



May 2016



CLASSIC CHRONICLE

ABN 12681460321



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

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Bowling style shirts
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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

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Ph. 0418 238 919

jr.fenato@bigpond.com

Vice President

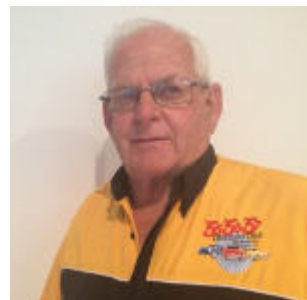


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Editor/Secretary, Events Director

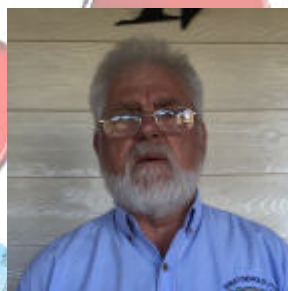


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PRESIDENTS REPORT

Greetings Members,

I would like to start this month by saying that the Sponsors dinner was a great success. The sponsors were very pleased with the night, and their certificates of appreciation. I would like to thank Lily's Function Centre for doing such a great job, the meal was beautiful. I would also like to thank the members who made the effort to come along and meet or sponsors. Please remember that these are the people who help to keep this club alive, so please try to use our sponsors where possible, mention the club and they will be sure to look after you.

Make sure you go out and buy Cruzin Magazine this month as they have done an article on last years Camden Car Show. Speaking of which, things are under way, flyers are being printed, so we would like members to take some flyers at the meeting, and hand them out, or place them in businesses where possible. Raffle prizes are now organised and tickets will be getting printed ASAP.

Kiama weekend went off without a hitch. We had a great time, and a good turnout of members and friends. For the most part, the weather was kind to us.

It is almost that time of year again for memberships to be due. We will email everyone a copy of the renewal form next month, and also include one in the magazine. Our AGM this year will be on the 12th July Due to Cooly Rock being held in June.

Please remember to call me and let me know if you are coming to the meeting so that I can organise food. You need to call me no later than 10.00am Monday 9th May.

Regards,

John Fenato.

President



MINUTES

484th Meeting of the 567 Chev Club

Meeting Opened: 8.01pm **Date:** 12th April 2016 **Members Present** 17

Apologies: Michael Rich, Rick May, Joe Sultana, Brian & Joe DÁlfonso, John Nesci

Visitors:, None

New Members: None

Previous Minutes: **Accepted By:** Ken Taylor **Second By:** Terry Burrows

Treasures Report: **Accepted:** Stuart Campbell **Second By:** Bevan Joseph

Events: Events read out by Peter Bryen

Correspondence:

- NSW Corvettes March & April
- Camaro Firebird Club March
- CCSC March. Newsletter
- Chev Club of QLD April newsletter
- Pony Express, March
- WA Chev Club March
- NSW Chev Club April

General Business:

- Bevan mentioned that he was going to Wings over Illawarra on the 1st May, if anybody wanted to go along with him on the 1st May, and that the cost of entry is \$37 per ticket.
- Peter Bryen shared some photos of the barn find '36 roadster from the Lockys Pub car show and also mentioned that he had seen a very nice '57 4 door HT, which turned out to be James Misfud's car built by John.
- Ken Taylor asked if we were cruising to Kiama as a group and if we were still going to St. Georges Basin whilst down there. John said that there was only one small café down there, so we will be doing the usual cruise into Berry, so that the ladies can browse the shops and that we will all be cruising to Kiama on our own, as people were all coming down on different days.
- Stuart Campbell thanked the committee for a good sponsors dinner. John said that the feedback for the dinner was good and that the sponsors appreciated the certificates, and that there will be plenty of photos for the magazine and our web and FB page. Peter Bryen thanked Aldo for his MC duties.

Gary Tant voiced his concern that as a member, he was not given an opportunity to give his opinion as to which charity was chosen for Camden Car Show this year, and that all members have the chance to have a voice. Gary Wright responded by saying that he agreed with Gary on principal, but as a committee member, we have had a tough year with everything going on in the club and that we had been asking for suggestions, but nobody came forward with one. Gary Wright said that we had done our best this year as a committee, and that Gary Tant was correct in that, if the members don't speak up, our job as a committee is much harder.



MINUTES

- John said that unfortunately, most of the time, we see the same members at every meeting, although we have recently had a few new members join, and that it is nice to see new members joining, as that is what keeps the club alive and moving forward.

