Darlington Dipsticks

of Western Australia Inc.

Reg. No. A1020879F

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Western Australia
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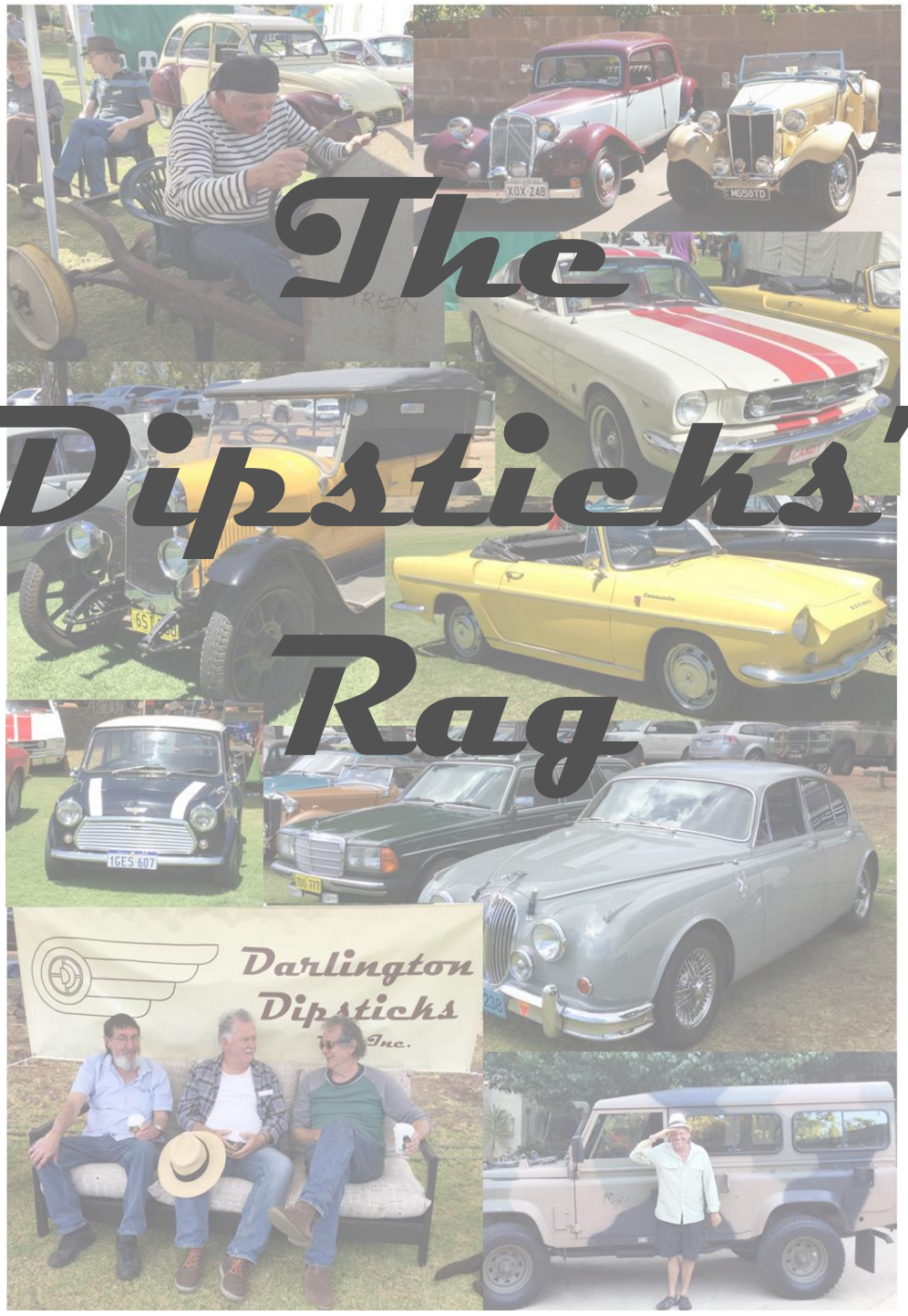
October to December 2020



The Dipsticks' Rag

Magazine of the Darlington Dipsticks of Western Australia Inc.

(Registration No: A1020879F)

Fifth Edition, October, November, December 2020

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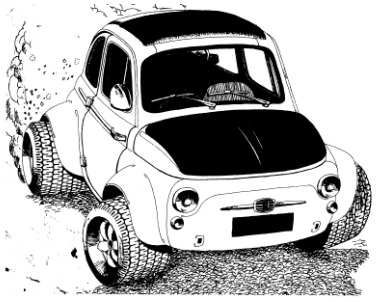
The Darlington Dipsticks meet on the first Thursday of each month



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Editor's Comment:

Our Webmaster Ben Smeeton has our website up and running: www.darlingtondipsticks.com

It is rudimentary right now 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😊

Contributions:

David Shimell: Mercedes 1988 230CE

Statistics

Introduced in 1985 and produced until 1992. It is 8.5cm shorter than the sedan, 3.4cm lower but 240kg heavier. It's 2.3 litre 4-cylinder engine delivers 100 kw of power and 190 N-m torque which apparently can propel it to 200 km/h; which I haven't tried.

Why I chose the 230CE

I had owned a 1990 W124 200TE manual estate for 14 years covering over 200,000km in the UK and here after migrating in 1998. Its condition on sale could be compared to a 5-year-old car: it still had the original clutch and an immaculate interior except for a small area of wear to the side of the driver's seat.

Following the 'wagon' I had two Jaguars – good cars but I could never quite get the driver's seats in the right position and they just weren't built as well as the 200TE.

So, in 2010 I decided it was time for a change. With the kids about to start driving I didn't need anything large but still wanted to be able to carry their friends and the occasional hockey goalie bag. I'd always liked the style of the W124 coupe and looked at one in Perth and another in Sydney but they weren't in the condition I like and didn't inspire me so I decided to have another look for a Bristol, something I'd been hankering over for 20+ years.

Bristols are hand built quirky cars, in the Rolls Royce price bracket when new, and I looked at 70s and 80s models priced between GBP 15,000 and 30,000 in London, Wales and the Midlands. I didn't find what I hoped for and, while in the Midlands, I decided to have a quick look at a 124 coupe I'd seen advertised on the web by specialist used Mercedes dealer, Tristar.

On arrival at Tristar the coupe was outside ready for inspection and I was immediately struck by how well everything fitted together on the Mercedes in comparison to the Bristols. I got in, adjusted the driving seat once (and haven't moved it since) and went for a drive.

Everything about it immediately felt just right: steering was perfectly weighted with a fantastic turning circle; suspension was not too soft but not too firm; engine was responsive and the car felt nimble; no

fumbling for controls; interior as new with original radio/cassette; exterior virtually unmarked. I even liked the smoke silver colour which looked silver in the failing light but champagne under showroom lights.

Included in the coupe's documents were registration documents, MOT certificates and service records to support its 43,000 miles 2 owner history, plus the original purchase invoice for GBP30,949 (equating to around 3 times the average salary in the UK in 1988).

The invoice lists the various manufacturer's extras ordered; metallic paint, electric sunroof, automatic gearbox, cruise control, front arm rest, air-conditioning (thankfully!), electric windows, alloy wheel hubs and Blaupunkt radio/cassette.

