



July 2016



CLASSIC CHRONICLE

ABN 12681460321

'55 '56 '57 Chevrolet Club Of Australia Incorporated



Michael Valeri
PHOTOGRAPHY



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

MEMBERSHIP FEES

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

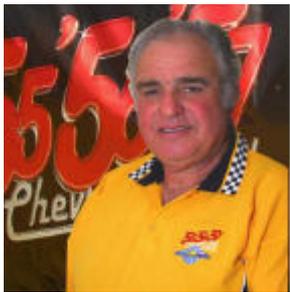
Official 567 Chev Club Website
www.567chevclub.com.au

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



CLUB COMMITTEE

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PRESIDENTS REPORT

Hi Members ,

Hope everyone is well. Do not forget the upcoming AGM on the 12th of July. We require all members to attend in order to reach a corium.

Please ring or message John Fenato on 0418 238 919 by Monday afternoon (11th of July) so we can confirm numbers for catering.

Our June run was a great success at Sweet and Savoury at Austral. Special thanks to all those members and non members who attended. We really appreciated your support.

A special thanks to Vince and Melina Macri and staff for providing such outstanding service and food.

Camden Car show is coming along well. It will take place on the 16th of October.

We would like some feedback / venue suggestions so we can organise another breakfast run in August as everyone seemed to enjoy the morning gathering this month.

Look forward to seeing you at the AGM.

Regards

John Fenato



MINUTES

486th Meeting of the 567 Chev Club

Meeting Opened: 8.05pm **Date:** 14th June 2016 **Members Present**

Apologies: Steve Barks, Terry Burrows, Troy Tarpey, Michael Franke, Gary Wright, Gary Tant, Joe Zammit, Joe DÁlfonso, Ron DÁgostino

Visitors:,

New Members:

Previous Minutes: Accepted By: **Second By:**

Treasures Report: Accepted: Bevan Joseph **Second By:** Brian DÁlfonso

Events: Events read out by Peter Bryen

Correspondence: CCSC Newsletter June
QLD Chevroletter, June
WA Chevroletter, June
VIC Chev Club, June
Pony Express, May
Camaro Firebird, May

General Business:

Bevan opened general business, by telling members that as of yet there is no further progress on the modified car rego scheme, and that it is possible that clubs may have to be affiliated with the CMC to be eligible.

John said that he has flyers and raffle tickets for CCS if anyone wants to take any, otherwise 2 books of tickets will be posted out with the July magazine, and reminded members that this year money will be raised for the Make A Wish Foundation.

Bevan passed around his photo album of recent shows, and stated that he is still very old school and uses a camera with film rather than a digital.

John spoke about past photographers, one in particular who used to get the club to pay for the film and the developing, and then wanted to charge the club for the photos. He was promptly dismissed as club photographer. We are also looking for someone to be the club photographer at the July AGM.

John mentioned that he had a call from a guy asking about the club rego, who was under the impression that all of our cars were on club rego. He said that is not correct, so if you are talking to other people about joining our club, please explain how the club rego works. Let them know that at the moment it is only for non-modified authentic vehicles.

There was no club raffle this month, but there will be extra raffle prizes at the AGM.

Sponsors News: None



EDITOR'S REPORT

Just a quick reminder that July is our AGM, so we would like to see as many of you there as possible to vote for your committee. As we have seen in the past 12 months, there has been a big shake up in the running of the club, and you need to make sure the right people are there to do the job.

On a nother note, due to the fact that I am moving further away, it will no longer be possible for me to serve on the committee. I would like to thank the current committee and the members for your support over the 8 years that I have been on the committee, and as a club member, I will still be there to help in the background when needed. As a parting gift, I am donating a raffle prize at the AGM which I have personally made myself, with some parts donated by Stuart Campbell and Troy Tarpey.

Please, if you have spare time, or just the ability, to participate in the committe, please do so, as the club needs to continue of the great path of growth that we have recently started. Don't just sit back and let others do all the work. It is your club, and it is up to you as members to keep it running.

Signing out,
Steve Barks.



TREASURERS REPORT

This month's treasurers report will be presented at the AGM. Due to the annual audit of the club books, the treasurers report for July is not yet available for publication.



