



OKA OWNERS GROUP
(PUTTING PEOPLE AND THE ENVIRONMENT FIRST)

NEWSLETTER June 2008

Hi Everyone,

June has rolled round again, and its Newsletter time. Thanks again to Tim Forsyth for his interesting and informative pieces, with the great photos to illustrate all the changes he has made. I hope some more of you will put pen to paper (or finger to keyboard) and let us all know what is going on with your Okas. I know it is bad enough working out how to do the job, how to make the time to do the job and then just doing it, but if you could record it as well, it would be great. Some more trip reports would be wonderful as well.

Fuel prices are a concern at the moment, and of course the best way to keep your fuel consumption down is to keep the speed down. We find that if we press the pedal hard enough to exceed 100 kph on the bitumen, it really hurts the wallet! We also find that we are more relaxed driving a little slower and we definitely see more. Therefore we aim to travel at around 90 kph on the open road. But maybe some of you have a better way to conserve fuel – any new ideas?

We had a letter from the new Sales Manager at Oka, asking for feedback about your Oka. See details below. He also sent a copy of the price list, which hasn't changed since 2007, and the prices of the basic new vehicles seem pretty reasonable when compared, for instance, with a 4x4 Mitsubishi.

We are planning to head off again early in July. This time we will probably travel by ourselves, as we haven't made a very definite plan, except that we aim to stay with a mate who manages a cattle place near Burketown. He owns a boat and said he is sure we can catch some fish if he takes us out. We plan to be away for about a month, give or take a few days, and are looking forward to the break. For a change there is water in our dams this year, and hopefully plenty of feed to last the livestock until we make it home again.

Last newsletter we had problems with emails – not ours, but some members have different requirements as regards security, and others had changed their addresses. All this takes considerable time to sort out, so if you don't receive a newsletter every three months or so, let me know, and I will work something out. It is possible that some of you would prefer to receive notification of Newsletters, and then download from the Website yourselves, rather than receive a big file (as they are when we include photos) by email. Once again, please let me know. We will be sending out the up-to-date members list shortly, so if you have sold your Oka or changed your details, we would appreciate it if you could let us know, and also notify any new owners of our existence.

Please note that Rowena Paterson has changed her email address, as she is now residing and working in W.A. She can be contacted at: oka067@bigpond.com or by phone on: **0412 701 333**. She is able to do any business for the Oka Owners Group through email and internet.

We conclude condolences for one of our members, Frank Loughnan of Victoria, owner of Oka 132, who recently passed away. Glenice and family have our sympathy.

Yours sincerely,

Marj Parsons

OKA RALLY - 25th - 27th April 2008 - MAJORS CREEK, NAGAMBIE

Written by Rowena Paterson

Attendance: Fred Hallett & Vicki Blackley, Ian Jones, Paul Nott, John & Dianne Smithard, Rowena Paterson, Greg Boyle & Thomas & Robert, Keith & Sue Harris, Lex & Corina Brown, Geoff & Sandra Wilkinson, Chris Deed & Bradley & Glenn Davies.

8 OKAs and a number of visitors (in their cars) attended the Majors Creek Anzac day long weekend. The Majors Creek campground is situated on the backwaters of the Goulburn Weir. The creek is a still waterway, perfect for the use of a canoe. Greg brought along Jurgens canoe which a few of us enjoyed over the weekend. Sandra, Robert & myself went for a ride in the canoe Saturday afternoon with Sandra in the front keeping an eye out for stumps in the water. On the way back to camp we were paddling along quite nicely when the canoe suddenly stopped dead in the water with a bit of a shake. It all looked good, we couldn't see any stumps so off we went again, or so we thought. As we paddled forward I could swear we weren't going anywhere. Then Sandra gave us directions to paddle back, forward, sideways, still we didn't seem to be going anywhere. It felt really strange as there didn't seem to be anything in the way to stop us from moving. I was beginning to think we could be sitting here in the middle of the creek for ages waiting for help, stuck on something unknown?. In the end Sandra moved back a little to lighten the front end and with a bit of shake the canoe was free. It appears that we had slid up onto a hidden stump just under the water. It must have looked very funny, three people rowing away not going anywhere.

