



April 2016



# CLASSIC CHRONICLE

**'55 '56 '57**  
*Chevrolet Club*  
*Of Australia*  
*Incorporated*



*Official newsletter of the '55 '56 '57 Chevrolet Club of Australia*

# Club Merchandise



Club Jacket (order only,  
Dep. Required) \$250



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Embroidery of name \$5.00



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If you would like  
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Ph. 0418 238 919 or  
email him at  
[jr.fenato@bigpond.com](mailto:jr.fenato@bigpond.com)



Stubby Holder \$5.00

## CLUB MAILING ADDRESS

P.O. Box 3233  
Austral 2179

## MEETINGS

2nd Tuesday of each month  
Drag-Ens hot rod club  
17 Childs Rd Chipping Norton 7.00pm  
Members, family & visitors  
welcome

## MEMBERSHIP FEES

Membership due 1st July  
cost, \$50 per annum

**Official 567 Chev Club Website**  
[www.567chevclub.com.au](http://www.567chevclub.com.au)

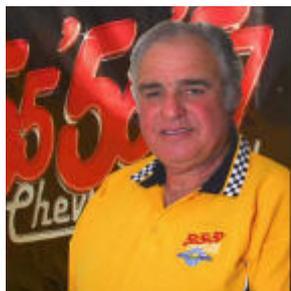
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# '55 '56 '57 CHEVROLET CLUB

## 2009 | 2010 OFFICERS

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# PRESIDENTS REPORT

Hello Members,

It's now April, and we recently had our first club run for the year, which was a great morning out. We had 15 cars, and just over 30 people turn up for breakfast, which was great to see. It was nice to see a few of our newer members there with their cars, and great to catch up with some of our older members. Considering the number of people, the café did a great job in getting the food out, and we would highly recommend Café on Cobbitty to anyone.

We are looking for a new venue for the Mayday run, if anyone has any suggestions. Hopefully by the time you get your magazine we will have come up with somewhere to go. This year's Mayday run will be held on Sunday the 29<sup>th</sup> May. As usual, we will be meeting at Masters Hardware, Gregory hills around 8.00am to head off by 8.30am. We will keep you posted on updates.

Dates are now locked in for Camden Car Show, which will be the 16<sup>th</sup> October. We would like all members to see if they can try to get some more sponsors for the show or to see if they can wrangle up some raffle prizes. Our Charity this year will be the Make A Wish Foundation, which helps families, who have young children suffering from cancer so please do your best to help with sponsors or prizes.

By the time you get this magazine it will be time for our sponsor's dinner on the 9<sup>th</sup> April. We still have quite a few tickets left, which is quite disappointing, considering the amount of money our sponsors give the club each year. The whole point of being in a club is to socialise with other like-minded people, and the sponsor's dinner is one of those occasions which gives everyone in the club a chance to come together as a club and support the people who support us and our hobby.

Our next club run is our Kiama Weekend. All cabins are now sold out, but you are welcome to come down for the day over the course of the weekend if you wish. We will be doing our usual prawn and chicken night on the Saturday night, and taking a run down to St Georges basin Saturday morning. For those of you who wish to join us, please let us know, as we will be booking into a local café for brunch.

The NSW Chev club is holding their annual GM day on the 24<sup>th</sup> April, for those of you not coming to Kiama. The venue has now changed to the Penrith Museum of Fire.

That's about it for now, hopefully I will see you at the sponsor's dinner or our April meeting, please let me know if you are coming to the April meeting so that I know how much food to buy.

You're ever vigilant President,

John Fenato



# MINUTES

## 483rd Meeting of the 567 Chev Club

**Meeting Opened:** 8.25pm    **Date:** 8<sup>th</sup> Mar 2016    **Members Present** 22

**Apologies:** Michael Rich, Rick May, Eric

**Visitors:** , John Nesky

**New Members:** John Nesky

**Previous Minutes:** March 2016

**Accepted By:** Aldo

**Second By:** Bevan

**Treasures Report:** March 2016

**Accepted:** Gary Tant

**Second By:** Aldo

**Events:** See the events page in the magazine and your E-Letter

### **Correspondence:**

- Chev Performance Assoc. of SA, Chev Fest flyers
- 567 Chev Club of Vic, Feb newsletter
- CCSC Feb. Newsletter
- Chev Club of QLD March newsletter
- Pony Express, Feb

### **General Business:**

Gary Tant mentioned that we were up to date with the Dep't. of Fair Trading paperwork, but we still need to address the constitution, and that all of our tax paperwork is now up to date.

