

Darlington Dipsticks

of Western Australia Inc.

Reg. No. A1020879F

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**Tenth Edition
September 2022**

The Dipsticks' Rag



August Run to Noble Falls – lunch, quiz, and funny hats

Magazine of the Darlington Dipsticks of Western Australia Inc.
(Registration No: A1020879F)
Tenth Edition, September 2022

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

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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 😊

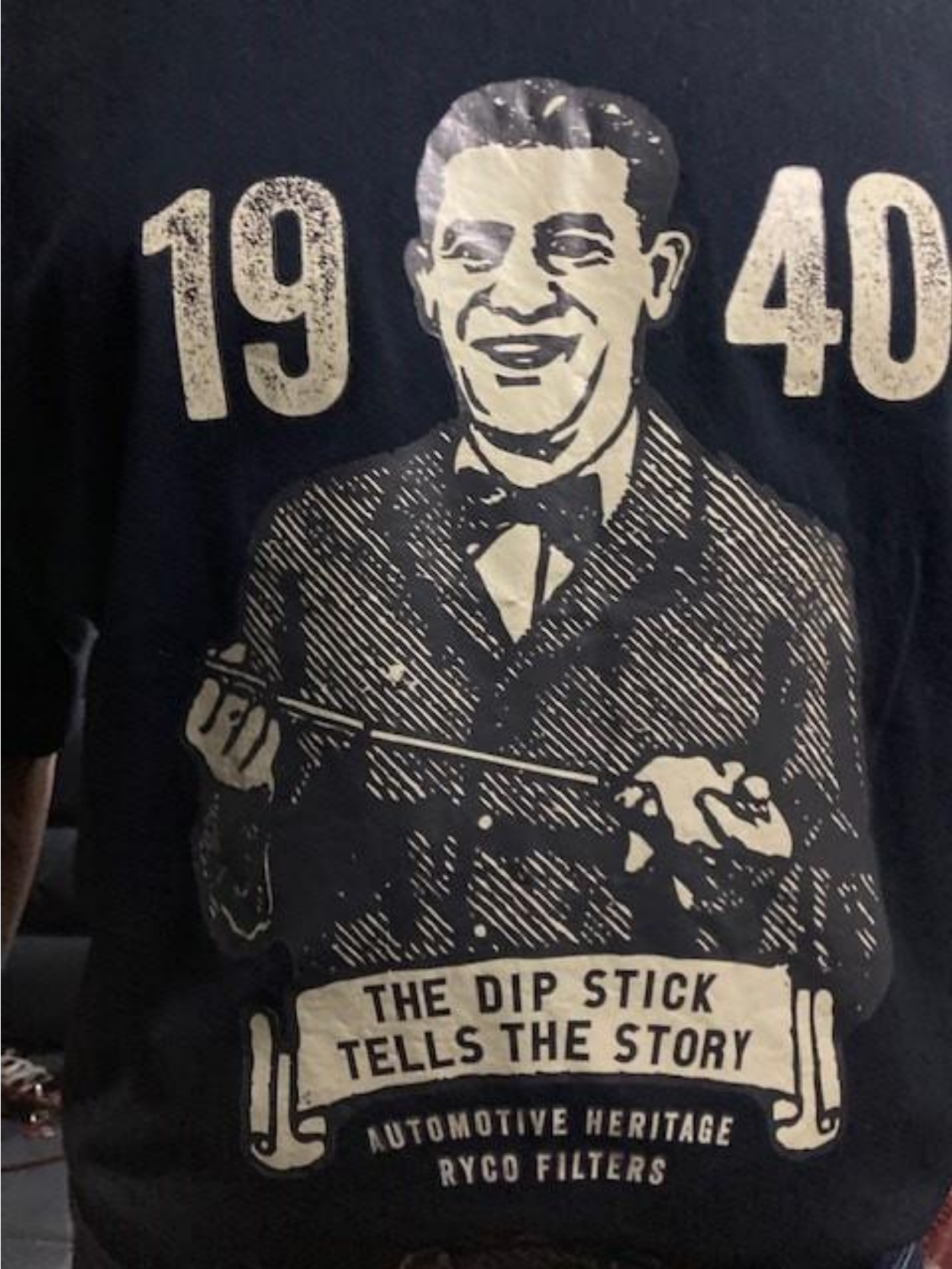
As always, thanks to those contributors who have put pen to paper for our enjoyment 😊



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Mark Alderson: Ellie Mae

Update from Gus, the guy we sold Ellie Mae to. More pics of our dodge - a sign was found under the old paint – S. Bowden and Sons, 4 Stirling (Hwy) Claremont, now the site of an office block. The interior is looking neat!





