

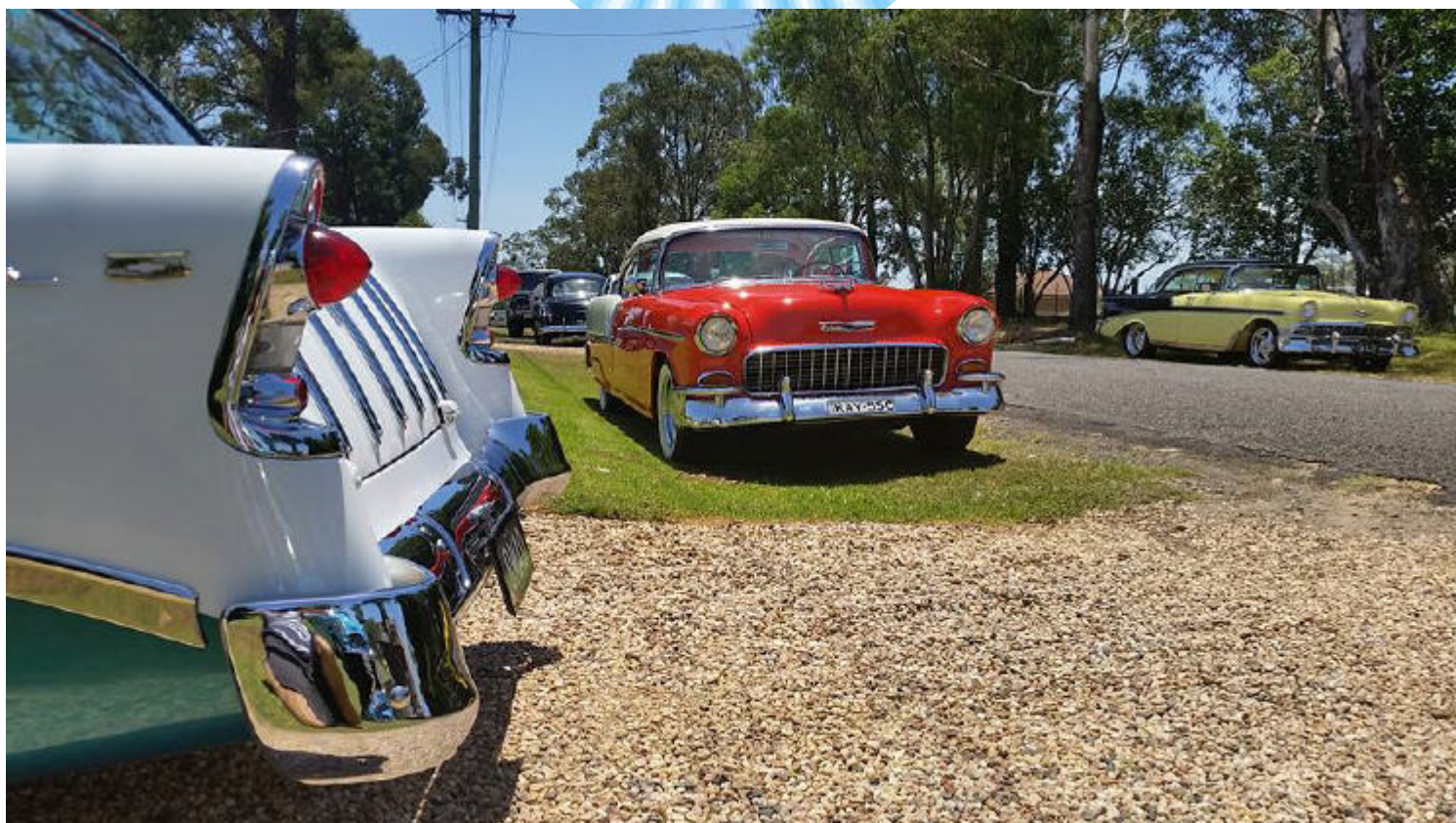


Jan/Feb 2016



CLASSIC CHRONICLE

'55 '56 '57 Chevrolet Club Of Australia Incorporated



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

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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