Dennis Taylor asked if we have to go by the MODEL rules for the constitution and Gary said that there is a model that we will change to suit our club.

John mentioned that the club was asked to help with the World's Greatest Shave Fundraiser at West Hoxton Shopping Centre. He said that we were asked if we could bring our cars to help raise funds for the charity. John suggested that we could give people rides in our cars for a small fee. Gary Tant stated that if we were going to take money to take people for a ride, that we would have to get them to sign a waiver of indemnity. Gary Wright said that as long as the charity handles all of the money that we would be OK.



# MINUTES

John mentioned that we still had quite a few tickets left for the sponsor's dinner and that, we, as a club need to support our sponsors, as without them, there would be no Camden Car Show. John also asked Aldo if he would organize some games for the night.

Gary Wright said that it is only fair that the members turn up for the one night to thank our sponsors, who have supported the club for many years.

Gary Wright thanked Gary Tant for his efforts as Public Officer, as the club records were a mess from our previous treasurer, and that the only change with regards to members is that receipts will be issued for all transactions from now on.

Gary Wright mentioned that repercussions from the previous treasurer had now all been finalized, so the club can now move forward. Gary also said that with all of the new procedures in place that if at any time, the current committee stands down, that it will be an easy transition for the new committee.

Steve mentioned the March run to Cobbitty Café, and asked for numbers.

Peter Bryen mentioned that on the 28<sup>th</sup> Feb he went to a car show at Lockies Hotel and that there were plenty of good quality cars, but one in particular stood out which was a 36 model roadster barn find, which was pulled from the barn and registered exactly as it was, and brought to the show in barn find condition.

Raffle drawn and won by Brian Dálfonso and Steve Barks

**Sponsors News:** None

**MEETING Closed at:** 9:30pm

**Next Meeting to be held:** Tuesday 12<sup>th</sup> Aprilh 2016



# TREASURERS REPORT

Cash Receipt and Payments  
for 1 March 2016 to 31 March 2016

55'56'57 Chevrolet Club of Australia Incorporated

Treasurers Report for March 2016

	Date	Refer No	Cash	Bank	Total
<b>Cashbook code</b>			<b>\$700.00</b>	<b>\$35,511.30</b>	<b>\$36,211.30</b>
Reimbursement of Weekends away	1/03/2016	1089		\$100.00	\$100.00
Reimbursement of Weekends away	2/03/2016	1090		\$100.00	\$100.00
Reimbursement of Weekends away	3/03/2016	1091		\$100.00	\$100.00
Reimbursement of Weekends away	4/03/2016	1092		\$100.00	\$100.00
Memberships	5/03/2016	1093		\$50.00	\$50.00
Reimbursement of Weekends away	6/03/2016	1094		\$100.00	\$100.00
Reimbursement of Weekends away	7/03/2016	1095		\$100.00	\$100.00
ACS Sponsors	8/03/2016	1096		\$350.00	\$350.00
Sponsors Dinner	8/03/2016	1097		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1099		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1100		\$300.00	\$300.00
Sponsors Dinner	8/03/2016	1114	\$80.00	\$70.00	\$150.00
Sponsors Dinner	8/03/2016	1115		\$50.00	\$50.00
Sponsors Dinner	8/03/2016	1116		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1117		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1118		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1119		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1120		\$50.00	\$50.00
Sponsors Dinner	8/03/2016	1121		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1122		\$50.00	\$50.00
Sponsors Dinner	8/03/2016	1123		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1124		\$100.00	\$100.00
Sponsors Dinner	8/03/2016	1125		\$50.00	\$50.00
Memberships	8/03/2016	1098		\$50.00	\$50.00
Food , Raffle	8/03/2016	cash	\$74.00		\$74.00
<b>Total Revenue</b>			<b>\$154.00</b>	<b>\$2,520.00</b>	<b>\$2,674.00</b>
<b>Total Cash Available</b>			<b>\$854.00</b>	<b>\$38,031.30</b>	<b>\$38,885.30</b>
<b>Expenditure</b>					
Subscriptions / Licences	29/02/2016	trans fer		\$609.00	\$609.00
Postage	5/03/2016	cheq # 938		\$186.00	\$186.00
Car Show costs	8/03/2016	cash 1114	\$80.00		\$80.00
Printing & Stationery	9/03/2016	eft transfer		\$301.80	\$301.80
<b>Total Expenditure</b>			<b>\$80.00</b>	<b>\$1,096.80</b>	<b>\$1,176.80</b>
<b>Closing Bank Balance</b>			<b>\$774.00</b>	<b>\$36,934.50</b>	<b>\$37,708.50</b>
<b>Less Unpresented Cheques</b>					
<b>Total Unpresented cheques</b>				<b>\$0.00</b>	<b>\$0.00</b>
<b>Balance as per per Bank Statement</b>			<b>\$774.00</b>	<b>\$36,934.50</b>	<b>\$37,708.50</b>



