



EST.

# the GOOD OIL

1953



The official journal of the

# NORTH EASTERN CAR CLUB INC.

MAY 2020



the Good Oil is published monthly, except January, by the North Eastern Car Club incorporated. The opinions expressed in this magazine are not necessarily those of the club or its committee.

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The deadline for material to be published in the Good Oil is the third weekend of each month except December. Material as text files (.txt), Word documents (.doc) or PDFs (.pdf) is acceptable. Alternatively printed document is also acceptable. All material to be directed to the EDITOR - editor@northeasterncarclub.com.au.

The North Eastern Car Club meet at 7.30PM on the first Wednesday of each month, except

## NECC COMMITTEE 2020



### EXECUTIVE POSITIONS

**PRESIDENT** **Scott Mann** 0409 836 440  
→ [president@northeasterncarclub.com.au](mailto:president@northeasterncarclub.com.au)

**VICE PRESIDENT** **Stuart Lister** 0418 629 900  
**SECRETARY** **Gary Gourlay** 0407 833 002

**TREASURER** **Gary Gourlay** 0407 833 002  
→ [treasurer@northeasterncarclub.com.au](mailto:treasurer@northeasterncarclub.com.au)

### GENERAL COMMITTEE

**MEMBERSHIP SECRETARY** **Richard Fung** 0419 324 571  
→ [membership@northeasterncarclub.com.au](mailto:membership@northeasterncarclub.com.au)

**EDITOR** **Richard Fung**  
→ [editor@northeasterncarclub.com.au](mailto:editor@northeasterncarclub.com.au)

**WEBMASTER** **Richard Fung**  
→ [webmaster@northeasterncarclub.com.au](mailto:webmaster@northeasterncarclub.com.au)

**MERCHANDISE/SOCIAL** **John Bell** (03) 5725 1728  
→ [social@northeasterncarclub.com.au](mailto:social@northeasterncarclub.com.au)

**JUNIOR LIAISON** **Joshua Dowell** 0439 167 710  
→ [juniorkliaison@northeasterncarclub.com.au](mailto:juniorkliaison@northeasterncarclub.com.au)

**CLUBROOM/CATERING** **Kurt Kazenwadel** 0404 147 944

### NON-COMMITTEE APPOINTED POSITIONS

**CLUB PERMIT SCHEME** **Ron Woodward** (03) 5727 3407  
→ [cps@northeasterncarclub.com.au](mailto:cps@northeasterncarclub.com.au)

**KHANACROSS SERIES** **Ray Wingrave** 0403 932 515  
→ [khanacross@northeasterncarclub.com.au](mailto:khanacross@northeasterncarclub.com.au)

**POINTS SCORER** **Stuart Lister** 0418 629 900

**CAMS SCRUTINEER** **Laurie Weston** 0419 395 421  
→ [camsscrutineer@northeasterncarclub.com.au](mailto:camsscrutineer@northeasterncarclub.com.au)



Cover photo: Alfa Romeo 2000 - the Editor



**NORTH EASTERN CAR CLUB Inc.**  
PO Box 138, WANGARATTA  
VICTORIA 3676  
AUSTRALIA

[northeasterncarclub.com.au](http://northeasterncarclub.com.au)  
[facebook.com/northeasterncarclub](https://www.facebook.com/northeasterncarclub)  
[info@northeasterncarclub.com.au](mailto:info@northeasterncarclub.com.au)

# EVENTS CALENDAR 2020

## JANUARY

15 Committee meeting  
30-2 Bathurst 12 hour

## FEBRUARY

2 Swanpool Motor Festival  
5 **SHOW US YOUR CAR NIGHT**  
19 Committee meeting  
22 George Woods Rally  
29 Rally Retro Festival

## MARCH

4 **General Meeting**  
7 Challenge of Clubs  
12-15 Australian Grand Prix  
18 Committee meeting  
21 **VRC Mitta Mountain Rally**  
28 Welsford Wander

