



March 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



Bowling style shirts
Mens Shirt \$35.00
Embroidery of name \$5.00



Club Umbrella \$30.00



Club Cap \$15.00

If you would like
to order any club
merchandise,
please contact
John Fenaton on
Ph. 0418 238 919 or
email him at
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

Official 567 Chev Club Website
www.567chevclub.com.au

MEMBERSHIP FEES

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

The Classic Chronicle is printed and
distributed by Click Printing, Blacktown



'55 '56 '57 CHEVROLET CLUB

2009 / 2010 OFFICERS

President



John Fenato

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jr.fenato@bigpond.com

Vice President

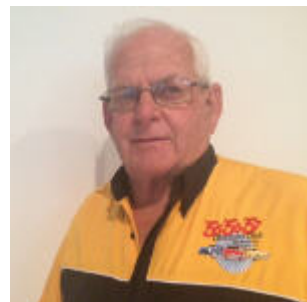


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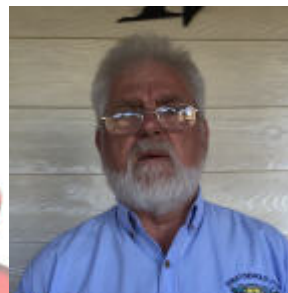


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chevysandclassicsrestoration@gmail.com



PRESIDENTS REPORT

Hello Members

Here it is again and it's now March.

Firstly we have a worlds greatest shave fund raiser. We have been asked to support the leukaemia foundation as a sponsor. We would like to see club members with there cars and attend in order to raise money by giving people riders for a nominated fee. With all money's going to the charity. It will be held at West Hoxton Shopping Centre car park. On the corner of 15th Ave and Edmondson Ave West Hoxton. Sunday the 13th of March 2016 from 9.00am till 3pm

Our club run held in March will be going to cafe on Cobbitty at 9.00am we will be meeting at Masters at Gregory Hills at 8.30am - 8.45am. We need your support. As this is our first run of the year. The run will be held on the 20th of March (especially people from illawong, shirer and sans souci lol)

Quick reminder about our sponsors dinner, we need numbers. We only have to the end of March. Please talk to your family and friends and arrange numbers. It will be a great night. We want as many people to come we need to show our support to our sponsors.

Please ring John on 0418 238 919. Remember this is a club event. It's on the 9th of April 2016, at Lily's Restaurant Seven hills and it will be extremely dissapointing not to see members there on the night. There will be great food and entertainment.

President 567 Chev Club,

John Fenato



MINUTES

482nd Meeting of the 567 Chev Club

Meeting Opened: 8.08pm **Date:** 9th FEB 2016 **Members Present** 21

Apologies: Bevan, Charlie, Frank Vitacco, Joe Sultana,

Visitors: , John Pickford

New Members: Greg Richardson, Chris Coomas

Previous Minutes: Feb 2016

Accepted By: Gary Tant

Second By: Eric Jones

Treasures Report: Feb 2016

Accepted: Aldo Mazucco

Second By: Stuart Campbell

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

Correspondence:

- 567 Chev Club of Victoria, Dec 2016
- WA Chev letter Dec/Jan 2016
- CCSC Feb. Newsletter

General Business:

Gary Wright opened general business by Thanking John Pickford for helping get the clubs accounts up to date, and that there have been a lot of changes made to the accounting system, to help simplify, and keep a better track of club accounts. He stated that receipts will now be given for all transactions.

Gary also put forward a motion to vote in a new public officer to take some of the burden of the current committee, as no paperwork had been passed on to the Dept. of Fair Trading over the last 8 years.

Gary wright then proposed that nominations be put forward for the position of Public Officer. Gary Wright nominated Gary Tant, who then accepted the nomination, and was voted in unopposed.

Gary Tant stated that he had been in contact with Fair trading, and that they said our constitution was out dated, and that no financial statements had been submitted since 2007. Gary said that he will get everything in order ASAP.



MINUTES

Gary Wright stated that he had found a supplier for club shirts, and would now be sold at a cost of \$45, club caps will now be \$20.50 and stubby holders would be \$6.00

Gary asked Steve to advertise the 60 day log book rego in the magazine. And Steve stated that if you are waiting for the new modified rego to come in, but your rego is due soon, that you can renew your rego for 6 months.

Chris Lowger asked if John Pickford was coming on board as the club accountant and John said he was happy to do the job.

Gary said that he had spoken to Camden Council regarding Camden Car Show, and was told that we have been booked in for the 16th Oct 2016, and that our public liability had been increased to \$20 million. Gary also stated that we need to issue membership cards that state what year we became a member. Steve then asked members to notify him via email as to the year they joined.

John mentioned that the sponsor's dinner is on the 9th April and that he has tickets available for purchase. There will be a 3 course meal with beer, wine, soft drinks, tea and coffee. Gary said that we need to see as many members as possible there on the night to show our sponsors our support. The cut off date for purchase of tickets is the end of March. Tickets will be \$50 per head for members and guests and that the club is subsidising the rest of the cost. Please contact John for tickets.

