TRUNK AND DOOR SEALS REPLACEMENT

Whether you are doing a ground up restoration on your Tri-5 or just sprucing things up, one of the things you will probably need to replace are the door and trunk seals. It doesn’t sound complicated, and really it isn’t, but you would not believe how much confusion there is over the installation, especially if you have had the car apart for a while and don’t really remember how the old ones came off.

Which side of the seal goes where? What do I use to attach it to the body? The clips are too big and won’t push in the holes. We hear these questions and statements from custom- ers all the time. Follow along and we will show you the easy way to replace these seals and give you some pointers that will make the job much easier.

YOU WILL NEED:
3M Weather-stripping Adhesive
(Available at any auto parts store)
3M Weather-stripping Adhesive Remover
(Available at any auto parts store)
3M Green or White Masking Tape
Small Ball Peen Hammer
Small Block of Wood
1/2” and 9/16” Socket
3/8” or 1/2” Ratchet
1/2” and 9/16” Box or Open-end Wrenches
Drill and 1/8” Drill Bit
Trunk Seal
Door Seals
Door Seal Retainers

To start, we recommend that you remove the deck lid and doors from the car to replace these seals. If you are doing a full-blown restoration you will want to install the seals before you mount the deck lid and doors on the car. We have replaced the seals with the deck lid and doors on the car, but believe us there are a number of spots where you need easy access if you are going to do this properly and you don’t get the access you need with the parts installed.

Note: See Tips and Tricks on page 4

Once the deck lid and doors have been taken off the car, the first thing you will do is remove the existing seals. When that is done, clean the surface where the seals go of any old adhesive. 3M makes a weather-stripping adhesive remover that works well for this as well as cleaning up any stray adhesive left after you have installed the new seals. Obviously, if you are doing the install after a new paint job the contact areas will already be clean.

DECKLID
On 55 and 56 models the deck lid seal is held to the lid with adhesive only. On the 57’s there are clips like you find on the door seals. If you have a 57 you want these clips to be snug in the holes, not loose. You may think that they should be able to be pushed in by hand, but in reality you will probably need to install them with a block of wood and a ball peen hammer as described in the door section to follow. You will glue it as you would the door seals as well. (Under no circumstances will you try and drill out the holes to make them bigger!!) For this article, we are replacing the deck lid seal on our 56 project car.

GENERAL MANAGER’S MESSAGE

Are we all ready for spring? I know I am. I love it when the weather starts to warm up, flowers start to bloom, and oh yeah, car shows, car shows, car shows. Our season’s back car enthusiasts, so get the odds and ends jobs done and get ready for a great show season and some great cruises.

We are expanding our show schedule to include even more shows this year than last and are adding another rig to cover two different shows on some weekends. We always get a kick out of meeting our customers and fellow car lovers out at the shows, so please stop by and give us a “hello”.

Since expanding our newsletters last year we have received many thanks from you, our customer, and we not only appreciate it but are thrilled that you have noticed and went out of your way to let us know. This edition is packed full of articles both interesting and useful and of course parts specials. We have added a new parts page to help keep you up on what is coming in new. As most of you know we add tons of new parts every year and it is hard to let you know about all of them prior to the release of the new catalog.

Speaking of the new catalog, by the time you receive this newsletter we should just about have our brand new 30 year company anniversary, 50 year anniversary of the 1956 Chevrolet, and hugely expanded catalog done. We have added almost 400 new parts to this catalog and feel that it is the best yet.

I hope you enjoy this copy and that we continue to satisfy you the way we have for the past 30 years. Thank you for all your support over the last three decades.

Happy Restoring
Steve Brown
General Manager
Position the deck lid so you have easy access with the outside of the lid facing down.

Check the fit of the seal in the channel (the curved part of the underside of the deck lid) to be sure you have the correct seal before you start gluing.

Pre-fit the seal to make sure it is long enough and so you have an idea of how it will fit. Remember that the seal, when installed properly, will fold into itself when it contacts the body.

Tear off a number of pieces of masking tape and line them up on the deck lid for easy access, as shown.

Then, starting just to the left of the center of the lid at the lock assembly, run a line of adhesive in the middle of the seal channel. Carefully position the seal and press it into place.

