

# The Rack Pack

**VACC shut down Wayne Imlach when he was operating as a backyarder in the 1970s. That forced Wayne into legitimate business and 30 years on, the automotive recycling industry, and countless customers, are thankful.**

**A**s a youngster, Wayne Imlach had a healthy interest in motorcycles. That interest grew into a second income as Wayne fixed cars from home. A complaint by VACC saw Wayne move into legitimate business, renting a factory in Mordialloc, before moving into automotive recycling in 1980.

“I found it easier to pull the bloody things to bits than put them back together,” he told *Auto*.

Wayne started Sigmawreck while working as Production Controller at Hella. The business operated at five sites (and under five names) in Melbourne’s south-eastern suburbs until three years ago, when it was consolidated and brought under one roof.

Wayne is now Managing Director of the renamed group, Imlachs Auto Parts, while son Dale, who is also the first Chairman of VACC’s Automotive Dismantlers and Recyclers Division, is Sales Manager and Company Secretary.



Imlachs Auto Parts has grown to employ more than 50 staff and has thousands of computer-catalogued parts ‘racked’ at its massive Clayton premises.

The business is changing the image of the automotive recycling and dismantling industry, operating a clean, professional and efficient business where parts are instantly traceable.

Imlachs Auto Parts sources damaged cars from domestic auctions, the trade and private sellers across Australia and also has a team in Japan looking for more product. The company specialises in recycling Mitsubishi, Honda, Neon, Voyager and Toyota parts.

Each damaged car received goes into Imlachs’ Incoming Assessment Centre, where it is documented, assessed and checked against VicRoads Vehicle Securities Register. Each car has its VIN number cancelled, as required by the ‘Wrecks Register’, and parts can be traced to their source.

The damaged car is started and run tested. Good parts are dismantled, catalogued, priced, barcoded and stored. Repairable parts are fixed and engines tested (some are reconditioned) and body shells are stored undercover to minimise the effects of weather. Fluids and batteries are removed and fuel is recycled.

Four digital photos are taken and vehicle information, including body colour, trim colour and mileage, is logged on the computer system. The information is also put onto Imlachs’ web



**Wayne Imlach started Imlach Auto Parts. His son, Dale (below left), is Sales Manager**

site ([www.imlachs.com.au](http://www.imlachs.com.au)), allowing customers to view pictures of arriving vehicles, locate parts and submit email inquiries.

According to Wayne, up to 80% of a car can be recycled, with the remainder crushed and shredded for re-use. Wayne said Imlachs Auto Parts’ customers were primarily mechanical and smash repair workshops. Trade customers contact the in-house call centre and have their parts inquiries answered quickly by staff that search the database, which contains parts from 300 late model cars.

“The demand for good quality, late model recycled parts is so great, it’s outstripping supply,” Wayne said. The company also caters for the retail and trade markets from a second site, Centre Road Wrecker/Self Serve in Springvale, which gives the public access to parts from more than 1000 cars.

The Clayton premises has dedicated loading and despatching areas and is also a licensed quarantine area for receiving and releasing of imported parts and cars.

As well as being a founding member of VACC’s Automotive Dismantlers and Recyclers Division, Imlachs Auto Parts has also provided input into a Code of Practice for automotive recyclers. **aria**