

The CRANKHANDLE

SEPTEMBER
2021

Newsletter of the Southern Peninsula Classic and Historic Car Club Inc. A00011676Y
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The Crankhandle is sponsored by the Bendigo Bank

Postal Address: S.P.C. & H.C.C. Inc., P.O. BOX 12, DROMANA, VIC., 3936

Website: www.crankhandle.com.au Email: admin@crankhandle.com.au

The aim of the Club is to cater for people who have an interest in restoring, touring and displaying all types of Veteran, Vintage and Classic cars, motorcycles, trucks and stationary engines, etc. or any piece of machinery of historical interest.

The views and/or opinions expressed in CRANKHANDLE are not necessarily those held by the Committee of the SPC&HCC.



Ken Burrow's Mk1 P5 Rover "Jason 11", read all about it inside.

*What's
inside*

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Rye Dromana Rosebud

The deadline for articles and advertisements in the next edition of The Crankhandle is 15th of the Month. Items received after then may be held over till the next edition.

***Please email copy or information to:
crankeyeditor@gmail.com***

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Contact: *Liam Fenney*

5986 5454 / 0407 290 434

liam@hutchinsonautomotive.com.au

CLUB MEETINGS

General meetings are held on the first Tuesday of each month at Dromana Community Hall, cnr of Hodgkinson St and Verdon St, Dromana at 7.30 pm. Melway Ref 159 G7

COMMITTEE OFFICERS

President:

Allan Tyler 0409406690

Vice President:

Brian Evans 0409 639 118

Secretary:

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Treasurer:

Paul Lucas 0420 927 073

Membership Officer:

David Jones 0416 287 797

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Club Librarian

Roger Howes 0429 142 464

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Christine Tyler 0424 096 393

Geoff Bartlett 0419 547 823

LIFE MEMBERS

Geoff Anderson

Ray Beagley

Greg Cripps

Ray Gardini

Tony Howard

Noel Meates

Lawrie Turner**

Don Robinson

John Watson

Max Caddy

Bill Glover

Charlie Cassar

Brian Niblock

Steve Lloyd **

Eric Evans **

Peter Bradbury **

** Deceased

COMMITTEE MEETINGS are held at "The Library"
Mornington Gardens, 98 Bungower Rd, Mornington.
2nd Tuesday each month at 1:15pm
Tel 0420 927 073 (Paul Lucas) .

All's Soap box

Hi everyone.

Once again there is not a lot of club news. We just continue "Ground hog day" covid restrictions.

As soon as it is possible we will return to meetings and events.

I am sure you are all as frustrated with the situation as I am.

In the meantime here is another article which I found interesting.

I look forward to seeing you at the next outing be that at our next meeting or the next outing.

Allan Tyler



More Trivia.

THE LINK BETWEEN STUDEBAKER AND NISSAN

This article appeared on the Datsun Forum, and I have reprinted it with their permission. —Allan Tyler

Did you know the story about Studebaker and Nissan? I wouldn't be surprised if this is new information to you, since in fact most Studebaker guys don't even know it. After the closure (in late December 1963) of their main factory in South Bend, Studebaker concentrated production at their Hamilton, Ontario production plant (except for engines which came from South Bend until July 1964. Thereafter, and until April 1966, Chevrolet-pattern GM-Canada engines were bought and used). March 1966 was the end of Studebaker car production - The last one built was a 1966 Cruiser.

During Studebaker's later years, Studebaker executives in the US were mostly tending to their diversified holdings (such as Onan engine, STP, Franklin and Schaefer appliances, Gravely tractor, Paxton products, Clarke floor machines, Studegrip, etc). The Studebaker executive team ordered Studebaker of Canada's President, Gordon Grundy, to go to Japan in 1965. As a quick side note: In August of 1965, a deal to sell Studebaker automotive operations to a Canadian consortium failed. Campbell Motor Industries (CMI) had already concluded a tentative deal with Isuzu - which was then independent of GM - to sell subcompact Isuzu Bellett cars AS STUDEBAKERS in order to add vehicles to their scant lineup in North America. CMI did assemble Isuzu and Toyota cars for sale in Canada from 1967 through 1970, sold as Isuzu and Toyota brands through two new dealer networks.



CMI's purchase of Studebaker's automotive operations for a measly \$7 million Canadian dollars failed because one Canadian politician in Nova Scotia refused to sign off on Canadian government loan guarantees, fearing the failure of Studebaker might drag CMI down as well. This was ironic, since CMI was BASED in Nova Scotia and had actually set up an assembly plant in Sydney, N.S. in 1967, bringing jobs to the Province. Sydney is a deep, warm water port, perfect for bringing Japanese car parts (referred to as CKD: complete knock down kits) to assemble as "Canadian cars." Alas, the failed deal was the "kill shot" for Studebaker, and in March 1966, the last Studebaker rolled off the production line, followed by layoffs of 700 workers. The Hamilton plant was bought by OTIS Elevator, used for 20 years, and later demolished in 2012.