John and Marie: What is this car?

This might get the members thinking. What is this car?

No prize for guessing correctly but there will be bragging rights for anyone who does.

We know the answer and can provide the detail after publication of this issue of the Rag.



Richard Stockwell: Qantas Empire Airways Ltd, 1934 Hangar, Darwin.

We recently spent some time in the Northern Territory on holiday and amongst other spectacular sights and warm weather, we enjoyed about 4 days in Darwin. I had never been, but Helen had worked there in the late 80's – some things had changed, some hadn't.

In an attempt to avoid the foreshore tourist development, we spent a lot of time at the botanic gardens and other locations learning again about the history of Cyclone Tracy and the near re-building of Darwin that was subsequently required. I read of the Northern Territory Automotive Enthusiasts Club, domiciled in the Qantas 1934 hangar and figured it was worth a visit.

I was rewarded even before entering the Hangar with a Sahara Gold Metallic P38 Range Rover parked outside. I know! This colour was limited to early and pre-production Range Rovers that came to Australia in an attempt to steal away the strong support for the Classic. It succeeded for a while, but this could be refuted now on the basis of lagging P38 prices compared to the Classic. Six-figure prices are being asked for restored, early 2-door versions.

The automotive museum was overwhelming. Fortunately, a couple of the Automotive Enthusiasts Club members were available to chaperone us through the displays. I had never seen anything so comprehensive and feel that I was doing it no justice by wandering around for only an hour or so. There were some spectacular restorations, namely the AEC truck with the solid tyres and the effort that went into displays was exceptional. There were some vehicles there on loan (e.g. the Riley) and a collection of motorbikes, military vehicles and a truck door display, all collected from throughout the NT by a previous curator.

The building itself has plenty of history. Now stranded in suburbia it is adjacent to Ross Smith Avenue, a particularly straight and flat stretch of tarmac, probably good enough for a runway. It was bombed in WWII and still bears the scars of anti-tank ammunition.

Go take a look!









Peter Moore: 2CV Headlights Improvement

By Graeme Dennes

Revision 4

Background

We know the standard 2CV headlights are not the brightest lights on the highway. This article focuses on the 2CV headlight globes and the replacement options available to increase the light output to make night-time driving safer.

P45t Globes

The headlight reflectors in the 2CV are designed to use globes with the P45t mounting base, such as the globes shown in Figs. 1 to 2. Many other vehicles of the period also used P45t globes, so what follows also applies to those vehicles. Fig. 1 shows the early 45W/40W incandescent globe that was originally fitted to the 2CV, such as the Narva 49211. Fig. 2 shows the later 65W/60W H4 halogen globe which could be fitted to provide increased headlight brightness, an example being the Narva 48884. Figs. 3 and 4 show some basic dimensions of the P45t base and glass envelope. Other manufacturers may produce equivalent globes. I expect most 2CVs today will have the Fig. 2 globes fitted.



Fig.1, P45t Base

Fig.2, P45t Base

Fig.3, P45t Base

Fig.4, P45t Base

And then there's P43t Globes...

There are two further headlight globe types which could be of interest to 2CV owners, shown at Figs. 5 and 6. These globes are fitted with the P43t mounting base. Fig. 5 shows the more recent higher brightness 65W/60W H4 halogen globe, such as the Narva 48362, while Fig. 6 shows a state-of-the-art, much higher brightness, white light LED globe, such as the Narva 18424, for which the brightness is specified as 4000 lumens per pair at a colour temperature of 5700K. Figs. 7 and 8 show some basic dimensions of the P43t base and glass envelope. Again, other manufacturers may produce equivalent globes.

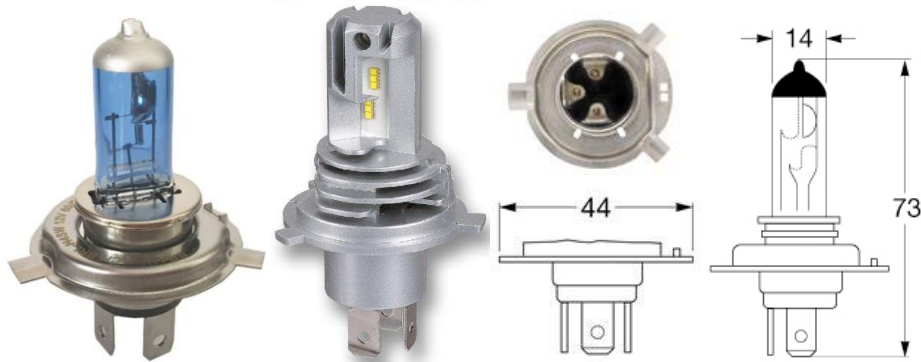


Fig.5, P43t Base

Fig.6, P43t Base

Fig.7, P43t Base

Fig.8, P43t Base

Well, what are we waitin' for? Plug 'em in, turn 'em on and let's go! Whoaaaaa, hold your horses. Not so fast...

