



Westfield News

Official newsletter of the Westfield Car Club Incorporated

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MEMBERSHIP

Membership fees of \$34 were due on 1st January for this calendar year. Its time for all you slackers who haven't paid to cough up.

MEETING DATES

The next meeting is on 11 November 05 at 4X4XMore, 711 Beadesert Rd, Salisbury.

MORGAN PARK DATES

The last test and tune date for 2005
- Saturday 12 November

VALE - PATRICK LONTON

It is with regret that we advise the death of our club member Patrick Lonton who passed away on 28th July. Our President attended his memorial service and our condolences go to his family.



CHRISTMAS FUNCTION

The Club end of year function will be another Champagne Breakfast at Bronco's Leagues Club on Sunday 4 December 05. Our Prez has organised INSIDE tables this year to make the most of the air-conditioning. Maximum cost will be \$10.95 per head and could be cheaper depending on Club subsidy. More details as the day gets closer.

CLUB DRIVE DAY – 17 AUGUST

By John O'Reilly.

There were seven starters for the drive to Mary Cairncross Park, Maleny, namely yours truly, Peter Triggell, Bruce Window, Dominic and Leanne Peterson, Wisu and Maryit Ruzicska, Rick Jones and partner, Lisa, in a smart red Fraser, and a guest driver, Bill Sherwood with his newly registered Fraser sporting a dry-

sumped 2-litre Altezza 3SGE power-plant, 6 speed gearbox, and lots of black carbon fibre and other shiny stuff. Some only drove part of the way due to other commitments but they enjoyed the outing. Three stayers kicked on to Kilkivan for lunch and a thrash up the Obi Obi on return.

OIL SHORTAGE CAUSES PRICE RISE

What's new you say. Well a lot of people in Australia can't understand how we can have an oil shortage. Well there is a very simple answer. Nobody bothered to check the oil level and they didn't know we were getting low. The reason is purely geographical. The wells are located in Bass Strait and off the coast of W.A. The dipsticks are located in Canberra !!

REINHOLD SCHOLZ TESTS DEPT. OF TRANSPORT

Reinhold Scholz finally plucked up courage to take his 3-year-old Bella Club Sport to Dept. of Transport for registration inspection on 25/8/05. It was a scene which approached the elements of Greek tragedy. Reinhold and Eric-the-Fury presented themselves at the appointed hour with trailer-mounted Bella at Pineapple Street Zillmere. The Bella was demounted and lined up at the start. And they waited....and waited. Eventually a budding genius in blue overalls beckoned Reinhold to mount his charger and enter the valley of death to ICVs. Now Reinhold moves forward and starts to discuss the finer points of his handiwork with the genius. "Shut up Reinhold" mutters Eric-the-Fury, "let the genius ask the questions". The key was turned to START and believe it or not it did just that in spite of the fact that the flat battery had been on charge for at least an hour. Front wheels onto the rollers to check brakes. They worked enough to flat-spot the tyres and make the car leap as if to clear a 1-metre hurdle. Rear wheels onto the rollers....oops the exhaust pipe is riding on one....round and round went the great big wheel, in and out went... no, no that is a different story....grind, grind went the exhaust. It must have been enough drag to satisfy the test-rig that even the handbrake worked. "Move on over the pit". Rev, rev, tyre-squeal, crash. "It's a bit low isn't it" says Genius. "I'll get my genius colleague to help you lift it over the 100mm high lip on my trench". At this point Reinhold was perspiring profusely and muttering in German. "Take it down the end of

this pit and I will look underneath" says Genius. "Turn the steering wheel. Mmmmm there's a bit of play in those bolts holding the rack, isn't there. Your seat is very loose now that you have ripped the bolts out of it". Lights, indicators and horn worked enough to get a tick on a checklist. "Drive off the pit and park over there and wait" says Genius. Wheel-spin, grinding noise, and the Bella drops off the 100mm up-stand and gets parked. The support team of Wisu and Bruce come over with Eric-the-Fury to see what was happening. "Alright I think" says Reinhold, "just got to tighten up some bolts, fix the seat, and change the exhaust to give 100mm clearance". "Change to bigger wheels and pump up the tyres" says Eric. Genius comes out of the genius shack and hands Reinhold the papers. "Three defects to be corrected" says Reinhold, "Bloody ridiculous regulations. Bloody public servants. At least I don't have to bring it back, just send in evidence that I have fixed the problems and they will let me register it."