## APRIL

~~1 General Meeting~~  
~~5 Khanacross Rd.1~~  
15 Committee meeting  
~~17-19 ARC Forest Rally WA~~  
~~18 VRC/VCRS Ada River Rally\*~~  
~~27-2/5 Targa Tasmania~~

## MAY

~~2 VCRS~~  
~~Victoria Cross Rally\*~~  
~~6 General Meeting~~  
~~10 Khanacross Rd.2~~  
13 Committee meeting  
23 VRC/VCRS  
~~Manysville Stages\*~~  
29-31 Historic Winton

## JUNE

3 **General Meeting**  
5-7 Supercars Winton 400  
17 Committee meeting  
19-21 Rally Tasmania TAS  
20 VCRS Nissan Nightmoves\*  
28 **Khanacross Rd.3**

## JULY

1 **General Meeting**  
15 Committee meeting  
26 **Khanacross Rd.4**

## AUGUST

5 **General Meeting**  
9 Khanacross - spare  
19 Committee Meeting  
22-23 ARC/VRC  
Eureka Rally VIC

## SEPTEMBER

2 **General Meeting**  
3-6 Rally NZ  
13 **Khanacross Rd.5**  
16 Committee Meeting  
19-20 VRC/VCRS  
Yarra Valley Stages\*  
26 Tour of Gippsland  
27 Khanacross - spare

## OCTOBER

3 VCRS Tunbridge Trail  
3-4 Rally SA  
4 Khanacross - spare  
7 **General Meeting**  
9-11 Supercars  
Bathurst 1000  
14 Committee meeting  
17-18 VRC Akademus  
24 Rich River Trial\*

## NOVEMBER

4 **General Meeting**  
7 VCRS Tumut Rally\*  
18 Committee meeting  
21 **VCRS North Eastern Rally**

## DECEMBER

2 **Annual General Meeting**  
4 **Presentation Dinner**

\* NECC Rally Championship round  
° To be confirmed

Note: dates & events subject to change



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# **PRESIDENT PRATTLES...**

Scott Mann → [president@northeasterncarclub.com.au](mailto:president@northeasterncarclub.com.au)

G'day folks,

## **Combating the Cabin Fever!**

One month in and who knows how many more to go in this is the new, uncharted world of Covid-19.

If our house is anything to go by, I'm sure by now many of you too are also starting to struggle with the kids climbing the walls and/ or your partner suggesting, requesting (or demanding) that the never ending list of projects are completed with all the spare time we all have now.

In terms of the club's functionality, based on the advice from our learned colleagues in Canberra and Melbourne, our hibernation will continue for at least another month. The committee will continue to monitor the situation and when the pandemic starts to ease and we're allowed to venture into the big wide world again, we'll make sure we let everyone know.

No formal committee meeting was held in April. Given the hibernation, the club has not really had much activity at the committee level. At this stage we are looking to meeting early May to determine what activities we can plan for throughout June and July.

As stated last month, the May general meeting will be cancelled. June and July meetings will be reviewed early May and will be dependent on the situation of the virus.

All other club events and activities will remain in their holding pattern for at least the coming month. Like they said in Die

Hard 2, "Pack 'em, rack 'em and stack 'em". As stated above, as soon as the pandemic eases, the plotting, planning and scheming will begin in earnest.

Even though our sport has largely been contained to the TV and video games or ESports. I was encouraged to see a small but fiercely determined group of enthusiasts re-create the desktop rally. Using the many advantages of today's technology, maps and route instructions are posted on various forums with participants needing to email answers back to the organiser. First correct answers received are deemed the winner.

The competition is fierce with lots of banter and guidance for those who get virtually lost. Another great example of our sport overcoming roadblocks to ensure we can continue to enjoy the various aspect of our sport and remain in contact with our colleagues

If this is something that interests you, search them up on the HRA Facebook site which where I saw the last couple. They usually take place over the weekend.

Well that's it for me this month, until I see you at the next event, stay safe!

Until then, stay safe.

