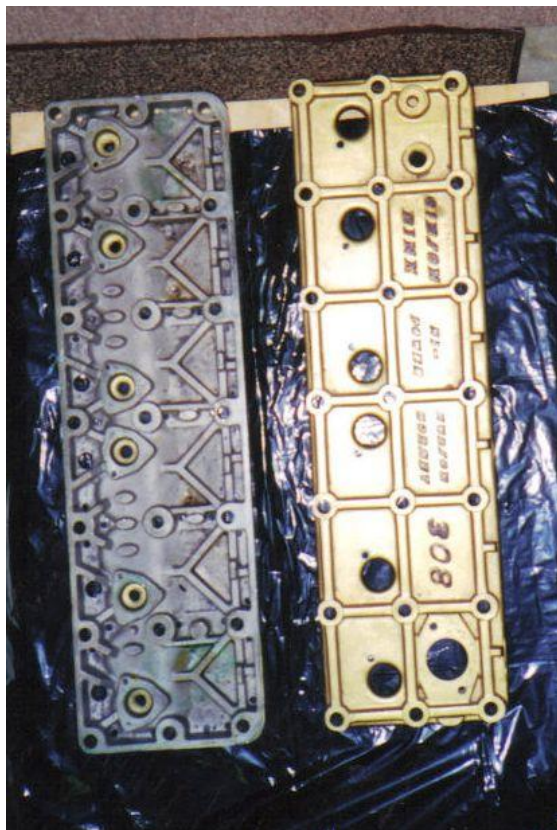
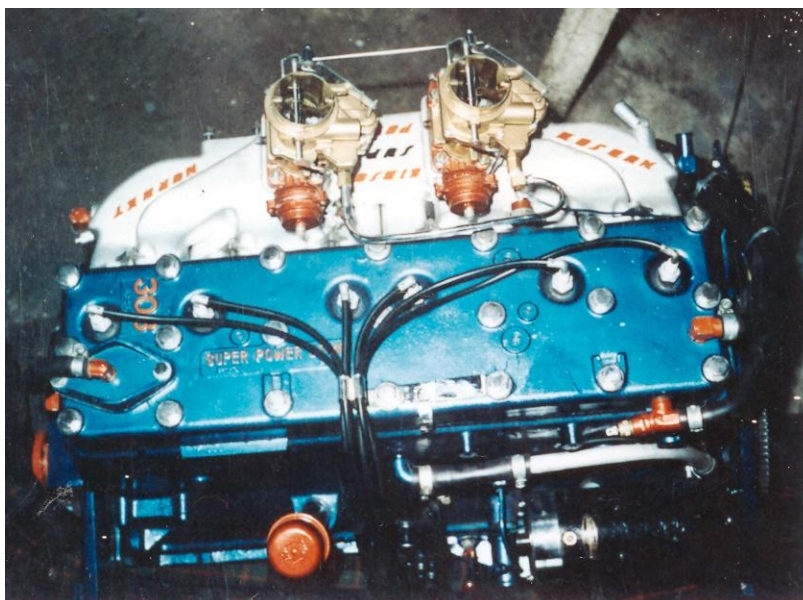


The Gibson Bink Head



Manifold



Gibson-Bink heads were discussed on the HUDSON FORUM - Feb 2006

Note: Clive Gibson has passed

Posted by Harry (Rudy) Bennett, ElPaso Texas

GIBSON-BINK speed equip.

Randy, saw your comment about the MOLDS for the G.B. 2-piece cyl. Head and the GIBSON ALUM. 2 barrel inlet manifold. I still have the Gibson in. manifold that I used to race with on the 308 JET. And will use it on the eng. that I am building at this time. Can you remember years back that we talked about buying the molds that CLIVE GIBSON had and at that time he wanted 600.00 to 700.00 for the molds? Well, I wish that we would have bought them. Could someone in AUSTRALIA contact him and see if he or someone else has the Molds?

CLIVE GIBSON

62 MONS AVE.

WEST RYDE SYDNEY

N.S.W. AUSTRALIA 2114

Ph.02-874 6354

I still have the GIBSON-BINKS-EQUIPPED engine that the 2 -piece head came from that I traded to you and will put together a story at a later date.

Les Pennley of Australia posted:

Clive Gibson no longer lives in West Ryde Australia, I believe the moulds still exist, but whereabouts not positive, but could make enquiries as I still am in contact with Clive and his nephew who worked for Clive during his apprenticeship and for some time later on.

Les P. Down Under.

Steve F of Australia posted:

G'day Les, Tim Laird is the owner of these very much sought after moulds. For those that are reading these threads, Tim once owned a 54 Super wasp sedan for 20 years. This car was formally owned by Clive himself. It is powered by a 262 with the rare Gibson- Bink 2 piece aluminum head. This car is still in excellent original condition and still attends HET runs and rallies. It is currently for sale at around \$22,000 Aussie dollars (for info please respond). Back to these G-B heads, I know at least a handful in existence down-under, including my brothers. About ten years ago speaking to Clive, he mentioned that only a dozen were produced, but truth behold, I believe much more were produced. Clive exported 2 of these heads to Jack Clifford and in Clive's words (he copied my design, well almost). There is also a Gibson-Bink powered boat in Sydney town owned by a boat collector. Tim has Been offered dollars for these moulds but is afraid that someone will be making large amounts of profit by reproducing the 2 piece heads. Next week when I'm back in Sydney for the Hudson -AMC presidents run, I will gather some photos of these heads, boat and the 54 SW and try & post them on this forum.

