

# JOURNAL

The official magazine of the  
**Classic & Historic Automobile Club of Australia**

March, 2010  
Volume 44 Number 11



## **BOB CLARK'S 1955 STUDEBAKER COMMANDER REGAL COUPE**

**SEE FULL REPORT AND PICTURES OF THE TRI-CLUB SPORTS DAY ON PAGES 10-14**



*To bring together persons with a common interest, to encourage the use, maintenance and preservation of automobiles built from the 1st January, 1931 up to 25 years old, without prejudice to make, model, method of manufacture or country of origin.*

## Committee

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### Activities Officer

Vacant

## Meetings

**1st Friday** of the month (except Good Friday & January) at Deepdene Park Hall, Whitehorse Road, Deepdene. Tea, coffee and snacks are served at the conclusion of each meeting. Visitors and prospective new Members are welcomed.

## Club Newsletter

The Journal is published monthly. Items for inclusion in the Journal must be mailed, emailed or passed on to the Editor at Club Meetings. The Committee reserves the right to edit or decline any article deemed unsuitable. Photographs submitted for possible publication should preferably be glossy 5"x 7" or 6" x 4" prints or high resolution jpg/bmp images to ensure best reproduction in the Journal. Opinions expressed in this publication are not necessarily those of the Club.

## Journal Closing Dates

Nominally 2nd. Wednesday each month. Contact the Editor if worried.

## Journal Nights

Nominally Thursday before the last Friday of each month

## CHACA Life Members

Max Austin, Ray Griffin, Margaret Griffin,  
Barry Smith, Jim Kerr, Dale Allen, Bill Kerr, John Hunt,  
Tom Lambert, Roy Pepprell, Eddie Reynolds, Bob Mantle,  
Patricia Wightman, Peter Galley, John Schuurman.

**Deceased:** Fred McGeary, Norm Watt, Don Main, Ian Davey  
Eddy Dobbs Snr, Col Patience, Gordon Wightman.

## Website

The Club's website [www.chaca.com.au](http://www.chaca.com.au) is updated regularly and features Club History, Club Promotions, an Events Calendar, a full Journal for downloading and many photographs of Club Events.

## Archivist and Historian -

Margaret Griffin - 5977 6649

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## Library Custodian

Eric & Pam Chaplin  
105 Manestar Road, Upper Beaconsfield 3808  
Ph/fax: 03 5944 3312

**Next Meeting**  
**8.00 pm-5th March 2010**  
**Deepdene Park Hall**  
**Whitehorse Road, Deepdene**

**Please note there will be no April general meeting due to Easter**

## Editorial

## Presidents Report

Our next meeting on 5th March will be preceded with a sausage sizzle, again kindly arranged by our Vice President James Allan and will commence at 7.00pm. Come and enjoy the hospitality provided by the club.

Please note that there will be no general meeting of CHACA in April due to it being Good Friday (Easter) 2nd April..

I look forward to seeing you at our March meeting.

**President**  
**David Landells**

Gentlemen please bring a plate of nibbles for the general meetings.



## Club Permit Scheme

FOR Special Use Vouchers:

Neville Kunnel (03) 8707 4101; Max Austin 03 9802 6824; Vin Forbes 03 9363 5228

FOR RENEWAL of your Vic Roads Permit:

Send to Neville Kunnel with a self-addressed stamped envelope. Neville will return it to you for you to pay at your nearest Vic Roads Office. You can also see Neville at meetings and on runs.

FOR New Applications: Contact Neville Kunnel

1 Val Court, Dandenong, Vic, 3175 Ph: 03 8707-4101

***Neville Kunnel will be away from Easter to 30<sup>th</sup>. June.***  
***Please Contact Max or Vin for permits***

## Note on Left Hand Drive Vehicle article February Journal 2010

This article was taken from the current homepage of the AOMC website but reports indicate the details could be quite dated. In view of the proposed changes to the permit scheme no doubt these rules will be updated in due course. If in doubt contact the AOMC



We had quite a spirited discussion on the eligibility of cars to the Club at our last General Meeting.

Some prospective new members enquired if we would accept slightly modified cars into the Club. The cars are from the fifties with mainly power train mods and improved braking systems I believe. In general the members were very happy to see these vehicles join our ranks. Cars from the fifties are very desirable and I would suggest we have come to expect that these vehicles will be modified in some way anyway. To me they have a character of their own that no other era of cars can match. I for one am looking forward to seeing more of these cars on our runs.

We really only worried about the authenticity and originality of our vehicles when it came to Concours judging, which was logical because that was what it was all about. Many of us try to keep our cars as authentic as possible of course, while others modify their vehicles in an attempt to improve their appearance and performance and to make them more appropriate for modern traffic conditions. Whatever the reasons, the underlying aim is to preserve the vehicles and that is the aim of CHACA as is laid down in our "Aims and Objects".

On another note: If you are considering attending the Annual Tour on the Queen's Birthday weekend, contact Barry Smith now. The bookings are almost full. Barry assures us we will have lots of fun.

I have been informed that there are only 30 months to go to the day when we can display our cars at Federation Square. (The last Sunday in August 2012). Make a note! Don't miss out on the "Working Horse Display" run on the 21<sup>st</sup>. March. This is something a bit different with plenty of action and well worth the effort to come along in your club car.

The Hot Cross Bun Run is always a popular event with an impressive array of cars attending from Veteran to current. Good weather is the norm..... unless it rains!

See you on the runs.....Eddie Reynolds.



## MINUTES OF GENERAL MEETING OF CLASSIC AND HISTORIC AUTOMOBILE CLUB OF AUSTRALIA

**Meeting opened** at 8.15pm by the chair, David Landells with approximately 31 members and visitors present. Chair welcomed members and visitors and asked if there were any new members present, and requested that all present sign the attendance book.

**Apologies:** Kevin Churchill, Barry Smith, Graham Hutchinson, Allan Munroe.

**Minutes** of the previous meeting, December 4<sup>th</sup>, 2009, accepted, moved by Ray Griffin and seconded by Max Austin, carried.

**Business** arising from minutes: nil

### **Reports:**

#### **President, David Landells:**

Esther Healy donated a painting for fundraising. Chair informed the members that the raffle commences tonight and tickets will be sold until the Birthday run, when the raffle will be drawn. Tickets \$2 each or 3 for \$5

The President's breakfast run was attended by 28 members in 16 cars. They were enjoying themselves and stayed at Kallista until midday. Thankyou to those who attended.

#### **Secretary, Peter Galley**

### **Correspondence**

#### **Out:**

1. Get well cards were sent to Graham Hutchinson and Shirley, both now doing well.
2. Vicroads – reply to invitation to comment on red plate scheme paper.

#### **Inward:**

1. Flyers for events: 4<sup>th</sup> Mountain District Car & Bike Show, Geelong Bay City Swap Meet, VDC Yarra Glen Swap Meet, Casterton Club Tour, All Ford Day Geelong, AOMC Motoring Shows, Shannon's Sydney Auction, Gippsland Historical Auto Club Display Day, Shannons Historic Rally in Tasmania, French Car Festival, VDC Reunion Luncheon, CHACA Morgan Country Car Club Swap Meet, Gippsland Vehicle Collection – Maffra Shed Best of British display
2. Letter of thankyou from Graham Hutchinson, re get well message.

Peter also thanked Colleen Allan for her assistance in taking minutes for past year.

