December 2015

CLASSIC CHRONICLE

'55 '56 '57 Chevrolet Club Of Australia Incorporated

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

Club Merchandise

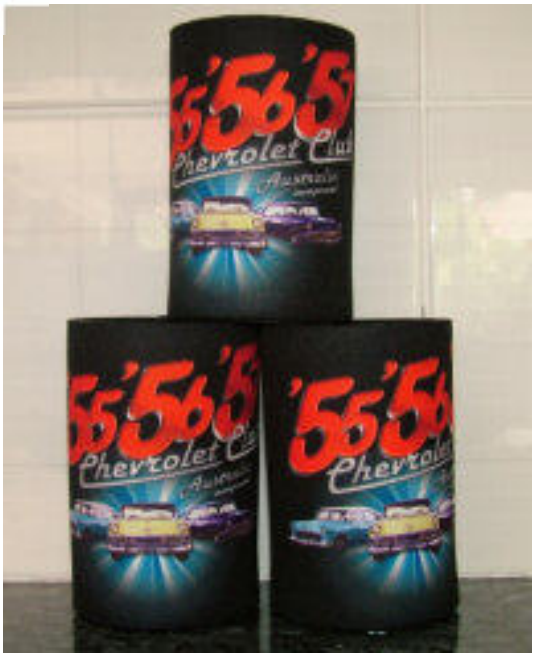
Club Jacket (order only,
Dep. Required) $250

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 Ben Lawson on Ph. 0420 971 962 or email him at bjmllawson@gmail.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

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'55 '56 '57 CHEVROLET CLUB

2009 / 2010 OFFICERS

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PRESIDENTS REPORT

Ho Ho Ho to all our members and their families

Firstly i would like to thank John McCoy Lancaster for attending our meeting last month and taking the time to discuss the changes with club registration. As per discussion John will be providing an update in February with some changes as discussed in our last meeting.

Second note to all clubs members i need to finalise numbers on who will be attending our Christmas party, which is on the 6th of December. We will be meeting at Masters Hardware, Gregory Hills at 9.00am and leaving at 9.30am, or you can meet us there around 10.00am. We will be heading to Frank Vitacco's who has graciously offered their property once again. The club will be providing morning tea and lunch at no cost to members, so please come along and enjoy the day. We would love to see you all there, and if the weather is good, you can bring your Chev. We need to know numbers for catering, so PLEASE ring John Fenato and let him know if you are coming, and how many. If you wish to bring some friends, you are quite welcome, but we would ask them to pay $10 per head if they are not members. As usual, if you have a child, grandchildren under the age of 12, we encourage you to bring a xmas gift for Santa to give to them, and the club will reimburse you $25 per child.

Thirdly we will be presenting a cheque to Supporting Recreational Sports and Aquatic Club for people with disabilities. From the Camden Car show.

Also I would like Congratulated my wonderful Daughter and New Son in Law on their wedding day. It was a great day beside my chevy breaking down lol. She got there in the end only hour late.

On a sad note, George Agius has passed away, which myself and other club members attended the funeral. On behalf of the 55 56 57 Chev club we send our condolence to Pat Agius and their family. George will be sadly missed by all.

I would like to wish you and all your family a Very Merry Christmas and a Safe and Happy New Year. I hope Santa is good to you.

John Fenato,
President

MINUTES

480th Meeting of the 567 Chev Club

Meeting Opened: 8.05pm **Date: 10th Nov 2015**

Apologies: Michael Rich, Brian Dálfonso, Stuart Campbell

Visitors: John McCoy Lancaster

New Members: Eric Jones

Previous Minutes: October 2015

Accepted By: Michael Franke

Second By: Peter Bryen

Treasures Report: Oct 2015

Accepted: Ken Taylor

Second By: Aldo

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

Correspondence:

- 567 Chev Club of Victoria, Oct 2015
- WA Chev letter Oct/ Nov 2015
- NSW Corvettes, Nov 2015
- Pony Express Oct 2015
- CCSC Nov. Newsletter

General Business:

John welcomed and ntroduced John McCoy Lancaster to speak regarding the new club rego log book system currently being introduced.

John McCoy Lancaster thanked John, and began by saying he has been talking with Gary Wright regarding the new rego system. He said that he is involved in many large car events throughout the year, and had been asked by the ACMC to join their committee to help with the implementation of the new rego.

