



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

THE PERSONALIZED CHEVROLET CHAPTER IS HEADING INTO A NEW YEAR

LOOKING BACK AND FORWARD

2019
LEADERSHIP

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For many of us, the car show season is over for the year. It's a breezy 40 degrees right now in New Jersey and thoughts are changing from sitting on a folding chair watching the classic cars to sitting on the couch watching football or other entertainment. As the season passes, it's interesting to reflect back on the progress our Chapter has made.

Our Chapter was chartered by the National VCCA in 2014 and we held our first judging in 2016. Thirty-seven PCC members have had their rides judged and received awards since then. Between 2018 and 2019, we averaged 3 meets/year where PCC members were registered, with 8 members judged/year.

Organizers of area meets have been very accommodating to our Chapter and included "PCC" on their registration forms. Unfortunately, our membership is not uniformly distributed throughout the US and sometimes we just cannot participate in every meet to which we are invited. While we attended 3 meets in 2019, we did not attend 3

others that were available. See page 2 for a US map showing the location of our members.

Although organizers have invited the PCC, it is often necessary to contact them after their events are listed in the G&D and after their registration forms were developed. To get PCC involved early on, an effort is underway to include a PCC checkoff box on the Sanctioned Event Request Form that meet organizers must complete for any planned meet. This alerts the organizer of the option to include PCC participation and, if invited, to get the PCC involved before creating their registration forms.

Another consideration within the PCC is a new class for "Sleepers". This class is not fully defined yet and member input is requested. The Sleeper class will be introduced in 2020 as provisional - that is - it will be more of an experiment in the trial period. More details of the Sleeper class are on page 2. Let's work together to make the PCC work for you and to grow in 2020.



Did you mail in your 2020 dues yet? Only \$12 made out to "VCCA PCC" and mailed to Gene Rogers, 811 Ford Ave, Snohomish, WA 98290

How Our Members Are Distributed Across America (each pin identifies one or more members)



Creating A PCC Sleeper Class

The current rules for PCC classes are fairly straightforward. You need at least one visible mod (listed on our judging form) in each of 3 out of 4 vehicle areas - exterior, engine bay, interior and chassis. That gets you into the Contemporary class. Additional mods can move you into the Modified class and ultimately into the Custom class. So for example, a remoted battery, custom steering wheel and mag-style wheels will qualify you for judging. That's not a whole lot. The only possible issue might be that some PCC members like to drive a vehicle that appears stock on the outside but whose drivetrain is heavily modified (a sleeper).

So by definition, a sleeper may be totally stock-looking from the outside. That means the vehicle may not have any visible chassis or exterior mods at all. In fact, the interior may also look stock except for a tach on the steering column the size of a grapefruit. However, the vehicle would have extensive drivetrain and possibly suspension upgrades. The challenge is defining exactly what mods are required in order to qualify for the Sleeper class.

If all the mods must come from the engine bay, we must require a substantial number of mods - like 3. So for example, this can be satisfied with an engine upgrade, chromed accessories

and a remoted battery. The current requirement for an engine upgrade would be a larger one than that which came with that model. An example would be a small block in a '54 truck or a big block in a '57 Chevy. But what about a '70 Chevelle? Since that was available with a big block, only a modern fuel-injected engine or one of those specialized crate motors (e.g., 502/572) would qualify. But some owners would prefer to build out their 396 or 454 rather than replace the engine. That's fine except how could the judge know the engine was built out? This is the problem with counting "internal" engine mods.

Another possible requirement could be an

upgraded transmission as evident from the gear shift (e.g., 5/6 speed manual or 4 speed auto.). This would only apply to the Sleeper class.

Finally, we have no idea whether there are many (or any) sleepers out there that will line up for PCC judging. Therefore the Chapter cannot invest the \$700+ for Junior & Senior ovals just yet. Winners would receive a wall plaque followed up with a grille oval if the numbers warrant that purchase.

So we want to hear from you about this class. Mainly how to certify a built up engine (or just go with the current engine upgrade rules). E-mail Ron at ronmarc@optonline.net

CURRENT 2020 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION (IT'S EARLY)

April 22-25, 2020

18th Annual Southeast VCCA Meet hosted by the Tennessee Volunteer Region and held at the Holiday Inn Express in Hendersonville, TN. National & PCC judging. Contact Mickey Edwards at h43edwards@gmail.com or call 770-316-0548.



July 18 - 23, 2021

60th Anniversary Meet in Bowling Green, KY. This is the "once every 5 years" meet. National & PCC judging. The main hotel is under contract but reservations cannot be made until next year. Look for registration forms in the G&D later this year.



