



March 2020



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

If you would like to order any club merchandise, please contact Frank Mamone on Ph. 0408 222 243 or email him at vicepresident@567chevclub.com.au



Bowling style shirts
Mens Shirt \$45.00

ABN No. 12681460321

Incorporation No. Y2682947

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

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: Associate members \$80. Members \$60



CLUB MAILING ADDRESS

P.O. Box 3233
Austral 2179

Bank Details for EFT Banking
Commonwealth Bank (CBA)
BSB # 06 2233
AC # 1006 7583

Please fill in receipt with your
Name/Membership number.

Disclaimer:

The content of this magazine are not necessarily condoned, endorsed or agreed with by other members, committee, or the magazine sponsors.



CLUB COMMITTEE

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Important Notice all 55,56,57 Club members

With **HVRS & CVS** Concessional registration schemes

We have noticed lately that there have been quite a few members not addressing their renewal of RMS Permits for registration until they are close to or overdue.

It would be remiss of us not to let you know if you drive your car after the due date that you are driving an unlicensed vehicle and there for liable for a fine if you are caught.

The RMS sends out renewal notice's one month before the due date and a notice of cancelation one month after that date so the responsibility is all on the operator (Owner) of the vehicle the correct original form (HVRS 1259) or (CVS1835) these must be dated 2019.

You are encouraged to obtain your pink slip well before the due date of your registration and once done it has an expiry use by date of 42 days after the date of issue,

So, it makes sense that you get prepared early for the renewal. Once you receive the renewal notice proceed to get your pink slip ASAP.

This gives you time if there are any repairs are needed, then TYPE in the left side of your original Historic 1259 or for Classic vehicle 1835, with your renewal notice and make arrangements with one of our plate registrars for a suitable time for them to sign off and apply the club stamp and signature. Or make arrangements to see one of them at our club meetings.

Gary Wright 0409 55 56 57, located Camden registrar 1@chevclub.com.au

Ken Taylor 0403 510 439, located Padstow registrar 2@chevclub.com.au

Aldo Mazzucco 0414 327 350, located Bexley registrar 3@chevclub.com.au

Once this is done for **Historic** vehicle's you now only have to go to the RMS with the 1259 form and the original pink slip and pay the due fee.

For **Classic Vehicle Scheme** you need to post the original 1835 form to the ACMC, or you can scan it and send it after its been filled in along with a copy of your pink slip (do not send the original pink slip you will need this when going to RMS to renew registration) and enclose a payment of \$30 by cheque or electronic transfer (no cash payment to be sent in post) to.

Attention the Secretary ACMC ; Mr Terry Thompson; Postal address; PO box 419 Bexley 2207. Banking details **Account number 157 374 299 BSB 633-108** and wait for ACMC return mail it should take around 5-7 days. If you don't receive it within 10 days please contact the plate's registrar as the ACMC will not notify you if there is anything wrong.

We repeat (do not send the original pink slip you will need this when going to RMS to renew registration). Then go to the RMS and pay the due fee.

Thank you Gary Wright, Aldo Mazzucco and Ken Taylor Club Plate Registrars.



PRESIDENTS REPORT

Hi Members,

How time flies - cannot believe we are already in March.

Please do not forget our March run on the 15th to Chris Manion and Margaret's house at 55 Mount Hercules Road, Razor Back.

We will be meeting at 9.00am at Remembrance Drive (Old Hume Highway) opposite the Camden Valley Inn and departing at 9.15am for Chris and Margaret's house.

Can you kindly let me know numbers by the 10th of March which is our next Club meeting so that I can organise the catering. Thank you.

By way of an update some Committee members went out to Camden to inspect the new grounds (Bicentennial Park - Cawdor Road, Camden) for the upcoming Camden Car Show in October 2020. It is a much larger venue in order to accommodate more entrants and more room for public parking.

At our February meeting I mentioned about the Hot Rod Expo at Rosehill Racecourse in May however only one member has replied. If there is anyone interested can you please let me know before the 10th of March so that I can organise with Andy to see if there are any spaces available as we need a minimum of 6 to 8 cars.

Look forward to seeing you all at the next Club meeting.

Regards

John



MINUTES

Minutes of GENERAL Meeting for No.526 of the 55'56'57' Chevrolet Club Of Australia INC.

Held on *Tuesday 12/02/2020* at Drag-Ens Clubhouse Milperra.

Meeting opened at: 8.06pm

Attendance: 28 members

Visitors: - NIL

Meeting Chaired by: Aldo Mazzucco- Public Officer

Present - Committee members- John Fenato, Frank Mamone, Bevan Joseph, Aldo Mazzucco and Ben Marks

Apologies: John Keogh, Rick May, Paul Contas, Brad Stephens and Brian D'Alfonso

Previous Minutes read and accepted by – Ken Taylor & Rick Malone

New Members- Nearchos Charalambous HT Holden & '28 Ford

Monthly Treasurer's Report:

Monthly financial report shown to members on request as well as being witnessed by a minimum of two members at each meeting. Sighted & Signed by Michael Muller & Ken Taylor.