## **CLUB PERMIT SCHEME: PERMIT HOLDERS PLEASE TAKE NOTE**

Ron Woodward → [cps@northeasterncarclub.com.au](mailto:cps@northeasterncarclub.com.au)

The following arrangements will apply for the foreseeable future due to the ever-worsening coronavirus (COVID-19) situation in our country.

Signing of renewals and processing of new applications will continue to be carried out by myself. All club permit documents must be sent by post to me. I will endeavour to have documents in return mail the day after I receive them. There will be no signing of documents at either the club rooms or at any other location. Renewals will need a vehicle condition report (download from club web site) completed and sent with renewal papers. Please contact me before sending a new permit application.

Please also enclose a stamped self-addressed envelope with your paperwork. Due to the slow delivery of standard envelopes these days I suggest the use of either express postage or quick delivery stamps (both available at Australia Post outlets.)

I wish to thank you all in advance for your co-operation with the above and let's hope the world returns to normal sooner than later.

Address to send documents: 28 Lauriston Avenue Milawa VIC 3678

Phone number: 0400 250 861

Email address: [cps@northeasterncarclub.com.au](mailto:cps@northeasterncarclub.com.au)

**Ron Woodward**  
CPS officer

# MEMBERSHIP

Richard Fung → [membership@northeasterncarclub.com.au](mailto:membership@northeasterncarclub.com.au)

## EXPIRING MEMBERS

### EXTREMELY OVERDUE

### OVERDUE

Scott Kelly	Helen Ferguson	Bruce Baker	Tom Costa
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### MAY 2020

Terry Cornelius	Robin & Veronica Box	Alan Lennane	Joshua Dowell
Jamie King	Lisa Box	Troy Dowell & Family	Clare Whitten & Family

### JUNE 2020

Keith Eldridge & Family	Wayne Owen	Gerard Blum	Michael Crispo
Jennifer & John Turner	David & Jenny Ward	Peter Gay	Christopher McInnes
Michael Stone	Ross & Christine Runnalls	Joe Giudice	

### JULY 2020

Paul Scalzo	Andrew & Karen Bartlett	Sherwin Williams
James Woodward	Rick Schaefer	Mark Stone

## NECC BUMPER STICKER

Introducing the latest NECC Bumper Sticker. Members renewing their NECC membership from now to May 2020, will find their very own bumper sticker enclosed with their membership confirmation letter.



NECC is supported by:



17-19 Rowan Street  
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# THE NEVER-ENDING LIST OF PROJECTS!

Scott Mann → [president@northeasterncarclub.com.au](mailto:president@northeasterncarclub.com.au)

As I mentioned earlier in the mag, the current situation has been a god send for some of us where we can spend more quality time with our families.

Although for some of us, it means we have less excuses to avoid all the projects around the house we've be putting off for many reasons.

Well, the Mann household is no different.

I reckon my list of projects in the past weeks has gone from about one arm's length to something greater than three! And what's more, I'm now getting request from all quarters.

The usuals for this time of the year are there; like getting firewood, prepping the property for winter, general repairs and maintenance jobs etc, etc. But now I'm getting the "build additional veggie garden beds", "build the chook coup", "build the cubby house" oh and now we've got two new additional projects in the house which also now demanding attention.

Introducing Kermie and the Road Runner!



Just before Easter, I happened across an advert for two cars which were being offered for sale. Both were reportedly non-runners, but largely free of any body real damage. The price was too good pass up on, so over the past two weekends, we've hitch up the trailer and headed off under the cloak of essential travel, well as much as you can when you've a tandem hanging off the back of the Prado to pick these two new additions.

Over the coming month (or years), we'll try and provide an update on the progressive restoration of these vehicles to a point where they can be at least driven and or potentially re-registered.

However, for this month, we'll settle for introductions.

Kermie is a 2000 Hyundai Accent. It was named Kermie, because it's green, why else would you call a green car Kermie! Lachlan has claimed this one as his own and is now asking lots of questions about how we can install a Bluetooth compatible radio into it. Nothing like having your priorities clear.

