THE CORVETTE OWNERS' MAGAZINE

CORVETTE NEWS

Vol. 1
No. 4

WHEN RALLIES WERE YOUNG AND NOT SO GAY!

VOLUME 1
NUMBER 4

CORVETTE NEWS

CHEVROLET

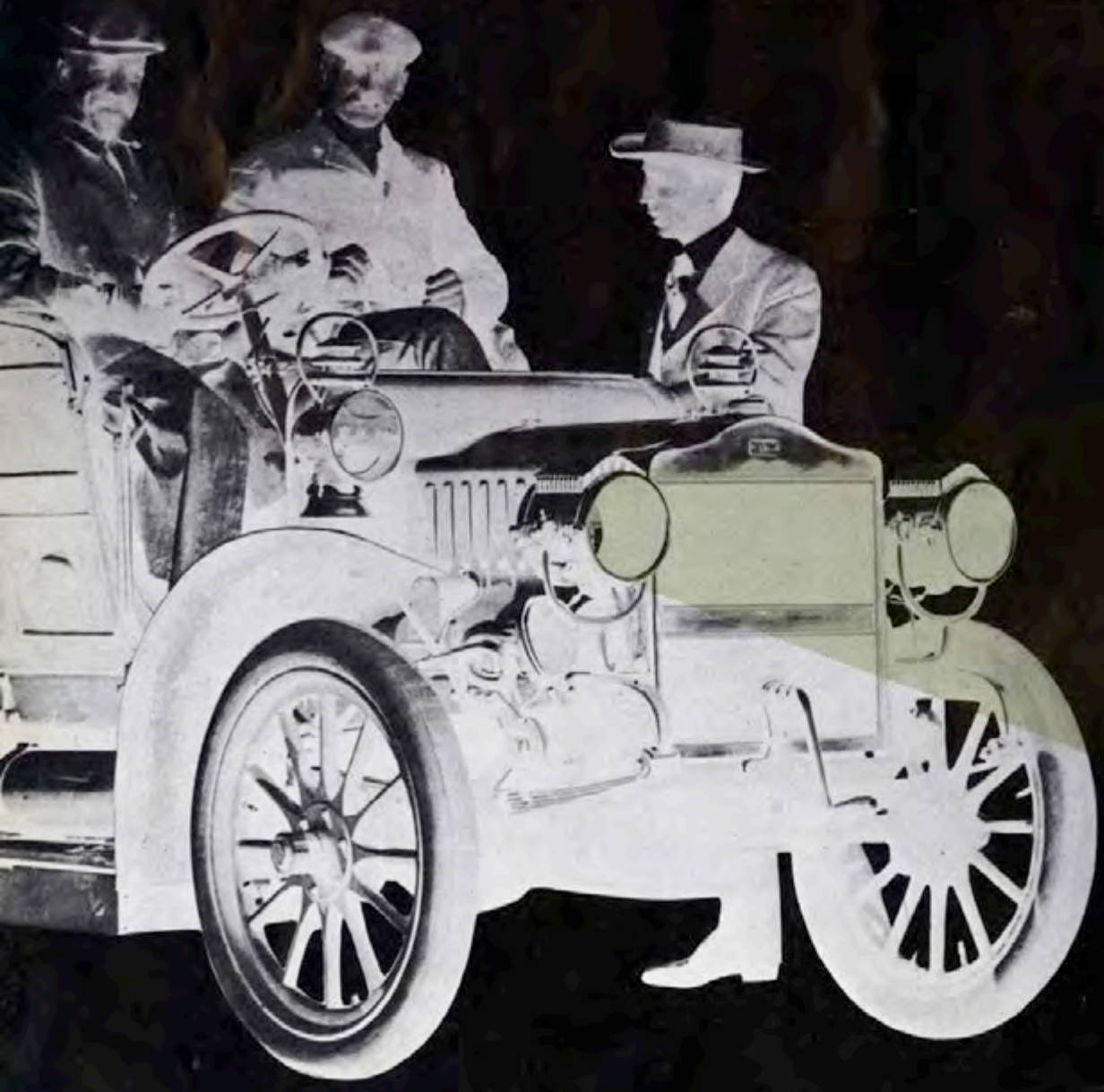
A new 16 mm. sound film titled "The Experimental Chevrolet Corvette" is now available on a loan basis for showing to Corvette Clubs and other sports car groups. If you would like to use this film, contact your Chevrolet dealer for the address of the nearest Chevrolet Zone Office where you can secure a copy.