The bank statements have been shown.

Please put as reference for deposits online your membership number and name as there are unallocated funds in the account because the monies are unidentified.

All membership renewals to be given direct to Aldo Mazzucco for the short term, till a better system is sorted out.

Mail Correspondence

Camaro/Firebird-December 2019

Corvettes Unlimited – January 2020

General Business

On arrival Members were presented with an agenda for tonight's meeting

December -Magazine handed out.

Club Membership cards – posted out, there were a few left as some members are NOT financial.

Donations for charities It was discussed at the meeting that the club would not donate to the RFS as they are well funded. Michael Rich noted that funds often never reach the intended families.

Charlie Pace suggested \$5,000.00, Gary Wright \$2,000.00 and Chris Lowger \$2,000.00 Aldo Mazzucco \$2,500



MINUTES

From the last meeting, as an alternative charity, Frank Mamone has contacted the CWA (Country Women's Assoc) and has started the process of arranging our donation. The club will receive a recognition certificate which should be posted on Facebook, Adam asked to do this.

The members voted on \$2,500 as an amount. Aldo to remit asap

Others considered – Food or clothing, Buy A Bale, Horsley Park RFS suggested by Michael Rich, Red Cross etc.

Membership Stickers looked at for car windscreens design 100mm x 100mm dia

Membership and Email lists- have been updated with correct email address and sent to committee members.

All new members to have paperwork and numbers issued within 4 weeks so all processing of paperwork can be confirmed IE payments, Car rego details etc

Membership Cancellation

There is an issue,

Background for members information..

The committee have been dealing with a minor issue that started at the CCS that has now developed into a major problem.

There was an altercation between **Gary Wright** and **Mrs Lyn Barks** at the gate after Lunch on the day.

GW did not recognize **LB** when she asked to park inside the venue in her daily driver. **GW** refused her entry, as he had just reclosed the gate. There was only a handful of general cars there that arrived early in the day. "Cars of interest were only admitted" as far as **GW** stated. All **GW** had done is make sure that the gate was closed.

Others had opened it to let cars IN & Out.

It now has appeared that there were std cars admitted as there was NO club representative manning the gate at that time. **GW** was not to know this as he was stationed in the official tent till that time.

LB once refused entry then had to park outside the venue, this was an issue for **LB** she wanted an apology from **GW**.

Once parked **LB** approached **JF** to complain, as she was not satisfied.

As a result of this sometime later that week **Steve Barks** had sent the club president emails demanding an apology from **GW** and his threats listed if not agreed to were as follows

Cancellation of the CCS Facebook, and all photos associated with the CCS and that he would resign from the club if his demand were not met and access to the site.

To date **GW** has not apologized, nor should he have to as far as the committee have discussed as he was only acting on behalf of the council and club venue requirements.

As it stood there were too many cars parked too close to the sprinkler system. We had to be mindful of the council requirements. **GW** did not want any trouble with the council, stating this to **LB** at the time.



MINUTES

The following week..

SB refused the club access to the Facebook site incorporating the CCS and refused any access to the CCS photos to be put on the site has become a club issue.

Steve has stated that he owned the photos, even after he volunteered to be the official photographer for the club for quite some time.

The club owns this the rights to the Website not **SB**. He was to only act on behalf of the club because he originally set it up in the first place when Facebook was first started as a media communication method. He was a volunteer and editor for the club at that time.

Steve shut down the site and also in the process excluded himself access as a mistake.

The club has re-instated another administrator of the site And created a new Facebook page for the CCS.

In trying to resolve the situation the committee had arranged for two extraordinary meetings,

but **SB** could not attend. With phone calls between **AM** and **SB** ending in a stalemate and very heated with NO result on more than one occasion, **SB & LB** were irate and there was no solution to the situation.

The club's solicitor was engaged to send a registered letter of demand to **SB**. No reply was received

The committee had a separate meeting and instructed **Bevan Joseph** to draft a letter to be sent to **SB** via email.

The official club letter informed him that his membership has been cancelled stating clauses 13 &14 from the constitution.

SB was informed about rescinding his membership and his "H" plate status to take effect immediately as the registration of his car is due early March 2020.Or offering to re instate him as a member once the matter was resolved to the clubs satisfaction.

As witnessed by the whole meeting the situation, was lowered into the gutter with threats foul language and snide remarks. The committee were forced to re enforce their decision to expel **SB** from the club.

A proposal was made by the committee and seconded by Bryn Miller and Rick Malone

We have asked all club members present to vote on the re instatement or cancellation of his membership.

4 members – voted to expel

2 members voted to re instate

The result was to expel him from club membership.

