



June 2016



CLASSIC CHRONICLE

ABN 12681460321

'55 '56 '57
Chevrolet Club
Of Australia
Incorporated



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

Club Merchandise



Club Cap \$20.00



Bowling style shirts
Mens Shirt \$45.00

If you would like to order any club merchandise, please contact John Fenaton on Ph. 0418 238 919 or email him at jr.fenato@bigpond.com

ABN No. 12681460321

Incorporation No. Y2682947

CLUB MAILING ADDRESS

P.O. Box 3233
Austral 2179

MEETINGS

2nd Tuesday of each month
Drag-Ens hot rod club
17 Childs Rd Chipping Norton 7.00pm
Members, family & visitors
welcome

Official 567 Chev Club Website
www.567chevclub.com.au

MEMBERSHIP FEES

Membership due 1st July
cost, \$50 per annum

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



CLUB COMMITTEE

President



John Fenato

Ph. 0418 238 919

jr.fenato@bigpond.com

Vice President

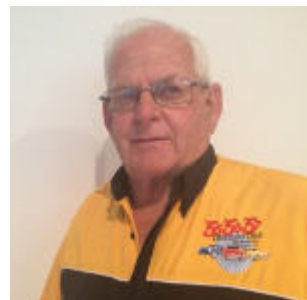


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Gary Wright

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garynkay@iprimus.com.au

Editor/Secretary, Events Director

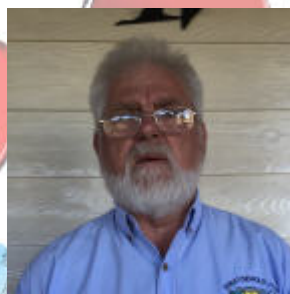


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PRESIDENTS REPORT

Hi Members

Not much to report on this month.
It's quiet on the home front.

Our club run is at Sweet and Savory at Austral on the 26th of June. Please ensure to get your cars out and come along to the breakfast. If it's raining please bring your normal cars. We will be meeting at Uncle Leo's Roadhouse on Campelltown Rd at the Crossroads. Please be there by 8.30. Otherwise meet us at Austral.

Membership renewals are due as of this month. You will be emailed a copy of the renewal form with your electronic copy of the magazine. Please fill in this form and send it back to us ASAP with a cheque or money order, or pay at the meeting, but you **MUST** fill out the form and send it back in so that we can keep an up to date record of members. If we don't have a form, we don't know that you are a current member, and therefore you will be removed from the mailing list after August 2016. If you wish to pay via EFT you will need to contact Gary Wright for bank details, but you will still need to send in a form.

All members will be receiving 2 books of raffle tickets for the Camden show they will be mailed out to you. We will appreciate that **ALL MEMBERS** make an effort to sell the books they receive if you need more books please let me know. Each ticket will be \$2.00 each. Tickets will be available at the next meeting. Please remember that we are supporting **MAKE A WISH FOUNDATION**. The more we sell the more we can **SUPPORT KIDS**

Don't forget to ring me if you're coming to the meeting so I can organise food.

Stay safe and keep warm.

Regards

John Fenato

Chevys and Classic Restoration



MINUTES

485th Meeting of the 567 Chev Club

Meeting Opened: Date: 10th May 2016 Members Present 18

Apologies: Terry Burrows, Troy Tarpey, Charlie Pace, Rick May, Gary Tant, Joe Zammit, Joe Sultana, Joe and Brian DÁlfonso

Visitors:,

New Members: Campbell Osman, David Gouci, Andrew Trollope

Previous Minutes: Accepted By: Aldo Mazzucco **Second By:** Ken Taylor

Treasures Report: Accepted: Frank Borge **Second By:** Aldo Mazzucco

Events: Events read out by Peter Bryen

Correspondence: CCSC Newsletter
QLD Chevrolet, May
WA Chevrolet, April/May
VIC Chev Club, May
Pony Express, April
Camaro Firebird, April

General Business:

John Mentioned that the AGM will be held on the 2nd Tuesday in July, due to Cooly Rocks in April. He also mentioned that memberships will be due as of this month.

John announced that there will be a June breakfast run to sweet and savory at Austral on the 26th June. We will be meeting at Uncle Leos Roadhouse at the crossroads, on Campbelltown Rd Southbound. Be there by 8.30am.

