Darlington Dipsticks
of Western Australia Inc.
Reg. No. A1020879F

PO Box 176
Darlington
Western Australia
6070
Phone: (08) 9252 1050

Eighth Edition
Nov 2021

The Dipsticks' Rag

Magazine of the Darlington Dipsticks of Western Australia Inc.

(Registration No: A1020879F)

Eighth Edition, November 2021

Management Committee:
President: David Pole 0402 593 888, davidpole@aussiebb.com.au
Vice President: Ben Smeeton smeetos@hotmail.com
Secretary: Bindy Datson 0418 959 932, bindy@actis.com.au
Treasurer: David Shimell 0420 861 617
Editor/Publisher: Bindy Datson 0418 959 932, bindy@actis.com.au
Officers:
Membership:
Events & Publicity:
Librarian:
Concessional: Mike Stoney (08) 9299 8298, 0410 082 646, mikesjag238@gmail.com
Alasdair Smith (0449 629 921), awgs23@hotmail.com
Registration:
Webmaster: Ben Smeeton smeetos@hotmail.com
Bank Details: Contact the Treasurer.

The Darlington Dipsticks meet on the first Thursday of each month.

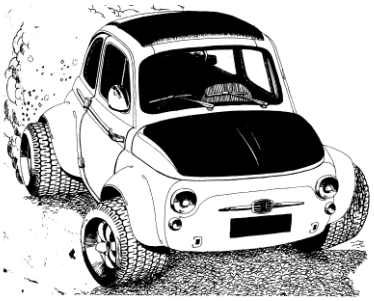
Articles within this magazine, except if marked copyright ©, may be reproduced but acknowledgment to The Dipsticks' Rag would be appreciated.

Editor's Comment:

Check out the website at: www.darlingtondipsticks.com

The website is still basic but does have a link for those on Concessional Licensing to advise administration of a proposed private run. In the future the website will host administration details, vehicle registers, calendars and information, with varying privacy layers. There will be capability for members to upload photos and information for sharing with others. Our Dipsticks Rag will be uploaded for your entertainment also😊

As always, thanks to those contributors who have put pen to paper for our enjoyment😊

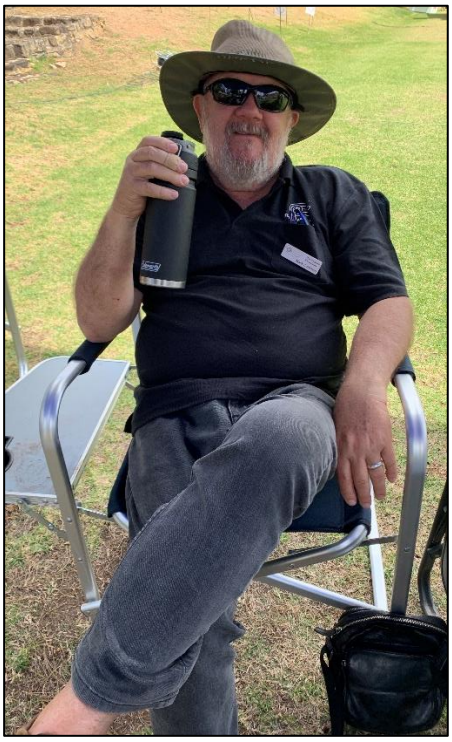


Contents

Bindy: Darlington Arts Festival 2021 4
Mike Stoney: Cars that have passed my way in the UK. 9
Richard Palmer: Vauxhall Hansom Cab 11
Peter Moore: Snippets from a Pre-Covid wander around France. 11
Bindy: Breakfast Run to Mundaring Weir 14
Marie and John: It seemed like a good idea – and it was! 15
Richard Stockwell: Valiant Wayfarer 20
Barrie Byers: Dolly 21
Malcolm McNabb: Hey Bindy, I thought maybe it's time we had a Quiz… 24
Tradespeople Listing 27

Bindy: Darlington Arts Festival 2021

On the 6th and 7th of November the Dipsticks had our 5th Club Car Display at the Darlington Arts Festival. We bought a new and larger gazebo for the event and a new feather flag. The new gazebo had moveable walls to shelter from direct sun and was much more comfortable than previous years. We had an impressive display of vehicles plus Ben Smeeton's little yacht.