EVENTS CALENDAR

Club Meeting 12th July

Sanctioned Club Runs

31st July..Hot Rod & Custom Show, Windsor Leagues Club. Cnr. Rifle Range & George St.
South Windsor

Other Club's Events

9th July..Stroud Show and Shine, Stroud Showground. Stroud

17th July..23rd Annual Wagga Wagga Swap Meet

17th July..Coffs Harbour Swap Meet Coffs Harbour Showground.

6th-7th Aug..All Holden Day 31st Annual Swap Meet, All Holden Day Show n Shine
Hawkesbury Showground. Clarendon Rd. Clarendon. NSW.

13th-14th Aug..Newcastle District Vintage Classic Car Club Swap Meet, Cessnock Show
Ground.

14th Aug..The Shannons Sydney Classic, Sydney Motorsports Park. Eastern Creek

14th Aug..Annual Shifters Swap Meet & Car Show, Cooper St. Park. Engadine

21st Aug..5th Annual Motor Fest Maitland. Hosted by Maitland Lions Club, Maitland
Showground. Maitland

21st Aug..Berkshire Park Motor Show, Sixth Rd. Berkshire Park

Birthdays

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

Gary Row, Brian D'Alfonso, Chris Coomas...

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THE UNITED FORD OWNERS' CLUB PRESENTS

STROUD SHOW & SHINE



Saturday 9th July 2016
Stroud Showground

The parade through the main street of Stroud to the showground starts at 10.30am. If you'd like to join in the parade, assemble on the southern end of the main street from 9.30am.

This year's parade theme is "The Wild West"
All makes and models welcome.
Prizes awarded, including peoples' choice.

Plenty of stalls, fun for the kids and the International Brick and Pin Throwing Competition.
Entry fee: \$5 per person, proceeds go to a local community organisation.

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FOR MORE INFO VISIT www.facebook.com/berkshirparkmotorshow
PHONE: 0414 766 543 **Strictly NO ANIMALS please.**

HOT ROD & CUSTOM SHOW

SUNDAY 31ST JULY

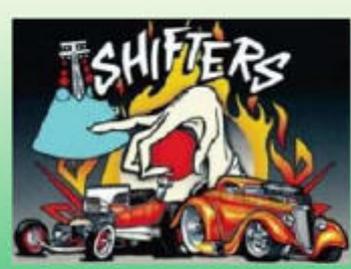
WINDSOR LEAGUES CLUB



HOT RODS	Entrants from 6.30am	LIVE BAND
RAT RODS	\$5 per Car	FOOD & DRINKS
DRAG CARS	1 Spot per Car	FACE PAINTING
(Will Fire Up)	Spectators	KIDS RIDES
	Cold Coin Donations	NO BIKES
	\$10 Brekkie	NO DOGS
		NO BURNOUTS
		NO BARRIERS