Put a piece of tape every couple of inches on the deck lid across the seal to hold the seal in place until the adhesive dries.

When you get to the end of your bead of adhesive add another bead and continue applying the seal to the deck lid and tapping it in place.

Work slowly and don’t stretch the seal too much around the corners or you could have a buckle problem.

Another pair of hands to help keep the seal in place while you are applying the tape is not a bad idea and will help to keep the seal from coming loose and spreading glue all over the place like it did to us here.

If this happens to you, don’t worry. You can clean it all up after it has dried with adhesive remover.

Work your way around the deck lid until you are almost back where you started. At this point you will have to trim the seal and butt it up against the other end so the seal is complete. **Do not put adhesive all the way to the end until you have trimmed the seal and are satisfied with the fit.**

Also, remember it is easier to cut more if you are too long but impossible to put the seal back together if you are too short so make small cuts a couple of times to assure a perfect fit. The seal ends should fit snug against each other and a small buckle should have to be worked out if the length is correct.

Once you have the fit, run adhesive in the channel and on the ends of the seal where the two ends meet.

Line up the ends of the seal so both sides are even, press into place and tape to hold.

That’s it. Now go around and press the seal into the channel to make sure it has not come loose and check the tape to be sure it is being held tight to the deck lid. If in doubt, add extra strips of tape. Wait 24 hours for the glue to dry and reinstall the deck lid.

**DOORS**

The door seals for the Tri-5’s are somewhat different depending on the model you are working on so the procedure for installing the seal will depend on which model you have. We are working on a Convertible, which would be the same as a hardtop and Nomad. If you are working on a sedan then you will install the door seals much the same as you did the deck lid, as the seal goes all the way around the door in the same manner as the seal around the deck lid. Start the sedan seal at the bottom of the door and work your way back around. We recommend installing the door seal clips at the spot where the two ends meet as well gluing them, for extra support. Installation of the clips and adhesive will be the same procedure for whichever model you have.

Door seals, as well as the 57 trunk seal, are held in place with little press in clips and adhesive. The clips serve to keep the seal aligned on the door and keep the seal from moving from side to side. The adhesive assures the seal will stay attached to the door until you want to remove it.
First, test fit your seal to the door as you did the deck lid seal. Take care to line up each of the clips with its corresponding hole in the door.

Then, starting at one end of the seal, take a small block of wood and a ball peene hammer and press the wood against the seal where the clip is positioned.

Taking care to make a square hit, so as not to break the clip, hit the block of wood sharply with the hammer.

The force should drive the clip into the hole in the door attaching the seal. Repeat this on every clip on the door until you get to the other end.

When you have done this properly, you will be able to pull the seal away from the door in between each of the clips, but the seal at the clips will stay tight.

Starting from one end and working your way around, you will put the adhesive on the seal. Pull the seal back between each of the clips and run a bead of adhesive on the seal back.

NEVER drill out the hole to make the clips easier to install.

Fit the seal all around the door lining up all the clips with holes.

Tear off a number of pieces of masking tape and line them up on the door.

As you work your way around gluing the seal use a piece of tape to hold the seal tightly to the door until the adhesive dries.

Go around the door and check your work to assure that the seal is tight against the door.
Now you will install the “J” seal that runs down the front top of the door and joins the door seal. This seal channels water down the front of the door to keep your door panels dry. Water runs down the channel in the seal into a channel at the bottom and out through a hole in the door. Make sure the hole in the door is open and if it is not, open it or the water will not drain properly. This seal is held to the door with adhesive as well as two small clips at the bottom of the “J”.

Put the clip through the seal and press into the hole in the door.

The tip of the “J” where it contacts the door seal is pushed UNDER the door seal.

Here you see the drain hole at the bottom of the channel in the seal.

Test fit the long part of the seal to the door and then run a bead of adhesive the length of the seal.

Cut off a number of strips of tape as before and starting at the bottom position the seal on the door and tape the seal in place.

Here is how it should look when installed properly.

Wait 24 hours for the adhesive to dry and reinstall the doors on the car.

**TIPS AND TRICKS**

Our friend Rich Evans, owner of Huntington Beach Body Works in Huntington Beach, California, shared this trick to aid in the re-alignment of the deck lid and doors when you reinstall them on the car.