The weather was great for most of the weekend but started to cloud over Saturday evening. The guys rigged up a couple of tarps, moved the camp fire closer to the tarps and as the rain fell we were still able to enjoy the campfire.

Ian cooked a couple of meals in the camp ovens both Friday & Saturday night for everybody. It tasted really good, especially the roast dinner. Of course the food always tastes better when you don't have to cook yourself.

I really liked Paul & Ians brand new BeeWee scooters that they brought along for the weekend. I went along for a ride (on my offroad motorbike) with Ian & Corina (on the BeeWees). I was pretty impressed, they kept up to me on some of the offroad stuff, very versatile bikes, they can be used both on and off road.

New members Keith & Sue Harris came along in their car Saturday afternoon. They recently purchased an OKA from the Kalgoorlie area and currently converting into a camper.

OKA RALLY * TOORAWEEAH, NSW * 4 – 6 October, 2008 (long weekend, NSW)

Directions: Tooraweenah is six hours drive north west of Sydney, via Lithgow, or five hours if you really push it without breaks. It is 4km north of the Newell Highway, which is used by people travelling between the cities of Brisbane and Melbourne. It is "roughly" half way between them; a good stop for that trip.

Occasion: Arthur Butler Memorial Weekend (a big fly-in weekend to commemorate the lifetime achievements of Arthur Butler, who established Butler Airways, later taken over by Reg Ansett.)

Tooraweenah is the southern gateway to the Warrumbungles, an area of forested ridges, barren spires, and deep gorges. It is ideal for the bush walker, for photographers and bird watchers, or for just admiring the spectacular scenery. Walking tracks cater for all capabilities. Tooraweenah also has a golf course, operational air field, showground, historical buildings and churches, a hotel, community hall, tennis courts and playground.

More Information: Jan Robertson (Secretary, Arthur Butler Memorial Committee)
Phone 0268228323 (Marj Parsons)

PROPOSED OKA RALLY, Lake Burrandong NSW, October Long weekend, 2008

Hi Marj,

Lyn & Ron Quigley have asked me to forward details to you on a rally they are planning to hold on the October long weekend. Could you please place something in the next newsletter on this to see if anyone would like to attend.

Lake Burrandong State Park is located on the foreshores of Lake Burrandong. It is divided into two Sections: Burrandong Park and Mookerawa Park. Both sections are set in natural bushland. Burrandong Park is more developed than Mookerawa Park. The park provides the only public access to the western side of Lake Burrandong. The lake has a stored water capacity 3.5 times the size of Sydney Harbour.

Lake Burrandong State Park is a good base camp for visiting other local attractions: E.G. Wellington Caves and

Phosphate Mine, Wellington-Osawano Japanese Gardens, Lake Burrendong Sport and Recreation Centre, Burrendong Arboretum and Western Plains Zoo.

Park facilities include: Boat ramps, playground equipment, kiosk for eat-in or takeaway, free gas barbecues, 9 hole golf course, volleyball courts, tennis courts, BMX tracks, skateboard rink and small boat hire.

Please find the link to Burrendong Dam below and other details:

<http://www.about-australia.com/travel-guides/new-south-wales/central-new-south-wales/attractions/natural/lake-burrendong-state-park/>

Telephone to book: Phone: 02 6846 7435

Our Location: Burrendong Road, Mumbil Via Wellington
Mumbil New South Wales 2820

Let me know when you want it placed on the website.

Regards,

John & Maree Hendriks

cbw@people.net.au

Dear Marj,

Just thought I would say a quick hello and introduce myself. As of Monday just gone I have started as the new Oka sales manager at the manufacturing centre in Bibra Lake , Western Australia. I come from Toyota as Fleet Accounts manager after 4 years.

From reading your Oka Owners Group newsletter it appears that you have many delightful stories to share . The current group of Oka owners are a true testament to the development and future of the Oka brand.

I look forward to hearing any feedback which may help point the Oka in the right direction and help promote it to more people. We are in the process of building more of the new NT model Oka with the new Euro 4 Cummins engine.