WINDSOR LEAGUES CLUB
CNR RIFLE RANGE RD & GEORGE STREET
ALL ENQUIRIES
LEP 0412826539 OR JAMIE 040223543



ANNUAL SWAP MEET & CAR SHOW

Cooper St. Park, Engadine
14th August 2016
Rain Date: 28th August 2016

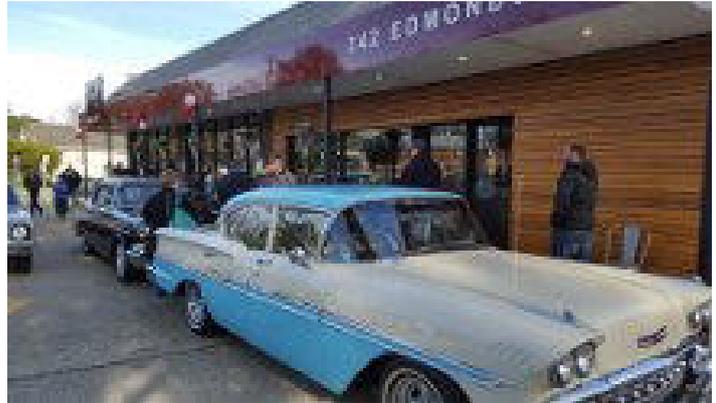
Sanction Number: S16/27

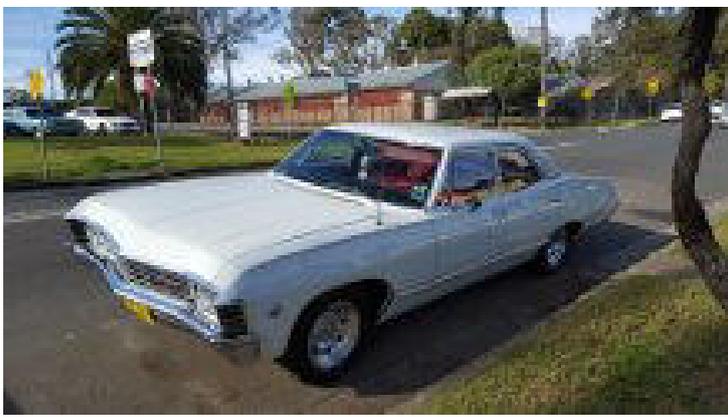
Stall Sites From \$15		Car Show \$10
Hot Food - Drinks - BBQ		Great Family Day Out

Info: Bob - 0433 945 350 OR the Shifters Facebook page or <http://www.shiftershotrodclub.com.au/> for updates



June Breakfast Run





Canned Air Tip



Dust Buster (or a generic “canned air” product) is commonly used to clean computer keyboards. Basically, it is cold, compressed air in a can. It works great for blasting unwanted debris from your car’s nooks and crannies. We’ve used it to blast dust from interior vents and to remove dried,

crusty wax residue on the exterior (especially around emblems). The air comes out of the can under high pressure and is extremely cold, so short bursts work best. If you’re concerned about the pressure damaging a part, use from a further distance and try light “bursts” first.

Eckler’s New Distribution Center Completed

Eckler’s State-of-the-Art Warehouse/
Distribution Center Completed

Eckler’s celebrates its \$9.5M facility expansion with a grand opening ceremony. City leaders, company executives and many others attended the opening of the automotive leader’s distribution center and warehouse.

Titusville, FL December 17, 2014

Eckler Industries, Inc., the nation’s largest provider of restoration parts and accessories for classic and enthusiast automobiles, celebrated the completion of its 180,000 square foot,

state-of-the-art warehouse facility at the Grissom Centroplex in Titusville, FL with a Grand Opening ceremony on Friday, December 12th. The enhanced fulfillment facility is the central warehousing and distribution location for all General Motors, Porsche and Mercedes parts and accessories that the company sells through its extensive catalog and online network.

Ecklers-new-DC

The new fulfillment center will allow Eckler’s to stock a wider range of product and to process orders faster and more efficiently than ever before.



It is part of Eckler's continued effort to drive improvements in customer service.

Acting CEO Vic Pompino said, "This is an exciting day for Eckler's, our customers, the City of Titusville and Brevard County, and especially our employees. The success of a project this size depends on a great number of people working together. We received tremendous support from numerous officials and workers in Brevard County and the city of Titusville. I can't begin to tell you how proud I am of our team at Eckler's for the amazing job they did in getting us moved into this new facility and having it fully functional in such a short period of time."

The new facility will be home to Eckler's warehouse operations and subsequent phases of the project will nearly double the size of the current facility and will see the site become home to the company's headquarters as well. Eckler's also operates a warehouse facility and call center in Lockport, NY where its extensive Ford product line is warehoused and distributed.

About Eckler Industries, Inc.

Eckler's Family of Automotive Parts Companies is the leading catalog and web merchant of restoration parts and accessories for Chevrolets including Corvettes, Classic Chevys, Impalas, Camaros, Chevelles, El Camino, Classic Chevy Trucks; Ford products including Model T, Model A, Mustang, Thunderbird, Galaxies, Fairlanes, Torinos, Falcons, Rancheros, V8, Pick-up Truck, and the full range of Porsche and Mercedes vehicles. Eckler's offers a wide product line including replacement and restoration parts, performance upgrade parts and accessories. The company primarily serves automotive enthusiasts who enjoy restoring classic cars and who place importance on maintaining the appearance and performance of their automobiles. For more than 50 years, Eckler's has been supporting automotive enthusiasts across the globe.



Master Cylinder/Power Booster Conversion

Performance gains: A new, dual circuit master cylinder and power booster will enhance the ease and safe operation of your brake system.

Most vehicles on the road today, both old and new, use hydraulic systems to actuate the brakes. Hydraulic systems allow pressure to be delivered through small diameter hoses and lines from the pedal to the braking surfaces at each wheel without taking up a large amount of room. They also decrease the amount of foot pressure required by making the surface area of the master cylinder pistons smaller than that of the wheel cylinder or caliper pistons.