And the problem Baldrick?

There is just a minor hiccup in using the Figs. 5 and 6 globes, m'lord. And the problem is Baldrick? Well, m'lord, the P43t mounting base is physically different to the P45t mounting base, so the brighter P43t globes cannot be directly fitted to the 2CV, no matter how hard we keep pushing!

And the solution Baldrick?

The solution is to buy or make an adapter which fits between the headlight reflector and the base of the P43t globe, allowing us to fit our choice of the higher brightness Fig. 5 or Fig. 6 globe to our 2CV.

Further, when the adapters and our chosen P43t globes are fitted to the 2CV, there is no permanent change made. The lights can be quickly reverted back to original form by replacing the P43t globes and the adapters with the original P45t globes.

Eureka! The writer has located a purpose-designed adapter to do this job, shown fitted to a P43t globe at Fig. 9 below. A pair of the adapters is shown at Fig. 10. The adapters are of the same form, fit and function as the writer's hand-made metal adapters described in previous revisions of this document.

When these adapters and the Fig.6 LED globes are fitted to the 2CV, you will have the very best and brightest 2CV headlights available.

The adapters are available by online order from Classic Car LEDs in the UK and are described as: P45T R2 H5 HB12 410 to P43T H4 BULB ADAPTER.

The web site showing the adapter is:

<https://www.classicarleds.co.uk/products/p45t-r2-h5-to-p43t-h4-bulb-adapter? pos=1& psq=adapter& ss=e& v=1.0>



Fig.9, Adaptor fitted to P43t Globe



Fig.10, Pair of Adaptors

Globe Retention Clips

When fitting the adaptors and the selected globes in the lights, ensure the two small over-centre spring retention clips on each reflector, which hold the globe (and the adaptor) in place, are doing their intended job. To ensure all is good, the writer threaded a single loop of 1 mm solid copper wire through the clips and around the central metal body of the globe, twisting the wire ends together. This ensures the clips remain in their intended positions, locking the adaptor and the globe securely in place. If a globe needs to be removed, snip the copper wire first.

Conclusion

These adaptors are the perfect solution for enabling the Figs. 5 and 6 globes to be easily fitted to the 2CV in a non-permanent manner. The writer purchased and fitted four of the adaptors and four of the Fig. 6 LED globes to his 2CVs to replace the hand-made metal adaptors and the Fig. 5 globes previously used. With the white light LED globes fitted, night-time driving is now much safer and very much more comfortable. Ah, now I can see!

My grateful appreciation and acknowledgement is given to the web sites from which Figs. 1 to 9 have been drawn.

Before using the information in this document, ensure the most recent revision is being used.

This document may be updated in the future and assigned a new revision number.

Should you have any questions about the document or if you find errors or have suggestions for improvement, please contact the writer at: gdennes@gmail.com

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Richard Palmer: Renault Dauphine Gordini

One of my early cars was a Renault Dauphine Gordini.