Raffle drawn and won by Rick May

Sponsors News: None

MEETING Closed at: 9:30pm

Next Meeting to be held: Tuesday 8th March 2016



TREASURERS REPORT

55'56'57 Chevrolet Club of Australia Incorporated

Treasurers Report for January 2016

Jan-16	Date	Refer No	Description	Cash	Bank	Total
Cashbook code			Opening Balance	\$200.00	\$38,013.87	\$38,213.87
Reimbursement of Weekends away	Jan-16	1073	Eric Jones deposit Kiama	\$100.00		\$100.00
Reimbursement of Weekends away	Jan-16	1077	Billy Barotto Kiama deposit	\$100.00		\$100.00
Memberships	Jan-16	1078	Greg Richardson membership	\$100.00		\$100.00
Reimbursement of Weekends away	Jan-16	1079	C Falzon Kiama deposit	\$100.00		\$100.00
Reimbursement of Weekends away	Jan-16	1080	Allan Burgo Kiama deposit	\$100.00		\$100.00
Total Revenue				\$500.00	\$0.00	\$500.00
Total Cash Available				\$700.00	\$38,013.87	\$38,713.87
Expenditure						
Miscellaneous/cost	4/01/16	22400	Camden Forest Ralf Moore funeral		\$80.00	\$80.00
Deposits on weekends away	5/01/16	032	Surf Beach Kiama deposits		\$2,400.00	\$2,400.00
Printing & Stationery	28/01/16	1101	Office Works - John date stamp office works		\$22.57	\$22.57
Total Expenditure				\$0.00	\$2,502.57	\$2,502.57
Closing Bank Balance				\$700.00	\$35,511.30	\$36,211.30

55'56'57 Chevrolet Club of Australia Incorporated

Treasurers Report for February 2016

	Date	Refer No	Description	Cash	Bank	Total
Cashbook code			Opening Balance	\$700.00	\$35,511.30	\$36,211.30
Merchandise	Feb-16		Steve Banks shirt and jacket		\$75.00	\$75.00
Sponsors Dinner	Feb-16	1103	Peter Bryen sponsor dinner		\$100.00	\$100.00
Sponsors Dinner	Feb-16	1104	Rick May Sponsor dinner		\$100.00	\$100.00
Merchandise	Feb-16	1107	Aldo Muzzucco club shirt		\$35.00	\$35.00
Merchandise	Feb-16	1108	John Bucciarelli club shirt		\$35.00	\$35.00
Memberships	Feb-16	1109	Chris Coomas club membership		\$25.00	\$25.00
Merchandise	Feb-16	1111	Greg Richards club shirt		\$45.00	\$45.00
Merchandise	Feb-16	1112	Gerry Tant Club Shirt		\$45.00	\$45.00
Merchandise	Feb-16	1112	Michael Franke club shirt		\$45.00	\$45.00
Reimbursement of Weekends away	Feb-16	1113	Aldo Muzzucco Deposit Kiama		\$100.00	\$100.00
Reimbursement of Weekends away	Feb-16	1081	Robert Fenato Kiama deposit		\$100.00	\$100.00
Reimbursement of Weekends away	Feb-16	1082	Niggi Olson Kiama deposit		\$100.00	\$100.00
Reimbursement of Weekends away	Feb-16	1083	Harry Squellicioti Kiama deposit	\$60.00	\$40.00	\$100.00
Reimbursement of Weekends away	Feb-16	1086	Ken Taylor Kiama deposit		\$100.00	\$100.00
Reimbursement of Weekends away	Feb-16	1088	Michael Rich Kiama deposit		\$100.00	\$100.00
Reimbursement of Weekends away	Feb-16	1087	John and Steve Fenato Kiama deposit		\$200.00	\$200.00
Food, Raffle	Feb-16		Raffle tickets		\$110.00	\$110.00
Car Show Entry Fees	Feb-16		nrma sponsor 2015 camden car show		\$400.00	\$400.00
Total Revenue				\$60.00	\$1,755.00	\$1,815.00
Total Cash Available				\$760.00	\$37,266.30	\$38,026.30
Expenditure						
Sponsors Dinner	17/02/2016	935	Invitation for Sponsors Dinner		\$72.81	\$72.81
Bank Fees	17/02/2016	933	Adriana Bank Fees		\$340.00	\$340.00
Sponsors Dinner	18/02/2016	934	Lilly Restaurant		\$500.00	\$500.00
Total Expenditure				\$0.00	\$912.81	\$912.81
Closing Bank Balance				\$760.00	\$36,353.49	\$37,113.49



EVENTS CALENDAR

Club Meeting 8th March.

Sanctioned Club Runs

5th March..All American Mystery Cruise Nights, Parramatta Pool Carpark. O'Connell St Parramatta

13th March... Club run to West Hoxton Pharmacy, in aid of helping to raise funds for

20th March..Breakfast run to Cobitty Cafe, 300A Cobbitty Rd, Cobbitty NSW 2570, meeting at Masters Hardware Gregory Hills at 8.30am -8.45am for 9.00am Breakfast.

18th-20th March.. Kurri Kurri Nostalgia Festival, Kurri Kurri NSW

2nd April..All American Mystery Cruise Nights, Parramatta Pool Carpark. O'Connell St Parramatta

21st-25th April.. Club weekend in Kiama NSW.

Other Club's Events

6th March..Full Throttle CCC 2nd Annual Custom Car & Bike Show, Hillier Oval. Hum Hwy. Liverpool. (entry via Memorial Ave.)

6th March.. Morpeth Motorama, NSW, Grounds of Closebourne House at the start of Morpeth Village, 0:00 AM - 2:00 PM

12th-13th March.. Bathurst Autofest, NSW, MOUNT PANORAMA RACING CIRCUIT BATHURST, 9:00 AM - 5:30 PM

13th March..Morisset Central Coast Swap Meet, Morisset Showground. Ourimbah St Morisset.