Once this was passed **SB & LB** threw their 55 56 57 club shirts at the committee and it was noted that they had cut the shirts up prior to the meeting as they obviously had no intention of trying to resolve the situation.

They left the meeting verbally abusing **AM** etc.

The club has no need of people who act like spoilt children who are abusive it will simply not be tolerated.

Face Book – Adam Kroehnert was asked to update club photos and future events; Adam will be asked to look at the communication alternative "TEAM APP" and reports findings.

CCS

John Fenato has spoken to Tanya at Camden Council and has held the 2 sites. Committee to visit sites to decide what is most suitable.

There was discussion about the venue size and a follow up about the Equestrian venue is to be investigated vs the Onslow Park.

The new Flyer was chosen from 4 different designs,

MINUTES

Ben Marks to arrange for the printing asap.

Sponsors to be chased up by JF

HRVS & CVS Schemes

Gary Wright announced that 2 members have been pulled up by police and given warnings due to modifications done on "H" plated cars. The club will have to audit cars and advise members that their cars should be switched over to CVS schemes. I.e Seat belt fitment and Certifications

AM & GW are to have a meeting to sort out a better system that works for all membership allocation issues.

CLUB SANCTIONED and General Events of Note.

A quick look at upcoming events, generally all year round and listed in the magazine

1st Sat. Cars under the stars.

1st Sat. Smeaton Grange

1st Sun. Kellyville Cars & Coffee

Future Runs 2020

Feb: Car for Kids - Castle Hill Home Centre

15th March - Razor Back RUN to Chris Manion's place 15/3/2020 Meet at South Camden Valley Bypass at Camden Inn 9.00 for 9.15 departure, travel to Razor back, Club to supply morning tea and after wards members will travel to have Lunch at Picton at their own expense. Numbers required – 11 members so far =25 people!!

April - Kiama Week away, JF has invited members for the week end on the Anzac weekend. Looking for numbers for a great weekend away.2 cabins available.

3rd May--GM DAY- Museum of Fire Penrith. There will be space available for our club **Andy's Hot Rod Show** Rose Hill discussed and we should start to plan it 5 members cars to start with showed interest in displaying.

BJ to send out a group invitation to members Space for 10 cars reserved. \$100.00 fee to be paid. Set Up on Friday and Out Sunday PM.

Members to enter personally and use 55 56 57 as a reference.

Event's Wrap Up

All American Day was very wet. Our members John Keogh, Peter Bryen received awards

Member from the CCNSW John Farrier '57 also received an award.

Raffle -1st Joe D'Alfonso, 2nd Joe D'Alfonso, 3rd Bryn Miller

Reminder from the last few meetings a decision was made to feature our clubs' members' cars on the front magazine cover. Ben Marks has asked that members send him a good resolution photo of their cars so he can size the correct settings for that page,

Meeting Closed 9.30pm

Coffee and Biscuits for all.

Bevan Joseph

Secretary



Upcoming Events

1st Saturday night each month

'Grange Classic Garage' - at Euro Cafe, 24 Anzac Av, Smeaton Grange. 4pm-late.

'Cars Under The Stars' - Greenway Plaza. 1183 The Horsley Dr Wetherill Park 5pm til late.



1st Sunday Morning each month

'Cars & Coffee' - Kellyville Plaza, 40 Wrights Rd Kellyville. 7am to 9am

2nd Sunday each month

Sundown Car Fest, Penrith Homemaker Ctr 6pm -10pm

'Cars and Coffee' - Hubertus Club, Luddenham



Last Saturday night of each month

Harry's Cafe De Wheels Liverpool. 6-10pm. \$10 entry

Sanctioned Club Runs for Historic & CVS Vehicles are highlighted with the club logo



1st Mar Krispy Kreme Penrith Car Meet, Mulgoa Rd Penrith 7am -9.30

7th Mar Street Life Saturdays Car & Bike Show. 5pm-10pm, 78 Tench Av Jamisontown. \$10 entry

21st Mar Ironmine Cruisers Laggan Pub Car Show, Peelwood Rd Laggan. 9am-3pm. \$20 entry.

22st Mar Pro Street Sunday, Fairfield Showground, 443 Smithfield Rd Prairiewood, 9-3pm.



27-29 Mar Kurri Kurri Nostalgia Festival. 199 Lang st Kurri Kurri. 8am



29th Mar Chris O'brien Life House Hospital Show & Shine, Vineyard Hotel, Cnr Windsor & Boundary Rds Vineyard



2nd May Canley Heights RSL 16th Annual Show & Shine, 26 Humphries Rd Wakeley. 7.30-3pm.