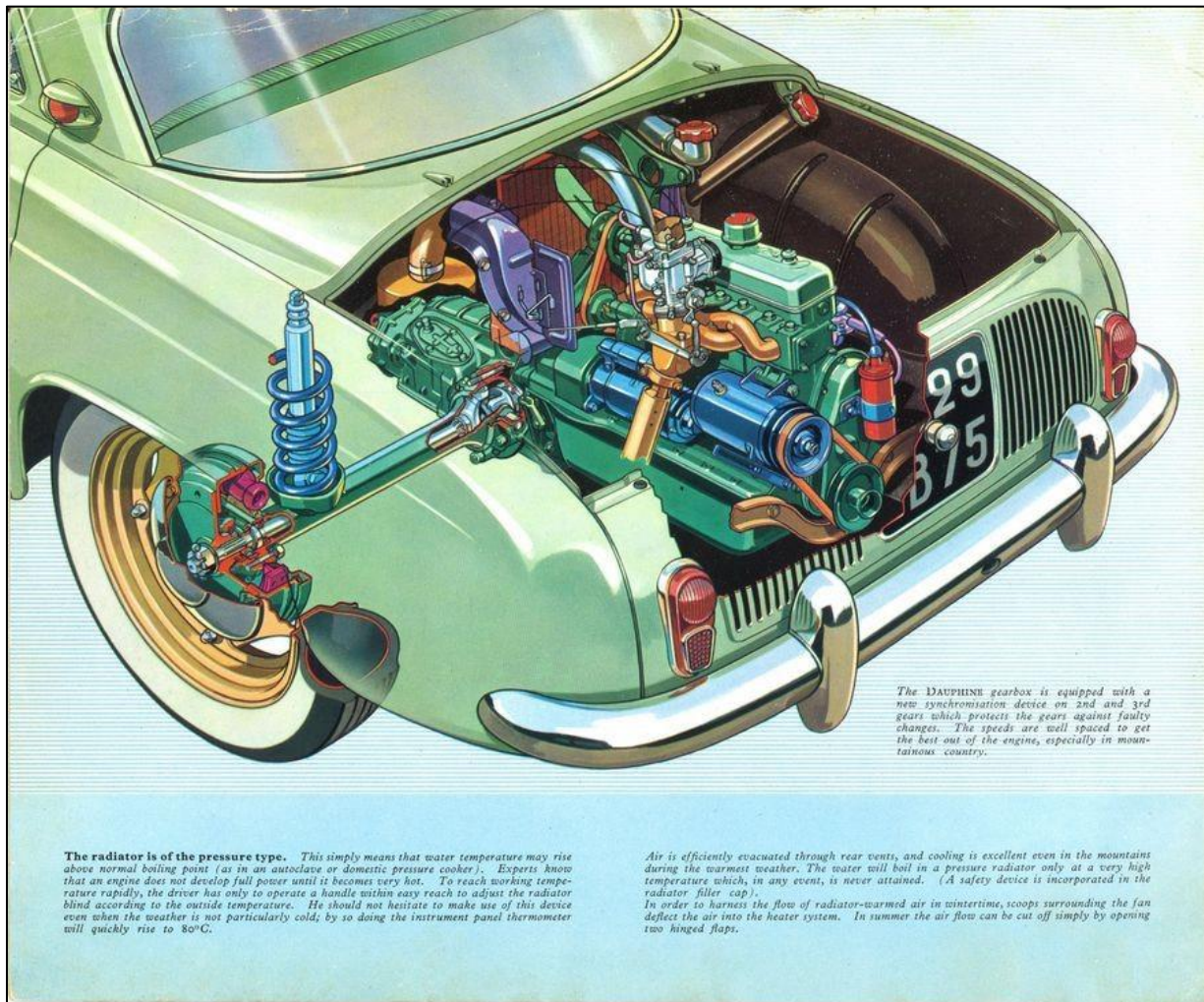
After blowing a head gasket a mate and I spent a full day removing the head, replacing said gasket and consuming many beers. When we had it all re assembled there were quite a few unidentifiable parts left over.

Undaunted, we tried to start the damn thing to no avail. I had a lot of advice and help over the next few weeks, and it would fire but not start.

I pushed it to one side and caught public transport to work for the next few months, until one day my brother asked me the firing order (1,3,4,2 I replied).

A few minutes later it was running superbly.

Number one was at the front end!



Dave Pole: My first Motor bike.

My very first bike was a rundown Honda 90 step-through that I could only get running on the choke. It was either flat out or stalling. Very entertaining but fairly dangerous on the footpaths of Mt Lawley. It went to a mate's dad who kept it running for years.

A frequent trip to Manx Motorcycles in Beaufort Street resulted in me bringing home an old Bultaco. A Spanish bike manufacturer with a fine racing heritage, mine was an old road bike fitted with knobbles but it had no front brakes.

We used to ride it where the 'Birds nest Stadium' is now. If no-one could drive us there, we occasionally rode the bikes over the Bunbury railway bridge hoping no train would come from the other direction!

Many of my friends learnt to ride on my Bultaco and a common mistake was stalling it on takeoff. We would go down to a local church carpark and tell new riders to give it a good rev and 'ease' the clutch out... Someone, I shall call Gareth because it is his name, was particularly bad at stalling the bike. After finally listening and giving the bike a decent rev, he dropped the clutch like a hot potato and shot off towards the back wall of the Jehovah's Witness Hall at a great rate of knots! Somehow, he managed to slow it down without giving a re-enactment of the coming of the lord to the church goers and promptly dropped it.