13th March..Custom Car Club Sunday Brekkie, Wild Automotive. 5/1190 Burragorang Rd The Oaks

13th March..Old Car Social Club Show n Shine, NSW, FLOWER POWER, NEWBRIDG ROAD, MOOREBANK, 7:30 AM - 2:30 PM

20th March..Blue Mountains Hot Rod Club Show N Shine, Penrith Leagues Car Park Penrith

25th-27th March..Camaro-Firebird & US Muscle Car Nationals, TUMUT , tumut NSW

10th April..Crazy About Chrome, NSW, CESSNOCK SHOWGROUNDS, 111 MOUN VIEW ROAD, CESSNOCK, 9:00 AM - 3:00 PM

17th April..Regency Ramblers Swap Meet, Luddenham Showground. Luddenham



EDITORS NOTES

The club is now registered for conditional rego. The 60 day log book scheme is now operational for historic vehicles and will be in operation for modified vehicles a little later this year..

There are a few things you need to know when applying for your conditional rego.

There are 3 forms that you will need to fill in, which you can down load from the RMS site, these forms are, Application for Conditional Rego, Historic Vehicle Declaration and Cancellation of Registration.

The first two forms can be downloaded from here..

<http://www.rms.nsw.gov.au/roads/registration/documents-forms.html>,
the third form from here,

<http://www.rms.nsw.gov.au/roads/registration/cancel.html>.

There is a section on the first form which will need to be filled in by the pink slip inspector, and a section on the second form to be filled in by one of the three club registra's.

You will need to take these forms along with your pink or blue slip, either to one of the club registra's along with the car you are putting on club rego, or you can bring the car and the paperwork to a club meeting, to have the car sighted and the paperwork signed off.

When you go online to download the forms, you can fill the forms out on the computer, and then print them out or you can get the forms off one of the club registra's. On the following page is a copy of the Historic Vehicle Declaration form, so that you can see what it looks like online.

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Historic Vehicle Declaration

- The registered operator (or applicant) is responsible for the vehicle to be suitable for safe use until the expiry date of the registration.
- A Safety Check report must be provided if the club is less than two years old.
- The registered operator must be a member of an Roads and Maritime Services recognised Historic Vehicle Club in the Historic Vehicle Scheme.
- The vehicle must be 30 years of age or older and meet eligibility requirements of the Historic Vehicle Scheme.

1 Registered operator details

NSW Driver's licence/Customer number

Surname

Given names

Address

Postcode

Club membership details (nominate primary club first)

2 Vehicle details

Plate number (if known)

VIN or chassis/frame or serial number

Engine number

Make

Model year

Model (in full - name, letters and/or numbers, variant)

Shape

Vehicle type

Car/Station Wagon ☐ Motorcycle ☐ Truck ☐

Trailer ☐ Bus ☐ Plant ☐

Other ☐ Please specify

3 Declaration (to be completed by the club's Responsible Person) (A Safety Check report must be provided if the club is less than two years old)

The vehicle is in a safe operating condition.

Name

Signature

Date

 / /
day month year

Or

Safety inspection report number

Date

 / /
day month year

4 Vehicle eligibility (to be completed by the club's Responsible Person)

- I certify that this vehicle meets the eligibility requirements of the Historic Vehicle Scheme
- The registered operator is a financial member of the club.

Name

Signature

Date

 / /
day month year

Removal and Replacement of Engine

Tools: standard socket set, standard wrenches, engine hoist, engine stand or cradle, floor jack (if needed)

Cost: if renting an engine hoist, expect to pay about \$40 for a day's use

Tinware: heavy-duty chain and/or lifting plate

Tip: If you pull the motor and trans out together as one unit, invest in a transmission tail plug to avoid trans fluid from pouring out the rear of the case during removal.

Performance gains: hopefully you're pulling the motor to either freshen up what you have, or to stuff a monster, fire-breathing big-block in its place!

Pulling the motor out of a car is something every car builder or mechanic must do. It's a rite of passage. It clearly shows that you are serious about the performance of your vehicle. For whatever the reason may be, the time has come to uproot the powerplant and seek alternatives. It can be intimidating at first for the novice, but if you take it slow and make a sound game plan, you will find there is nothing to it. In fact, it's kind of fun!



We chose two opposite intake manifold holes in which to chain and harness the motor.

To perform the swap with ease, you will first and foremost need space. The engine hoist is not exactly petite and requires plenty of open floor room to move around. Secondly, it always helps to have an extra set of hands for the project. Although you can do it by yourself, it really is a two-man job, especially if it's your first time. If you don't currently own a hoist, they can be had for the day by any tool rental company or parts store for about forty bucks, depending on where you live. Most are collapsible and easy to transport in a pickup. This is not something you will use every day in the garage, so renting is really not a bad option. It also saves you the storage space at home. An engine stand, on the other hand is something you should definitely consider buying for yourself. Once the motor is out of the car, it needs to go somewhere! Whether for storage or rebuilding, engine stands serve as a perfect, mobile alternative to an old tire sitting on the floor. And they're cheap! You buy a half-ton (or greater) engine stand for well under a hundred bucks and have it last forever. How can you go wrong?

As you can imagine, there are quite a few preliminary steps to take before the motor is actually allowed to go anywhere. Right up there on the importance scale would be removing the hood. We, of course, thought we'd save some time and left the hood in place. Believe it or not, the engine still came out without too much drama. In hindsight, we'd recommend pulling the hood first



though- imperative on a front-hinged hood like the Corvettes! Some people prefer pulling the transmission out with the motor regardless of the situation or the cause. They feel it's easier to remove and to replace as one complete unit versus trying to align the motor to the frame and to the transmission bellhousing all at the same time. We would have to agree. The transmission serves a good centering point in the assembly, and helps balance the weight of the engine on the hoist. The engine is mounted to the frame with a rubber mount on both sides of the block. The only rear support it receives comes from the transmission mount at the rear crossmember. Therefore, that rear mount naturally centers the motor where it needs to be in relation to the frame. It always takes a little pushing and shoving to get things just right, but that's normal. It really comes down to a matter of preference, or what you feel comfortable with. It can be done either way without too much hassle. In our particular case here, we had already removed the transmission for rebuild work



Using a boxed wrench and a socket, loosen and remove the two motor mount bolts.