Back in the showroom I did a thorough inspection and was particularly enthralled with the pillar-less windows which I correctly anticipated would be perfect for spring and autumn motoring in Perth. Also, the car has a cloth interior, which I prefer: warm in winter and not sticky in summer when I like to drive with windows down and not use the air-conditioning.

So I wrote the dealer a cheque (which subsequently my bank rejected because they didn't recognize my signature 30 years after I had originally opened the account as a teenager in the UK) and drove away in my very ordinary hire car.

On arrival I had to replace some rubbers that had perished and do the usual compliance stuff and in the 10 years since I've covered approximately 130,000 km.

Fuel consumption has averaged 9.7 litres per 100 km which I think is amazing for a 32-year-old car.

I've had a fitted cover made to keep the dust off in summer and so the cat doesn't mark the bonnet when he jumps on it, although I've scared him off enough times now he seems to have found more relaxing bonnets to sit on.

I enjoy every drive I take the coupe on, even more so when all the windows are down and the sunroof open.

Alasdair Smith has been replacing various rubbers and other bits underneath that have worn over the years and I look forward to many more happy km's.

The pictures are from when I bought the car, but I don't think it looks much different now.

Bindy Datson: Bush Find

Mark and I were working in the Great Western Woodlands recently when we came across this poor old girl languishing in the scrub.

There were no distinguishing marks but there were shadow letters left where chrome had once been.

After a fair bit of head scratching, we deciphered the shadow writing as saying 'Cranbrook' and Max Wellstead put us out of our misery by declaring it a Plymouth Cranbrook, produced between 1951 and 1953 – Mystery solved!

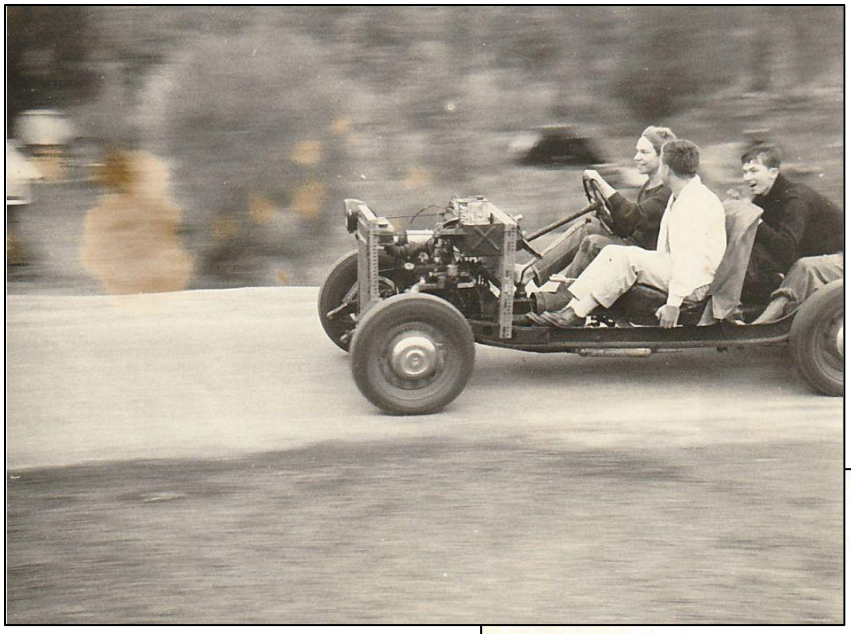
Wikipedia says: "The Plymouth Cranbrook is an automobile which was built by Plymouth from 1951 to 1953.

It replaced the Special Deluxe when Plymouth changed its naming scheme and was essentially the same as the Plymouth Concord and Cambridge, but at a higher trim level. Concord Street ran by the plant.

Engine: 3.6 L Flathead I6
Wheelbase: 1951-52: 118.5 in (3,010 mm); 1953: 114 in (2,896 mm)

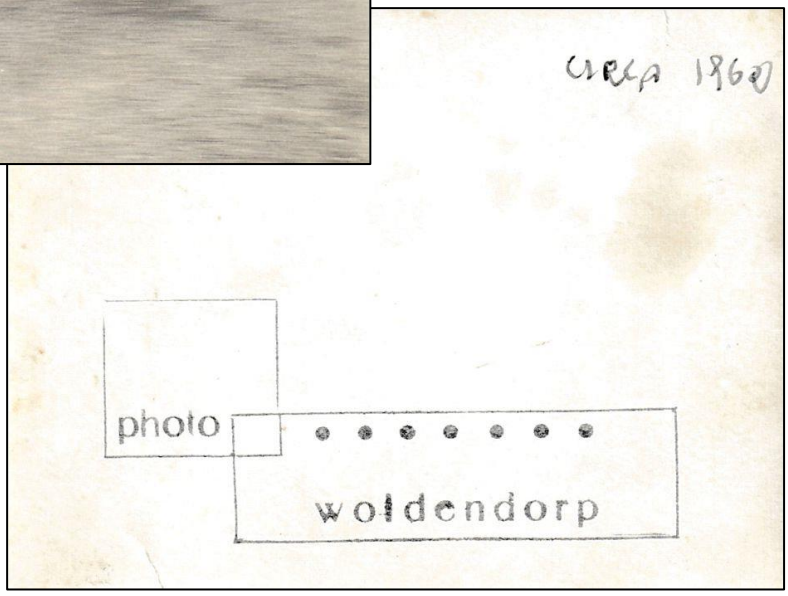
Length: 1951-52: 193.875 in (4,924 mm); 1953: 189.125 in (4,804 mm)"

Richard Palmer: Bush Bashing 1960s



This photo is of my brother driving his Morris 8, sans body, Jim Maslin in rear. He says this was around 1960.

Richard Woldendorp must have been in his early thirties when he took this - maybe he can remember? John Palmer - son of Eric & Betty- he knew them quite well.



Peter Moore: Tom and Lois Newsome's 5CV

Would you and your partner drive around Australia in this? You're kidding. Not for Tom and Lois Newsome of York. Lois pushed Tom into buying a kit of parts that made up this car in about 2000 and then set a time frame for a drive around Oz – in it! Tom said, "Oh, well yes" and got on with it. In October 2005 they left Perth heading north, Broome, Gibb River Road, Darwin, Cairns, Brisbane, Sydney then thunder struck. Between Sydney and Canberra, they were thumped in the bum by a Merc. The little car left the road, rolled many times, losing its occupants and load. Very broken rear quarters, bent guards all around, no hood, windscreen crushed and a couple of chipped corners on a pipe organ (another story).

A local club jumped in and started repairing the damage and were joined by Lois and Tom when Canberra hospital released them after 3 weeks. 3 more weeks of work and then they drove it back to Perth to complete the circuit. After months of showing off at shows, Barbagallo's showroom and others the little guy was returned to York for a little hibernation and dust gathering. I was introduced to it last week by the extremely cheerful owners who are now planning a 20th anniversary of the first run by a second circumnavigation in 2025. Brave – very brave. 4 cylinder. 856cc, 11bhp, 3 speed gearbox, foot brake to the transmission shaft and hand brake to the back wheel (no front brakes). Maybe 75-80kph with a tail wind but don't rely on the brakes in a hurry. You do get a horn, ammeter and combined light switch/ignition switch (my knee knows it intimately) and it also had the optional windscreen wiper (one blade only) and the motor cooling fan (not considered essential in Europe but nice elsewhere when the outside temp rose).