The current crop of Oka owners are the best source of advertising because you are the ones dealing with the vehicles first hand. I would love it if each of your owners could email a testimonial so that I may place it up on a board for future clients to see.

Feel free to email me anytime or to call me on 0439 913 805 for any enquiries.

Yours Faithfully

Markus Dziubak
Oka Motor Company
45 Miguel Rd
Bibra Lake, W.A, 6163

Oka Sales Manager

mob:- 0439 913 805

wk;- (08) 9434 1300

fax:- (08) 9434 1659

email:- sales@oka.com.au

For information about OKA, visit our website at: www.oka.com.au

Vehicle Model: PRODUCTION VEHICLE MODEL 160 NT	Retail Price	Retail Price
Date of Issue: 01 May 2007	excl	Incl
	GST	GST
Cab Chassis (No Tray/Mudflaps/Rear Lightbar)	\$118,000.00	\$129,800.00
Single Cab (including Long Tray/Mudflaps/Tail Lights)	\$123,021.00	\$135,323.10
Dual Cab Chassis (No Seats in Module/No Tray/Mudflaps/Tail Lights)	\$129,960.00	\$142,956.00
Dual Cab Chassis (Std 4 Fixed Seats in Module) - (No Tray/Mudflaps/Rear Lightbar)	\$134,256.00	\$147,681.60
Multi Cab Chassis (No Seats in Module/No Tray/Mudflaps/Rear Lightbar)	\$133,444.00	\$146,788.40
Multi cab Chassis (Std 7 Fixed Seats in Module) - (No Tray/Mudflaps/Rear Lightbar)	\$137,344.00	\$151,078.40
Van (Dropdown Tailgate/Module Side Windows Blanked) - (No Seats in Module)	\$137,267.00	\$150,993.70
Van - Pop Top Camper Module (Drop Down T/Gate) - (No Seats in Module)	\$141,000.00	\$155,100.00
Standard Bus A (12 Mining Seats in Module)	\$154,295.00	\$169,724.50
Standard Bus B (12 Fixed Seats in Module)	\$156,785.00	\$172,463.50
Standard Bus C (12 Seats in Module - 8 Reclining - 4 fixed at Rear)	\$158,785.00	\$174,663.50
Full Spec Tour Bus (12 Seats in Module - 8 Reclining - 4 Fixed at Rear)	\$170,340.00	\$187,374.00

DOC A

NOTE:

1. All Prices are standard 160HP Engine. For 185HP Engine - price will differ is as per optionsheet DOC E

2. All prices are manual gear box - automatic is as per optionsheet DOC E

All prices are not including on road cost and delivery.

Prices are subject to change at the discretion of OKA Sales (Prices given are fixed for 3 months from the date of issue of this document)

WARNING – CHECK THOSE TIE-ROD ENDS!

Hi Marj,

No I did not receive your previous email, however I did read the news letter on the group website, thanks as I enjoyed it.

I have come across a dangerous tie rod problem. I have attached photos of my drivers side Tie Rod and the threaded tie rod end (right hand thread). I feel that a warning should be sent out to club members advising them on what to look for. I was extremely lucky to have the breakdown happen entering my driveway-not the middle of some expressway. I will put this into a PDF and post on my home page next week.

What happened!

I had been hearing a clunk from the front drivers side for a little while, believing it was a dry or loose spring shackle did not look into it immediately. Shortly before the incident I had jacked up the front and using podgy bars tried to find what was loose-causing the annoying clunk. Finding nothing loose, and I did inspect all the tie rod ends, I greased everything. The clunk was gone so figured a simple grease was all that was needed. A week later the clunk came back with a vengeance while I was turning into my street. The steering felt very vague so I opened the door and looked down to see the drivers steer wheel negotiating a slalom cause. As soon as I entered my driveway the tie rod end fell off. /pic; Which way/

I have located two second hand spares, both have the same damage as shown in my picture. I spoke to a company that imports Dana diffs and they advised me that this is not an uncommon fault. They believe that this is due to grit getting into the threads via the clamping slot and wearing away the threads. I measured the wall thickness on the far side of the tie rod tube, least worn and found it to have a wall thickness of 5.5mm. The worn side was down to 4.5mm. /pic; track Rod drivers side. Allan at OKA inspected the second hand spare that he had and its wall thickness at the slot was down to 3.5mm (got binned) and Paul found the same problem with the spare he had. All three had the wear on the right hand threaded side (presumably the drivers side). The left hand threaded side was fine!