Keep on Hudsoning,

Steve Fripp from Brisbane, Down Under

Steve F of Australia posted:

G'day again. I've just spoken to my brother Jeff about these molds. It's a matter of fact that Jeff dropped by to see Tim (the owner of the molds) sometime last week. Tim also has molds for inlet manifolds for Hudson's big 6. Don't know what exactly they are but will keep you posted. Jeff has in possession of a NOS Gibson - Bink inlet manifold for marine use. It is a 2 x 2bbl version. It can be used for street vehicles if special carby adaptors are made as the top surface is on a severe angle and would look a bit odd as the carbys would lie back towards the fire wall. Another club member has this manifold on loan as he has contacts with a gentleman to see if it's possible to create a mold. Jeff will talk to Tim in the near future to see if he will let go of these molds and to confirm to him that large profits is impossible with such a small market.

Keep on Hudsoning.

Steve Fripp. Brisbane Down-under

The following concerning the Gibson Bink Hudson Aluminum Heads was sent by Clive Gibson to my friend Rudy Bennett

Gibson-Binks two piece Hudson Head

<http://aussieroadracing.homestead.com/Clive-Gibson.html>

20-10-92

From: Clive Gibson

To: Rudy Bennett

Sorry for the delay in answering your letter, as I have been very busy up to now. First of all I want to explain about the "Gibson Binks" cylinder head. For many years I was involved in making aluminum heads for various L head engines, as I was foreman motor engineer for Frank Kleinig, who raced Hudsons from 1935 into the late sixties. I was racing a speedboat with a Hudson hornet engine (a 13ft Lewis skiff) in company with Harry Bink from Canberra. When we decided to fit a supercharger from a "Buda" diesel truck we were running with 12psi boost and could not hold head gaskets together with the standard Hudson 308 Head. We tried aluminum and iron heads. I decided to make a head that would work and Harry Bink shared the expense for the pattern etc. hence the name "Gibson-Bink". We found that we could race the boat all day without any head trouble. We ran the motor at 5,000 RPM with 30% step up?? Giving 6000 RPM at the propeller. I used ½" H.T. bolts to 3.5" long from memory and had special 3/16" wide spacers made up and chromed under the head for the bolt to stop "dishing" as was common with the washers. We never had any crankshaft problems at the so called danger breaking point at 5000 as others have encountered.

This head is the forerunner of the "Clifford" head, and is now made in one piece by Clifford. Your head will be one of the three heads that I sold to Jack Clifford some time ago together with three twin dual throat intake manifolds. The one piece head will never be as strong as the 2 piece had, as it is difficult to cast with the reinforced structure within the head itself. Jake had a gasket company make up heavy duty head gaskets for the 308. These were made with klingerite 1000 filler 1/16" thick with steel both sides instead of copper and using this gasket with the special head, was 100% satisfactory. I found that the special ½" studs were unnecessary even running with 12lbs boost. We gave those Chevy Corvettes a shock and the acceleration would break your neck!

My association with Hudson started in 1940 when I bought a 1928 Essex Touring for 40.00. When I was discharged from the army after the war, I went to work for Frank Kleinig, who raced Hudson's and was a Hudson Terraplane specialist. After years of working on customs everyday Hudson's and racing them I have learned a lot about them "the hard way" but there is still a lot to learn. In 1948 Frank won the Australian Hill Climb against European racecars and had many successes at Mt [Panorama Bathurst](#) over the years. The Hudson racers used Frank's aluminum head with different inlet manifolds at different times. The most successful were 4 amal carbs (motor cycle) alcohol? Carbs.

With the Hudson 8 engine we picked up a lot of performance from the tappets after trying all kinds of radiuses on the radius skids we picked up a lot of valve overlap by grinding the radius this way (concave picture) instead of (convex picture) which could also be altered to any radius desired. The roller tappet design lent itself to all sorts of valve timing, still using the standard camshaft. All camshafts before 1939 wore out as they were not carbon hardened. The best splashier engines were from 1942-1947 having

softer valve springs (40 lbs @ 2") and 20 degree angle timing gears. The 8 cylinder engines in the Stepdown models knocked the cams about as they increased the valve spring pressure to 52 pounds @ 2" (why) maybe to straighten out burning exhaust valves?

The mechanical modifications to Hudsons to make them steer better, particularly Stepdown 119" wb models could fill 2 pages, but what I have found out is that the steering arms from long wheelbase models (124") will fit on and make the steering much lighter for parking and they will steer straight.

Most Hudsons, particularly Stepdowns models suffer with kingpin sag, the stub axle ends up rubbing against the vertical support arm which makes for hard and erratic steering, caused by wear on the woodruff key and worn taper in steering arms. The thrust bearings end up doing nothing (king pin balls). The weight of 60% of the car is taken by a woodruff key and this steering arm taper and after many miles causes the kingpin to drop slightly, throwing the thrust on to the stub axle. By grinding the top of the stub axle to give clearance will return the pivoting action back to the ball bearings on top of the king pin.

I could go on for hours, but I had better finish here. There are also notifications to Hudson differentials, 35-47, but that would take another 2 pages!

Clyde

PS

I fitted one of my aluminum heads to a Hudson SJ?? In 1968, it is still on the car and has never been taken off- 7/16 Bolts.