But back to our story. Gordon Grundy was sent to Japan to try to broker a deal with Nissan. They wanted him to obtain cars for Studebaker dealers in Canada and the US. Presumably, the thinking was to not directly compete with Datsun dealers. Due to the presumed need to replace the archaic 1953-era Studebaker cars (which were facelifted for the last time for the 1964 model year), it's pretty safe to assume they would have been targeting the new Cedric 130 cars (released in October 1965) to replace the aging Lark. Of course, there's the possibility they might have targeted the President (also released in October 1965), but it was a \$3300 car - likely too expensive for Studebaker to try to sell... or maybe not? Perhaps just perhaps, the President could have eventually replaced the ancient larger Studebaker cars too, on a limited basis. The President line was powered by a 183 cubic inch 6-cylinder or a 243 cubic inch V8, after all. The Hamilton-built Studebakers were not selling very well, essentially being antiques under the skin. In contrast, the Nissan cars were far more modern.

Here's where the story gets really interesting, though: The only company that Studebaker had interest in buying cars from was Nissan. at least until Grundy was in Japan. All was going well with Nissan when the

Studebaker board apparently vacillated, possibly having heard about the upcoming new Toyota Century, because they had their attorney call Grundy at his hotel in Japan, and order him to not just visit Nissan, but Toyota also. The trouble was, Toyota, having informers at Nissan, were offended that they were not approached first, and being considered 'second fiddle,' they refused to speak with Grundy. Returning to Nissan would prove fruitless as well - Nissan had informers at Toyota, and when they heard that Grundy had also visited Toyota, they were deeply insulted and broke off negotiations due to "loss of face." The end result? Grundy went home empty handed, with no all-new imported cars to sell as Studebakers, in a last-ditch attempt to keep the dealership organization solvent. The lawyer, who was employed by Studebaker, who told Grundy to also approach Toyota? Richard Milhaus Nixon.



So, as Paul Harvey used to say, "Now you know the rest of the story." What blows my mind is to consider the following possibility: What if Grundy had been out having some sushi or getting a massage from a beautiful Japanese girl when Nixon called? What if he had wrapped up the deal with Nissan to sell Studebaker Corporation cars with Studebaker badges on them, for US and Canadian, Australian, New Zealand, Israeli etc. distribution (where Studebaker was having some success). The board couldn't have censured him since he was following his instructions to the letter. Of course, he probably knew that had he done the deal, the Hamilton car plant would close and 700 jobs would be lost (which happened in April 1966 anyway). He probably saw the handwriting on the wall... Perhaps Hamilton could have been the parts depot for the new cars, saving 50 to 100 jobs? We'll never know.

Carrying it even further, what if they'd acquired the President lineup, badged as Studebaker's high-end luxury division? Perhaps Infiniti would not have been necessary; instead, Studebaker might have survived! Would Studebaker dealers have been encouraged to duel with Datsun franchises in the Midwest, where Datsun was weakest during that era? If so, would this have helped Datsun to stay ahead of Toyota in the US as it had been until 1967?

Eventually, would it have enabled Nissan such additional success so as to not need Renault? Enquiring automotive historians would love to know!

Glenn Arlt, Hagerty Concierge and Historian

This little Bellett pictured here is one of the best cars I have ever had. My 62 Hawk has rubber grommets in the floor from one of these that I wrecked!!!! Not to mention the Nissan brakes.-



FUTURE EVENTS



NOTE: All club activities listed are **subject to** being permitted under the **COVID-19 restrictions & rules applicable at that time:** Any **changes** will be **advised by email**

SEPTEMBER

Sat 4th	Car Display at the Beloura Retirement Village	CANCELLED
Tues 7th	Monthly General Meeting to be advised.	
Wed 8th	Visit to Joe Caleja's car collection. (Apex Steel) A magnificent collection of cars and bikes 4 Cojo Place Dandenong South. Meet at Bunnings Mornington carpark for car pooling. 9:15am for 10am at Dandenong South.	
Tues 14th	Committee Meeting	
Tues 21st	Cars'n'Coffee at Mornington Golf Club 9:30am onwards.	
Sun 26th	American Motor show Yarra Glen. Contact Iain 0473 832 277	

OCTOBER

Fri 1 – 3rd	SUPER CARS Winton	
Sun 3rd	M G C C Interclub hill climb Round 3 Rob Roy	
Tues 5th	Annual General Meeting – details to be advised	
Sat 9th	M S C A Sprints Sandown	
Tues 12th	Committee Meeting	
Sat 16th – Sun 17th	Mount Tarrengower Historic Hill Climb	
Mon 18th - Fri 22nd	Club Hub Run to Echuca A reminder that this Echuca Hub trip is looming in October (hopefully). Anyone who is still interested in putting their name on the list please contact Stuart West On 0409700904 or email swest3934@gmail.com	
Tues 19th	Cars'n'Coffee Mornington Golf Club	
Sat 23rd – Sun 24th	Super Cars Phillip Island	
Fri 29th – Sun 31st	Saloon Fest at Winton	
Sun 31st	Nepean Heritage Motor Show Point Nepean Quarantine Station Details for entry, refer to flyer in Crankhandle	

It is despairing that events here seem to be disappearing before we get to them.