9 March - Ken Taylor - member #49

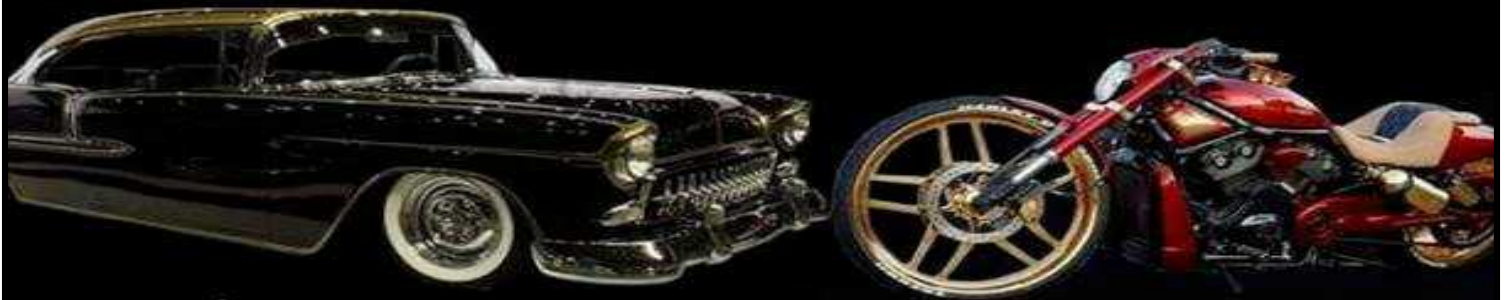
15 March - Adam Kroehnert - member #112A

22 March - Michael Mamo - member #169A

28 March - Mark Coomas - member #100A

30 March - Brett Wickman - member #152A





Harry's Cafe de Wheels Liverpool

Monthly Meet

Last Saturday of each month from 06:00 PM
All Cars \$10 entry All Bikes \$5 entry

Sundown Car Fest

Second Saturday of the
month, 6pm - 10pm

Penrith Home
Maker Centre



GRANGE
Classic Garage

STARTS AT 4PM

1ST SAT
OF EACH MONTH

CAR MEETS FOR ALL MOTORING ENTHUSIASTS

CHECK US OUT!

grangeclassicgarage@gmail.com
24 Anzac Avenue, Smeaton Grange NSW

f /GRANGECLASSICGARAGE

CAR TRUCK 'N BIKE SHOW

Automotive
WOODSTOCK

"For the Love of Living"

SUN-29th MARCH 2020

THE GREY GUM INTERNATIONAL CAFE

8679 Putty Rd, Putty NSW 2330

10am - 7pm
\$20 per Vehicle
Live Entertainment
Food & Trade Stalls

Car/Bike/Truck Clubs
Vehicles on Display
Kids Rides
Auctions/Raffles

THE AUSTRALIAN MAN CAVE
SUPPORT GROUP

tamcevents@gmail.com - 0405 346 763

In Support of Suicide Awareness and Prevention

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SUNDAY

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March 22nd 2020 - Fairfield Showgrounds

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44

TH

National

CHEVROLET

Festival



YARRAWONGA

23rd - 26th October 2020

VIC



www.chevcarclubvic.org.au/events/

Contact: David Shaw - Email: Shawry64@icloud.com - PH: 0419 892 684



CHEVROLET FESTIVAL – RENMARK CLUB RUN

The day was fine and not too hot, especially since the last week we have had such a variance in weather from rain to heat. With all the members from the club entered we totalled about 22 vehicles. Good to see members joining in and it was going to be a very long drive all the way to South Australia in Renmark.

That's' what an active club is for - Getting members OUT in their cars. Enjoying the drive and interaction with other interstate Chevrolet club members.

We were packed and ready for the drive, we saddled up my “**68 Chev**”, all serviced and ready to go and travelled from home and eventually stopped in Narrandera overnight. It is sorry to see that the country towns are suffering so much from the ongoing drought as most of the businesses in that town are closing and are up for sale. The one pub and club and 1 pizza shop were the only places left open and trading.

Along with myself and Flora, Con Poulos '57 called and we were supposed to join up along the way with him, but he was too fast and drove all day and finished up 3 hours west of us on the first days' travels, Con arrived in Renmark a day earlier than us.

The next morning fuelled up and away onwards westward to Mildura. Once past Hay there were the most serious DUST storms and winds we've have ever seen. The car was blown all over the road and there were sand drifts along the roadside. The top soil from ploughed fields was all up in the air and being blown hundreds of kilometres away. Causing the visibility to drop down to 1 car length. Very dangerous to travel along the Sturt Highway, this storm had caused a fatal accident the day before we arrived. As a bonus we stopped and saw the Holden car Museum just outside Mildura and took photos. I promised to let the committee know about the display so members can call in on the way home.

Once we arrived in Mildura, we saw Ray Harbours' **Silverado**, and pulled up beside him, only to find a different driver Garry Turney in his car and Ray and Sue as passengers. They were heading for the RSL, we headed for our motel. I had to wash off the dust with a beer!!! The whole sky was full of dust and in the morning my car was covered in a layer of it.