1GDJ-571

XOX-246

KM-1937

CAT 238

Mike Stoney: Cars that have passed my way in the UK.

As some of you may recall, I previously submitted 'My First Car,' article, on an Austin A30, which I hated with a vengeance, 'Orrible thing! After ensuring its demise by way of a failed MOT, I moved on…

My next car was a Mk1 Ford Cortina, all 1,200cc of pulsating Ford power but it was my chariot of dreams. That poor car got thrashed all around the Scottish countryside of my then home town/village of Fochabers, and even ended up on its roof on one icy occasion. Its propensity to breakdowns was legendary, especially the exhaust system which would fall off at the most inconvenient moments.

Eventually the Cortina moved on, and was replaced by a Mini Cooper, an early 997cc one. That had a short stay due to insurance issues…

Then came a Ford Escort estate 1100cc and unable to pull the skin off a rice pudding… but reliable. For the life of me I can't recall why I bought it!

The Escort was sold and the first of our (married by this time) Triumph Spitfires made its appearance in Mk2 guise. Our first convertible! Again, that was hammered around Aberdeen and the surrounding countryside. A second (damaged) Spitfire was acquired, repaired and then sold.

The next Spitfire was a Mk4. This was a very nice car and was treated with a bit more TLC than previous cars. At some point a set of twin 40 Webers found their way onto the engine and some wide wheels and tyres. The Spitfire eventually moved on and was replaced by an MGB GT. Again, a nice car and one of Christine's favorites, but I still hankered after another convertible, so it was replaced by a Triumph TR6.

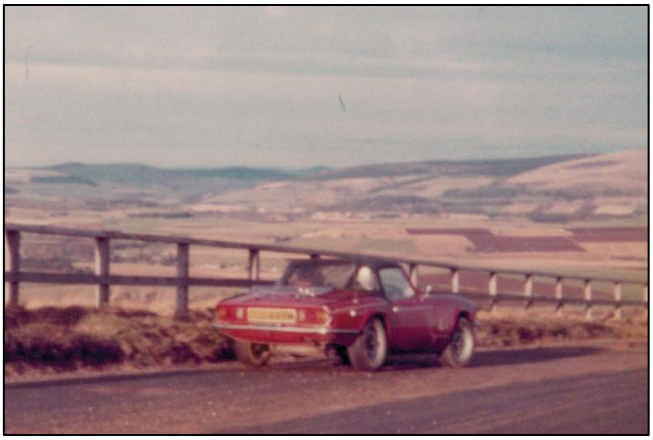
This was a quick car for the day, and once again it was chased around the countryside.

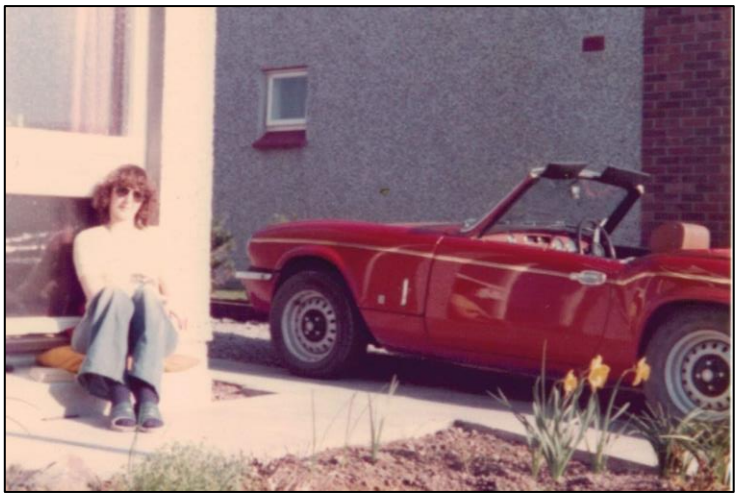
Around this time, we were thinking we might throw caution to the wind and emigrate to NZ but finally settled on Aus instead.

I decided to take the TR, so it was rebuilt mechanically, and some spares acquired to go with it. The TR arrived in Perth in a shocking condition; the body had sweated (condensation) in the shipping container causing extensive rust. I cleaned it up best I could, ran it for a short while and it was then sold.