I was offered a run around York in it and when we finally got it going, I managed to stall it with my knee – hit the ignition on/off switch as I tried to enter the passenger's seat and by then it was a little too warm to easily start again. My pile of Citroen 5CV parts is somewhat worse off than theirs and might take a while long to reach the same point but theirs had a few modern innovations like the industrial dunny door latch marked Vacant / Engaged to replace the only door latch on the car.

Tom is an avowed Austin 7 man and the 5CV is a substitute for now but his enthusiasm for it is huge and he has no thoughts of it leaving his care. However, if you must get excited, he has a complete Lightburn Zeta for sale and this would have enough power to

pull the socks off a lizard, if the lizard was drunk on mulberry juice and asleep. But a major relic of Australia's motoring past anyway. (Those who don't know it have just googled one and have started giggling and yes, Joyce, the beige one in the Google search images is Tom's – it could be yours for about $7K!)

The pipe organ – Tom makes them under the name Castlewood Organs. If these get you excited, get in touch with him. They come as a precision kit of parts and will produce the very original sound of a true hand ground pipe organ or Busker's organ as he refers to them. The unit that was tumbled in the prang above was his prototype and he now uses it as his demo model, just a few scratches on a couple of corners attest to the inherent strength of the assembly (Malcolm, I can see you getting very agitated and disturbed by the raw musical qualities of these machines and wanting to know more, so bite the bullet, lad and step forth!).

2002ti, 1976, Manfield, NZ (Bindy)

Bindy Datson: Dodgy Business

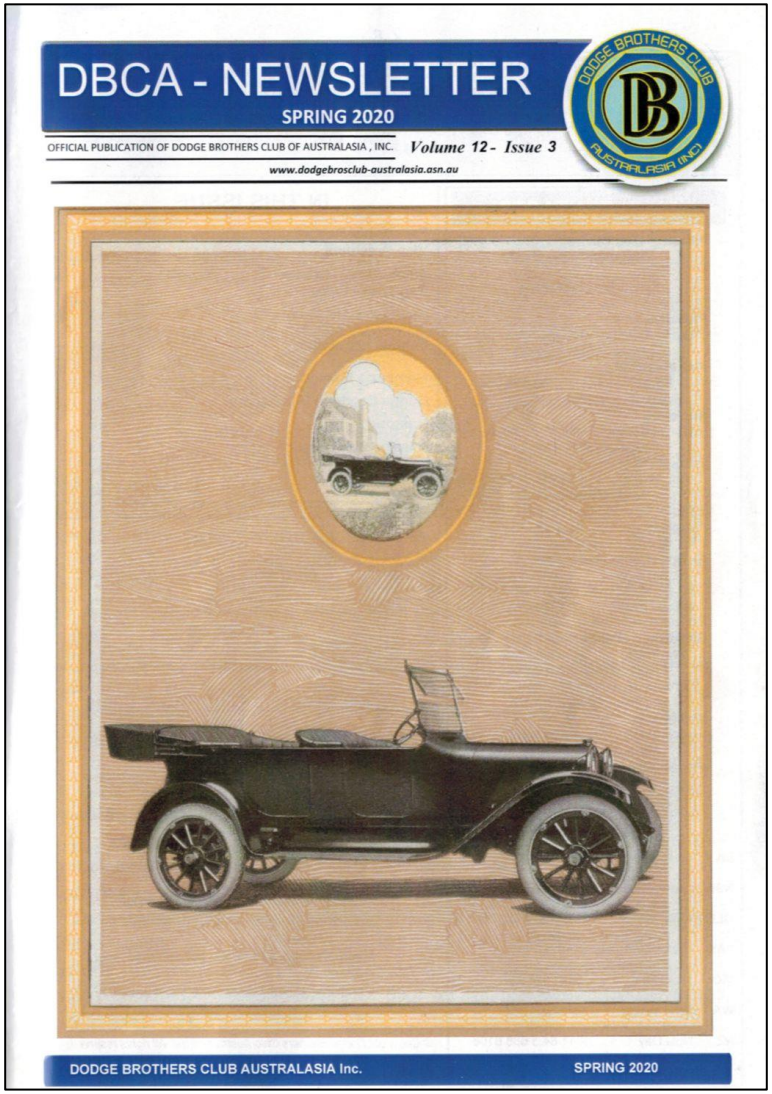
At the end of August, a group of Dodgers met to work on the Perkolilli Racer – the 1927 Dodge Buckboard barnfind that will be restored to take to the Red Dust Revival at Lake Perkolilli in 2022.

At this meeting further work was done to remove the engine – this requires bodywork and ancillaries to be removed before the engine can come out. The radiator was removed and the mudguards.

The vehicle is becoming lighter with each working bee!