I feel that every one with a high mileage truck should have a close look. I think that simply winding out a couple of turns of the track rod and inspect the tie rod end threads /pic; Track Rod Tie rod end/ and measure the wall thickness at the clamp (dodgy plastic verniers would probably suffice) should determine any serious wear.

Thanks for your help, Tim.



All you wanted to know about NUTSERTS.
Alright alright so its all I know about nutserts.

Ok so blind nuts have been around in one form or another since Adam was a boy. They are an excellent way of fastening things together. They have the same clamping pressure as any other nut. Seriously go have a look at an aircraft airframe. You will find the little buggers everywhere. Even the old Mirage Fighters that I did my time on had high tensile blind nuts, now they were a bitch to maintain but flew like the gods. Ahh seems like another lifetime.



Mirage III D & E from 20cu squadron.

I down loaded this pic from wikipedia. A USA air force member took this picture in 1980 during war games. I was stationed at 77 sqn at the same RAAF base as 20cu. Both our squadrons went up against the yanks and kicked their butt, as we always did. More importantly we shook down all their ground crew playing two up and beer drinking games. The fun of youth

So back to business. There are numerous tricks on getting the most out of blind nuts (No not me, I'm a tricky blind OLD nut).

The common garden variety are made by TEXTRON and called Nutserts. A hand tool costs about \$80 and another \$15 or so for each nose piece. Each thread needs its own nose piece. The tools are readily available from any general engineering tool shop like Blackwood's.

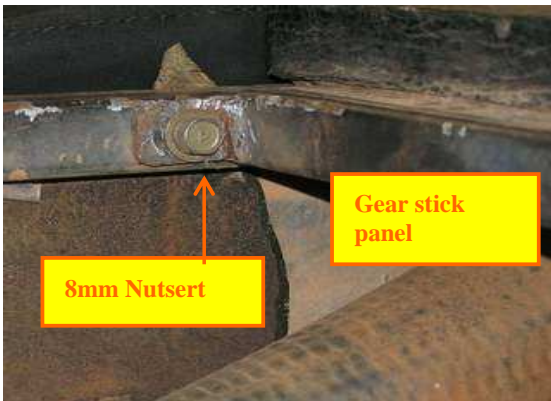


Hand tool

Nose pieces
8mm, 6mm, 4mm

Nutserts
8mm, 8mm, 6mm, 4mm
6mm Ally

So far I have only come across 8mm, 6mm and 5mm in the OKA's
The 8mm was in the engine bay and secures the gear stick panel in place and also the roof braces.



6mm are everywhere, engine bay access panels, door handles.
5mm holds the radio switch panel in place. They also hold the park brake/Speedo Hall effect sensor panel in place (I swapped these out for 6mm).
So my advice is to buy the 6mm and 8 mm nose pieces and if you have trouble with the 5mm change them out to 6mm. I also use 4mm for bolting odd small fiddly things together.

What nuts to buy.

There are a few different blind nuts on the market. (That was well put).

- The type that OKA used on my XT is the worst version (V1), simply because even nutserts get high tech improvements over the years. These were the best available at the time. This type has a very small flange, drill hole size is critical and they do not clamp particularly well. However they have little spacer effect between the two joining pieces.

- Shop around and you will find ones with bigger flanges that have grip corrugations on the underside (V2). Drill hole sizes are not so important and they clamp quite well.
- If you come across a type that have splines on their shoulders (V3) grab em, but be warned these type need a pneumatic gun that will set you back about \$2,500. These are the Ducks Guts. Hope the OKA boys are now using this type.



How to get the most out of your Nutserts.

