

*Darlington Dipsticks*

*of Western Australia Inc.*

*Reg. No. A1020879F*

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July to September 2020

# *The Dipsticks' Rag*



Ready for the journey back to Perth from Bremer Bay

# Magazine of the Darlington Dipsticks of Western Australia Inc.

(Registration No: A1020879F)

Fourth Edition, July, August, September 2020

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The Darlington Dipsticks meet on the first Sunday of each month

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### **Editor’s Comment:**

It seems people are enjoying our magazine, so I have updated it and made it more similar to other Club magazines – with our executive and officers listed for your convenience.

Now we are meeting regularly and can exchange anecdotes personally, I think the magazine could become a quarterly item – otherwise contributing might become more chore than fun.

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

## Contributions:

### Bindy Datson: Bremer Bay Barnfinds July 2020

Max Wellstead is the descendent of the original Wellstead who settled at Bremer Bay (South West Western Australia) in the 1840s and the family was a major landowner and sheep farmer in the area. The farm was never particularly prosperous and over time parcels of land were sold off, including land at Point Henry Peninsula where Mark and I were lucky enough to be able to purchase two blocks of land of about 8 acres each and built a holiday house in 2002.

Max has turned his homestead and outbuildings into a museum which includes a collection of old cars (both running and not) and lots of household, musical, medical, and farm memorabilia – you could spend days there fossicking.

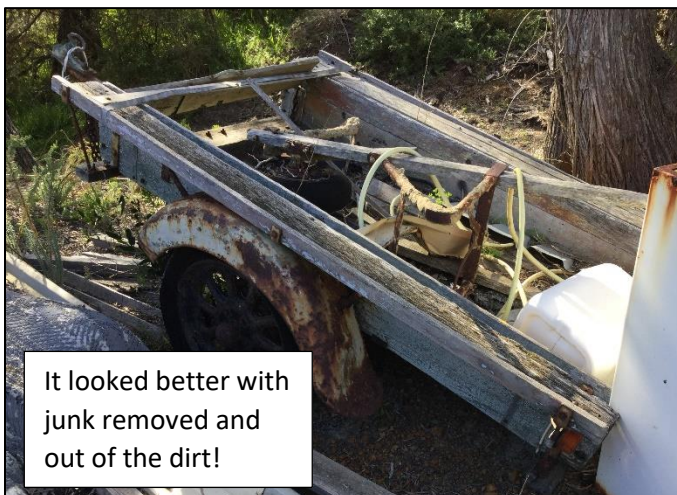
On an earlier visit to Bremer Bay we had asked Max if he knew of any pre-1940 old car that the Club could buy as a Perkolilli racer (Lake Perkolilli near Kalgoorlie being the venue for the Red Dust Revival, ‘races’ held for vintage car enthusiasts with cars built pre-1940). Max suggested a 1937 Vauxhall 14/6 that he had, and we went to his outbuilding barn to have a look. One look at the Vauxhall and it was apparent that it



was too good for the Perkolilli races but in the next bay was an old 1927 Dodge buckboard that rang all the bells as a potential Perkolilli car!

Photos were sent off to interested parties and Mark and I decided to buy the Vauxhall as we have no old car currently, both Jaguar and Citroen being in workshops. There was a thick layer of dust on the Vauxhall and it hadn't run for at least a year but was still licensed and was not expensive.

Back in Perth a meeting was held by members of the Dipsticks who were interested in being involved with a Perkolilli car and it was decided that a few members would come down to Bremer to take a look at the Dodge and make the decision whether to buy it.



So, on the 15<sup>th</sup> July, Peter and daughter Jess, Dave, Barrie, Richard and Ion arrived at Bremer Bay to stay a couple of nights and see the Dodge and some of the surrounds. Next day after some sightseeing we headed to Max's museum café and after a coffee and cake we had a look through the museum with Max giving us a bit of a guided tour. We then went to see the Dodge to make a decision.

After a look around the yard, an old wooden trailer of about the same vintage as the Dodge was spied so eventually a decision was made to purchase Dodge and trailer from Max.

Mark had already managed to get the Vauxhall running after draining the old stinky fuel out and blowing the lines through, so it was back in our Bremer yard, washed and ready to be loaded onto a trailer.



After taking the huge Land Rover rear wheels off the Dodge (which were too wide to fit on the trailer) and replacing with smaller wheels, it was loaded onto the car trailer ready for the trip back to Perth.