PeterMoore: Dodge Brothers Club of Australasia mention

We got a mention in the Spring 2020 Dodge Club Newsletter😊

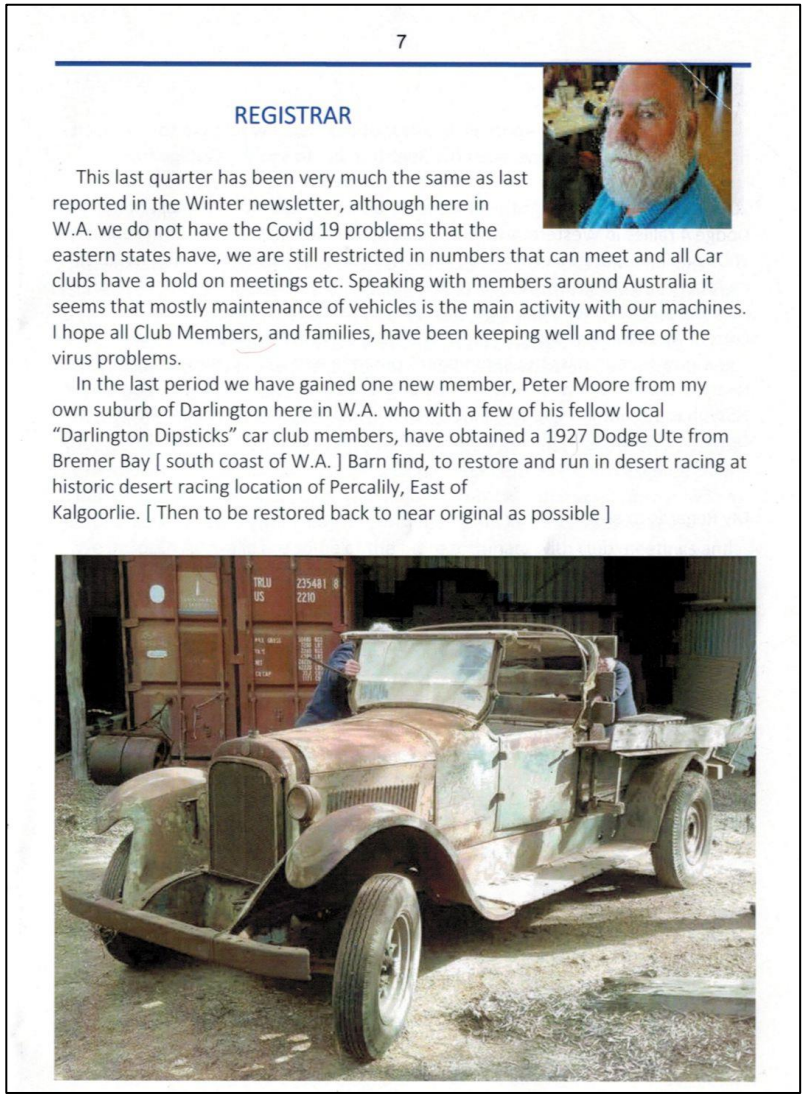

DBCA - NEWSLETTER

SPRING 2020

OFFICIAL PUBLICATION OF DODGE BROTHERS CLUB OF AUSTRALASIA , INC. *Volume 12 - Issue 3*

www.dodgebrosclub-australasia.asn.au

DODGE BROTHERS CLUB AUSTRALASIA Inc. SPRING 2020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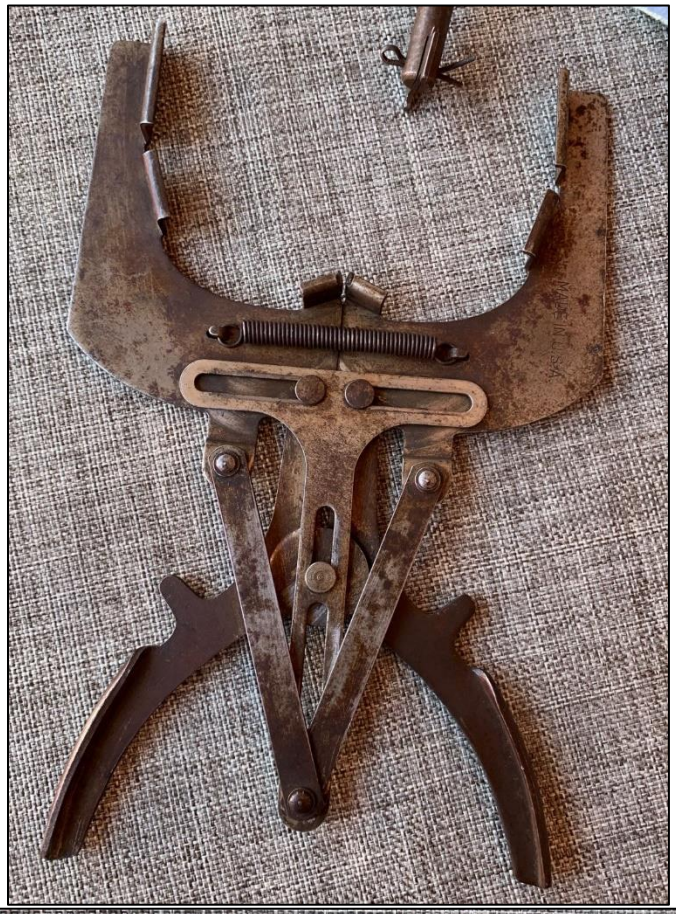
REGISTRAR

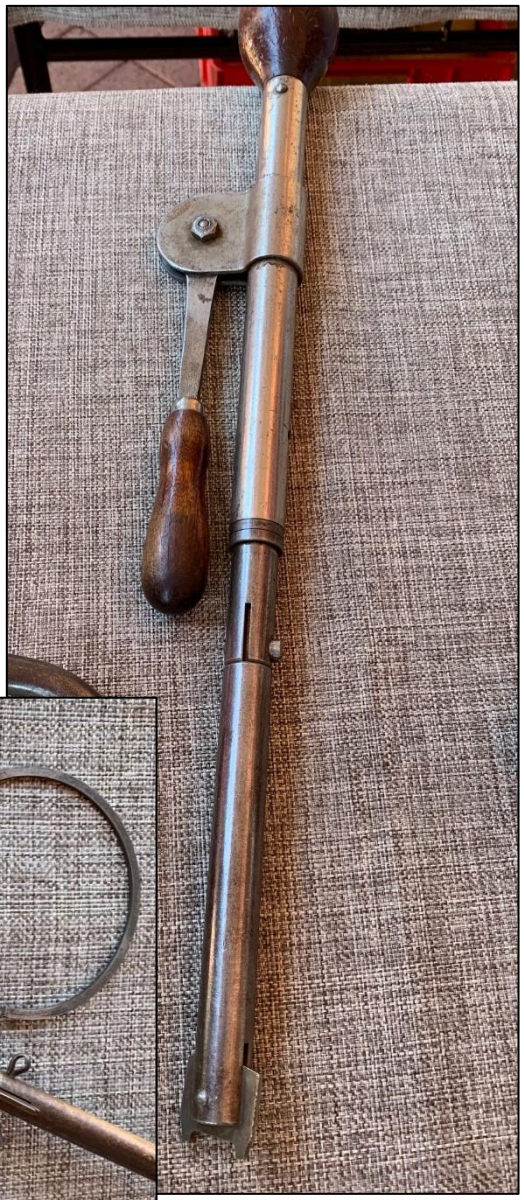
This last quarter has been very much the same as last reported in the Winter newsletter, although here in W.A. we do not have the Covid 19 problems that the eastern states have, we are still restricted in numbers that can meet and all Car clubs have a hold on meetings etc. Speaking with members around Australia it seems that mostly maintenance of vehicles is the main activity with our machines. I hope all Club Members, and families, have been keeping well and free of the virus problems.

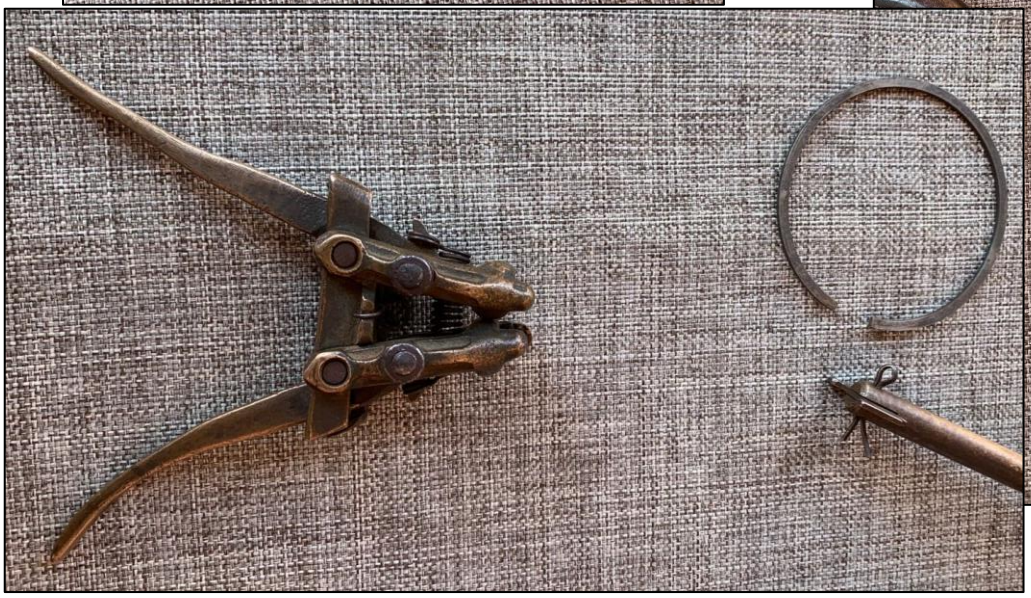
In the last period we have gained one new member, Peter Moore from my own suburb of Darlington here in W.A. who with a few of his fellow local "Darlington Dipsticks" car club members, have obtained a 1927 Dodge Ute from Bremer Bay [south coast of W.A.] Barn find, to restore and run in desert racing at historic desert racing location of Percalily, East of Kalgoorlie. [Then to be restored back to near original as possible]

Bindy Datson: Guess the Function



At the York Motor Show on 13th September there were some interesting tools on display – have a guess as to what each of these objects does😊





Werribee & District Collectable Vehicle Club (Inc.): Days Gone By

“Hi fellow members and enthusiasts in general,

Hopefully for us Melbournians our ‘Uncle Dan’s’ press release this Sunday might have some good news regarding some relaxing of COVID restrictions that will allow us to go places more than 5 kilometres from our home and begin to catch up with fellow members.