Gary Tant said that all he wants is a bit more transparency, and that it is OK for the committee to make decisions, but just to be more transparent about them.

Chris Lowger mentioned that members have made suggestions in the past, which have been taken on board, for eg. Miracle Babies, and last year's charity.

Gary Tant said that the members need to talk about it, as some do have charities that are close to their heart.

Steve said that the main reason the decision was made this year was because of recent happenings in the club, the committee has not had time to discuss the charity, but we needed to make a decision so that we could start getting flyers out.

Charlie Pace said that we usually do ask members, as he had a sick grandchild and he mentioned a charity to the club and we agreed, and then we also agreed to Aldo and Troy's charity. Gary Tant then said that he would like to see local charities considered.

- Gary Wright mentioned that the club has had a big shake up in the past 12 months and that he and Gary Tant had put a lot of work in to getting it sorted out. He also mentioned that there was still work to be done in the committee and that there are certain decisions that the committee should make and not change. He mentioned that at the last committee meeting, we had decided not to do the Mayday Run this year, but it was in the magazine that the run was still on and that Steve should have taken that out of the magazine. Gary said that the committee needs to vote on decisions and stick to them. He also mentioned club memberships, and he asked Steve what forms we use for memberships, and that there were a few things that needed to be changed on the forms, including the date, and that all new memberships from 2016 will need to have an email address. Steve said that the current form has that on it, and also has no date, and that the form Gary had was an old one.

Gary then said that it needs to include EFT information as we were now accepting EFT payments, and that we need to take Ben's name off the form.

Steve told Gary that when he gives him the EFT information, he will do that. John mentioned that everything needed to be changed by the 1st July as that is the start of our financial year, and for our AGM.

Gary Wright said that we need to check up on what date we have to hold our AGM, and Gary Tant responded by saying that we can choose any date as long as we give 21 days' notice

- Gary Wright also mentioned that the merchandise page needed updating and Steve once again told Gary that he needs that information to be able to make the changes. Gary said that the club jackets are now \$290 and that we need to order a minimum of 10. Steve suggested looking at an alternative.
- John mentioned once again, the importance of members to call him and let him know if they are attending the meeting, so that we are not wasting club money on food, as it costs the club around \$100 per month. He said that he usually caters for 25, but this month there were only 17 members.



MINUTES

- Steve mentioned that new rules had come in regarding hire cars, and that there was no longer any need for accreditation to do weddings and school formals.
- Steve also mentioned that he had been talking with Terry Burrows about getting Fletch to come to a club meeting to discuss his Route 66 tours.
- John asked Eric Jones to give us a business card from Active Air Rentals, as they are supplying our cool room and generator for this year's Camden Car Show, which qualifies them as a sponsor
- John mentioned that we were getting an early start on Camden Car Show this year and that members need to try and chase up more sponsors and raffle prizes. He said that TyrePower Campbelltown was coming on board again with a \$1500 voucher and we were getting a voucher for a weekend away for 6 people in Tamworth.
- John also mentioned that Camden Car Show will be in this month's Cruiz'n magazine.

Sponsors News: None

MEETING Closed at: 9:15pm

Next Meeting to be held: Tuesday 10th May 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
	unreconciold (probibly 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/April Petty cah		\$100.00	\$100.00
	petty cash 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 10th May

Sanctioned Club Runs

- 7th May..All American Mystery Cruise Nights, Parramatta Pool Carpark. O'Connell St. Parramatta
- 7th May..Wheels at Wollondilly, Wollondilly Anglican College. 3000 Remembrance Drive. Tahmoor
- 10th May, Monthly Club Meeting, 17 Childs Rd Chipping Norton, 7.00pm
- 14th May, Cars Under The Stars, Greenway Plaza, 1183 The Horsley Drive, Wetherill Park, from 5.00pm on
- 14th May.. Silverwater Motorfest, Silverwater Park. Clyde St. Silverwater, 9.00am-4.00pm
www.greghirstenterprises.com.au, purchase tickets prior to 2nd May for an early bird special, email..greg@greghirstenterprises.com.au .enter via rear entry under Silverwater Bridge
- 15th May..National Motoring Heritage Day, Motorlife Museum. Kembla Grange - Berry Showground. Berry - Sydney Harbour National Park. Georges Heights - Campbelltown Steam and Machinery Museum. Menangle Park - Museum of Fire. Penrith - Wentworth Falls Lake - Memorial Park. The Entrance