#### **Vice President, James Allan**

Thankyou to Mick Whiting for assistance with sausage sizzle prior to tonight's meeting. Hope you all enjoyed the Christmas break.

#### **Treasurer, Mick Whiting**

December:

Opening Balance	\$12,333.84
Income	912.00
Expenses	1,579.46
Closing Balance	\$11,666.38

January:

Opening Balance	\$11,666.38
Income	150.00
Expenses	424.87
Closing Balance	11,391.51

Mick Whiting moved that the report be accepted, seconded by James Allan, carried.

#### **Activities – report by President David Landells**

7<sup>th</sup> Feb – Tri-club sports day, organised by the VDC and held at the VCCA club rooms, Wakefields Grove Burwood. BYO picnic lunch, tea and coffee supplied. Events start at 1.00pm, arrive around 11.00am

14<sup>th</sup> Feb – Picnic @ Hanging Rock

21<sup>st</sup> Feb – All Ford Day, Geelong

28<sup>th</sup> Feb – RACV-AOMC Classic Showcase, Flemington

#### **Special Activities – Mick Whiting for Barry Smith**

Mick is available to take any bookings for Annual Tour, last bookings taken at next months meeting.

#### **Technical Officer, Neville Kunnel**

Has been signing permit scheme renewals and issuing special use vouchers for members. Commented on LHD article in newsletter, not quite accurate, will discuss at committee meeting.

#### **Editor – by Eddie Reynolds**

Thanked Ian Hanks for work on events calendar.

Spoke to Tibbie. He has recently been in hospital, had a recuperation at his daughter's home, but is now home and improving. He is considering participating in this year's Variety Bash, looking for assistance. Also has his 1926 Nash Ambulance for sale.

#### **Property Officer, Eddie Reynolds**

Still have some badges to be claimed

#### **Special Reports**

AOMC – next meeting end of February

FVVCVC – nothing to report

All makes Swap meet – Ian Hanks reports Swap held last week a great success, very happy with venue and hope to use venue in future. Next swap in May 'Aussie Classics'. Ford Day next, convoy to Nagambie. Leaflet drop @ Ford day in Geelong. Thanks to all the members who helped at last weeks swap. Everything looking good.

#### **Cars & Parts for sale or wanted, technical information wanted.**

Neil from the floor asked for some information re tyres and mag wheels on his Cortina, James Allan gave him some information on which he may act.

#### **Reports from the floor on recent motoring events**

Vin – Australia Day in Gardens by Federation and RACV, 430 cars, lots of activities around the cars, great day. Biggest crowd he has seen. Ray Griffin also commented that there were extra displays from groups such as scouts, MFB and army.

Vin & Ray - Korumburra swap meet excellent day, there were at least 12 CHACA members there.

RACV Run to Mornington, great day, down a little in numbers.

#### **General Business:**

David Landells mentioned the raffle again.

1. Colleen Allan asked about annual Easter raffle, can we still run next month. Yes.
2. Vin mentioned bush telegraph, 6 spaces available. He explained how the phone around worked, said the members on the list should be 'core members'. Please contact if interested in being on the list. New roster will be published. Vin also mentioned ANZAC day parade. RACV wants members with convertibles to ferry the older ex-servicemen in the parade. If you participated last year you will be contacted automatically by Megan Valentine. Please see Vin if you can assist.
3. Mal Hillier spoke of concerns that club is 'used' by some members just to have their cars on red plates. Suggest that members with red plate vehicles be made to attend a minimum number of events.

4. Visitor, Greg. Said he and a few of his friends are looking for a club to join, which caters for their cars, mainly 50s-60s-70s and are slightly modified, they are fully road registered. A lively discussion followed. The feeling at the meeting was favourable towards their joining the club and invited the group to bring their cars to the next meeting. James Allan read out the aim of the club from the inside cover of the Journal, explaining the club is open to vehicles from 1931 to 25 years of age.

Meeting closed 9.30pm, followed by supper

Next meeting Friday 5th March, 2010. 8pm.

### New Members

- Mick and Diana Stevens
- Brookvale Cl., Beaconsfield Vic.
- 1955 Holden Ute, 1965 Ford Galaxie Sedan, 1952 Ford F1
- Freighter Pickup
- (Mickz Motor Trimming) (See Hutchie's Hupmobile)

## Upcoming Club Events

### April

2. Good  
Friday/  
Tri-Club  
Hot Cross Bun  
Run\*

18. Oasis\*  
Fred Lombardo

## Events & Swapmeets of Interest to Club members, from the February meeting:

March 6,7,8	Casterton Car Club 21st Birthday Tour. Contact Josh Crowe, Phone 0400 256 547 or email fergytrekin@live.com.au
March 14	'Best of British' display at the Maffra Shed. Phone 03 5147 3223 www.gippslandvehiclecollection.org.au
March 20	Vintage Drivers Club Reunion Lunch on Sunday 21 March Kalorama. Contact Howard James, Ph 03 6268 0022
March 28	CHACA Morgan Country Car Club Inc Swap Meet, Jindera Recreation Ground, Enquiries Des 02 6025 3383, Andrew 0427 218 627
April 2-5	2010 National Humber Rally, Ballarat Enquiries and forms can be obtained by contactin Colin Anderson PF 9560-7793
April 11	Shannons AOMC American Motor Show, Flemington Racecourse, members carpark. Open to all vehicles manufactured in North America. Wwww.aomc.asn.au or telephone 03 9890 0524
April 11	French Car Festival, Macleay Park, Balwyn. Presented by Renault Car Club of Vic. Wwww.frenchcarfestivalvic.org.au or telephone 0437 380 388
April 11	4th Mountain District Car & Bike Show. Charity Event. Healesville Racecourse, Healesville-Kinglake Road. Enquiries Jacqueline or Greg 03 9737 9660
April 18	Pakenham Picnic
April 25 to May 3rd	Shannon's Historic Rally. Contact TasVacations Pty Ltd. 03 6234 4666 or email holi-days@tasvacations.com
May 8	Geelong Bay City Swap Meet. 7am start. Geelong Showgrounds. Melway ref 452 E10Telephone enquiries 0417 546 089



# Come & See Living History



Sands & Concrete



**Saturday and Sunday  
March 20th. & 21st. 2010**

Starting Time 10-00am  
South Gippsland Highway, Nyora  
(Melways Ref. Map 612 S9)

**Admission Fee: Adults \$10      UNDER 16 FREE  
Two Day Pass \$15      Free Parking**

**President:**  
Mr Pat Kennedy  
03 5659 4305 A/Hrs

**Members  
with club  
vehicles  
free**

**Secretary:**  
Melanie Durkin  
0412 051 740

Contacts for further information

Horses	Tractors	Stationary Engines	Stalls
Peter Xuereb 0438 574 216	Daryl Rintoule 0407 869 736	Ian Campbell 0429 641 289	Lyn Olden 03 5655 2600

STRICTLY NO ALCOHOL AND NO DOGS

## The Rally will Feature:

Farmer Ingenuity Home Made/Modified Machinery  
Clydesdales working in the paddocks  
Vintage Tractor Pull  
Earth Moving Area  
Sheep Shearing  
Cow Milking  
Butter Making  
Chaff Cutting  
Working Dogs  
Donkeys  
Continuous Working Displays  
Blacksmith forging tools & implements  
Vintage Cars & Trucks  
Stationary Engines  
Wood chopping  
Food Stalls  
Older Style market with craft & variety stalls  
Pioneer Skills—Bushmen in action  
Historical Society Displays  
Activities for children  
Grand Parade