In the meantime see if you can remember any of these items below sent to me to share with you all from days gone-by, it’s virtually all American stuff but you would be able to relate to some as used in early FX~EH Holden’s and 50’s English vehicles.

Let’s go under the hood of an old car and see what we can find. What, for example, is that thing pictured?.

And why would a Mario Brother braze a plumbing part onto a spark plug? Well, THAT is a **Primer Spark Plug.** Those were once made by every major spark plug company and you could buy one for any car.

Why would you want a faucet attached to your spark plug?

Early gasoline formulations had a problem with volatility, especially at low temperatures. That made starting difficult on a cold day. The **Primer Spark Plug** permitted you to prime your car engine prior to starting it. You would open those faucets on each of the spark plugs and, using a small funnel, pour gasoline or, better, more volatile liquid ether, into each cylinder.

You could easily buy the ether in small screw top tins at any pharmacy. After closing the valves on the spark plugs you could start the car using that primer fluid. But why not simply pour gasoline into the carburettor? Because of this:

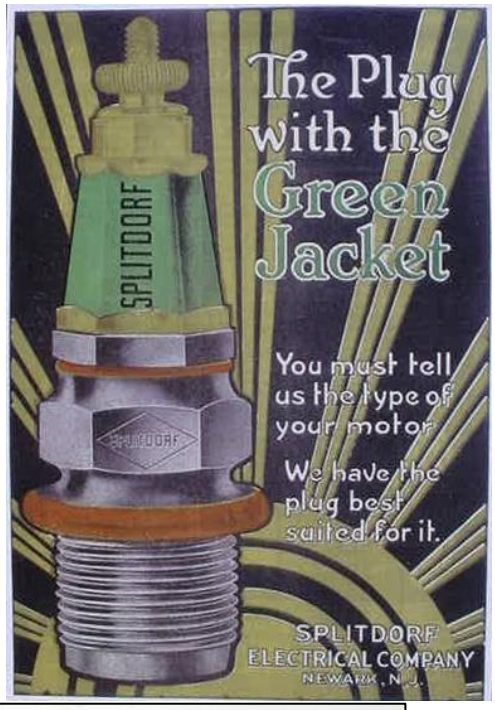
Almost all automobile carburettors in the 1920s were **Updraft Carburettors’.**

They sucked air, and vaporized gasoline, **up**.You couldn't pour anything into their air horns. So you bought a set of **Primer Plugs.**

Note that fuel volatility, or rather the lack of it, was such a problem in the teens, ‘20s, and ’30s that the better carburettors, such as the Rayfield Model G, were water jacketed and heated by the engine.

Green Spark Plugs?

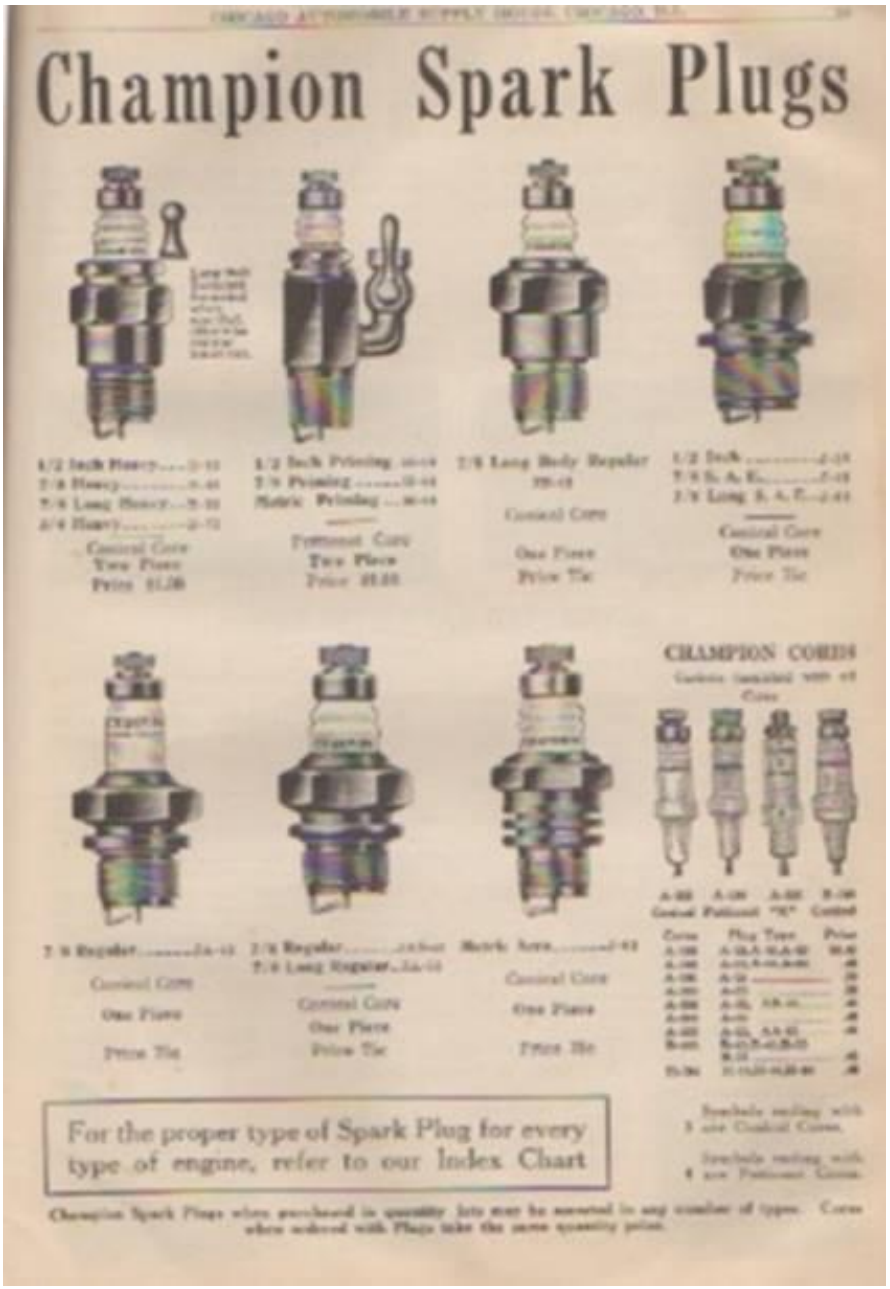
You thought all spark plugs had white porcelain insulators, right? They do now. But at one time the **Splitdorf Company** made a premium spark plug that was very recognizable because of its hexagonal insulator and its green colour. The colour was not a marketing or aesthetic choice. **Splitdorf Spark Plug** insulators were made out of ruby mica rather than porcelain. The mica was more durable than porcelain being less susceptible to cracks and breaking.



Glass Spark Plugs?