John began by saying that the new 60 day log book rego system had started on the 11th Oct 2015 for Authentic vehicle only, at this time, and that this is an extension of the current scheme, but without the need to contact the club registrar to take your car out. The new system requires the owner of the vehicle to fill out a log book prior to leaving home, stating any destinations they will be heading to on the day. John stated that with this new system, you will be able to to use your vehicle for club sanctioned events, and still have 60 days of other use on top of that.

John said that phase 2 of the system is still under review regarding the Classic, non original car rego and is due to come out around March 2016. He stated that cars will need to be pink

slipped and will need and engineers certificate for modifications where needed. He said that the historic rego will be $55 per year, but the modified rego will be slightly more expensive.

John also stated that the club will need to register with the RMS, and must appoint a club registrar, who will hand out and inspect the log books on a yearly basis. He also said that at this time, you will not be able to keep your personalized plates on the car, but you can put them in storage, as this is also still under review.

- Charlie asked about the amount of space to write in the log books, and John said that at the moment there is only space for one entry, but the new log books will have more space.
- Bevan asked if log books are currently available from the RMS and John said that log books will be supplied free of charge by the club registrar
- Gary asked when the club can register, and Johns answer was now.
- Steve Barks asked about the 60 days, and john said that you can go to gazetted club events plus your 60 days on the log book.
- Dennis asked if this covers secondary clubs also, and John said that you can only go on sanctioned club runs with the primary club, off the log book, but can use the log book for runs with the secondary club, and that you can either choose to stay on the old H plate system or switch to the new log book system
- Michael Franke asked, if you are currently on the H plate system, will you have to go on full rego before switching to the new system. John said no, you can switch straight over but you will need a pink slip.
- Aldo asked if you are in one club and switch to another club, can you transfer the plates, and John said no.
- Chris asked can non modified cars go on the modified rego and John said yes.
- Scott asked, what will stop the yahoos joining clubs or starting their own clubs just to get on the new rego and John stated that the car has to be over 30 years old and that clubs will be vetted by the RMS to weed out the undesirable clubs.
- Ron asked, if you go to a 3 day event, what happens, John said that if you are on the current H plate, it is considered one event, but on the new C plate, each day will have to be entered into the log book as a separate day unless it is a gazette club event.
- Adriana asked if it will affect the cost of insurance and John said that it should bring the price down.
- Gary asked if a newly built, never registered car can go on the new rego, and John said that it can, as long as it complies with current rego standards, ie, blue slip, engineers report, etc. and it may have to go on full rego for a length of time first.

John, ended by thanking the club for their time. We then had a 10 minute intermission before continuing with the general meeting.

MINUTES

Meeting called back at 8.56pm
General Business cont'd.

John Fenato said that the Xmas party was changed to the 6th Dec, due to Cool Customs arranging their Xmas party on the same date as us. If you have children under 12yrs you are encouraged to bring a present for Santa to give to them. The club will then reimburse you $25 per child. John also said that we are looking for volunteers to be this year's Santa.

John spoke about the Kiama weekend, and said that he had 4 cabins left if anyone was interested. Dates are the 21st/22nd-25th April, Anzac long weekend.

John mentioned that the sponsor's dinner had now been postponed until the 2nd April 2016 and that tickets will be available in the new year at a cost of $25 per head. John also encouraged all members to attend to show support to our sponsors.

Steve Barks mentioned that the name registered to our ABN number was incorrect, and that he was in the process of fixing it.

Peter Bryen thanked the committee for their efforts with Camden Car Show.

John mentioned that Ben Lawson had stepped down as Treasurer/Secretary. He also stated that due to this fact, we would need to call an EGM in December, but it was noted that we had enough members at the meeting to form a quorum, giving us the ability to to nominate and vote on a new Secretary, Treasurer and Public officer.

John asked for nominations for the treasurers position. Aldo nominated Gary Wright, and Shane Plumridge nominated himself. Gary was asked if he accepted the nomination and replied, yes. Shane was asked if he accepted, and he declined, Gary was voted in as Treasurer.

John asked for nominations for secretary, Aldo nominated Shane, and Shane nominated Steve Barks, Shane declined the nomination, and Steve accepted. Steve was voted in as Secretary, and Frank offered to be assistant Secretary when steve was unavailable.

John asked for nominations for public officer. Steve Barks was nominated and accepted the role.