An internet version of my bike



Marie and John: It seemed like a good idea – and it was. Part 2

Still basking in the glory of our “International Long Distance” win. We set out on the journey to the next rodding event doing some tourist sightseeing along the way. We had a couple of days in the Kentucky State Capital, Frankfort, visiting Bourbon distilleries, Daniel Boone’s grave and a unique and poignant Vietnam war memorial. Then it was on to Newport/Cincinnati and Dayton, Ohio where we took in the U.S.A.F. air museum, another must see if you happen to be in that area, before settling into a motel in Dearborn, Michigan and giving Wyvonne a much-needed wash and brush up before the next Street Rodder Road Tour.

Marie’s meticulous planning had established that we would have a free day before the start of the Tour and she had found a couple of local rodding events that we could take in. The first was a show in Rochester, a “city” just north of Detroit. The local Lions club organises the Rockin Rods ‘n’ Rochester show, and Wyvonne joined about 200 other cars in the centre of the town. Judging of the award winners is a task given to all entrants and we made several circuits of the show area selecting our preferred pick in each category. We were surprised and pleased to find that the majority of our “picks” subsequently became award winners. Even more pleasing was the “Longest Distance out of State” award that went to Wyvonne.



The Rochester show finished about 4.00 pm and we hot wheeled it 28 miles to Milford township for the Bakers of Milford Sunday night cruise. Bakers is a restaurant that holds a weekly event for rodders during the cruising season and when we arrived the car park and overspill area were full of customs and rods with a smattering of pickups and late models. Finding a freshly vacated spot we parked Wyvonne and went for a walk around.

A DJ was playing “tunes” from a stage at the side of the restaurant and as we walked by, he called out to us over the PA system “the couple with the lady in the black hat, come over here”, we turned, “yes you, I remember you from Louisville. You’re from Australia and you won the long-distance award”. There was no escape as all eyes were on us and we were “instructed” to come up onto the stage where we spent a few embarrassing minutes being interviewed by the DJ and the owner of the restaurant Chris Baker. There was added agony when the DJ cued up “Tie me kangaroo down sport” and we had to decline, politely, requests for us to sing along. A greater embarrassment was to be awarded “Best in Show” when we thought there were other cars far more worthy of that title.

It’s 8.00am Monday and we are in the breakfast room of the Comfort Inn, Dearborn attending a drivers’ meeting. Wait a minute, haven’t we done this before? It must be déjà vu. No, we’re now in Dearborn at the start of the Street Rodder Amsoil Woodward Dream Cruise Tour and Jerry Dixey is giving out his follow-my-instructions-to-the-letter spiel. We’ve heard it all before in Lincoln, Nebraska albeit this time the week’s schedule is very different and not quite as hectic.

By 9 o'clock we were on the road, with a new group of roadtourians, to Motor City Solutions in Taylor, Michigan where Jerry had organised a shop tour. All cars participating in the tour were lined up in front of the building for a photo shoot and a "live" internet interview with each owner. Then it was on to the Ypsilanti Automotive Heritage Museum where we saw vehicles "that played a part in Ypsilanti's automotive history, including Tucker and Hudson".



We had lunch in the town before the short drive to Kalitta Air for a behind-the-scenes look at the pilot training facility and the opportunity for several roadtourians to take to the air via a flight deck simulator and land a Boeing 737 at Kennedy Airport. It took the "millennials" in the group to complete this task successfully and with a fair degree of accuracy. The older hands should stick to driving cars as they missed the airport let alone the runway!

The last visit on the day's itinerary was to "Fair Lane" the 55 room Dearborn mansion that was home to Henry Ford and his wife Clara.



One of our fellow tour members was Herb McCandless who is well known in U.S. drag racing circles as a former competitive driver and engine builder in the 1970s. He now has a museum in North Carolina and had brought two cars from his collection for the Tour. One, a Plymouth, to be driven by him and the second,

a Dodge station wagon, piloted by his two grandsons (the millennials mentioned above). Both cars are in immaculate condition, and we took a photograph of them alongside Wyvonne at Greenfield Village and the Henry Ford Museum, our tour destination on the second day.



Ford was an avid collector of historical items relating to his past and also significant events in American history. His intention was to create a living reminder of times past and the can-do spirit of America. He succeeded with his development of Greenfield Village and the Museum of American Innovation alongside it. Another must see if you're in the Detroit area.