NOTE TO HOSTING REGIONS:: WHILE THE PCC APPRECIATES BEING INVITED TO PARTICIPATE IN AREA MEETS, IT SHOULD BE UNDERSTOOD THAT OUR CHAPTER INCURS SIGNIFICANT COSTS IN THE AWARDING OF JUNIOR OR SENIOR OVALS, PCC PINS, CERTIFICATES, WALL PLAQUES (FOR MULTI-WINNERS) AND POSTAGE. IN ORDER TO FUND THESE ITEMS, THE PCC NEEDS TO BE REIMBURSED FOR EACH PCC VEHICLE REGISTERED BY THE HOSTING REGION. THIS CAN BE CONTAINED WITHIN THE FEE CHARGED PCC VEHICLES ON THE REGISTRATION FORM. I WOULD BE HAPPY TO DISCUSS WITH ORGANIZERS OF UPCOMING MEETS.

THANKS! RON

PCC MEMBERS: YOUR LEADERSHIP TEAM NEEDS TO KNOW OF YOUR INTEREST IN PARTICIPATING AT ANY OF THESE AREA MEETS. WE HOPE THAT YOU WOULD BE INTERESTED IN DISPLAYING YOUR RIDE AND PARTICIPATING IN THE EVENTS PLANNED. HOWEVER, IF YOU WOULD ALSO LIKE TO BE JUDGED, WE WILL NEED ENOUGH PCC MEMBERS TO HANDLE THE NECESSARY ACTIVITIES. SO PLEASE CONTACT ME OF YOUR INTEREST.

THANKS! RON



This photo shows me (Ron) on the left and Gene Rogers (our Secretary/Treasurer) on the right. The picture was taken October 11 as Gene was nearly halfway through his trek across America driving his 1961 Pontiac Ventura. While in New Jersey, Gene stopped by. I emailed Gene the other day and he was in Arizona, still 2 weeks from returning home to Washington state. Gene had logged on 9000 miles so far. Now that's a cruise!

ELECTRIC CRATE MOTOR FOR YOUR CLASSIC CHEVY?

Electric power swaps are becoming more and more popular, but that doesn't mean the technology is at all approachable for DIY garage tinkerers. A company called Electric GT has taken a step in the right direction with a crate-style electric motor setup.

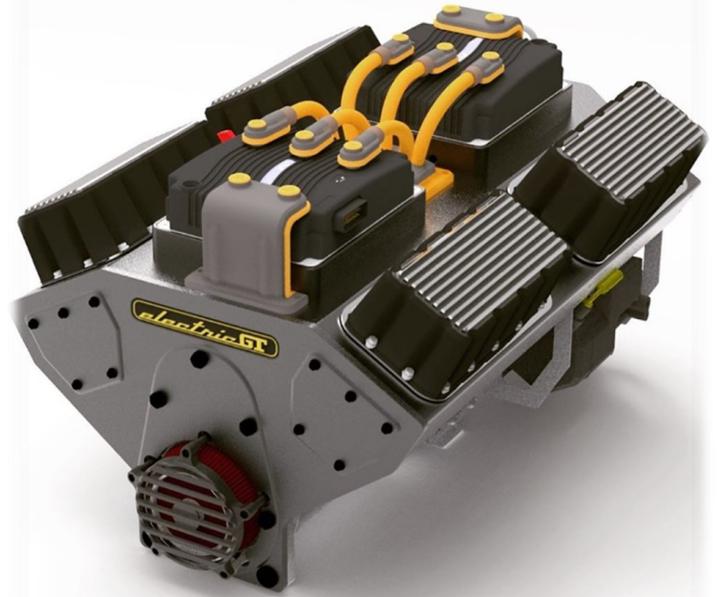
Tesla has proved that electric power can form the basis for exciting and desirable cars, but not everyone wants to spend the roughly \$40,000 for a Model 3. Meanwhile, the Nissan Leaf, Chevy Bolt, and Hyundai Ioniq electric aren't exactly thrilling to drive. An electric conversion for a car that originally used internal combustion is an option, but how to make that happen is at this point not widely understood nor straightforward as an LS-swap in the eyes of many enthusiasts.

In that spirit, Electric GT made sure to lend a "big-block-V-8" style to its nifty electric crate motor, which is only five inches longer than a Chevy small-block, water pump included. (That being said, a Chevy big-block is three inches *short-*

er. Do what you will with that info.) Despite the V-8-derived nomenclature, Electric GT's "crate" motor is a plug-and-play avenue to becoming an EV enthusiast, inspired by the highly-swappable, approachable reputation of LS V-8s.