The master cylinder consists of a fluid reservoir mated to a cylinder and piston assembly. Late models (typically post-1967) came equipped with a dual reservoir master cylinder. The dual reservoir was designed to separate the front and rear braking systems hydraulically in case of a

leak. These dual circuit master cylinders utilize two pistons, a primary and a secondary, to keep the braking system safely in order. The primary piston is actuated mechanically by the linkage of the brake pedal. The secondary piston, located directly behind the primary, is set in motion by trapped fluid between the two pistons. If a leak occurs forward of the secondary piston, it will move forward to the front of the master cylinder, and the trapped fluid between the two pistons will operate the rear brakes. If the rear brakes develop a leak, the primary piston advances until it reaches the secondary— forcing it to apply pressure to the front brakes

In the unfortunate circumstance of a system failure or leak, most dual circuit systems use a switch to warn the driver that only half of the braking system is working properly.



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This switch is either mounted on the firewall or on the frame of the vehicle below the master cylinder. A hydraulic piston receives equal pressure on both sides from the two circuits. If the pressures remain even and stable, the piston is stationary. If there is a leak in either circuit and the piston is pushed to one side, the switch is closed and the warning light is activated.

On disc brake equipped cars, this switch mechanism also contains a metering valve and often, a proportioning valve. Metering valves restrict pressure to the front brakes until the rear shoes have been engaged to the drums. Proportioning valves, on the other hand, control fluid pressures to the rear brakes to avoid rear wheel lock-up during extreme braking.

Checking for leaks in the system can be made by slowly applying pressure to the brake pedal. If the pedal sinks to the floor, a leak is guaranteed. If no external leaks are detected along the brake lines or at the wheel cylinders, the problem is inside the master cylinder.

When the hydraulic system is at rest, it is full of fluid. Applying pressure to the brake pedal forces the trapped fluid in front of the master cylinder pistons through the lines and to the wheels. On drum brake systems, the wheel cylinder pistons are pushed outward by the fluid toward the brakes shoes, and retrieved by return springs. The pistons are directed inward toward the rotors on disc brake applications, and returned by spring seals. When the pedal is released, a spring located inside the master cylinder returns the pistons to their normal position. The pistons will retract faster than the return flow of fluid, therefore the fluid from the reservoir is used to prevent a vacuum in the system.



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Many aftermarket companies sell master cylinders and power boosters complete as one assembly.

The addition of a power booster in conjunction with a dual circuit master cylinder translates to lighter foot pressures and shorter distances of travel in the brake pedal. In other words, power boosters make life easy. They are actuated by vacuum pressure from the intake manifold through a small diaphragm located at the front of the master cylinder. A check valve is placed at the port of the diaphragm to ensure that brake-assisted vacuum will not be lost during periods of low manifold vacuum. When the brake pedal is depressed, the vacuum source is shut off and atmospheric pressure is allowed to enter one side of the diaphragm. This causes the pistons of the master cylinder to move and apply pressure to the brakes. By releasing the pedal, vacuum is applied to both sides of the diaphragm and springs return the master cylinder pistons to their original position.



After the fluid has been drained, remove the old master cylinder from the firewall.

The clevis and lock-pin at the rear of the booster attach directly to the linkage of the brake pedal.



To remove the old master cylinder from the firewall, first suck the brake fluid out of the reservoir with a siphon. Loosen the fittings and disconnect the brake lines from the side of the master cylinder. It's important to cover or cap the lines to avoid contaminants from entering the system. Remove the nuts and washers securing the master cylinder to the firewall. Remove the clevis lock-pin and disengage the master cylinder pushrod at the brake pedal.

To install the new master cylinder with the power booster, attach the pushrod to the pedal and line up the booster's mounting holes on the firewall. Loosely tighten the booster to the studs and reattach the hard lines to the master cylinder.

Once everything is in place, tighten as necessary. Refill the reservoir with clean brake fluid and check for any leaks. The new assembly may require alteration or replacement of some hard lines. If you are unable to make the old lines adapt to the placement of the new master cylinder, you may need to hand-bend or fabricate new lines. Be sure to thoroughly bleed the entire system before attempting to move the car.



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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...

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