# **EVENTS CALENDAR**

## **Club Meeting 12th April.**

### **Sanctioned Club Runs**

- 10th April..**Robertson Heritage Railway Station Classic Car Day, NSW, ROBERTSON RAILWAY COMMON, 9:00 AM - 3:30 PM
- 12th April, CLUB MEETING, 17 Childs Rd Chipping Norton, 7.00pm**
- 21st-25th April..** Club weekend in Kiama NSW.
- 24th April..**43rd Annual General Motors Display Day NOTE NEW VENUE: Museum of Fire. Museum Drive. Penrith
- 30th April-1st May..**Wings Over Illawarra, NSW, ILLAWARRA REGIONAL AIRPORT, PRINCES HIGHWAY AT ALBION PARK RAIL, 9:00 AM - 5:00 PM
- 7th May..** All American Mystery Cruise Nights, Parramatta Pool Carpark.
- 7th May..**Wheels at Wollondilly, Wollondilly Anglican College. 3000 Remembrance Drive. Tahmoor
- 14th May..**Silverwater Motor Festival 2016, Silverwater Park. Clyde St. Silverwater
- 15th May..**National Motoring Heritage Day, Motorlife Museum. Kembla Grange - Berry Showground. Berry - Sydney Harbour National Park. Georges Heights - Campbelltown Steam and Machinery Museum. Menangle Park - Museum of Fire. Penrith - Wentworth Falls Lake - Memorial Park. The Entrance
- 29th May..**567 Chev Club Annual Mayday Run...

### **Other Club's Events**

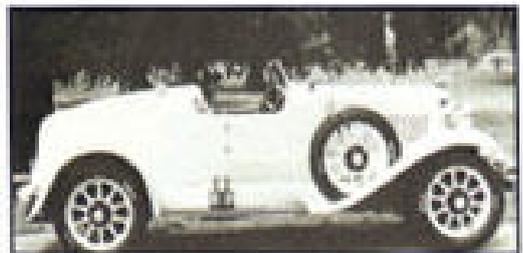
- 9th April..**Classic Car Show, NSW, Macarthur Gardens Retirement Village, 100 Gilchrist Drive, Campbelltown, 10:00 AM - 2:00 PM
- 10th April..**Steamfest Show n Shine, NSW, MAITLAND PARK, DEVONSHIRE STREET, MAITLAND, 9:00 AM - 3:00 PM
- 17th April..**Regency Ramblers Swap Meet, Luddenham Showground. Luddenham
- 23rd April..**Street Machine Supernats, NSW, SYDNEY DRAGWAY, FERRERS RD, EASTERN CREEK, 9:00 AM - 6:00 PM
- 25th April..**Anzac Day Show & Shine, Colonial Hotel. 156 Victoria St. Werrington
- 14th-15th May..**Sydney Hot Rod & Custom Expo, Rosehill Racecourse. Rosehill
- 15th May..**Oakville Fire Brigade Family Day & Car Show, Pitt Town Sporting Club. 139 Old Pitt Town Rd. Pitt Town



# WE ARE MOVING

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PRESENTS

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# Did You Know

In this installment of "Did You Know" will give you an in-depth look at the many Paint Dividers used during the "Tri-Five" years. It's hard to believe, but there were no less than 15 different Paint Dividers (9 alone were 1956 specific) used for the 1955, 1956, and 1957 Chevrolet Passenger Cars and Station Wagons (photo 1).



1955

So let's get started. Although the '55 Sedan and Hardtop upper paint dividers look alike (both have four black painted, diagonal "louvers"), they are different lengths (photo 2).