Drill two 1/8” holes through the hinges and into the doors and deck lid before you unbolt them. When you reinstall, all you will need to do is run a 1/8” pin or awl in each of the holes before you tighten to get both the deck-lid and doors back in alignment. The following pictures show you where to drill the holes, remember that you will drill the alignment holes before unbolting the deck lid and doors from the car.

The pictures show the hinges with the deck lid and doors removed.
SPRING SALE ITEMS

AMERICAN RACING T.O. RIMS
All 15" x 7" ........... #13054 ...... $289.95 .... $20.00/ea.
...... #13278 ...... $179.95 .... $160.00/ea.

AMERICAN RACING HOLLOW POINT CENTER CAPS
Caps fit Torq Thrust, Salt Flat and Hopster rims. All
...... #13051 ...... $249.95 ...... $175.00/set

AMERICAN RACING TORQ-THRUST II SHORT CENTER CAPS
Caps fit Torq Thrust, Salt Flat and Hopster rims. All
...... #13052 ...... $20.95 ...... $18.95/ea.

AMERICAN RACING OAKLAND TORQ-THRUST CENTER CAPS
Caps fit Torq Thrust, Salt Flat and Hopster rims. All
...... #13053 ...... $349.95 ...... $295.00/set

AMERICAN RACING T.T.O. RIMS
All 15" x 7" ........... #10219 ...... $204.95 ...... $170.00/ea.

AMERICAN RACING HOPSTER RIMS
All 15" x 7", Polished ........... #13220 ...... $220.00 ...... $195.00/ea.

AMERICAN RACING HOPSTER RIMS
All 16" x 7", Polished ........... #13067 ...... $224.95 ...... $175.00/ea.

COMPLETE 134A AIR CONDITIONING UNITS
Designed specifically for your classic Chevy. The coil and blower match to give you the maximum amount of comfort. System attaches to existing holes in dash and firewall without drilling. These kits now use the fully electronic GEN IV Sure Fit System, which features an electronic conversion for stock heater control levers which eliminates all evaporator control cables, and separate heating and cooling coils and SPAL permanent magnet blower motor gives you maximum capacity and performance. To order call our customer service department with your application. R-12 is also available upon request. Ask your customer service rep for more information. These kits come in 3 box sets, and 2 of the 3 boxes need to be shipped oversized which incurs an extra shipping charge.

1955-56 .................................. #2437 .......... $1199.00/kit ...............$1079.10/kit
1957 .................................. #2439 .......... $1199.00/kit ...............$1079.10/kit

* Please note that other sizes are available by special order in the American Racing rim line but are not eligible for special pricing.

SALE ENDS JUNE 10, 2006
Question:
I have repair this? I have heard that there are kits on the market to fix this kind of thing but I have not been able to find one. I really don't want to replace the wheel on this car…it's all original.

Answer:
We have seen a number of ways some people fix this problem. I have seen regular bondo used, JB Weld and Bondo Marine to name a few. We have had good luck with Marine Tex Epoxy. Mix it up in small batches and apply. Don’t glob it on, just fill in the gaps. Then sand smooth and repeat the process until you get a nice repair. Then sand the entire wheel, prime and paint. Your wheel will be as good as new.

Question:
I am rebuild my co know which one goes to which side. They are stamped with numbers 3709983 and 3709984. Can you tell me which shaft goes to which side?

Answer:
Number 3719983 is for the driver’s side. Number 3709984 is for the passenger side. Don’t forget the thicker shouldered end always goes towards the front of the car. If you install them wrong the car will be impossible to align.

Question: A while back I purchased and installed a rebuilt steering box for my 57. I have a few miles on the box now and I was thinking mayb gear checking scale. Any ideas?

Answer:
Since it is almost impossible to find a scale as mentioned in the manual, We have found a way that seems to work. With the vehicle on jack stands, turn the wheel all the way to either the left or the right, until it stops. Then, adjust as much play out as is practical. When you are satisfied with the adjustment, return the wheel to center and make sure it is not too tight or stiff in the center position. If it is or seems like it may be, back off the adjuster slightly.