**CLUB RUN \_\_\_\_\_ WORKING HORSE \_\_\_\_\_ SUNDAY 21<sup>st</sup> MARCH**  
**Come & See Living History (see ad above )**

**PLEASE NOTE DISPLAY CARS ADMITTED FREE, THAT'S US.**

We will meet at "Hungry Jacks" off the South Gippsland Highway  
Left hand side over Thompson Road, for a departure time of 9 30 am  
Melways map 129 J 10,

This location offers parking, food ,drinks, toilets & fuel  
Departing at 9 30 am we will travel along South Gippsland Highway  
to the venue which is opposite the Lang Lang Golf Course  
Melways Reference map 612 S 9

Hopefully we will group up on the left hand side of the road, prior to entering  
When ready we will go in as a Group  
Hope to see you

Enquires

Ian Hanks

# www.chaca.com.au

## COMING EVENT

**Tri Club Hot Cross Bun Day 2nd April Good Friday**  
**Braeside Park**  
**Lower Dandenong Road Entrance**  
**Melways 88E8**

**Time 10am.**

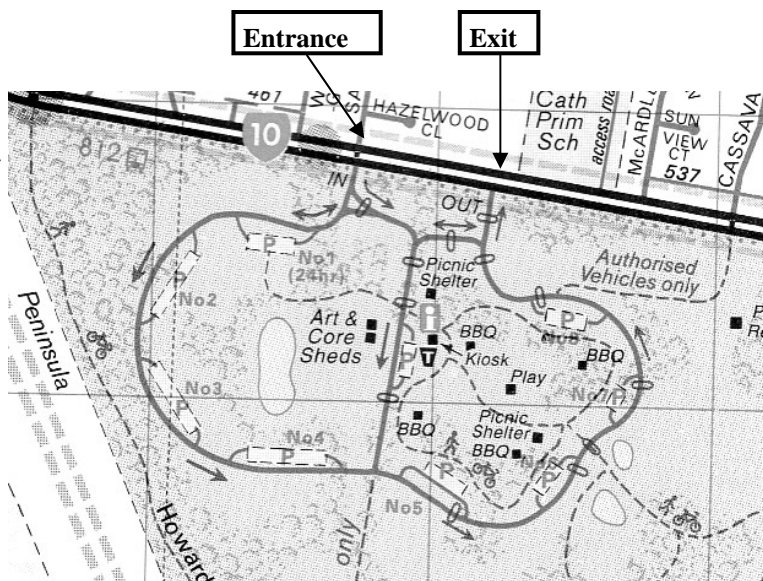
**Directions:** The Hot Cross Bun Day will be held at Rosella Oval, which is the last oval on the left hand side before the exit into Lower Dandenong Road. Please note that the road is a one way circuit, hence if you drive past Rosella Oval you will need to complete the 2 kilometre circuit again.

Hot Cross Buns, Tea and Coffee will be supplied.

**Facilities:** Picnic area with car parks, toilets, shelter, electric barbecues, an information centre, bird hide and observation decks and an adventure playground. Access and facilities for people with disability.

**Looking after the park:** No dogs, cats or horses.

Please take your litter home. Solid fuel portable barbecues are not permitted. Portable gas barbecues are permitted except on days of total fire ban. Don't feed or handle wildlife.



### Hot Cross Bun Run 2nd April 2010

This event will be hosted by the Veteran Car Club and will be held at Braeside Park Rosella Oval, same place as last year, Starting time 10.00am. Don't be a bunny, be there or no Hot Cross Buns for you.

### CHACA Birthday 16th May 2010

#### Advance Notice

To be held at the National Rhododendron Gardens Olinda. More details in the April Journal.

President  
David Landells

## ANNUAL TOUR 2010 RUSTY SPRINGS AVENEL JUNE 12TH, 13TH, 14TH



This promises to be something different. Bob and Judi McGrath run this unique B&B in Avenel, which is just past Seymour. The cost is \$100 per couple per day, this includes a fully cooked breakfast and afternoon tea. They have set up their B&B for large groups, especially car groups. There is accommodation for 30 people, all rooms have en-suites. There is a main Dining room, and Sitting room where the fun will be happening. We will tell you more closer to the time but lots of fun is promised. So if you are interested bookings are opening 1st December and closing March 1st, a \$50 deposit is required. I will be taking bookings at meetings and club runs.

Barry Smith  
Special Activities Officer



## Letters to the Editor

### VicRoads Premium Number Plates Up for Auction

**What:** VicRoads Premium Plate Auction  
**When:** Thursday 11<sup>th</sup> March 2010  
5.00pm Registration  
6.00pm Auction  
**Where:** Dutton Sporting Car Showroom  
9-11 Claremont St  
South Yarra 3141  
**What:** Single Letter Signature Plates and 3, 4 and 5 Digit Heritage Plates



VicRoads Custom Plates in conjunction with duttondirect.com will host The Premium Plate Auction 2010. This exclusive event gives motoring enthusiasts the opportunity to purchase the registration rights to 60 distinctive plate combinations from the classic Heritage range and the new Single Letter Signature Plates collection.

Heritage Plates are old classics recreated to originally mid-20<sup>th</sup> century specifications. Each plate, available 3, 4 and 5 digit combinations, has been painstakingly hand-made by skilled artisans in much the same way as their pre-war predecessors of the 1930's.

Single Letter Signature Plates will be released for the first time ever in Victoria, ranging from letters A-Z (excluding the letters I and O). These sleek embossed aluminium plates come elegantly framed and are presented in a stylish collector's box.

Entry is strictly limited to 500 places so register early to avoid disappointment.

To register and for more information visit [www.somethingoldsomethingnew.com.au](http://www.somethingoldsomethingnew.com.au)

millie skelley

Hi to Committee and members of CHACA.  
Just to say thank you for your get well message. I was in Peter Mac. for 2 weeks, released on Christmas eve, for Trevor to drive me home, so we had a very quiet festive season this time. At 80, a 6 hour operation took it out of me, but I am now coming to terms with my new lifestyle and feeling minutely better each day. Once again, thanks for your good wishes, which were appreciated.  
Regards  
Hutchie.

Dear Editor,

Thanks for the work in the Journal, we enjoy catching up with the Club's news, and of course with our deep regret we read the name of Gordon Wightman amongst the list of the deceased.

My husband speaks very highly of him, he always made him feel welcome. And I found the same thing when I came on the scene and joined Dermott in the club.

May Gordon rest in peace and may Patricia and her family have the strength to rejoice in his memory.

This is our prayer for Mrs. Gordon Wightman and her family, as is our prayer for him.

Connie and Dermott o'Dea

Sympathy card received:-

To Melbourne CHACA,

We were very sorry to hear of the passing of your founding member, Gordon Wightman.

He was well known to many of our members,  
CHACA Sydney





## Ageing With Buddies

A group of 40-year-old buddies discuss and discuss where they should meet for dinner. Finally it is agreed upon that they should meet at the Gausthof zum Lowen restaurant because the waitress's there have low cut blouses and nice breasts.