Members entered and seen over the weekend were Denise and Barry Matthews '57 Foose mobile, Denise and Ellis Roughley drove their **Suburban**, Wayne & Wilma Hulbert in their **Suburban**. Matte had chosen the route and arrived in his daily driver – **Hilux**. Greg Woollam in his daily driver, Barry & Lynn Peters'58 **sedan**. John & Lynelle Titcume in their **C10 Silverado**, Jose Durante I am not sure what he arrived in.

Rodney and Selina Elsley travelled in their **Tahoe** towing the '57 **Convertible** for Max & Hazel Elsley who travelled in their cool yellow **ZL06 Corvette**. Max was looking good and Hazel had arranged for the dialysis to be done locally. Stephen & Andria Taylor in their **Suburban**, Denis & Sandra Taylor and the dogs in the ever faithful off road dirt buster '55 **210**. I saw Kevin and Alanna Byass I think that they were in their **Corvette**. Kevin and Jannette Weeding called in on their way to Adelaide we caught up at the Loxton historic park..



Bob & Marion Thompson **3500 Silverado** towing “**Ronnie**” the ‘**54 Sedan**. Accompanied by **Nigel and Cathy Brown** they towed the **Corvette** and their daughter Tatiana drove their **Camaro**. As a bonus for the weekend Nigel turned 50! And last but not least John & Bo Lomartire from the 567 club.

The festival organisers arranged for the cars to be judged over a few days as this was necessary due to the number of entrants. I believe that there were over 200 cars entered there were even more that turned up on the day. The judging was carried out by a well-oiled machine with many teams all doing their jobs very well.

The display day was held in the main street of Renmark and occupied the park on the river foreshore and surrounding streets. Full marks to these guys on the SA committee. The whole town and council were behind the event. Trade stalls, coffee vendors, local radio interviews and music playing all day. The clubs and pubs all did very well as a result of the visit involving people from WA, QLD, VIC and NSW.

With the day runs to a motor cycle collection and an art gallery, and to the Loxton Historic village. The farm and motoring machinery shown there was great.

The Local football club held most of the events and did a fantastic catering job. The final evening was held at the local Greek community centre and our club achieved many awards.

On Monday there was more talking and after the farewell BBQ it was time to go and we all said our good byes.

We left Renmark and drove back through the Dust Storm at Hay and ended up at West Wyalong for our first stop. Our continuing road trip to get home included the McFeeters Motor Museum at Forbes and the Radio Telescope and Motoring museum at Parkes. Finally stopping in Orange for a few days’ relaxation. With the local areas explored it was so green as compared to the drought like conditions we have experienced.

If I have forgotten to mention any club members please forgive me All done from memory along with all things happening

IT WAS A GREAT EVENT hosted by the SA Chevrolet Club and I look forward to Yarrowonga Vic next year

Till next time

Bevan & Flora



Alternator-Upgrade Wiring Tips for Popular GM Charging Systems

By JEFF SMITH, CHEVY HARDCORE MAGAZINE, FEBRUARY 24, 2020

A popular form of performance upgrade revolves around applying current technology to older machines. While everybody else focuses on four-digit-horsepower LS engines with giant turbos or superchargers, let's keep our goals far more street-worthy and practical.

Among the most overlooked aspects of swapping late-model engines into early Chevys is upgrading the charging system. It was in the early '60s when alternators replaced generators. Since then, a landslide of charging system and alternator enhancements have followed. We decided we needed to focus our attention on some of the more popular alternator conversions and wiring harness modifications necessary to accommodate them. We wanted to get input from a few professionals in the world of automotive charging, so we reached out to Tuff Stuff Performance and Painless Performance.



On the back of GM alternators, you will find a two- or four-wire plug along with a large output stud. The large stud is for the output wire connection that is connected to the battery positive post.

Variations On Charging

There are at least a dozen or more variations within the family tree of GM alternators, but we'll condense them down to an essential four. The best way to upgrade the charging system on a '60s or '70s Chevy is to step-up to the latest model versions like the CS130D. Even a stock replacement CS130D will offer more power at low speeds than previous models. That's just one idea. Other alternatives that also work well.

Before we get into the swap details, it's beneficial to investigate charging-output numbers. In nearly all cases, alternators are rated by maximum potential-ampere output. This is not ampere delivered while at idle! Based on multiple factors — like alternator design and pulley ratios — an alternator's output at idle can be far less than its maximum rating. The original 10-DN externally regulated alternator is probably not capable of much more than 35 amps at idle. Back in the days of AM radios, that was enough to maintain system voltage.

We spoke with Mike Stasko, marketing manager for Tuff Stuff Performance, and he has a recommendation. "Once you determine the amp requirements of your vehicle, check to see if there is a higher amp alternator in the same alternator series. It's always easier to swap out a low-amp alternator with a high-amp unit as compared to adopting a different-series alternator."