So that's a short potted history of my cars pre Oz. During this time, I had a procession of company cars, most of them lasting around 6 months or so, and all BL products as I worked for Coventry Climax, a BL company. Allegro, Marina and Princess variants all came and went with little fanfare.

In Oz we have had a run of company cars and personal wheels - one of which was a 1,275 Cooper S.





Clockwise from top left – Ford Escort Estate 1100cc, MK4 Spitfire, Christine and MK4 Spitfire, Mike and Triumph TR6, Mini 1275 Cooper S, MK4 Spitfire outside home, MK2 Triumph Spitfire outside home under construction.

Richard Palmer: Vauxhall Hansom Cab

Peter Moore: Snippets from a Pre-Covid wander around France.

When you venture into another country with just a tiny fluency in the local language and no knowledge of the layout except general perceptions from a couple of maps, there are a few challenges ahead,

In March 2019, I entered France from Geneva with a first stop in Lyon. Food and wine were the primary purpose for travel and having just cracked 70 ans, my eyes were wide open and new rubber in the neck joints, ready to see as much as I could comprehend. I had already booked my first cooking class from Oz and I would rely on train bus and careful stumbling to get me around having

correctly concluded that if travelling alone, driving on the right would get me into real trouble at the first intersection or roundabout I came too.

As I moved around, enjoying the world around me, wondering about the military patrols passing by (goggle Operation Sentinelle, it is still happening) and savouring both everyday tucker and some very special morsels together with a little Beaujolais (this wine producing region is just a little north of Lyon) I had to accept that constant movement tires the bod a little faster these days so I would stumble into the occasional newsagent looking for something to read. All the usual English classic car mags were available but in French so no fun, Then I found the first of my specialist Citroen 2CV mags focused on the usual glorification of a particular old car and how many times they can be photographed in different colours in various parts of the World but also with significant tech advice and repair sections with detailed advice and instructions. I took this one back to my room, pulled out my pocket dictionary and entered the realm of what I realised later would become Pete's Citroen 19 disease. This experience also directed my focus for the trip to wider realms than just food and plonk which I had come for. The plonk did however help lubricate my private research on matter Citroen until sleep prevailed.

I had my circuit which I had generally sketched out of Lyon – Toulouse – Bordeaux – Belle Isle – Brittany – Reims – Mulhouse – somewhere in Burgundy then depart for Geneva and home after about 7 weeks. I had no pre-arranged tours lined up just make it up as you go and let the IPad be my planning guide.

Without getting any deeper into the travel guide, the magazine did rekindle my interest in seeing how things work – a fairly simple line but becoming enthralling when your guide shows you the technical aspects of a town, a winery, how a region developed before and during the Industrial Revolution and into the 20th century.

Goodies along the way included a tour of the Airbus factory in Toulouse (the A380 production was just being finished off) and arriving in Bordeaux to quite a few wine tours, a better appreciation of the consumption of dark chocolate with certain red wines (sorry, no cars yet), submarine pens and more wine tasting and finally closer association with the gendarmes after my mobile with about 3 weeks of photos on board was stolen.

Wandering around the old city area of Bordeaux I found the fabled" Falling Car of Bordeaux". I have described this to some Dipsticks but worth Googling for location, presentation and the actual question of Why.

Belle Isle followed (bit of art history for Pete – google the Australian artist John Russell) then into deepest darkest Brittany for a weeklong live-in cooking course which left me with a couple of weeks to head East across country to Reims and then southeast and south back to Lyon and home. Ahh, the wine, the bubbles, excellent food including rarish beef, bunny rabbit and more. What a grand experience. I can tell you now, I actually stood at one point about 3 metres away from Romanee-Conti vines in Burgundy – the most expensive and some would say the epitome of a priceless wine it is so expensive.

But prior to Reims I had tried to find whether it would be possible to check out the Renault Alpine factory in Dieppe and the Peugeot factory and Museum in Sochaux. Damn and blast, Dieppe did not want to know me (Non, monsieur!) and the fiddling around to get into Sochaux with time running a bit short would be too much of a hassle so I would have to concentrate on Mulhouse (Mooloose to the locals)

In Reims, I found a private collection called the Museum Automobile Reims-Champagne housed in an old warehouse area complete with the odd pigeon and a few sparrows. It was not the tourist trap of many such places but offered a very accessible display of many cars and motorcycles, many owned by private citizens and on loan to the museum. The exceedingly small shop area for this site also provided a small model Peugeot 404 intended to excite one of our members. Oops, sorry about that!