Next morning, 17<sup>th</sup> July, both trailers with Dodge and Vauxhall loaded and tied down left early for Perth with Richard and I bringing up the rear with the old trailer on board Richard's ute. After an uneventful trip (though slow in the case of the heavy Dodge, as our Pajero could only do 90kms max before feeling movement in the trailer) everyone arrived back in Perth tired but satisfied.



Perkolilli, here we come!



Top photo – Peter, Richard, Eva, Dave, Ion, Bindy, Barrie (Mark taking photo)

Other photos – curry night chez Coleman/Datson, Bremer Bay



All loaded up and ready to go!



### Barrie's Joke:

Rory and Patrick were having a beer in the pub and Rory said, "we haven't seen Dougal for a day or two."

Patrick said, "I'll go and check on him."

The next day Patrick drove in the rain out to Dougal's farm where he found him standing alone in the middle of a paddock. "What are you doing there Dougal?" said Patrick.

"I'm waiting for my Nobel Prize", he replied.

"What on earth are you getting a Nobel Prize for?" said the astonished Patrick, "Well," said Dougal, "for being outstanding in my field."



## Barrie Byers: Dolly Update

Today I received an invitation from the French and Fantastic Club to a run and lunch in August! Oh well, maybe I'll take her on a trailer.....



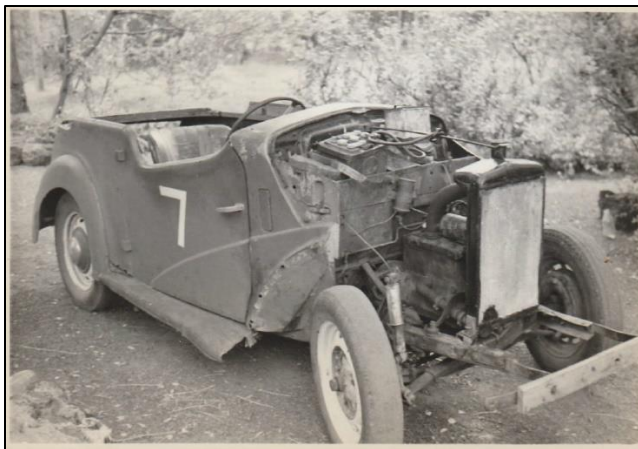
I'm ordering parts from the UK, it's great when you get 15% discount by not having to pay VAT!



## Richard Palmer: 1948 Ford Anglia

In my first article I made mention of the 1948 Ford Anglia that my brother and I thrashed around the bush.

Here are a couple of photos. Note the petrol tank is a gallon can perched next to the battery with fuel gravity fed to the carburetor!





## Dave Pole: My first Car

My first car was a 2 door Mk1 Ford Cortina. I bought it from a little car yard in Osborne Park for \$100. It wasn't running so they lent me trade plates, told me to tell any police I was a cleaner, and we towed it home to Mt Lawley. In hindsight I'd like to thank my parents for all the stray cars I brought home over the years with little complaints.

I'd done a mechanical pre-apprenticeship through TAFE and had a fair bit of knowledge and a lot of blind faith. Soon the motor was out and stripped down. The pistons felt fairly good in their bores so after honing, new rings, bearings and lapped valves I reassembled the motor. Unfortunately, the motor was locked solid and wouldn't turn over. After pulling it back out and stripping it down I found I had been supplied 10 thou undersize big end bearings by mistake. It was still reluctant to start when back in the car, so we entertained the neighborhood towing it up and down First Ave in gear. Finally, it fired up and soon ran quite well.

Shortly afterwards, I fitted a weber 2 barrel, extractors and a hotdog exhaust. When looking for a slightly less noisy replacement gearbox I was lucky enough to find a remote shift GT box with straight cut gears that transformed the driving experience!

Although I repaired all the rust, I never finished the paint job, so it was always spotty with primer though mainly sage green, a colour I am still fond of. Once, while 'driving spiritedly' against a friend in his Mum's Gemini, (it was faster), he remarked that he loved the way my front end would rise up under heavy acceleration! More to do with worn struts than power but I still took it as a compliment.

I've always preferred the look and feel of the older cars and feel they have heaps more character than anything modern though I've become used to power steering, air con and cruise control. There will always be space in my yard for an old banger...or two...

Dave Pole.