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



'55 '56 '57 CHEVROLET CLUB

2009 | 2010 OFFICERS

President



John Fenato

Ph. 0418 238 919
jr.fenato@bigpond.com

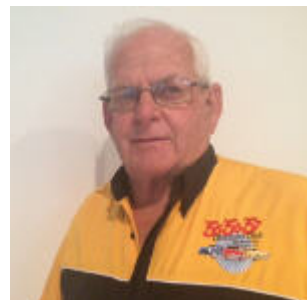
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PRESIDENTS REPORT

Hi Members

Welcome back to our first meeting for 2016. I hope you all had a great Christmas and New Year with your family and Friends.

The first event on the calendar is the Sponsors Dinner which has now been changed to the 9th of April at 6.00pm at Lily's Restaurant Seven Hills. I would like to see as many members and friends to attend this event to show our appreciation to all our ongoing sponsors throughout the years, their generosity to the club is outstanding. In regards to the invites these will be issued at the February and March meeting. The menu consist of a 3 course meal, beer, wine, soft drinks, tea and coffee, There will be DJ on the night, so get your dancing shoes ready. It will be \$100.00 per couple and the club will pay for the difference.

Secondly i need all members who are attending the short break in Kiama in April. I need your \$100.00 deposits paid to the club. I also need the members that are attending to confirm with me there arrival dates and check out dates. Please confirm at the next meeting or call me.

On a sad note Ralf Moore has passed away in December. We send our condolence to all their family. He will be sadly missed. One of our great sponsors for many years.

Looking to see you all at the next meeting, BBQ will be provided.

John Fenato.



MINUTES

481st Meeting of the 567 Chev Club
Date: 8th Dec 2015

Meeting Opened: 7.55pm

Members Present: 28

Apologies: Troy Tarpey, Charlie Pace, Shane Plumridge

Visitors: Bob Beers

New Members: John Bucciarelli

Previous Minutes: November 2015

Accepted By: Bevan

Second By: Gary Tant

Treasures Report: Nov 2015

Accepted: Petere Bryen

Second By: Ken Taylor

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

Correspondence:

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

General Business:

Gary Wright opened general business by notifying us that Ben Lawson all previous treasurers paperwork to Gary, and that nothing had yet been booked for Camden Car Show for 2016. Gary also mentioned that the club's insurance was now up to date, as it had lapsed, and that he has also filled out forms with Camden Council to get the grounds for Camden Car Show this year.

Gary stated that we were now registered for Historic Rego, which is currently the standard H Plates, and that we are awaiting approval for the new 60 day log book system.

Gary showed us a copy of the current log book and stated that if you get caught driving without it, whilst on the historic rego, that you can be fined \$1,200.

Dennis asked how we will go about running the standard H plate system, and Gary said that we will just go by runs that are stated in the monthly club magazine as Club Runs.



MINUTES

Gary Tant asked if we need to have a meeting with everyone on club rego to inform them of the rules, and Gary Wright stated that he has a copy of all the rules printed out if anyone would like a copy. Gary Wright also said that he has a copy of the club's new by-laws, which will be printed in the Feb. magazine.

John then reminded members, that when on a gazetted club run, that we need to behave, and not bring the club into disrepute.

Gary Wright suggested that any new members, as of Jan 2016 receive an electronic version of the magazine, rather than a printed copy. Gary put forward a motion, which was passed unanimously.

Peter Bryen mentioned that he went to Harry's Café in November, and that they were told that it would be the last event at Harry's until further notice due to renovations to the carpark, and that the Sunday prior, at the Rodstock Car Show was an absolute shambles, the way that the event was organized.

John mentioned that we were presenting Bob Beers with a cheque for \$1,500 as the charity organization for Camden Car Show.

Bob addressed the meeting and said that they raised around \$1,000 on the day, and thanked the club for their support, and presented the club with a certificate of appreciation. Bob also invited the club to their end of year party for Bare Foot Bowls at Mt Lewis Bowling Club.