Sitting on a train googling the town/city and on my iPad, I focused on the Cite de l'Automobile which has absorbed the Schlumpf Collection. I already knew the Schlumpf cars to be one of the finest Bugatti collections in the World. This proved to be the case but the most interesting part for me was not the acres of bright shiny cars you could not get too close to but the Discovery Area which displayed the make-up of the engines, chassis and timber framework for the bodies. An astounding display.

However, Mulhouse also is the home for another museum run by the same parent organisation as the Cite de l'Automobile, this being the Cite du Train, something I did not know of, and thought might be worth seeing. Wow, what a place. In many respects it was much better than the car museum by the manner of the display, the information available and the fact you could walk through many of the exhibits and literally, nose on window, see into such things as the Presidential carriages (3 of, I think) including their private bedrooms, dining areas and dedicated kitchens. One of the railcars designed by Bugatti and fitted with I believe 4 x transversely mounted motors of the type fitted to the Bugatti Royale. Another display was a steam engine apparently blown off its tracks by Maquis explosives as a demonstration of what the Resistance got up to in WW2. And finally, before you get into the model area and the toy trains, you pass through a small theatrette showing a loop of film footage on 4 large screens of the highspeed testing of a TGV train. When the camera on the digital speed gauge ticks over 574kph and the Supervisor behind the driver taps the driver on the shoulder to indicate enough is enough, you realise that the 310kph speed indicator you have already seen on a couple of these trains in your travels so far is well below the maximum possible for these beasts, you feel a great deal of comfort in the design and what you have just experienced.

This museum is not to be missed but give yourself a few hours to do it justice. If you are a train aficionado, allow a full day!

I was travelling basically in the northern hemisphere Spring. It was often raining or drizzling, and temperatures did not get any higher than maybe 15-17 degrees. I fluked Belle Isle where it was blustery but clear weather on an island off the coast in the Bay of Biscay and perfect weather for the venture. Yes, bloody tourists around but not too many. France was expecting 100 million tourists in 2020 but Covid happened. You visit with the masses or try to avoid them as I sought to do.

That is probably enough for now. I do recommend checking out the websites for the activities mentioned above if you are contemplating France in a couple of years from now.
Au revoir,
Pierre

Bindy: Breakfast Run to Mundaring Weir

It was a chilly morning in November when seven of us in six club cars tried out a morning run out to the Mundaring Weir and then back to the Hive for breakfast.

Photos from top, Peter's modern, Bindy and Mark's Citroen Traction, Dave Pole's SAAB, Marie and John's Wyvern, and Marc Hurley's TR6; looking out over the weir; admiring the huge valves, supplied by John Valves, Richard's company😊

Marie and John: It seemed like a good idea – and it was!

The scene, a gas station, anywhere U.S.A. *"What is that car?"* It's a Vauxhall. *"A Volkswagen?"* No, Vauxhall, V-A-U-X-H-A-L-L. *"Oh, a Vaarkshawl. Never seen one before".* Conversations similar to this happened each time we refuelled, something that happened quite a few times while we were making our 84-day, 14,840-kilometre journey from Tacoma, Washington across the U.S. and into the Canadian Atlantic Provinces.

Although shipping delays had played havoc with our 'tourist' itinerary we did manage to visit the North Rim of the Grand Canyon, ride on the Cumbres and Toltec Railroad and almost visit Pike's Peak (the bucket list drive to the top was thwarted by road closure in the upper section of the Peak) before hot wheeling it to Lincoln, Nebraska to join the ARP/Street Rodder Speedway Motors Tour to Louisville and the 50th NSRA Nationals.

The Street Rodder Road Tours are well organised but pretty hectic. On our first day, after registration and the driver's meeting, we drove to Omaha, Nebraska to visit Gas Pump Heaven, then on to Andy Leech's shop, CAL Creations where we saw (but weren't allowed to photograph) a potential Ridler Award winner under construction. After a quick lunch break it was back to Lincoln and the Speedway Motors Museum for another drivers' meeting and hand out of goodie bags before another short drive to Culvers Restaurant for the Friday night cruise in. By the time we returned to the hotel Wyvonne, our trusty Vauxhall, had covered 256 kms.