Bevan stated that he had organized a Nulon night, if anyone was interested in going on the following Thursday night at 6.00pm

Sponsors News: None

MEETING Closed at: 9:50pm

Next Meeting to be held: Tuesday 8th Dec 2015

TREASURERS REPORT

All I have for you is there is nothing to report. Since being elected at the November meeting I have not received any payments and had no invoices to process. I can't at this moment report on the previous treasures figures as they have all been given to accountants to audit and then give us a full report up to the end of November.

The committee has asked for this report and For legal reasons cannot answer any questions until that audit is complete.

Please be patient with us? (the committee) and you can be assured as soon as we have that report, I will make sure that the members have a full explanation as soon as possible.

As Treasurer

Thank you

Gary Wright.JP

EVENTS CALENDAR

Club Meeting 8th Dec.

5th Dec.. Cruise for Charity #12., Meet point: Sydney International Regatta Centre. Entry to the Centre is via Gate A, Old Castlereagh Rd, Penrith from: 4:00pm. Cruise Departs 5:00pm, Destination: Sydney Dragway, Eastern Creek, Gates open: 5:30 pm
13th Dec..Car Lovers Event, NSW, Lilys Restaurant, Bar and Function Centre, 5 Quinn Avenue, Seven Hills, 10:00 AM - 2:00 PM
7th-10th Jan..Street Machine Summernats 29, Exhibition Park in Canberra. Canberra
15th-16th Jan..Lady Luck Festival, NSW, The Carrington Hotel Katoomba, Blue Mountains NSW, 9:00 AM - 12:00 PM
17th Jan..All American Day, NSW, CASTLE TOWERS SHOPPING CENTRE, CASTLE HILL (ENTRY OFF OLD CASTLE HILL ROAD), 9:00 AM - 4:00 PM
26th Jan..Australian Day Car and Bike Show, NSW, JAMES MEEHAN RESERVE, DEE WHY BEACHFRONT AND PARK, 8:00 AM - 1:00 AM

Club Xmas Party is the 6th Dec at the Vitacco's. Meeting at Masters Hardware, Gregory Hills at 9.00am

Sposors Dinner is now the 2nd April 2016 at the AH&I hall Camden, Nxt to the showground. Tickets will be provided in the new year. Tickets will be $25 per head, dinner, beer, wine, softdrink, tea and coffee. There will also be entertainment and some fun and games. We would like to see as many members as posible to show our sponsors our support.

Kiama Weekend. Kiama weekend will be on again in the new year. Dates are 21st or 22nd April till 25th april, Anzac weekend. John still has a couple of cabins available if anyone is interested. This is a great family weekend away. The club will be providing lunch on the Saturday night, and NO, it wont be chinese.

Nulon Night

He club was recently invited to another Night at the Nulon factory which was organised by Bevan. Three other club were invited, including the Chev club of NSW and the VVCC. Bevan supplied some photos, taken by one of the VVCC members.

Bright Rod Run

A few of our guys recently headed down to Bright for the annual Bright Rod Run. It was another fantastic weekend of ars and music, here are just a few pics.


Chevrolet


1223 SR


1BAD 55

De-Stroked 8,000-rpm LS Build for Pro Touring Corvette

Flat-Plane This! Who cares about flat-plane cranks? Mast Motorsports' 8,000-rpm LS screamer cranks out 725 hp from just 388 cubic inches

Funny how it's usually the little dudes that insist that size doesn't matter. Let's call them the insecure midgets sitting in the corner. It's an interesting, perhaps delusional theory, but where would LeBron James and Ron Jeremy be without their impressive, um, physical attributes? Fortunately for little dudes, there's this thing called money. And fortunately for the small-displacement engines of the world, there's this thing called rpm. Just like a big stack of Benjamins adds several inches of perceived height in the eyes of the ladies, tach-straining rpm adds a big chunk of perceived cubic inches to any engine. Case in point: Mast Motorsports' 388ci LS screamer. Despite measuring just 12 cubic inches larger than a stock LS3 small-block, thanks to its ability to turn 8,000 rpm, it cranks out 725 horsepower. Yes, size matters, but so does rpm.

Sit back and chew on these numbers for a moment. Back in 1957, hot rodders wet their pants when the 283ci fuelie small-block Chevy hit the magical 1 hp per cubic inch mark. Now in 2015, this Mast 388 kicks out an astounding 1.86 hp per cube. That's within striking distance of the 1.91 hp per ci produced by the Ferrari F12, which just happens to pack the most powerful V-12 ever built by the Scuderia. Of course, horsepower per liter has always been the ricer's metric of choice. In that category, the 114.1 hp per liter churned out by the Mast 388 tops the Lamborghini Aventador (106.3), Audi R8 V-10 (105.8), and the Porsche 911 GTS (113.2). That's not too shabby at all for a primitive two-valve, pushrod engine going up against exotics pimpin' four and five valves per cylinder.

