



Darlington Dipsticks

of Western Australia Inc.

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First Edition April 2020

*The
Dipsticks'
Rag*



Inaugural Dipsticks' run to Mundaring Weir Hotel 2016

Editor/Publisher: Bindy Datson

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Editor's Comment:

We are living in trying times with this Pandemic virus keeping us all at home (and hopefully) well. I was thinking that we all must be missing our meetings/get together and decided to collate and disseminate the anecdotes and information that people bring to the meetings every month. Of course, I will be nagging you all to contribute as there is only so much I can conjure up out of thin air 😊

I think that once you get into the swing of it, you will find it easier to send photos and notes to keep other members informed and entertained.

Keep up the good work and stay healthy 😊



Clive Bell and Samantha, 2020 – after reading Clive’s book I am amazed that Samantha looks as good as she does! I have nearly finished reading the Club copy if anyone would like to borrow it?

Contributions:

[Reg Kelly](#): My good friend Alex the Auto Electrician ([in our Tradespeople section](#)) who has been keeping my fleet of cars and motorcycles on the road for well over twenty years saved me again on Friday. On Thursday night I put the key into the ignition lock of my 1978 Nissan-Datsun ute (yes, Nissan-Datsun!) and the key locked solid in the "ON" position which meant I could not start the engine and had to take a battery lead off and walk some kilometers home in the dark. Alex modified and fitted a new switch and had me back on the road on Friday. Alex is particularly skilled on the older models of all makes.

[Barrie Byers](#): New TV channel 96 is very car orientated!

Mike Stoney: I am currently idling in neutral car wise. The Jag just runs and runs with very little attention...not much of a story line there!

The Rover needs its electrics looked at as one indicator is playing hard to get. Despite several attempts I have yet to locate the cause....electrics have never been a strong point for me so I may have to enlist help once this virus does the decent thing and has "gone away". The valve clearances could do with a once over on the Rover, so next cool spell....



The Rover at the 2019 Darlington Arts Festival

David Shimell: I have waved goodbye to the Bristol after 6 years of ownership. But she remains in WA – indeed has since been spotted by a friend speeding on Guildford Road – and is likely to get a full make-over from the new owner.

She has been replaced by Daisy (license plate 1DSY 000), a 2011 Mercedes C250 CDI. Although a somewhat smaller engine than the Bristol (2,150 cc 4-cylinder v 5,900 cc V8) Daisy is remarkably quick. She has already been to Kalgoorlie and back averaging 4.9 lts per 100 km whereas I'm not sure the Bristol would have made it from Southern Cross to Coolgardie on a full tank.



1. Snuggled up to new stable mate
2. I didn't close the door in the second picture because I'd left the engine running and was worried I might get locked out.
3. Chimbi looking down-cast when I tell her she's not going to be allowed a ride

Bindy and Mark: The Citroen Traction - When we first bought the Citroen, the original motor had been sitting stored for quite a while, having been replaced with a larger unit. The first major run we did in the car was out to York and it was not long into the journey that the engine began to overheat. We thought the hill must have been a bit much for the old girl so we kept on going to York, periodically stopping to let the engine cool off. The overheating became worse, the stops more frequent and the amount of water we had to replace each time was more. We limped home and when the engine had cooled off, discovered that the radiator was full of rust flakes – the block had rusted internally and this flaked off when the engine warmed up. The radiator was so badly blocked that it couldn't be cleaned, and we had to get a more modern core. We also put a sieve/strainer into the radiator to catch any more rust that came through – but it must have all been in the old core as we didn't see any more!

We ran the car for a few years after that but it was getting more and more fumey and unpleasant to drive so we made the decision to take it to a specialist in old Citroens to get the engine overhauled – the suspension rubbers were perished so asked him to replace these also. The mechanic sent us photos of the rings and bearings after he had taken the engine apart – each ring was in several parts and the bearings had picked up on the journals – a real mess and no wonder the engine was fuming so badly. We were lucky that we didn't do more damage.

It has been nearly a year since we took the Citroen in to get the engine overhauled and the suspension bushes replaced, and we are still waiting (somewhat impatiently now).

The Jaguar: After a rocky start with Elvis, our local panel beater, we removed the Jaguar and took it down to Fremantle to **Tom Sharman** (son of **Bruce Sharman** in Toodyay who does electrical looms for old cars as well as restorations). The work on the car went from ridiculous to sublime with the body painstakingly being pulled apart to get at every nook and cranny that might be harboring the dreaded rust. Tom has been working his way methodically around the car and has completed the right-hand side, which was the worst for rust and has nearly completed the rear. He assures us that the left-hand side will be quicker as it is not as bad! We will have a new car when we get it back – Tom estimates by June!