John said that he has a box of flyers for Camden Car Show if anyone want some to hand out, and that it was nice to see that we finally got an article in Cruzin Magazine about Camden Car Show.

John mentioned that we he had the new club shirts if anyone wanted one, and if you had ordered one, you could arrange to pick it up from his place. He also mentioned that the sponsors dinner was a great success and thanked Lily's restaurant for a wonderful job, and that we will probably do it every 5 years. He also said that the Kiama weekend was another great weekend even though we had some rain. All up we had 77 people for the weekend, and that all cabins have already been booked for next year unless someone pulls out.

Peter Bryen asked how many sponsors we had and suggested that we put some of our sponsors in the club magazine each month. Steve also suggested putting some of them on our FB page.



MINUTES

John mentioned that the dramas regarding our ex-treasurer were still ongoing and he had defaulted on his agreement to make monthly payments, so the club was now talking with our solicitor. John also mentioned that due to the amount of time taken up trying to rectify these issues, there would be no Mayday Run this year, but we will endeavor to get the Mayday Run back on track next year.

Stuart asked about club jackets, and Gary Wright responded by saying that our usual supplier now only makes jackets that are all black rather than yellow and black, and with the help of Adriana, we are looking into different suppliers. We are also looking at suppliers for the rain jackets, which are proving to be quite popular, and also T-shirts, as many members have asked about those also.

Steve mentioned that he had started making man cave stuff out of old car parts, including hubcap clocks, as he recently acquired several hundred hubcaps of varying makes and models, and that Stuart had donated two 1955 Chevy hubcaps for Steve to make something out of for the club raffle.

Raffle drawn and won by John Bucciarelli and Chris Lowger.

Sponsors News: None

MEETING Closed at: 9.07pm

Next Meeting to be held: Tuesday 14th June 2016



TREASURERS REPORT

	Apr-16	Cash	Bank	Total
	Opening Balance	\$700.00	\$32,314.45	\$33,014.45
13/04/2016	Frank Mamone Sponsors dinner		\$ 100.00	\$100.00
13/04/2016	John Nesei sponsors dinner		\$ 100.00	\$100.00
13/04/2016	Eric Jones sponsors dinner		\$ 100.00	\$100.00
13/04/2016	Terry Burrows sponsors dinner		\$ 100.00	\$100.00
12/04/2016	Joe Zammit		\$ 100.00	\$100.00
12/04/2016	Frank Vitacco		\$ 200.00	\$200.00
12/04/2016	Goerge Forman		\$ 100.00	\$100.00
12/04/2016	Ben Marks		\$ 100.00	\$100.00
12/04/2016	cheque from john in his nane no reciept		\$ 100.00	\$100.00
13/04/2016	Charlie Pace merchandice refund \$10 ov/paid		\$ 75.00	\$75.00
	unreconcield (probably sponsor sdinner no reciept)		\$ 100.00	\$100.00
	monthly total to be accounted for	\$0.00	\$1,175.00	\$1,175.00
		\$700.00	\$33,489.45	\$34,189.45
Date	Expenditure Details			
				\$0.00
9/12/2016	clickprint april magazine		\$389.30	\$389.30
10/12/2016	R Newman Club shirts and hats		\$662.75	\$662.75
12/04/2016	Lilys Sponsors Dinner		\$715.00	\$715.00
9/04/2016	Adam Parker DJ Sponsor dinner		\$400.00	\$400.00
	2 months club rent March/AprilPetty cah		\$100.00	\$100.00
	pettycash dockets John/Gary		\$ 811.00	\$811.00
				\$0.00
		\$0.00	\$3,078.05	\$3,078.05
		\$700.00	\$30,411.40	\$31,111.40



EVENTS CALENDAR

Club Meeting 14th June

Sanctioned Club Runs

- 11th June..Cruise & Dine Night 2016, Hungry Jack's Cnr. Box Rd & Port Hacking Rd.
Sylvania
- 12th June..Picton Swap Meet and Show n Shine, NSW, PICTON SHOWGROUND, 153
MENANGLE STREET, PICTON NEXT TO VICTORIA OVAL, 7:00 AM - 1:00 PM
- 12th June..Sunday Cars and Doughnuts, Panthers Carpark next to Maccas.
- 19th June..Idlewild Prospect Hot Rod & Custom Car Show, Minchinbury
- 26th June...CLUB RUN to sweet and savoury at Austral, meeting at Uncle Leo's Roadhouse at
the crossroads on Campbelltown Rd Southbound by 8.30am
- 10th July..CLUB RUN TO GOSFORD CAR MUSEUM.

