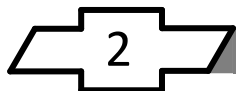


The Hot Ones

May 2020



Official Newsletter of the
55-56-57 Chevrolet Club of Victoria



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Membership

Full membership to the 55-56-57 Chevrolet Club of Victoria requires that you own a Chevrolet vehicle (of any year or model) and attend three meetings or club outings before becoming a "Full Member".

New membership fee is \$85 - new members receive a club polo shirt, stubby cooler and car club sticker. Renewal fees are payable at the August meeting and are currently \$60 per year, for both metro and country.

Associate Membership is open to those who do not currently own a Chevrolet but would enjoy our Club and its activities.

Meetings

First Wednesday of every month. (No meeting held in January) Starting time is 8:00 pm.

The Pines Learning Centre. 520 Blackburn Road, East Doncaster. Melways reference: 34 / D5

(The hall is directly behind the Pines Shopping Centre & The Pines Learning Centre is clearly sign posted)

Bank Details

Bank, CBA, Branch, Clayton (Vic)

Account number: 10087066

BSB: 063 121

Club Address

Address for club correspondence is: 55-56-57 Chevrolet Club of Victoria, PO Box 423, Hastings, Vic. 3915

Website: www.567chevclub.org.au

Information: info@567chevclub.org.au

Presidents Report

G'day Members

Hope you are all doing ok in the current circumstances and managing as best you can. Life has changed drastically for all of us and it's important we all follow government directives to beat this as soon as possible. Hopefully there will be some easing of stage 3 restrictions and enable us some sort of return to normality.

Following current guidelines there will be no monthly meetings until further notice as we wait on the state and federal governments for any updates. We will keep you up to date with what is going on via email and sms.

Along with all upcoming car events being cancelled or rescheduled to a later date the 2020 National Chevrolet Festival to be held in Echuca in October has been rescheduled to October 2021.

Due to the COVID-19 restrictions the Royal Children's Hospital Good Friday appeal was very low-key this year but still managed to break the donation record, thanks to a massive gift from the state government and our club's donation of \$100.

From the **"Only in America"** files:

*As the corona virus panic continues to empty store shelves of toilet paper, Dirty Dick's restaurant in North Carolina is offering a 'free roll of toilet paper with every meal'.

*Kentucky warned that anyone attending a church service would have to quarantine for 14 days. Police were ordered to check the parking lots and write down the license plates.

•Mississippi has gone so far as to fine anyone \$500 who attends a church drive-in, despite the attendees staying in their cars with windows up the entire time.

•Amazon is hiring an additional 100,000 employees to staff its warehouses and delivery. It also plans to give its employees a \$2-per-hour raise through April.

•San Francisco has shut down its cable cars, one of its biggest tourist attractions.

I hope you and your families are staying safe and healthy.

Cheers Steve



Meeting Minutes

As you are well aware, under the current circumstances there is no monthly meeting. We will keep you informed of any developments.

Letters From The Editor

Hi everyone,

There are signs that in the next couple of months the current restrictions will be relaxed. And hopefully we can get back to our previous life style. Most importantly, we will be able to remove the dust covers from our Chevys and take it for a very long long cruise.

I would like to thank our President Steve, Tim Perrin and Jeff Wilson for their contributions to our May newsletter edition. Once again I'm asking our members, if you have any interesting stories of current or future builds and or other projects in the pipeline that would make interesting reading, please submit.

Until the current situation improves, please stay and above all support each other.

Cheers

John

Drive carefully

Stay home and be safe



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\$140 for Full Page

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LOIS'S LINES

Well, life has certainly changed for all of us over the last few weeks. Let's hope we are all out cruisin`again very soon. All of our club plans have come to a very sudden standstill.

Last month the committee had a practice meeting through zoom, we will do the same again this week. This one will be a bit more serious hopefully. Trying to keep these guys on track sometimes gets a bit too hard.

Now that the weather has certainly cooled down it is rather good not having to make the 45 minute drive to Doncaster each month. Stay safe everyone & as the Queen quoted " we will all meet up again."

Cheers Lois

Dear Lois,

Thank you so much for your generous donation to the Good Friday Appeal.

Funds raised by the Good Friday Appeal are used to purchase the latest medical equipment, fund innovative research and provide specialist training for staff at The Royal Children's Hospital.

Your support will give children the best chance for a healthy start in life by ensuring the hospital continues to offer world-class care.

This is your official receipt, which you may need to retain for your records. Donations of \$2 and over are tax deductible (this does not include funds raised through fundraising and received as a Community Contribution).