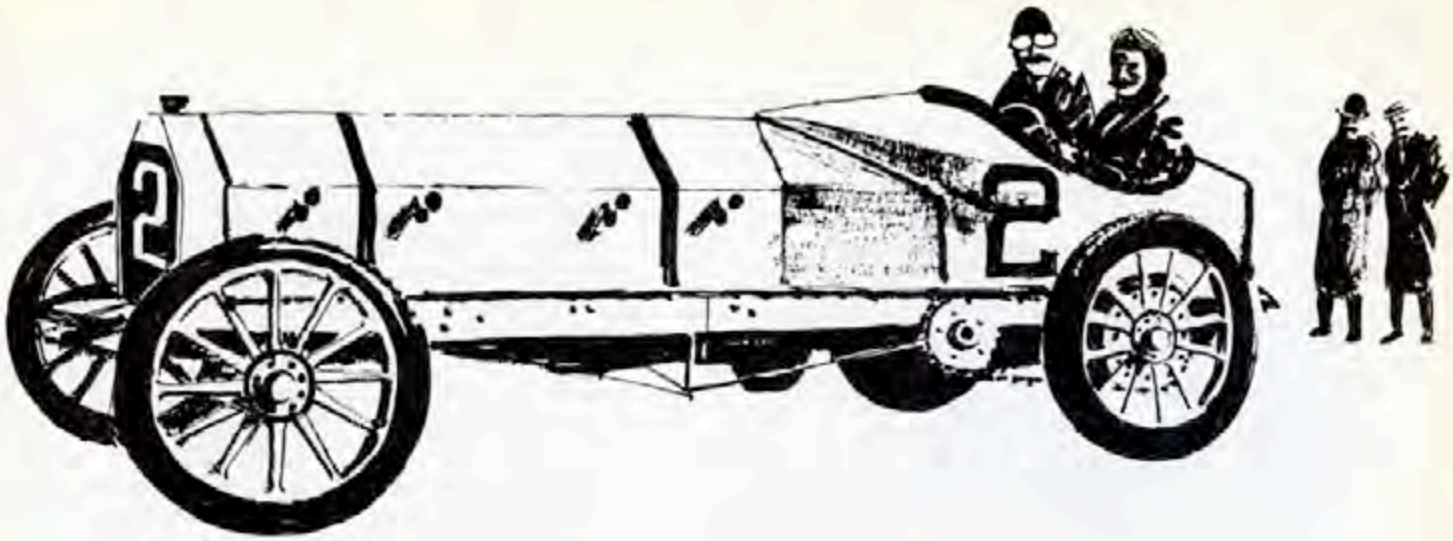
FOR SKI ENTHUSIASTS

Several different types of ski racks are available for use on the Corvette. The easiest to use, however, is the top rack for hardtops and the trunk rack for convertibles. Either of these is available in several models at your local ski shop.

WHEN RALLIES WERE YOUNG AND NOT SO GAY

An account of trials and tribulations in motoring's goggle-and-duster days.





Nowadays even a tyro, given a nimble sports car, a bright-eyed navigator, accurate road maps, chronograph and slide rule, can enter his first rally with reasonable chances of standing in or near the winners' circle. Odds are, as you read this sentence, somewhere in the land a rally is beginning or ending, sportsmen drivers having fun by the mile, pitting skills against each other for the sheer pleasure of it.

It wasn't always so. The intrepid, if not foolhardy, drivers of old had little equipment except heart and hope to keep them on course. The monstrous, clanking machines that towered over their owners like behemoths were a far cry from the sleek, incredibly fleet two-seaters of now. Maps were not always truthful. Breakdowns were the rule of the day. Roads, if such they can be charitably called, were at times a menace, and navigation limited in means. You got the thing churning, pointed in a general direction, and bit your lip against luck. But, then as today, rallying was a rich, hearty broth, hard to lay aside once tasted.

Men in cars have been challenging time, nature and each other since April 9, 1865. On that date, according to annals, the first contest was literally won in a walk. The setting was Vienna, the first gasoline-powered vehicle a brainchild of an Austrian inventor, Siegfreid Marcus. On its maiden run, in a heat with a pedestrian, Marcus' car was outdistanced by 50 yards when finally it sputtered and stopped.

Early accounts of rallying deal with grueling long-distance regularity runs for touring cars. Foundations of the sport we recognize today were first laid in the Germany of Wilhelm II, the year 1904. In its advent the rally was more a test of cars than of drivers, conducted on specially chosen stretches of the empire's best roads. But rallying got barely off the ground when, in a few short years, the imposition of outrageous taxes and the passing of restrictive speed laws had completely discouraged those who wore goggles and dusters and braved primitive byways. Auto sports had come suddenly to a temporary end.

However, despite these drawbacks, the Kaiser's brother, Prince Heinrich of Austria, sought valiantly in 1908 to revive the infant sport. Fanatic over cars, he organized the "Prince Heinrich," first recorded international rally. This tourney required drivers to cover 1,373 miles in a week's time, minding all traffic laws and, at least the rules had it, conforming to assigned average speeds.

In addition to the luster of his name, the royal personage donated first prize, a gigantic silver replica of a car. Additional prizes were offered, the Imperial Auto Club and others adding to the bounty. While the "Prince Heinrich" was limited to "touring" models, there were no rules against modifications, and some handier with tools were soon busily revamping engines. These stalwarts thus are probably the earliest "tuner-uppers" in the books.

The course had its beginning in Berlin, running tortuously through Hamburg, Bremen, Cologne and Darmstadt, to Frankfurt on the Main. Daily plotted distances varied from 157 miles (Cologne to Trier) to a stretch of 243.2 (Kiel via Stettin).

The terrain ran a gamut from monotonous, flat sections to mountainous areas where, though grades were not unduly steep, pretzel-shaped curves had drivers jittery at their wheels. Maximum driving times were allotted,

when rallies were young and not so gay

Pictures courtesy Automobile Manufacturers Association

averaging between 15 and 20 miles an hour, based on number of cylinders and piston bore. Displacements varied from a 2½-liter Austrian entry (152.5 cubic inches) to a whopping, six-cylinder Stoewer boasting a cavernous 9 liters (549 cubic inches).

