



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

TO RENEW PCC MEMBERSHIP OR NOT?

2020 LEADERSHIP

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As Director of the Personalized Chevrolet Chapter, I want very badly for our Chapter to succeed. While we appreciate that the National organization has granted us the opportunity to display and judge our own cars and trucks at Area & Anniversary Meets, we still exist outside the boundaries of official VCCA classes. Without significant membership, we cannot hope to convince the National organization to incorporate the PCC class among their existing ones (stock/restored, Historic Preservation Of Chevrolet Features [HPOCF] and the Chevrolet Driver Participation Class [CDPC]). It is particularly frustrating to know that a great number of VCCA members own modified Chevys but are not members of the Chapter. If we are ever to hope for more inclusion into the national judging process, we can't sit on the sidelines and wait for something to happen.

chapter and are still in our formative stages. Our judging process has evolved over these few years and will continue in order to best serve our members.

It is no secret that the VCCA and other national clubs have been challenged to maintain membership levels. However, incorporating our modified/personalized Chevys should provide a stabilizing force in VCCA membership since these vehicles are growing in interest and in number. By joining the Personalized Chevrolet Chapter you are demonstrating your interest in the modified segment of Chevrolet. As we all know there is strength in numbers, but only members can be counted.

So I strongly solicit your support to join or renew your membership to the PCC. Remember, it's not only whether your vehicle is eligible for PCC judging but whether or not you want your ride to be fully recognized by our national organization and visible within the G&D magazine. As charter members you could be determining our future and perhaps that of the VCCA.

What can the PCC do for you?

How about what can you do for the PCC?
We are a young

**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**

There were no candidates for PCC office submitted for consideration in 2020 and the current officers agreed to remain in office.

Happy New Year



So What's Going On With The Sleeper Class?

The PCC is prepared to pull the trigger on a Sleeper Class "trial" in 2020. Of course, different people have different perceptions of what a Sleeper is. Wikipedia defines it is as "a car that has high performance and an unassuming exterior. *Sleeper cars* are so called because their exterior looks similar or identical to a

the exterior mods listed in the PCC judging form (see next page) should be present. For example, no paint or trim mods. Also, no aftermarket wheels.

2. The engine bay must contain at least 3 of the mods listed in the PCC judging form (see next

automatic or 4-speed manual transmission.

4. All 100-point deductions also apply to the Sleeper class (missing or modified body panels, custom paint graphics, non-Chevrolet engine, interior roll bar or roll cage and significantly modified ride height).

Some readers may be pleased with these rules while others may have issues. Please feel free to email me at ronmarc@optonline.net with comments or suggestions. But before you do, please read on.

The PCC leadership wants to encourage more participation and judging by opening up this new class. We do not want to provide an avenue to circumvent existing rules requiring at least 3 mods to qualify for PCC judging. For example, why aren't aftermarket wheels or trim removal allowed? The answer is simply that having aftermarket wheels or a nosed hood in addition to engine bay mods would only require one interior mod to qualify for PCC judging in the Contemporary class. So we are not creating a new class so that a member does not have to purchase a custom steering wheel for example. Such aftermarket wheels or trim removal already pegged the vehicle as modified and it would be questionable to consider it a Sleeper.

We also under-

stand that it may be challenging to demonstrate that an engine was modified for performance. However, as Yoda would say, "a chromed engine makes not a Sleeper". If you were selling your ride, how would you give evidence of the engine mods? The judge must have the final decision here but advanced approval is encouraged.

To help clarify some of the previous references to the PCC judging form, relevant portions of pages 3 & 4 of the PCC judging form are provided on the following page.

Finally, the award associated with the Sleeper Class will be a wall plaque in the style illustrated below. As mentioned in our previous newsletter issue, the PCC will not purchase grille ovals for this class unless and until a sufficient number of vehicles are judged as Sleepers.

So let's see how things go this year. I will provide updates as the year progresses.



The Sleeper Awakes

standard car". The GM ad above for the 1969 Nova SS stretches the point somewhat since the engine is stock from the factory. It may well be a sleeper as compared to previous years or non-performance models, but it doesn't exceed anyone's expectations for that year and model.

So how does the PCC define a Sleeper for purposes of judging? In a nutshell, the vehicle must appear stock but have an engine whose performance far exceeds the original model. Here are the rules:

1. The exterior must be stock. That is, none of

page) and one of those mods must be an upgraded engine. This means a V8 engine in a 1953 pickup for example. A detailed explanation of what constitutes an upgraded engine is provided in the PCC judging form (see next page). If the vehicle does not have an upgraded engine it could still qualify if the owner can demonstrate that the engine has significant performance upgrades (not just rebuilding).