The '55 210/BelAir two and four door sedans used a longer divider - roughly 13 1/4" in length (measuring from the back, bottom to top vertically). The original part numbers were 4648029/right and 4648030/left. These numbers were later changed (1958/early 1959) to 3759601 and 602. The shorter divider was used on both the 1955 210 and BelAir 2 Door Hardtops and also the BelAir Convertible. This upper divider measures roughly 11 7/8" in length. The original part numbers were 4648031/right and 4648032/left. These numbers would later be changed to 3759611 and 612.

Now, the next one isn't actually a "Paint divider" per



say, but it was used in the same location as the previous '55 dividers. This part is commonly known today as a "Shark Fin" (photo 3), and it has only three black painted louvers. It was used on the

1955, 210, 2 & 4-door station wagon and the '55 BelAir Beauville 4-door wagon. This part was actually used on all Canadian built 1955 150's (except the Sedan Delivery). It measures about 5 3/4" from bottom to top. Original part numbers were 4649220/right and 4649221/left. These numbers were later changed to 3759511 and 512.

The last of the '55 parts is the lower, rear divider used on BelAir cars with "Special Two-Tone" paint (photo 4). This part has 8 horizontal stripes painted in what Chevrolet called "Winter White" (not India Ivory, as some may think). This piece measures a little over 6 1/8" overall. These were not Factory installed on 210's, but many dealers added them during "Special Two-Toning" after changing from the "Conventional Two-Tone" paint scheme. Many of these dividers have also been added to the 210's over the past 60 years. The original part numbers for these were 4660142/right and 4660143/left and were later changed to 3760011 and 012.



1956

Now we'll start on the many different 1956 BelAir Paint Dividers. The first is probably the easiest to spot, the '56 BelAir 2 Door Hardtop and Convertible (photo 5). This divider is easy to distinguish because of its very short, horizontal "leg" at the bottom. This part measures 2 1/4" across the bottom. Like all of the '56 BelAir dividers, this one has 4 black painted, diagonal "Louvers". It's original part numbers were 4671207/right and 4671208/left and these were later changed to 3759629 and 630.

Our next part is from the '56 BelAir 2 Door Sedan (photo 6). This one measures about 5 1/2" across the bottom. Its original part numbers were 4670823/right and 4670824/



left and were later changed to 3759627 and 628.

Next is the '56 BelAir 4 Door Hardtop divider (photo 7). This part measures approximately 8 1/2" across the bottom. Original part numbers were 4671198/right and 4671199/left and were later changed to 3759527 and 528.



7

The next two paint dividers we'll research look so much alike most people think they are the same part. These would be the '56 BelAir, 4-door Sedan and Wagon dividers (photo 8). They both measure about 11 3/4" across the bottom, but the difference is the height of the diagonal part of the dividers. The diagonal height



8

of the '56 BelAir 4 Door Sedan divider is approximately 9 1/2" (measured bottom to top). The top louver is shorter than the other

three louvers because of the use of the "Beltline Dip" in the rear doors. The original part numbers for the sedan parts were 4670825/right and 4670826/left, but were later changed to 3759523 and 524.

The other divider I mentioned previously is from the '56 BelAir, Beauville, 4-Door Wagon. This one carries the same lower length as the 4-door sedan, but the diagonal height is different. Diagonal height is approximately 10 1/2", and the upper louver length is about 1/4" longer than the lower three because of the lack of a beltline dip in the station wagon rear doors. The only part numbers given to these were 4671196/right and 4671197/left. I've seen many eBay sellers

listing a '56 BelAir, 4-door paint divider fitting both sedan and wagon. This is simply and clearly not true, as can be seen in photo 9. Not that they're trying to mislead anyone, they're just misinformed themselves.



9

The next divider to be examined is the '56 Nomad (photo 10); it's probably the toughest to find and most expensive paint divider of any of the Tri-Fives. This one is very easy to spot. The diagonal, louvered part of the divider slants "Forward" (rather than rearward, like



10

all other '56 paint dividers) in order to match the Nomad's distinctive forward slanted "B" pillar. The only part numbers given to these were 4671570/right and 4671571/left.

One other paint divider for the '56 Nomad (and easily lost during restoration) is the small, "Boomerang" shaped "B" Pillar, stainless filler divider (photo 11). This piece measures just a little over 8 1/8" across, from one leg to the other. The 1 3/4" wide tab



11

at the bottom, slips under the upper part of the slanted paint divider when installed. The only part numbers to be given to these were 4671567/right and 4671568/left.

