



An incorporated club
A0035462V
A friendly family social motoring club

Edition 49

March 2002

\$ 30.000

The RACV Great Australian Rally produced some \$30.000. Cash for Peninsula Health.

The weather was a bit on the hot side & lots of people decided to go to the beach instead of our cars.

But this takes us over the \$100.000 that we have helped raise for charity .A TOTAL WE CAN ALL BE PROUD OF.

**President
Frank Douglas. 8704 2533**

**Vice President/ Treasurer
Tony Hodges. 5263 1580**

**Secretary
Val Jefferyes. 9879 1213**

**EVENTS.
Tom & Heather Cannon 9791 2949
Ross Wolstenholme 5975 0970
Pat Douglas 8704 2973**

**Early morning runs.
Neil Wakeman. 9841 7773**

**MEMBERSHIP.
Tom Cannon 9791 2949**

WORLD A B C NEWS

Editor Frank Douglas Editorial fax..9739 6324.. Email.. frankd@opaisaust.com.au

Welcome New Members

**Peggy & Bob Kilpatrick
Fred & Silvia Pieteron
Malcolm N Elliott
John & Joy Kirwan
Fred & Dot Sawyer
Ray & Pam Wood.**

We welcome all new members & we want you to enjoy our friendship. Join us in our outings & make new friends. If you need assistance with any membership aspect ring Tom Cannon on 9791 2949.

NEW MAGAZINE EDITORS

After 4 years as Editor this will be my last edition. Heather Cannon assisted by husband Tom will be at the computer putting the next magazine together.. Good luck & thanks.

Magazine on line.. One of Heathers first jobs is to put our magazine on the internet. This will be a big leap forward & should save us money on paper, envelopes & ink. Not to mention stamps. SO if you have an email address let Heather know on 9791 2949 and you will get your magazine early via the internet.



Lindsay Fox Collection Fri 22 March 7.30 pm. **SHARP**

Blyth St Melbourne Docklands

Don't miss this opportunity to see perhaps the best collection of cars in Victoria. You can bring a friend.

BUT you must tell Frank Douglas first as there is only so many persons can attend.

Cost is \$15 per head donation to a Fox charity.

We will supply coffee etc at the conclusion.

An inspection of the Fox restoration workshop is also happening that evening after the museum visit.

BE THERE.

Ring Frank Douglas 8704 2533

ROVER BALL JOINT BLUES

As I prepared my 1970 Rover 3500 for a roadworthy test, I noticed that the rubber boots on the ball joint joining the bottom link strut to the bottom link assembly on the front suspension were split. I knew that they would fail the test so I set about replacing them. Firstly I bought a pair from my local Repco outlet, came home, had a cup of tea and prepared for the battle.

I drove the car up on ramps for easier access to the front end. Having made sure that it was safe by chocking the back wheels. I crawled under with a selection of spanners and examined the job., The dried mud obscured the problem so I crawled out, stood, stretched and set off to find my wire brush, located it and crawled back under the car. Now it is best to think through what one might need before starting a job, but that is not always at the forefront of one's mind. After getting an eyeful (literally) I crawled out, stretched, and set off in search of a pair of safety goggles, found them and crawled back under again. Now I could see what I was doing and in a few moments had brushed away years of accumulated mud to reveal a castellated nut securing the ball-joint.

Castellations are an ancient but clever invention to stop the nut working loose. A split pin passes through the nut and through a hole in the bolt so that short of shearing the split pin, the nut cannot turn. Of course to deliberately turn the nut one must remove the split pin. Out I crawled to find a pair of pliers, stretched, located them and crawled back under, adjusted the safety goggles and proceeded to wrestle with the split pin. Without too much difficulty I closed the legs of the pin and drew it out. Now the spanner. Of course I had brought all the wrong sizes with me so out I crawled, stretched and finding the correct size crawled back again.