Small Cubes, Big Power

Elementary mathematics clearly illustrates why displacement and rpm are equally important. Since calculating horsepower involves multiplying torque by rpm, then dividing that product by a constant (5252), the only way to increase horsepower is by increasing torque or rpm. Simple enough. Larger engines have the distinct advantage of producing more torque than a smaller engine, even if both are equipped with identical cylinder heads and camshafts. If two hypothetical engines—a big one and a small one—turn the same maximum rpm, yet the larger engine produces more torque, then the larger engine will produce more horsepower. This is precisely why all race organizers on earth enforce rules that limit maximum displacement or provide weight breaks for cars opting for smaller engines.

On the flip side, a smaller-displacement engine can make up for its lower torque output by multiplying that torque by more rpm. This explains how the previous generation of 18,000-rpm Formula One V-8s achieved similar hp output (750-800) as the current generation of 9,000-rpm NASCAR Sprint Cup V-8s despite having less than half the displacement (2.4L vs. 5.8L). That's obviously a rather extreme example, but a quick glance inside Mast Motorsports' crate engine catalog reveals a more suitable comparison. The company's LS7 427 SS offering measures 39 cubic inches larger than the 388, but comes equipped with the same Black Label 285cc cylinder heads. Not surprisingly, the 427 produces 573 lb-ft of torque to the 538 lb-ft produced by the 388. As a result, the 388's smaller displacement requires turning an additional 900 rpm (7,400 vs 6,500) before reaching peak power.

Here's where things get interesting. The Mast 388 actually produces a substantial 75 horsepower more than the company's bigger 427ci small-block. To take advantage of the deep-breathing potential of Mast's Black Label LS7 cylinder heads, the 388 benefits from a larger 264/274-at-0.050 solid roller camshaft compared to the 427 SS's 246/260-at-0.050 hydraulic roller. The 388 also boasts more valve lift—0.776/0.756-inch versus 0.659/0.666—to further increase airflow into the cylinders. The 388 also utilizes a tall single-plane intake instead of the conventional composite intake found on the Mast 427 SS. The combination of a larger intake, longer camshaft duration, higher valve lift, and the faster valve opening rate inherent to the solid-lifter cam lobe design extends the rpm range of the powerband while also increasing torque output.

Although the smaller engine in this scenario does in fact make more power than its larger counterpart, concluding that a small-displacement, high-rpm combo is inherently superior based on this example alone is absolute nonsense. In this case, the 388 tops the 427 in the hp department due primarily to its larger camshaft and freer-flowing intake manifold. With the same intake, camshaft and matching valvetrain hardware, the 427 would produce more torque and similar horsepower numbers as the 388, but at lower rpm. In theory, since the 427 measures roughly 10 percent larger than the 388, it could turn 10 percent fewer rpm (6,660) and still achieve similar peak horsepower, thus decreasing stress on the valvetrain and rotating assembly.

Road Course DNA

Obviously, Mast's standard 427 SS crate engine and its custom solid-lifter 388 prove that there are two ways to skin a cat. Nevertheless, even if a smaller engine can make just as much power as a larger engine, what's the point of turning more rpm if it increases stress on engine internals and sacrifices torque? The answer is one part pragmatism and two parts hooliganism.

This particular custom Mast 388ci combination is destined for a Pro Touring C3 Corvette built by Detroit Speed and Engineering. Although Kyle Tucker and the crew at DSE have plopped countless 427- and 454ci Mast Gen IV small-blocks into Camaros and Chevelles, they felt that a small-displacement, high-rpm combination better suited the lightweight C3's persona. "Kyle approached us at PRI 2014 about building a custom engine package that was a bit different from the norm. He wanted a high-rpm motor that made 700 hp at around 7,500 rpm," Joel Iles of Mast Motorsports recalls. "He wasn't too concerned about hood clearance, so that

gave us the flexibility to go with a single-plane intake manifold and a 4500-style throttle body. Kyle wanted the motor finished in a quick timeframe. When we stopped by the Callies booth, they said they had a 3.625-inch crank in stock, so the project came together from there."