Postscript. Now that Frank Liu has fixed his noisy diff, he has thrown down the gauntlet to Reinhold for a derby at the track.

LEYBURN PICTURES - By Gavin Window

I spent Sunday of the Sprints at various corners of the track and took lots of pix. If you look on the web at

[Http://www.pbase.com/photos4u/leyburn_2005](http://www.pbase.com/photos4u/leyburn_2005)

you can see the thumbnail images which can be enlarged if you wish. Eric's big "off" at corner 2 gave the crowd a reason to cheer in an otherwise uneventful session.

Editor's note. It may not be obvious with the printing but there is an Underscore between the word leyburn and 2005 in the URL above.

THE 10 TH LEYBURN SPRINTS, OR THE VOYAGE OF THE HMAS LEYBURN, 21/22 AUGUST 2005 AD (ANUS DIABOLICALCULUS)

By Capt. Blythe and Mr.Christ(y)ian, Number One.

Ay Me Hearties and cold buccaneers or was it buccancoldears (why did I start this navel crap?) Well Captain Blythe and his faithful Boatswain Cobra Bob Taylor arrived in the forenoon with John Rainbow Goodwin, the Samford Valley Chapter of the Klan and the Statham family (who did a recce of the Pittsworth area in anticipation of the forthcoming Sprints in that fair port), to strike the Westfield Colours on Leyburn soil to proclaim the site for the weekend's activities.

It is of note that so many workers are defaulting by taking off a school day on Friday to obtain maximum enjoyment for the weekend. Captain Blythe developed severe RSI from writing notes of absence for those who needed one for Monday.

First Mate Fletcher Christ(y)ian paddled up in the red punt with a couple of tired old oars (named Raelene and Kaylene) and what must have been off cuts from an ironbark fence post. However we were assured that it was fruitcake hard tack. Fortunately, with microwave treatment (yes, the HMS Beagle has a radar) and the application of port, no teeth were broken.

The ensign was hoisted, the national Anthem sung and the group hug applied, HMAS Leyburn set off to glory and adventure on the high plains. The HMS Beagle van (minus both Charles Darwin and the evolutionary Ernie Beagle who was at the pet motel) was suitably moored and the HQ annex hoisted. With the dishes from Gatton Sprints in March finally washed, the crew lofted their 2 and 3 man spinnakers to run before the prevailing wind from the mobile toilet block.

The adventure on the high seas in the afternoon as the sun finally made it under the meter arm or for you older imperial folk, yard arm or in this case Hills Hoist and HMAS Leyburn signalled "up the moorings" and slipped her berth.

Cars present were scruted by the scrutineers and numbers stuck to the longboats. Hammocks were slung and nobody remembers

Friday night. The cold wind behind, a following sea, the plaintive call of seabirds echoing amongst the masts (actually they were called "C" birds by the less polite) and the sheepish cry of New Zealand ride on mowers in the next lagoon created a discordant harmony to accompany the roaring snores of the inebriated tars scattered about.

HMAS Leyburn crossed the Antarctic Circle next morning, to greet the day with ice in the rigging, (too cold for frigging in the rigging). The crew emerged in winter dress and the tea/coffee was the order of the day not to mention the *delicious* bacon, egg and cheese muffins from the lower deck mess, at a very reasonable cost.

After the drivers brief briefing, the decks were cleared for action, and by 0830 HMAS Leyburn was called to "Action Stations". The ten Westfield Club entrants all had good runs on Saturday. Guy Bedington (turbo Westfield) and Ray Vandersee (Skelta G Force) set first and second fastest outright for the day. Daylight came next. The usual assortment of Westy members in the form of Jason Lea (Datsun 2000 Sports), John Goodwin (Peugeot 404), Captain Blythe (Bella Fury), David Statham (Glockenspiel Mk1), Gavin Statham (Westfield), Bruce (peace in our time) Chamberlain (Westfield), David (Corpus) Christy (Westfield) and Richard (family jeweller) Cullum (Westfield) all had clean runs and were well satisfied despite the cold slippery conditions.

Saturday night descended dark and clear, and with the day's proceedings over, the crew made quick work of several weeks' rum ration. Off they went drinking, feasting, fighting and wenching in the township (in reality a brownie running amok with a balloon on a stick).

Jason (Datsun Cogs) Lea elevated the already refined atmosphere with an Eisteddfod winning performance of the spoken art with recitals of The Good Ship Venus - all 127 verses, and Eskimo Nell - all 542 verses. The cultured amongst the crew were left speechless with the beauty of the renditions and there were very few dry eyes to be seen.