Other Club's Events

- 6th May..Motortainment Car Show & BOM Meet, Torque Bar and Grill.153-165 Parramatta Rd. North Strathfield.6pm-11pm
- 6th-8th May..Autumnfest. Kustom Karz & Kulture, Maitland Showground. Maitland
- 7th May..All American Mystery Cruise Nights, Parramatta Pool Carpark. O'Connell St. Parramatta
- 7th May..Wheels at Wollondilly, Wollondilly Anglican College. 3000 Remembrance Drive. Tahmoor
- 14th May..Cruise & Dine Night 2016, Hungry Jack's Cnr. Box Rd & Port Hacking Rd. Sylvania
- 14th-15th May.. Sydney Hot Rod & Custom Expo, Rosehill Racecourse. Rosehill
- 15th May.. Oakville Fire Brigade Family Day & Car Show, Pitt Town Sporting Club. 139 Old Pitt Town Rd. Pitt Town
- 20th-21st May..The George Annual Rockabilly Festival, The George 1V Inn. 180 Argyle St. Picton, Hot Rods, Custom Bikes, Show 'n' Shine (Saturday Only)
- 22nd May..Hot Rods and Bikes Show, Jamison Hotel. 186 Smith St. Penrith,



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- Hotrods & Classic cars
- Street machines
- Competition cars

Festival also includes:

- Live music & family fun for all ages

The Motor Festival incorporates two motorcycling events, the Silverwater Street & Custom Motorcycle Show and the Silverwater Custom and Classic Car Show featuring car and social motorcycle clubs.

A large range of trophies will be awarded with prizes in both Car and Bike Categories plus best Club Display

Details at a glance

Date: Saturday 14 May, 2016
Location: Silverwater Park, 51/52 Street, Silverwater
Tickets: Adults \$20, Children Under 12yrs Free
Concessions for families & pension card holders
Go to www.graphicstenterprises.com.au, pay before 2 May 2016 for adults, families and pension card holders for a reduced entry price and a special competitor's deal.

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PRESENTS

Wheels at Wollondilly

SATURDAY, 7 MAY 2016

- Open to all makes and models: Cars/bikes/trucks/machinery
- Free kids activities including Rocker Cover races
- 190 show car entry
- Emergency Services display
- NSW Vintage Police Vehicles display
- \$5 entry per car for spectators
- Additional trophy categories for 2016

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Wollondilly Anglican College, 3000 Remembrance Dr, Tahmoor
www.wac.nsw.edu.au/wheels OR www.basscraft.com/wheels-wollondilly.html



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September 5, October 3, November 7,
December 5, February 6, March 5,
April 2 & May 7

Meeting Point
Parramatta
Pool
Carpark
O'Connell St
Parramatta

We will be meeting at Parramatta at 7pm and leaving shortly after for a destination to be announced prior to departure. Come along and cruise with fellow enthusiasts.

For further enquiries phone 0418 685 301
In case of wet weather the cruise will be postponed until the next weekend

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Sponsor's Dinner

For a car club to function well, and to function as long as our club has, it relies heavily on sponsorship. Without sponsorship a club would not last very long. Our club has a long history with a lot of our sponsors, and we have also began relationships with some new ones.

These relationships are very important when it comes to being able to organise events like the Camden Car Show. The sponsorship basically funds the majority of the event, which then allows the club to make money to operate throughout the year, and also to donate to charity.

Once in a while it is nice to give something back to our sponsors, as a thank you for the support they have given us over the years. This is why every now and then we organise a sponsor's dinner, to say thanks for helping to make this a successfull club.