Perhaps see this as a "Calendar of intent". John

Rotary  Presents:
Club of Sorrento

Point Nepean Heritage MOTOR SHOW



AT POINT NEPEAN QUARANTINE STATION
Sunday October 31, 2021

Entries Now Open for Heritage Cars & Motorcycles

VETERAN (UP TO 1919) - VINTAGE (1920-1930) - POST VINTAGE (1931-1949)
CLASSICS (1950-1969) - INVITED

LIVE MUSIC - FOOD VANS - EXHIBITS - PRIZES

You are invited to the Point Nepean Quarantine Station on Sunday October 31, 2021.

Entries for online bookings via Try Booking:

<https://www.trybooking.com/BTGUFU>

Entries close, October 20, 2021

Exhibitor Access: from 8am, Entry Fee \$20 Per Vehicle

General Admission: from 11am, Entry fee \$5 Per Person

Please Note: As the event is held in a National Park, no pets are permitted on site.

Postponement Policy:

Should the event be postponed due to Covid-19 restrictions, extreme weather conditions or other reason, entrants have the choice of either a full entry fee refund or carry over to the re-scheduled event.



pointnepeanmotorshow.com.au | rotaryclubofsorrento.com



Caught in the Headlights *The Octogenarians*

VALE BARBARA GLOVER

Long- time member, Barbara Glover, wife to Bill and loving mother to Leigh, Guy and Scott, died on the 9th August after a prolonged illness. Their treasured MG GT, bought new in the late 1960s while in the UK, was registered in Barbara's name for 53 years and was the "school bus" during their early days in Mount Eliza. It now resides in Darwin with Guy.

Barbara was very proud of her boys and their families, always enjoyed car club outings and their family days sailing and socializing at Canadian Bay Club. A beautiful, serene person, deeply loved by her family and those in our Club who knew her well. Barbara will be sadly missed.



Motor Bikes

Bill Glover

One could hardly call the writer an expert on the subject of two and three wheel conveyances, my only experience on a motor bike was on a postie bike rounding up cattle, and I doubt if a postie bike qualifies.

My lack of experience has in no way dimmed my life long interest in motor bikes and I have a couple of books in the shelves on bikes that I would like to share. The book in question is called the "Ultimate Motor Cycle Book", written by an Englishman of considerable talent called Hugo Wilson, is quite large format and contains some 600 beautiful photographs by Dave King of the major Motor Cycle manufactures of Europe, United Kingdom and USA and the book covers the development

of the motor bike over the 100 years of development.

Octo Bill, who incidentally is no longer qualified to be called an Octo, was intrigued by a two page photograph taken in the late 1920s or early 30s of a group of 30 people on a biking outing with their bikes and includes about 10 females, dressed in riding gear. An interesting insight into the industry at the time. It is sobering to read the number of manufacturers who have left the industry over the past 50 years.

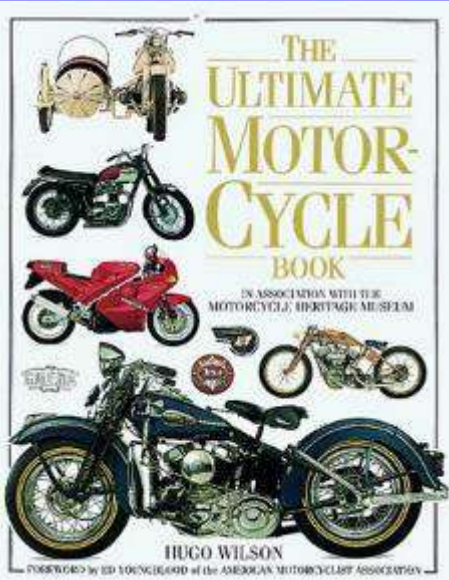
The first recorded motor cycles was powered by small steam engine but a later one follow built entirely of timber by Gottlieb Daimler in the 1880's, with two small stabilizing wheels and a rudimentary engine but he soon followed up with a more rideable version By 1914 Scott in UK had a two speed water cooled two stroke with telescopic forks and chain transmission, whilst USA produced the Indian with electric lighting, speedometer rear suspension twist grip controls. The motor bike had surely arrived.

In USA the Indian and Harley Davidson both used large capacity side valve engines

The Harley in 1915 had a 950cc V side valve engine which they refined and retained until they went to OHV in 1955. Harley Davidson supplied 90000 bikes for the army in the WW2. And for awhile they prospered whilst Indian failed. Harley moved into racing following WW 1 and used this as a selling tool, it was only mildly successful.

The book covers very fully the major motorbike producing countries. and details how Harley produced the Electro Guide only to have the Japanese produce the Gold Wing of 1000cc and resulted them in which resulted in the establishment of

A substantial Honda factory was established in 1981 in Ohio USA and produced 500 000 bikes, plus a desire for the numerous Japanese motor bike factories turning out lightweight, cheap, high performance machines made selling Harleys even more difficult and in the end the Japanese bikes absolutely dominated the market.



Another Gem from Joyce

A TC MG Memory

Once again an article in last month's Crankhandle jolted my memory. (The Octos' reminiscing about MGs in the past).