If you have a 55-57 tech question that you would like to see answered in this forum send your question to:

Update Tech c/o Bill Roche
3201 S. Standard Avenue
Santa Ana, CA 92705

Or email to updatetech@danchuk.com

You can also get fast answers to your questions by posting them in the Tech Question forum in the “Garage” on our website.
“Chevy’s from Down Under…”

Danchuk has customers all over the world. Japan, England, France, Denmark, Turkey and Saudi Arabia to name a few. But the one place, other than the US, where auto restoration and hot rodding is HUGE is Australia. One of Danchuk’s Jobbers is a company called Pro Flo Performance, owned by Lisa and Paul Sant of Rossmore, NSW. Lisa and Paul were kind enough to send us some photos of their gorgeous ’57 Convertible and Paul’s brothers “Wild ’57” 2 door sedan (with the wildest set of injectors we have seen in a long time) as well as a couple of projects Pro Flo Performance has been involved with over the years. We were impressed and wanted to share them with you. This ’57 convertible was built by Paul and Lisa as a personal project. They did all the work themselves with the exception of the body and paint, which was actually done twice, as the first time just was not good enough. The car debuted at the Meguiars MotorEx, House of Kolor Inauguration. In fact, they had to set the car up at 3am and cover it so the other entrants couldn’t see it until it was unveiled. Talk about a build-up!

The car was sand blasted and stripped before any work got started.

The 57 back from the paint shop, for the second time. “Hey Mom! I can see myself”

Fitting the pieces and getting the motor ready.

Engine ready for the install.

What a beautiful engine compartment.

The display.

The unveil.

The finished project. Beautiful.

The car in primer.
Paul’s brother, Anthony, built this awesome 57 Sedan “Wild ‘57”. Paul built the 496 cubic inch injected big block for this beast, another Show Stopper!! This car won Australia’s Show Car Superstar Award in 2004.

Here is a perfect example of what Pro Flo Performance builds every day. Awesome!!!

Looks like 57’s are pretty popular in Australia.
Here are two more cars that Paul has built motors for.

Pretty Awesome stuff, guys... thanks for taking the time to share them with us and thanks for letting us share with the other readers of the Danchuk “Update”.

“Chevy’s from Down Under...”
DOOR LATCH ASSEMBLY
Doors not opening properly? Latches rusty or damaged? These Long Pawl style door latches are brand new and ready to replace your troublesome or worn out originals. Chevy used different style latches, the long pawl style was most popular so be sure to check your originals before ordering. Be sure to pick up a set of striker plates (pn# 1847) to insure you have all the right parts.

1955 Driver ......................................................#14160 ............................................$84.95/ea.
1955 Psngr ......................................................#14161 ............................................$84.95/ea.
1956-57 Driver ......................................................#14162 ............................................$84.95/ea.
1956-57 Psngr ......................................................#14163 ............................................$84.95/ea.

PARKING BRAKE ASSEMBLY
Replace your missing or damaged parking brake handle assembly with these accurate reproductions. Each assembly comes completely assembled and also includes mounting bracket with roller and is ready to paint and/or install. Parking brake handle is made of steel instead of the original plastic.

1955-56 ..............................................#14200 ..............................................$97.95/set
1957 ..............................................#14201 ..............................................$97.95/set

1955-57 CHEVY CONVERTIBLE OUTER CORNER WINDSHIELD MOULDINGS
These mouldings are made to original specifications, and are a perfect fit as a replacement piece. Polished stainless, sold as pairs.

1955-57 (Conv) ..............................................#14151 ..............................................$399.95/pr.

SIDE VENT ASSEMBLY W/CABLE
Tired of searching the swap meets for your fresh air vent assemblies? Look no further. These repros are true to the originals and come assembled with seals already installed. Though correct for the 1956 they will also work for 1955’s as a replacement (55’s used a different knob). Available in Driver (LH) and passenger (RH) assemblies.

1956 Driver ......................................................#14198 .............................................$79.95/set
1956 Psngr ......................................................#14199 .............................................$79.95/set

1957 COMPLETE TRUNK LID ASSEMBLY
Fits all passenger models. All components are die formed on electro-galvanized steel and phosphate treated, so it’s ready to paint right out of the box. Outer lid may need welding to inner trunk lid for final fit prior to prime and paint.