The first thing you need to do is disconnect the battery and completely drain the cooling system. Not only will this reduce the overall

weight on the hoist, but will also make the removal process much cleaner without spills. You will need to remove the front engine accessories such as the alternator, power steering pump, water pump, and A/C unit, as well as their various brackets and pulleys. Detach the fuel line at the fuel pump and clamp it off. Keep track of and label the hardware for each component, better yet, take pictures. It may be a long time before it's actually reassembled.

Moving to the top of the engine, remove the carburetor and the air cleaner assembly and all attaching hoses and brackets. Disconnect the throttle linkage from the firewall and set it aside. Remove the distributor, ignition coil, and the plug wires. You want the motor to be as short as possible to allow for maximum lifting clearance under the hood. If you have a high-rise intake manifold, pull it off. You can use the manifold holes in the cylinder heads to chain the motor and pull it out. Be sure to disconnect any wiring harness connectors, temp sensors, or oil pressure fittings from the manifold, cylinder heads, and engine block.

On 4-speed cars, you will need to disengage the clutch linkage from the ball stud coming out of the engine block. Remove the springs, rods, and the Z-bar assembly. If you choose to remove the transmission along with the motor, unbolt the shifter and the shifter handle. The same applies for automatics. Any obstructing floor or column shift linkage should be removed.

Engine compartment space will vary for each car. Some may require the removal of the radiator, spark plugs, exhaust manifolds, the starter assembly, and definitely headers. In fact, aftermarket headers can prove to be a real pain in this situation. You may need to disconnect them



at the collector as well as the cylinder head, and allow them to move freely as you pull the engine up and out. This is where the extra set of hands come into play. For some vehicles and engines, hood removal may be required.

If the transmission is staying in the car, unbolt the bellhousing from the back of the block and support the front of the transmission with a floor jack. On automatic equipped vehicles, you will need to remove the torque converter from the flexplate. Be sure to note their relation to each other before unbolting the converter. Automatic transmission cooler lines should also be disengaged. If you decide on the shoehorn method, unbolt the transmission from the mount at the crossmember. Use the floor jack to support the trans until it is lifted out. Disconnect the speedometer cable from the side of the transmission and pin it back out of the way. It may be necessary to loosen and remove the rear crossmember once the transmission is unbolted for added clearance.

With all of that said, unbolt the motor mounts from their frame brackets and chain the motor. Be sure to use a heavy-duty chain and hardware for lifting the engine. Try to pick two symmetrical points on the motor to further aid in balancing the weight once it's in the air. If necessary, use a floor jack to lift the motor up to meet the hoist in order to minimize any unwanted swag in the chain. Attach the hook of the hoist to the center of the chain and slowly bring it up. Have a friend watch and guide the rear of the motor and/or transmission as it comes up and out of the engine bay.



The idea is to slowly lift the motor and roll the hoist back- allowing it to exit and swing out over the front of the fender. In hindsight, we'd recommend pulling the hood first though- imperative on a front-hinged hood like the Corvettes!

Lower the assembly to a safe working area and remove the transmission and/or the remaining components. Attach the mounting brace of the engine stand to the back of the motor and slide the brace into the stand. You can now lower the hoist and remove the chain.

Although it sounds like a lot of work, it's really not that bad. One time and you've basically got it down. The installation is pretty much the same in reverse. Take your time, be careful, have fun, take pictures!



BERNIE KELLY'S MOTOR MEMORABILIA AUCTION (our group facebook name)

Bernie was a motor museum curator, motor enthusiast, mechanic and collector for over 50 years. There will be many treasures to be found at this epic auction event!



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or find us on Facebooks Events MOTOR ENTHUSIAST AUCTION





One of our favorite events of the year is the Danchuk Tri-Five Nationals(link is external) presented by Woody's Hot Rodz (link is external)and produced by The American Tri-Five Association(link is external). This event is a special one for us - mainly due to our biased love of the Tri-Five Chevrolets and our beloved project '56 Bel Air, Bela. But, our Tri-Five infatuation isn't the only reason we love this show. Christopher Sondles, Owner of Woody's Hot Rodz and organizer of the Danchuk Tri-Five Nationals, is a dear friend of ours and as it turns out, knows how to throw quite the party. Last year, for the 60th anniversary of the iconic '55 Chevy, as well as being the inaugural year for Tri-Five Nationals, roughly 2,000 Tri-Five Chevys showed up in celebration of this cherished era of Bowties.

After a huge and successful first event, the word is out and people are buzzing about the Tri-Five Nationals. We are one of many talking about it, enamored with how the hot rod community responded to these classic Chevys. As we enter into 2016, the next Tri-Five Nationals feels like an eternity away, August 12 and 13 to be exact. We're already dreaming about attending the event and the amazing Chevys that are sure to be in attendance. And as it turns out, we're not alone. As of February 9, over 1,000 vehicles have pre-registered and confirmed participation in the 2016 Tri-Five Nationals - it's sure to be another great year.

So, here we are, six months before the event itself and with so many attendees pre-registered, it's clearly apparent that the second year of the show will surpass last year's in sheer size and fun. This

year, the event will celebrate the 60th anniversary of the '56 Chevy, coincidentally the same year as our Bela. Because of this, there's no question that we're going to bring Bela out to Bowling Green to properly celebrate her 60th birthday with thousands of other '56 Chevy and Tri-Five lovers.