Spinning nuts are painful.

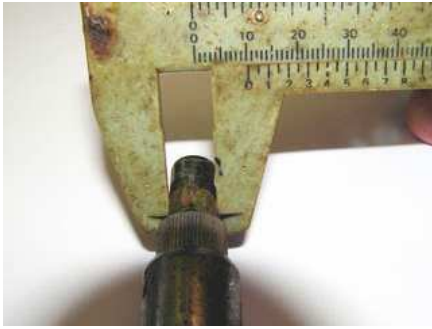
- A trick that works nine times out of ten is to hook up your socket to a battery drill (think Tim the Tool Man and use a BIG ONE). This normally spins the Nutsert fast enough that it re-clamps to the panel and cracks the seized thread.
- If this fails use a ring spanner to hold the bolt and drill through the bolt then the nut.
- Failing the above get out the grinder. Watch out for hot sparks hitting glass.
- Always replace a Nutsert if it has spun.
- I like to add a touch of 680 Locktight to the clamping region. This seals the metal to prevent corrosion or water leaks. It also adds another element into the clamping equation.
- Never use Locktight on the threads. If you do, remember to heat up the bolt to loosen the Locktight prior to attempting to undo it.
- I have found that Lanyteck works well (Wool fat in my RAAF days) on preventing thread problems with nutserts. This minimizes the vibration effect that undoes bolts plus prevents any corrosion. I have had great success using Lanolene grease on Stainless coarse threaded bolts and Aluminium tapped plate when I make bolt on canopies for Aluminium Ute trays.
- Always use the same type of metal nutserts as the plate that you are installing it into. This will prevent dissimilar metal corrosion. Ally nutserts for Aluminium plate.
- I would stay clear of putting stainless to stainless, as the threads tend to ball up then harden quickly from heat. You then have a nasty problem to try and drill out. Stainless is relatively soft until heated then it gets very hard and brittle. Again if you must then use Lanyteck on the threads.
- When painting areas where nutserts are, thread a bolt into them. This will stop paint clogging up the thread.
- Always start threads by finger to ensure thread alignment. I just replaced the bottom row of nutserts along the rear engine panel. Every one had a misaligned hole in the panel so had to be cross-threaded from day one. I elongated the holes with a bur, problem solved.

The series of pictures below shows how I fitted the cover plate over my Alternator “easy tensioning” access hole.

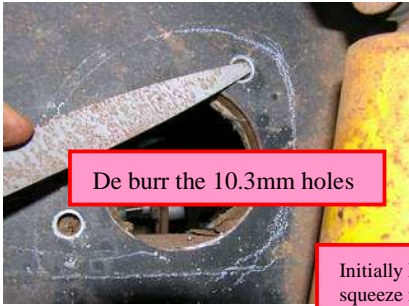


Sneaky old Airframe fitter’s trick #001

1. Draw desired plate shape onto job.
2. Trace over with paper then cut to shape
3. Trace around paper onto plate.
4. Cut plate to size.
5. Pre drill holes in plate for self-drilling counter head screws.
The counter heads will center in the plate hole if you drilled it a touch to big.
6. Hold plate in correct position. *Not 5mm too high like I did.*
Drill in screws
7. You now have perfectly aligned centre drill holes



Hole size is important
 A couple of \$ will buy you a dodgy plastic vernier from the local hardware. These are great for general duty.
"Dairs a lump round da back".
 Ok so if you don't know how to read them then I'm being rood.
 Top scale. Next number down from the bottom scale's 0 is your first reading.
 Bottom scale number that aligns exactly with a top scale increment is your decimal.
 Best to look either side (2&4), as misalignment is easier to see.
 So did you get 10.3 mm?



Initially I need to leave a couple of threads short on the tool so that the crimping squeeze is easier. Don't forget to do the threads up and have another squeeze. Best to avoid sideways movement when squeezing as you can break the nosepiece's threaded rod



Further info.
www.avkfasteners.com is a North American company. Their website gives you a tantalizing picture of what is available. Watch the video on using their air tool. I found their Big hand tool AU\$390 available from Miami stainless (google search will find them) on the Gold Coast Qld.