Next day we drove out into the country to Hickory Corners near Kalamazoo to visit the Gilmore Museum. One of Jerry Dixey's favourite museums, most of the 300+ vehicles are housed in historic wooden barns on this 90-acre facility. Again, VIP parking had been arranged and we spent most of the day viewing the exhibits before moving from our Dearborn motel to one in Madison Heights.



At the Gilmore Museum.

Two tours were scheduled for the following day; first a visit to Lingenfelter Performance Engineering and then on to the Jack Frost Auto Museum before what became the highlight of the day with an invitation for the tour members to attend a party at the home of Bob and Gina Adams who are regular Road Tour participants.

In a nutshell Bob and Gina know how to throw a party. There were probably 200 people there and those with hot rods were invited to park on the lawn at the rear of the home (daily drivers were relegated to a paddock adjacent to the property). Caterers had been called in to provide food, there was an open bar and children could help themselves from an ice cream stand. A band had been hired along with a DJ and we immediately recognised him from the Bakers of Milford cruise! Fortunately, there was a real celebrity for him to interview and the unpretentious Herb McCandless entertained everyone in his Carolina drawl about his life as a drag racer and engine builder.

Friday 16th August was the final day of the Road Tour and at the morning drivers' meeting VIP parking passes and wrist bands were handed out for Memorial Park in Royal Oak which was to be our staging post

for the following day – The Woodward Dream Cruise. After the meeting we visited the now abandoned location of Ford’s Highland Park Plant where millions of Model Ts had rolled off the world’s first moving assembly line. There’s not much left to see apart from the decaying four storey administration building and commemorative plaque in what is a less than salubrious area of Detroit.



We took a “selfie” of Wyvonne at the plant and then made our way up Woodward Avenue to Memorial Park to check the location of the Road Tour parking area and hospitality tent before hitting Woodward Avenue again for a short cruise before the big day.

Woodward is a very lengthy (21.5 miles) stretch of 8 lane highway (four in each direction) that starts near the Detroit River and runs north westerly through downtown Detroit and many suburbs to Pontiac where the two carriageways diverge and form a loop around Pontiac CBD. The cruise route covers a 13.5-mile stretch that starts just south of 8 Mile Road in Ferndale and passes through six other suburbs to Pontiac where cruisers utilise the loop to return to the starting point.

Unofficially the two kerbside lanes in each direction are “reserved” for cruisers with other traffic being advised to use the outer lanes. We found that this recommendation was being ignored by minivans and family cars whose occupants wanted a better view of the static displays alongside the Avenue which reduced cruising speed to a dead crawl and caused Wyvonne to overheat. We pulled off the Avenue into a side street to let her cool down and to take down the convertible top so that we could really cruise in style. This done we re-entered the traffic, which had slowed down even more, and it wasn’t long before the high-pitched whine of the cooling fan drowned out AC/DC booming from Wyvonne’s CD player. We put up with this for a short while before calling it quits and headed to Memorial Park.

With Wyvonne positioned inside the road tour VIP area we took a walk around part of this large park that was filled to capacity with cars of all makes and types before making our way on to the Woodward “sidewalk” where there was plenty to see within easy walking distance. It was a very warm afternoon and the length of the Avenue was crowded with spectators sitting in folding chairs or on the specially erected



“bleachers” alongside the road. In previous years spectator numbers had been estimated to be in excess of 1 million and we don’t think this year’s tally would have been any less. It’s touted as the largest one day automotive event in the world with participant numbers around the 40,000 mark – a truly awesome event aptly titled the Dream Cruise.

After several hours of spectating and as the afternoon cooled a little, we decided to quit the Park and put in a final cruise down the Avenue before returning to our motel. That evening Jerry organised a farewell pizza party for the roadtourians where we said our goodbyes to more new friends.

“Cruising Woodward used to be illegal – now it’s celebrated”.

Peter Moore: My Misubishi Colt 1000F

Back in my youth (about 1968) and knowing little about car mechanics but highly influenced by an older brother who coerced his future wife into rallying her Morris 850, I purchased as my second car, a Mitsubishi Colt 1000F sedan, thinking in my dreams I might do things like Colin Bond (who was just a couple of years older than my brother and who lived very close by in Sydney).