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60 Years of the 56 Chevy

1956 Chevrolet Models

1956 Chevrolet Models

Model # Built % of Total

150 Series, 6cyl. & 8cyl

1502 2dr sedan 82,735 5.09

1503 4dr sedan 55,333 3.40

1508 2dr sedan delivery 9,445 0.58

1512 2dr utility sedan 10,712 0.66

1529 2dr Handyman station wagon 13,739 0.84

Total 171,964 10.57

210 Series, 6cyl & 8cyl

2102 2dr sedan 206,434 12.69

2103 4dr sedan 298,935 18.38

2109 4dr Townsman station wagon 114,646 7.05

2113 4dr hardtop sport sedan 21,131 1.30

2119 4dr Beauville station wagon 19,394 1.19

2124 2dr Delray club coupe 56,882 3.50

2129 2dr Handyman station wagon 22,381 1.38

2154 2dr hardtop sport coupe 19,079 1.17

Total 758,882 46.65

Bel Air Series, 6cyl & 8cyl

2402 2dr sedan 105,098 6.46

2403 4dr sedan 282,476 17.36

2413 4dr hardtop sport sedan 109,261 6.71

2419 4dr Beauville station wagon 14,931 0.92

2429 2dr Nomad station wagon 8,103 0.50

2434 2dr convertible 41,883 2.57

2454 2dr hardtop sport coupe 130,778 8.04

Total 692,530 42.57

Grand Total 1,623,376 100.00

1956 Factory Options

Option Order Codes (Including Factory D&H) and Retail Prices

Model 6cyl 8cyl

150 Series

1502 2dr sedan \$1,797.00 \$1,896.00

1503 4dr sedan 1,840.00 1,939.00

1512 2dr utility sedan 1,705.00 1,804.00

1529 2dr Handyman station wagon 2,142.00
2,241.00

210 Series

2102 2dr sedan 1,883.00 1,982.00

2103 4dr sedan 1,926.00 2,025.00

2109 4dr Townsman station wagon 2,234.00
2,333.00

2113 4dr hardtop sport sedan 2,088.00 2,187.00

2119 4dr Beauville station wagon 2,319.00
2,418.00

2124 2dr Delray club coupe 1,942.00 2,041.00

2129 2dr Handyman station wagon 2,186.00
2,285.00

2154 2dr hardtop coupe 2,034.00 2,133.00

Bel Air Series

2402 2dr sedan 1,996.00 2,095.00

2403 4dr sedan 2,039.00 2,138.00

2413 4dr hardtop sport sedan 2,201.00 2,300.00

2419 4dr Beauville station wagon 2,453.00
2,552.00

2429 2dr Nomad station wagon 2,579.00 2,678.00

2434 2dr convertible 2,315.00 2,414.00

2454 2dr hardtop sport coupe 2,147.00 2,246.00

Option Order Codes and Retail Prices

101 Heater (NA w/AC)

Airflow \$72.80

Recirculating 48.15

104 Full-flow oil filter (V-8) 8.65

110 AC (incl. 30amp generator) 430.50

216 Oil bath air cleaner (6cyl only) 5.40

227 HD clutch 5.40

237 I-quart-capacity oil filter (6cyl) 8.65

241 Governor

6cyl 18.30

V-8 43.05

254 HD rear springs

5-leaf 2.70

Station wagon type 3.25

6-leaf

1529,2109,2129 3.80

1503,2103,2429 4.35

All models 6.50

288 5 tires

6.70-15/6PRs 43.50

6.70-16/6PR white sidewalls 86.55

290 5 6.70-15/4 white-sidewall tires 32.30

297 5 7.10-15/4PR tires

Wo/white sidewalls; 13.25

W/white sidewalls 48.75

313 Powerglide transmission 188.50

315 Overdrive transmission 107.60

320 Electric windshield wiper 11.35

324 Power steering 91.50



325 Generator
 30amp, 7.55
 40amp low-cut-in 7.55
 345 HD battery (NA w/AC) 10.80
 397 Electric seat controls (2100,2400) 48.45
 398 E-Z Eye glass 32.30
 410 Super Turbo-Fire V-8 engine 32.30
 411 Dual 4bbl carburetors (V-8) 242.10
 412 Power brakes 37.70
 417 Positive engine ventilation (6cyl) 12.95
 426 Electric window controls
 Except 2429,2934 107.60
 2429,2934 64.60
 427 Padded instrument panel 16.15
 449 High-lift camshaft equipment (V-8) 188.30
 484-499 Trim combinations 6.00
 500-523 Single colors NC
 525-558 Two-tone combinations
 Standard
 1500,2100 12.95
 2400 25.85
 Special
 2400 17.25
 2100 25.85

Dealer-installed Accessories and Retail Prices

Adapter-rear fender antenna \$3.50
 Autotronic Eye 44.25
 Belt-seat 10.95
 Cap-locking gas 2.90
 Carrier-Continental wheel 123.00
 Clock-electric 17.65
 Compass 5.95
 Cover-seat, fiber 29.65
 Cover-seat, nylon 42.50
 Cover-seat, plastic 39.95
 Covers-full wheel, set of 4 15.95
 Covers-wheel disc, set of 4 19.00
 Covers-wire wheel, set of 4 39.50
 Dispenser-tissues 3.95
 Extension-exhaust 3.25
 Glareshade-windshield, 1 8.00
 Guards-front fender & grille 39.80
 Guard-rear fender 10.90
 Guards-door edge, pair
 (sport coupe & convertible) 3.45
 Guards-door edge, 4dr set 5.25
 Harness-shoulder (used w/seatbelts) 9.50
 Heater & defroster - deluxe 65.00
 Heater & defroster - recirculating 42.00
 Horn unit-vibrator 7.90
 Kool Kooshion 4.40
 Lamp-luggage compartment 1.95
 Lamp-underhood 1.95
 Lamp-courtesy, pair 2.75
 Lamp-back-up 6.25