The next paint divider we'll look at is for the '56 150/210 front fender (photo 12). This one was attached midway



12

of the front fender opening and was used when the car was ordered with the "Speedline" Two-Tone paint. This part measures

4 1/8" across the top and 2 1/2" across the bottom. The part numbers for these are 3724154/right and 3724153/left.

The last three paint dividers we'll look at look very similar but differ in their length (photo 13). The shortest of these three is the paint divider for the '56 210 2 and 4 Door Hardtops (photo 14). This hard to find divider measures about 9 1/2" if measured from bottom to the top, back edge. This part has five black painted louvers. The original part numbers were 4676854/right and 4676855/left, but were later changed to 3759525 and 526.



13



14

The last two parts are very often mistaken for one another, and most people aren't aware there is a difference between the two.

The first one that we'll look at is the middle one pictured in photo 13. This part is for the '56 150/210 2 and 4 Door Sedans and also the '57 150 2 and 4 Door Sedans (photo 15). Back in 1957 this part actually carried one

9



# Cobbitty Breakfast Run

The first of our club runs this year got off to a great start. We had decided on a breakfast run, so that it would then free people up to do other things later in the day if they wished. It was a nice surprise to see 15 cars turn up for the run from Gregory Hills to Cobbitty. The weather started off a little cool, but soon warmed to a nice sunny day.

Three of our newest members came along for their first club run, which was nice to see, travelling just over an hour to meet up with

us, and Gary Row and partner Debbie travelled up from St Georges Basin for the day.

When we first arrived, we were a little apprehensive as to if the cafe would cope with just over 30 guests for breakfast, but they did a wonderful job getting everyone's breakfasts out, and were of a very high standard. The food and service were both good, and everyone enjoyed the morning.





# Amazing Corvette

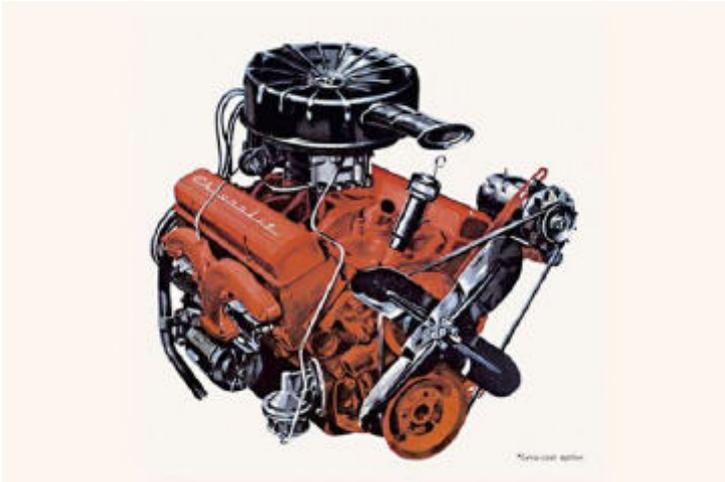
Cars never cease to amaze me. I see a lot of unbelievable good custom work being done these days, through the help of the internet and social media, and it still amazes me how some cars, whether they are 50, 60, 70 years old, can be built by such creative minds, and come up with something that could well have come from

a modern showroom. One such example is this '59 Corvett, which in my opinion was one of the nicest models, even in original form.

This particular Corvette has had some amazing work done, and could easily be mistaken for a modern sport car.



# 10 Ways to Modernize Your Small-block Chevy



Are you holding onto your small-block Chevy with a death grip, not yet ready to make the jump to the LS world? You aren't alone. Any weekend car show or staging lane at a dragstrip is testament to the Gen I small-block's 21st century relevance. Despite the wave of excellently engineered LS engines, people just keep building small-block Chevys. Heck, so do we! They are fantastically affordable and simple engines with more aftermarket support than any other platform, bar none. However, since Ed Cole and Zora Arkus-Duntov penned the small-block in an unbelievable 15-week thrash of internal-combustion genius-ness, there have been countless improvements and innovations for the famed Mouse motor.

Just because you've decided to stick to a time-tested engine architecture doesn't mean you have to build it the same way it left the factory. With the following simple build tips you can catapult a Mouse motor, originally penned with a slide rule in 1955, straight into the modern performance era.