The next day was equally full on when the 'road-tourians' were VIP guests at Speedway Motors Cars and Coffee held in the parking lot of the Museum. (If you happen to find yourself in Lincoln, Nebraska which, we might say, is probably not high on the places to visit list, a day at the Museum is a must do) This was followed by a visit to a private collection of exotics and muscle cars belonging to the Kuck family, housed in a huge garage that dwarfed the mansion to which it was attached. Rounding out the day was an open house at No Coast Customs where we joined the local rodders for food and drinks.

Another three days of shop tours, food fests and driving saw us arriving in Louisville, Kentucky. We had been keeping up a pretty good pace (read 110 kph) on the I-64 into the city but on the approach to the Sherman Minton bridge the right front tyre blew. With nowhere to pull off to the side we crawled across the 625-metre-long bridge at 20 kms trying to save the wheel rim, much to the annoyance of the truckies following us in the 'slow' lane (those familiar with U.S. interstates will know that there's no such thing as a slow lane). What seemed like ages later we saw the hard shoulder at the far end of the bridge and pulled over to change the wheel. Twenty harrowing, adrenalin pumping minutes later we were on our way again heading for the pre-Nationals' party at Mike Linnig's Restaurant.

Fellow road-tourians, Mary Louise and Dean Darnell, who are NSRA safety inspectors, had a look at the damaged tyre and determined the blowout was caused by dry rot and recommended replacement of all 4 tyres which we promptly did before registering for the Nationals.

What can we say about the Nationals other than it's a hot rodders' wet-dream. 12,762 cars made it through the gates of the Kentucky Exposition Center including one green Vauxhall. After trying to find the Street Rodder Tour tent without success we picked a parking spot and set out on foot around the fairgrounds. A bit of mental arithmetic told us that we were not going to see all the entries, even over three days we would have needed to look at one car every ten seconds!!

Looking around the vendor displays in the exhibition hall we bumped into Perth rod builder Steve Houlahan who told us that there were three Victorian cars in the show, and they would be vying with Western Australia for the International Long-Distance Award. We made some enquiries with the NSRA officials and found out that the distance travelled is calculated 'as the crow flies' from home to the show. But which way was the crow flying? If it was East/West, then one of the Victorians would be victorious but West/East gave us a pretty good chance of being in the winner's circle. We waited anxiously for the announcement which didn't come until about 10.00 pm on Saturday night when the hotel desk clerk relayed a telephone message to say that we were winners. Needless to say, there was a lot of grinning going on in our hotel room that night!

The Sunday afternoon awards ceremony was something else. We were directed into a huge indoor arena and parked next to the U.S. Long-Distance winner. There were probably 30-40 award winners in the arena and 12,000+ spectators most of whom were probably there for the chance to win one of the two NSRA giveaway cars, a 32-roadster built by Johnson's Hot Rod Shop (a '71 Chevy Nova built by Reisinger Custom had found a new, lucky owner the previous day). The last two awards to be presented were the long-distance ones, first the U.S. and then International. We were gobsmacked when our names and the estimated mileage were announced as the applause given to other award recipients turned into a roar of appreciation. In the euphoria of the moment, we didn't hear/register the distance travelled but later discovered it was 11,146 miles.

We didn't think we would top that achievement but we were going to try……..

Beginning of Wyvonne's adventure – Mt Rainier, Washington State.

Our accommodation at Jacob Lake, Kaibab Forest Arizona

Forget the house, how big is the garage? This one houses the Kuck Collection

Wyvonne with three other WA (Washington State) cars at Pete's 'n' Jake's, Michigan

An exotic lineup of Mercs Rollers and Bentleys at Hunter Engineering, Bridgeton, Michigan

Wyvonne with the other US long distance winner, also from WA (Washington State)

Winners are Grinners😊

Richard Stockwell: Valiant Wayfarer

Original VF Valiant Wayfarer Ute 1969. Bought on Ebay ($5K) driven from Bright (Vic) to Capel on 'borrowed' plates with my Dad. Wouldn't idle very well so had to tackle most towns at speed. Took 6 days, no fines!