Value of the cars ranged from $1900 for a Gaggenau to $7200 each for a Mercedes and a Benz. Among the participants were Frenchmen, Swiss, Englishmen and Belgians with the car-minded Germans in the majority. In all, 130 cars left the starting point, spaced at intervals of thirty seconds. Listed as a driver was one Ettore Bugatti, a demonstrable genius later to gain fame as the Maestro of Motordom; builder of some of the world's greatest cars, he created 9500 of them between the ages of 17 and 66, each a masterpiece in its own right. But in the "Prince Heinrich" of 1908, Bugatti was at the wheel of a Deutz.

On June 9 the rally got off and the first car to reach Stettin, by noon of the first day, averaged 32 miles an hour. By 5:15 that evening the last had puffed into town, still within the allotted time set for the initial leg of 191 miles. Three cars had cashed in their chips, mechanical faults besetting two, while the other had collided with a tree.

At the second day's end there were 126 cars whose pilots still had hope. But penalties had been meted out harshly. Demerits were given for ignoring traffic rules, for repairs made en route, for failure to stay within minimum and maximum times.

On the third day of running, following a day set aside for rest, a time trial was held on a bit of level road near Itzehoe. Top speed clocked was slightly over 80 mph, accomplished by a Benz with daring Carl Schmitz at the helm. At the end of this lap eleven cars had technically been sent to the showers, but some of them continued even though they were out of the official running. Entering the mountain test on the seventh day, there were 118 cars remaining of the original 130. Minimum speed up the slope, a distance of 3.72 miles, was set at 30.1 miles per hour for the biggest bruisers. The Benz won honors, topping out at an average 44.9 mph, attributed to its enviable cornering virtues. One car had dropped out with a fractured crankshaft; four others had ended their troubles in a ditch.

At journey's end in Frankfurt, steins and goblets were hoisted to 21 drivers, those whose merit points exceeded penalties. Of the first ten places, Benz had accounted for first, fourth and sixth, while Mercedes filled second, ninth and tenth slots. Other makes in the money were Adlers, third and fifth, and a brace of cars by Horch.

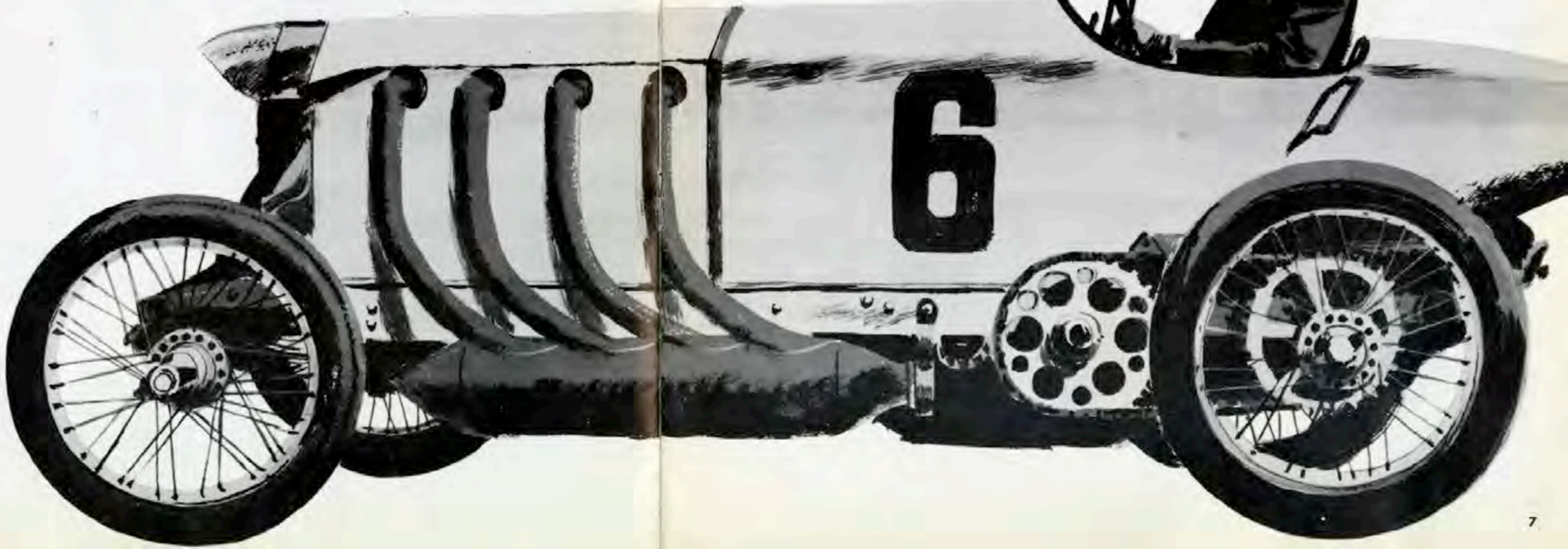
Victory clearly belonged to the Germans, affording an immediate impetus to the market for German cars. However, their triumph was short-lived, for in a rerun the following year, an Austrian car placed second, vindicating Prince Heinrich and giving the sword to Germany's absolute superiority.