10 years later, at 50 years of age, the group meets again and once again they discuss and discuss where they should meet. Finally it is agreed upon that they should meet at the Gausthof zum Lowen because the food there is very good and the wine selection is good also.

10 years later at 60 years of age, the group meets again and once again they discuss and discuss where they should meet. Finally it is agreed upon that they should meet at the Gausthof zum Lowen because they can eat there in peace and quiet and the restaurant is smoke free.

10 years later, at 70 years of age, the group meets again and once again they discuss and discuss where they should meet. Finally it is agreed upon that they should meet at the Gausthof zum Lowen because the restaurant is wheel chair accessible and they even have an elevator.

10 years later, at 80 years of age, the group meets again and once again they discuss and discuss where they should meet. Finally it is agreed upon that they should meet at the Gausthof zum Lowen because that would be a great idea because they have never been there before.



Courtesy of Vin Forbes

### Notice To All Reciprocating Clubs

Please address your magazines to  
The Secretary  
PO Box 193  
Kerrimuir Vic 3129



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Victoria 3081**

## Tri Club Sports Day Sunday 7th February 2010

**Held At Veteran Car Club (Burwood  
Bowling Club)**

**Organised By Vintage Drivers Club**

The day was warm and sunny when I arrived at the Veteran Car Club clubrooms, and already there were many people sitting in the shade or mingling and chatting about the lovely cars on display.

I left the attendance book inside for CHACA members to sign, and came out to take some photos.

Eddie Reynolds had his camera and took more photos.

At 1.00pm, Kim Coillet, the VDC Master of Ceremonies started the games with the cold (hot) start of cars, with the driver having to run around their vehicle. Yours truly was disadvantaged having to run around the LTD (Queen Mary) and coming seriously last in this event.

However at the games end CHACA was the eventual winner and I happily accepted the Tri Club Challenger Shield on behalf of CHACA.

Thanks are due to the members of the Vintage Drivers Club for organizing such a great event, and thanks to the CHACA members that attended.

One final note, it was good to see Pam and Bill Wellwood. Bill is in good spirits and while he only stayed for a short time he enjoyed catching up with his many friends.

We wish you a speedy and complete recovery Bill.

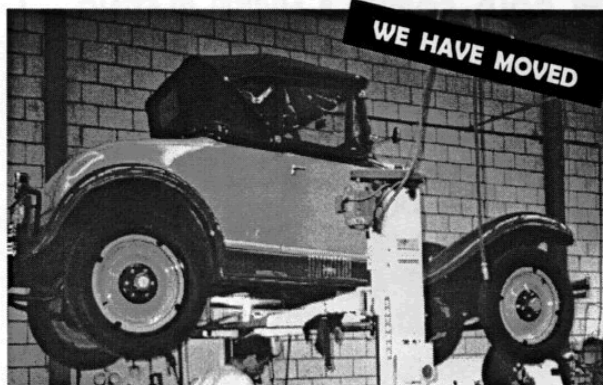
**President  
David Landells**

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Club Member

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**Factory 20, 166 Bridge Road, Keysborough Vic. 3173**

**Telephone: (03) 9798 8636**

**A.H. (03) 9798 1995**

#### ATTENDANCE:

David Landells	1978 Ford LTD
Rod Bundy & Rubin Causer	1954 Daimler
Ted & Mary Beeston	1938 Pontiac
Eddie Reynolds, Gail Evans & Margaret Griffen	1936 Dodge
Bruce & Robyn Haley	1976 Benz
Frank Dallimore	1915 Model T
Bob Clark	1955 Studebaker H/top
Richard, Wendy, Samantha, Alexandra & Matthew Osborne	1954 Chevrolet

### All makes Swap Meet & Car Show at Eastfield Park 31<sup>st</sup> January 2010

The day was going to be very hot, but this did not seem to affect the vendors, show cars or the public. Most got in early and the swap meet started to crank up after 11.30 am. The parking arrangements went very well and the flow of traffic was well regulated for the public entrance gate in Eastfield Rd and caused minimal problems for the thru traffic. This was our first time use for an All makes Swap & Car Show and we are very pleased with the Event. We have made application for further events at this venue.

My thanks to Lester Cole, James Allan, Henry Alger and Fred Lombardo for their help and support on what turned out to be a most successful day.

**Ian Hanks**















BLOW THE HORN



CRANK START THE CAR  
AND RUN



AROUND THE CAR AND  
BLOW THE HORN AGAIN



7 SECONDS



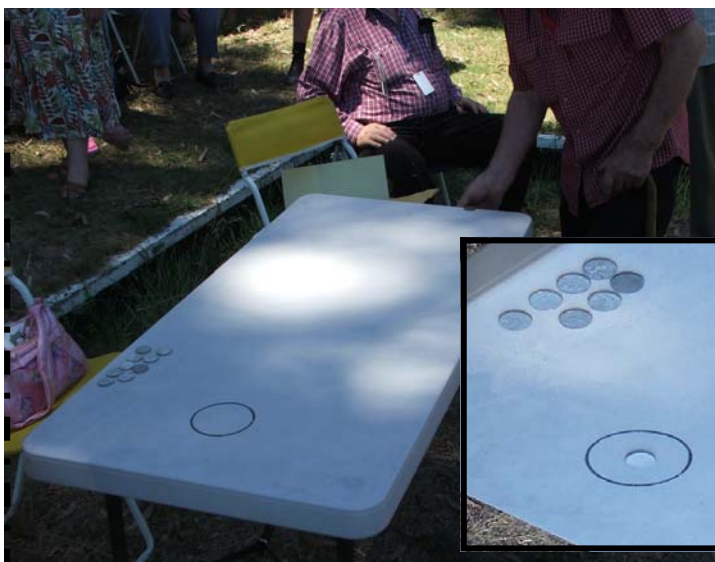
ELECTRIC START



14 SECONDS



16 SECONDS







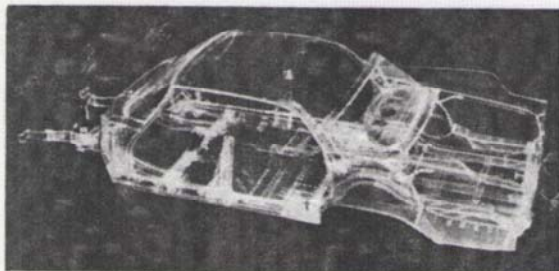
Pictured at the left is the new Dodge Dart with which the Dodge Company hopes to invade the low price market. Low in silhouette, but shorter than the standard Dodge in both over-all length and wheel base, this new car promises to increase The Chrysler Corporation's market appeal.

## **NEW DODGE LINE COVERS LOW AND MEDIUM PRICE MARKET**

The Dodge Division of the Chrysler Corporation, in an attempt to break into the low-price field, has marketed two entirely different type cars for 1960. The conventional, low-medium price Dodge, is now presented in two models, the Matador and the Polaris. A total of eleven models are available to the public in sedans, hardtops, station wagons and convertibles.

The other line of cars Dodge is producing is to be called the Dodge Dart. These economy cars are designed to compete in price and size, series-for-series, with the industry's other low-priced three. The Dodge people hope to make it the "big four" now.

The transparent plastic model of the new method of body construction used by all Chrysler Corporation cars, was built to demonstrate to motorist and mechanics alike, the benefits of such design principles. Both the Dodge and the Dart utilize the same body shells built in this manner, to reduce costs.