1955 ..............................................#14206 ..............................................$849.95/ea.
1956 ..............................................#14207 ..............................................$849.95/ea.
1957 ..............................................#14152 ..............................................$849.95/ea.

CONCEPT ONE 600 SERIES STEERING BOXES WITH PITMAN ARM
The C1 performance steering box uses the latest steering technology including a rack and pinion style servo and tuned effort characteristics. This results in a quick response, precise control and smooth operation throughout the entire steering range. This produces excellent road feel and driver feedback that is found in today’s new cars. Includes new pitman arm specifically designed for Concept One steering boxes. Original column must be modified. Made in the USA.

1955-57 12:7:1 Ratio ..............................................#14068 .............................................$695.00/ea.
1955-57 14:1 Ratio ..............................................#14069 .............................................$695.00/ea.

INNER QUARTER GARNISH TRIM
If yours are missing or damaged, these convertible rear garnish mouldings are a must have when restoring your interior. (Fits convertibles only.)

1955-57 (Conv) ..............................................#14190 ..............................................$175.00/pr.

CONVERTIBLE TOP SWITCH SHAFT & KNOB
White letters are recessed into this molded black plastic knob. Includes shaft.

1957 ..............................................................#14156 ..............................................$29.95/ea.
### CARPET SETS

Three carpet styles are currently available for the 1955 and 1956: the original Daytona weave, a replacement loop, and a plush. For the 1957 we have the original loop (in correct colors), a replacement loop, and a plush. Original carpet sets are pre-sewn with heel pad and jute padding attached. Other colors available, please inquire. Note: These prices are shipped directly to you from our supplier. Please add $15 freight charge, plus $5 drop ship fee for all carpet orders shipping to destinations within the 48 contiguous states. For Alaska, Hawaii, Puerto Rico and all other international addresses, call for a freight quote.

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Please ask your friendly, knowledgeable Customer Service Rep for complete application information.
1956 MODELS & STYLES

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1957 MODELS & STYLES

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Danchuk . . . “There’s No Comparison”
This year, Danchuk celebrates its 30th year in the restoration business. How has the Tri-5 industry and our hobby changed in the past 30 years??

It has been 30 years since Art and Dan Danchuk first put their reproduction '57 parklight lenses on the market. And in 1976, no one imagined that this one little part would spark the beginnings of a brand new industry, centered around what was then a 20-year-old car. That little parklight lens, according to Dan Danchuk, sold out so fast after the first run that he and his brother Art decided there and then to do nothing but restoration parts for the 55-'57 Chevy’s they grew up with and loved from the very first 55 that came off the assembly line in Detroit.

The 55 Chevy, revolutionary for the time with it’s newly developed 265 V-8 overhead valve engine and attractive styling, sold in record numbers. And GM pushed to make sure that they could supply the demand. 20 years later, in 1976, the popularity of the Tri-5’s had waned. It was now considered a “Classic” and as such caught the eye of collectors and restorers. Clubs sprouted up all over the country and fans started buying the aging cars and restoring them to showroom new perfection and beyond. They were able to do this because as the parts bins at the GM dealerships dried up the Danchuk’s and other “Pioneers” in the industry started to make them, one by one. Today, 30 years later almost anything you could need to do a restoration or rebuild one of these cars is available in the aftermarket. You can virtually build an entire car out of a Danchuk catalog.

How has the industry, and the Hobby, changed over the past 30 years? In the beginning, as we have already mentioned, the cars were restored by hobbyists and collectors to pristine, sometimes over the top, perfection. Dead stock original was the theme of the times and if you were building anything else, like a hot rod or racecar, you were looked down upon by the purists as a butcher and someone who just didn’t get it.

