



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2021

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THE VACCINE

WELL I'VE BEEN SEARCHIN'
EVERY WHICH A-WAY YEAH YEAH

I received both my Pfizer shots in February, but not in my home state. I registered on every local medical group and pharmacy but appointments were nowhere to be found. The vaccine has been in short supply nationwide which made it especially important to prioritize the folks who should get it first. Once the health care workers & first responders were covered, our state decided to include virtually every adult within the same category as the over 75 group. When everyone is a priority, nobody is a priority and every appointment date was booked.

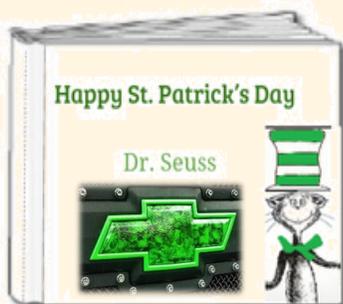
Well word got out that my neighboring state was currently giving the vaccine to only those 75 & older. Within 30 minutes of registering I was able to book an appointment only 45 miles away. I sure hope all of you have had an easier time within your state. Sooner or later we will all be in a better place and our car shows can resume once again. VCCA area meets are starting up as listed on p. 2. Be sure to take a look and consider participating. It's been too long already! / Ron

VCCA - G&D Online Fund

I'm sure each of you has seen the VCCA request for funding the digitization of over 700 back issues of the G&D into a searchable index. Our chapter has made a contribution and I encourage other regions and individuals to consider the same.

PLEASE DON'T FORGET YOUR 2021 PCC DUES

This will be the last issue sent to members who have not renewed for 2021. Our Personalized Chevy Chapter relies only on dues and our grille badge & pin fundraisers for revenue. Your renewal helps support the continued participation of modified Chevys in the VCCA. Please mail your check for \$12 (made out to VCCA PCC) to Gene Rogers, 811 Ford Ave, Snohomish, WA 98290. Thanks!



This book contains no
offensive images.

CURRENT 2021 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



June 17 - 19

Northwest Mini-Meet hosted by the Willamette Valley Region and held at the Best Western Agate Beach Inn in Newport, OR. Due to COVID concerns, there will be no judging this year but many other events are planned. Registrar: Nancy Rice 503-472-3075 or nancyrice2@comcast.net.

July 30 - 31

Central Area Mini-Meet hosted by the Western Buckeye and Glass Capitol Regions and held at the Allen County Fairgrounds in Lima, OH. Registrar: Paul Svatik 419-882-0820 or vcca58thcentral@bex.net.

October 20 - 24

VCCA Area 9 Meet hosted by the Gulf Coast Region and held at the LaQuinta Inn and Suites in Tampa Bay, FL. Registration forms in June.

July 31 - August 5, 2022

60th VCCA Anniversary Meet and held in Bowling Green, KY. Look for updates in the G&D.



I look forward to including articles and photos of PCC vehicles participating at Area Meets in our newsletter, MY WAY. Until then I will continue to provide relevant articles of interest. Thanks for hanging in there!

Although there are limited area meets currently scheduled for this year, we need to celebrate all those PCC members who have participated in prior meets (through 2020) and have had their rides judged. Please join me and our other PCC members in viewing this updated slideshow. Just click [HERE](#).

CAN'T MISS THIS!



There certainly is talent and creativity within the VCCA community. I recently viewed a fast-moving slideshow put together by fellow member Chuck Barrett, the Editor in the Northern Illinois Region. Anyone who lived through the drag race era of our misspent youth will surely watch this a few times. Thanks, Chuck!

[THE QUICKIE - YouTube](#)

Five things to know about gasoline

- credit to David Conwill, Hemmings Daily, 2/25/2021

Gasoline is probably the substance that inspires the strongest opinions in automotive hobbyists. At one time, that often meant brand loyalty, whether that was to Mobilgas Ethyl, Sunoco 260, or Shell Green Streak. Now it's more likely to take the form of preferences for octane and ethanol content. Refinery technology has changed tremendously since 1900, and the gasoline that powered early automobiles was radically different from the gasoline of 1940, which in turn was quite different from the super-premium fuel blends of the mid-1960s. Modern fuels are an even different creature yet. It can be a dizzying experience to try to select the correct 21st-century gasoline for a car built 50-plus years ago. Getting familiar with gasoline is worthwhile for any car enthusiast. It will protect your car from harm and may even help it run better.

1. Under Pressure

Liquid gasoline doesn't want to burn, so it has to be in vapor form in order to ignite properly. Modern gasolines, especially winter blends, are designed to be more volatile and will thus turn to vapor even more easily. In other words, they have a higher vapor pressure. That tendency toward vaporization means easier cold starts but it can also mean easier vapor lock in older vehicles, which occurs when the fuel vaporizes in the line. Vaporization is good when you want to burn fuel, but bad when you want to move fuel to the engine—vapor lock all but stops the fuel from pumping. Hot weather or a hot-running engine exacerbates the issue. Modern vehicles use tank-mounted pumps to push gas forward, maintaining the pressure in the lines. In an older car, an electric fuel pump mounted closer to the tank than to the engine can help avoid vapor lock.