## 1. Piston Oil Squirters

Many modern engines incorporate oil squirters, or jets, that feed a constant stream of pressurized oil onto the back of the pistons. This not only helps to cool the pistons, it also aids in lubrication of the wristpins and rings, especially at low rpm where oil splash is minimal. BLP Racing Products offers a retrofit kit for the small-block Chevy (as well as big-blocks and other engine platforms) that integrates an oil spraying jet into the base of each bearing saddle. The kit uses a simple jig with a long drill bit to locate the jets in the correct position. The kit is especially relevant for engines using nitrous or boost where cooling the piston becomes far more critical than in naturally aspirated applications.



## 2. Thinner and Gapless Piston Rings



Sometimes, bigger is not better. This is especially true in the world of piston rings, which seem to be perpetually shrinking. The standard ring thickness for the small-block Chevy was 5/64-inch top, 5/64-inch middle, and 3/16-inch bottom—sizes that hung around for the engine's entire production run! With the introduction of the LS engine, Chevy instituted a thinner, metric ring pack of 1.5mm, 1.5mm, and 3.0mm, respectively. It didn't take long for hot rodders everywhere to realize that thinner piston rings equated to more horsepower from less drag (friction) on the cylinder walls and better sealing from increased conformability. Taking the concept of improved cylinder sealing even further, Total Seal designed a gapless piston ring that utilizes two interlocking rings per groove with gaps set 180-degrees apart. This design minimizes blow-by, and we've seen these rings be worth significant power on the engine dyno. Lastly, adding thinner rings doesn't necessarily mean buying new pistons. Total Seal offers a line of piston-ring spacers that allow a 1.2mm ring to slip into a 5/64-inch ring groove.



### 3. Bi-Metal Bearings

If you plan to have your small-block on the road for years to come, adding bi-metal bearings during your build is a

smart move. This style of bearing, which is composed of a silicon-aluminum alloy overlaid on a steel backing, is much more durable than conventional tri-metal bearings. The silicone makes the bearing harder—often harder than the crank itself—and will allow the bearing to last significantly longer. Manufacturers made a move to this style of bearing in the mid '90s and they have been proven to last well into the 150,000-mile range as long as the oiling system is kept clean. They are the factory-issued bearings in LS powerplants. Several of the major bearing companies, such as Mahle Clevite, offer this formula of bearing for the small-block. However, it is important to point out that these bearings aren't designed for use in purpose-built race engines and it is better to stick with a tri-metal bearing because of their greater load-carrying ability.



### 4. Stroker Crankshafts

Cubes are power, and the best weapon in any hot-rodder's arsenal is displacement. The aftermarket is rife with excellently designed stroker cranks, such as this Scat piece that can bump your small-block up to the next pant size. Not only are Gen I small-block stroker cranks plentiful in all materials and strokes, they are also



some of the most affordable of any engine architecture, ever. A brand-new, cast-steel stroker crank can be purchased for under \$200—which begs the question, “Why reuse a stock crank when extra cubic inches are only a few cents away?”



### 5. Hypereutectic Pistons

There is a lot more to piston design than “cast or forged.” Today’s piston manufacturers reap the benefit of greatly improved alloys suited for all manner of performance applications. The style that has dominated the OEM market, hypereutectic, is right at home in Gen I small-blocks. It is an excellent upgrade in mild-to-moderate performance applications. Hypereutectic pistons are made by casting aluminum that is oversaturated with silicon. The addition of silicon makes the pistons stronger and more thermally stable. Because they expand less with heat they can be run tighter in the cylinder bore, some as tight as 0.001-0.002-inches. By decreasing piston-to-wall clearance, the cylinder walls have better wear characteristics, the rings seal better, and the pistons take less of a beating during cold starts. Nearly all LS engines, save for some of the factory-supercharged variants use pistons of this material.



### 6. Fuel Injection

It’s no secret that fuel injection possesses some distinct and poignant advantages over a traditional carburetor, such as better cold-starting, increased fuel economy, and altitude adaptability. There are a plethora of aftermarket systems on the market, ranging from wild laptop tunable systems ready to take on any

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horsepower level you can dream up, to self-learning carburetor-replacement-style units that will make your classic engine even more fun to cruise. We've had a blast learning fuel injection these last couple of months and there's a good chance that once you make the switch, you won't be going back.



