



*NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)*

2020  
LEADERSHIP

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## DEALING WITH THE PANDEMIC - PART 2

In our last (May) issue of My Way I was hopeful that car shows would be just around the corner. Here in New Jersey, which was hit pretty hard with COVID-19, I see our first local show scheduled for later this month. I did participate in a "cruise for recovery" on Mother's Day where some 75 classic cars converged in a school parking lot as a tribute to a popular car guy facing some health issues. Everyone wore masks. I found out that I had some difficulty even recognizing our regional club members wearing those things. Also, I never realized how much we all depend on facial expressions as part of routine communication. The event resembled a car show and social distancing was quite lax. Before long the local police arrived and dispersed the crowd.

Although I miss the car shows of the past, I have been keeping busy. Our residence always needs lawn cutting, shrub trimming, room painting, hardwood flooring and new landscaping. My daughter's boat on Lake Hopatcong has filled in many weekend hours that would otherwise be spent on the show field. Our local Jersey Lakeland Region newsletter (Bowtie Bulletin) has even been featuring articles about how its members are spending their "stay at home" time.

I look forward to the day when COVID-19 is in our rearview mirrors. Once a vaccine or even effective treatment is available, the disease will be less of a concern. Until then, I'll be taking one month at a time. The Calendar Events section of the July G&D shows that every area meet scheduled for 2020 has been canceled, except for the Area 9 Meet in Nashville which was rescheduled to August 26-30. I am hopeful that we will be in a better place by then and enjoy the hospitality of the Tennessee Volunteer Region. We just need to be careful.

Meanwhile we are all looking forward to the VCCA Anniversary Meet one year from now. I hear some exciting events are being planned. See page 3 for details - including a "Pre-Anniversary" mini-meet within shouting distance of Bowling Green!

Stay safe & stay well!

Did everyone read the June 2020 issue of the Northern Illinois Region newsletter "Heartbeat" which featured a discussion of Personalized Chevys?

## RECENT PODCAST FEATURED PCC!

### *Hamburgers & Hot Rods*

A show about  
Southern  
California's  
Car Culture  
and Related  
Food Scene



Hosted by:  
Jim Karras

*Podcast*

First things first. For those not familiar with the term, podcasting is a free service that allows Internet users to pull audio files (typically MP3s) from a podcasting Web site to listen to on their computers or personal digital audio players. The term comes from a combination of the words iPod (a personal digital audio player made by Apple) and broadcasting. Even though the term is derived from the iPod, you don't need an iPod to listen to a podcast. You can use virtually any portable media player or your computer. Although podcasting first found populari-

ty within the techie set, it has since caught on with the general public. Log on to one of several podcast sites on the Web, and you can download content ranging from music to philosophy to sports. Podcasting combines the freedom of blogging with digital audio technology to create an almost endless supply of content.

One such podcast is "Hamburgers & Hot Rods", which explores California's car culture and the related food scene. Simply go to <https://hamburgersandhotrods.com/> for a listing of episodes. The Hamburgers & Hot Rods Podcast was created and is hosted by our own Jim Karras. Jim is the Technology and Website Liaison for the VCCA and the Webmaster and member of the PCC.

Jim contacted me and asked if I'd be interested in an interview to be aired on his podcast, I was honored to be asked and jumped at the chance to further promote our chapter. For those interested in listening to this interview, just click on the above link and select podcast #10.

## SLEEPER CLASS READY FOR PRIME TIME

We certainly did enough talking about the Sleeper Class. The PCC is eager to try it out at the next opportunity. So if your ride has no external mods or custom wheels but has a high performance engine (compared with stock offerings), you may well qualify. Here are some examples of qualifying engines:

- A 1953 pickup with a small block V8 (only 6s were available as stock)
- A 1955 Bel Air with a 396 V8 (only 6s and small block V8s were available as stock)
- A 1962 Nova with a small block V8 (only 6s were available as stock)
- A 1962 Impala with a modern fuel-injected engine
- A 1940 with a 235 6, multi-carbs & split exhaust manifold (only 216 6s were available stock)
- A 1969 Chevelle with high-performance engine components (must be documented)

# CURRENT 2020 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

April 1-4, 2020

38th Annual All Cal Meet hosted by the Auburn and Sacramento Regions.

CANCELED

June 8 - 12, 2020

44th Annual Middle West VCCA Meet hosted by the Wisconsin Region.

CANCELED

July 15 - 18, 2020

49th Annual Northwest VCCA Meet hosted by the Puget Sound Region.

CANCELED

July 15 - 19, 2020

57th Annual Central VCCA Meet hosted by the Cuyahoga Valley Region.

CANCELED

August 13 - 15, 2020

Eastern National VCCA Meet hosted by the Keystone Region.