Mr Christian asked permission to camp by the lagoon near the 2 ride on mowers. Permission denied when the Captain explained that the area in question was already part of the Adelaide CBD known as the Rundle Mall and

subject to strict environmental rules about noise and visual pollution.

Saturday night was cold and frivolous.

Sunday dawned brightly and we discovered that we were still within the Antarctic Circle with more ice in the rigging.

Another full day's duties and we all had 7 runs overall, which was great for all.

David Red Mist Statham deflowered his car, dismantling his left headlight on a hay bale. He claimed he was asked by one of the more shameful members of the crew to collect something that might act as a lure to ride on mowers.

The Bella--- cop this---cracked the ceramic bit of the spark plug and blew out the electrode. A walk around asking for a rare thread 12mm plug seemed hopeless but one good sole had one. From a chainsaw I wonder.

Results

Ray Vandersee and Guy Bedington made it a Toowoomba show with a monumental battle for outright honours for the weekend. Ray finally pipped Guy by .09 sec to take first and Guy took second out of the 181 entries. A great effort by both gentlemen and a grand result for the Skelta in its first outing as a road registered car. When it gets its carbon fibre body instead of the GRP body, there will be a significant reduction in weight and no doubt the lap time will be carved much lower. The full results list (below) for the Westfield Club looks pretty impressive with 4 class wins and a further 2 podium finishes. Great effort everyone.

Sunday night saw the trophies distributed amongst the crews, and they duly slung their sea bags and headed home to the Missus.

Who won...who cares!!!!

Some intrepid (or tired) crew had a quiet Sunday repast and set sail for home port the following morning.

Driver	Car	Best time	Class place	Over-all place
Bedington, Guy	1997 Westfield, Gold, 1.6 litre 4AGE 16 valve turbo	42.41	1 st	2 nd
Blythe, Eric	1996 Bella Fury, Red, 3 litre V8 Ferrari	53.19	2 nd	135 th
Chamberlain, Bruce	1999 Westfield, White, 1.6 litre 4AGE 20 valve	46.33	4 th	23 rd
Christy, David	2000 Westfield, Red, 1.6 litre 4AGE 20 valve	45.96	3 rd	18 th
Cullum, Richard	2004 Westfield, Yellow, 1.6 litre 4AGE 20 valve	47.12	5 th	33
Goodwin, John	1964 Peugeot 404, Burgundy, 2 litre	50.11	6 th	122
Jason Lea	1968 Datsun Sports 2000 2 litre	46.50	1 st	25 th
David Statham	2005 RUEA C-Type Red, 1.6 litre 4AGE 20 valve	49.11	4 th	71 st
Statham, Gavin	Westfield, Red, 1.6 litre 4AGE 20 valve	44.89	1 st	8 th
Vandersee, Ray	Skelta G - Force, Blood Orange, 2 litre	42.32	1 st	1 st

Apart from the competitors we also saw a large contingent of members visiting to give support. Some names may accidentally not be included in the list, so apologies in advance for anyone so slighted. The Club will be retaining Peter Beatty to provide a full professional apology if required and a sick bag provided if he lays it on too thickly.

Sharyn and Marilyn kept their respective children Ray and Bruce under strict control. The alphabetical and hopefully complete list comprises Lyn and Keith Batten, Gary Chisholm, Andrew Christy, Nicholas and Rob Clarke, Mick Cullum, Ian Daniel (who does a great job fettling the Skelta), Mike Doyle, Des Edwards, Jim Esson, John Heindorff, Eric Laakso, John O'Reilly and mate Barry who

returned this year despite having seen what went on last year, Klan Grand Wizard Ross Rundle, Wisu Ruzicska (thanks for the doona that kept forgetful Corpus warm in the icy conditions) , Daryl Saal, Greg Schmidt, Bill Steward, Bob Taylor, and last but not least Editor Bruce Window and son Gavin (who provided some great photography of the event). Thanks for coming and giving your support.

And we all lived happily after.

The end.

A Poem - The good ship Leyburn

By Eric the Fury

T'was on the good ship Leyburn shining in the sun
That every Westfield's owner descended for some fun
The figurehead was Eric in bed
Without his face in Ernie's bum

For Ernie was at kennels, what a turn of luck!
For there was a lady poodle, with whom to
.....socialise and exchange worldly experiences.