1000cc, 4 speeds, 40-odd kW of power and a very strong body. The body of one of these had been forward rolled a few times at speed during a rally in NSW I think, and survived to finish the event and continue its career for a few years to follow. Depending on when you hear these stories and who tells them, you can expect some embellishment, but they basically had a very strong unitary shell to which the motor and suspension were attached via subframes, the front carrying the motor/gearbox and front suspension (single transverse leaf spring) and the rear subframe carrying the differential and rear springs (leaf). Shock absorbers all round were woeful OEM stuff and, as you could in those days, I took off to Selby's Suspension in Arncliffe and acquired a pair of re-valved Rover 100 telescopic shocks for the front and a pair of re-valved Ford Fairlane shocks for the rear.

Otherwise, the car was pretty much stock except for the MGB seat Bob loaned me to better fit me into the car and speedo additions to permit Haldas to be added when required. A pair of 7" Lucas QH spotlights turned night into day and put the wind up the possums. Tyres (OEM) were merde but some Michelin ZX and then Continental radials followed and some Michelin XN mud and snow tyres, if needed. All of this was constrained by 12" x 5-stud wheels – something unheard of for the last 40-odd years. You could use Toyota Crown 13" wheels with the right stud arrangement but that detracted from performance noticeably and as there was very little performance to start with, I did not go there.

So the little car was used day to day, thrashed on weekend. It took Pete from Sydney one Saturday arvo to Canberra via some interesting backroads that he could not possibly find today, getting into Canberra for a little tucker and being wide awake, deciding he would go to the pichers (yes, friends, The Wild Bunch in all of its bloody glory), So out of the flicks, into the car and back home. Mum did wonder why I had been a little late getting home but it took me a couple of years to let on what I had done, by which time The Old Dear was inured to what her sons might get up to in the dark.

Some years of car club stuff for youngsters, lap dashes at Amaroo and Oran Park, hill climbs at Amaroo, being a flagee's helper at Bathurst, running control points for the Southern Cross Rally and then shock and horror, being distracted by a WOMAN saw the little Colt reserved for domestic duties which it did for a couple more years till it blew a head gasket somewhere between Sydney and Townsville. It did not actually blow the radiator hose until we had just arrived back in Sydney (so 4000km??). The joys of not appreciating that aluminium cylinder heads don't like iron blocks, so you need a better coolant than tap water! So, bye-bye to the Colt, a couple of years fanging a Fiat 850 Sports Coupe around Sydney before corrosion took it off the road and then a Renault 16TS. Some might say these did not sound like good choices but, yep, my wife stayed with me through all of this and that was the best bit. I could add in the story of a very pregnant lady driving over Gladesville Bridge in our MG TD (2nd car to the Reno) in pouring rain protected only by a failing umbrella held by her passenger, a giggling 90-year-old lady – but another day. In the maternity ward I was firmly instructed to get the rag top replaced!

Some years on now, I have misplaced my photos of my Colt but for anyone interested, the website about Old Colts in Australia has quite a few details particularly of the various cars built up for rallying and photos of competition events including some very studious shots of one Colin Bond doing what he did well (before Harry Firth gave him a shot at the big time in the HDT).

Pierre

PS – the term unitary might be debated with monocoque but that is worth trying after a really nice glass of merlot shiraz from the Clare Region in SA.

Bindy Datson: Pedal Planet

On our recent visit to Prague in the Czech Republic we spied a small museum with the enticing name of Pedal Planet and spent a happy hour admiring the large collection of pedal cars. The following is some blurb from the internet:

“Welcome to the Planet of Pedal cars. Discover the world of small cars for great adventures PEDAL PLANET is one of the largest collections of pedal cars in the world. This unique, and somewhat crazy, idea of the group of enthusiasts became a reality in the summer of 2019, when the first gallery of these beautiful toys was opened in Slovakia in the High Tatras. Its reception by the public exceeded all modest expectations, thus the pedal cars ran into the world. Although, difficult circumstances, due to the pandemic and numerous restrictions, slowed us down, they could not stop us. From the 1st June, 2021, you can explore a selection of more than a hundred exclusive pieces in the new PEDAL PLANET Museum in Prague. We invite you to visit the beautiful world of small cars, a place where even adults can fulfil their childhood dreams...”



Italian models



French Models



Giordani Grand Prix



Morgan



Vespa pedal scooters




Skoda 422 1940s



- Audi 2007
- Ferrari
- Willys Jeep
- Lotto Sport
- Renault 8
- Bachtiger Serie 2
- Bambino
- Willis
- Dumber

Phil Vile: Battery woes

This is an invoice for the replacement of a battery for an electric car which had only done 70,000km. The Battery cost more than what the car is worth.