John mentioned that he had had a brain storm the previous night and came up with an idea to get members to purchase raffle tickets. He said we could raffle off tools, parts or something similar to the value of \$1,000, and have the raffle run over 11 club meetings, rather than 1 raffle per month. Club members would purchase tickets at each months meeting, and would also receive 1 free ticket at each club run.

Steve mentioned that we were approached to buy a joke box to raffle off for Camden Car Show this year, which we are looking into.

John wished everyone a merry Xmas.

Monthly raffle was won by Bevan and Dennis.

Sponsors News: None

MEETING Closed at: 9.00pm

Next Meeting to be held: Tuesday 8th Dec 2015



EDITORS NOTES

Sponsors Dinner Update

The sponsors dinner is now the 9th April 2016 at Lily's Restaurant, Seven Hills. Tickets will be provided in the new year. Tickets will be \$100 per couple & the club will pay the difference. A 3 course meal, beer, wine, soft drink, tea and coffee will be provided. There will also be entertainment and some fun and games. We would like to see as many members as possible 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.

Conditional Rego Bylaws

On pages 14/15 of this months magazine, you will find a copy of the new conditional club rego by laws. These are the new by laws that will pertain to all members, new and old regarding the Historical Rego and the new 60 log book trial, once the club is aproved. Please read these carefully. If you would like a copy of the by laws, please email lf or Gary Wright, and we can email you a copy.



TREASURERS REPORT

Statement month December 2015
 information received from John
 9/12/2015

Income

Date	Receipt No	Items	
12/09/2016	John	club money from Ben float	\$ 40.00
13/09/2016	John	sponsorship money 2 cheqs	\$ 600.00
14/09/2016	John	sponsorship money 1 cheq	\$ 400.00
15/09/2016	41519	sponsorship lily homes	\$ 1,000.00
16/09/2016	1067	Ric club May shirt	\$ 35.00
17/09/2016	John	club raffle	\$ 98.00
18/09/2016	John	club membership	\$ 50.00
19/09/2016	John	Club Shirt	\$ 35.00
20/09/2016	John	suncorp no cheque #	\$ 250.00

total recieved \$ 2,508.00

cash \$ 258.00

cheque

cash float

Nil

Date	Cash/Chq	Items	
12/06/2015	cash	kids Xmas gifts found in Bens case	\$ 40.00
12/02/2016	926	magazines flyers 3 months click	\$ 1,725.30
12/05/2015	cheq 929	food xmas party Frank vitacco	\$ 233.50
13/05/2015	cheq 931	present & red rooster (John)	\$ 379.00
12/09/2015	cash	club bbq (John)	\$ 158.00
13/09/2015	cash	club rent (John)	\$ 50.00
14/09/2015	cheq 930	Rec Sport and aquatic donation	\$ 1,500.00
15/09/2015	cash	engraving d shilling plaque	\$ 40.00
11/10/2015	cheq 925	Scott iga camden show food	\$ 700.00

\$ 4,825.80

total cheques outgoing

total cash outgoing

\$ 288.00

total outgoing

\$ 4,825.80

total incoming

\$32,508.00

difference plus/minus

\$27,682.20



EVENTS CALENDAR

Club Meeting 9th Feb.

Sanctioned Club Runs

9th Jan..Cars under the stars Greenway Plaza 1183-1187 The Horsley Drive, Wetherill Park

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

6th Feb..All American Mystery Cruise Nights

Parramatta Pool Carpark. O'Connell St. Parramatta

12th-13th Feb..Highlands Steam and Vintage Fair, NSW

RALLY GROUND AT OBERON RUGBY LEAGUES CLUB, LOWES MOUNT ROAD,
OBERON

14th Feb..Summer City Rumble 8 Memorial Park. The Entrance

5th Mar..All American Mystery Cruise Nights

Parramatta Pool Carpark. O'Connell St. Parramatta

9th April.. Sponsors Dinner. Lily's Restaurant, Seven Hills

22nd-25th April..Kiama Weekend

Other Club's Events

26th Jan..Australian Day Car and Bike Show, NSW, JAMES MEEHAN RESERVE, DEE
WHY BEACHFRONT AND PARK, 8:00 AM - 1:00 AM