It has about 180k on the clock and was stopped in its tracks by a blown head gasket which has led to a distinct lake of compression. This one is definitely a non-runner at the moment. There's a 1.5L DOHC engine that's about to get a birthday.

The rest of the car is remarkably straight apart from the odd battle scar from the car parking wars.

Inside, the car has a distinct aroma of Winfield Reds. It gonna take some time and effort to get rid of that fragrance. Other than this issue, the interior is reasonably clean for its age.

It short, apart from the head gasket, I don't think this one could be all that far away from being roadworthy, but of course let's see what other little gems it presents us with over the coming months.

The Road Runner was claimed by Joshua in a heartbeat because it also had the twin cam engine. In his best Jeremy Clarkson voice, he louts "More Power"! What can I say, I've got no hope!

The Road Runner (aka RR) is 1999 Hyundai Excel. It also has about 184k on the clock and is fitted with the same 1.5L DOHC engine as the Accent and that's about where the similarities stop between the two cars.

After extracting this one out from behind the shed and onto the trailer, it was brought home and washed before a set of jumper leads attached and the vitals checked over. Once checked, it was given a kick in the guts to see if it would start. After a bit of persuasion, it finally coughed into life. Yeah!

It actually runs really smoothly for something that had been parked up for almost a year.

And that's where the good stuff stopped...

This one's got quite a few battle scars, most notably on the roof where several patches of filler had lifted and allowed surface rust to form on the roof skin. Mechanically, I suspect RR will present us with a reasonable list of items needing attention. But again, for the purchase price, Josh will be able to get it drivable and learn exactly how it all works and more importantly what to fix when it doesn't. This is of course if stops looking at cold air intake and short air rams etc etc...

I, on the other hand will learn to fine art of indigenous tracking. That will be tracking down all my tools, oils and other car relating items as these boys spend more time working on them.



(apologies for the poor photo, it was a last-minute thought)

So, with the intros done, now we get down to work. First job, rearrange the shed for the hundredth time so that I can get both cars in there and the tractor. Let the tetrus begin.

Stay tuned for the next update on the progress of these new additions to the Mann's car yard.

Until next time, stay travels

SM

P.S. I had nothing to do with naming RR. That was all Josh!

# CLUB PERMIT SCHEME

Ron Woodward → [cps@northeasterncarclub.com.au](mailto:cps@northeasterncarclub.com.au)



## PERMIT RENEWALS

The following vehicles on the Club Permit Scheme are due for renewal.

### MAY 2020

Helen Ferguson	07928 H	18/05/20
Thong Le	40011 H	02/05/20
Travers Nuttall	54440 H	04/05/20
Norman Nieuwland	66435 H	11/05/20

### OVERDUE

Phillip Tolliday	77604 H	24/03/20
Scott Spedding	22474 H	30/04/20
Loise Harper	90099 H	05/04/20
Darryl Grimshaw	03639 H	26/04/20

### IMPORTANT NOTE:

If you have a car on the Club Permit Scheme and you don't renew your club membership on the due date, your registration will be automatically **INVALIDATED** until your membership is brought up to date. You may be subject to fines from the authorities if caught driving the vehicle with an invalidated permit.

## VICROADS PERMIT RENEWALS

As of Monday 23rd March, VicRoads have advised that:

*" Currently, our Customer Services Centres and mail processing centre will remain open so Club Permit Renewals can continue to be paid as normal.*

*As you will appreciate, the situation is changing daily, we will advise further as soon as there are any changes to these arrangements. "*

## NOTICE TO ALL CLUB PERMIT HOLDERS

Due to the change in the frequency of committee meetings, I will no longer be available to sign Club permit paperwork prior to those meetings.

I will remain available prior to general meetings (6.30 - 7.30 pm) to sign paperwork and the mailing option will still remain available.