Full original restoration followed and installed hi-performance Slant 6 (160hp). Looking forward to bringing it along to club event.

Richard Stockwell.

Barrie Byers: Dolly

A 1986 Citroen 2 CV Dolly
602cc 2-cylinder air cooled motor
Built in France, England, Belgium and South America from 1949 until 1990.

This car was built in Slough in the UK and shipped to WA by an expat who intended to restore it but then needed money to finish building his house so was purchased by me 3 years ago. Returned to its former glory over the last year with some difficulty at times as the body metal is just .7mm thick which makes it hard to work with.

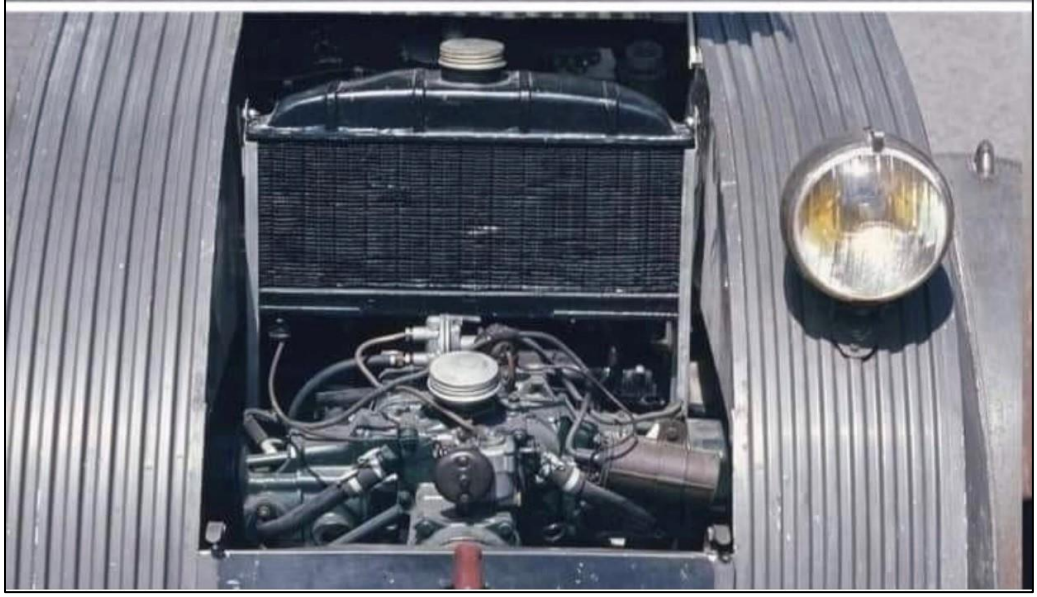
All parts including a new body are available from Europe at reasonable cost, eg, £150.00 for a complete new seat cover kit. Painted in cream and burgundy colors, in 2CV circles, it's referred to as, 'Plums and Custard'. Nice to see people smiling when they see it on the road. Life's too short to drive boring cars.