Available in three series, the Seneca, Pioneer, and the Phoenix, the Dart is offered in twenty sedans, station wagons, hardtops, and convertible models. Wheel-base of sedan-type bodies is 118" while station wagons measure 122". Front tread is 61.5", rear tread is 60.2", with the overall length of sedan types at 208.6". Station wagons measure out at 214.8".

**DART ENGINES:** The all-new 'slanted six' is the standard engine in the Seneca and Pioneer. This engine is the same as the 6-cylinder engine available in the 1960 Plymouth cars (see page 16). An overhead valve V-8 is available as an option in the Seneca and

A full complement of station wagons in both the Dodge and the Dart lines will total eight different models. The rear-facing third seat feature, introduced by this company last year, is available again this year along with many new innovations, such as the optional swivel seat and vacuum operated door locks.





**To compete with Ford,  
Plymouth and Chevrolet,  
and to broaden their  
own market coverage,  
Dodge has introduced  
the all new Dart into  
the low price field.**

Pioneer but is standard in the Phoenix series.

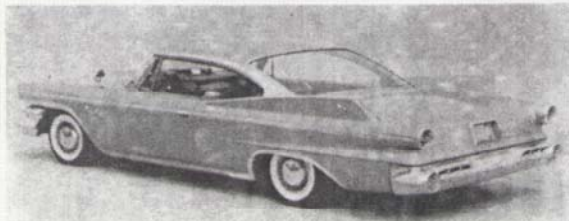
The V-8 has a bore and stroke of 3.91 x 3.31 and displaces 318 cu.in. Compression ratio is 9 to 1 and when equipped with a 2-barrel carburetor, the engine is designed to perform on regular gasoline.

**DODGE ENGINES:** The standard engine in the Matador, displaces 361 cu.in. with a bore of 4.12" and a stroke of 3.38". The Polaris engine has a displacement of 383 cu.in. and a bore and stroke of 4.25" and 3.38" respectively. Both engines have a compression ratio of 10:1 and must be operated on premium fuels. A Red Ram D-500 engine is available to those that like extra power in the Dart Phoenix, Matador, or Polaris. This engine features the special intake manifold that "rams" the fuel air mixture into the combustion chambers through sonic balance and is capped with two 4-barrel carburetors.

Standard and PowerFlite transmissions are available with the 6-cylinder engine while the V-8's may be had with standard, PowerFlite or TorqueFlite, drive trains.

All of the accessories, introduced on Chrysler Corporation cars, are available as option equipment this year, including: vacuum operated door locks, automatic swivel seats and air conditioning.

The rear fins that characterized previous Dodge products are still used in the rear end this year, although they have been shortened considerably. Dodge claims these fins help stabilize the car at road speeds in a cross wind, because the air pressure acting on the fin is rear-ward of the center of pressure designed into the body of the car.



### **New Cover Series for 1960 Automotive World**

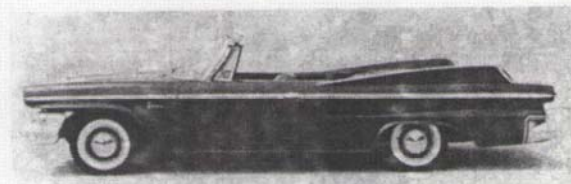
With this, our January issue, *Automotive World* embarks upon an exciting new series of covers for 1960. Each and every cover will be based upon a feature article appearing in the issue. For instance, the cover on this issue shows a mechanic inspecting a vehicle wheel. This cover is thus directly related to the article, "Servicing Simca Brakes."

Once again, your editors would like to emphasize that all editorial presented to you in 1960 will be solid service and management articles. Regardless of whether you are a fleet, repair shop, jobber, distributor, etc., there will always be worthwhile information directly tailored for your operation.

Any reader wishing to see articles on one or more subjects which would benefit other readers, need only write to the Editor and make the request. We will do our best to fill your needs.

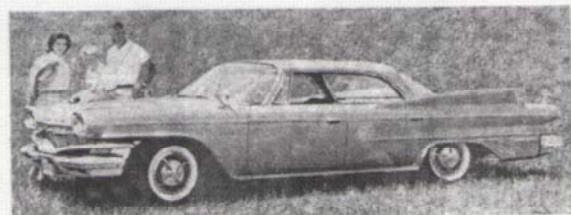


Darts are being marketed in three series with the Seneca as the lowest priced model. The Pioneer is the middle model of the three in price and luxury. The Dart pictured above is the top priced Dart, called the four-door hardtop Phoenix.



The luxury convertible shown above is the top priced model in the Polaris series. This car is constructed on the same sized chassis (122 inch wheelbase) that is used for all Polaris and Matador models, and all station wagons. The tire sizes on all Dodge models have been increased from 7.50x14" to 8.00x14".

Available as a factory installed option this year is the Red Ram V8 engine D-500 that gives almost supercharged performance through the use of a newly designed intake manifold. This manifold makes use of Sonic ramming characteristics at road speeds.





## 1960 Dodge Sedan Owner: Fred Lombardo

Fred purchased this impressive looking car from Clive Green Motors Pty. Ltd., Whitehorse Road Deepdene in 1975. Fred is the second owner. The car was in excellent condition and the Lombardo family have travelled 122,747 miles since that time.



Over the years, Fred has had the car painted twice; the motor has had a full rebuild, a further recondition by Fred's son Stephen. Gas was fitted over 7 years ago. The car has also been fitted with Chrysler high output magnetic impulse ignition system.

Fred has driven the Dodge on many car rallies and tours since joining CHACA, including Tasmania, NSW, South Australia and Queensland, some of these trips include the effortless towing of his caravan.

Fred has the original "Owner's Certificate of Motor Car", registered to a Mr. William C. Mudge, 27 Ballarat Road, Footscray, the annual registration fee was, (in pounds,) £18/13/6 with additional registration fee of 6 pounds. Number plates were 5/-, insurance premium was, (in pounds,) £9/2/0 plus 1 pound surcharge.

Fred also has the Chrysler "Certified Car Care Plan" for the Dodge, which shows the car was sold by Commonwealth Motors Pty. Ltd., 111-125 A'Beckett Street, Melbourne, phone FJ 5138 and pre-delivery inspection was performed on 25th October 1960, 10 miles on the clock.

A surprise for Fred, at the Melbourne Showgrounds in 2001, was when Ken Johns from the Vintage Drivers Club



announced, "I used to drive this car" when I worked for a Funeral Director. Ken told us that the grey paint colour was a special order and that there were two 1960 Dodge Phoenix's owned by the Parlour.

### Quick Facts:

**Owner:** Fred and Pat Lombardo  
16 Elizabeth St, Cranbourne North

**Make:** Dodge

**Model:** Phoenix

**Year:** 1960

**Engine No:** P318225837

**Car Weight:** 35 CWT

**When did you purchase your vehicle?:** May 1975

**Condition of car when purchased?:** Mint

**Work done on vehicle since purchase:** Painted twice, Full rebuilt motor, Son Stephen reconditioned motor, Gas fitted about 7 years ago, Fitted Chrysler high output magnetic impulse ignition system.