7th-10th Jan..Street Machine Summernats 29, Exhibition Park in Canberra. Canberra

7th Feb..Autorama Illawarra Car & Bike Expo

East Berkeley Sports Club. Northcliffe Drive. Berkeley

7th Feb..The Original Bathurst Swap Meet, NSW

BATHURST SHOWGROUND, KENDALL AVENUE, BATHURST

14th Feb..Kurnell Nationals Car and Bike Show, NSW

MARTON PARK, CAPTAIN COOK DRIVE, KURNELL

21st Feb..Annual Sydney Super Swap, NSW

HAWKESBURY SHOWGROUND, RACECOURSE ROAD, CLARENDON

21st Feb..Cruzin Rodz and Customs Show n Shine Car Show, NSW

The Warwick, 355 Hume Highway, Warwick Farm

28th Feb..28th Annual Festival Car Show

Mounties Sports Ground. Cnr Cabramatta & Humphries Rd. Mt. Pritchard

28th Feb..The Northern Beaches Car & Bike Fest

Pittwater Rugby Park. 1472 Pittwater Rd. Warriewood

13th Mar..Old Car Social Club Inc. 12th Annual Show & Shine

Flower Power. Newbridge Rd. Moorebank



Bylaws Relating to Vehicles on Conditional concessional registration & 60 day trip log book Registration/trial

The 55 56 57 Chevrolet Club Of Australia INC # Y2682947

ABN number 12-681-460-321.

Part 1 Eligibility Vehicles eligible for conditional registration

1. Only vehicles 30 years old as of the 1st January of the current year.
2. Owner must be financial member of 55 56 57 Chevrolet club of Australia inc.(the club) for a period of not less than one month and attend with their car a minimum of 3 club events commencing July. each year .preference to be given to Camden Car Show the third Sunday in October each year.
3. Club inspection is to be held annually and be accompanied with RMS Road safety report (pink Slip or blue slip dependant on RMS requirement). If a member cannot make inspection day the Club may make alternative arrangements for inspection. If the club's Inspector has to travel to make the inspection a minimum fee decided by the committee is to be payed to the club. Half the fee will be paid to the Inspectors to cover costs e.g. Petrol toll etc.
4. Members will be notified of club inspection day in club magazine.
5. All applicants shall be handed 2 copies of this constitution . read and fully understand their responsibilities and agree to abide with this Constitution, sign and return one copy stating they have read and understand all the conditions of the rules.

Part 2 Application for conditional Registration with 55 56 57 Chevrolet club

- A. Historic vehicles will only be used for club events, Club events shall be :-
- (1 Events set out by the club events calendar
 - (2 Events set out by nominated secondary Club
 - (3 Servicing and RMS required slip's to use the shortest and most direct route
 - (4 If applicable/approved use on the sixty day log book trial.
 - (5 Or in 60 day log book system if registered for it
 - (6 Supply a list to plates director of any secondary or third club they wish to list

Part 3- Responsibility of Club Members

1. Before any vehicle is approved for conditional registration or 60 day logbook registration the vehicle must be presented to the plate's director /the club, to determine the year of manufacture, club membership number and roadworthiness RMS Safety report. These inspections are to be carried out annually.
2. All vehicles must be insured to cover a minimum of third party property Damage (**this is not your Green Slip**) or have full comprehensive insurance before inspection. Supply proof of insurance currency at inspection.
3. All vehicles to be Roadworthy and to be of neat and tidy general appearance subject to the club discretion and must meet all RMS requirements.



1. All modified and Left hand drive converted vehicles must have a current engineers Certificate and registration papers noting engineers report number and must meet all RMS requirements..
2. Partially complete vehicles will not be accepted
3. Registration is to start from July 1: this is an essential to coincide with all other club eligible vehicles.

The Club requires an RMS pink slip or blue slip according to RMS rules for all annual inspections.