Not All Alternators Are Created Equal

Late-model alternators are far more efficient at idle, so a stock 100-amp alternator might be capable of 60 to 65 amps at idle. But let's look a little closer. Alternator rating numbers are generally tested with the alternator at ambient temperature. Unfortunately, with the charging system at normal operating temperature, internal resistance increases with heat, and the output drops, typically by 15 to 20 percent.

If you have an alternator rated at 100 amp at idle, its normal operating temperature is probably capable of only around 75 to 80 amps. That's something to think about if your twin electric fans and other electrical devices combine to pull more than 70 amps. The net result is a loss of system voltage at idle.





These are the four most common alternator connectors. If you are not sure which alternator you have, the connector shape is a good indicator of alternator configuration. From left-to-right: 10DN, 10/12SI, CS130/CS144, and CS-130D. "If changing to a different alternator series, make sure the belt(s) line up and the wiring is in good condition," Mike states. "An alternator with a higher amp output than stock requires a heavier charge wire (the wire that connects the alternator to the battery) because of the increased amperage." To evaluate your charging system, try this simple experiment. With the engine idling at operating temperature, turn on all the electrical components such as the headlights, blower motor at full speed, four-way flashers, electric fans, and the stereo at a reasonable level. Then, note the electrical system operating voltage. If the voltmeter reads below 13 volts, none of the electrical devices — including the cooling fans — are running at peak efficiency. They need a minimum of 13.5 volts.

All About The Connections

Assuming you want to upgrade, we'll take a couple of the more common options and run through the wiring variables. The original 1960's GM alternator employs an external voltage regulator. This alternator (10-DN), uses a flat, two-prong connection at the back of the alternator. The other main connection on the alternator is the output terminal that charges the battery.

The least expensive upgrade from the 10-DN would be to step up to a 10-SI or 12-SI. The main advantage of either unit is they employ an internal voltage regulator (SI stands for system integrated). But this is not a simple bolt-on conversion. The 10- and 12-SI units use a different two-wire connector plug on the rear of the alternator. The Number 1 wire on the 10- or 12-SI is connected to the charge warning light on the dash. The Number 2 wire is what is called the voltage sensing wire.

When converting from an external voltage regulator to an internal such as the 12-SI, many enthusiasts merely connect the Number 2 voltage sensing wire directly to the output terminal. While this shortcut is simple and functional, it will not optimize the charging system. The voltage-sensing wire is best connected closer to the battery.



High-output alternators (greater than 100 amp) need a minimum of an 8-or-larger gauge charge wire to reduce resistance. The bottom wire is AWG 12, the middle is AWG 10, and the largest is AWG 6. The largest is always better (although clunky in appearance) for minimal resistance for alternators putting out more than 100 amps.

Here's why using a remote voltage-sensing connection is a wise move. The main charge wire on the back of the alternator is eventually tied into the positive post on the battery. However, this connection is often a long wire. This cable length creates resistance that can be easily measured with a simple charging system efficiency test.

With the engine at idle — and several components like headlights, electric cooling fans, and perhaps the heater fan, operating, compare the voltage readings at the alternator to those at the battery. There will generally be a slight voltage drop at the battery of around 0.50 to 0.60 volt. By locating the voltage-sensing wire closer to the battery, the alternator can compensate for this slight drop in voltage and maintain the overall electrical system at around 14 volts. With the voltage-sensing wire connected to the output terminal, this half-volt drop is not measured and the entire charging system under-performs.

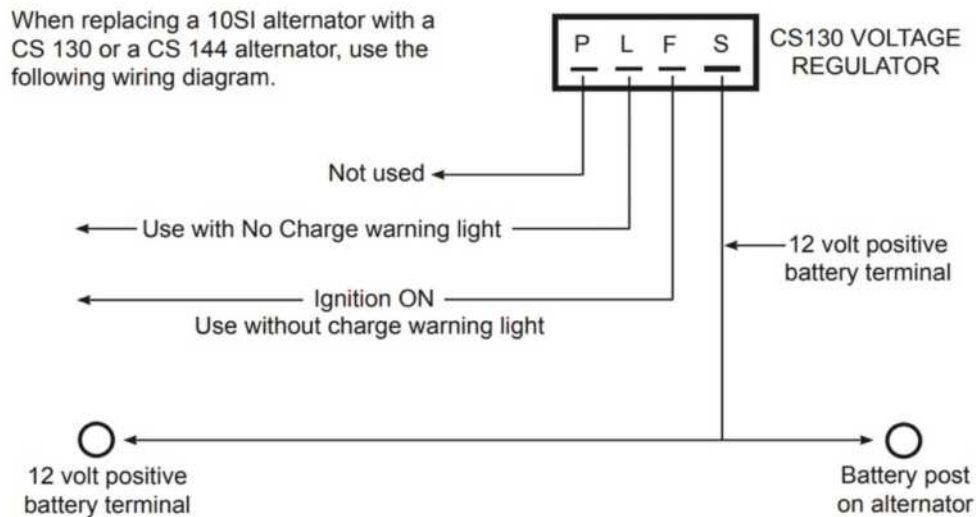


Singled Out

This is also a good place to mention one-wire alternators. These aftermarket alternators eliminate the warning light and voltage-sensing wire connections all OE alternators use. Voltage sensing is accomplished internally, which (as we just covered) is one reason why one-wire alternators are not as efficient as a remote-sensing alternator.