**Miles done in car since purchase:** 122747 miles since 1975

**Places travelled in vehicle:** Tasmania, N.S.W., South Australia, Victoria and Queensland

**Longest trip done:** Queensland

**What's special about this vehicle:** Rare Style

**Brief history of car before purchase:** Purchased in 1975 from Clive Green Motors Pty Ltd, Whitehorse Rd, Deepdene Vic. Fred is the second owner

**Plans for future work on vehicle:** none

**1960 costs:** Registration 6 pounds, Insurance Premium 9 pounds—2 shillings, Insurance surcharge 1 pound.

## American Press Release—1960 Dodge New 118-inch Wheelbase Dart Joins Famous Dodge Family

MIAMI BEACH—The new Dodge Dart, which will go on sale early this fall, made its first appearance here today at Chrysler Corporation's national news preview.

The all-new 118-inch wheelbase car joins the family of 122-inch Dodge cars and will be produced by the Dodge Division of Chrysler Corporation.

"This new economy car is aimed at the heart of the automobile buying market—the 60 percent of the American families who want family-sized transportation at popular prices," said M. C. Patterson; vice president of Chrysler Corporation and general manager of the Dodge Division.

He said that the decision for Dodge to build and market two different types of Dodge cars—with the Dart entering the popular-price field—was made only after extensive research and study.

The Dodge Dart, which is smaller and lighter than the division's 122-inch wheelbase models, will compete directly with Ford and Chevrolet, Mr. Patterson said.

The Dodge Dart will be offered in three models: Seneca, Pioneer and Phoenix and will provide a choice of 17 different colours.

Although the Dart bears a strong family resemblance to the Dodge cars, it has distinctive styling all its own. It features a grille with vertical bars that curve down and forward from the hood. Side trim, ornamentation, medallions and nameplates are exclusive.

From the side, the Dart's low silhouette is dramatized by long, flowing sculptured lines in the rear quarter panels, providing an expression of fleetness and power. At the rear, the clean design is seen in the smooth, flush lines of the bumper and the broad surfaces of the deck lid. A custom touch, also exclusive with the Dodge Dart, are the red reflector buttons set into the back edges of each fender, above the tail lights.

The Dart interior is roomy and the car's excellent entry and exit qualities result from its unit body construction. This Unibody is rust proofed and sealed by Chrysler's comprehensive new anti-corrosion and weather proofing systems. The Dodge Dart is available with either six or eight cylinder engines. The Economy Slant-Six, all-new Chrysler-designed 225-cubic-inch displacement, is offered on Seneca and Pioneer models.

Also available on these two models is the 318-cubic-inch Red Ram V-8, with a dual-throat carburetor. Dart Phoenix models have the Red Ram V-8 engine with a four-barrel carburetor as standard and the 383-cubic-inch D-500 engine with ram manifold as special equipment.

**Detroit, October 5:** The 1960 Dodge Dart, the first completely new full line of automobiles to enter the low-priced field since 1928, makes its debut today.

The smaller Dodge Dart, designed to fit the family pocket-book as well as the family garage, will be offered in 20 sedan, station wagon, hardtop and convertible models.

"These economy cars are designed to compete in price and size, series for series, with the automobile industry's low-

priced big three,” said M. C. Patterson, Dodge general manager. “The Dodge Dart makes it the “big four” now. The 1960 models will be available in three series—the low-cost Seneca, the Pioneer and top series Phoenix. The roomy Dodge Dart, which is styled in classic lines, features its own distinctive interior and exterior.

**Engine Development:** “A completely new, advanced-design six-cylinder engine—inclined at an angle of 30 degrees in the engine department—will provide peak economy for the U.S. motorist,” Patterson said.

A choice of engines—designed to use regular fuel and to suit the needs of every buyer—is offered.

The Seneca and Pioneer models feature the completely new Economy Slant “6” as standard equipment.

Also available is the 318-cubic-inch Red Ram V8 engine with a two-barrel carburetor.

The top-line Phoenix has a 318-cubic-inch Red Ram V8 with a four-barrel carburetor as standard equipment. The new “D-500” Ram Induction engine also is available in this model with a 383-cubic-inch displacement.

New rubber block and heavy coil spring engine mountings used on all 1960 Dodge engines achieve the largest reduction of engine vibrations since Dodge first introduced V-8’s. Matching the six-cylinder engine is a completely new automatic transmission—the TorqueFlite-“Six” -featuring fully automatic three-speed torque converter shifting. The new transmission provides the utmost in convenience while still preserving the economy inherent in this over-head valve six-cylinder engine.

**Engineering Achievement:** “The new “Unibody” construction of the 1960 Dodge Dart cars is the greatest step forward in automobile body building since Dodge introduced all-steel bodies,” Patterson said.

The body and the frame are integrated into a single unified structure by this new method of construction. The “Unibody” gives extra room on the inside—including spacious legroom, ample headroom and high seats—and greater structural strength. It also provides a higher level of comfort and quiet for the driver and passengers.

Extensive tests have proven the 1960 “Unibody” construction is nearly four times as strong as cars built by conventional body and frame methods.

The most intensive rust proofing and anti-corrosion process ever used in the automobile industry has been adopted by Dodge for 1960. Twenty separate operations are involved in the body protection and finishing process. They include seven different dipping steps, seven external sprays and six coats of sealers, primers and “Lustre-Bond” enamels.

**Family Design:** Designed for the modern family-on-the-move, the new Dodge Dart not only is sleek looking, with compact sculptured lines, it also provides exceptional roadability and handling ease because of the new “Unibody” construction, engines, Torsion-Aire Ride and a 118-inch wheelbase.

This means more driving pleasure—and greater value for more years—which will please the men.

And women particularly, will love the roomy interior and comfortable seat heights, especially in the rear passenger area.

They will be able to get in and out of the new Dodge Dart easily, with plenty of room for knees—because of large door openings.

Younger people will like the liberal use of glass, which creates an airy outdoor feeling suggestive of a convertible.

They will also enjoy the large sky-view rear window, avail-

able on hardtop models in shaded glass that cuts out 85 per cent of the sun’s heat.

The front features a grille with vertical bars that curve down and forward from the hood. Dual headlights and a massive bumper also highlight the front styling. From the side, the new car is accented by a horizontal molding that begins ahead of the front door and extends to the rear bumper. The rear fender rises almost imperceptibly to its extremity, except in station wagon models where a small fin is canted outward from the body line.

The rear bumper has smooth lines and includes the gas filter in the bumper and round, well protected back-up lights. The rear license plate is inset in the broad, sleek surface of the deck lid.

**Safety and Convenience:** The Dodge Dart, which will be equally at home going to the supermarket with mother behind the wheel, or travelling the vacation highway carrying the entire family, has many safety and convenience features including:

Optional automatic swivel seats that swing out to meet you when the door next to an empty seat is opened, and then swing back to the straight ahead position when the door is closed. When a passenger or driver is in the seat, he need only move his body to get out and the seat will swivel.

Two-position door checks that hold doors firmly either in a half open or full open position.

Unique, easy-to-operate aircraft type interior door handles that are built into the new long front armrest of the Phoenix and Pioneer and into the conventional armrest of the Seneca.

Optional “Child Guard” vacuum-powered door locks that operate from an instrument panel switch to provide one-switch locking or un-locking of all doors and tailgate window on wagons.

Front vent windows that pull open easily with one hand.

Quiet outside door latches that open with fingertip ease, and when locked, are freewheeling so they can’t be damaged by pulling on the handle.

Padded dashboards.

Full-width sun visors that shield out glare.

Deep-dish four-spoke steering wheel that is available with automatic transmissions.