The following year, 1910, once more saw the dauntless Germans out en masse to recoup their lost glory. But again they were to be thwarted in the attempt. For by now a new designer had arrived on the scene, a talent named Ferdinand Porsche. Technical director of Austria's Daimler works, Porsche had assembled for sponsor Prince Heinrich a "madman's contraption," boat-tailed, with overhead valves and single cylinders of steel. Its power output more than doubled that of the standard Daimler, and its lightness endowed it with a remarkably high ratio of power to weight. To disclaim loud rumors that such a car would be unmanageable, Porsche elected to pilot it himself.

By now the distance to be straddled had shrunk to 1,205 miles, set up in six daily installments. A throng of drivers and thrill-seeking passengers showed up at the starting mark—120 cars in all, representing 24 different makes. The redoubtable Germans, old reliables that they were, outnumbered their opponents by a margin of 3 to 1, more grimly determined to win than before. Most formidable of those they faced was the Austrian contingent with its entry of ten Daimlers, Ferdinand Porsche at the head. The Porsche Daimler, with a 4.13-inch bore and stroke of 6.5 inches, was rumored to have hit 90 mph during a factory speed test. The rally judges set 49 mph as its minimum for the time trial to be held on the first day's lap.

Despite its name of "rally" and posted speed limits, the "Prince Heinrich" was heavy with an atmosphere of road racing. For the first day's all-out effort, a 550-yard approach to the flying start was laid out, and cars whizzed through with everything straining. The first Daimlers were disappointing, but Porsche came through with an average of 80.3, at one moment clocking better than 91 mph. The fastest single average was 84 mph in an Opel

when rallies were young and not so gray -



when rallies were young and not so gay—

entry. But the Austrians wound up with top points for the day, and the Germans became extremely anxious.

Arriving in Nuremberg at the end of the third day were 109 cars, and for some of these the end had all but come. No points were being awarded for highest average lap speeds, still everyone was trying to outrace the others and there had been a few well-earned mishaps along the way.

Between Strasbourg and Metz, the end of the course, was a risky piece of road which humped high in the center and sloped steeply off to the sides. It was like driving on a tightrope, extremely rough on nerves. One car skidded badly, roaring at top speed, and the driver lost control. The car overturned when it hit the soft shoulder and capsized. There were several other hairbreadth escapes on the same treacherous route.

Again, Porsche was the fastest; at Colmar he had averaged better than 81 miles an hour. It was over for the disheartened Germans, the triumph clearly Daimler's. When the finish had been reached the Austrians had captured the first two places, with a total of 20.9 points. Adler was sixth, Mercedes seventh.

Back home in Austria the victors were roundly regaled, the factory hailing the Prince Heinrich Daimler as the world's best car. But the Germans raised a howl, claiming correctly that speed limits had been grossly violated, that the speeds made had been outright folly. Forty-five miles an hour was considered dangerously fast, and the daredevil Porsche had nearly doubled it!

Among automobilists everywhere, a great hue and cry went out. Rally cars, they insisted, must from then on be standard factory models. Rallies were to be non-speed events, drivers limited strictly to non-professionals. It was the lusty wail of a newly born sport—one in which amateurs alone were to have the say.

In the years that followed, the rally gradually evolved from a proving ground for cars, in which necks were risked for speed and the right of a country to claim the fastest cars, to the milder, pleasanter form we know today. Emphasis shifted gradually from cars to drivers and their passenger-navigators. Driving for fun, for the sport of the thing, became the accepted order of the day. By the end of the first World War the rally as an auto sport had reached its present state of development, far removed from the speed trials of Prince Heinrich and the "madman's contraption" of Daimler.

CORVETTE CLUB DIRECTORY

Many Corvette Clubs have been organized throughout the United States. For your information, the groups which the Corvette News has learned about are printed below. If you live in an area where a club has been established, perhaps you would like to join and take part in the activities. If a club has not been organized in your community, you may be interested in getting together with other Corvette owners and forming a club. The editors of the Corvette News are interested in hearing about new clubs when they are set up as well as hearing about all club activities. Please write to the Corvette News, Chevrolet Motor Division, 205 General Motors Building, Detroit 2, Michigan.

Corvette Owners' Club of North Hollywood

Mrs. Virginia Beers—Secretary
5640 Case Avenue
North Hollywood, California

Northern California Corvette Association

Mr. Roy Story—President
81 Via Linda Vista
San Lorenzo, California

Corvette Owners of America

Mr. Robert F. Costa—Chairman
3119 Keats St.
San Diego, California

Corvette Club of Colorado

Mrs. R. H. Seidenstricker—Secretary
670 Pearl Street
Denver, Colorado

Courtesy Corvette Club

Miss Norma Atteberry—Secretary
1416 Elm
Manhattan Beach, California

Corvettes of So. California

Miss Ann Tamguchi—Secretary
2002 W. Washington
Santa Ana, California

Northern California Corvette Association

Mr. Ray Altman—Vice President
and Activity Chairman
1441 Franklin Street, Oakland, California

Corvette Racing Club of North Jersey

Mr. Ken Ledgard, Jr.—President
23 Nelson Street
Clifton, New Jersey

Corvette—Cleveland

Mr. Andrew M. Baumgardner—President
5340 Clement Drive
Maple Heights, Ohio

Corvette Owners' Club of Central Ohio

Mr. Bill Davis
2490 Bristol Road
Columbus, Ohio

Corvette Club of Pasadena

Mr. Bob Hoffman—Secretary
2137 Cooley Place
Pasadena 7, California

Corvette Club of America

Mrs. Barbara Davis—Secretary
75-A Power Road
Triangle, Virginia

Queen City Corvette Club

Mr. John Nueslein
3128 Wooster Place
Mariemont, Ohio

The top sports cars of the world were represented at Pebble Beach, California, recently during the annual Concours d'Elegance held at the famous Del Monte Lodge. The Corvette garnered first place in its class in the Concours judging.