My first memory was during my teenage years whilst attending Frankston High School. Most of the pupils on the Peninsula travelled by bus, but one day, one of the boys arrived at school driving a Red TC. MG. The girls were all a flutter – some of the boys were envious.

The second encounter was during my first year of marriage to Lawrie Turner – 1954. Lawrie was working with his father at TURNER MOTORS at the top of Main St. in Mornington. Many cars passed through Lawrie's hands: smash-es, trade-ins and write offs. They were repaired, restored, re-born and sold. He drove to work in whatever was available, I rode a bike.

Lawrie would pick me up to go home for lunch and back to school where I was teaching. I rode by bike home at the end of the day. Then one day the cream coloured TC MG appeared, I think he wanted to keep this one.

So I had my driving lessons each day in a TC MG, driving back to school after lunch. I went for my license on Christmas Eve 1954. The sad thing is I went back to the car in our garage, a little Ford 10 saloon which jumped out of second gear. Lawrie kept the TC for about a month, then it went the way of all the others, it was not the most comfortable car as a passenger.

From then on, I drove whatever was available. There were many cars to follow – sold to finish building our house!

Joyce Turner

Observations from the Passenger Seat by A Riley Wife

This was sent to me as a 'Letter to the Editor' of the Riley Car Club of Vic, The author, Marianne, is a NSW club member and lives in Wollongong and attended this years National Riley Rally in Broken Hill. She gives her permission for us to publish her story. I thought you would find it entertaining. Ed.

Our "Rileys in Broken Hill" experience was all going according to plan until the morning we were due to leave Cobar, when our 1953 RMB wouldn't start. It wasn't the battery, hubby was sure, and the motor turned over but wouldn't fire. There in the motel carpark, bonnet opened and hubby peered into the depths. Two male motel guests also peered in and offered opinions and advice. I walked away as mechanical things often perform better if I am out of earshot. Also, men can be freer with certain adjectives.

NRMA summoned. Wait with intermittent tries at starting, all unsuccessful and accompanied by colourful language and black looks. NRMA man (read boy, he looked about twenty) arrives. Hubby and I are both looking at him and thinking, "this is hopeless". Boy looks at car and we can hear him thinking "oh shit". Suggestion of spraying some aero-something: NRMA guy removes big circular thingy, sprays exposed innards, hubby tries ignition, still no go, groans all round.

We're thinking we're not even going to reach Broken Hill! Then motel guest guy pulls out a smaller round thingy from the engine, shows us it has black stuff caked on it, rubs it against the concrete kerb to get rid of some of the black stuff, puts it back in, NRMA boy replaces the big circular thingy, retry start, bingo, engine fires, everyone cheers.

NRMA guy sent off with (somewhat insincere) thanks. Motel guest guy thanked profusely and warned by me not to wipe his greasy fingers on his best T Shirt or wife will be annoyed.

Fast-forward two days. We're in Broken Hill, driving out to see the Royal Flying Doctor Service Museum and Display to the tune of a new noise: driving slowly, thunk.....thunk... ..thunk... Driving faster, thunk, thunk, thunk, thunk, thunk. Driving even faster: "Can you hear it now?" "No. but that might just be because of all the other taps, squeaks and rattles, the engine and wind noise". Me: "have we got a flat tyre?" Hubby:"No"

Return to accommodation later, expert help summoned (ah, the beauty of being on a rally!), drive taken, several nasty alternative possibilities suggested. Hubcap removed off passenger-side rear wheel, wheel nuts apparently not properly tightened after service guy took off wheels to grease something or other in there, before start of trip. Problem fixed!! Gods of motoring thanked for not inflicting potential disasters over 900 miles driven so far.

Driving down to Musicians Club for dinner. Hubby: "Listen to that, no noise!" Me: "What do you mean? There's lots of noise," (we have to shout to be heard over 40mph). Hubby: "Yes, but no noise that's not meant to be there, no BAD noise."

That night, at the Musicians Club, a black square rubber stopper was held up: was anyone missing one? Not until the next morning did hubby realise it was ours: once again, the beauty of being on a rally, as no other motorist would have picked it up and known it belonged to a Riley.

A week later, we depart Cobar nice and early, and halfway between Cobar and Nyngan on the Barrier Highway, ominous signs that remind hubby of a problem that appeared on the Merimbula Riley Rally five years ago. That turned out to be the condenser. Luckily I had some service on my phone: NRMA summoned, and we prayed it would not be the apprentice again.

Ces turned up with a flatbed truck, and after a look under the bonnet, the RMB went onto the truck and we all returned to Cobar. He mentioned on the trip back that he had another Riley in his yard, in worse straits than ours, destined to go to Queensland. A call to the owner (another rally participant. of course) gave us permission to use his condenser, but unfortunately, this one wasn't suitable.



But, we were VERY lucky!! The local AutoPro had a box of bits in which the treasure of a Japanese-made Fuel Miser lay waiting. A tiny little thing like that was the source of our travails! Apparently the Merimbula repairer had piggy-backed one condenser on top of the other: three condensers seemed excessive, so one was removed and the new one installed. Success!!