3. The vehicle must have at least a 3-speed auto-

A Sleeper vehicle cannot contain aftermarket wheels or any of the following exterior mods:

Exterior Modifications
1 Custom paint color with clear coat
2 Nosed and/or decked
3 Custom grille, trim work or exhaust outlet (not chrome extensions)
4 Removal of external handles (shaved)
5 For truck cargo area: custom wood finish/tool box/tail gate

A Sleeper vehicle must contain at least a 3 - speed automatic or 4 - speed manual trans plus at least 3 of the listed engine bay mods (one of which must be an upgraded engine):

Engine Bay Modifications
1 Upgraded engine/cross model
2 Engine dress-up/minimum 3 items
3 "Show" radiator module
4 Single serpentine belt system (if not standard equipment)
5 Relocated battery and/or master cylinder from engine bay

An upgraded engine is defined here:

1 Upgraded engine/cross model	<p>Replacing an engine with another of larger physical dimensions not designed into the stock engine bay. For example, installing a six-cylinder engine in a pre-1929 car or truck, a small block V8 into a pre-1955 car, truck or Corvette or pre-1964 Nova; or installing a big block V8 into a pre-1958 car or pre-1965 Corvette or Chevelle or pre-1968 pickup or pre-1969 Nova. Such installations often involve design and fabrication challenges.</p> <p>Countable in any model or year is any modern fuel-injected, supercharged or turbocharged engine replacement or any specialty crate engine designated as LSX, 427 CHEVROLET, 502 CHEVROLET or 572 CHEVROLET on the valve covers. Such installations generally add visual enhancements to the engine bay.</p>
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If the engine is not upgraded, a Sleeper vehicle may have a modified engine (e.g., bored/stroked, performance cam, heads, etc.) which must be documented.

There are currently no restrictions on interior modifications.

CURRENT 2020 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



April 1-4, 2020

38th Annual All Cal Meet hosted by the Auburn and Sacramento Regions and held at the Sacramento Arden West Hilton Hotel in Sacramento, CA. Non-national and PCC judging. Contact Wanda Matus at alterimatus@hotmail.com or call 916-947-6657.

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.

June 8 - 12, 2020

44th Annual Middle West VCCA Meet hosted by the Wisconsin Region and held at the Marriott West in Middleton, WI. National & PCC judging. Contact JoAnn Swanson at bobjo5763@yahoo.com or call 262-246-6186.

July 15 - 18, 2020

49th Annual Northwest VCCA Meet hosted by the Puget Sound Region and held at the Red Lion Inn & Conference Center in Ellensburg, WA. National and PCC judging. Contact Don Comstock at chevgyuy2@centurylink.net or call 253-863-0420.

July 15 - 19, 2020

57th Annual Central VCCA Meet hosted by the Cuyahoga Valley Region and held at the Bertram Hotel & Conference Center in Aurora, OH. National judging. **PCC judging not yet confirmed.** Contact Dale Carter at centralmeet2020@gmail.com or call 703-232-3790.

August 13 - 15, 2020

Eastern National VCCA Meet hosted by the Keystone Region and held at the INDOOR air-conditioned Classic Auto Mall in Morgantown, PA. National and PCC judging. Contact Becky Steinly at keystonedirector@aol.com.

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 later this year. Look for registration forms in the G&D in the August or September issues of the G&D.



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 LS-BASED V16 IS REAL, AND IT'S SPECTACULAR

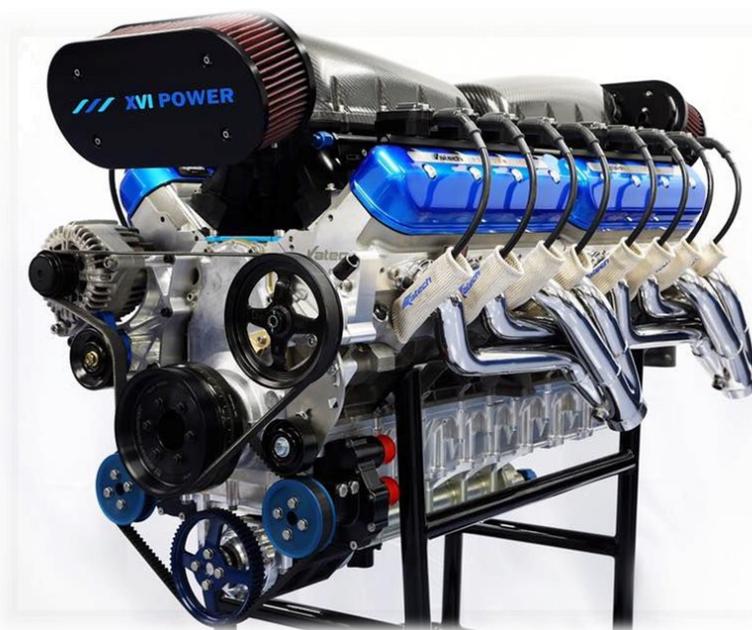
Somehow we missed this engine at the 2019 SEMA Show, probably mistaking it for two V-8s placed very close together. A V-16, after all, is not something you see very often, and a brand new one is even more unexpected. It's from Sixteen Power Performance Marine Engines, hailing from the metro Detroit area, and comes in flavors from a naturally-aspirated 900 horsepower to a twin-supercharged 2,000 hp. And in case you're wondering, yes, Sixteen Power will build an automotive version of the engine on request.