Thanks to legendary big-blocks like the 454 LS6 and 427 ZL1, hot rodders are hardwired to lust after big cubic inches. While massive torque output may suit the needs of a two-ton street/strip Chevelle just fine, the road-course-bound DSE C3 has different priorities. Destined to compete in Ultimate Street Car Association events, which involve delicately modulating the throttle on the autocross and road course, epic heaps of low- and mid-range torque can make it difficult to apply the power on corner exit. Since the Mast 427 measures 10 percent larger than the 388, if equipped with the same solid-lifter cam as its smaller counterpart, it would produce roughly 10 percent more torque (597 lb-ft). That's not necessarily a good thing when cornering grip is at a premium. Furthermore, extending the powerband by an additional 1,000 rpm can potentially eliminate time-wasting shifts. While a more manageable torque curve and an extended rpm range offer practical advantages, the visceral thrill of winding the tach out and listening to the engine scream at 8,000 rpm is pure hooliganism at its finest.

Over-Square Advantage

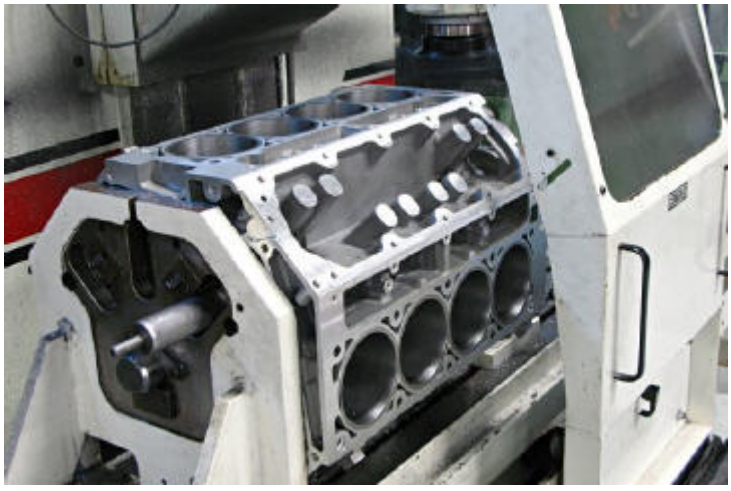
In any form of racing where sanctioning bodies ban power-adders and impose cubic inch limitations, over-square cylinder dimensions reign supreme. In these classes, engine builders will typically make the bore diameter as large as the block's bore spacing and cylinder wall thickness will allow, then set the stroke at whatever length is necessary to meet the cubic inch limit. For example, 500ci NHRA Pro Stock engines utilize a massive 4.750-inch bore and a very short 3.520-inch stroke. In addition to decreasing piston speed—and therefore friction—compared to an under-square engine of the same displacement, the big-bore, short-stroke architecture creates more room inside the cylinders for larger valves. Furthermore, increasing the distance between the cylinder wall and valves helps de-shroud the valves for enhanced airflow.

But wait, there's more. "In addition to reducing piston speed and friction, a short-stroke crank has less windage because the counterweights are smaller and the outside edge of the counterweights are closer to the crankshaft centerline. This also reduces rotating mass," Mast's Joel Iles explains. "Using longer 6.350-inch connecting rods also allows a reduced compression height of the pistons, which reduces reciprocating mass. The result is a faster-revving engine. The torque curve of this engine is insane. It doesn't peak until about 5,700 rpm, but it stays flat all the way to 7,600 rpm."

Since there is no cubic inch limit in the classes DSE will be racing its Corvette in, Mast was free to decrease stroke length (and therefore displacement) to whatever provides the best compromise between mid-range torque and high-rpm horsepower. With a torque curve that hits hard after 5,000 rpm, and a power curve that keeps on chugging past 8,000 rpm, Joel Iles and the Mast Motorsports crew have successfully built a race engine that will help the DSE Corvette put the power down out of corners and haul ass down the straights.

Mast 388ci LS7		
RPM	TQ	HP
4,600	465	408
4,700	419	418
4,800	473	432
4,900	480	448
5,000	486	463
5,100	493	478
5,200	499	494
5,300	504	509
5,400	511	525
5,500	523	548
5,600	533	569
5,700	538	584
5,800	538	594
5,900	533	598
6,000	524	599
6,100	516	600
6,200	511	603
6,300	509	610
6,400	511	623
6,500	515	638
6,600	519	652
6,700	522	665
6,800	524	678
6,900	525	690
7,000	525	700
7,100	524	709
7,200	523	717
7,300	520	723
7,400	515	725
7,500	506	722
7,600	492	713
7,700	477	700
7,800	466	691
7,900	454	683

01. The Mast 388ci Gen IV screamer is essentially a de-stroked version of the company's popular 427ci LS7 crate engine. The major differences are a big solid roller camshaft, a single-plane intake manifold, and an extra 1,000 rpm.