Recessed control knobs on the instrument panel.

Optional transistorised radios that include a rear-speaker in all sedans and hardtops except the Seneca.

The standard radio has a front speaker only.

A simplified top release on convertibles that has a single control handle.

A four-light warning flasher system, dealer installed, that causes all turn signal lights to flash continuously—for safety when stopped on the highway.

An all-aluminised exhaust system that offers up to double the life of exhaust components.

**Driver Emphasis:** Particular attention was paid to the driver in designing and engineering the Dodge Dart.

The entire interior of every model has been daringly designed to keynote this important area—the driver’s side of the front seat in most models is higher than the remainder of the seat back.

This new seat design provides added support for the driver and introduces a “six-passenger” look to further point up the large, airy interior.

A foot-operated parking brake is located under the left side of the instrument panel.

## Continued from page 18

The transmission push buttons are safely located on the instrument panel to the left of the driver and the push-button heater and air-conditioning controls are placed at the same height to the right of the driver.

The translucent plastic speedometer extends above the dashboard just below the line of vision so it can be easily read by the driver. To prevent night time reflections on the windshield, a graceful, slender canopy arches over the speedometer face.

Just as there is a choice of engines, there is a wide choice of harmonising easy to clean interiors, all colour-keyed to the exteriors.

There is handsome leather-grained all-vinyl, or a smart combination of colour-fast nylon wrap fabrics and the long-lasting vinyl.

The Dodge Dart offers a wide variety of "Lustre-Bond" super enamel colours for the family to choose from.

**Versatile Wagons:** The Seneca and Pioneer station wagons—designed with today's women and families in mind—are tailored with exciting new accessory items:

A sleek, chrome, contour luggage rack, dealer installed, that holds up to 25 square feet of roof-top cargo.

Chrome assist handles that facilitate getting in and out of the rear-facing third seat in the nine-passenger wagons.

A power-operated tailgate window, with control switches on the instrument panel and above the rear window, that is standard for the nine-passenger and optional on the six-passenger wagons.

Positive latches on the second seat, operated by a convenient lever from either side, to keep the seat back upright.

An exclusive safety latch which permits the tailgate to be opened when the window is rolled down, and a double latch released.

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## Ken's Jokes of the month!

The teenage girl is on the phone and invites her boyfriend over to have dinner with her parents. Since this is such a big event, the girl announces that after, she would like to go out somewhere and make love for the first time. Well, the boy is ecstatic, but has never had sex before either, so he goes to the pharmacist to get some condoms. He tells the pharmacist it's his first time, and the pharmacist helps the boy for about an hour. He tells the lad everything there is to know about condoms and sex. At the register, the pharmacist asks the boy how many condoms he will need.... a 3-pack, 10-pack or family pack. the boy insists on the family pack because he thinks he will be rather busy, it being his first time and all.

That night, the boy shows up at the girl's parents house and meets his girlfriend at the door, "Oh I'm so excited for you to meet my mum & dad, come on in!" The boy goes inside and is ushered to the dinner table where the girl's parents are seated. He quickly offers to say grace, and bows his head. A minute passes, and the boy is still deep in prayer. with his head down. Ten minutes pass, and still no movement from the boy. Finally, after 20 minutes with his head down, the girlfriend leans over and whispers, "I had no idea you were this religious." The boy turns, and whispers back, "I had no idea your father was a pharmacist,"



A duck walks into a bar and orders a beer and a sandwich. The bartender looks at him and says, "But you're a duck!" "I see your eyes are working," replies the duck.

"And you talk!", exclaimed the bartender. "I see your ears are working," says the duck, "Now can I have my beer and sandwich please?" "Sure," says the bartender, "Sorry about that, it's just we don't get many ducks in this pub. What are you doing round this way?" "I'm working on the building site across the road," explains the duck. So the duck drinks his beer, eats his sandwich, pays and leaves. This continues on for two weeks. Then one day the circus comes to town. The ringmaster of the circus happens to come into the pub, and the bartender tells him about the incredible talking duck. "Marvelous!", says the ringmaster. "Get him to come and see me."

So the next day when the duck comes into the pub, the bartender says, "Hey Mr. Duck, I lined you up with a top job paying really good money!" "Yeah?", says the duck, "Sounds great, where is it?" "At the circus", says the bartender. "The circus?" says the duck. "Yep, that's right", says the bartender.

"The circus?! The place with the big tent? With all the animals? With the big canvas roof with a hole in the middle?"

"That's right!", says the bartender.

The duck looks confused and asks, "What the heck do they want with a plasterer?"





# WW1 Battlefield Motor Ambulance

By Bruce Nelson

Extract from Veteran Car Club Brass Notes Journal

During WW1, the British Red Cross brought in the first Battlefield Motor Ambulance to replace the Horse drawn Ambulance. It was frequently found that some early Ambulances were Hearses that were the only available vehicle that could carry a recumbent patient. At the outbreak of the War many motor cars, old and new, were transformed into Ambulances and presented to Medical Units. Besides these vehicles, most of the extra equipment was also donated as gifts from citizens.

The only Military Ambulance in Egypt in 1915 was that of the ANZAC Forces. Thirty three Ambulances of heterogeneous makes comprised of the "Fleet"; for those still being obtained the suggestion made by the War Office was that they should be of uniform standard and type and was adopted. However, there was little standardisation, as many of the Ambulances were donated by Clubs and even private citizens. Some donors had bodies fitted to various types of vehicles with no consultation with the Authorities, which resulted in horrendous problems because repairs and servicing was very difficult with no standard model of vehicle. By mid 1915 the number of Ambulances in Egypt had increased to 60 and under no exact system of control were servicing almost the entire medical needs of Egypt. Another 20 were being obtained through the Australian Red Cross but the supply of chassis in Australia had been exhausted. General Babtie asked the War Office to supply another 50, reliance having hitherto been placed entirely on vehicles provided by voluntary gifts in Australia and New Zealand. By September 1915 the number amounted to nearly 100, supplied entirely by public generosity. The size of the Military "Establishment" was still conditioned by the generosity of the public presenting vehicles.

Eventually the British Red Cross laid down a specification for Ambulance Bodies to gain some form of standardisation. However, it was not till the US entered the War in 1917 that some form of standardisation was achieved when the US Medical Department procured 3070 General Motor Company (GMC) Ambulances and 3805 Ford "T" Ambulances for shipment to France in support of WW1 Operations. The Ford Ambulance could carry 3 stretchers or 4 walking wounded and was used extensively by the British and French as well as the American Expeditionary Force in France.

The Ford Ambulances were narrow and light vehicles, proving advantageous when operating near the front lines and in mountainous terrain, where usually only animal drawn vehicles could pass. The Model "T" Ambulance was often referred to as the "Chinese Rolls Royce" and provided our Troops with two other significant advantages:- four strong soldiers could pick it up in the event it was stuck in mud and its fording capability far exceeded other vehicles at that time. The G.M.C. Ambulances, on the other hand, were heavier and better suited for operations in the rear echelon. The stretchers used in the Ambulances were the Royal Army Medical Corp (RAMC) pattern Ambulance stretchers for the transport of wounded personnel. The stretchers in use at the outbreak of WW1 were known as the Mark 2. In these stretchers the canvas, which was tanned, was 6 feet long and fastened to the poles by copper nails through an edging of leather. The poles were square and 7 feet 9 inches

long, kept apart by two flat wrought-iron jointed bars called transverses, and were fitted on the underside with "U" shaped runners. The stretchers were 23 inches wide and weighed 30 pounds. Wedge shaped pillows were provided and kept in the Ambulance for use with the stretchers.