Lamp-glove compartment 1.10
 Mat units-floor, deluxe 6.95
 Mat unit-floor, rubber 3.50
 Mirror-inside rearview, nonglare 4.50
 Mirror-outside rearview, body mount 4.35
 Mirror-outside rearview, remote control 6.95
 Mirror-vanity visor 1.60
 Molding-body sill 8.15
 Molding-front fender top 5.85
 Radio & antenna-push-button 85.00
 Radio & antenna-manual 63.50
 Radio & antenna-Signal Seeker 105.00
 Raiser-automatic top 34.00
 Safetylight & mirror 24.50
 Screen-radiator insert .95
 Shields-door handle, set of 4 2.80
 Shields-gravel, front fender, pair 6.95
 Signal-parking brake, electric 4.25
 Speaker-rear seat radio 12.00
 Spotlight-hand, portable 7.95
 Ventshades 8.75
 Viewer-traffic light 2.90
 Visor-outside 19.90
 Washer-windshield, vacuum operated 7.95

1956 Colors

One-Color Combinations

Combination # Model Usage Body Color
 687 All models Onyx Black

688 150 Series, 210 Pinecrest Green
 Series, 2402,
 2403,2413,
 2419,2434,
 2454

690 150 Series, 210 Sherwood Green
 Series, 2402,
 2403,2413,
 2434,2454

691 150 Series, 210 Nassau Blue
 Series, 2402,
 2403,2413,
 2419,2434,
 2454

692 2102,2103,2113, Harbor Blue
 2154,1508,
 2402,2403,
 2413,2434,
 2454



692 2102,2103,2113, Harbor Blue
2154,1508,
2402,2403,
2413,2434,
2454

693 2102,2103,2113, Dusk Plum
2124,2154,
2402,2403,
2413

694 150 Series, 210 India Ivory
Series, 2102,
2103,2113,
2124,2154

695 150 Series Crocus Yellow
(except 1508),
210 Series,
2102,2103,
2113,2124,
2154

697 150 Series Matador Red
(except 1529),
210 Series,
2102,2103,
2113,2124,
2154

698 210 Series, 1502, Twilight Turquoise
1503,1512,
2102,2103,
2113,2124,
2154

749 150 Series Tropical Turquoise
(except 1508,
1529),210
Series, Bel Air
(except 2429)
750 150 Series Calypso Cream
(except 1508)
752 210 Series, Bel Inca Silver
Air

Two-Color Combinations

Combination # Model Usage Upper/Lower Colors

696 150,210, and Bel Onyx Black/
Air Series Crocus Yellow

700 Bel Air Series Adobe Beige/
Sierra Gold

701 150,210, and Bel India Ivory/
Air Series Onyx Black

702 150,210, and Bel Sherwood Green/
Air Series Pinecrest Green

703 2102,2103,2113, Harbor Blue/
2154, Bel Air Nassau Blue
Series (except
2419)

705 150,210, and Bel India Ivory/
Air Series Pinecrest Green
706 150 and 210 India Ivory/
Series, Bel Air Sherwood Green
Series (except
2419)

707 150,210, and Bel India Ivory/
Air Series, 2454 Nassau Blue

708 210 and Bel Air India Ivory/
Series Dusk Plum

710 210 and Bel Air India Ivory/
Series Twilight Turquoise

711 150 and 210 India Ivory/
Series, 2402, Matador Red
2403,2434

715 2413,2419,2429, Matador Red/
2454 Dune Beige

717 210 and Bel Air Crocus Yellow/
Series Laurel Green

721 210 Series India Ivory/
(except 2124), Dawn Gray
Bel Air Series

754 210 and Bel Air India Ivory/
Series Tropical Turquoise

755 150 Series Calypso Cream/
Onyx Black

756 150 and Bel Air Grecian Gold/
Series, 210 Calypso Cream
Series (except
1508)