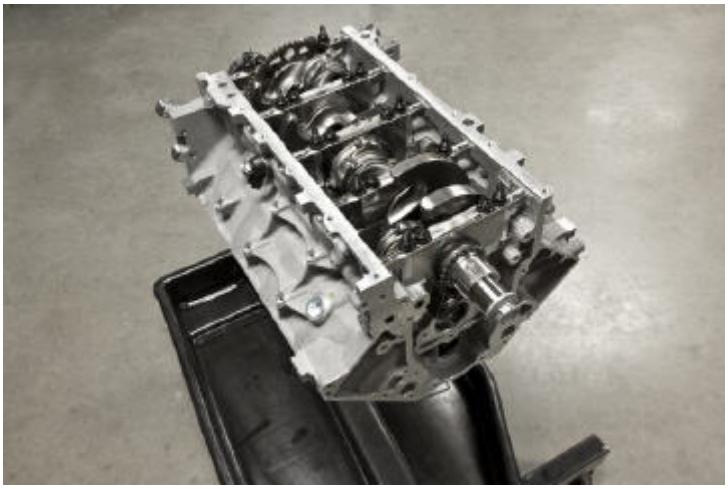
02. The factory GM LS7 block has been decked to 9.230 inches and finish-honed to a final bore diameter of 4.130 inches. After align-honing the stock main caps, the block was ready for assembly.

03. The 388's shorter stroke allows for the use of 6.350-inch Callies Ultra I-beam connecting rods that are slightly longer than the 6.125-inch units found in Mast's standard 427 SS crate package. This yields a higher 1.75:1 rod-to-stroke ratio versus the 427's 1.53:1 ratio, resulting in reduced side loading on the cylinder walls.

04. Although the benefits of a higher rod-to-stroke ratio is a topic of profuse debate, longer rods do in fact push the wristpins closer to the piston crown. This reduction in compression height nets a decrease in piston weight. With a 1.080-inch compression height, the custom Diamond pistons check in at 473 grams each

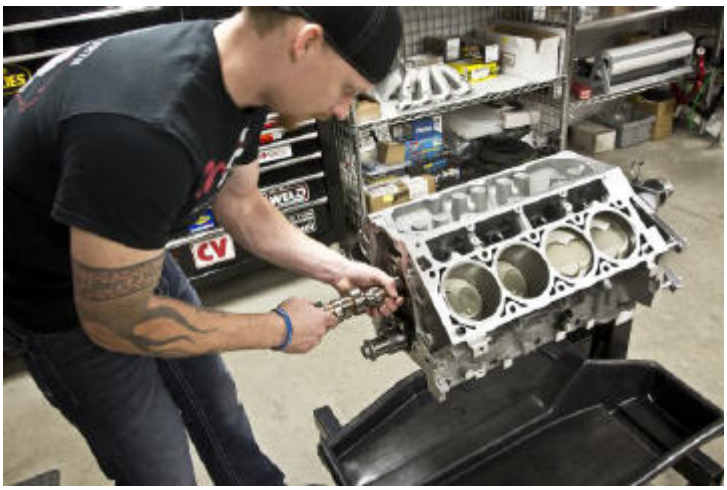
05. One of the downsides of decreasing the piston-swept volume of a cylinder is that it also decreases the compression ratio. To compensate, the Diamond pistons feature a 7.2cc dome.

06. Sealing in the cylinder pressure are standard-tension Total Seal AP 0.043-inch top rings, 1.5mm Napier second rings, and 3mm oil rings. The top and second rings have been gapped to 0.020- and 0.018-inch, respectively.