## PERMIT SIGNING

Both club permit applications and renewals will only be signed in one of the following two ways:

1. During the hour prior to commencement of a monthly general meeting (first Wednesday of each month excluding January). Meetings commence at 7.30 PM.
2. Sent by mail to **Ron Woodward at 28 Lauriston Avenue Milawa VIC 3678**. Renewals must include vehicle condition report form (download form from club web site) and a stamped self-addressed envelope. Due to longer mail delivery times, please allow a 2-week turnaround time.

### Note:

Please contact **Ron Woodward [ 5727 3407 or 0400 250 861 ]** to discuss any new vehicle applications prior to commencing application process. Please refer to details below regarding eligibility of new applications.

Ron Woodward → [cps@northeasterncarclub.com.au](mailto:cps@northeasterncarclub.com.au)

## COVID-19 and HOWLONG

I had been watching Gumtree for some 12 inch mini wheels.  
The Top 10 at the Mini Nats all run them and it makes them all go better. I had to have a set to show I am a go getter.

So I bought them last December on the Sunny Coast Y'know

I snuck up paid \$700.00 a bargain for this Joe.

I toddled back to Toowoomba where my mate said leave them till there needed.

Jeez the Mini Nats aren't till June theres lots of time I bleated.

I enlisted a freight contact, a Colombian who can move stuff without being invoiced or receipted.

December became January and well you get the Rocket luck.

No problems mate the last three weeks they just didn't make the truck.

So late last week I got the call, your wheels are at our yard. Woo Hoo, just nip down to Corowa, it wont be that hard. Whoa! Just a minute this COVID-19 has hit the scene, no visitors only staff.

No problem Rocket I'll take them to my place and you can pick them up not hard!

Now COVID-19 has caused the States to close all their borders. So I cant just nip across the river its against COVID orders.

And now I hear that gatherings of more than two are banned. That means the Mini Nationals will have just got canned.

I find this quite ironic that my wheels that took so long. Are now sitting in a shed across the river isolated in a town called Howlong?

### Rod Shaw

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4083 Royal/White  
pictured



# FROM THE ARCHIVES

Extract from CUSTOM RODDER MAGAZINE No. 70

## THE HISTORY OF THE

The Australian Super Car Era reached its pinnacle around 1968 through into the 70's with such vehicles as General Motors Holdens 327 cubic inch and 350 cubic inch Chevrolet powered Monaros, then came the General's XU-1, SLR5000, A9X and L34 Toranas.

Meanwhile the Ford Motor Company in Australia was producing their range of GT Falcon Sedans, the ultimate being the phase I, phase II and then the magnificent Phase III GTHO Falcon.

We also saw Chrysler Australia producing their form of Super Car in the Hemi Pacers, then the E38 and E39 race orientated two-door Chargers.

We shall have a much deeper look at the research and development of all these vehicles, and more, as the article progresses, but before we reach this stage let us turn back and examine some of the early developments in the Motor Vehicle Scene in Australia.

Up until the mid-fifties the trusty old side-valve V8 was the main stay for the Ford Motor Company having something like twenty-two years of development under its belt, but by 1954 it was well dated and with the introduction of a new Customline in 1955 came the first of Ford's overhead valve V8's with a capacity of around 272 cubic inches or 4-1/4 litres and a power rating of around 160 brake horsepower.

These engines were imported into Australia from Ford's Canadian engine plant and installed in Australian made Customline and Mainline Coupe Utility bodies, the same motor was also used to power Ford's Australian truck production line.

This motor was to be known as the Y Block because of its cast iron block design.

One exponent of the Customline was a chap called "Len Lukey", known to many of us as the manufacturer of the famous line of mufflers carrying his name.

At a 1957 Fisherman's Bend Sprint Meeting, later to be tagged with the American title of "Drag Races", Len Lukey piloted a 1956 V8 Customline of 4500 cc or 4 1/2 litres to victory over the 1/4 mile at a time of 16.80 seconds and was awarded the title of having the fastest and biggest Sedan Car of the day.