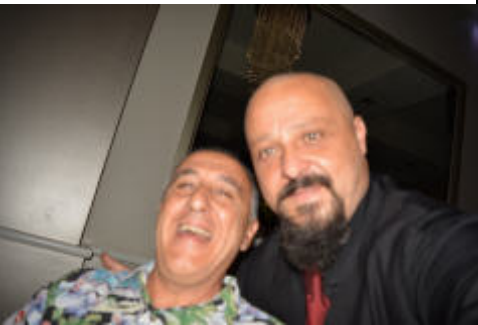
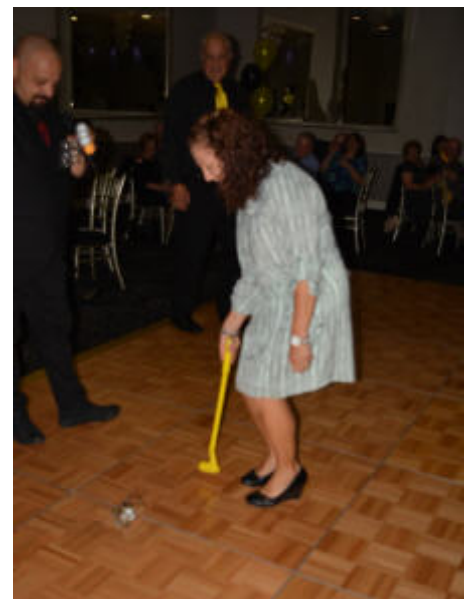
One thing that goes a long way to show the sponsors our gratitude, is for members to turn up to these events. This year's dinner was a great success, and our sponsors were very grateful, but the fact that there were quite a few members that didn't want to make the effort to come along and not only thank our sponsors, but to actually meet them and talk to them took a little of the shine off the night.

That being said, those who did come had a good night, the food put on by Lily's (one of our major sponsors) was exceptional, and everyone had a good laugh with the fun and games. Once again Aldo did a great job as MC, and we would like to thank all of those members who did come.









The Classic Chronicles



Kiama Weekend

Once again, our annual weekend in Kiama was upon us, this year coinciding with ANZAC weekend. The usual gathering of club members and friends, plus a few new faces were heading down for a relaxing weekend by the ocean.

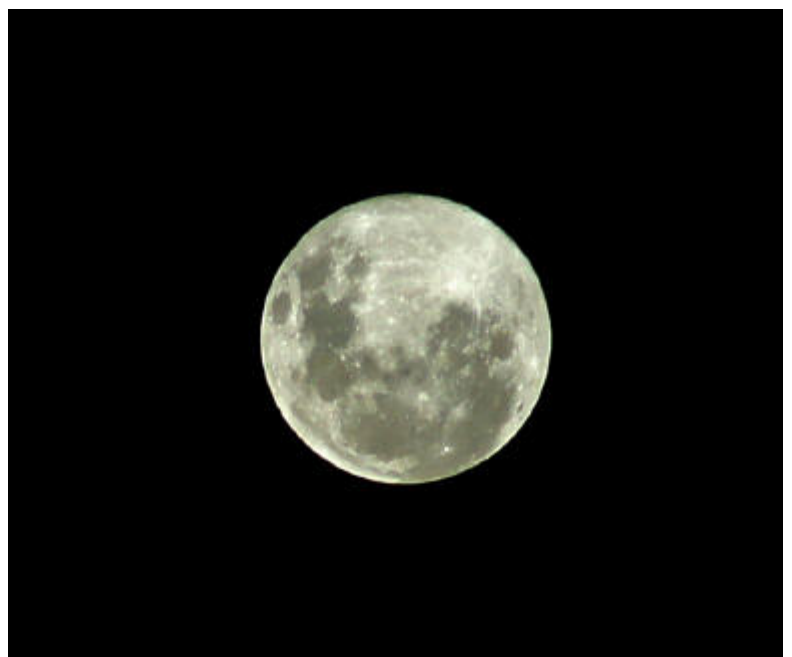
Greated by a beautiful clear sky on Thursday morning, we fired up the Chev and headed off.



The weather was warm and clear, but Friday afternoon would bring a change with overcast sky's and a few patchy showers Saturday afternoon and Sunday morning, but clear sky's came back Sunday afternoon to end the weekend on a high.

The usual Saturday Chicken and Prawn night went down a treat, (and no, there was no Chinese food this year)

A few members braved the weather Sunday for the run into Berry, and a few early risers went in for the dawn service on Monday. Another great weekend, thanks John.





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GM Day

The CMC held their annual GM Day on the 24th April. Unfortunately, once again it clashed with our Kiama weekend, but from all reports, it was a great day at the

new venue, the Penrith Museum of Fire, with over 200 cars turning up on the day.

Photos, courtesy of the CCNSW



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How to Convert to a Crank Trigger Ignition



Precise ignition timing is essential for high-performance engine tuning and ensuring your small-block or big-block is delivering every horsepower within its capability. Since the era of poodle skirts, flattops, and Ed Sullivan, that's been handled by a camshaft-driven distributor.