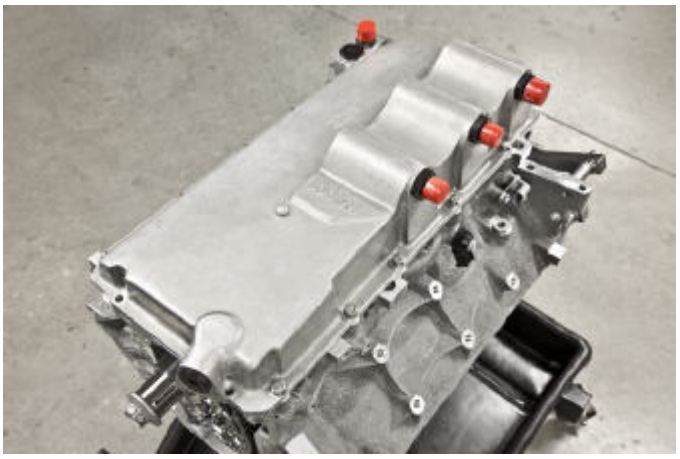
07. The premium-grade Callies Magnum 3.625-inch crankshaft is forged from 4340 steel and boasts gun-drilled mains and profiled counterweights to reduce mass. They're affixed to the block with factory LS7 billet main caps. With a shorter stroke than a stock LS7, clearancing isn't required.

08. To achieve the desired compression, Mast set the piston deck clearance to "0.012-inch out of the hole." When combined with 69cc combustion chambers and 0.051-inch Cometic MLS head gaskets, the compression ratio checks in a 12.0:1.

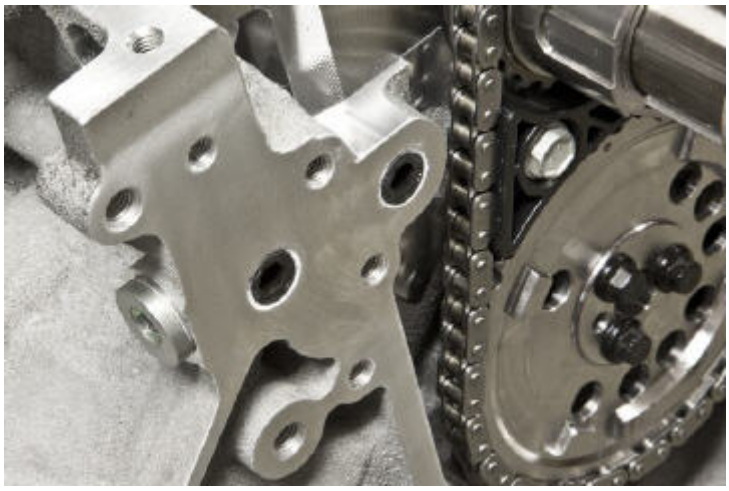


09. Actuating the valves is a custom Cam Motion 264/274 at 0.050 solid roller camshaft with 0.776/0.756-inch valve lift. Its additional 18 degrees of intake duration and extra 0.117 inch of lift over Mast's standard 427 SS cam accounts for much of the 75 horsepower difference between the two engines.

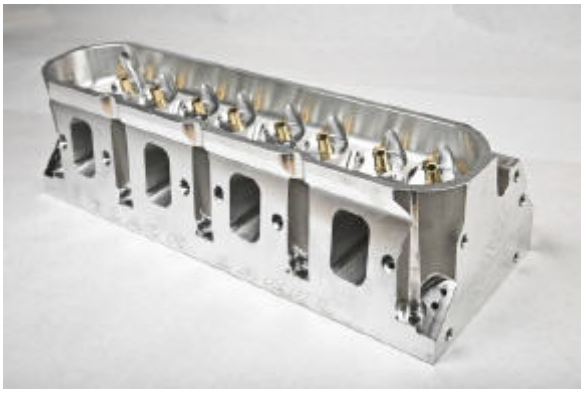
10. A Cloyes single-roller timing set keeps valve timing precise amidst the immense valvespring pressure required by the solid-lifter cam. Mast advanced the camshaft to a 106.5-degree installed centerline to help recover some of the low- and mid-range torque sacrificed by the engine's small displacement.



11. An absolute must for any serious road race machine, the Mast 388 features an ARE dry-sump oiling system. The OE-quality pan has three suction stages and one feed stage. Dry-sump systems not only make it nearly impossible to oil-starve an engine during high cornering and braking loads, but they also produce enough crankcase vacuum to improve ring seal and increase power.



12. The LS7's unique factory dry-sump system uses an internal pump. Converting to an external pump requires plugging up the factory oil passages to prevent massive internal oil leakage.



13. Mast's Black Label LS7 cylinder heads feature 285cc intake ports, 69cc combustion chambers, and rugged 0.750-inch-thick decks. At 0.700-inch lift, the heads move 395 cfm through the intake ports and 249 cfm through the exhaust ports.