Glass Spark Plugs were once used for tuning cars. The glass insulator allowed the mechanic to see into the cylinder while the engine was running and view the colour of the combustion. If the burning air/fuel mixture was a yellow-orange colour you knew the mixture was too rich and you turned in the low or high speed needle valves on the carburettor. When the colour seen through the **Glass Spark Plug** was pale blue the mechanic knew that the air/fuel ratio was around the desired 14.6:1. I've seen similar glass spark plugs as late as the 1970s.

Rebuildable Spark Plugs? When the centre electrode of a spark plug has been burned up or filed down or if the porcelain insulator has cracked you throw it away, right? Not in the teens and twenties. Spark plugs were once rebuildable. Here is a page from a 1921 auto supply house catalogue. Look at the bottom right corner of that page.

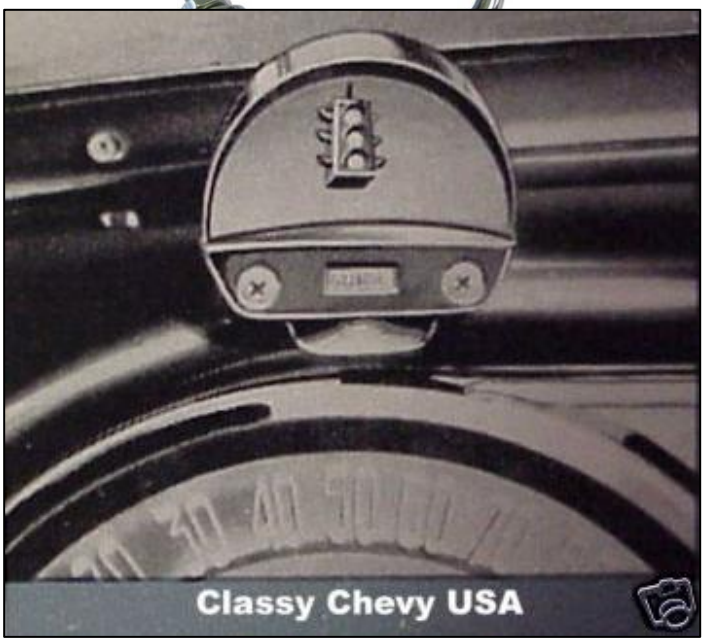


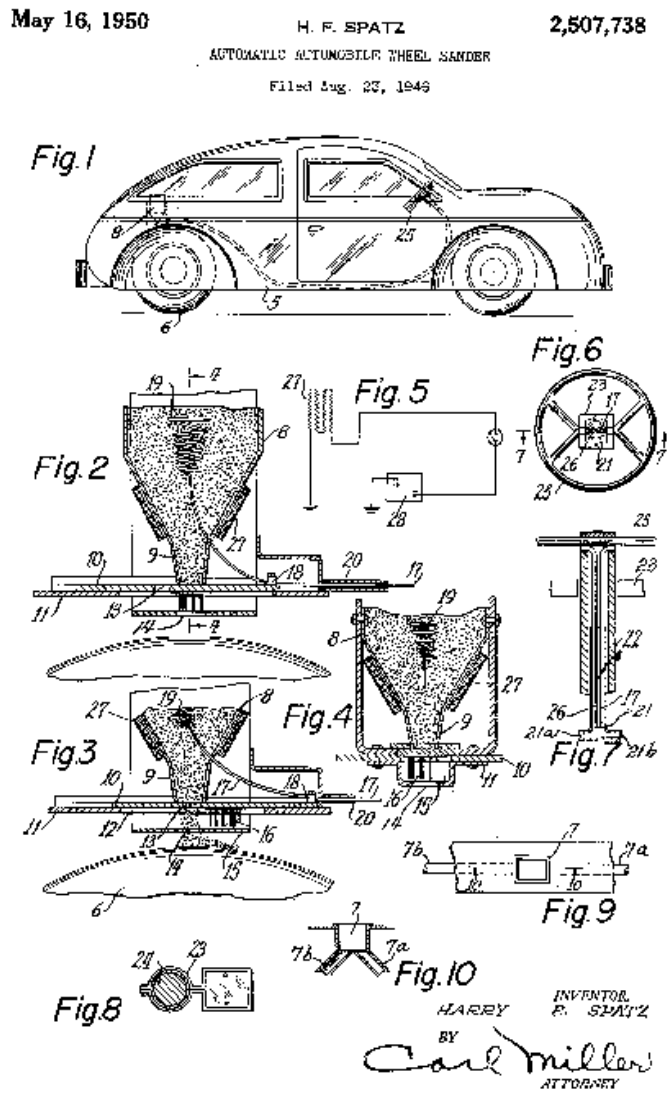
Those are separate spark plug centre electrodes and insulators. Now look carefully at the spark plug shown at the top left of the page. See the hex nut just below the porcelain insulator and above the metal hex body of the plug? Those spark plugs were rebuildable.

You could unfasten the hex nut, remove and replace the insulator and centre electrode, insert a new gasket to seal the insulator within the metal body of the plug, and replace and tighten the hex nut giving you a rebuilt spark plug.

What are they? They are **Traffic Light Prisms**. They were used from the 1920s into the 1950s to view traffic lights that were often mounted on wires high in the centre of intersections and were obscured by the roof or visor of the car.

They were common on low slung cars like the Hudson Hornet, particularly when the car was equipped with an external windshield visor, ...which is something else most people have never seen.




May 16, 1950 H. F. SPATZ 2,507,738

AUTOMATIC AUTOMOBILE WHEEL SANDER

Filed Aug. 23, 1946

Fig. 1

Fig. 2

Fig. 3

Fig. 4

Fig. 5

Fig. 6

Fig. 7

Fig. 8

Fig. 9

Fig. 10

INVENTOR. HARRY F. SPATZ

BY Carl Miller

ATTORNEY

Drive on snow and ice? In the 1950s the Sears Roebuck Catalogue sold an accessory that would allow motorists obtain traction on snow and ice by pushing a button mounted below the dashboard. These **Automatic Automobile Wheel Sanders** would deposit sand in front of each rear tire. The sand was contained in hoppers located in the car's trunk and fed through tubes in the wheel wells.

In the late 1960s General Motors offered a similar optional accessory called **Liquid Tire Chain** that used a liquid traction enhancer.

Anyone who has owned or worked on a car made in the 1970s or earlier recognizes this. It is a mechanical fuel pump that was actuated by a lobe on the engine's camshaft and used a diaphragm to suck fuel from the tank and deliver it to the carburettor. But look closely at the lower section of the pump.