All the year the crew waited for this day - to socialise and race
But too much Saturday night's frivolities would see them off their face.

The Westies shite and briny did their work that day
But Les Mellor's A40 Farina took the bit and just farted in the dray

The damage to the Farina was not too bad to see
Just lots of dents and scrapes and things, and a tear or three

Now the weekend is over and the tales they will be spun
About the day I went to Leyburn and I well, nearly, almost... won.
The end

NB. No animals were harmed in the compilation of this account, not even the two sheep or the bloody roosters on roster to while the night away.

TECHNICAL TALK

F.R.E.Ds and Clubbies

By John O'Reilly

FREDS are flaming ridiculous electronic devices and I got involved with them before I took my big trip to Adelaide. If you have ever been driving through a speed camera area, have you wondered if your speedo is accurate for your new diff or new tyres? Especially interstate? I did, and it prompted me to look at building a FRED to ensure that I could adjust my T50 gearbox output to my electronic speedo from the Corolla half-cut instruments.

One can buy an electronic kit from Jaycar Electronics that consists of a printed circuit board, some wires, and LOTS of tin things and stripy coloured things with wires at each end. It comes with complete instructions, and is rated as "moderately difficult" to assemble.

I put most of mine together, and my undying gratitude goes to those who helped to get it working despite my efforts.

Basically, it is a black box that goes between the Speedo pulse generator on the T50 gearbox and the input to the Speedo dial on the instrument panel. My understanding is that it alters the pulse rate by two variable switched resistors and lots of black funny chip things. The switched resistors are a Coarse tune of 10% per click, and a Fine tune of 1% per click.

After it was built (and then modified to make it work with my Speedo) I was pleased to note that when I had it checked on the RACQ rolling road, it was exactly 2% high as Bruce the Guru had set it for me. The beauty of this FRED is that should one change tyre size or diff ratio, one can just dial in the difference via the switched resistors.

Editor's note. The kit is Jaycar Part No. KC5380 and the input circuit needs to be modified to work with the Toyota Speed Sender and Toyota Speedo from the Corolla front-cut. You should not install R1 or R2 as these pull down the pulses from Speedo sender too much. Do install link at LK1 at (X) to put +12v to Q3 emitter via Z, and select Link 2 as needed for Fast or Slow output. Anyone who wants to built the circuit to can contact me to clarify these details. B.W.

CORNER WEIGHT SCALES

John Bosci, our local Westfield Agent has bought a set of scales, and Camber and Castor gauges which will allow correct set-up of a car with driver. He will charge you to hire the gear and use his other facilities at \$50 for first hour as a minimum and then \$20/hour in 15 minute increments. Tools and hoist are available for use.

Contact John on 07 3374 0805 or 0419 692 775.

LATE NEWS

Laurie Youngberry is back in the country but is now sans Westfield. The new owner of his car is a Victorian (we can forgive him for that) and has told Laurie that the Westy is going strong and competing.

FOR SALE

Cars:- Westfield Clubman or Ron Champion Lo-Cost Clubman

To the best of our knowledge, these members still have their cars for sale:

John Brown, via Phil Topfer
: phone 0401 476 868
Michael Clark, ph 4691 2955
David Lake, ph 3279 6489
Leonce Morel, ph 0418 874 422
Darryl Saal, ph 4630 1563
Robin Marshall, ph 3841 6000

Surplus Bits and Pieces

1. Brake Master Cyl., Dual, PBR P10026, new, with dual Girlock Reservoirs, \$100.
2. Wiring Loom, new, genuine Westfield, with circuit and documentation, \$150.
3. Front Brake Hoses, 2 new H642, \$20 each.
4. Radiator Overflow Tank, Plastic, new, \$5.
5. Windscreen Washer Kit, new, \$5.
6. Wiper Arms, Trico A104, 2 new, \$10 each.

Contact Bruce Window, 07 3351 4270 or email to editor.

CLUB MEMBERS WHO OFFER MOTOR-SPORT PRODUCTS

Alecam Motorsports Pty Ltd,

Queensland agents for Westfield Kits and Spare Parts manufactured in Victoria, is operated by John Bosci. Contact John on 07 3374 0805 or email at jbosci@bigpond.com

See **White Pointer Fibreglass** for anything fibreglass – Reinhold and Marcus Scholz. Ph. 07 3266 7180

Call **Rick Hargreaves** for GAZ Clubman Shocks or Springs Ph.07 3285 3471.