Depending how many motors you opt for in this "block," Electric GT estimates the setup will make between 140–240 horsepower and between 240–340 lb-ft of torque. Your options are single or double motors, base A50 spec or upgrades to AC51 or HyPer 9 motors—though you'll need to hook up your own battery pack. The coolest part? The "block" mates to your existing transmission via a Lovejoy coupling, eliminating the need for cost-prohibitive direct-drive transmission and drivetrain swaps.

Coolant lines and a pump are included, and the would-be valve covers house a 6.6-kW charger and a DC-DC converter. Rig yourself a wiring harness, arrange the coolant system, grab a battery pack, and



look for mounting points. As a proof of concept, Electric GT is currently stuffing the thing into a 1970 Toyota Land Cruiser FJ40.

If the motor's power and torque numbers don't blow your socks off, we understand. In a pure numbers fight, Electric GT's setup would strain itself against an '80s Chevy 305, and, as our resident LS-swap-expert attests, "People will pay you to take those." We doubt Electric GT's customer base will overlap with the small-block crowd, but we nevertheless contend that

there's room for each in an enthusiast's garage.

Electric GT isn't alone in seeing the market potential for compact, swappable units, since Swindon Powertrain cooked up a 70-kg, 80-kW system that fits, so they say, under the bonnet of a classic Mini or in a quad bike.

Electric GT's win here is in putting electric tech on your doorstep and striving to make it approachable.

- credit to Grace Houghton, *Hagerty News*, October 21, 2019.

WE'RE ON THE WEB!

HTTP://
PCCVCCA.ORG

Correction: In our previous (September) issue of My Way, the location of one of the meets was incorrect. The 56th VCCA Central meet was held in West Lafayette, Indiana .

CHEVROLET UNVEILS ITS FIRST EVER CORVETTE HARDTOP CONVERTIBLE

For the first time in Corvette history, America's sports car is available as a hardtop convertible, as Chevrolet has finally revealed its drop-top mid-engine marvel.

Two Sheet Molding Composite (SMC) panels make up the exterior bodywork of the convertible top. (It's the same lightweight material used in the rest of the Corvette's body.) Metal framework and six electric motors are programmed to choreograph raising the tonneau, folding and stow-

ing the top. The result is a curb weight just 77 pounds higher than the coupe.

The top goes up or down in 16 seconds and at speeds up to 30 mph. The 2020 Stingray convertible comes in at a startlingly affordable \$67,495 (not including destination fee). The 2020 Stingray convertible will be available in the first quarter of 2020.

- credit to *Brandan Gillogly, Hagerty News, October 03, 2019*



WHAT'S UNDER THE HOOD OF THE CORVETTE C8.R?

Chevrolet remains tight-lipped about the powertrain details for the upcoming endurance challenge that's set to make its race debut at the 24 Hours of Daytona next January. There are rumors that a twin-turbocharged DOHC

flat-plane-crank V-8 related to Cadillac's Blackwing engine (found in the CT6-V) would power the production Corvette Z06, and in turn, the C8.R.

-credit to *Hemmings Motor News, October 7, 2019*

WHY THE NEW CORVETTE HAD TO BE MID-ENGINE

The 2020 Chevrolet Corvette Stingray has a mid-mounted engine, in case you haven't been paying attention. Why? Several reasons.

First on the list is demographics. The front engine Corvette, on the market since 1953, and one of the first postwar American sports cars, has an increasingly older audience. The average age of the buyers was said to be 59, and male. What's wrong with that?

Chevrolet wants to have at least one model with a youthful image, a progressive we-like-innovation type audience. But no matter what changes and updates they made to the front-engine Corvette, the audience remained stubbornly middle-aged, even beyond what you could call the age for a mid-life crisis.

You could blame that situation partly on price. Younger buyers, in their mid-30's, are busy getting mortgages and still paying off college loans. The older guys are able to walk into a dealership and buy one in cash. But with the booming economy, it seems like \$60,000 is not a barrier

anymore. There are code writers that are skipping college and getting that salary out of high school. When they buy a sports car, not enough of them choose a Corvette to shift the average age younger. Front-engine Corvettes just aren't cool enough for the younger crowd.

Another problem with the old front engine Corvette was, some theorize, a nostalgia sale. In other words, a guy reached a certain age, he has some spare money, so he buys a car he remembers as "cool" when he was young. Nostalgia sales are good, if you just want to ride that horse 'til it drops, but there's no growth potential.

Chevrolet also expects to pirate sales away from Ferrari, Lamborghini and Porsche. Why? Ferrari's average buyer is said to be 47, Lamborghini's 48, and Porsche 911 buyers 52. If the new Corvette actually scores buyers in their '30s, it will be achieving Chevrolet's dream because those buyers will be role models for future Corvette owners.

-credit to *Hemmings Motor News, October 8, 2019*