CANCELED

August 26-29, 2020 (Rescheduled from April)

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 731-300-3767.

July 16-18, 2021 (weekend before Bowling Green)

This is a Central Area mini-meet hosted by the Cuyahoga Valley Region and scheduled just days prior to our 2021 Anniversary Meet. Check in is Friday, judging on Saturday and awards during Sunday brunch. The meet will be in Radcliff, KY which is 1.5 hours away from Bowling Green. This "double meet" is an opportunity for first-time class-judged vehicles to progress through the junior and senior levels within a week and the opportunity for first-time PCC-judged vehicles to earn a junior or senior award and then earn a "second win" wall plaque. More info to follow.

July 18 - 23, 2021

60th Anniversary Meet in Bowling Green, KY. This is the "once every 5 years" meet. National & PCC judging. In the August issue of the G&D, we will list the 3 hotel names and their phone numbers in order to make reservations. You may reserve a maximum of 2 rooms.

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.

**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

## WHAT TYPE OF BATTERY SHOULD I CHOOSE? HOW LEAD-ACID, GEL, AGM, AND OTHER BATTERIES COMPARE

With stay-at-home orders currently issued all

over the country, people may have not considered the fact that many classic

vehicles, boats, RVs, and motorcycles have been sitting dormant for even longer periods of time than normal this year and many will require a new battery, or at least some battery maintenance, before we fire them up again. These days, though, there's more than just the standard parts store lead-acid battery to choose from, so let's break down the differences between lead acid, gel, AGM, and other battery types now on the market to see which is best for your needs.

For almost 100 years, the lead-acid battery was the basis for any automotive electrical system to provide an energy boost for starting, as well as long-lasting amperage to power ignition systems and dozens of electrical accessories. Initially offered in 6-volt form, batteries used a series of lead-based plates (with oth-



er ingredients), bathed in 25-

percent water and 75-percent sulfuric acid, encased in an acid-resistant rubber box. The acid (or electrolyte) allowed charged ions to

move between the lead plates, which resulted in an electrical charge either being drawn from the battery or returned to the battery via the car's charging system. These 6-volt batteries have three "cells," and 12-volt batteries have six.

Each cell of a battery contains a series of positively and negatively charged lead plates. The amount of plates varies and determines the amount of amperes the cells can store and deliver when needed. Every stacked cell produces 2.11 volts, which is why a 6-volt battery should measure 6.33 volts when fully charged and a 12-volt battery should be measure at 12.66 volts when brand new.

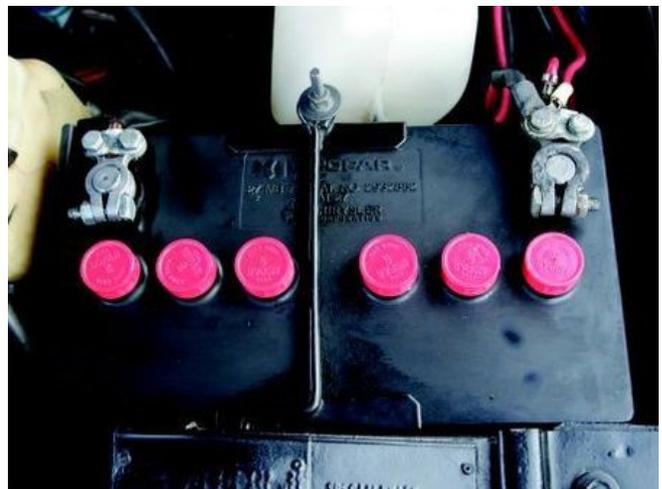
The movement of the electrolyte and discharge and recharge cycling often lead to a chemical reaction with-

in the battery that results in evaporation and loss of some of the water content. This explains why most batteries had (and in many cases, still have) caps over each cell. The evaporation is vented through the caps, and these same caps allow us to inspect the battery's condition with the use of a hydrometer and refill escaped water content to maintain the proper 75/25 mixture. This is why you should never add acid to an old battery, as the acid content never diminishes, only the water.

Maintenance of the level of water has always been an important factor in battery health because the less liquid in the battery, the less likely it is to recharge or to take a jump from another power source. Batteries can also freeze when subjected to constant cold temperatures without being main-

tained. The water and acid tend to separate in a dormant battery, and the water content is higher at the top of the fluid than at the bottom; eventually, this water freezes. Even though the acid is still potent enough and may not freeze towards the bottom of the cells, once the water freezes in a battery there is little chance of it ever regenerating despite recharges. (Important footnote here: Frozen batteries are not a warranty issue and no new battery manufacturer will warranty one, as these are deemed "unmaintained").