A gear at the rear of the camshaft meshes with another on the distributor shaft, spinning it and a rotor beneath the cap (at half the speed of the crankshaft's rotation) triggering – or distributing – electrical energy from the ignition coil to each spark plug per the engine's firing order. As mechanical systems go, it's a feather in the cap of man's engineering prowess, particularly when you consider the speed engines are capable of achieving.

Of course, you can always adjust your engine's timing periodically, but that doesn't always address high-rpm timing issues and doesn't help at all with spark scatter. A more contemporary method of ensuring spark-timing accuracy across the rpm band is basing it on the crankshaft's rotation rather than the camshaft. Such "crank-trigger" systems have been used by car manufacturers for nearly 30 years – and while converting a classic small- or big-block to such a system isn't a new idea, it's one that is growing in popularity because of

the timing precision it offers for high-performance engines.

And let's be clear here: A crank trigger system offers the greatest benefit for higher-horsepower engines designed for high-rpm performance. We're talking mostly about engines used primarily on the strip or circle track, but you'll still see the benefits of more precise timing and less need for periodic adjustments when used on a street engine.

Another benefit of a crank-triggered ignition is the opportunity to move to a distributorless system such as the OE-style coil-per-cylinder design used for years now on production vehicles. In fact, if you're running EFI, the controller will handle the job of the distributor, sending the spark energy to the appropriate plug, thereby eliminating the need for the distributor altogether and allowing for a more contemporary appearance of your classic small- or big-block.

1. How does a crank trigger work?

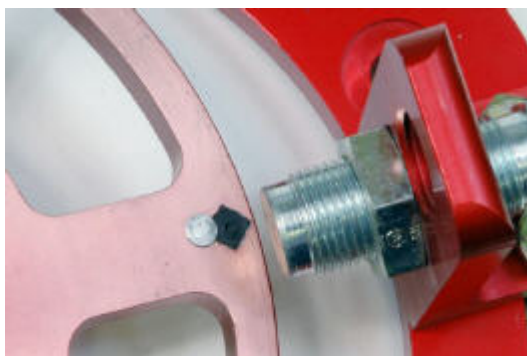
The systems are relatively simple in design and similar to how OEM ignition systems are triggered. Basically, a trigger wheel with spokes, studs, magnets, or holes is mounted to the harmonic balancer and spins with the rotation of the crankshaft. As it does, the spokes, magnets, or holes pass a pickup sensor that sends a signal to the ignition box or EFI control unit indicating the rotational angle of the crankshaft. That crank-angle signal triggers the precisely timed spark for the appropriate cylinder.



Typical crank trigger conversion kit shown—this one is from FAST. They generally include the trigger wheel that mounts to the outside of the balancer, a signal pickup sensor, harness connectors that run to an ignition box and/or an ECU, and the mounting hardware. Pretty simple stuff. Unlike other systems that use magnets imbedded in the wheel, FAST's system features tabs on the outside of the wheel that are read by the inductive sensor. It's a design similar to OEM systems.



MSD's "flying magnet" crank trigger design is the opposite of FAST's, with magnets in the wheel rather than the pickup. They pass a non-magnetic pickup to trigger the ignition signal, which the company claims offers greater accuracy because there is less chance for false triggers.



The pickup sensor is shown here in line with one of the embedded magnets in MSD's system. The sensor "reads" the magnet as it passes by, triggering the ignition signal. Each system has an air gap specification between the sensor and wheel that must be set during installation to ensure the trigger signal is picked up accurately.

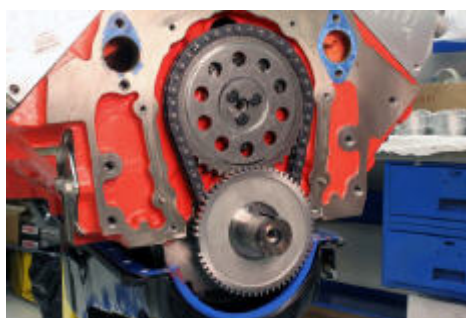
2. What about an LS-style 58x ignition system?

Chevrolet Performance, Holley, and other aftermarket manufacturers offer crank-trigger ignition systems based on the 58x, or "60-2," trigger systems used on later LS engines. In contrast to the previously described trigger wheels, the wheel in this system uses essentially one tooth for each six degrees of rotation. The sensors read the space where the two "missing" teeth would be to determine the crankshaft angle. This system works pretty much the same and is just as effective or more so than the other systems, but requires an EFI controller to direct spark in a fuel-injected application or an aftermarket ignition box such as the MSD 6LS-2 for carbureted engines. They're designed for use with LS-style individual ignition coils — aka coil-on-plug.