In the Mid-80’s, after technology had far surpassed that of the 1950’s, people started looking at these cars with a different eye. This generation of restorers grew up in the 60’s when the race was on in Detroit to produce cars like the Mustang and Camaro. Then came the “Muscle Cars”. Light vehicles in most cases with as much motor and horse power they could shoehorn in the engine bay. These guys also loved the venerable Tri-5’s, but they were not interested in a stock vehicle. After riding to work in their luxury imports every day, or driving the grocery getter for that matter, a car with 50 year old technology just was not that appealing. These guys were used to cars that were equipped with disc brakes and air-conditioning and they wanted these features in their project cars as well. Practically overnight a huge number of companies sprung up to feed this need. AC systems that retro-fitted into the stock dash were produced. Disc brake conversions kits, power steering boxes and thousands of other parts entered the market. And they sold like crazy. Original restorations became the exception instead of the rule and by the early 90’s almost every car built had the brake conversions, 605 boxes, custom wheels, AC and a later model engine and transmission at the minimum. Restoration companies and body shops started playing around with different ideas with regard to suspension and such grafting late model Camaro subframes to the stock chassis or modifying them with parts from salvage yard Corvettes. As technology in Detroit got more sophisticated this technology was incorporated into the cars being built.

About this time the rodding industry, all the companies that built parts for the early Detroit iron in the past, started producing upgrades for the Tri-5’s as well. They also built on the technology of the times but with a different eye. Now, in 2006, you can buy a complete chassis for your “Shoebox” that will pull 1G on the skid pad and make it handle like a Z06 Corvette. The original restored cars are few and far between replaced by some of the wildest cars ever produced. Air-bag suspension is the norm with custom dashes, consoles, tricked out smoothed engine compartments and all the creature comforts of a Cadillac; all wrapped in leather “one off” custom upholstery, at least on the show circuit. Not too far from the truth in drivers either, any more. It seems like these cars and what is being done to them is only limited by the amount of available cash to be spent and the imagination of the person building it.

The restoration, or aftermarket car industry catering to Tri-5’s, and this is only a guess, has to be worth billions in the marketplace with all the companies and spin off industries that it has spawned. All this from a ‘57 parklight lens and a love for old cars. All this in 30 years. Pretty amazing.
Crossword Puzzle Answers

**Across**
1. Zora Arkus Duntov
7. Libby Owens Ford
9. Cadillac
10. Compression
11. Duesenberg
14. Primer
15. Fenderbirds
17. Silver
18. Ferrari
19. Decal
20. Fourth
21. Corvette
22. Jerry Unser

**Down**
2. Nine hundred eighty seven
3. Pontiac
4. Clock
5. Waldorf Nomad
8. Nineteen fifty seven
12. Automatic
13. Continental kit
15. Full
16. Nomad

1956 Chevy Golden Anniversary Show
August 12th, 2006 Veteran’s Memorial Stadium, Long Beach, CA

- Judged Car Show
- Over 100 Trophies
- Opportunity Drawings
- Vendors
- Tee Shirts
- Food and Drink
- Goodie Bags
- Pre-registration $40.00
- Registration $45.00 day of show
- Spectator Admission $5.00
- NO ALCOHOL / NO EZ-UP’s

For the latest show information, additional entry forms, vendor forms or to register online visit us at:

www.golden567shows.com
2006 Golden Anniversary Show Official Registration Form

To Register for the 2006 Golden Anniversary Show, honoring the 50th Anniversary of the 1956 Chevrolet, please fill out this form and mail, before July 1, 2006. Include your $40.00 per vehicle entry fee ($45.00 day of show), tee shirt payment and self addressed stamped envelope to:

Golden Anniversary Show
18331 Enterprise Lane
Huntington Beach, CA 92648

No mail in applications will be accepted after July 1, 2006
Online registration is available at www.golden567shows.com thru July 1, 2006

Show merchandise can be purchased on the web at www.golden567shows.com or call D&P at 714-375-0889 or Danchuk at 800-854-6911. Golden Shows reserves the right to re-class entries or add classes as it deems necessary.
Registration includes admission for driver and passenger. Participant vehicles will be admitted starting at 7am on the day of the show. Spectators will be admitted starting at 9am. Admission for Spectators and additional passengers is $5.00. Children under 12 Free. Show hours are 9-4 on August 12th, 2006.

Payment
Make your check payabe to: Orange County Classic Chevy Club.

Vehicle Registration (one application per vehicle please) .......................................................... $40.00

Tee Shirts

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Shipping for Tee Shirts @$5.00 per 3 (Shirts will be delivered at the show if shipping is not added) ..........................................................

Total enclosed ...................................................................................................................