Your donation has contributed to the ongoing success of the Good Friday Appeal and we are very grateful. We can all feel very proud to be part of such a long standing tradition of community generosity and participation.

Yours sincerely,

Anne Randall
Director, Good Friday Appeal



SEAN'S 1955 FOUR DOOR SEDAN

Growing up in a Chevrolet family Sean was destined to follow in the old man's footsteps. At the ripe old age of 16 he bought his 1955 four door sedan, it was a great car, solid body but with no motor or gearbox and needing a full rebuild. The Chevy sat in the shed for a quite a while with Sean stripping it down to a bare shell. The 55's diff even ended up in his HR Holden at one stage although it may have been just a tad too wide!

The body and chassis were parted with the chassis going to Sean's for all the mechanical work while the body stayed at dad's for a bit of massaging. After installing the new shocker cross member the chassis and other hardware got powder coated for a durable finish.

HQ Holden brakes using a Castlemaine Rod Shop adapter kit, lowered HZ V8 springs and Nissan power steering were fitted to look after the steering and stopping. As the diff had parted company long ago a replacement nine inch unit was sourced and Andrew Wakartschuk at Supa-Trik Engineering did the required modifications, it was then fitted with a 3.5:1 LSD centre and Moser billet axles and uses two inch lowered leaf springs, Monroe shock and Cal Trac traction bars keep it all under control.



SEAN'S 1955 FOUR DOOR SEDAN

Power is supplied via a healthy 400 cubic inch four bolt small block, the block was bored, balanced and blueprinted then fitted with Keith Black pistons, billet camshaft, double row timing chain, Speed Pro lifters and hardened pushrods.

Dart Sportsman heads, Edelbrock Victor Junior intake topped off with a Demon carburetor fed by a Holley Blue fuel pump complete the package. Pacemaker headers and a Dave Hall exhaust handle the spent gases. The Turbo-400 transmission has recently been upgraded to a Coan unit from the USA via Outlaw Speed Shop in SA with a B&M Mega shifter selecting the gears. The '55 rides on a set of satin finish Centre Line 15 x 5 and 8 inch rims fitted with 185/80 and 255/70 BF Goodrich rubber.

The body only needed a couple of rust repairs and some panel work to get it ready for paint, but the joys of working from your garage came with a few problems, 'apparently' winter is not a great time to be painting a car as we found out as the first layers of paint refused to harden completely and caused massive problems with further coats. Having a mate in the paint industry helped and he mixed up another batch of turquoise as we stripped the body back again, by now he had named the colour "Peterson Blue" as he had made that much of it! Come summer we laid on many coats of that PPG and buffed it to a beautiful finish.



SEAN'S 1955 FOUR DOOR SEDAN

We completely rewired the Chevy using an Ezy-Wire (Ha Ha!) kit that brought the wiring up to modern specs. We got the seats and door panels reupholstered in black and silver '57 Chev vinyl and took on the rest of interior ourselves including the headliner, thanks to Ciadella's how-to video, dynamat soundproofing and black carpet finished the package. The dash houses the original style instrument panel and a few additional gauges monitor the '55's vital signs, the column and Monaro steering wheel are from a HT Holden.

The Chevy debuted at the 2014 Melbourne Hot Rod Show and it looked great on our club stand, now well and truly run in and sorted it is waiting in lockdown for a chance to stretch its legs at Heathcote or Calder to see if it goes as good as it looks!

The build took a bit longer than expected, like over twenty years longer! But sometimes things get in the way like work, kids, houses, etc and three paint jobs didn't help! It was a great father and son project that we can both look back at with pride with nearly all the work done by Sean and Steve in their shed.



AUSTRALIA'S FASTEST CAR

In the late 1950s the fastest car in Australia was most likely one of the recently imported European Grand Prix cars such as the Maserati 250F or Ferrari Type 500 or Type 555. These thoroughbreds represented the peak of front engine grand prix car design and were capable of speeds in excess of 150 mph. However there was one local contender, a locally built racing special known as the Tornado which was capable of challenging the best that Europe had to offer.

Development of the Tornado was an evolutionary process and a collaborative effort between Lou Abrahams and Ted Gray. The first iteration of the Tornado emerged in the early 1950s incorporating a fabricated chassis with four wheel independent suspension, Peugeot steering, Lancia stub axles, Holden wishbones and brakes from a Mustang aircraft. The car was powered by a highly developed flat head Ford V8 topped with overhead valve heads and a fuel injection system developed by Abrahams.

A trip to Bathurst in 1955 saw the Tornado destroyed among the trees on Conrod Straight, putting Ted Gray into hospital for a six month stay. During his time in hospital plans were afoot for a new improved version of the Tornado.