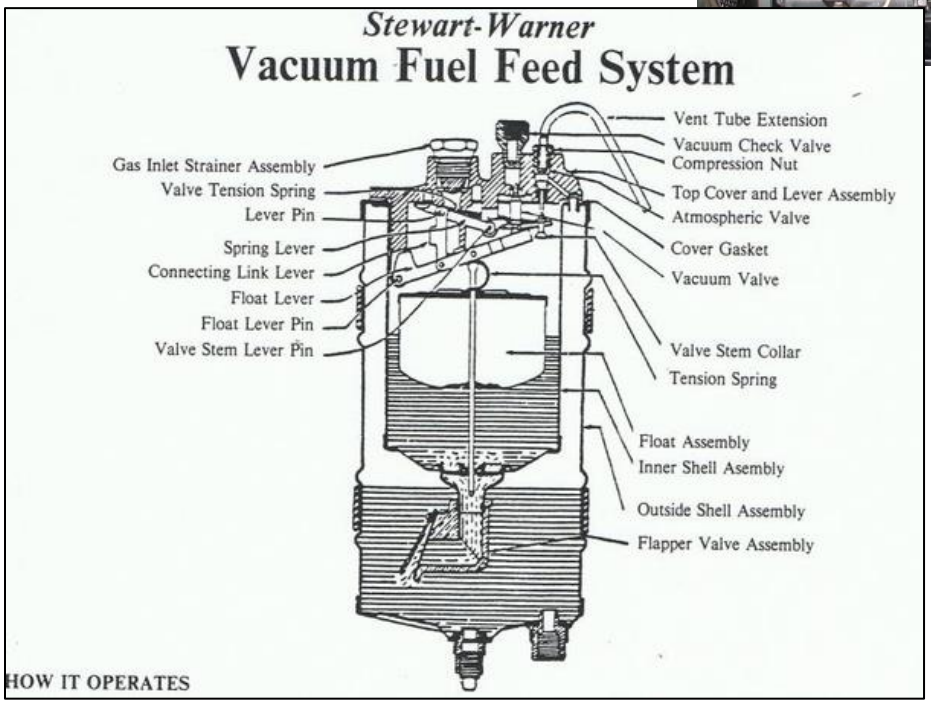
What is that metal lever? What you are looking at is a fuel pump with a **Priming Lever.**

These were quite common on British and European cars through the 1960s and into the 1970s. When a car is parked the fuel in the carburettor float bowls can percolate into the manifold or evaporate or, in some situations, flow back to the pump. The **Primer Lever** allowed you to prime the carburettors' without using the starter and possibly wearing down the battery.

But do you recognize this? This was at one time the most common type of fuel pump, used on 95% of all cars.

It is a **Stewart Warner Vacuum Fuel System**. It's divided into two chambers.

The upper chamber is connected to a port on the engine's intake manifold from which it draws a vacuum. This vacuum is used to suck fuel from the tank into the upper chamber. When that chamber fills, a float valve shuts off the vacuum and allows the fuel to flow from the upper chamber into a lower chamber from which it flows by gravity into the carburettor.



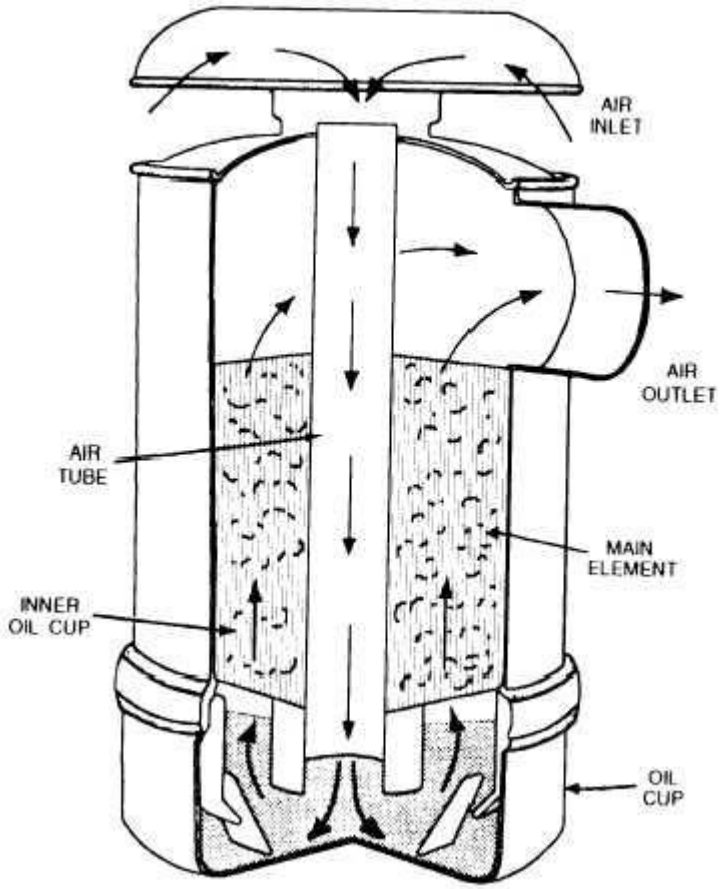
OK. How about this?

This is an **Oil Bath Air Cleaner.** It does *NOT* use a replaceable filter element.

Rather it works like this:

Air is drawn into the filter at high velocity at the top by the intake manifold vacuum. At the bottom of the filter there is a pool of oil. When the air reaches the bottom of the filter the air must change direction 180 degrees and go through an oil-soaked mesh filter.

But the heavier dirt particles in the air, driven by inertia, become trapped in the pool of oil. To clean it you must disassemble the unit, drain the oil, remove the accumulated sludge in the bottom of the unit, clean the mesh filter in kerosene or gasoline, dry it, oil the cleaned filter, pour clean oil into the reservoir, and reassemble and reinstall the air cleaner. Before disposable paper air cleaner elements, the **Oil Bath Air Cleaner** was the best air cleaner available.



Do you know what this is?

It's an **External Oil Filter.** It uses a paper cartridge like this:

Oil filters were not standard equipment on cars until sometime in the 1970s. On many cars they were an optional extra or after-market accessories. And they were externally mounted. To change them you had to open the housing, remove the paper filter, drain and fill the housing … a messy job … and replace the filter.

But did you know that some engine oil filters used **Toilet Paper as Filter Elements**?

These were popular when the Ford Model T was new. But they were still being sold in the 1950s.

OK, how about these?

Commonly called **Motor Monitors** these were **Engine Manifold Vacuum Gauges** . They were attached to the dashboards or steering columns of cars in the 1940s and '50s and were used as fuel economy gauges, although they were also useful for monitoring the need for a tune up, a valve grind, or an overhaul.

This is the interior of a 1950 Buick.

See that T-shaped handle under and at the far left side of the dash? Now look to the right side of the dash. See one just like it? Those are the **Dual Hood Release Latches**. But why are there two of them? Well on those cars the hood was hinged, not at the back near the windshield but at the sides next to the fenders. And it could open from either the left or the right side depending upon which of the two latches you pulled.

Note the pedals on the driver side floorboards of this car.

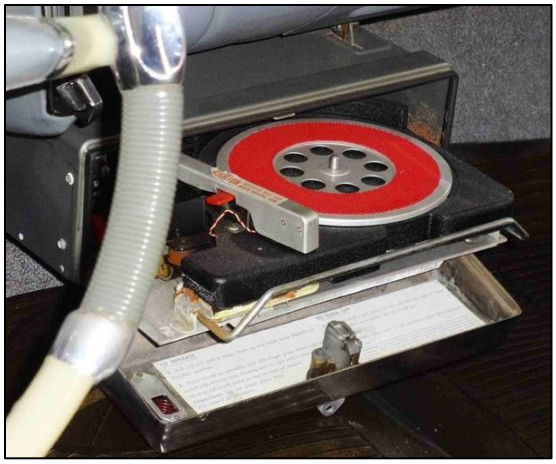
From the left; parking brake, dimmer switch, clutch pedal, brake pedal, gas accelerator pedal. But what is that round pedal to the right of the accelerator? That's the **Starter Pedal**. It was more than just a foot actuated electrical switch. Yes, it was a switch, but it also connected to a mechanical linkage that moved the starter pinion into mechanical engagement with the engine's flywheel ring gear. That's something that is always done today by the starter's integral Bendix drive. **Starter Pedals** were commonly found on cars in the 1920s and continued to be used on trucks in the 1940s.