4. All monies for Conditional registrations and third party insurance shall be paid to RMS on application for registration and renewal of registration.
5. All inquiries are to be made to the plates director .individual approaches to the roads and maritime Services are not permitted
6. Plates must be immediately returned to roads and maritime services:
 - A. In the event of the sale of the vehicle on which they are issued
 - A. Upon the members resignation from the club
 - B. Upon the members failure to remain a financial member within the meaning of the constitution of the club or failure of to pay club fees.(plates are not transferable)
 - C. At the direction of a club committee decision
 - D. If the club inspector considers the vehicle has been made unsafe or altered after it has been inspected.
 - E. Club membership is granted in the belief that that the member’s prime intended use is for outings. The committee retains the right to reconsider eligibility for issue or renewal, Should this be the case or if the vehicle does not attend club outings during the year without good cause.

Part 4- Annual vehicle inspections

1. All vehicles must undergo an annual inspection
2. Official person will be designated as inspectors. Such inspectors are the only persons authorised to certify vehicle road worthy under this constitution as required by roads and maritime services.
3. The applicant will pay the current inspection fee to the club. Moneys payable for membership shall be paid
4. Chassis, serial, body and engine numbers will form part of the identification of a historic vehicle. Any change must be notified in writing to roads and maritime services and the Plates registrar.

I have read and understand the conditions of historic vehicle registration and agree to abide by these rules on pages 1&2

Singed:.....Dated..... membership #.....

Witnessed:.....Dated Club Position.....

Club official inspectors

Gary Wright 0409 55 56 57

Aldo muzzicco0414 327 350

Ken Taylor 9773 4275

garynkay@iprimus.com.au

aldom@yahoo.com.au

taylorswebb@bigpond.com



Club Xmas Party

Another year gone by, and another great Xmas party. It was nice to see 20 or so members and family at this year's Xmas party, which was once again held at the Vitacco's Ranch. The hot weather brought out a nice selection of cars from their garages also.

Everyone enjoyed a nice relaxing day sitting under the shade, and some of the bigger kids even enjoyed the new pool.

There was a nice spread of food, provided by the club and Frank's lovely wife and family, and Santa once again made an appearance, but with a slight twist this year, he brought his head elf along to help him.

Together they handed out gifts to all the young children, putting a smile on their faces, before heading off in their Chevy powered sleigh.









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Lady Luck Festival

A small handful of us braved the weather and headed up the mountain to this year's Lady Luck Festival.

The weather didn't look too bad when we left, but by the time we were half way

up the mountain, it had closed in, and the rain began to fall. It was here, and it was set in, stopping and starting during the morning, but many others joined us in braving the weather.





All American Day





George Poteet's 1956 Chevy Two-Door Sedan is One Sharp-Dressed Tri-Five

Often the best changes are the ones that are subtle. An example is this '56 Chevy two-door sedan belonging to George Poteet of Memphis, Tennessee. At first look it appears to be a well-detailed and assembled Tri-Five; and it is. Upon closer examination you realize there's a great deal more than first meets the eye. If you stop for a moment and "get into it", and you know your Tri-Five Chevys, you understand this '56 is really a one-of-a-kind hot rod.

A special nod must be given to Dan Kemppainen of Kemp's Rod & Restoration in Hancock, Michigan, for his creative, meticulous craftsmanship that brings this once family sedan into the ultimate performance hot rod from the drawings of Eric Brockmeyer. Let's skip the obvious mods for right now and delve into the more subtle appointments.

While you are caught up in the tasteful uses of nickel plating (Sherm's Custom Plating in California) poured over the custom grille, bumpers, and trim work, your eye should then be drawn to the one-off EVOD Industries wheels. But stop and take a step back and look closely at the top. Do you see it? Possibly not but the normally "tall" roofline is pleasantly reduced, thanks to a 7/8-inch top chop by Kemp's. To this the rear glass is laid down while the rear section of the roof was gently massaged. Now, you see it! This slight modification, albeit a major job to tackle, adds an aesthetically appealing line to the '56.