By this time, too late to reach Orange so an extra night in Cobar in a very spartan room with a wall-bed: Cobar motels all fully booked and we were grateful not to be sleeping on a park bench!



Next afternoon, in Molong, I noticed there was only a scrap remaining of passenger side reflector at the back: maybe a casualty of the car being reversed off the NRMA truck, or perhaps a reverse park taken a smidge too far over the kerb. After driving 1818 miles, if that's all we managed to lose, we're very happy. We left nothing behind unintentionally in h/motel rooms and got home safe!

MEMBERSHIP RENEWAL REMINDER



**YOUR CLUB NEEDS YOU TO PAY YOUR
MEMBERSHIP – DUE ON 1ST OCTOBER
\$45 FOR EMAIL MAG \$60 FOR HARDCOPY MAG**

ANNUAL MEMBERSHIP SUBSCRIPTIONS ARE DUE ON 1st OCTOBER 2021

The preferred form of payment is by Direct Debit, however, any members wishing to pay with cash can do so at any Bendigo Bank branch direct into our account: -

BSB 633 - 000. ACCOUNT 131808131. REF - YOUR NAME (Essential!)

Cheques can still be sent to our PO Box 12 DROMANA 3936 or deposited direct into the above account.

WITH ALL PAYMENTS IT IS ESSENTIAL YOU INCLUDE “YOUR NAME”

Please complete the Membership Renewal Form so that we can ensure our database is up to date with your contact details, vehicles on CPS etc.

Preferably, please return the form via email to :- lucasp14798@gmail.com

(photographing the completed form with your Phone and emailing to the above is an option!) or send it to our PO Box

On receipt of payment, membership cards will be posted to members receiving the email magazine or be attached to the hard copy magazine for others



My association with the Rover brand commenced in 1955 when learning ballroom dancing. One of the lasses in our class— arrived and was picked up by her father in a 1954 P4 90. At the time I really hadn't realized just how special this car was and how it would affect my life. I stayed in touch with the family and worked for her father while attending University, in Sydney New South Wales.

Having started University (doing Metallurgy), I found that I needed my own vehicle and purchased a new 1960, Austin Lancer Series 2 car. This vehicle was an Australian development long wheelbase version of the Morris Major, Wolseley 1500 and Riley Elf. It really was an overgrown Morris Minor, with a 1489cc B-series BMC engine and a MG gearbox.

I travelled all over New South Wales in this car and covered 75,000 miles before sanity prevailed and I bought my first and only P5 Rover "Jason 11" (see below), which had covered 40,000 miles at the time.

In 1964 I found an advertisement for a 1961 3-Litre P5 Mk1, with 40,000 miles on the odometer for the sum of A£1500, (a new P5 cost A£2995 at the time). The car had a body that was painted "slate grey" with blue leather interior, in good condition – panel work is something that I couldn't fix myself – was automatic and the engine as best could be determined was also good but if this needed attention it was something that I could handle myself. This is only the second car of this colour I have seen in Australia.

The Mk1 P5 "Jason 11" is shown below Chassis 631100271 ESN 631100277



This is Jason11 soon after purchase outside our garage in Sydney. Note that the dress rims have been removed because they were already causing fretting of the paint on the wheel rims.

As can be seen from the copy of the certificate below, (which I found in the Owner's Manual in the glove box), the factory at that time provided a name for the car, something that was obviously very personal back in 1961 and this certificate is not only an identity document but part of the warranty documents. The

engine number is 631100277



Soon after buying Jason 11, I joined the Rover Owner's Club of NSW and in 1965 I won the Concours D'Elegance that the Club held. From memory there were only two P5s (as shown in the photo below), most of the Rovers present were P4s with some P3s.

During Jason's life it has had 4 registration numbers.



First	NSW	CND-735
Second	NSW	DLA-875
Third	Vic	KAB-700
Current	Vic	KB-700 Personalised plate system

Unlike the UK, registration numbers are not exclusive for a particular vehicle for life. In Australia each state has its own registration authority/system and any one car can have as many registration numbers as owners desire. There is also the "Club Permit Scheme" which provides very reduced costs with limited use regulations.

P5 Build Volumes

Period	Model	Volume
1959-1962	Mk1	15,250
1962	Mk1A	5,7713
1963-1966	Mk11	21,158
1966-1967	Mk111	6,420
Comprising 40,402 saloons and 7983 Coupes		Total 48,385

P5B Build Volumes

Period	Saloon	Coupe
1968	2,653	1,779
1969	2,772	2,315
1970	2,067	1,551
1971	1,833	1,549
1972	1,386	1,072
1973	840	833
Totals	11,501	9,099

	Saloon	Coupe
RHD exports 1968 – 73	699	502

Fuel Use Details

When purchased in 1964, fuel cost 7.91 cents /litre (3 shillings and 9 pence a gallon)

In 1971 at an economy run fuel was A\$0.0919 /litre

In 1974 at the economy run fuel was A\$0.1315 /litre

Currently 98 octane PULP is around A\$1.85 /litre

Since 1964, I have spent A\$8724.22 on fuel.