## Peter Moore: Citroen 5cv

When I introduced you to a wonderful assemblage of Stuff called a Citroen 5CV at the 2019 DAF I had started down a path little appreciating what a result could be. In practical terms little has occurred physically since, but I have learned much of these beasts from a starting point of a little more than less than zero. The Internet is a wondrous place but can be a little flawed as it can limit itself to your own country unless you know where to look beyond.

Initially I found a site in Switzerland with multiple languages on tap so translation was not too much of a problem. No manuals as such are available for these cars today unless you are extremely fortunate to find a first edition that has not been burned, pulped or just composted. However, this website has parts list, sometimes assembly diagrams and parts serial numbers depending on various production updates. A compendium of repair instructions is gradually being built up. It also has an international register – no names but vehicle details and locations (maybe 10 in Australia plus 2 more I know of in WA and one in Canberra that are not listed). On introducing myself to the site operator, Herr Willy, I received some useful guidance plus contact details for 8 sites in Europe for supply of parts. A few of these were duds but 2-3 stand out as being extremely helpful with one in particular being both a manufacturer of replacement pattern

parts as well as a supplier of second-hand parts and NOS. These 3 outlets are my main points of reference now. I have also been able to source a replacement magneto (Germany) which needs a few mods but good, clean and mostly in serviceable condition and a full gasket set for the motor (Netherlands) using PreWarCar.com. If the car was originally of Brit or USA origin, the challenge would not be so great. International freight has been a challenge in these Covid times with one delivery sitting in Holland for 4 weeks and then in my mailbox 5 days after leaving Europe. Another took 4 days to reach Perth and 10 days to be released from Perth Airport customs.

YouTube also some great footage of these cars and one guy in California has a very detailed summary of his recreation of a very sporty looking streamlined roadster based on a 5CV and photos he had of such a car taken in the late 1920's – just the photos, he had to guess at the actual dimensions to replicate what was in the photo. Engrossing reading. Sorry, I think I might be an anorak in disguise.

In the next few weeks, I will set up to open up at least one of the motors (the one that rotates by hand!) I have for this beast and determine internal condition and what I might need to get the little guy functioning, then the drive train to follow with clutch, gearbox, prop shaft and differential. I have already acquired some second-hand parts for various of these and the challenge will be to determine what goes, what can be made to go and where the hurdles are. Time is not the issue unless I am also challenged by a Landrover wanting attention, an old house in constant need of attention and myself who can easily be led astray (you have not met Rodger yet?)

Yes, Eloise, this Petite Lemon is an enticing toy that may one day potter down the street, around the block and back home again (might be late at night so no one except the carousers at Petrellas notice) Les Flics in Darlo, mais non, Sacre Bleu.

Pierre-le-fou

PS – now go and look up the origin of the exclamation “sacre bleu”. You just thought this was something that Pepe Le Pew came up with or something out of that great old movie “Irma La Douce”. Maigret would have none of it!



## Peter Moore: Headlight Globes

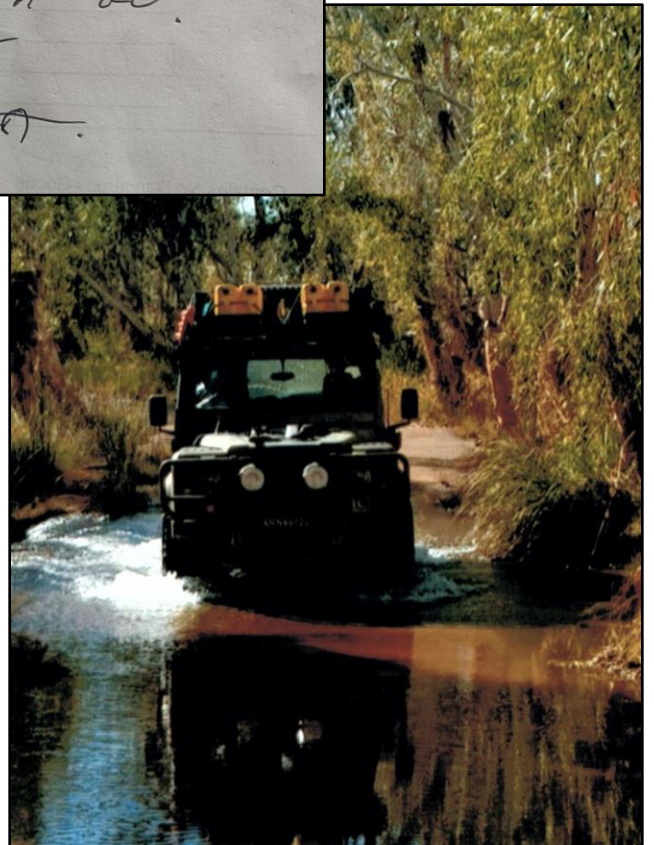
Below is a regular email I get regarding sale of headlight globes. When selecting Phillips or Osram, probably best grade commercially available, their pricing is up to 50% off say Supercheap, with free delivery to Australia ex Britain within about 5-7 working days pre Covid. So, for someone who plans to keep a little stock as back up, a great way to save a few shekels. You will find a pop-up when you enter the site that spots you coming from Oz and suggests selecting this .au site where prices are quoted in current Oz\$.

