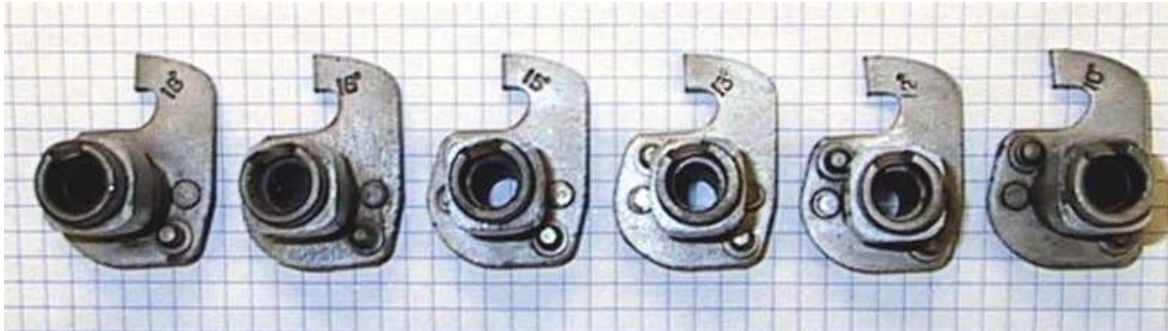more advance, or an extension welded on to limit the advance.

A group of 23D/25D cams ranging from 18º to 10º

18º and 10º cams, note the length of the arm

14º and 10º cams for the 43D/45D family

The first step in tuning an advance curve is to determine the maximum ignition advance the engine can tolerate, and subtract from that figure the initial static advance. The distributor mechanical advance will be ½ that figure. For guidance on this determination, see Hammill's *How to Build and Power Tune Distributor-Type Ignition Systems*[3].

EXAMPLE: 1275 A series engine with 270º camshaft, modified head, HIF6 carb, extractor exhaust ie the standard 'formula' street performance engine.

Initial static advance (crank): 10º BTDC
Maximum dynamic advance (crank) 36º BTDC

(36º-10º)/2=13º therefore, a cam with 13º mechanical advance is required