The Jaguar with the right-hand side completed

Peter Moore: A quick bit of advice for those of us that don't knock back having a bit of a fumble with wood and the resulting splinters.

Some years ago (probably about 12-15), a "Renovator" seemed a good idea but after I got it home, I found that plaster and simple pine were all it would handle. Living in an old house where old jarrah was key meant the toy went to the back of the "used once and maybe never again" shelf. Until about a year back when I looked at it and decided it might need some help. The toy was a Ryobi, decent, robust and handy, but would not cut. So, a wander around the Jolly Green Giant's shed and low and behold, some better cutters, "Diablo" brand. Some of their stuff is made in Mexico and others are made in Switzerland. So, after dropping a few dollars on the counter I took it home for a play and a new chapter opened in my life (yeah, a small life maybe). The little bugger would cut – well!

Finished the job, dusted it off and put it in a place of reverence for later. Over the last week, I have been rebuilding some window frames that had been constructed from Meranti nearly 30 years ago and had suffered from rot caused by water seeping into joints and standing rather than draining. My Diablo equipped Ryobi came into its own in an extremely helpful manner with only problem being its Li-Ion battery life was about 10 minutes before a 90-minute recharge. But it was really worth it. I got so excited with it I asked JGG for an extra battery, but they don't make them anymore. However, I was able to find a replacement online with double the life so it's now in the mail. When it arrives, my current job will have finished so I will treat the newbie with reverence and store it carefully for another exciting time.

Moral of the story is if the tool is good, but the consumables are rubbish go and find better quality consumables and the tool becomes treasure. OEM product for the tool may be rubbish but the specialists can produce really good stuff, particularly with abrasives and cutting.

(PS, I gave up Phillips head screws in timber a few years ago when I found square and hex drive screws – these are magic. When you can feel an 18V drill drive squirm and twist in your hands and the bit has not torn out the drive socket of the screw, you realize how much power your drill has and how effective the drive design is. Note: when screwing into any hardwood and particularly jarrah, lubricate the screw thread with sorbolene before inserting the screw.

And another small taster for the future – A Dipstick has found his dipstick! If the International Postie is still able to do his work I should have a decent Mills and Boon item for the DR deadline. Well I do hope so anyway. Stay tuned! This link is worth a watch <http://youtu.be/5GSTZceciTo>

Dave Pole: My Peugeot 404

While browsing through gumtree about a year ago my attention was drawn to a well written advert for a Peugeot 404. I'd always liked the look of them and this one was going for a \$100 song! Rather than play the back and forth text message game I decided to ring.

Well, Bruce was a man of many words! He described all the faults and issues of the car along with many positives. He had owned the car for many years after a long history of other Peugeots including 403's. He'd crossed the country many times and had kept the vehicles going by ingenuity and luck. On one of the crossings he had a tight deadline to meet and the car knew it! It continually broke bits and stopped many times but his perseverance paid off. He was in sight of the final town when the muffler parted company from the car. He stopped, threw it in the boot and made the last few miles sounding like a stockcar!

Unfortunately, Bruce's doctor gave him some bad news about his health and his wife, Cheryl, made him

promise to clear the yard and concentrate on his health. Cheryl is a tough lady, doesn't mince her words, and when we met her was wearing army boots with a summer dress! Although she did soften when she saw that Bruce and I were getting on, and that I was interested in the car.

So the next day Malcolm and I hitched the trailer to his Landy and drove over to Bruce and Cheryl's Greenwood home.

The car looked fairly rough and seemed to be missing a fair bit but once we gained entry to the shed, we found all the parts and more. Bruce had owned three of these cars and had kept the best bits from each of them. Three sets of stainless trim, extra doors, bonnets, boots, a spare engine and gearbox and more.

Bruce told us he had reconditioned the engine as well as put a new clutch in but hadn't yet driven it since the work was done. He had owner's manuals, workshop manuals, receipts for parts and files on the car that he gave me. We felt like part of the family by the time we left and they both came out to the trailer to say goodbye and wave us off.



Since getting the car I have spent time sanding the roof back and working on the engine. The carby and fuel tank needed a good clean, and new sparkplugs replaced the originals. Alastair got me a very good price on a new battery and eventually we got it fired up!