Other Club's Events

- 3rd-13th June.. Cooly Rocks, Coolangatta QLD
- 11th-12th June..Sydney Retro Racefest, NSW, Sydney Motorsport Park, Ferrers Road, Eastern
Creek, 9:00 AM - 5:00 PM
- 12th June..Brasher Nats Sydney 2016, Sydney Dragway
- 19th June..Gosford Swap, Gosford Showground. Showground Rd. Gosford
- 25th June..Vintage Car Show. Pre1970, Carpark, next to Cafe DeLites. 18 Stennett Rd.
Ingleburn, Starts 5pm.
- 26th June..Rattle 'n' Hum Car Show. Castle Hill RSL. Castle Street. Castle Hill
- 10th July...**Sunday Cars and Doughnuts, Panthers Carpark next to Maccas.**

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Save the Date



21st – 24th October 2016

Mount Gambier, South Australia

For more information please call:

Graeme Gilbert - 0407 037 837

Rebecca Bottrill - 0402 049 011

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Official entry forms can be downloaded from this web address

http://media.wix.com/ugd/99bd49_fee6cfa461bb4142a3c54c466b79a44f.pdf

Just copy and paste into your web browser address bar



Cars Under The Stars





How to Convert to a Crank Trigger Ignition Cont'd

6. Is it difficult to convert to coil-on-plug?

Not really. The coils and mounting brackets are readily available and getting less expensive all the time. You'll need the appropriate ignition box, as mentioned above. With that, it's merely a question of wiring; linking the crankshaft and cam sensors from the 58x-style trigger system to the ignition box, which handles the signal distribution to the individual coils. After that, you've gone distributorless!



The connectors from the crank trigger kits make conversion to a fully distributorless ignition a simple plug-and-play proposition. An EFI system may require calibration refinement when used with a camshaft sensor, but today's self-learning systems will typically set the timing perfectly, based on the initial start-up—assuming the sensor is positioned correctly



Removing the distributor means replacing it with individual coils, like those used on LS engines. In fact, the LS coils are perfect for small- and big-block engines; and they're good for about 1,000 horsepower. All that's required is an appropriate mount on the valve covers or somewhere else near the spark plugs. Try eficonnection.com for mounting brackets. The system shown here has custom mounts.

7. How do I drive the oil pump without a distributor?

The simple solution is installing MSD's oil plug (PN 8513). It was originally designed for a front distributor conversion on big-block engines but it serves the purpose for simple crank trigger conversions on small- and big-blocks. It simply drops in place of the distributor to seal the hole in the intake manifold and features a shaft gear that meshes with the cam gear to drive the oil pump like the distributor. Easy stuff..



MSD's oil plug (PN 8513) simply drops into the distributor hole in the intake manifold on small- and big-block engines. An adjustable collar enables it to fit engines with non-standard deck heights. It also has a bronze drive gear so it's good to go with roller-type camshafts.



8. What is a “cam sync” – and do I need one?

A camshaft synchronization signal – cam sync – tells the controller which cylinder is No. 1 to ensure the proper ignition sequence and is only required on EFI-equipped engines running production-style sequential injection. That means you don’t need to worry about it for a carbureted engine or one running a throttle body-type EFI system.



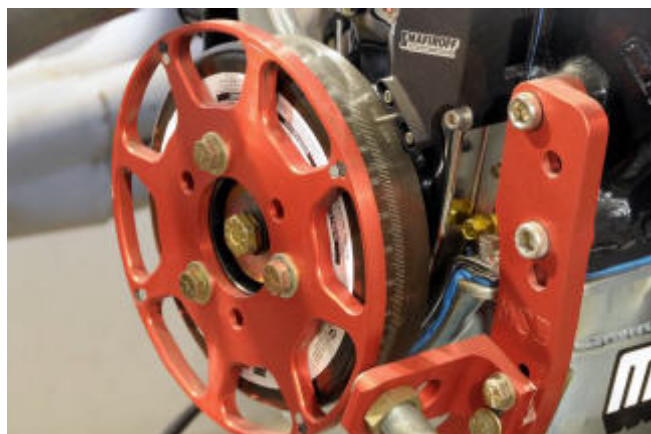
Got one of these TBI systems or a carburetor? You don’t need a cam sync sensor in addition to the crank trigger system. You will if you’re running sequential or port-type injection.