All of this bodywork was performed and expertly handled at Kemp's with Chad Holzberger and Kemppainen massaging the sheetmetal and then applying the Sikkens Jet Black in a two-stage paint, basecoat-





-clearcoat. More subtle hands-on is the minimal pinstriping with these lines laid down by Gary Hegman. The olive green pinstripe is used to separate the gloss black from the low gloss green within the engine compartment, along the trans tunnel and in the trunk. Also note that all the badges and stock trim was removed and what trim that does exist is custom fabricated by Rad Rides by Troy of Manteno, Illinois.



So much for the "pretty" side of this hot rod, let's get down to some serious nuts and bolts. The chassis is a Kemp's-fabricated one-off made from 0.125-inch wall steel that features dimpled holes for added strength. It also employs Detroit Speed Engineering (DSE) front and rear suspension components. The DSE tubular control arms that use C5 (late-model Corvette) spindles, antiroll bar, power rack-and-pinion (stock '56 Chevy steering column topped with a Quality Restoration genie wheel), and

remote reservoir AFCO shocks. A Tilton master cylinder and pedal assembly operates the Wilwood 13-inch rotors capped with six-piston calipers.

In back a John's Industries 9-inch rear outfitted with 4.30 gears (hang on!), axles, and a Detroit Locker differential are used. More DSE, AFCO, and Wilwood can be found in the DSE four-link, Panhard bar, AFCO shocks, and Wilwood 13-inch rotors but this time with four-piston calipers. On the subject of "four" the EVOD Industries one-off wheels anodized by Indy Metal finishes measure 17x7 and 17x10 with Goodyear RSA 215/55R17 and 275/60R17 rubber.



Everything You Wanted to Know About Vacuum Advance and Ignition Timing



There's a tiny silver can on the side of most distributors that is easily the most misunderstood component of any distributor-based ignition system. Feared by many, and ignored by many more, the vacuum advance can is an important component of your ignition platform that offers both performance and economy. Leaving it unplugged is akin to throwing free engine efficiency straight down the drain.

To fully understand why the vacuum advance can is a necessity in any street-going car, we need to dive into spark timing as a whole and cover some ignition basics.

Why do I need ignition advance at all?

In a theoretical world, air and fuel in a combustion chamber burn instantaneously as the spark plug ignites them, sending the piston downward in the bore and producing horsepower. While that is a pretty easy visualization to conjure up, in the real world, that isn't quite how things work.

What actually happens is that the air and fuel mixture take time to burn. In fact, every aspect of the ignition process takes time; the ignition signal to travel from points or a

magnetic pickup, the spark energy to travel from the distributor's rotor, to the terminal, through the wire and finally to the plug. If the spark plug were fired at true top dead center (0 degrees in crank revolution), the piston could be well on its way to bottom dead center - maybe even past it and onto the exhaust stroke - before combustion of the air and fuel was completed. That would make for an engine that was horribly inefficient and made terrible power. So, in order to give the fuel mixture adequate time to burn, we start the fire early, before top dead center (TDC) occurs. You know this process as ignition advance. Most engines have between 5-20 degrees of ignition advance at idle. This is referred to as initial timing.

What's the difference between mechanical and centrifugal advance?

As an engine revs up, we need to allow even more of a head start for the spark plug in order for complete combustion to occur. For this reason, a mechanical advance is built into most distributors. As the distributor spins faster and faster with engine RPM, centrifugal forces fling out weights inside the distributor housing, moving a cam mechanism and advancing the timing. This mechanical (also known as a centrifugal) advance is an extremely reliable and simplistic approach to controlling engine timing at given engine speeds. It can be adjusted by changing the stiffness of the springs on the distributor's weights, and the amount of mechanical advance can be increased or decreased



based on stop-bushings in the mechanism. We make mechanical advance sound pretty great- and in theory, it is - but there is a major problem with it as the only source of ignition timing compensation. Mechanical advance relies on one input, and one input alone: RPM. It cannot take into account engine load, fuel mixture or any of the many other variables that dictate ideal ignition timing. For that reason, it is best paired with another form of ignition advance: you guessed it, the vacuum canister.