A new ladder frame consisting of three inch side members was constructed incorporating much of the earlier cars suspension with a Halibrand quick change. Once again the injected OHV Ford flathead was employed in conjunction with a Ford truck gearbox. The car in this form was fast but sometimes fragile, lasting only 15 laps of the 1956 Australian Grand Prix at Albert Park.



AUSTRALIA'S FASTEST CAR

The question of Australia’s fastest car was to be decided when the BP sponsored Australian Speed Records were scheduled to be conducted at Coonabarabran in central NSW on 28 September 1957. Incredibly the course selected consisted of a four mile stretch of narrow tree lined country road linking Coonabarabran with Coonamble via Baradine.

A mere week before the event Abrahams and Gray decided to fit a new Chevrolet Corvette engine into the Tornado. The Corvette engine was adapted to the Ford gearbox and a new fuel injection system was fabricated and installed. On the way from Melbourne to Coonabarabran the Tornado was unloded from its trailer and driven over 200 miles of country road to run it in!

For the speed attempt the Tornado was fitted with a 3:1 final drive ratio and 19 inch wheels with 5.25 inch wide tyres. The team were hoping for over 160 mph but magneto issues limited revs to 5300rpm. It was then decided to fit a lower 2.8:1 ratio differential to reduce revs.

On Sunday 28 September 1957 Ted Gray streaked down the road hitting 157.53mph, a new Australian record achieved with hastily fitted Chevrolet power. First prize for this monumental achievement was £275. The Tornado continued racing into the 1960s becoming increasingly less competitive, but survives to this day as a reminder of Aussie ingenuity and know how.



New National SPEED RECORDS Set on BP Fuel and ENERPOL MOTOR OIL			
Results of BP/C O.R. SPEED TESTS held at Coonabarabran (N.S.W.) on 28th and 29th Spetember.			
CARS			
CLASS	SPEED	DRIVER'S NAME	MAKE OF CAR
3000-5000 cc	157.5 mph	L. Abrahams E. Gray (driver)	Tornado
	152.9 mph	J. McMillan	Ferrari Super Squalo
2000-3000 cc	155.9 mph	A.M. Davison	Ferrari
1500-2000 cc	147.4 mph	Lukey Mufflers P/L (Len Lukey)	Cooper Bristol
750-1100 cc	116.75 mph	D. Jolly	Decca Special (Climax)
500-750 cc	109.8 mph	J. Madsen	Cooper BMW - Supercharged
350-500 cc	102.4 mph	S. De Bord R. Blake (driver)	Cooper JAP
Sports, 3000-5000 cc	123.3 mph	Lukey Mufflers P/L (Len Lukey)	Ford Customline
MOTOR CYCLES			
CLASS	SPEED	RIDER'S NAME	MAKE OF CYCLE
Up to 500cc solo	149 mph	J. Forrest	BMW
	141 mph	J. Ahearn	Norton
Up to 350cc solo	125.4 mph	J. Ahearn	
Up to 250cc solo	121.6 mph	J. Ahearn	NSU
Up to 1200cc sidecar	124.8 mph	F. Sinclair	HRD
Up to 500cc sidecar	112.5 mph	B. Mack	Norton
(Subject to Official Confirmation)			
AUSTRALIAN MOTOR SPORTS November 1957			

ANOTHER RESTO

Another resto!!,

I swore black and blue after I finished the rebuild on my 55 Chev, that I would not do another, ah what a short memory I have. A bit over 3 years ago I bought a 1959 Chev Apache step side pick up and we started all over again.

The first resto/rebuild I done was with my dad on my grandfathers 1922 T Model, this was in 1992, it took 4 years, it was a big learning curve for us with many disagreements over things. Father and son combos don't really work!!.

Then in 1998 I bought an EH Holden, and started a rebuild on it, HR disc brake front end, warm 186 motor, 4 speed aussie box, premier interior, and a repaint job done by myself, this is where the fun started, stupid me decided to paint it in a pearl white, dumbest idea I ever had, but I could spray paint!! , yeah right.

Ended up getting a painter from my work to fix it and do it properly.

In 2002 I swapped the EH and a few thousand bucks for my 55 Chev. It had a 454 big block motor, I thought that was great until I decided the go anywhere, it hogged fuel like it was going out of fashion. A weekend at the Bright Rod run sealed it's fate, \$135 worth of fuel for the weekend, Bright is only 100km from Benalla. So in 2008 I decided to do an engine swap. I had a 350 built, coupled it to a T700 auto and decided to dolly up the engine bay. That's when I lost the plot, a bit over 4 years later with a bare metal respray, disc brakes, new interior, suspension, and all the small bits and pieces that just seem to add up so quickly. Then to top it off we BBQ'd the auto on the dyno, testing and tuning the motor, another \$2k to fix that.