CORVETTE GYMKHANA

The 75 members of the newly formed Courtesy Corvette Club in Los Angeles staged a Sunday afternoon Corvette Gymkhana as their first club activity.

A Gymkhana is a series of intricate track-and-field-type events designed to test drivers' skill in cornering, steering, accelerating, braking, and overall handling of their sports cars. Drivers make individual timed runs over the Gymkhana course. If an error is made or an event is missed, time penalties are given. The driver with the best time is declared the winner.

The Los Angeles club's Gymkhana course featured a series of diminishing figure eight turns marked with pylons, 360-degree right and left turns, a control run through two rows of water-filled paper cups, a balloon post where drivers had to break a balloon while making a 360-degree turn, two garaging tests, a slalom run, and a water stop when drivers had to brake sharply, get out of their cars and carry a bucket of water to the other side of the track without spilling any water.

Winner of the club's Gymkhana was Lincoln G. Fortson, whose precision driving over the difficult course earned him the best time of the day.

The Corvette Gymkhana proved so popular that a wide variety of sports car activities are being planned for future meetings. These include rallies, evening meetings with films of outstanding sports car events, and educational forums to advise members on how to keep their cars in top running form.

Organized under the leadership of Charles McClure, co-owner of Courtesy Chevrolet of Los Angeles, the club has been enthusiastically received by Corvette owners in Southern California. Membership in the group has grown rapidly in the few short months the club has been organized, and members are looking forward to a full schedule of events where they can continue to enjoy the fun of driving their Corvettes.

✻ *Water stop required driver to brake sharply, get out of his car and carry a pail of water to other side of course.*

Popping a balloon while making a 360-degree turn tests coordination between driver and car.

DRIVE IN

BACK IN

Two garaging tests were also part of the Gymkhana. If a pylon was knocked over, penalty points were charged against the contestant.

One of the trickiest sections of the Gymkhana, the control run through a row of water-filled paper cups, demanded utmost skill from drivers.

The slalom run was one of the last events in the Gymkhana. This is an excellent test of precision steering, avoiding strategically located pylons on the course.

After the water stop, drivers headed for the finish line and the end of the Corvette Gymkhana.

FINISH

GO

THE FALCON AND THE CORVETTE

The ancient sport of falconry joins the 20th century at the U.S. Air Force Academy

Among the colorful highlights of the 1957 football season at the United States Air Force Academy were half-time exhibitions featuring a falcon, the school's official mascot, and the Chevrolet Corvette.

The Corvette played a key role in a "Little Red Riding Hood" skit devised to entertain football crowds. In the skit, Little Red Riding Hood was rescued from the Big Bad Wolf by a cadet piloting a '58 Corvette on the field.

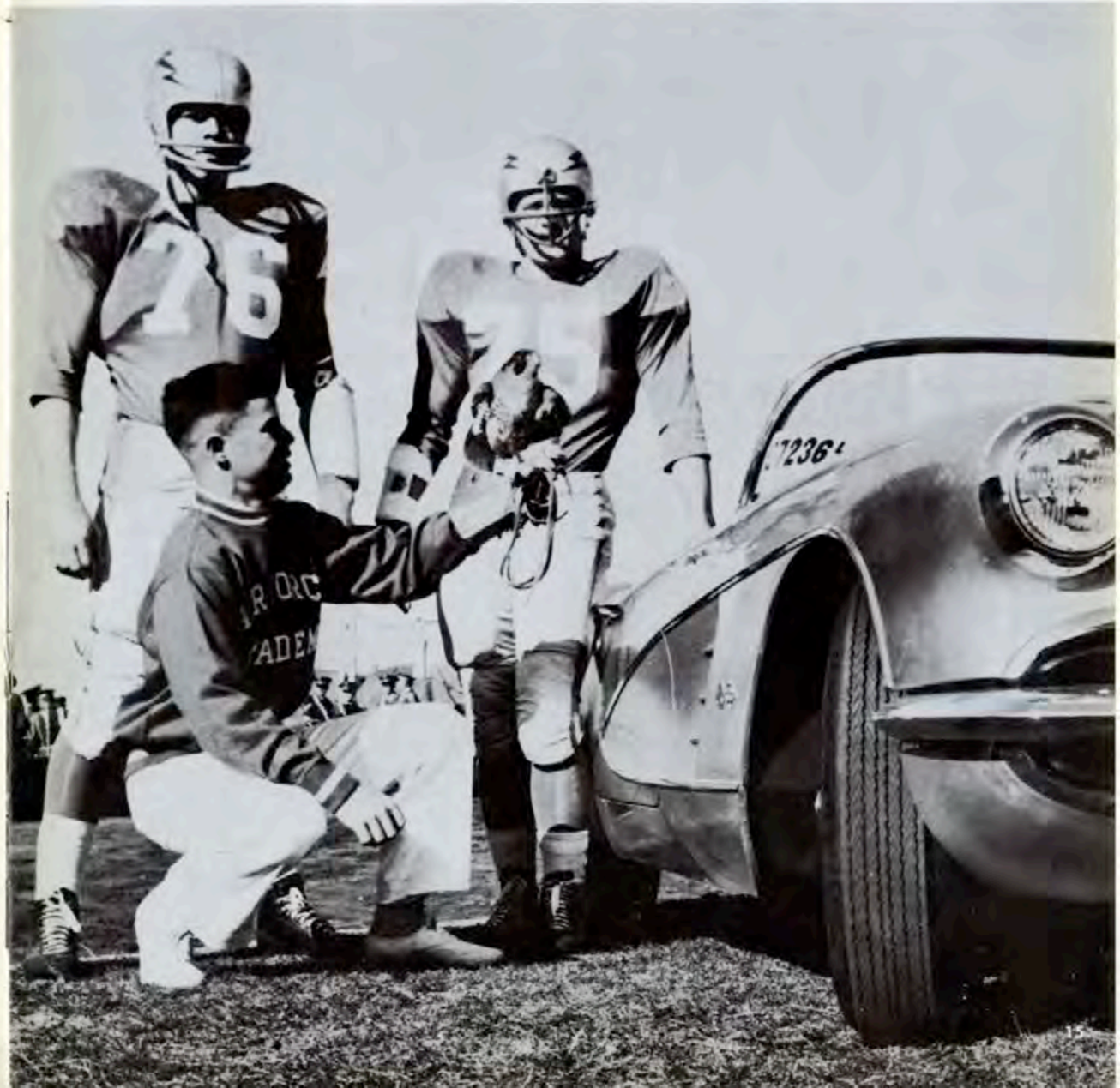
When aerial demonstrations of the falcon's prowess were made, the Corvette was used as the bird's official car. The falcon and his handler were driven onto the field in the Corvette. The bird was released and began a series of spectacular dives for the "lure"—a leather pouch which was thrown onto the field for the demonstrations.