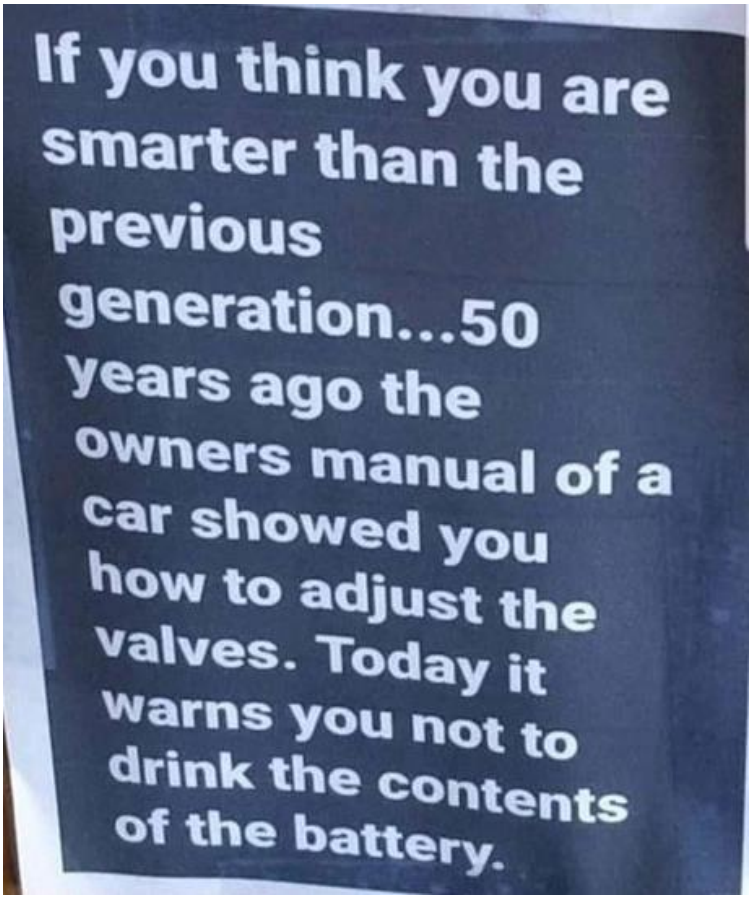
The original 2cvs were built after WW2 to help the peasant farmers move from a horse and cart to something more practical, room to carry a pig to market and tall enough to wear a hat going to church. Within a month of it being presented at the Paris Motor Show in 1949 the waiting list for the car was 3 years and soon blew out to 5 years, it was just what the French people wanted.

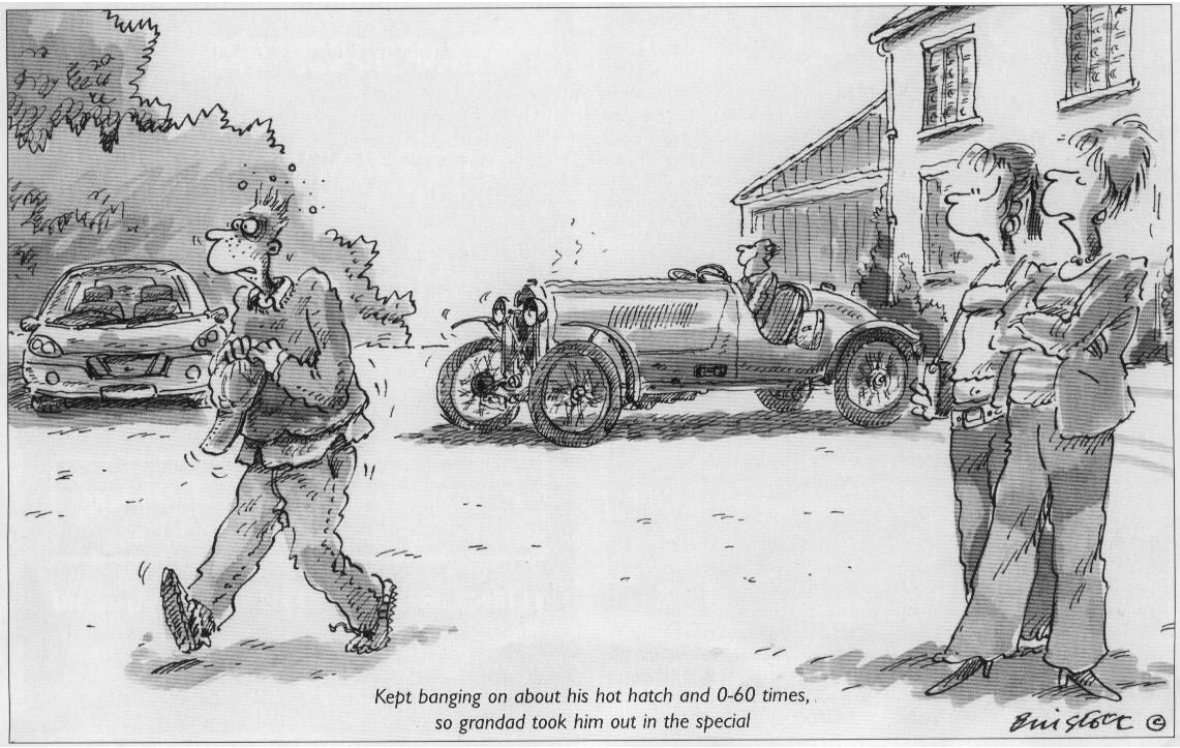
Very basic transportation, built to a price not a quality but runs well, keeps up with traffic and is quite economical. Unusual suspension system, used only on these cars, very comfortable and in the words of its designer,

“The car must transport four passengers, consume three litres of petrol every one-hundred kilometres, be able to carry fifty kilograms of potatoes or a demijohn of wine, have a maximum speed of sixty kilometres per hour, can be driven by women and on the back seat carry a basket of eggs without breaking them”.