That's it, never going to do another resto job!!

That was until about 3-4 years ago, I had just sold my 56 4dr hardtop, when I got interested in pick ups, saw this 59 Apache advertised for the right price!! so I bought, it was on the water from the states when I done the deal.



ANOTHER RESTO

The grand plan, quick basic resto, take to old 235Ci, 6 cylinder out and I had a 292, 6 cylinder lined up, put a 4 speed manual in it and that would do.

Unfortunately I was talking to Tony A about it, he told me they drive and ride like a truck with the original suspension, put a Jag front end in it convert to RHD it will be good driver then. Seems I'm easily influenced, I bought an 1984 Jag from the Wang swap meet, \$500, pulled the front end out and sold the rest for \$600. Then it was down to Tony's to get the Jag front end grafted in.

I decided to get the cabin dipped to get rid of the old paint, this unearthed a heap of issues and classic Mexican resto issues like, just weld new lower cab corners over the original rusted metal and bog it in, floors were like swiss cheese and the normal lower hinge pockets rusted out.

My mate Cooke' talked me into signing up to a Hobby Paint and Panel course held at the Wang Tafe on Saturdays. This was the best thing I had ever done, I learnt so much and everybody there were working their own projects. I ended up repairing and painting the whole step side body there, and doing heaps of other body repair work. Unfortunately this course no longer runs.

To date I have removed and replaced the lower cab corners, lower hinge pockets, steps and floors. Of course now it is a RHD vehicle so everything has had to be changed over, so new steering column, change the dash over, I decide not to refit the original dash in the RH side, instead I rolled up metal and kept the same top dash profile, this was 4 weeks of cursing and swearing and remaking profiles before I got it right, but it looks good now.

I decided not to try to repair the doors, they were rusted out in the bottoms bogged up and fibre glassed, so I bought repo ones and a RH guard also. I tried to fit the LH side door first, great another problem it did not fit in the hole, it over lapped the top outer B panel, so I bought new hinges thinking they might be the problem. No that didn't work, so I ended up unpicking the spot welds and splicing the outer skin to get a gap on the door, then weld it all up

again, great fun!! There have been numerous other challenges, but rebuilding old cars is never straight forward, if it was everybody would be doing it!!.

The pick is now going to run a 350ci motor with T700 auto and Holden one tonner diff.

I am just about ready to put primer on the cab and get it ready for top coat, which I plan to do later in the year. When this is finished I am positive, I am not going to do another resto job.

Here's a few photos of the pick up during the rebuild. the last photo is of the step side body in the finished colour I am painting the pick up. The original colour was Forest Green Metallic, a Dupont colour as I could not find the formula for this colour I found this Mazda colour which is as close as I can get to the original.

Jeff Wilson



Wanted/Buy/Sell

SELL:

400 C.I. SBC. Fresh build. P.O.A. Contact:
Michael Bugeja. 0415 831 861.

350 C.I. SBC. Good running engine, 25,000km.
Contact: Michael Kendall. 0408 997 497

Wanted: 5,6,7 RHD steering column & steering box.
Contact: Ross Anderson 0438 557 704.

Wanted: tall deck (10.2" deck height). Big
Block
Chev engine. 502 cubic inch or bigger.
Contact: Barnsey 0402 082 685.

Buy: HT Holden disc brake front end.
\$100:00.
Contact: Chris 0430 222 755

Buy: 5,6,7 Bench seat, any condition. Contact Ian Barnes 0402 082 685

Sale: 1957 Nomad project. Complete car, all stainless good, have
import papers, ring for more info Ed 0418 395 452



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Black with front and back embroidered - \$95 >New!!!

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" " **Kids** - Navy or Red with Denim Collar - \$40

Polo Shirts: Black with Bow-Tie emblem on collar & sleeves - \$30

Ladies Club Shirts in Mid-Blue available in short or ¾ sleeve
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All tops now available with your name embroidered on them. (\$10 extra)



Stubby Holders - \$5.00
Ring or see Lois for available sizes

Hats - \$15



Left: Emblem

Right: Stubby Holder



Below: Ladies Shirt (cherry red and Mid Blue)



Right and above: Front and back Baseball Jacket



Above: Polo shirts (all members receive one when they first become members)

Below: Rugby Shirt



Above: Layer Jacket >New!



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