14. Due to the high-rpm life the 388 is destined for, Mast upgraded the standard stainless steel valves to 2.200-inch titanium intake valves and 1.600-inch Inconel exhaust valves. Just like the pistons, the valves must completely reverse direction as they open and close. As such, in a high-rpm race engine, every gram of weight savings on the "valve side" of the rocker arm helps improve valvetrain durability.

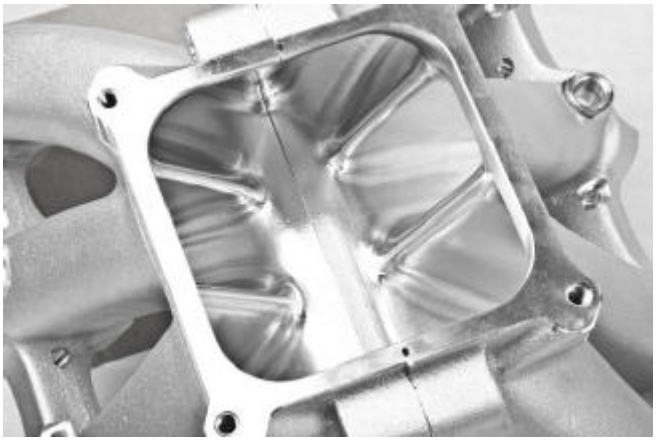
15. Ensuring that the lifters stay put on the cam lobes are PAC 1.550-inch valvesprings that provide 258 psi of seat pressure and 658 psi of open pressure. They're held down by PAC titanium retainers and locks.

16. On the "pushrod side" of the rocker arms, saving weight is secondary to reducing valvetrain flex. Consequently, the Mast 388 utilizes Isky Red Zone 0.842-inch solid roller lifters and 6.925-inch-long Smith Brothers tapered 7/16-inch pushrods.

17. After installing the factory timing cover and ATI Super Damper, the heads were torqued down to 80 ft-lb. Cometic MLS head gaskets seal the combustion chambers while ARP head studs keep the heads clamped down securely.

18. While the standard Mast 427 SS can make do with factory stamped rocker arms, the stress created by the additional spring pressure and rpm of the solid-lifter 388 are best handled by T&D shaft-mount 1.8:1 rocker arms. The lash was set at 0.020 inch.

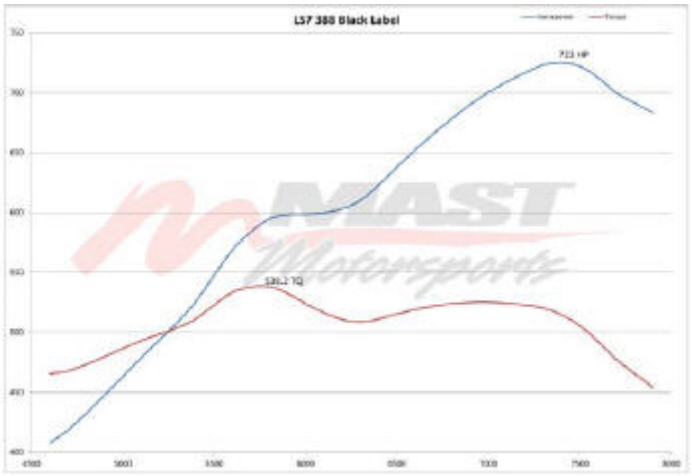
19. Compared to a factory-style composite intake manifold, the single-plane Mast LS7 unit boasts a 4500 flange and a substantial increase in runner length, runner volume, and plenum volume. The big plenum boosts top-end power while the long runners enhance low-end torque.



20. The trick, two-piece design of the Mast intake allows CNC-porting and hand-blending of the otherwise-hard-to-reach plenum and runners. The driver and passenger sides of the intake are held together by through-bolts located on the bottom side of the plenum.

21. An anodized Accufab throttle body feeds 2,000 cfm of air into the hungry 388. For EFI compatibility, it includes a TPS and an IAC valve.

22. A set of 60 lb/hr injectors provide the fuel supply for the Mast 388. They're affixed to the intake manifold using custom Mast fuel rails.



23. With a Mast M-90 ECM controlling the fuel and spark, the 388 kicks out 723 hp at 7,400 rpm and 538 lb-ft at 5,700 rpm on Mast's Superflow dyno. The super-efficient Black Label cylinder heads need just 24 degrees of ignition advance.

Story, care of Super Chevy Magazine

Merry Christmas

Club meetings 2nd Tuesday of each month

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