Prototype de la 2 CV, 1939




If you think you are smarter than the previous generation...50 years ago the owners manual of a car showed you how to adjust the valves. Today it warns you not to drink the contents of the battery.


Kept banging on about his hot hatch and 0-60 times,
so grandad took him out in the special

Malcolm McNabb: Hey Bindy, I thought maybe it's time we had a Quiz…

And if anyone knows the answer then maybe they write it down on a piece of paper and enclose it along with their Secret Santa gift. (Should save some chest beating!)

Prelude to Question:
In order to keep production costs as low as possible, Manufactures/Suppliers who produce low-volume (speciality) vehicles, and owner-builder kit cars will often utilise parts or assemblies (such as lighting assemblies, door handles, and wiper arms) that are mass produced for supply to the broader motor vehicle industry (i.e. makers of high production "run-of-the-mill" vehicles).

One of the most satisfying achievements of an avid Classic Car buff is to not only recognise such parts, but to confidently identify the origin of the part.

Question:
In the carpark at the recent "Idle Torque" event at Boya Library was a Marcos GT Coupe that some of us Dipsticks gave more than a cursory glance.

The taillight assembly looked 'kinda' familiar, but we just couldn't put a finger on the production make or model of vehicle it was from.

And it was not before the Owner of the Marcos appeared on the scene that we found out. (And I owe him a Pint!).

Do you know the answer…?

"Hmm, Dave" says Richard, "it says "Made in England" on the lens…"

“Well thanks Richard, that narrows it down a lot… I don’t think!”

“Hee, hee” chuckles Marcos, “they’ll never guess”

“Hey you two, I’m the Owner… stop arguing, come over here, and I’ll tell you”

“Oh, I could have told you that that… and BTW I’m not sitting here sulking…”

“…it’s just that I can’t get out!”

Tradespeople Listing

Name	Email	Phone number	Address	Function
Tavis - Vintage Classic and Custom	www.vintageclassicandcustom.com.au	0408 955 717	Shop 6 / 110 Briggs Street, Welshpool WA 6106	MG Specialist
Galloway Engines	www.gallowayengines.com.au	(08) 9531 1366	25 Baker St, Pinjarra WA 6208	Engine Reconditioning
Motteram Motors	www.motterammotors.com.au/	(08) 9250 3395	3 Elmsfield Road, Midvale WA 6065	Engine Reconditioning
D'Uva French Polishers	www.duvafrenchpolishers.com/	(08) 9274 4056	21 Elliott St, Midvale WA 6056	French Polisher
Peter - Holley Parts	www.holleycarbs.com.au	0455 602 618	49 Swan Street, Guildford	Carburettor restoration/parts
Kathy Arts - Badgemate	info@badgemate.com.au	(08) 9255 1577 Office, 0400 165 423 Mobile	4 May Street, Bellevue WA 6056	Badges
Alex		0411 550 250		Mobile Auto Electrician
Mike Holmes - Car Services and Electrics	Mva81555@bigpond.net.au	(08) 9274-6606	11 Bushby St, Bellevue WA 6056	Auto mechanic
Bruce Sharman	bruce@bygonerestorationsandspares.com	0408 889 279	PO BOX 1505 Toodyay, 6566	Car restorer, wiring looms
Tom Sharman	vintagetommy@icloud.com	0430 046 729		Car/bike restorer
Franc Fonte, FMJ Motors		(08) 9458 3433	U 8/35-39 Tate St, Bentley WA 6102	Jag Specialist
Paul at PowerBulbs	sales@powerbulbs.com			Headlight bulbs
Rob Sharman		(08) 9295 3360	Mundaring Smash Repairs	Rust repairs
Jeff Melville	jeff@crowncustoms.com.au	0406 080 677	Crown Customs	Upholstery