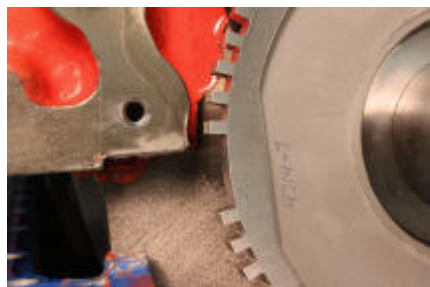


This is one of Holley's LS-style crank trigger systems, which uses a 58x, or 60-2, trigger wheel. It also uses a Hall effect pickup

sensor rather than a magnetic pickup. As with most electronic distributors, the sensor acts much like a switch, because it produces a constant voltage signal that is interrupted by the presence of a magnet. In this case, it's the ferrous metal wheel's teeth. The two missing teeth serve as a reference for determining the No. 1 cylinder.



Here's a 58x trigger wheel – also known as a reluctor wheel – installed on a big-block Chevy engine. It's from Chevrolet Performance's kit and is similar in design to the Holley system; and like it, it mounts on the crankshaft hub behind the balancer. That's a significant difference from other bolt-on systems that mount on the balancer. Regardless, the crankshaft pulley is pushed out marginally, which affects the accessory drive system.



When the engine turns over at start-up, the trigger sensor "reads" the missing teeth on

the 58x reluctor wheel to determine the position of the No. 1 cylinder in order to initiate ignition. It's similar in design to earlier 24x systems, but provides more references to the ECM for more precise data on the crank angle position.



Chevrolet Performance's big-block kit (PN 19260247) is designed for sequential-type EFI systems,

including a specific timing gearset with 4x

cam gear and complementing sensor. The kit can be used with non-sequential and carbureted engines, too. It also includes a specific timing cover with sensor mounts.

3. What happens to the distributor?

The spark-timing function is eliminated, requiring the removal of the points or Hall effect sensors. Converting to a crank trigger also means locking out the centrifugal advance of the distributor, which means if you want to run a timing curve in the engine, you'll need to do it through a programmable ignition box or, with EFI, via the calibration software. The distributor can then be retained to serve as the spark energy conduit between the ignition coil and the spark plugs. When doing so, it also retains its all-important oil pump-driving functionality, as it continues to be driven by the camshaft.



With the crank trigger system installed, the distributor is retained to drive the oil pump and transfer spark energy from the coil to the spark plugs. Its ignition-triggering “guts” must be removed. It can also be removed entirely for a distributorless system.

4. How do I make timing adjustments with a crank trigger?

Without the distributor directing the timing, the adjustments come by altering the position of the pickup arm to advance or retard the spark. That is typically done with the engine off rather than the conventional method of moving the distributor while the engine is running. The standard timing pointer is still retained and a timing light is used to check the settings with the engine running after the adjustment has been made.



The pickup sensor shown here on MSD's flying magnet system is similar to others in its adjustability. By

sliding the sensor fore or aft on the mounting bracket, the timing of the trigger signal is altered. Simple.

Installation of a crank trigger doesn't change the need for a timing light and pointer on the balancer for making adjustments, but rather than adjusting the distributor while the engine is running, the adjustment is made with the pickup sensor when the engine is off. Then,



you start the engine, take the reading and make adjustments accordingly. And yes, it's a little more time-consuming this way.

5. So, can I remove the distributor entirely?

Yes, you can convert the engine to a distributorless – coil-on-plug – ignition system with a crank trigger, but you're going to be doing it with an EFI setup because you'll need the ECU to distribute the spark energy. An ignition box such as an MSD 6AL, for example, works only with a distributor. The other consideration is how to drive the oil pump, which is an issue when you yank out the distributor – but more on that below.



Although it's possible to convert a small- or big-block to a distributorless system, spark direction can't be handled with a crank trigger by a conventional aftermarket ignition box. MSD's 6LS series boxes, however, can handle LS-style 24x or 58x systems that also incorporate a camshaft sensor. If you adapt that type of trigger system, the box can be used with a carbureted engine. Otherwise, you'll need EFI and a compatible ECU to convey the spark signal.

Story Continued Next Month...



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