GOLDEN SHOW CHECK LIST - HAVE YOU INCLUDED YOUR ENTRY FORM? _____ FEE? _____ TEE SHIRT MONEY? _____ STAMPED ENVELOPE? _____

Mail to : Golden Anniversary Show, 18331 Enterprise Lane, Huntington Beach, CA 92648
Across
1. What Corvette engineer ran Pikes Peak in a disguised 1956 Chevy Sedan early in the model year?
6. The 265 remained the standard V8 engine for ________ transmission applications in 1957.
7. LOF in the box on the windows stands for?
9. Ed Cole was the ________ V8 engineer who headed up the development of the 265.
10. Both the 162 hp and 170 hp versions of the 1956 265 engine had 8:1 ________.
11. In Mechanix Illustrated, Tom McCahill called the 56 Chevy the best performance buy in the world. He said it would ‘wiz by a ________ like Hailey’s Comet.
14. What type of paint was used to paint the underside of the floorboards in a Tri-5?
15. What was the $5.58 optional front fender moulding in 1956?
17. The color of the Chevrolet script on the valve covers of 56 and 57 models was?
18. The “egg-crate” grill on the 55 was inspired by ________.
19. If your car came with air-conditioning in 1955 you could also order a ________ on the wing window to brag about it.
20. The 210 2 door Sedan was Chevrolet’s ________ most popular model in 1957.
21. The dual 4 barrel V8 in the 1956 Chevrolet was originally an option in the ________ product line.
22. ________ ran Pikes Peak in a 225HP 56 besting the previous effort by 1 min. and 16 sec.
23. A little known safety feature available in 1956 was the ________ harness.
24. The correct color for the underside of the floorboards, according to the Judging Manuals, for a Tri-5 is...
25. There were only 68 Fuel Injected versions of this model produced in 1957.
26. This option was listed under option number 578 in 1957 and was priced at $550.00.

Down
2. How many mini bow ties are there in a 55 Bel Air dash trim?
3. The ball stud rocker arm assembly in the 265 was borrowed from what manufacturer’s engine at the time.
4. This item in the dash was finally visible to the driver in 1957. In could not be seen in 1955 and 1956 according to critics.
5. The two-door Corvette wagon that inspired the Nomad is called the ________ ________ in reference to the site of it’s introduction.
8. In this year Chevrolet engineers attempted to give the cars a look and feel of a Cadillac.
12. A separate vacuum reserve tank was used on models of 1957 Chevys equipped with power brakes with which transmission option?
13. The $120.00 option that is very popular on restored convertibles today was the ________ ________.
15. Bel Air models of the Tri-5’s utilized ________ hubcaps.
16. Which model had 36 cu-ft of cargo space with the rear seat up and 71 cu-ft of space when it was down.

Answers on page 13.
BIGGER AND BETTER THAN EVER!

MARCH/APRIL
31-1-2
15
19-20-21-23
28-29-30

EVENT
SUPER CHEVY SHOW
NIGHT OF FIRE JET CARS
SPRING CARLISLE
SUPER CHEVY SHOW

LOCATION
POMONA FAIRGROUNDS
DOUGLAS DRAGWAY
CARLISLE PENN FAIRGROUNDS
MARYLAND RACEWAY

CITY & STATE
POMONA, CA
DOUGLAS, GA
CARLISLE, PA
BUDDS CREEK, MA

MAY
5-6-7
TBA
19-20-21
24-25-26

EVENT
SUPER CHEVY SHOW
TBA
SUPER CHEVY SHOW
OHIO SWAP MEET

LOCATION
NORWALK RACEWAY
TBA
HUNTSVILLE DRAGWAY
CLARK COUNTY FAIRGROUNDS

CITY & STATE
NORWALK, OH
TBA
HUNTSVILLE, AL
SPRINGFIELD, OH

JUNE
2-3-4
9-10-11
16-17-18
23-24-25

EVENT
SUPER CHEVY SHOW
SUPER CHEVY SHOW
TBA
SUPER CHEVY SHOW

LOCATION
ATLANTA DRAGWAY
VIRGINIA MOTOSPORTS PARK
TBA
BRISTOL DRAGWAY

CITY & STATE
COMMERCE, GA
RICHMOND, VA
TBA
BRISTOL, TN