ALTERNATIVE MOTORS FOR OKAS:

Several years ago one of our members decided to fit a new Perkins motor in his Oka rather than have the old one rebuilt. While we were away last year, some metal was found in the oil, so the machine was trucked to the nearest reasonable sized centre and the old motor refitted to allow him to drive it home. Eleven months later, the new motor still isn't a goer.

This brought to mind something that happened about 50 years ago. My father was the boss at that time, and we had several of a certain machine. Dad decided to upgrade, but we couldn't get one, so changed brands. Years later we heard that the Australian Distributor decided to go overseas to see for himself why his orders weren't being filled.

On arrival at the factory the girl in the office wasn't a bit pleased to see him and continued to file her nails, but did nod towards the boss's door. The boss too wasn't interested in talking machinery but tried his best to get our man to have a sherry with him. When asked why the orders weren't being filled, he said "It's the bastards down there", meaning the assembly line. Our man did however have a conducted tour of the assembly line with a foreman he instantly took a liking to. When he asked the same question, the foreman said "It's those bastards up there". Needless to say that machine no longer exists!

Now, I'm not saying there is a problem that is similar in any way; there could be a very logical explanation. What I am saying is that anything, regardless of what it is, is only as good as the after sales service and availability of parts. I myself wouldn't want to wait 11 months. Maybe we should be looking at some alternative power source for our older Okas in case it happens again. Between us we should be able to come up with some answers. So here's some information on a motor that Ron Quigley came up with. If you have any other ideas, let us hear about them so we have a choice.

Lloyd Parsons

MWM International Engine Information

Hello Mrs Parsons,

Ron Quigley has asked me to drop you an email with some information regarding the MWM International 10 series engines, in particular the 4.10T, which we believe is suitable for replacing the Perkins engine installed in the older model Oka vehicles. I have seen Paul Knott, who is currently looking at the feasibility of installing this engine into the Oka.

A little bit of history about MWM International is that MWM is part of the Navistar/International Truck group and produce engines for industrial, vehicular and marine applications. The Australian Ford F250 vehicles were fitted standard with a MWM International 6.07 Sprint engines which is a inline 6 cylinder engine developing 180HP @ 3400rpm or the International/Navistar V8.

The engine we propose is the 10 series, 4.10T, which is a inline 4 cylinder engine developing 135HP @ 2600 rpm. This engine has an emission rating to EURO I, which makes it cleaning and more powerful than the Perkins without the need for an aftercooler and will hook up to the original radiator. It is relatively the same size and is supplied with air compressor and hydraulic steering pump that are all gear driven. You may want to talk to Paul to see how he is progressing with the possibility of replacing the Perkins with the MWM International engine.

Please find general brochure, engine drawing and power curve for the 10 series engine.

If you have any queries or require any additional information, please do not hesitate to contact me.

Kind regards,

Ian Mills
EIP Diesel Pty Ltd
37 Eddie Road
Minchinbury NSW 2770

Phone: 61 (0) 2 9675 3444
Fax: 61 (0) 2 9832 2818
Mobile: 61 (0) 415 232 853
Website: www.eipdiesel.com.au

DEUTZ, Hatz, Kubota, MWM International, Perkins, Yanmar



Good fuel and lube economy and easy maintenance

- The 10 Series engines are very well known when power and robust performance are required
- Wet and removable cylinder liners
- Removable valve guides and seats
- Water pump, oil pump, air compressor and hydraulic pump driven by gear
- Interchangeability of several components between 4 and 6 cylinder versions
- Versatility of applications: light & medium trucks, micro and medium buses.
- Ribbed engine block to reduce noise emissions
- Meets Euro 1, II and III with mechanical fuel injection pumps

IT'S A BOY!!! – CONGRATULATIONS JANINE AND DARREN VISSER !

Hi Guys:

Heard the other day that Janine has had her baby
Another Oka baby boy, his name is Nate and was a hefty 9lb something.
So another brother for Luke and Hannah .

Regards
Greg (Boyle)