With most EFI systems, the controller will take the crankshaft signal and send it to the spark plugs via the individual coils in a distributorless setup. In that regard, no additional ignition box is required, but not all controllers have an ignition driver, so it’s important to double-check before swiping your credit card for one.

9. Are there any special installation requirements for a crank trigger system?

Yes. The crank trigger wheel may affect the drive accessory pulley spacing, which is something you’ll want to check before bolting it on your engine. And on Chevrolet Performance’s big-block system, the instructions call for slight machining of the block and balancer. Also, if you’re changing to coil-on-plug, you’ll need to mount the coils on or near the engine, but with the aftermarket brackets available, that’s a bolt-on affair.



Regardless of the system type, adding a crank trigger to a small- or big-block will push out the position of the crankshaft pulley when it’s reinstalled. That means spacers or shims will be required to properly align the accessory drive system. It’s unavoidable



Chevrolet Performance’s big-block system uses a keyway in the reluctor wheel for effortless alignment with Top Dead Center, but it also requires a keyway-equipped crankshaft and damper—something to consider if your engine isn’t already so equipped.





Apart from the somewhat hidden sensor locations, there's no external clue on this big-block that it's running a contemporary 58x-style crank-triggered ignition system. It's mounted behind the damper and under the unique timing cover.

10. In the end, will a crank trigger ignition deliver more power?

In a word, no. Its advantage lies in offering greater consistency with your tune and less need for timing adjustments, especially for high-revving engine combinations. For many—like us—that's all the reason we need.



This project engine still wears the distributor, but will be fully converted to a coil-on-plug system to make the most of the crank-trigger ignition's capability. In this case, rather than more power, the goal was more precise timing across the rpm range, with less need for periodic adjustments.

Opti-Spark—What the Hell was That?

The introduction of the second-generation LT1 engine used in late C4 Corvettes, 1993-'97 Camaro Z28s, and the Caprice/Impala SS brought a unique and often troublesome ignition system dubbed Opti-Spark—although its official name was Angle Based Ignition Timing System (ABITS).

Anyone familiar with those vehicles recognizes the Opti-Spark module, which looks like a distributor cap mounted on the lower front of the engine. It was sort of a cross between a conventional distributor and crank trigger technology, using a “signal disc” to report the camshaft angle to the engine controller.

The signal disc was driven by the camshaft. As the disc rotated, an optical sensor read two rows of slots on the disc. The first, or outer, row featured 360 same-size slots—one for each degree of rotation—while an inner row featured eight different-sized slots the engine controller identified as the different cylinders. Like a conventional distributor system, Opti-Spark also used a rotor to distribute spark energy from the ignition coil.

GM initially touted the system as a “100,000-mile” ignition system, but real-world driving typically proved otherwise. Its placement low and at the front of the engine made it especially susceptible to heat and moisture—and early models weren't even sealed and vented. As such, they were notoriously unreliable, and when the distributor required servicing, the crankshaft pulley and water pump had to be removed. Ugh.



Early fourth-generation F-bodies, along with the LT1-powered 1994-'96 Impala SS and the 1992-'96 Corvette used the unique front-of-camshaft-driven ignition timing system known as Opti-Spark, which suffered poor reliability and complicated maintenance requirements.



Replacement Opti-Spark distributors such as this one from ACCEL (Holley) are worlds better than the original with higher-quality bushings and seals, along with proper venting. It's rare that a car is still running its original, but if so, preempting the inevitable with a replacement is a wise idea. MSD also offers a billet unit with adjustable timing.



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Flashback

Here's a little flashback into the life of long time member and sponsor Joe Dálfonso....



Birthdays

We would like to wish a Happy Birthday to the following members for the month of June...

Daniel Grima

Charlie Pace

Joe Olivieri

Invites

The club has been invited to attend a new event on the Northern Beaches which is shaping up to be a big event. The show is an indoor/outdoor car show, in the grounds of Miramare Gardens and Function Centre.

The show is hosted by the Northern Beaches Muscle Car Club, and they are

raising money for Randwick Childrens Hospital.

I have booked 6 indoor and 6 outdoor spots for our club if anyone is interested in coming along. Indoor spots are \$60 and outdoor spots are \$30. Details are in the flyer on this page. Please email Steve Barks if you wish to book a spot.