It is also interesting to note that another personality Harry Firth of the current Holden Dealers Team managerial fame, in a Triumph Special? held the "Spring" record at Fisherman's Bend for more than four years against such people as a young Murray Carter who ran a 3568 cc Jaguar XK120 Sports Car.

It was also around 1948-1962 that we saw the development of the trusty old Holden Grey Motor that poked out 62 brake horsepower at 4000 revs per minute in stock form.

General Motors Holden used the "Grey" or "Side Plate" six cylinder engine to power its "FX" Holdens which were officially branded 48/215 Holden vehicles, the "FX" tag was placed on them later by the public possibly because of easier parts identification and the later introduction of the "FJ" range.

The old grey motor capacity was 132.3 cubic inches. The FX production line ran from 1948 to 1953 and 120,402 vehicles were produced in that period of time.

Then came the FJ between 1953 and 1956,



A line up of what would be called popular V-8's in the mid 60's. A used car yard in Sydney.

late 1956 saw a complete styling change to the FE model and an update in 1958 to the FC Holdens. 1960 saw the introduction of the FB another styling change and with it the 132.5 cubic inch grey motor was opened up to 138 cubic inches.

1961 saw an update in style to the EK Holden range.

1962 found the last of the grey motor production being housed in the EJ Holden production line, a lower wider design which also featured more interior room.

Meanwhile the experimental Branch of Repco Limited in Melbourne, Victoria had in its service a research engineer named Phil Irving who designed and developed a new head for the Holden grey motor called the "High Power Head" or "Cross-flow Head", then with another associate Charlie Dean put together a 1957 FE Holden Sedan and went racing with much success.

Some specifications of the high power head motor were as follows:-

The combustion chambers were almost hemispherical and the spark plugs were in the top of the head on the same side as the exhaust ports, running the original carburettor and a modified exhaust system there was a power boost of approximately 50% to 90 brake horsepower, by bolting on twin Holden carburettors or one compound Weber the power reached 100 brake horsepower, with two compound Webers power increased to 130 brake horsepower and an additional 10 brake horsepower could be gained by increasing the bore to 3-1/8 inches.

Charlie Dean's "Hot Shot Holden" had a top speed of 109.7 miles per hour, the standing 1/4 mile was clocked at 17 seconds.

Another enthusiast Bob Holden of Oakleigh in Melbourne, Victoria also owned an FE Holden Sedan, this one was an ex-country taxi, black in colour called "Gussy". Bob also screwed on a cross-flow head which produced 142 brake horsepower at 6000 revs per minute, with a top speed of 115 m.p.h. and returned 26.4 miles per gallon at 80 m.p.h.

Bob could be seen using "Gussy" as an everyday hack during the week and then would go racing it on the weekends.

Another development of note was the twin cam overhead valve Holden motor built by Merv Waggott of Sydney.



The Australian '57 Ford Customline popular in its day with those wanting speed and good looks.

Merv commenced business as a refrigeration engineer in 1942 and eventually started up a cam grind service after designing and building his own lathe.

Merv Waggott was not the first to build an overhead cam Holden motor, a chap called Fred Foster, a Mascot engineer, built such a motor and ran it successfully in a speedboat.

But Waggott's motor is the one we have with available information, some specifications are as follows:- twelve port light alloy head, twin overhead camshafts, six 1-1/8 inch Amal carburettors, a dry sump oiling system and 10.5-1 compression ratio, the motor would spin to 7500 revs per minute and develop 170 brake horsepower.