 **Roger Dean Chevrolet**

Repair Estimate 08/23/2022 8:49 AM

Estimate#: AP314119	Estimate Date:	Odometer: 70,489
Vehicle: Volt	VIN: 1G1RB6E4XCU113962	License#:
Customer#:	Advisor#:	
Address:	(H)	
	(B)	(Ext)

CUSTOMER QUOTE

Operation: N0110 Battery, r&r HYBRID BATTERY REPLACEMENT

Qty	Part Number	Part Description	Part Price	Ext Price
1	GM24043604	BATTERY	26,853.99	26,853.99
2	GM12376390	COOLANT	16.99	33.98

Misc Code	Misc Description	Ext Price
SS	SHOP SUPPLIES	40.00
BAT	FL STATE BATTERY FEE [s403.718	1.50

LABOR \$:	1,200.00
PARTS \$:	26,887.97
GOG \$:	0.00
MISC \$:	41.50
TAX \$:	1,712.68
SUBTOTAL \$:	29,842.15

CUSTOMER COPY Page 1

Mark C's reply:

“Apparently, it is real and here are the excuses as to why it is so high – bearing in mind that a replacement for another version of Volt is only \$5k. It is worth mentioning that our Pajero dealership asks \$3k for an update on the GPS whereas I get a lifetime update on my commercial turn by turn software on my phone. Google is free with ads.”

<https://nbc-2.com/news/local/2022/08/29/cape-coral-man-received-30k-estimate-for-electric-car-battery-replacement/>

Bindy Datson: Code 404 Concessional Licensing Terms and Conditions

ATTACHMENT A: Summary of the CODE 404 Licensing Scheme Terms and Conditions

The objectives of the Veteran/Vintage/Post Vintage/Invitation Class Vehicle Licence Concession ('Code 404') scheme are:

- to encourage the restoration and preservation of historic vehicles, being vehicles no less than 25 years old; and
- to maintain the manufacturer's original specification of historic vehicles. The key principle of the Code 404 scheme is that the vehicle is not used for general transport or commuting, with use of the vehicle being restricted to:
 - any recorded event organised by an approved Club;
 - an impromptu event involving one or more vehicles over a one-day period which is recorded in the approved Club's 'Run Log';
 - rallies organised by approved historic motoring clubs;
 - closed road processions;
 - being exhibited in displays, fetes and similar functions for religious, charitable or educational purposes;
 - ceremonial purposes involving immediate family members, subject to Club approval and recording;
 - preparing for, proceeding to, and returning from these activities;
 - travel in order to have the vehicle repaired; and
 - road testing within a 30km radius of the place of garaging or repair. Owners of vehicles licensed with a 404 concession code are solely responsible for maintaining their vehicle in an original unmodified condition and remaining a financial member of a Department of Transport (DoT) approved motoring club in order to be eligible for the concession. The above is a summary of the requirements and not a detailed comprehensive list. Detailed information on the Code 404 scheme can be found in the Information Handbook available for downloading on the Council of Motoring Clubs of WA website.

ATTACHMENT B: CODE 404 'Dot Point' Reminders

- Provide any new licence vehicle details to the Club Registrar, particularly where the licence plate has been changed (eg. to an optional personalised or district plate).
- Advise the Club Registrar if you have disposed of a concessionally licensed vehicle.
- Advise the Club Registrar if your concessionally licensed vehicle is registered in your partner's name instead of your name.
- Advise the Club Registrar of your proper name as recorded on the concessionally licensed vehicle's registration papers.
- Ensure that you remain a current financial member of your approved motoring club. There is no 'grace period' allowed by the Department of Transport; if you do not pay your club membership subscription by the due date, your concessional license will be deemed invalid until the difference in fees between the concessional licence and a full licence is paid.
- A concessionally licensed vehicle may be driven for road testing or maintenance related trips within a 30-kilometre radius from the place where the vehicle is garaged or repaired. The purpose of the travel must be to road test the vehicle for repair, restoration or maintenance purposes and not for any other purpose. Where a longer journey outside the 30km radius is expected the owner should record an Impromptu Run.

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
Sean Tumath	Vivid Finishing	0449 714 250	2/5 Church Rd, Maddington	Zinc-ing etc.
Charlie/Ralph	enquiries@kustomchrome	P: 08 9249 4423 M: 0484 325 821	Units 2-3 / 87 Holder Way, Malaga	Chroming