Pierre

**From:** Paul at PowerBulbs <[sales@powerbulbs.com](mailto:sales@powerbulbs.com)>

## Mark Alderson: Postcard from the Kimberley

POST CARD FROM THE KIMBERLEY  
SEVEN & HALF THOUSAND KM. IN AWAY  
BY ARMY LANDROVER 110  
IF YOU LOVE DRIVING THAN AUSTRALIAN  
HIGHWAYS & OUTBACK ROADS ARE FOR YOU.  
Sandra & I LOVE THE SENSE OF FREEDOM  
FROM DOMESTICITY & HABITUAL LIFESTYLE.  
AND WHAT ROADS THEY ARE SOME EASY  
BUT LOW & VERY LOW / OTHERS MORE TRICKY,  
THE GLORIOUS COUNTRYSIDE FANTASTIC MOUNTAINS  
RANGES, GORGES & OPEN PLAINS ANCIENT  
AND MAGNIFICENT. HOW LUCKY ARE WE TO  
LIVE IN SUCH A COUNTRY. UNSPOILT BEACHES,  
LAGOONS MANGROVES & CRYSTAL CLEAR WATER.  
AND THE WEATHER WARM & WELCOMING. I  
WISH YOU ALL TO GIVE IT A GO.  
WISH YOU WERE HERE  
MARK & SANDRA



## Dodgy Business:

On a warm winter Wednesday in July several Dipsticks met at the Dodge to do some work on the motor – it was only meant to be a couple of hours but...

Some Dodgers worked on cleaning ages old dust and oil from the interior, others CRC'd rusted-on nuts and bolts, while other hardy souls ventured underneath the Dodge-on-trailer to first drain the oil, then remove the sump to look at the Big Ends 😊 First impressions were not good with water coming out of the sump, but this was not as bad as it might have been and oil eventually came out into the collection pan.

After much persuasion the sump was removed, and the engine could be examined. It became apparent that at least one big end bearing was quite worn which would have created quite a knock when the engine last ran. Good news was that the motor was the (stronger) five-bearing unit which was only produced for a limited time before changing to a six-cylinder motor.

It was then decided that the head should be removed, which turned out to be a mammoth job as the head had probably not been removed for 50 years at least. As the head metal was relatively thin (unlike the solid modern heads) it was impossible to remove without doing some damage. Once off it was easy to remove the piston with the damaged bearing and see that the bearings are shell-type bearings and should be replaceable. The pistons, rings and bores looked OK so news was mixed – some good, some not so good. A bit of a clean-up and everyone retired after a job well done!

Thanks to Chief Mechanic Mike, helpers Richard, Dave, Mark and Ben, Raima for interior work and Malcolm for cake and burgers 😊





## Uralla Times NSW, Thursday 13<sup>th</sup> January 1927

DODGE BROTHERS CARS NOW HAVE 5 BEARING CRANKSHAFT and Other improvements.

A recent survey of cars discloses the fact that Dodge Brothers Car has been improved in many vital respects. These improvements include a five-bearing crankshaft, 1 air cleaner, two-unit six-volt electrical equipment and new steering assemblies. In addition, all models have new type choke control and ignition switch, and the closed models are fitted with an improved door lock. In line with this manufacturer's policy of 'constant improvement but no yearly models' these improvements have been incorporated in production without change in model.

Increased smoothness and reduced rate of wear are secured with the new five-bearing crankshaft which is machined all over and has approximately one-third more main bearing area than the former three-bearing design. The new shaft is approximately ten pounds heavier and the section of the cheeks is larger, giving greater stiffness. Connecting rods are interchangeable with those used on the three-bearing engine.