This next bit was easy. I undid the nut, removed it, reversed it and put it back on again, making sure that the face of the nut was flush with the end of the shank. Why? Do you ask. Well it was my intent to give the threaded shank of the ball joint a gentle tap with a hammer to dislodge it. By reversing the nut I wouldn't damage the castellations and the nut itself would protect the thread of the shank - simple. I reached for the hammer, but of course hadn't brought it with me so I crawled out, stretched, located a hammer and crawled back under again. Well a gentle tap didn't dislodge the shank, a heavier tap had the same result,, a decent thump still didn't move it, so out I crawled, stretched and set of in search of a bigger hammer. Now I am aware that there is a special ball joint extractor (part number 601476) but I had no access to one and I had seen the hammer technique used on other vehicles to good affect.

I located a nice heavy hammer with a comfortable short handle and returned to the battle site, but on the way spied a scrap of old carpet. The bones and muscles were beginning to show signs of stress so I spread the carpet under the car, seized the hammer and crawled under. Laying there with the warm spring sun gently cooking my legs and with my head shaded by one of Solihull's fine products, one could be quite content but I brought myself back to focus on the job in hand, hefted the hammer and delivered a resounding blow in just the right place and presto! The thing moved. I immediately unscrewed the nut and with a little push the ball joint shank popped out of the hole, at the same time the rest of the suspension assembly jumped forward a little.

Now I knew that I had the job beaten, I crawled out, stretched, collected the first rubber boot, paused, picked up a thin screwdriver (to help prize of the old boot) and crawled under again. Off came the old boot, a wipe with a rag that I also had the foresight to bring with me, and I carefully eased the new boot into place. See job almost done, all that's left is to slip the shank back into its hole, do up the nut, pin it and we are there.

Rover ball joint blues 2/.

After a bit of a wrestle it was obvious that the shank would not go back in the hole.. I could get it to enter but because things weren't lining up correctly, a shoulder on the shank wouldn't allow it to pass. It was then I remembered that when the joint was extracted, everything seemed to move forwards, so obviously to get a fit it had to move backwards again. After studying the geometry I decided that what was needed was either less pressure or more pressure on the main suspension spring so that the bottom link would move in the required direction for me.

Out with the jack and up went the car's body but alas the bottom link had now moved further forward so obviously I didn't need up, I needed down. Lowering the body back to rest confirmed this. Now a jack will provide 'up' quite easily, but how do you create down? Weight seemed to be the answer but how to find it and how to apply it? While pondering the problem, I topped of the radiator, that will add a few grams. Just then my wife, who had been working in the garden, came by to see how I was getting on. The connection was obvious.

"You look tired, my love, come and sit down. Yes you'll find it very comfortable and relaxing up on the bonnet." Having got her in place I dived under the car. The principle was right, we were getting closer but not close enough. Now my wife is not over endowed in the avoirdupois department, and even after plying her with cakes and cream puffs while she 'rested' didn't help anymore. At this point I realized one of the advantages of being a Mormon. I could call upon a number of wives, drape them tastefully over the bonnet and wings and create the amount of 'down' that was required. Alas I only have one wife so think again. I pushed downward on the bonnet myself to prove that there was still more compression available in the spring, but I can not push down from above while lying in place under the car to do the job.

If pushing won't do it what about pulling? By this time my wife claimed that she had rested enough so toddled off in search of sustenance for us both. I pondered the 'pull' possibilities. I passed a rope over the bumper bar bracket, then through the car ramp, then tied a sheep-shank knot. Truck drivers will tell you that a sheep shank will provide a lot of pull! It did, but not quite enough, so I put a stout bar between the loop of rope and twisted it about two turns, secured the bar so it didn't untwist and under I went again. Bingo! Just the right amount of 'down' and the ball joint shaft dropped into the hole. On with the nut. Tighten it to the correct torque setting and at last. Job Done!