Best economy was 26.025 MPG, 9.213 Km/l or 10.85 litres/100km Achieved on an economy run.

Worst economy was 14.5 MPG, 5.16 Km/l or 19.4 litres/100 Km

Tyre History

Over the past 66 years I have used 7 different types of tyres with quite different results.

Michelin X SDS pattern lasted 88028 km (54700 miles) 4 tyres (6.70 x 15)

Olympic GT Radials lasted 62280 Km (38700 miles) 5 tyres

Dunlop 6.70x15 Nylons lasted 27918 km (17345 miles) 4 tyres these were the worst tyres used and I lost 5 MPG or 14.1 Km/l accompanied by terrible ride and handling

Dunlop Aquajet lasted 61242 Km (38055 miles) in two stages as 2 of the tyres failed after 36136 Km

Michelin XAS lasted 91549 Km (56900 miles) again in two stages as two were staked in the bricks on our drive.

Michelin XVS lasted only 55,000. They are much softer than the XAS

In April 2019 a tread breaker failed on Michelin XVS at 440100 km, on left front tyre.

Currently using Pirelli Scorpion 195/80 R15 profile tyres
Previously the Michelins (XAS or XVS) were 185/80 R15 profile tyres

Engine Work

The engine has been overhauled 4 times and had many valve grinds. After moving to Melbourne, I would return to Sydney each year, as I then had access to a home garage.

October 1965 in-chassis rebuild (oil consumption), rings and bearings fitted at 97201 Km

Valve grinds at 120600 km, 153,000 km, 185,000 km,

January 1971 out of chassis rebuild at 224080 km which included new 8.75:1 CR pistons and bored +0.030" (as 0.020" pistons were not available).

More valve grinds at 269,400 km, 290,000 km, 317,840 km

August 1976 in-chassis rebuild at 351,000 km

Further valve grinds at 385,000 km, (followed by a cracked exhaust valve seat at 387,300 km) and then another valve grind at 411,300 km

In 2011 at 436,500 km another rebuild was required due to corrosion in the cylinder head at No3 cylinder. Coolant leaked from behind the inlet valve at one of those little black "pits" that develop in the cylinder head face. Took ages to find the leak because the early repairs didn't pressure test the head. Only found by filling the system with water with the head in place and someone lying underneath with the sump off and looking up to see a water drop forming.

Transmission Work

As most will know the car is fitted with a Borg Warner DG, 3 speed automatic transmission. It was fitted with a cable operated device called a "second gear hold" mounted below the parcel shelf. With the Mk11 this became a steering column mounted electrical switch.

The transmission has been overhauled twice. The torque converter was repaired at 224,000 km and the main shaft seal done then and then again at 351,000 km. It needs replacing again as the 2/3 change is again sluggish and requires that the throttle be lifted slightly to enable the change to occur easily.

As we know this "second gear hold" does NOT hold 2nd gear but delays the 2/3 change to a higher speed. In the 1990s this became the power/economy mode switch for

most manufacturers.

Dash Layout

When purchased the dash layout looked like the picture below



Modifications to the Instrument layout are listed

Dash background was changed to reduce reflections using grey vinyl

Instrument glass changed to that from a Mazda 1500 to reduce reflections

Added Coupe binnacle and fitted tachometer and oil pressure gauge in 1969 as well as a Lucas hazard flasher control and the electrically operated 2nd gear hold

Converted speedometer to kilometres in July 1975 at 205981 miles (331493 Km)

The Engine Bay



Over the intervening years I have used silicone hoses for the cooling system, found a paper element air clear element that fits into the oil bath housing, thereby maintaining the Mk1 appearance with the aluminium intake elbow and fitted two speed wiper motor from a Humber. I also had an electronic timer made for the windscreen washer and used a Mazda windscreen washer pump, that resulted in much improved water flow and pressure.

Annoying Issues

Speedometer cables , replaced 12 times – causing clicking and fluctuating speedometer needle. Fixed using VDO cable and replacement of the rear speedometer head bearing.

Brake booster overhauls, first done in 1974 at 305,300 km, then 1977 at 363,500 km and then again in January 1996 at 433778 km. Unfortunately the repairer that was recommended really didn't know what he was doing and reassembled the unit twice. It would lock up the brakes and the only way to move the car was to bleed off some fluid. Finally fixed at 436650km by a repairer who said the booster had been assembled incorrectly

Squealing differential pinion oil seal- when cold at night. Thought to be due to the fine finish of the hard chromium plating used to reclaim the pinion flange. Solved by spraying molybdenum disulphide onto the seal running surface

Rear axle oil seals – replaced 9 times as listed below

Rear Axle Oil Seal Replacement

Off side seal at 65164 Km, 90100 km, 101815 km, 115850 km, 149730 km and 191975 km and finally at 438850 Km.