The air cleaner is a United and is mounted on the forward end of a cast jacket secured to the side of the exhaust manifold. Each end of this jacket is connected by a pipe to the cross tube leading to the carburetor on the opposite side of the engine and passing between cylinders two and three. A valve is located just below the cleaner so that the entering air may be passed through the jacket or sent direct to the carburetor as operating conditions demand.

**OBTAINS QUIETER OPERATION:** North East two unit six volt electrical equipment has replaced the single unit 12 volt system formerly employed. This change is said to have been made primarily to secure quieter operation at the higher average engine operating speeds encountered at the present time. The generator has third brush control and is strap-mounted in a saddle cast on the side of the crankcase in substantially the same position formerly occupied by the distributor coil assembly.

The generator is driven at crankshaft speed through two flexible couplings from the rear end of the pump-shaft. Drive for the distributor, which is mounted on the right at the front of the engine, is through helical gears from the pump-shaft while the coil is now mounted on top of the cylinder head at its forward end. The starting motor is mounted on the flywheel housing at the left of the engine.

Improvements in the steering assembly include the adoption of a worm and sector type of gear with 10 to 1 reduction in place of the former worm and wheel design with 8 (?) to 1 ratio. The steering shaft is now a seamless steel tube of slightly larger diameter than the solid shaft formerly employed, giving increased strength and rigidity. Use of the tubular shaft permits removal of the spark and throttle rods from their former position thus improving appearance and eliminating noise. Spark and throttle levers are now of the conventional short lever type mounted above the wheel and are made of aluminium.

**IGNITION SWITCH HAS WHITE FACE:** The new ignition switch has a white face with the various positions lettered in black. No lock is provided on this switch as transmission locks have been regular equipment for some time past. In the choke control formerly used, spring pressure acting against grooves or notches in the plunger was employed while in the new design friction is depended upon to hold the plunger in the desired position, thus eliminating noise from this source. Outside of the use of white instead of black dials on the instruments, there are no other changes in the instrument board.

We would advise our readers who may be visiting Sydney that a full range of these improved models are on view in the spacious Showrooms of Standardised Motors Limited at 252-6 Castlereagh Street, Sydney, or further particulars may be obtained from the Local Dealer here.

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## Tradespeople Listing

<b>Name</b>	<b>Email</b>	<b>Phone number</b>	<b>Address</b>	<b>Function</b>
Tavis - Vintage Classic and Custom	<a href="http://www.vintageclassicandcustom.com.au">www.vintageclassicandcustom.com.au</a>	0408 955 717	Shop 6 / 110 Briggs Street, Welshpool WA 6106	MG Specialist
Galloway Engines	<a href="http://www.gallowayengines.com.au">www.gallowayengines.com.au</a>	(08) 9531 1366	25 Baker St, Pinjarra WA 6208	Engine Reconditioning
Motteram Motors	<a href="http://www.motterammotors.com.au/">www.motterammotors.com.au/</a>	(08) 9250 3395	3 Elmsfield Road, Midvale WA 6065	Engine Reconditioning
D'Uva French Polishers	<a href="http://www.duvafrrenchpolishers.com/">www.duvafrrenchpolishers.com/</a>	(08) 9274 4056	21 Elliott St, Midvale WA 6056	French Polisher
Peter - Holley Parts	<a href="http://www.holleycarbs.com.au">www.holleycarbs.com.au</a>	0455 602 618	49 Swan Street, Guildford	Carburettor restoration/parts
Stuart Pekin		0404 231 712	4 / 6 Bookham St Morley WA 6062.	Citroen mechanic
Kathy Arts - Badgemate	<a href="mailto:info@badgemate.com.au">info@badgemate.com.au</a>	(08) 9255 1577 Office, 0400 165 423 Mobile	4 May Street, Bellevue WA 6056	Badges
Alex		0411 550 250		Mobile Auto Electrician
Mike - Car Services and Electrics	<a href="mailto:Mva81555@bigpond.net.au">Mva81555@bigpond.net.au</a>	(08) 9274-6606	11 Bushby St, Bellevue WA 6056	Auto mechanic
Bruce Sharman	<a href="mailto:bruce@bygonerestorationsandspares.com">bruce@bygonerestorationsandspares.com</a>	0408 889 279	PO BOX 1505 Toodyay, 6566	Car restorer, wiring looms
Tom Sharman	<a href="mailto:vintagetommy@icloud.com">vintagetommy@icloud.com</a>	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	<a href="mailto:sales@powerbulbs.com">sales@powerbulbs.com</a>			Headlight bulbs