The falcon was chosen as the Academy's official mascot by cadets of the first class in September, 1955. It was felt that the falcon—known for its speed, power, graceful flight, keen eyesight, noble carriage and aggressiveness—would be an admirable mascot for the school.

Falconry is among the oldest recorded sports in the world, originating in China about 2000 B.C. At the Air Force Academy, falconry is one of the official cadet activities which also include model building and debating.

Cadets are currently training six falcons. All birds are named either Mach I—the speed of sound—or Mach II —twice the speed of sound. However, they have been given nicknames to distinguish them from each other.

The cadets have accomplished many spectacular feats in handling their squadron of falcons. Although experienced falcon experts believed it was impossible, the cadets were the first group to stage flying exhibitions in a football stadium. Later they flew two birds with the same lure—causing them to swoop and dive over the field or, as in falconry terms, "striking the lure." Indoor falcon flights have also been staged during half-time periods at basketball games, another "first" in falconry.



FACTS YOU SHOULD KNOW ABOUT

FRONT END ALIGNMENT

If you're more than just slightly acquainted with the inner workings of an automobile, you'll know that proper front end alignment is very important. If you're a member of the expert class, you'll also know that camber, caster, toe-in, and wheel balance are some of the critical factors that determine how a car—especially a high-performance sports car—steers, corners, and rides in general.

Surprisingly few sports car drivers understand the whys and wherefores of camber and caster. Most of us know they exist, and depend heavily on a front end expert to give us the proper adjustments. Although front end alignment is very specialized business, it's often helpful to know a few basic facts about something so important to overall feel and handling. And whether your Corvette has logged just a few or many thousands of miles, there are certain things you can do to keep it at its best—and save money in the long run, too.

Wheel balance is easy to check, and is a good place to begin. Even the finest tires can be slightly heavy on one side, and can combine with wheel or brake drum variations to produce a definite out-of-balance condition. Imbalance is frequently noticeable on a smooth road at steady speeds of around 35 or 40 mph as vibration in the steering wheel, instrument panel, mirror, or other parts of the car.

An unbalanced wheel tends to bounce, rather than roll smoothly, and may veer erratically from a straight-line course. In addition to vibration or shake, the annoying results include poor steering, reduced traction and roadability, instability, and other undesirable characteristics that do not belong in a fine sports car.

Fortunately, wheel imbalance is almost as easy to correct as it is to detect. Many sports car connoisseurs avoid trouble by periodic visits to a qualified wheel balancer—and there are many to choose from. In a few minutes, good equipment will show you the shape your wheels are in—and if there's anything wrong, it usually can be corrected on the spot.

Front end alignment is often more involved and harder to check. The three regular adjustments are called *camber*, *caster*, and *toe-in*, and the nature of each is explained briefly on the next page.

During final assembly, the front end of every Corvette is accurately aligned with special precision equipment. So it's only logical to point out why the alignment of your Corvette should be checked, and how to recognize the more common indications of misalignment.

Curbs are a dangerous enemy. So are ruts, chuck holes and railroad tracks. When a front wheel strikes such an

Punch holes are indicated if you wish to detach

obstacle with excessive force, the blow may distort the suspension and cause misalignment. Rugged as it is, the suspension cannot absorb all the stresses that may be produced by severe road conditions. That's one reason why provision is made for re-alignment.

If the front end of your Corvette has somehow become misaligned, there are several clues to watch for. One is poor steering. Another is instability—the tendency to weave or wander from a straight-ahead course. Loose steering may be the result of improper adjustment or wear in the steering gear or linkage. Pulling to one side or erratic handling of any type is a warning you should never overlook.