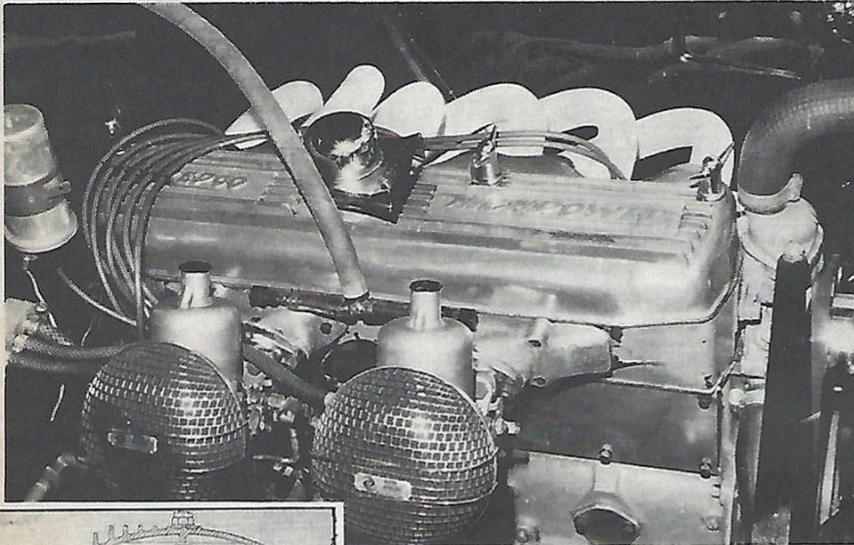
A further development that Waggott engineered and incorporated into this motor was a cage that bolted to the bottom of the existing engine block and converted the old four main bearing crankshaft to a seven main bearing crank as is now found in the Holden six cylinder engine, naturally longer connecting rods had to be made to accommodate the increased stroke. This modification surely must have made the Waggott motor more reliable than other modified Holden motors running the old four bearing crankshaft.

The motor was fitted to Bill Thompson's FJ Holden Sedan and offered strong competition to Leo Geoghegan and Lon Kingsley racing Repco Holdens.

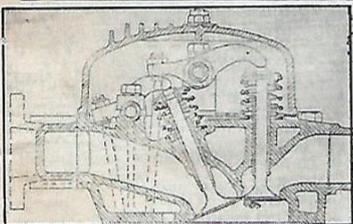
Leo Geoghegan was then 21 years old, we shall see him feature prominently later in this article, but at this time around 1957 he was racing a black 1953 FX (48-215) Holden Sedan in conjunction with his father Tom. They also ran a second-hand car and Taxi business in Sydney.

# AUSTRALIAN SUPER CAR

By Leighton Rawlings



**LEFT** The Repco crossflow head with diagram. See Feature CR41. Car owned by John Kean, QLD. Many people and companies developed special heads and speed equipment for the Holden Grey motor!



Leo made his debut into motor racing on his 17th birthday at Orange in 1954 and always proved to be a formidable competitor.

Another unusual development to an Early Holden motor was campaigned by Dudley (Dud) Dansie, an Adelaide businessman who raced a locally built open wheeler reminiscent of a Ferrari or Maserati.

Dansie used a motor produced by Dave Dunstan, another South Australian (I wonder if he is any relation to the ex-Labor Premier of that State).

This design did away with the conventional valves in head and was known as "South Australia's Valveless Holden Motor" as reported by Jack Glasson in the April 1960 edition of Sports Car World.

Two complete motors were found in Adelaide at Southcott Ltd and with them came a large stock of spare parts.

Dansie purchased the whole package and then went about installing one of the unusual motors in his race car.

In the Dunstan head, the conventional valves are discarded and a three inch tube runs the full length of the head and rotates at one-quarter engine speed, the tube has two flats per cylinder cut into it which open and close special inlet and exhaust ports through to the cylinders, the head is then sealed to the block with weld rings (O-rings as we possibly know them today).

Unfortunately the head would not perform well at low revs so Dansie teamed up with two enthusiastic mechanics—Tony Rugari and Noel Hurd and together they mounted a G.M.C. Diesel Blower to the motor and boosted fuel pressure to six pounds per square inch, the blower ran at engine speed and was chain driven from the har-

monic balancer which acted as a cushion, the carburettor was a trusty twin throat Stromberg 97, the same as that used on the old side-valve V8 Ford motors.