Another minor disadvantage to one-wire alternators is the rotor in the alternator must achieve a certain speed to self-excite. This usually requires the driver to rev the engine to increase internal voltage to sufficiently excite the alternator to begin charging. This isn't a huge issue. But, you need to be aware of this and rev the engine after it starts to ensure the charging system is functioning. Remote-sensing alternators are capable of charging the moment the engine starts.

USING A CS130 OR A CS144 ALTERNATOR WITH A 10SI WIRING HARNESS



This is a Tuff Stuff illustration of how to convert a typical mid-'60s 10DN alternator to a much more robust CS-130. Tuff Stuff also sells a plug-in harness that will accomplish this based on whether the car has a warning light or not.

Among the available charging-system alternatives, you can choose to merely upgrade to a higher output alternator within the same design as your existing alternator, or update with a later model unit with more output. The simplest would be to upgrade your current alternator. For example, Tuff Stuff Performance offers a higher output 10-DN option. Retaining a 10-DN with the separate voltage regulator might be a good idea for those who want to retain the original appearance — for restoration purposes. If that's not important, it's usually better to increase output and efficiency by stepping up to a newer model alternator like a CS-130 or larger CS-144.

Some Resistance Required

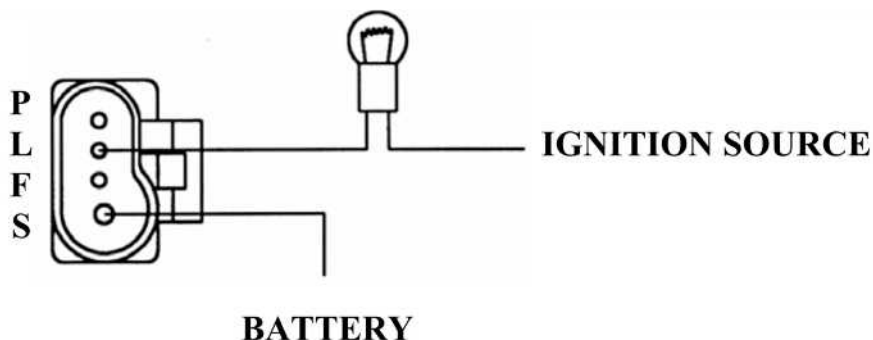
Let's go through an example of upgrading a '67 Chevelle with a 383ci small-block that has been converted to a CS-130 alternator. The car retains the original factory 10-DN external-regulator wiring. M&H Wire Fabricators can build a plug-in-replacement forward-lamp harness that integrates with the new alternator by simply plugging it in. This is the cleanest way to upgrade. As a less expensive alternative, Painless Wiring offers a replacement CS-130 pigtail connector that can easily be spliced into place.

A common charging system issue with older cars is excessive resistance between the alternator and the battery. A quick test with the engine idling is to turn on several electrical accessories like headlights and the heater fan. Then, test voltage at the rear of the alternator and compare that to the voltage at the battery. If the voltage at the battery is within 0.5-volt of the alternator voltage, then the charge wire is okay. If it drops more than 0.06-volt — like here at 13.97 volts — the charge wire is too small, or there is resistance at the connections.

All late-model alternators employ an electronic voltage regulator. If your car is like this Chevelle and has a voltmeter or factory ammeter gauge without a charging system warning light, a resistor must be wired into the warning light circuit. Essentially, the resistor takes the place of the load created by the warning light.



We were curious as to why this resistor is important, and according to Painless engineer Eric Cowden, “The resistor limits the amperage the exciter wire can supply. In factory applications, either a charge-indicator light or ECM provides this 1 amp or less, switched 12-volt source. Without this resistance, too much amperage reaches the regulator and causes it to burn up.”



This Painless Performance illustration shows how the CS-130 and CS-144 alternators should be wired. The “S” connection on the alternator (left image) is the larger pin on the far left while the “L” is second from the right. Note the drawing shows the external shape of the connector as rounded on one end while the internal shape is rectangular.

Cowden added this further explanation, “if you take watts divided by volts, you get amps. So, with this resistor, under normal charging circumstances, you are never putting more than 0.5 amp to the alternator.” Here’s the math that backs that up:

$$5 \text{ watts} / 14 \text{ volts} = 0.35 \text{ amps}$$

Of course, simply wiring the Painless connector to a warning light accomplishes the same thing as the resistor, so one or the other is all that is needed. This is true for all later model alternators with internal voltage regulators and is why Painless includes the resistor in every pigtail conversion.