If you were to put a timing light on a car going down the highway with the vacuum advance properly connected, you would be extremely surprised to see somewhere around 40-50 degrees of ignition timing. Ping city? Detonation central? Nope. Not on a flat stretch of highway. In that situation, what many might deem a radical amount of timing is actually quite beneficial to engine performance.

Timing that could potentially damage an engine at wide-open throttle (WOT) can actually help it achieve significant mile per gallon improvements on the highway. You see, lean fuel mixtures burn very slowly and, at cruise, the engine should be approaching a stoichiometric ratio of right around 14.7:1 (about the leanest it will ever operate). The added ignition timing from the vacuum advance allows the lean cruise mixture to achieve as complete a burn as possible during the power stroke and maximize engine efficiency.

But how does the vacuum advance know when to engage? Simple. As a car cruises down a flat stretch of highway, the throttle plates in the throttle body, or carburetor, are barely cracked open as it takes very little horsepower to move a vehicle down a flat stretch of road in high gear.

With the engine turning highway rpms of between 2000-3000 rpm and the throttle cracked ever so slightly, manifold vacuum shoots way up. This negative pressure exerts a pulling force on the diaphragm inside the vacuum advance can which has a mechanism linked to it to advance timing.

Lets say you encounter a hill or go to pass another car while cruising down the highway. As you apply more throttle, air rushes through the carb, into the intake manifold increasing pressure and pushing the diaphragm in the vacuum can right back out, retarding timing back to wherever it would normally be, given engine RPM and mechanical advance.

Where should the vacuum canister be routed?

There's been a lot of debate whether or not the vacuum canister should be plugged into a ported or direct vacuum source. Internet forums are rife with opinions on both sides of the argument. However, there is a right and wrong way. And it's not an opinion; it's just a fact.

Plugging your vacuum advance into a direct source will allow it to engage at idle, which is good for a number of reasons. Much like cruise conditions, engines run leaner at idle than they do under load. Again, this means the mixture burns slower and needs an earlier spark to optimize the burn. Ensuring that the mixture has a complete burn before leaving through the exhaust port also helps the engine to run cooler at idle. All carbureted cars were set up with direct vacuum to the distributor before more stringent emissions requirements reared their heads.



Ported vacuum sources are a result of emissions laws and manufacturers doing whatever they could to get big V8 engines to pass smog before the incorporation of the catalytic converter. The idea was that by using little to no spark advance at idle, the exhaust gas would leave the cylinder still-on-fire and help maximize the efficiency of antiquated air injection systems. Engines from this era often ran very, very hot, were prone to warped exhaust valves, cracked cylinder heads and all other manner of issues. Using a ported spark advance will still allow the vacuum advance to do its job at steady cruising, but all of the benefits of idle cooling will be lost.

Here's a quick experiment you can try on your car. Plug the vacuum advance into a ported vacuum source and check the idle rpm. Now, switch the vacuum advance to a direct source of vacuum and again check the idle rpm? We'll bet money the RPM increased. Why? Because the additional ignition timing provided by the vacuum canister and full manifold vacuum source allowed the engine to more effectively burn the air/fuel mixture. It therefore produces more power (even at idle) and rpm rises as a result.

Where to route the vacuum canister for boosted application?

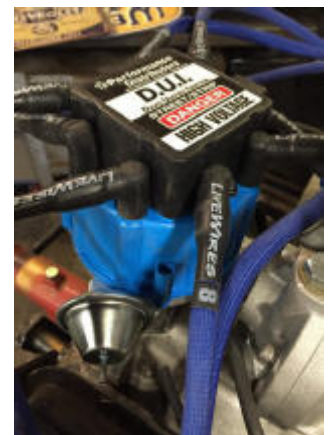
If your car is equipped with a blower or turbo, it is still perfectly OK to connect your vacuum advance. The vacuum advance does not know the difference between positive pressure and zero pressure. In fact, it responds to them the same way. When your turbo/supercharger begins to produce positive manifold pressure (boost) the vacuum advance immediately goes away, exactly as it would in a naturally aspirated car that just had its throttle opened. Now,

here is where things can get a little muddy. In a situation with a roots blower, the vacuum feed to the distributor should be routed underneath the blower. In certain instances, there can be a slight vacuum between the carb and the top of the blower and the last thing you want is for the distributor to get a false vacuum signal and advance timing under boost.