Historically, rubber-cased batteries could often discharge on their own if stored on a concrete floor, so improvements in design led to a change in the casing during the 1960s, when rubber was phased out in favor of polyethylene outer cases. Inner technology also



## WHAT TYPE OF BATTERY SHOULD I CHOOSE? HOW LEAD-ACID, GEL, AGM, AND OTHER BATTERIES COMPARE (CONTINUED)

changed, with improvements to the shape and the amount of lead plates that could be stacked into each cell, and changes to the grid design and connection between cells. The addition of more lead plates led to still

conventional lead-acid unit. On average, a “flooded,” or conventional lead-acid battery can be charged to as much as 14.5 volts and maintain 13.6 volts in “float phase,” whereas gel-cell batteries can only be

AGM or “absorbed glass mat” batteries are the newest innovation, and their use has been adopted by OE manufacturers such as BMW, Mercedes, Audi, Volvo, and Volkswagen. American manufacturers are

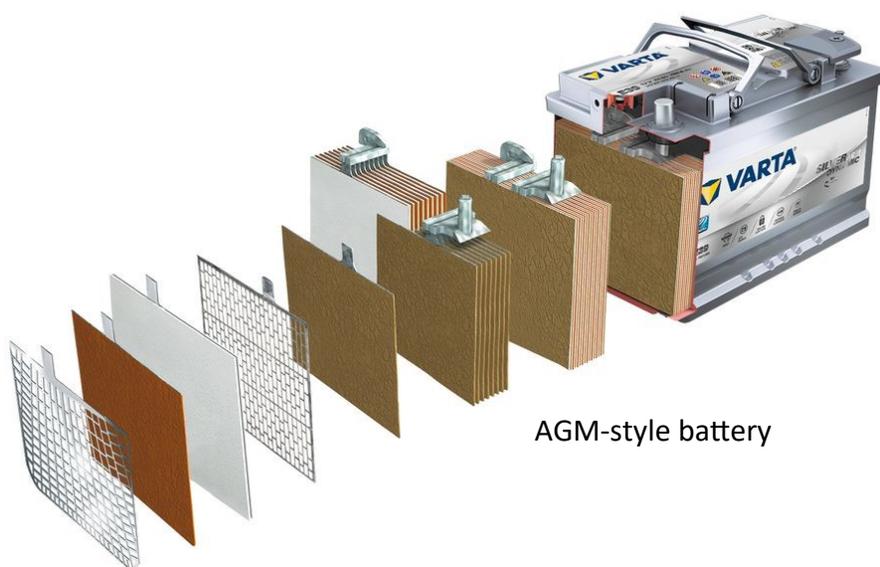
also heading towards their use; Cadillac, among others, recently adopted AGM units. AGM batteries have even more plates packed into each cell, leading to an increased active surface area within each

cell. Each stack of plates is put together with a series of fiberglass separator mats, which are soaked in the acid mix. The matting reduces battery failures due to spillage or vibrations that occur due to vehicle suspension or within the engine compartment. Although AGM batteries do vent gasses, most are re-absorbed by the mat and require only a small side vent attached to a drain tube for any gasses they may expel. AGM batteries can be recharged as much as 15 percent faster than a lead-acid or gel battery, and peak voltage can be as high as 14.7 volts. Float phase voltage is in between the gel and lead-acid units, at 13.6 volts.

One last mention of AGM batteries are the Optima series performance batteries used in many muscle car, racing, marine, and aftermarket car applications. Optima batteries are virtually the same as the new AGM batteries, however, each of their 2.11-volt cells have their tightly stacked plates rolled into cylinders, with additional grid reinforcement applied to the outside of each stack. This explains their odd-shaped cases that look like three or six separate cylindrical batteries bolted to each other. Several vintage battery suppliers who offer reproduction rubber-cased batteries to replicate the OE design have discovered they can use Optima units within the classic battery cases and provide excellent starting power and reserve capacity for classic cars.

With the innovation of fuel-saving stop/start ignition systems, we foresee all new vehicles converting to AGM batteries within the next few years.

- credit to Jim O'Clair Hemmings Daily, May 19, 2020



AGM-style battery

higher ampere ratings and longer warranties.

Driven by the marine industry, battery manufacturers created the next generation of battery, the gel cell. These batteries were safer in marine applications, wheelchairs, jet skis, RVs, and other special use vehicles, because the electrolyte solution was changed to a paste consistency by adding silica. The thicker acid mixture further reduced evaporation and spillage, and these batteries provide a more consistent available amperage than a

charged to 14.1 volts but maintain a higher float at 13.8 volts. Gel batteries are still very popular in special use applications, but their warranties are not as long as lead-acid batteries because they are used in conditions that require less cold cranking amps and more amp/hour or deep-cycle usage. The plates in deep-cycle batteries are thicker and, as a result, provide more reserve capacity over long periods of time. Both gel and deep-cycle batteries should also be recharged at a slower rate to get the most life out of them.

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