At the 4th leak at 115,850 km Rover Australia (no longer exists) were involved and they paid to have a special seal installed. This wasn't all that successful and at 191975 Km they undertook a more detailed examination and found that the axle, where the bearing retainer sleeve is installed, which is also the seal surface, was actually out of round by 0.007". Since machining this correctly it has not leaked for many years, until 438850 Km

Near side seal replaced at 312100 km and at 440400 km in March 2021

Front Suspension Ball Joint Seals and Boots

Upper near side 125500 km, 217375 km, 296700 km, 360600 km

Lower near side 220400 km, 377500 km, now weeping slightly

Upper off side 189900 km, 229200 km, 288815 km, 374600 km

Lower off side 120675 km, 287705 km, 374600 km

Summary of Upgrades

Fitted stainless steel rear silencer Sept 1967 , 141500 km. Made by the same company that were making Stainless Steel mufflers for the Army Land Rovers

Electric solenoid and steering column switch for 2nd gear hold

Fitted one Coupe instrument binnacle for oil pressure gauge and a 2" dia. tachometer October 1969, 202700 km

Fitted a second fuel pump beside existing one that operates with fuel reserve switch. In 2018 I found that I had not wired this second pump so that when switched on it did not switch off the main pump, so that on reserve, both pumps operated. Now fixed.

Fitted two speed wiper motor January 1970, 223,600 km. Trico wire frame "speed" blades fitted at the same time.

Torpedo style switch levers (Mk1) replaced with blade style or from later model or some push on/push off style

Quartz Iodine headlight globes made up by Lucas for PL700 headlights. December 1971, July 1972. These are still operating in 2021

Fitted Kienzie clock from a P6, July 1972, 260,000 km. This has been overhauled twice most recently in 2019. Found that when battery voltage decreases the solenoid doesn't operate as well as when car is travelling. Mechanism was cheapened after mid-1970s

Fitted door handles from Mk11 with the lower attachment bolt – better fit and less water ingress

Cross shake engine mount kit (P/N5525508) fitted in march 19975 at 324,700Lkm

Km conversion to speedometer and odometer, July 1975 at 331500 km

Heated rear window fitted as a "stick-on" arrangement

Bucket seats from a P5B, plus sheepskin seat covers fitted at same time, November 1985, 425000 km.

Stainless steel main muffler 1995, replaced with another in 2005 435,000 km.

In May 2011 at 436500 Km replaced the door seal rubbers

Leather along top of rear seat squab replaced, together with dark grey leather on rear door pulls.

In 2019 at 438850 km, replaced both sets of Y-bushes for rear spring hangers. Passengers side failed when jacked up with wheels still on the ground. The rubber had just deteriorated to split apart. I had not been made aware that these bushes were an issue.

Social Activities

First Concourse Sydney October 1965 Picture shown earlier in this history



Concours at Lilydale in 1966



Rover Car Club of Australia picnic 1967



Rover Club picnic 1972. Boot floor is just the correct height and the lid provides weather cover

We have friends who own a rice and sheep farm just out of Deniliquin in southern New South Wales. They were into Rover P6s at the time and we often either drove there or flew in a light aircraft landing in their "backyard"



Jason 11 in their front yard in 1969



The light aircraft – a Mooney M20F - used for the trips. This is the backyard behind the trees in the earlier photograph. It would take 80 minutes to fly and 4 hrs to drive



Jason 11 used as wedding car for our son in 2010

Unfortunately I do not have a large shed or garage to work in so I have to do a lot of shuffling between the carport and garage for anything other than engine issues or where I can fit down beside the car. It is always a challenge.

In April 2018 we held a National Rove in Shepparton Victoria where we had 80 cars and 120 people attend, some even from New Zealand. People came from every state in Australia. The photo below really doesn't do justice to the gathering

50th birthday with a lunch time dinner in a local sporting complex. As can be seen there was a large number of vehicles present including P3s and P4s which were parked to the left of this photo.



The Rover car clubs in Australia hold a National Rove every two years. The 2020 Rove was to be held in South Australia, some 700 Km from Melbourne, but was deferred until 2021 because of Covid 19. However this was eventually cancelled again, because of border restrictions placed on us all because of Covid 19. It is planned to have the next National Rove in Southern Queensland, some 1600 km from Melbourne.

Next priority task for Jason 11, is to replace the carpets. The hot sun in Australia plays havoc with the carpet, especially over the transmission tunnel in the front.

As you all can see, 440000 km has provided lots of very enjoyable touring experiences and I hope that there are more to come.

Ken Burrows



One Final Tractor Story

I am not sure if you want to continue the stories of Fergy experiences but here is mine to use if you wish.

One wet day on our farm near Warragul where your Fergy escapee in last months magazine was captured I was to feed out hay. For the hundredth time I flicked the Fergy into low gear as I jumped off to head around to the carryall on the back.. Only this time I accidentally flicked it into reverse. I fell between the front and rear wheels and was dragged along backwards. The front wheel was chocked against my leg.

After idling in a couple of circles lying on my back getting dragged along on the wet grass I was beginning to get a little desperate. I finally managed to get my hands onto the front wheel and roll it over my leg. The Fergy continued on. Then I had to get up chase it. That's when I realised my leg was hurting.