Racecars don't run vacuum advance systems, why should I?

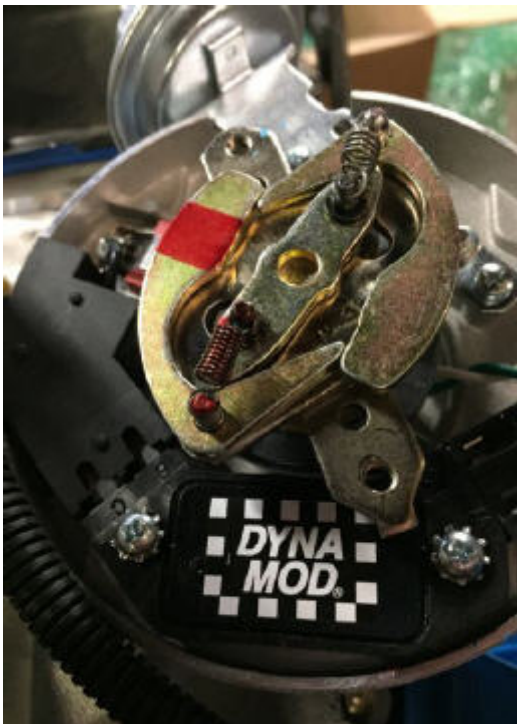
It's true. If you headed down to your local drag strip and looked at most of the distributors delivering spark to their hopped-up engine hosts, you would notice a distinct lack of vacuum canisters. The reason for this is simple: racecars operate primarily at full throttle conditions – as one might expect of a “race” car. Unlike streetcars that need to start cold, get acceptable fuel economy, and idle in traffic without overheating, racecars don't experience as much of a variance in operating conditions. And, like we covered earlier, vacuum advance is nonexistent at low manifold vacuum, the system would bring nothing to the table on a car that is driven at wide-open throttle. Would a vacuum canister cause problems on a racecar? No, it would not, but in the name of simplicity, most billet, race-oriented distributors leave them out of the mix.

1. This Performance Distributors Street/Strip DUI unit features a high-output coil and a vacuum advance canister for street use.





2. In a supercharged application, make sure the vacuum feed to the distributor is located underneath the blower. Plugging it into the carb could create a false vacuum signal under boost that could cause excess ignition advance and detonation.



3. Here is a close up of the mechanical advance system. As RPM increases, the weights swing out, moving the location of the reluctor tabs relative to the magnetic pickup. The rate of advance is controlled by

the stiffness of the springs and the amount the shaft is allowed to rotate, which is typically limited by a "stop" bushing.



4. Here is the backside of the vacuum advance mechanism. Inside the can is a diaphragm that, when exposed to high manifold vacuum, pulls on a linkage to rotate the position of the reluctor tabs. When the source of vacuum dissipates, such as at WOT conditions, the advance returns to wherever it would normally be at that RPM.

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RIP Ralph Moore



Joke of The Month

Geoffrey Edelsten went to his doctor for his quarterly check-up...

The doctor asked Geoff how he was feeling, and the 72-year-old said, "Things are great and I've never felt better. I now have a 26 year-old bride who is pregnant with my child. So, what do you think about that Doc?"

The doctor considered his question for a minute and then began to tell a story.

"Geoff I have an older friend, much like you, who is an avid hunter and never misses a season. One day he was setting off to go hunting. In a bit of a hurry, he accidentally picked up his walking cane instead of his gun. As he neared a lake, he came across a very large male beaver sitting at the water's edge. He realized he'd left his gun at home and so he couldn't shoot the magnificent creature. Out of habit he raised his cane, aimed it at the animal as if it were his favorite hunting rifle and went 'bang, bang.' Miraculously, two shots rang out and the beaver fell over dead. Now, what do you think of that?" asked the doctor.

Geoffrey said, "Logic would strongly suggest that somebody else pumped a couple of rounds into that beaver."

The doctor replied, "My point exactly."

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