Very quickly, front end misalignment can create a still more obvious clue—uneven tire wear. Check tire treads frequently—wear should be uniform over all the tread on both front tires providing the correct tire pressure has been used. If something seems wrong, have it investigated at once. Improper alignment can ruin a new tire in surprisingly few miles.

As you can see, front end alignment is not a do-it-yourself project. Elaborate equipment and special skills are requisites for a first-class job. Chevrolet dealers are properly equipped for this service, as are many independent specialty shops. If you recognize any of the symptoms of improper alignment or wheel balance described here, make a date to have your Corvette checked over without delay!

CAMBER

is the angle the wheels form when viewed from the front. *Positive* camber means that the wheels are farthest apart at the top. While some tolerance is permissible in the actual setting, it is very important that both front wheels are set at the same angle.

CASTER

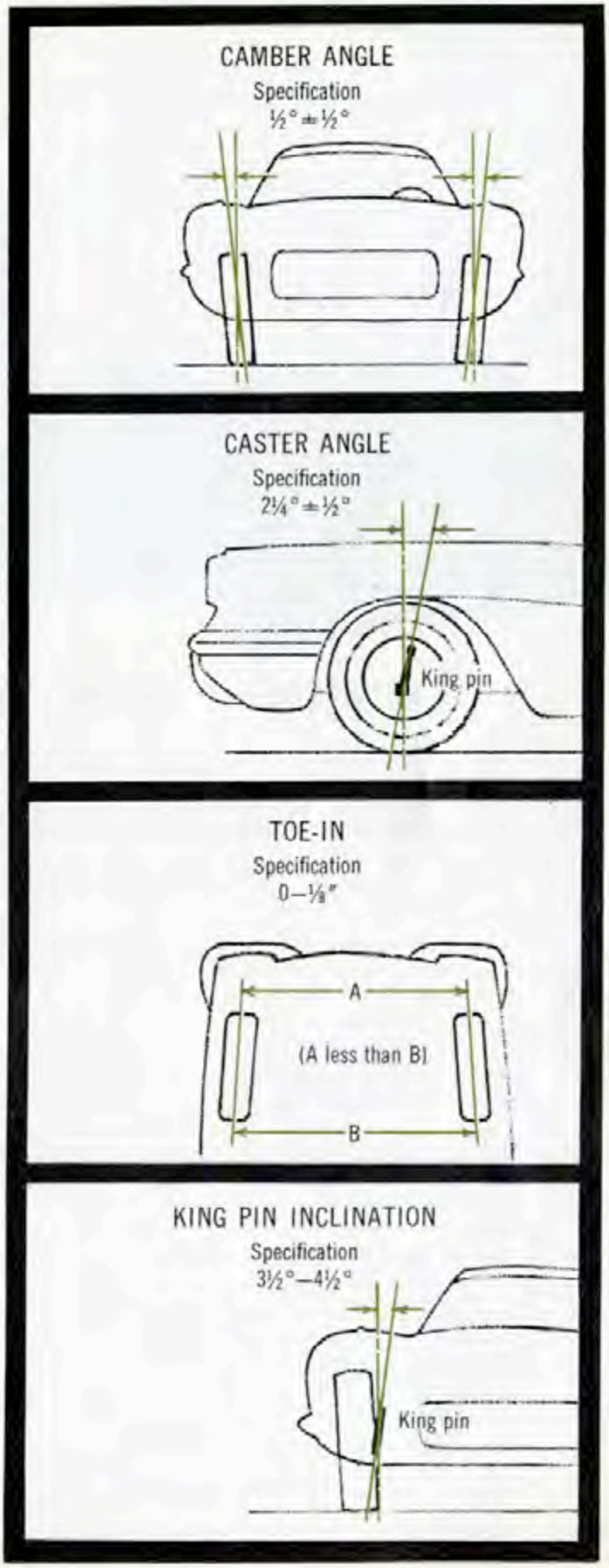
is the angle the front wheel steering pivot is tilted rearward from a side view. Corvettes have *positive* caster. A large caster angle increases directional stability and the tendency of the wheels to return quickly to the straight-ahead position.

TOE-IN

is the attitude the wheels form from above or below. Frequently it is measured between the inner sidewalls of the tires. Although Corvette toe-in is very slight, the wheels must never toe *out*.

KING PIN INCLINATION

is not a separate adjustment, but has an important effect on steering control and directional stability. A change in camber affects king pin inclination, so this angle should be checked when camber is set. If king pin inclination exceeds specified limits with proper camber, the spindle may be damaged or bent.



the technical section for permanent reference.

● TUNE-UP TIPS

TUNING YOUR '58 CORVETTE . . .

There's an old rule about engines . . . tune 'em in the spring and fall . . . that does *not* apply to sports cars. Experts know that a high performance engine is like any precision instrument—it must be properly calibrated for top results. And the best time to tune a sports car power plant is *often*, and especially when you suspect that performance is not quite up to par.