First, though, why a V-16? We talked to Sixteen Power's Tom Robinson, who explained that he was looking to offer more reliability in a high-horsepower marine engine. V-8s making 1200 hp and beyond don't hold up, don't come with a significant warranty, require race gas, or any combination of those three. "The whole idea is to replace the V-8s that people are using in boats with an engine that's less stressed and will be more reliable," says Robinson.

The new engine doesn't share anything with the Cadillac design, other than the GM small-block architecture. "We had to start from scratch with our design," says Robinson, explaining that the concept car

engine had a few features he didn't like, such as the single cylinder heads. Sixteen Power's engine has four separate cylinder heads, standard units that fit a regular small-block V-8. "It made our engine block a little longer, and that gave us room in the middle of the block to do the oil and water the way you want to with an engine that long." Plumbing the fluids in and out the middle of the engine is preferred, Robinson explains, because running eight cylinders long in a circuit is asking for trouble. And speaking of the block, it's a single piece designed by Sixteen Power and cast in a Detroit-area foundry, lest you suspect it's merely two V-8 joined end to end. The single crank and single camshaft are machined from billet steel. Bore and stroke are based on the LS7, bringing the total displacement to 14 liters, or 854 cubic inches.

Work on the engine started in 2013, but customer sales didn't start until 2017. "We do a lot of reliability testing, because marine engines take a lot of abuse." Both the assembly and dyno runs are done at



Katech, says Robinson, noting its reputation for quality work. Part of the testing regimen involves a 16-hour stress test on the bench. A 1,200-hp design has already passed that, while a naturally aspirated 1,400-hp engine is up next. While Sixteen Power has been focused on the marine market since the start, the SEMA appearance and a follow-up at the PRI show in Indianapolis (as part of ARP's booth display) has driven plenty of attention from the wheeled transportation world.

As for the automotive component, the biggest issue is space. You could fit the V-16 into a car originally made for a straight-eight. "Otherwise you're building a tube frame car around the engine or adding significant

length," says Robinson, adding that a mid-engine truck with a transaxle would be the easiest way to get the V-16 into a road-going vehicle. He'd like to see something as soon as the next SEMA show this fall, but says that's probably unrealistic.

Sixteen Power hasn't set a price for the automotive version, but the marine V-16 costs at least \$100,000. "You don't get too many serious customers with something so exotic and so expensive," says Robinson, but he's fielded a few inquiries from people who are already building cars with the engine in mind.

- credit to Mike Austin, *Hemmings Motor News*, January 7, 2020.

In late 2006 I sold a storage yard I owned for 7 years. One of my tenants had stored a 1941 Chevrolet Flatbed there. Each time I walked by the truck I would tap the fender with my knuckles and always marveled how thick the metal was. In addition, I would look at the termite-ridden oak bed and think how handsome white oak would be. In other words, I fell in love with the thought of the truck fully restored. The truck had been outside for well over 20 years and it showed. The body had several dents; the windows were broken; the rain had ruined the interior and rats

MY RIDE - AL OSTERLOH



When my tenant moved out he suggested taking the truck for the rent he owed me. The first thing I did was take the bed off. It

was made entirely of oak with no frame. The stakes, those that remained, were falling apart. Next, I had the body sandblasted and primed. the next step was to decide

how to deal with a truck that couldn't drive over 50 miles an hour and had very little mountain climbing ability. We decided to remove the body from the frame and mount it on a newer chassis that had all of today's safety features, i.e. rack and pinion steering, disc brakes, power steering etc. We searched for a long time and discovered the Dodge Dakota had the closest match as far as the frame was concerned. After some "engineering" we placed the body on the frame and were ready for the next phase: the body. A shop was found with a restorer who had been with a world famous auto museum. His job was to get the truck in original shape but with today's paint. During the time he had the truck, I was tasked with building a new white oak bed and stake sides. I found a film studio carpenter then got the wood and the work began. A job that I estimated would take three months took nine.

At the end of six

years, I changed shops. The new builder rewired the truck and did a lot of other things and after a year the truck was running and looking good. Unfortunately, it couldn't be judged by VCCA standards so when I read about the PCC chapter I was excited. My excitement was mitigated when I found out that without a Chevy engine I would still be unable to be judged. Then a friend of mine had a nearly new 350 that he wanted to sell so I got my shop to install the engine with transmission and every other thing we could dream up (all chrome accessories, Bluetooth radio, special fuel booster, five speed transmission, larger radiator, and other items that are too numerous to list). I am as-



sure the work will be finished on April 1st and since that is April Fools day I will wait and see, but will be at All Cal even if I have to tow the truck there.

Al's truck did eventually make it to the All Chevy/GMC Show in Burbank, CA on November 10, 2019 and he was awarded a Senior oval in the Contemporary Class.



and mice had nested in the seats. The paint was worn and there was surface rust but surprisingly little cancer. In the east coast, it would have disintegrated.

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Check out our updated slideshow of PCC - judged vehicles:
http://clubs.hemmings.com/jlrvcca/PCC%20Members_files/PCC%20Members.html