That took about 3 1/2 hours, but now armed with my newly acquired knowledge I tackled the left hand side, but first using the rope, tied down that side first. All of the tools were at hand and strangely enough the ones that worked on the right hand side worked equally well on the left. Ball joint out, old boot off, new one on, shank straight back in the hole, tighten the nut, undo the rope, roll the completed car off the ramps. Time taken 20 minutes. Next time I think I will do the left hand side first!!

Anonymous.

**ALL BRITISH CLASSICS CAR CLUB VICTORIA INC A0035462V
TREASURER'S REPORT for the year ending 31 December 2001**

Cash book balance 1 January 2001		5747.90
Add receipts for the year		
Members subscriptions to date	1325.00	
Sale of club merchandise	584.00	
Donations received	2500.00	
Interest received	25.12	4434.12

sub total **10182.02**

Deduct payments for the year		
Postage, printing & stationary	2480.00	
Display board	50.00	
AOMC subs & permit books	120.00	
Purchase of club merchandise	1080.45	
Public Liability Insurance	254.10	
Club events and sundries	555.04	
Purchase of trailer	700.00	
AGM fee	33.00	
Bank charges	20.50	5293.09

= cash book balance 31 December 2001 **4888.93**

Commonwealth bank statement P.53	5775.53
Less unrepresented cheque no 114	886.60
	4888.93

Club assets at cost 31 12 2001

T shirts 5@26.00	130.00
Cloth badges 10@2.50	25.00
Decals 50@50c	25.00
2-way radios 12@90.00	1080.00
Gazebo 1	229.00
Club banner 1	191.00
Catering trailer 1	700.00
Total assets	2380.00

Liabilities NIL

Tony Hodges... Treasurer

Frank Douglas. President

RACV CENTENARY CLOCK

As the RACV Centenary commences in 2003 we believed it appropriate to make a presentation to the RACV.

After some research it was decided to present a clock of similar design to the one presented as the prize for best overall at the recent Great Australian Rally.

However this presentation clock will be bigger, measuring some three feet in height & made out of selected red gum. The clock will be fitted with chimes & will have our club metal badge imbedded in the front along with the RACV Centenary metal badge. We have negotiated a special price of \$500 for this work of art. This is 10% of the \$5000 we presently earn from assisting the RACV with Rallies.

The clock will be known as the RACV CENTENARY CLOCK.

Donald Mc Donald

Donald MacDonald from the Isle of Skye went to study at an English university and was living in the hall of residence with all the other students there....

After he had been there a month, his mother came to visit him.

"And how do you find the English students, Donald" she asked.

"Oh, Mother," he replied, "they're such terrible, noisy people. The one on that side keeps banging his head on the wall and won't stop. The one on the other side screams and screams all night."

"Oh Donald! How do you manage to put up with these awful noisy English neighbors?"

"Mother, I do nothing. I just ignore them. I just stay here quietly, playing my bagpipes."

Coming to you for your **PARTICIPATION**

EVENINGS

24TH Feb. SUNDAY 2.PM. AGM at RACV 123 Queen st Melbourne.

Sun 10th March. Mystery tour to Dalesford.

Meet at Todd Rd service center Melb end of Westgate Bridge at 9.45 am for 10.am depart. Picnic lunch or buy lunch at Dalesford.

Enquiries Heather Cannon 9791 2949.

22 March, Friday evening 7.30. Pm A private visit to the LINDSAY FOX CAR MUSEUM. We will be shown all the cars on display & will be given a tour of the workshop.

DON'T MISS THIS ONE. Charity donation \$15 per head.

Friends permitted BUT tell Frank Douglas PLEASE

7 Apl. British & European show.

20th Apl. RACV Fly the flag tour 2002. 7 days of enjoyment.

16 April, tues. An evening at MOTEC. Leading high performance engine management systems . Do not miss this one

Early morning drives. Ring Neil Wakeman on 9841 7773

3rd March at 7.am Nunawading Civic Center.. Be there.