### 7. Roller Camshafts

Unless you've spent significant time under a rock in the last five years, you know that roller camshafts are a worthwhile investment in any pushrod engine. They

increase durability (especially with modern, zinc-free oils) and also offer more aggressive ramp rates to open and close the valve faster. This "area under the curve," the amount of time the valve is at, or near, peak lift allows more air to flow into the cylinder increasing horsepower and torque. In last month's issue, we found that installing a Comp Cams roller cam in an SBC with the exact same duration as the outgoing flat tappet to be worth 14 horsepower on an otherwise unchanged engine. With larger cams, even greater results are possible.



### 8. Hotter Ignition Systems

If you're still using points ignition, you better dial up an ignition company on your rotary phone and purchase something from this century—fast! Modern ignition systems such as Performance Distributors HEI units or ignition-box-based systems from companies such as MSD offer vastly hotter spark energy that better ignites the fuel in the combustion chamber. Many of these systems even offer engine-protecting rev-limiters. Others even have the ability to plot out your ignition-timing curve digitally and can make instant timing adjustments based on boost or nitrous. In addition to peak horsepower improvements, a modern ignition system aids in both cold- and hot-starting and can even improve fuel economy.



### 9. Aluminum Cylinder Heads

Cylinder head technology has made leaps and bounds in the small-block's half-century lifetime. Gone are the days of scouring swap meets and junkyards for "camel hump" heads. The aftermarket is absolutely filled with quality aluminum head castings. These AFR 195cc Eliminator Street heads, pictured, offer a serious horsepower bump over even the best factory iron heads. Bigger valves, sculpted ports, and finessed combustion chambers all aid in cylinder filling while the aluminum alloy allows engines to be built with more compression, without

the risk of detonation. Again, the small-block Chevy has the market cornered on the most affordable heads.



## 10. Forced Induction

There was a time when forced induction was practically military-grade technology, and only a few hot rodders

had cracked the necessary codes to get it installed and properly tuned on their cars. In today's day and age, installing a supercharger or turbo kit on a car, whether you have a carburetor or EFI, has become no more difficult than a cam swap. And, when it comes to adding boost, the Gen I small-block has many things going for it, such as five headbolts per cylinder and a plethora of off-the-shelf pistons with boost-friendly compression ratios. Couple those things with advances in head gasket technology, such as the multi-layer steel (MLS) gaskets that are now the industry standard, and you are ready to make big power numbers without breaking a sweat.

## New Edelbrock Cross Ram Injection for LS3



Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Cross-Ram LS3 is ideal for anybody looking to combine great looks and outstanding performance between 1,500 - 7,000 rpm. The unique dual-plenum design features 13" long runners with flanges that will accept two, 90mm GM LS3 throttle bodies. The unique cross-ram dual-

plenum design is ideal for twin turbo applications. When matched with high flowing air filters and inlet tubes, the dual-plenum system gives neck-snapping performance with plenty of options for engine builders and tuners. Dyno testing resulted with gains of 27 horsepower and 28 ft-lbs. of torque over a popular aftermarket manifold.



# This 1956 Chevy Nomad Is All About How You Get There



What do you think of when you think of the music of the '50s? Maybe it's Elvis and Chuck Berry and Buddy Holly and Jerry Lee Lewis. If there is one song that everybody in America knew in the '50s, it has to be "See The USA In Your Chevrolet," sung by Dinah Shore and many others. If you were alive back then, that song is probably going through your head right now. The song was written to sell cars, but it also influenced people to get out and drive their cars just for the fun of it.

If there are two people who have followed the message of that song, it's

Dennis and Linda LaDrew, from O'Fallon, Indiana. Dennis' grandfather and father drove for a living, and so does his oldest son. Dennis and Linda drive for fun. They are "go anywhere, see anything" people, nomads at heart, who have driven their faithful black 1955 Chevy post car on dozens of organized cruises, such as Americruise, Power Tour, and numberless personal road trips. They've traveled thousands of miles, made hundreds of friends, and collected hundreds of stories.

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The LaDrews' newest Chevy is this beautiful 1956 Nomad wagon. Their son, Chris, had seen the wagon on Craigslist and went with Dennis to check out the car, located an hour away. When they got there, they found a rough partial restoration project, with no engine or trans, sitting in the barn where it had settled 30 years earlier. Chris urged his dad to leave it there. "Chris was correct," Dennis says. "I should have left it. But Dennis wanted a father/son project and Linda wanted a wagon—and he felt compelled to bring the old Chevy back to life. That's how the Nomad ended up in Chris' home garage. Other parts were stored at Dennis and Linda's house. There were parts in the basement, the living room, and the dining room, and glass under the beds in every bedroom.