757 210 and Bel Air Inca Silver/
Series Imperial Ivory

763 2413,2419,2454 Matador Red/
Adobe Beige

792 210 and Bel Air Crocus Yellow/
Series Laurel Green

Interior Print Combinations

560 Gold dotted black cloth-gold striped imitation
leather

562 Medium green-gold striped imitation leather

564 Charcoal pattern cloth-Starfrost

565 Green pattern cloth-Starfrost

566 Blue pattern cloth-Starfrost

567 Black-ivory imitation leather

568 Green-ivory imitation leather

569 Turquoise-ivory imitation leather

570 Medium green imitation leather-Starfrost

572 Medium turquoise imitation leather-Starfrost

573 Charcoal pattern cloth-ivory imitation leather

574 Green pattern cloth-green imitation leather

575 Blue pattern cloth-blue imitation leather

577 Turquoise pattern cloth-turquoise imitation
leather

578 Charcoal pattern cloth-yellow imitation leather

579 Charcoal pattern cloth-ivory imitation leather



580 Medium green pattern cloth-light green imitation leather
 581 Medium blue pattern cloth-light blue imitation leather
 584 Medium turquoise pattern cloth-light turquoise imitation leather
 585 Charcoal pattern cloth-yellow imitation leather
 587 Medium turquoise pattern cloth-light turquoise imitation leather
 588 Charcoal pattern cloth-yellow imitation leather
 590 Medium green pattern cloth-light green imitation leather
 591 Light blue pattern cloth-light blue imitation leather
 593 Red pattern cloth-red imitation leather
 594 Medium turquoise pattern cloth-light turquoise imitation leather
 595 Charcoal pattern cloth-yellow imitation leather
 602 Charcoal-ivory imitation leather
 603 Turquoise-ivory imitation leather
 604 Charcoal-yellow imitation leather
 605 Red-ivory imitation leather
 606 Medium green-light green imitation leather
 607 Medium blue-light blue imitation leather
 609 Charcoal imitation leather-Starfrost
 610 Charcoal pattern cloth-ivory imitation leather
 611 Charcoal pattern cloth-ivory imitation leather
 615 Charcoal gray-gold striped imitation leather
 616 Charcoal gray-gold striped imitation leather
 617 Copper pattern cloth-tan imitation leather
 618 Tan pattern cloth-copper imitation leather
 619 Tan pattern cloth-copper imitation leather
 620 Tan pattern cloth-copper imitation leather
 621 Copper-tan imitation leather
 626 Charcoal pattern cloth-cream imitation leather
 627 Charcoal-&-yellow pattern cloth-cream imitation leather
 628 Red-&-taupe pattern cloth-red imitation leather
 629 Red-&-taupe pattern cloth-red imitation leather
 630 Charcoal-&-yellow pattern cloth-cream imitation leather
 631 Charcoal imitation leather-cream imitation leather
 632 Charcoal-&-yellow pattern cloth-cream imitation leather
 633 Red-&-taupe pattern cloth-red imitation leather

Convertible Top Colors

Ivory
 Tan
 Black
 Light Blue

1956 Statistics

Engines

(Horsepower/torque output)

235ci Blue Flame 6cyl-140 gross hp @ 4200rpm/
 210lb-ft 4 2400rpm;
 125 net hp @ 4000rpm/195lb-ft 2000rpm,

265ci Trurbo-Fire 2bbl V-8-162 gross hp 4400rpm/
 257lb-ft 4 2200rpm;
 137 net hp @ 4000rpm/235lb-ft Cy) 2200rpm

265ci'Wrbo-Fire 2bbl V-8-170 gross hp (-0
 4400rpm/257lb-ft 2200rpm;
 141 net hp 4 4000rpm/235lb-ft 2200rpm

2656 TVrbo-Fire 4bbl V-8-205 gross hp 4600rpm/
 268lb-ft @ 3000rpm;
 170 net hp 4 4200rpm/240lb-ft 4 2800rpm

2656 TVrbo-Fire 2x4bbl V-8-225 gross hp 4
 5200rpm/270lb-ft 4 3600rpm;
 196 net hp 4 4800rpm/250lb-ft 4 3400rpm

Carburetors

235ci 6cyl, manual-7009255

235ci 6cyl, Powerglide-7009254

265ci V-8 162hp-7008387 (Manual transmission)

265ci V-8 170hp-7008388 (Powerglide
 transmission)

265ci V-8 205hp-Carter WCFB 2351S

265ci V-8 225hp-Carter WCFB 2419S front; 2362
 rear



Reconditioned for **performance**



1956 Chevy Description

Chevrolet had delivered. Cole's concept of a "fresh start" in design and performance translated into a "blank canvas" for the driving public. From a seemingly limitless combination of colors for exteriors and interiors, down to a Continental kit for mounting the spare tire on the stern; from optional front-loaded, factory-installed air conditioning to electric seat and window controls-the owner was given a palette with which to customize or personalize his or her own set of wheels.

As proclaimed in its advertisements, Chevy truly had come up with "THE HOT ONE," setting production, sales and profits records with its breakthrough '55s. But what does one do for an encore?

For 1956, Chevrolet management elected to fine tune many of the features it had introduced with the 55s. Many of these refinements took place under the hood, coaxing more power from the lightweight, high-revving 265ci V-8 engine. Swapping a four-barrel carburetor for the standard two-barrel one provided an additional 25 horsepower. This Power Pack package, rated at 205hp, incorporated a new, high-lift camshaft and boosted the compression ratio from 8:1 to 9.25:1. A hybrid V-8, rated at 225hp at 5,200 rpm, featured dual, four-barrel carburetors with aluminum intake manifold and dual exhausts. Incidentally, the "Blue Flame" straight six block, now tweaked up to 140hp, was still available for the traditionalists.

A heavy duty clutch was substituted when the Power Pack was used in conjunction with a manual transmission; a full flow oil filter was introduced and moved from atop the engine to the bottom rear of the block; hydraulic lifters became standard components; the voltage regulator was waterproofed; the generator mount was strengthened to reduce vibration, and a larger, 53

amp/hr battery became standard equipment. The car was reworked to provide a soft, smooth ride that ironed out the bumps, produced less vibration, less noise from the engine, reduced interior noise and cut back on the whine associated with an automatic transmission.

Turn signals moved from the options to the standard equipment column. A padded dash, seat belts and shoulder harness; three radio options; power brakes; foot-operated or automatic windshield washer; non-glare rear view mirror, and automatic headlight dimmer were some of the popular options offered.

The basic models carried over from 1955, along with the introduction of a four-door hardtop into the 210 and Bel Air lines. Body length was extended to 197.5 inches overall-attributable to the lower and longer hood, coupled with reshaped and flared rear fender openings that contributed to the longer body. A new side trim treatment made for interesting applications of the 14 two-tone color combinations or 10 solid shades. The eggcrate grille, which drew mixed reviews in 1955, was replaced with a lower, full-width chrome unit that terminated with restyled, rectangular parking lights all giving the illusion of greater width. The rear fender acquired a notched configuration (a hint of the fins that would follow in '57) with triangular, wraparound taillight housing. The gas filler cap was hidden behind the driver's side taillight which rotated downward at the release of a lever, and a large chromed V (indicating the V-8 power plant) appeared on the front hood and rear deck under the Chevrolet emblem.