Even though your new '58 Corvette may be just nicely broken in, the chances are a tune-up will add extra snap and smoothness. There are two good reasons for this, and here's why:

1. It's an established fact that distributor point gaps change somewhat during the first few hundred miles. The small fiber parts wear rapidly until they "seat in," and this wear tends to close the point gap and retard ignition timing. To help compensate for this, new points are adjusted to a greater gap at installation. But the best way to be sure you're getting precise ignition is to check the point gap or cam angle (dwell) as soon as possible after initial break-in.
2. Spark plugs must be tailored to your particular kind of driving. Original plugs are of a heat range generally suited to a specific engine type, but again, the plugs should match *your* type of driving. Choose AC plugs, or equivalent, on this basis:

City driving . . . . . *AC 46*
Town and country driving . . . . . *AC 44*
Heavy-duty and high r.p.m. . . . . . *AC C43 com.*
Specialized meets . . . . . *AC C42-1 com.*

Spark plug gap should be set between .033" and .038" for normal driving. Specialized meets may permit a closer gap of .025". Tighten plugs to 20-25 foot-pounds torque.

Naturally, a complete tune-up includes many other items. Compression must be reasonably uniform in all cylinders. Carburetion or fuel injection system must be functioning correctly, and top-quality fuel and lubricants are essential. None of these should present problems in your new Corvette.

Probably the most important tune-up adjustment of all is spark advance. It *must* be *right*—too little advance will cause sluggishness, and too much advance may result in a ruined engine. Never experiment—there's nothing to be gained. Correct settings for your engine should be strictly observed.

Most 1958 Corvette V8 engines have hydraulic valve lifters which are automatically self-adjusting. However, the 1958 270-h.p. and 290-h.p. engines are equipped with mechanical valve lifters, and valve lash should be adjusted to these (hot) settings on every tune-up:

	Normal Driving	*Specialized Meets*
Intake	.012"	.008"
Exhaust	.018"	.018"

As in the case of spark advance, don't experiment with valve lash. It's important to remember that while the .008" intake valve adjustment lengthens valve cycles, it may also shorten valve life.

On the next page are important tune-up specifications for all 1958 Corvette V8 engines. Whether you tune it yourself or have it done, remember there's no substitute for good workmanship. Properly tuned, your '58 Corvette will deliver the smooth, responsive performance that makes it the sweetest two-seater in the land!

Punch holes are indicated if you wish to detach

Remember—there's no substitute for ACCURACY!

DISTRIBUTOR SPECIFICATIONS / FOR CORVETTE V8'S WITH CARBURETORS

	230 h.p.	245 h.p.	270 h.p.
Distributor Number	***1110890***	***1110891***	***1110891***
BREAKER POINTS	SINGLE	DUAL	DUAL
SPRING TENSION	19—23 OZ.	19—23 OZ.	19—23 OZ.
GAP SETTING	NEW .019" OLD .016"	SET BY DWELL (SHOULD GIVE .014"-.018" POINT OPENING)	SET BY DWELL (SHOULD GIVE .014"-.018" POINT OPENING)
CAM ANGLE (DWELL)	30° ± 3°	29° EA. BREAKER 33° ± 1° TOTAL	29° EA. BREAKER 33° ± 1° TOTAL
RECOMMENDED IDLE SPEED	475 R.P.M. (425 WITH POWERGLIDE*)	600 R.P.M.*	800-850 R.P.M.
SPARK ADVANCE	CENTRIFUGAL & VACUUM	FULL CENTRIFUGAL	FULL CENTRIFUGAL
INITIAL SETTING (CRANKSHAFT DEGREES @ IDLE)	4° BTDC	4° BTDC	7° BTDC
CENTRIFUGAL ADVANCE**			
START @ R.P.M.	0° @ 600	0° @ 600	0° @ 600
INTERMEDIATE @ R.P.M.	14° @ 1500	14° @ 1500	6° @ 1000 14° @ 1500
MAXIMUM @ R.P.M.	28° @ 3700	28° @ 3700	28° @ 3700
VACUUM ADVANCE			
START	0° @ 8" HG.		
MAXIMUM	15° @ 15.5" HG.		

**Selector lever in "D" (Drive) with Powerglide transmission.*
***Does not include initial setting—curve is a straight line between specified points.*

DISTRIBUTOR SPECIFICATIONS / FOR CORVETTE V8'S WITH FUEL INJECTION

	250 h.p.	290 h.p.
Distributor Number	***1110915***	***1110914***
BREAKER POINTS	SINGLE	DUAL
SPRING TENSION	19-23 OZ.	19-23 OZ.
GAP SETTING	NEW .019" OLD .016"	SET BY DWELL (SHOULD GIVE .014"-.018" POINT OPENING)
CAM ANGLE (DWELL)	30° ± 3°	29° EA. BREAKER 33° ± 1° TOTAL
RECOMMENDED IDLE SPEED	500 R.P.M.*	700 R.P.M.
SPARK ADVANCE	CENTRIFUGAL & VACUUM	FULL CENTRIFUGAL
INITIAL SETTING (CRANKSHAFT DEGREES @ IDLE)	4° BTDC	14° BTDC
CENTRIFUGAL ADVANCE**		
START @ R.P.M.	0° @ 600	0° @ 1000
INTERMEDIATE @ R.P.M.	14° @ 1500	5° @ 1500
MAXIMUM @ R.P.M.	28° @ 3700	22° @ 6000
VACUUM ADVANCE		
START	0° @ 5" HG.	
MAXIMUM	24° @ 13.5" HG.	

**Selector lever in "D" (Drive) with Powerglide transmission.*
***Does not include initial setting—curve is a straight line between specified points.*

LITHO IN U. S. A.