Dennis and Chris (who owns LaDrew Automotive in Collinsville, Illinois) started in on the sheetmetal work. The floor and rear quarters were cut out and fresh steel was installed. The plan for the exterior was to give it a restored-to-stock appearance, with the paint and wheels as traditional modifications. The parts that were missing or beyond repair were replaced with reproduction parts, including taillights and outside mirrors from Rodworx in Florida. A fresh front bumper was provided by Knox Custom Chrome in Knoxville. The factory rear bumper was rechromed at Precision Plating. Dennis wanted smoke gray glass for the Nomad and Auto City Classic had just what he needed for this application.

The LaDrews eventually turned the buildup over to Dale Haverstick at Stick's Chevy Shed in Hillsboro, Missouri.

The Nomad got a big performance boost with the addition of the complete Art Morrison GT Sport Chassis for Tri-Fives. The package comes with antiroll bars and Strange adjustable coilovers at the front and back. A four-link locates the Ford 9-inch rearend with 3.70 gears and limited slip, spinning Strange rear axles. With the Morrison performance chassis under his car, Dennis needed wheels and tires that could keep up—but that would suit the period appearance of the car as well. The 17-inch aluminum Rocket Booster five-spokes from Rocket Racing Wheels score big on both counts, especially when matched with 245/40ZR17 91W Gforce Sport Comp-2 radials from BFGoodrich. Dark cars look great when the wheelwells are filed with wheel, not black sidewall. With Wilwood 13-inch disc brakes, master cylinder, and proportioning valve, stopping the wagon is no problem.

For Chevy guys, choosing an engine is usually a matter of deciding what version of Chevy small-block to use. Chevrolet chose the 6.2L LS3 for the Corvette, so a 6.2L Gen IV Connect and Cruise LS3 crate engine from Chevrolet Performance is a great choice for Dennis and Linda's Nomad. The engine draws a lot of questions at shows, especially since it's dressed up with a blue carbon-fiber LS3 engine cover from Octane Motorsports (at one show, a lady rushing past with a baby stroller glanced at the engine compartment and stopped to talk for half an hour). Art Morrison-built headers suit the car's personality more than the factory manifold. MagnaFlow XL mufflers guarantee that the wagon sounds as good as it looks. The engine is backed by a Chevrolet Performance 4L65-E transmission, perfect for "seeing the USA."



Building an interior that is cool looking, but comfortable and practical is a priority for Dennis since the Nomad, like the black 1955 before it, was built for the road. Bruce Haege at Haege's Upholstery in Belleville, Illinois, upholstered the original front and rear bench seats to just-right condition, then wrapped them with blue and charcoal Allante vinyl. The floor is covered in navy blue carpet from Auto Custom Carpets. The factory gauges have been replaced with a nostalgic Bel Era II 6-in-One gauge package from Classic Instruments. A Mark 9 Elegante steering wheel from Lecarra is mounted on an ididit column. The Vintage A/C system is designed to make use of the factory Chevy heater control unit. Cool air blows through retro-style vents from Old Dog Street Rods.

When the time came for paint, Dale Haverstick at Stick's Chevy Shed got out his gun and contacted his DuPont

(now Axalta) supplier. Dennis said he was going for subdued colors. We'd say that GM Imperial Blue (a Camaro color) and Grigio Silverstone (a Maserati color) are about as subdued as it gets, combining the finish of a revered muscle car and a sporty luxury car on Dennis and Linda's classic Tri-Five cruiser.

The Nomad was finished in 2014 and, like the LaDrews' black 1955, was soon on the road. "The car and I are building a history," Dennis says. "The Nomad and I like the car shows and the public loves the Nomad."

"For us, it's about the tour," Dennis told us almost 10 years ago. "It's about getting there and the people you meet on the way," Linda agreed. "We'll start from wherever the tour starts. It doesn't matter where it's going. It's how we get there that matters."



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A classic red Chevrolet car is shown from a front-three-quarter view. The Chevrolet bowtie logo is prominent in the upper left, with the words "CLASSIC CHEVYS" written above and below it. The car is a two-door model with a chrome grille and bumpers.

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