Here is another view.

This looks like a standard car radio, right?

And another.

In the late 1950s some General Motors cars offered an optional **Trans-Portable Radio**, an AM band transistorized car radio that operated in the car where it was connected to the car's 12 volt lead-acid battery and the car's front and rear speakers or could be removed from the car for use powered by self-contained dry cell batteries on picnics or at the beach.



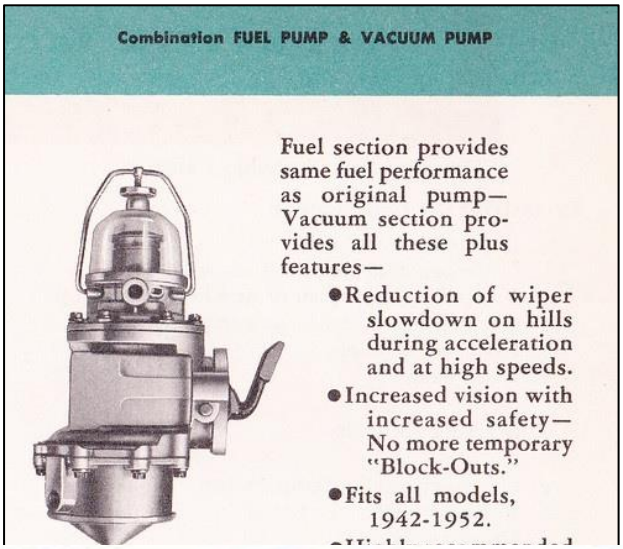
And do you know what this is? It is Chrysler's **Highway Hi-Fi**.

An in-car record player offered as an option from 1956 through 1959. It played special 16 ⅔ rpm vinyl disks producedby Columbia Records and sold through Chrysler dealers.

Here is another thing common in cars in the 1940s.

See that white knob on top of the dashboard. That turns on the windshield wipers. It was most commonly found in that location. FX/FJ's had them, It is not a switch but rather a valve that turns on and off engine manifold vacuum to the **Vacuum Powered Windshield Wiper** motor which looked like this:

The problem with **Vacuum Motors** is that engine vacuum is greatest at idle and lowest when the engine is under a load or when you quickly push down the accelerator pedal. So vacuum-powered windshield wipers tended to slow down or stop working when you were climbing a hill or when you pulled out to pass a truck on a rainy night.



To resolve that problem the better cars were equipped with something like this.

This is a **Combination Mechanical Fuel Pump and Vacuum Booster Pump**. This insured that you still had sufficient vacuum to operate the windshield wipers even when accelerating or under load.

OK, as long as we are under the hood here is another part, common on good cars in the 1940s and early 1950s, that you may not recognize.

1949 HYDRO-LECTRIC PUMP
(Ventilating tube removed for clarity.)

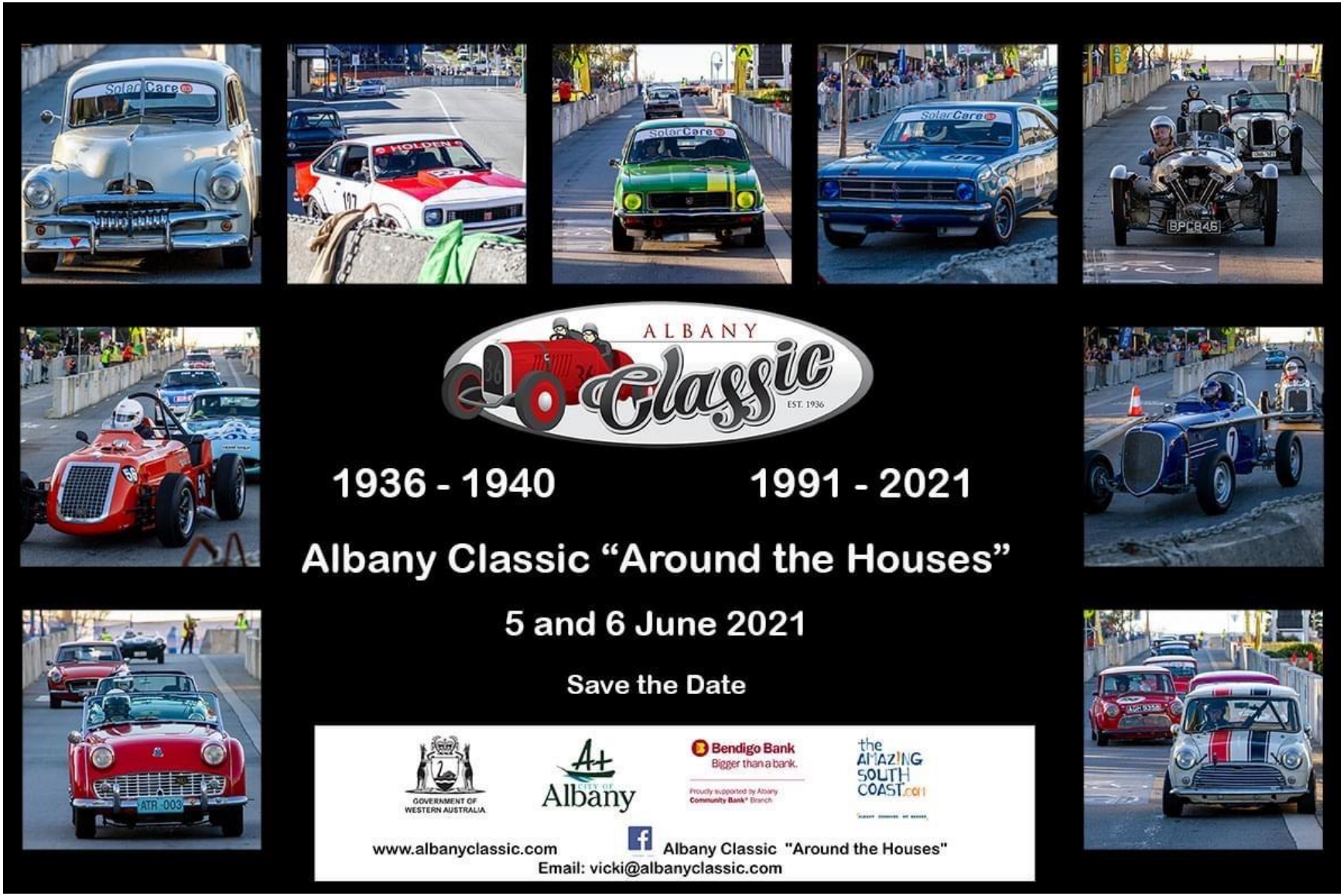
This is a **Hydro-Lectric Pump**. It supplied hydraulic pressure to operate the hydraulic cylinders that raised and lowered power windows or convertible tops.

That glass container filled with blue liquid next to it?

That's the windshield washer reservoir and pump. If you failed to remember to replace the water in that with anti-freeze washer solution in November you could find a lot of broken glass under the hood of your car.

On this Buick look at the round knob located on the windshield header just above the rear-view mirror.

Do you know what that does? Well turning it lowers the radio antenna, seen in the centre of the windshield header, to allow the car to clear the low door of a garage.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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 - 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