With a compression ratio of 8.5:1 the fuel turbulence per cylinder was adequate to maintain low end performance once again.

To lubricate the head a mixture of 1-1/3 pints of Energol R was teamed with every four gallons of fuel.

We will not go any further into the development and intricacies involved with this head design, and it is needless to say there were many, but the car performed well pushing out an easy 160 brake horsepower and the quarter mile "Sprint" was achieved in 15.02 seconds.

An example of the car's performance is mirrored in the quote from the Sports Car World April 1960—

"Perhaps the most surprising moment in Dud's life came when he accelerated hard in practise and watched black rubber dust thrown in front of him by the Special's madly spinning rear wheels. That day he turned three laps before both back axles chewed off . . ."

As you can see the Australian motoring enthusiast was raring to go between the fifties and early sixties and unlike his American counterpart who was able to walk into his local new car Showroom and purchase his needs in the performance field by optioning up the make of car he desired, the Australian had to make do with what was available locally.

Meanwhile there was a stirring amongst the Motor vehicle Manufacturers in Australia, the Ford Motor Company had been pumping out their Customline range of vehicles since 1955 and the big heavy V8 Sedans, V8 Mainline Coupe Utilities which were produced exclusively for the Australian market. The Coupe utility could not be found anywhere that was not supplied from Ford's Australian Division. Surely this must make these vehicles an undisputed Australian Classic and of course, there was their truck line as well, all sold well indicating that there was a good size market for the sale of bigger cars.

Studebaker, although being predominately an American Car Manufacturer had also been catering for the big car fraternity within Australia. They had been selling their imported range of cars and commercial vehicles throughout the country mainly running the trusty old flathead inline six cylinder until 1953 when they made available their V8 motor of 232 cubic inches. They were at this time a minority import and were very expensive so were available to a limited few.

Studebaker followed along with American tradition of this era and through the years increased their engine size to 259 cubic inches in 1955 and 289 cubic inches in 1956. Also this year saw the introduction of the Golden Hawk powered by a 352 cubic inch V8 motor, the only year this motor was to be seen as in 1957 the largest motor available was the 289 cubic inch V8 once again.

Studebaker retained the 289 V8 through to 1963 when a supercharged version was available in the American built Avantis (as described earlier in the History of the American Muscle Car). Then in 1964 just before Studebaker's demise they made available a V8 of 305 cubic inches.

Around 1961 Studebaker's Victorian Distributor by the name of Canada Cycle and Motor Company were assembling vehicles made up from parts imported from America, thus avoiding the heavy duties imposed on imported vehicles. This way they were able to substantially lower the price of the vehicle range and were actually able to retail the cheapest V8 Sedan on the Australian Market at a figure of around 1600 pounds (\$3200). Compared to their 1958 prices this was a considerable drop as a Studebaker of that year would lower your bank balance by approximately 3200 pounds (\$6400) compared to say, a Ford Customline, valued at around 1800 pounds (\$3600).

Consequently there were many more Studebakers to be seen on the Australian roads in the early 60's and even the Police Departments realised their potential around 1962 as they purchased a package of Two-Door Studebaker Larks and put them to use as interceptors on our roads. These vehicles were powered by the trusty 289 cubic inch V8 of Studebaker design and a 3 speed Warner transmission basically the same as that used in the Ford Customlines.

By 1966 when Studebaker was to finish production in Australia, the vehicles were powered by the Chevrolet 327 cubic inch V8 motor with a four speed Muncie transmission coupled up behind it. This came about through the lack of availability of Studebaker built motors coming in from Canada as it was the year before the production stopped in U.S.A., so an arrangement had to be made with General Motors to power the Canadian vehicles. These cars were hairy little beasts and when the Police Department eventually sold off their fleet of Studebaker Interceptors you were "King of the Block" if you were lucky enough to be able to obtain one of them.

## UPCOMING EVENTS

➔ *NOT A WHOLE LOT AT THE TIME BEING DUE TO COVID-19*



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