A remarkable number of well known authors were Ambulance Drivers during WW1. Among them were Ernest Hemingway, John Dos Passo, EE Cummings and W Somerset Maugham. They were considered "Gentlemen Drivers" and became known as the Literary Ambulance Drivers. A group of English women also volunteered their services as Ambulance Drivers. The American Field Service (AFS) recruited drivers directly from Colleges and Universities around the United States. Individual Ambulance Units were made up exclusively of drivers from the particular Universities. Thus they were called Harvard Units, Yale Units, etc.

For over 4 years the Australian Field Ambulance provided medical care to thousands of Australian Soldiers on the Battlefields of Egypt, Gallipoli, France, Belgium and New Guinea. The bravery and self sacrifice of the Medical Officers and Stretcher Bearers, the work of the Nursing Orderlies and Drivers during WW1 is well documented. The dedication and devotion to duty by the Members of the Field Ambulance undoubtedly saved countless lives. It is to their memory that I am currently building a replica WW1 Ambulance, not on a Ford Chassis but a 1915/1916 Model 75 Overland which I hope to have finished in time for ANZAC Day 2010.

Acknowledgement:- Official History of the Army Medical Services 1914—1918, the Australian War Memorial and a book by Sue & Ron Austin titled "The Body Snatchers" which I recommend reading.



Model T Ford Ambulance



Drivers of the American Ambulance Field Service



## Buy, Swap and Sell

Advertisements in this column will appear for three consecutive months unless instructions to the contrary are received by the Editor. Victorian State laws require all advertisements for registered vehicles to display a Price and Registration Number, and for unregistered vehicles, the sale price together with the engine or VIN/Chassis number. Advertisements that do not comply with the above will not be listed, nor will it be the Editors responsibility to seek such information.

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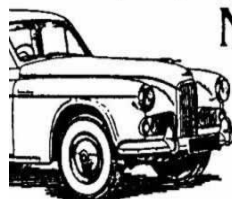
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Bob Clark 03 9391 8327 (1109)



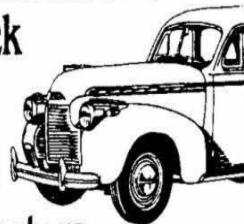
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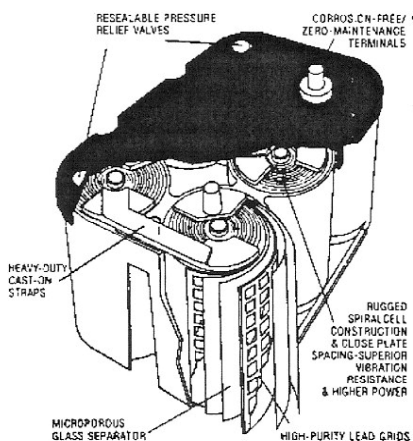
Tests prove the OPTIMA performs better in extreme hot or cold temperatures than conventional lead-acid batteries of similar size.

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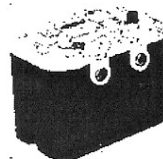
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**WEB:** [www.actonprint.com.au](http://www.actonprint.com.au)

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## Affiliated Clubs

*Independent Clubs Affiliated with the*  
**Classic & Historic Automobile Club of Australia**

### **Classic & Historic Automobile Club of Australia Wagga Wagga Region Inc.**

**Secretary:** Gary Henderson, Phone 02 6926 1504

PO Box 749, Wagga Wagga, NSW 2650

#### **Meetings:**

*First Monday of the Month, at Clubrooms,  
Wagga Wagga Showground's 7.30pm. Guests and visitors  
are welcome.*

### **Morgan Country Car Club**

**Secretary:** Herb Simpfendorfer

PO Box 428, Albury, NSW 2640

**Meetings:** At Clubrooms on Jindera Sports Grounds,

First Friday of every month 7.30pm.

Some times on the first Sunday of the month.

### **Classic & Historic Automobile Club of Australia Sydney Inc.**

**Secretary:** Charles Grimwood

PO Box 306 Wentworthville, NSW, 2145.

Phone 02 9635 5870 email: [abfab@bigpond.net.au](mailto:abfab@bigpond.net.au)

**Meetings:** *All Sunday meetings start at 2pm. Members may  
arrive from two hours prior to meeting times to have meal  
and chat.*

### **Classic & Historic Automobile Club of Caboolture Inc.**

**Secretary:** Denise Douglas

PO Box 514 Caboolture, Qld. 4510, . Phone 07 3408 9084

email: [secretary@chacc.com](mailto:secretary@chacc.com)

#### **Meetings:**

*2nd Sunday of the Month. Meeting at the Sundowner  
Hotel car park, Caboolture at 6.30am*



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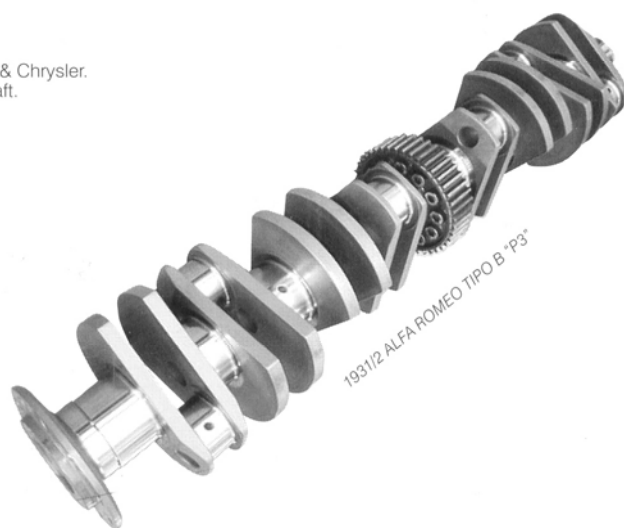
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### • Cast Iron

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- Holden V8 Stroker 345-383ci
- Rover V8 Stroker 4.2-5.0lt
- Ford 302W Stroker 347

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- Taper turning & lighening holes to reduce weight
- Oil hole teardrop/chamfering & oil feed improvements
- Dowelling of rear flange to fly wheel

## Engine Block

Cleaning  
Crack Testing  
Pressure Testing  
Boring & Honing (Sunnen CK10 & SV10)  
Cylinder Sleeving  
Surface Grinding & Milling  
Alloy Honing & Lapping

O-Ring Installation  
Line Boring & Honing (Sunnen)  
Main Cap Conversions  
Sonic Testing  
Diesel Shoulder Boring  
Bearing Remetalling

## Crankshaft

Crack Testing  
Heat Treatment  
Stress Relieving

Journal Reclamation  
Stroking  
Precision Grinding

## Con Rod

Shot Peening  
Resizing (Sunnen)  
Bolt Conversion

S.E. Bush Replacement  
Piston Pin Fitting  
Bearing Remetalling

## Cylinder Heads

Crack Testing & Repair  
Pressure Testing  
Alloy Welding  
Straightening  
Serdi Valve Seating

Valve Seat Inserting  
Valve Guide Replacement  
K-liner Installation  
Performance Modification

## Balancing

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