It now runs very smoothly; no smoke or rattles and it's waiting patiently for me to carry on with the bodywork now the summer heat has dropped. When finished it will be repainted in the original tan/orange with a cream roof. I'm looking forward to the day I can bring it on a run.



The car on the left is a vision of how the Peugeot will look when finished!



Mark Alderson: Hi all, just an update on my obsession. E type now has new genuine Webber Carburetors which after many ups and downs now work as they should. I can recommend Franc Fonte at FMJ motors Bentley, tel.94583433, Jag. specialists. They keep you informed, are straight talkers and are good to deal with. Malcolm put me on to them. Thanks once again Mike Stoney and Malcolm for all their help. It's a great club!

New carport built - it accommodates the TD.



Lastly, the MGA has now been pitted and registered. Lots of fun fitting new kingpins, rebuilding master cylinder plus back brakes and a couple of oil seals. I am loving it - at least the virus has given us time on our hands. Regards to all. Maybe a social distance run? Give me a call - Mark

Richard Palmer: My two brothers and I lived with Mum in a stone house that Dad built in 1950/51. It was on 8 acres at the top of Marnie Road off Lionel- the house is still there. Behind us were perhaps a thousand acres of bush extending to Bilgomen Rd in the east and Gt Eastern Hwy to the north. It was riddled with forestry tracks which were perfect for thrashing old cars around.

Our elder brother led the way with a late 30s Morris 8. He removed the body so that there was only a rolling chassis. The driver's seat was secured to the chassis with fencing wire; the power to weight ratio was therefore excellent and he thrashed it around for a few years until Phil and I took over at ages 14 and 15.....

Our first was a late thirties Austin 10.

Mum ruled that we keep to our own property, but as there was only a circular gravel driveway, she soon got sick of us doing time trials around it, filling the house with dust and noise. She came home one day to find the Austin on its roof blocking the drive and so we graduated to the aforementioned bush.

However, we had trouble getting up the first part of the steep gravel track as the old girl was quite heavy and the side valve engine was stuffed so the replacement was.....

A 1948 Ford Anglia soft top minus front wings - a friend was an apprentice at the Midland Workshops and said he would shave the head- I think he took off about 1/32" instead of thousands of inches- the compression went from 6:1 to about 9:1 and we could hardly crank it. Anyway, it went like the clappers. With no front wings we could watch the front wheels and became pretty quick in it. The fuel tank was a gallon tin perched on the scuttle with a plastic tube to the carburettor. The cable brakes were ineffective, but we didn't know any better. We had a lot of fun throwing it around.

A forties Ford flat top ute with V8 side valve motor followed but it spent most of its time sideways on the gravel and in the bush and even we were a bit scared by it.

I got my license exactly 7 days after my 17th birthday which was as fast as you could then. I had saved and bought a lovely Triumph 2000 on HP which I promptly demolished against a power pole on Guildford Rd.

Now very poor so next was a 1950s Morris Oxford with pull down-side curtains for the windows which were a lot of fun. I worked in the city and after negotiating Greenmount and shutting down she used to scream in protest for 10 minutes. (Blocked radiator?). Somehow lost reverse gear but still drove into the city every day for six months. With a bit of forethought and some shouldering I managed to park it at the Victoria Ave car park and get out every afternoon.

A Datsun 1000 that a mate and I drove to Adelaide/Melbourne/Sydney/Brisbane and back in 1972 when there was still about 400km of gravel on the Nullarbor. On the return trip she blew a radiator hose in said gravel section in the middle of summer. Cars few and far between and of course we carried no water. I had some insulation tape and taped the hose up. We had collected various beers (king browns) on the trip- the worst being Southwark from S.A- so in went 2 bottles of that. Got us back to Perth and I drove it around for ages with beer still in the system- the smell when the radiator cap was removed was foul! That car finished its life being head-oned by a mate's Ford Fairlaine at the corner near the primary school- me going down and him coming up at an incredible speed. That corner also saw Billy Bussau roll his hot VW a number of times coming to rest on his mum's verge! Unfortunately for Bill she was home at the time.

Then a succession of really terrible cars-.....

A Ford Falcon for \$80.00 which some mates and I drove to Sydney on five cylinders, without checking oil and water to start out.

A Renault Dauphine Gordini.

A lime green Thames Van with full size lounge suite in the rear.

Started to get better with an EH Holden Ute and then onto the moderns.

Hope you enjoyed my Motoring Tales.



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
Stuart Pekin		0404 231 712	4 / 6 Bookham St Morley WA 6062.	Citroen mechanic
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