We make this point because it is possible to purchase a replacement alternator pigtail from almost any auto parts store. These are often less expensive, but not packaged with a resistor. If you are using a standard pigtail (perhaps pulled from a junkyard vehicle), you need to know which wire is the voltage-sensing wire and which one is the exciter wire that needs either a charge-indicator light or a resistor.

We’ve used these two-post terminal blocks, available from Jegs, for mounting both live battery power and switched power. This makes an excellent spot for the voltage-sensing wire connection when this terminal block is mounted near the battery.

To keep this story brief, we have not taken a deep dive into physically mounting these different alternators to various engines, as this can get somewhat complicated. To simplify this as much as possible, the newer CS130 and CS144 alternators are a great choice for Gen I small- and big-block Chevys, while the CS-130D is commonly used on factory accessory drives for LS engines.

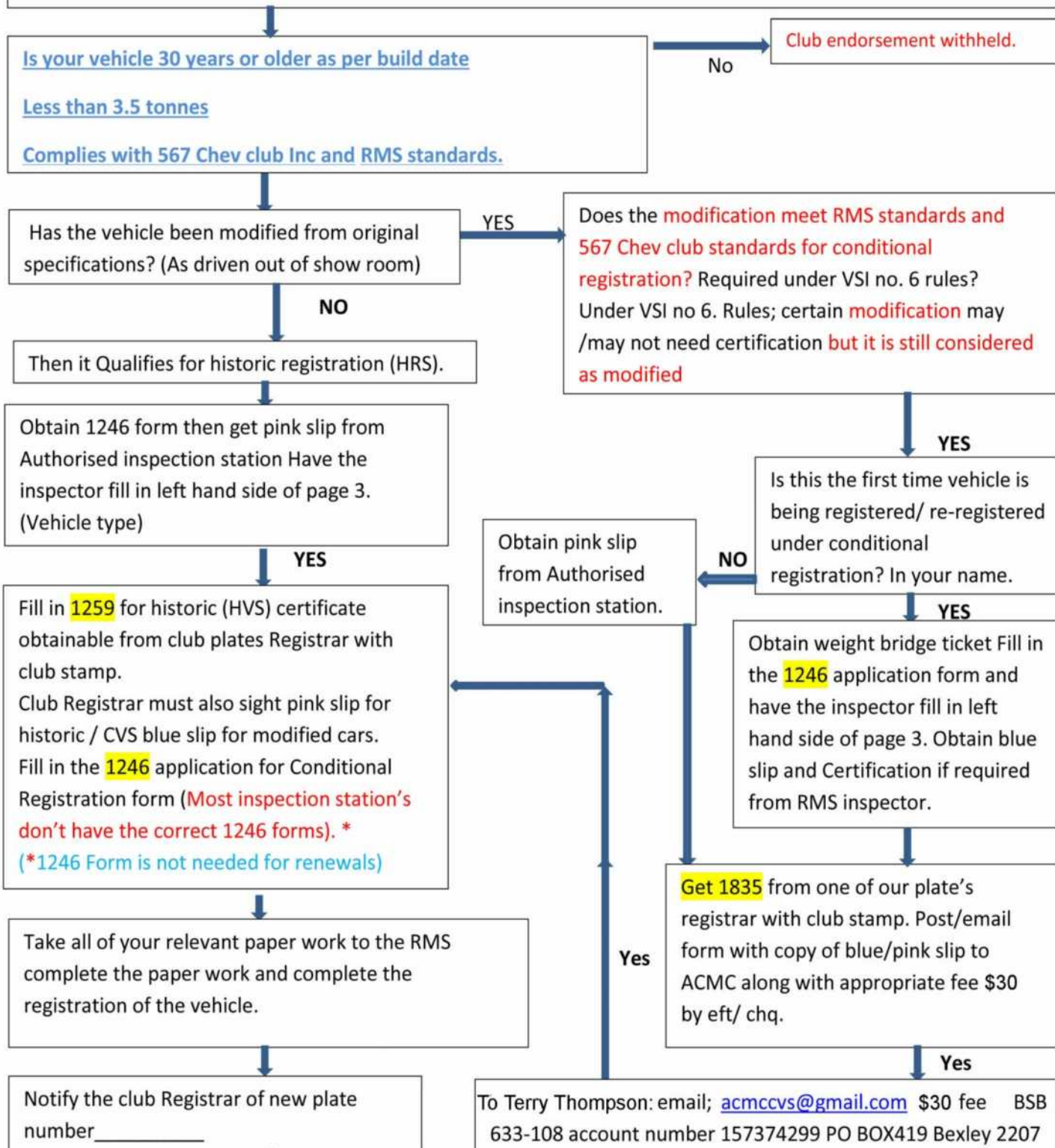
With this review of the wiring harness differences, updating your charging system should not be very intimidating. It’s simple once you understand how the system works.



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