Car Show 2016
Miramare Gardens
48 Myoora Rd, Terry Hills NSW 2084
Proudly sponsored by



Date: 11th September 2016
Time: Gates open 10am
\$5 per person. Children under 10 Free!

Food & drinks available
Silent Auction with proceeds going to
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plus trophies & awards!



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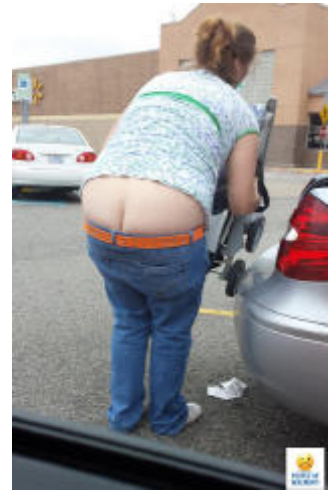
Rosehill Hot Rod & Custom Auto Expo 2016





Thought You Might Get A Laugh

Only in America.... People of Walmart



Yes, that's a man!



Yes, another man



Collectors and Their Stuff...

Sometimes in life, we meet people we never imagined would have an influence on us, but recently, I had the pleasure of meeting someone who has now had an influence on me. He is a collector. He collects all kinds of petrol, oil and car related memorabilia, which mainly includes, old signs



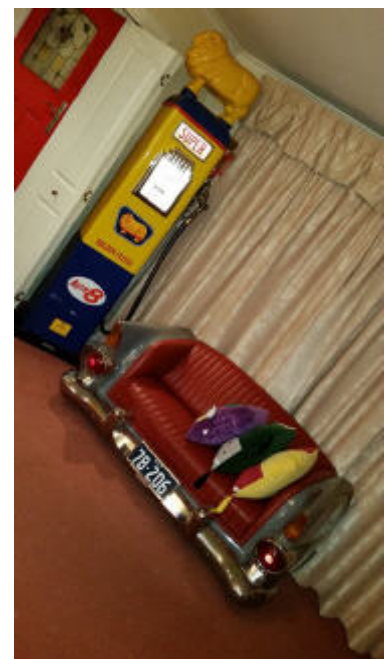
and petrol bowzers etc. I managed to purchase an old 1930's G&B hand operated petrol bowser from him, which I will eventually restore. I have since had the opportunity to purchase other things to add to a collection that I hope I can one day build into something very special.



I know many of you also collect, and it would be nice to share some of your collection with other members, so, if you have a nice collection, please send me some photos and I will put it in the magazine as a monthly article.

Below are a couple of pics of the collection that has inspired me.

Story by Steve Barks



Constitution of the 55 56 57 Chev club of Australia

- The name of the club will be “The 55 56 57 Chev club of Australia” herein after referred to as the club.
- Membership is open to enthusiasts and owners of all classic cars pre 1974
- The aim of the club is to preserve 55 56 57 Chevrolets and develop harmony and interest of these vehicles and other classic cars.
- The club aims to promote a harmonious friendship between it’s members,
- Membership fees are to be reviewed and voted by members during the May meeting of each year
- Membership year is from 01 July to 30 June
- Membership fees can be paid from the May meeting and to be finalised by 14 July of each year.
- Members may be expelled from the club for committing an offence that could bring the club into disrepute, members have a right of appeal and this can be carried out in writing and presented to the committee within 14 days of the incident, the matter will be reviewed at the next club meeting.
- The office bearers for the club shall be:

President	Vice President
Secretary	Treasurer
Editor	Events Director
Public officer	Club Photographer
Other positions shall be crated as required	
- The election of club office bearers and the committee for a period of twelve months is to be held during the June club meeting.
- A minimum of three positions must be filled in order for the club to operate
- Voting for these positions is open to all financial members
- A quorum for a meeting is to be five members
- Club outings are to be encouraged and can be recommended by any member
- A Full Financial statement is to be presented to club members at each monthly meeting and to be published in the monthly magazine
- Minutes of each monthly club meeting are to be documented and presented in the next club magazine
- The constitution may be amended by a three fifth majority providing notice is given to the members in writing in the previous months magazine



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Club meetings 2nd Tuesday of each month

Meetings held at...

Drag-Ens Hot Rod Club, 17 Childs Rd Chipping Norton

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Austral NSW 2179

www.567chevclub.com.au



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