Inside, the design was pretty much a carryover from 1955. Horizontal lines on the dash replaced the stainless steel multiple "bow tie" insert in the 1955s; the double-bubble configuration for driver's side speedometer, automatic transmission indicator and gauges and passenger side clock and speaker were repeated. A three-spoke steering wheel with

Veteran, Vintage & Classic Vehicle



1800 634 686



Chevy emblem on the hub was a new feature While many car enthusiasts consider the 1956 Chevrolet model year a transition between the breakthrough '55s and the major facelift given the '57s-- production and demand remained brisk.

The 150 Series, Chevy's basic and more austere line, was again available in six or eight cylinders, in two-door or four-door sedans and two-door station wagon. 171,964 units were manufactured with base sticker prices pegged at \$1,797 to \$2,241.

The middle of the line 210 Series, six or eight cylinder, repeated its two-door and four-door sedans, two- and four-door station wagons, two-door club coupe, two-door hardtop sport coupe and the new four-door hardtop sport sedan. Depending on the model and engine size, basic prices ranged from \$1,883 to \$2,418.

The premium Bel Airs, also carrying a six- or eight-cylinder block, were offered in a two- or four-door sedan, two- or four-door station wagon, two-door convertible or hardtop sport coupe and the new four-door hardtop. Prices ranged from \$1,996 to \$2,678.

Chevrolet ingenuity and innovation had succeeded in bringing the driving public a roomy, well-appointed car with less vibration; a smoother, more powerful V-8 engine; a quieter automatic transmission; a range of options and color combinations that could satisfy even the most demanding taste, and one that provided the ultimate in performance and handling to that time.



**MORE PEOPLE NAMED JONES*
OWN CHEVROLETS THAN ANY OTHER CAR!**

(Are you keeping up with the Joneses?)

*Of course we haven't actually counted all the Joneses. But it seems a safe guess. Because this year—as they have for other years—more people are buying Chevrolets. And 2 million more people drive Chevrolets than any other car. Maybe you ought to stop by your Chevrolet dealer's and see why this is so... Chevrolet Division of General Motors, Detroit 2, Michigan.



**Seats a whole baseball team
beautifully!**



THE BEL AIR BEAUTIFUL—4 doors, 6 passengers, interior finish in available vinyl and nylon-flocked pattern cloth.

It's one of 6 sprightly new Chevrolet station wagons

If you're joining the fast-growing station wagon set, be sure to look these new Chevrolets over. They're very good looking, as you see. All of them have fine, sturdy and quiet Fiber Bodies. All offer you a choice of the new "Blue-Flame 140" six, or V8 horsepower up to 205. And all of them pack Chevrolet's special brand of performance that breaks records on Pike's Peak and makes your own driving so much easier, safer and more pleasant.

Color and interior choices are wide, practical and unusually handsome. Your Chevrolet dealer will be glad to show you... Chevrolet Division of General Motors, Detroit 2, Michigan.



- THE "TWENTY" HANDYMAN**
2 doors, 6 passengers, all-steel chassis.
- THE DISTINCTIVE, LUXURIOUS NOMAD**—2 doors, 6 passengers.
- THE "TWO-TEN" TOWNSMAN**
4 doors, 6 passengers, loads of cargo space.
- THE "ONE-SEVEN" HANDYMAN**
2 doors, 6 passengers, available and handy.
- THE "TWO-TEN" BEAUVILLE**
2 doors, 6 passengers.

First look at your second love

The new Chevrolet Bel Air Sport Sedan



Look it over. Buzzy Monogram styling... bristly new models... special safety features... smooth, easy-to-control action... all designed to put more safety and fun in your driving.

There's a car that you can depend on. Its record-breaking Pike's Peak performance test is proof of that. And this year, special safety features are available so the fit of little things Chevrolet engineers think of the long-term happy. Special safety belts on the doors, and safety plate glass, are only two of the many features to make you and your family of safe, more pleasant trips in town or on the highway.

You can pick and choose from 18 new Chevrolet features in three great series—including two new color hardtops and two 3-passenger station wagons. All with selected new interiors.

There are the facts—but the fun starts at your Chevrolet dealer's. So, why wait? ... Chevrolet Division of General Motors, Detroit 2, Michigan.

THE BEL AIR SPORT SEDAN—one of two new 4-door hardtops

The new "Two-Ten" Suburban Station

The new Bel Air Convertible

capricornonevintage.com




Joke of The Month

On the first day, God created the dog and said, sit all day by the door of your house and bark at anyone who comes in or walks past. For this I will give you a life span of twenty years.

The dog said, "That's a long time to be barking. How about only ten years and I'll give you back the other ten?"

And God said that it was good.

On the second day, God created the monkey and said, "Entertain people, do tricks, and make them laugh. For this, I'll give you a twenty-year life span."

The monkey said, "Monkey tricks for twenty years? That's a pretty long time to perform. How about I give you back ten like the dog did?"

And God again said that it was good.

On the third day, God created the cow and said, "You must go into the field with the farmer all day long and suffer under the sun, have calves and give milk to support the farmer's family. For this, I will give you a life span of sixty years."

The cow said, "That's kind of a tough life you want me to live for sixty

years. How about twenty and I'll give back the other forty?"

And God agreed it was good.

On the fourth day, God created humans and said, "Eat, sleep, play, marry and enjoy your life. For this, I'll give you twenty years."

But the human said, "Only twenty years? Could you possibly give me my twenty, the forty the cow gave back, the ten the monkey gave back, and the ten the dog gave back; that makes eighty, okay?"

"Okay," said God, "You asked for it."

So that is why for our first twenty years, we eat, sleep, play and enjoy ourselves. For the next forty years, we slave in the sun to support our family. For the next ten years, we do monkey tricks to entertain the grandchildren. And for the last ten years, we sit on the front porch and bark at everyone.

Life has now been explained to you.

There is no need to thank me for this valuable information. I'm doing it as a public service. If you are looking for me I will be on the front porch....



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