambour (07) 5441 6411

Tyrepower Nambour

For all your Tyre Needs
124 Howard Street
Nambour (07) 5441 1663

Maroochy Exhaust Centre

Mufflers & Exhaust Systems
Unit 4. 2B Robert Street
Kunda Park (07) 5445 2576

Rosemount Transport

Transport Needs
Darryl Nielson
0407 588 697

Leach Trusses

46 Hardwood Drive
Landsborough QLD
(07) 5494 1077

Bonnell Brothers

Landscape Supplies
50 Mary River Road
Cooroy (07) 5447 6229

Master Hire Cooroy

Equipment Hire
2 Johnson Court
Cooroy (07) 5447 7722

Automate Spares

Auto Parts and Bearings
Shop 2/1 Jarrah Street
Cooroy (07) 5442 6890

PLEASE SUPPORT THOSE WHO

SUPPORT US

Cooroy Auto Wreckers
178 Cooroy Mountain Road
Cooroy (07) 5447 6351

Sound in Motion
1/27 Coronation Avenue
Nambour (07) 5476 3742

Cooroy Smash Repairs
Johnson & Jarrah Street
Cooroy (07) 5442 5088

Autobarn Nambour
36 Coronation Avenue
Nambour (07) 5476 0747

Kunda Park Electro Plating
Unit 1/34 Hi Tech Drive
Kunda Park (07) 5476 8611

Cooroy Butchery
20c Maple Street
Cooroy (07) 5447 6641

A1 Jap Auto Parts
12 Conara Road
Kunda Park (07) 5445 3855

Maroochy Metal Craft
26-30 Kayleigh Drive
M'dore (07) 5443 6631

Pomona Hardware
10 Reserve Street
Pomona (07) 5485 1351

Kustom Paint Place
Pine Grove Road
Woombye (07) 5442 3197

Page Furnishers
31 Factory Street
Pomona (07) 5485 1590

Pomona Fruit & Veg
Shop 2 Memorial Avenue
Pomona (07) 5485 1922

Pomona Ag Supplies
21 Factory Street
Pomona (07) 5485 0722

Pomona Post Office
Memorial Avenue
Pomona (07) 5485 1280

Lozza's Rock'n'Roll Cafe
Unit3/3 Station Street
Pomona (07) 5485 0045

Pomona Service Centre
19/19c Factory Street
Pomona (07) 5485 1630

Tyrepower Cooroy
3 Jarrah Street
Cooroy (07)

ANZ BANK POMONA

PLEASE SUPPORT THOSE WHO SUPPORT US

Sunstate Gearbox & Diff Services Gearboxes, Diffs, Clutches, etc. 4WD Equipment & Accessories Charles Court Kunda Park (07) 5456 4013	Luke's SUPA IGA Supermarkets & Grocery Stores Locally Owned 3 Emerald Street Cooroy (07) 5447 6061
Ron Hill Automatics Mechanics, Auto Repairs, Specialising in Transmission Repairs 44 Kayleigh Drive Maroochydore (07) 5443 4444	Meales Concrete Pumping Concrete Pumping Services Kunda Park 26 Kerryl Street Kunda Park (07) 5453 7644
Stephen Cook Auto Electrics Automotive - Industrial - Agricultural - Automotive Air Conditioning 15 Factory Street Pomona (07) 5485 0756	Contract Hydraulics Pty. Ltd. Hydraulic Equipment and Hydraulic Supplies 78 Enterprise Street Kunda Park (07) 5476 5388
Pomona Water Cartage Drinking Water, Pool Fills and More Water Cartage Noosa Shire Steve 0432 741 400	Thorley Protective Coatings All Spray Painting Services Chevallum QLD (07) 5456 1113
Cooroy Central Guardian Pharmacy Pharmacies Cooroy 26 Maple Street Cooroy (07) 5447 6028	All Coast Tyre Solutions For All Your Retail Wheel and Tyre Needs 17 Pioneer Road Yandina (07) 5446 7444
Chapman's Auto Repairs Motoring Engineers Motor Repairers 14 Jarrah Street Cooroy (07) 5442 5066	Richie's Bakery Tewantin Breads, Cakes, Pastries, and Pies 108 Poinciana Avenue Tewantin (07) 5474 1744