John Morgan



Echuca Weekend Trip

In 2019 the Rover Club of Australia held a rally to Echuca in the north of Victoria, located on the southern bank of the Murray River. This river which forms the state boundary between Victoria and New South Wales. Echuca was a major port for shipping wheat and wool from the farms using the Murray River, via paddle steamers

In 2014 the Rover Car Club of Australia , celebrated its

Minutes Summary – SPC&HCC (ZOOM) General Meeting – Tuesday 3rd August 2021

Meeting Opened – Allan opened at 7.42 pm

Meeting - Zoom 18 attended

Apologies – 14 listed

Minutes of the Committee Meeting- 10th May 2021

Moved Phil Sec. Keith Morrison

Correspondence:

In – Several email re Hall and a number from AOMC

Out- Email to MPS re Hall

Moved. Brian Evans Sec. David Jones

Treasurer's Report: Noted the membership fee is to rise Email \$45, Hard Copy \$60 notification to be included in future Crankhandle. A 20lt. urn was purchased @ \$285 and 18 Display boards @\$15 each

Total asset \$24613.29

Moved Allan Tyler Sec Greg Cripps

Membership Report- Currently-259 members and 1 for Committee approval

Regalia – No Report

Web Site – No Report

AOMC- No Report

Coming Events: John Becker

4th Sept Beleura Retirement Village

Stewart West trip to Echuca 18-22 October.

General Business: Paul Lucas asked David and Julie if the Rally that they created could be adapted for club members in the future. The answer is yes and this will be one for the older club cars to look forward to.

Meeting closed – Allan closed the meeting at 8.12pm

—ooOoo—





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CAR STICKERS	\$1-

All these items may be purchased at monthly meetings or ring Rob Lloyd on: 0407 833 878 to Arrange purchase at McCrae



IMPORTANT NOTICES

CLUB PERMIT SCHEME MANAGEMENT INFO

David Doubtfire is the Club Permit Officer and Brian Evans is deputy officer for emergency only.

DRIVER RESPONSIBILITY

It is the responsibility of the driver of a club red plated vehicle being driven to ensure the vehicle is in a current roadworthy condition.

CLUB PERMIT HOLDER'S RESPONSIBILITY

It is the club permit holder's responsibility to:

Remain a financial member of the club

and

Contact the club permit officer after disposal of a red plate vehicle

CPS RENEWAL REMINDER

SEPTEMBER

C HIGGINS	T HOWARD	D JONES
M JAGEURS	S ROSE	C SCHWERKOLT
J WATSON	R HUDSON	T MULVOGUE
R NASH	D PITMAN	D McPHERSON
R BEAGLEY	C CASSAR	P DONNELLY
B EVANS	D KISBY	S ROSENHAIN
D MONRO	C PITCHER	J TURNER
S COOMBS	P BECKMAN	T GUY

OCTOBER

J PALMER	G CRIPPS	M GAGLIARDI
G CLARKE	C DICKIN	P KRUEGER
P LUCAS	D TURNER	R HUDSON
R LLOYD	A BEAGLEY	A BUCKLAND
G CRIPPS	C DICKIN	B ROGERS
J HEHIR	D LOWDEN	B FLORRIMELL
N MEATES	D BURNS	F PIETERSON
R HUDSON	B CARROLL	V PORTEOUS
A BLACK	G URCH	D MCPHERSON

NOVEMBER

R BEAGLEY	C CASSAR	G CLIFFORD
D KISBY	C HIGGINS	M GAGLIARDI
P LITTLE	J MASON	S ROSENHAIN
B NUTBEAN	J CHIDGZEY	P ANDRAEWS
P CRIPPS	L D'ALTON	R COLUMBINE
J HARLEY	C HIGGINS	S KNIGHTLEY
S ZOIS	G MEANEY	F SANDERS
K HILLS	J POLLOCK	I WHITEHEAD
J DICKIN	W INNES	B STRATING
D PAYNE	J PALMER	K MORRISON

NOTE: If sending renewal notices by mail please send them with a self addressed envelope, **ONLY** to the club mailbox:

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Non Members (not commercial) shall be charged \$10.00 for seven lines, max. two issues only. Club Permit eligible vehicles only.

Commercial advertising enquiries should be addressed to: The Treasurer, S.P.C. & H.C.C., PO Box 12, Dromana, Vic., 3936. *Government regulations require that the registration, engine or chassis number of the vehicle MUST be included in all "FOR SALE" advertisements.*

NOTIFY THE EDITOR ONCE YOUR ARTICLE HAS BEEN SOLD OR THE ADVERT. IS NO LONGER REQUIRED.

FOR SALE- FREE

Head gaskets for "B" series BMC that are for 1500 1600 engines Austin A50 I guess
2 Wolseley 6 cylinder head gaskets marked as 6/80 but I am not 100% sure of that
and a bunch of 300 Bedford diesel head gaskets

These are free to a good home and can be picked up at my factory

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0419511984

Regards Ray Hudson

FOR SALE SOON


Once the details of price and distribution method have been established we will have fold up display boards available for club members. These are to hold printed details of your car while it is on display at events.

They have been made at the Rosebud Mens Shed and are raw 9mm 3-ply. They should be painted by the buyer otherwise they will warp & split if they get damp.

Watch this space for details on how to get yours, one day when we can get together again.



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