2. What's in a number?

The octane ratings of a motor fuel are determined by running that fuel in a test engine with variable compression and measuring its resistance to knock. Octane has nothing to do with the amount of potential energy in a fuel, only how much it can be squeezed before it will explode on its own. High compression ratios and forced induction squeeze the air/fuel mixture more to obtain better efficiency and power, but if the fuel ignites before the spark, the power is wasted, and engine damage can occur. Electronic sensors, along with ultra-precise ignition and valve timing, permit modern engines—which typically run rather high compression ratios—to safely run on lower octane fuels, albeit sometimes sacrificing mid-range torque (and subsequently, fuel economy). On older vehicles with high-compression engines or that call for higher-octane, don't skimp at the pump. A few more cents per gallon could save you from expensive engine repairs.

3. Knock knock, who's there?

The kerosene byproduct, natural-gas derivative and drip gas originally marketed as gasoline would only be around 30 to 50 octane. This so-called "straight run" gas was all that was available to pioneering motorists up to about 1913. New blending and cracking processes introduced about that time added octane-boosting substances like benzene and naphtha (lighter fluid) to the mix. In the 1920s, tetraethyl lead came on the scene under the Ethyl brand name. Lead remained the primary anti-knock additive up through the introduction of the catalytic converter in the 1970s, but today has been largely replaced with MTBE and ethanol. Gasoline remains toxic and a carcinogen, but its immediate neurological risks have been greatly reduced.

4. Ethanol-proofing old cars.

With ethanol likely to remain on the scene as long as most cars continue using internal-combustion engines, older cars still on the road will benefit a lot from a fuel systems rebuilt to handle it. Natural rubber components held up fine to older gas but will degrade if exposed to ethanol. The degraded fuel line material ends up downstream, causing issues with other equipment, like the small passages in carburetors. Some owners even re-jet their carburetors to compensate for the different energy density of the 10-percent ethanol blend (E10) that is common in modern gasoline. Even a car owner who makes it a habit to seek out non-ethanol gas will benefit from a system that will survive accidental or emergency exposure to E10 or E15.

(Continued on page 4)

GM promises to be all-electric in the U.S. by 2035

General Motors announced that it plans to be carbon neutral by 2040 and that it will “eliminate tailpipe emissions from new light-duty vehicles by 2035.” Spearheading that goal is the introduction of 30 all-electric models over the next five years, along with a commitment to invest \$27 billion in electric and autonomous vehicles over the same time.

That 2035 goal isn’t going to be achieved all at once, of course. Chevrolet is currently cooking up two versions of the Bolt, the company’s first mainstream electric-only vehicle that came decades after the limited-market, lease-only EV1. GM as a whole is in the midst of a technological revolution, as its Ultium battery and the new platform that underpins its new full-size electric vehicles will be coming to market soon. The first onslaught of these new all-electric, Ultium-powered vehicles will include the GMC Hummer EV that’s landing later this year, with Cadillac’s Lyriq crossover coming in 2022.



Those aforementioned trucks and crossovers are part of the 30 models that are planned to make up 40 percent of GM products in the United States by the end of 2025. The EV roster will include crossovers, trucks, and even a rare vehicle configuration called, wait, let’s just make sure this is correct . . . a *sedan*?

While the switch to electric vehicles will eliminate tailpipe emissions and make headway toward the automaker’s professed goal of carbon neutrality, GM will offset the carbon output of its factories and suppliers by continuing to source renewable energy and also by using carbon credits. GM’s initial goal of sourcing 100 percent of its power from renewable sources both in the United States and around the globe has accelerated, with target dates five years sooner—2035 globally and 2030 in the U.S.—than previously announced.

GM has a long way to go in order to achieve its lofty aims, but in the meantime the automaker says it will continue to improve efficiency in its gasoline-powered vehicles. Expect ongoing efforts to improve aerodynamics, reduce mass, and fine-tune forced-induction powerplants.

- credit to Brandon Gillogly, Hagerty News, 1/28/2021

Five things to know about gasoline (cont’d from page 3)

More heavily blended ethanol fuels, such as E85 (70 to 85 percent alcohol) require special engine tuning and should be avoided for vehicles not already optimized for them.

5. Keeping stable

Perhaps the biggest complaint about ethanol fuel is that it suffers from phase separation over time, where the lighter elements separate from the heavier, leaving two different octanes layered atop one another. Vehicles that are going to be stored, such as collector cars (or even boats or lawn tractors) should be either drained of fuel or treated with a fuel stabilizer. Ethanol is also hygroscopic, meaning it will absorb moisture from the air. Water in fuel lines causes corrosion, can freeze, and certainly won't burn in your engine. Stabilizers are a proactive way to keep fuel fresh for up to 24 months, and water removers can help deal with tanks of fuel that have already absorbed too much moisture.

Model Citizen: Paint and body man gives “dead” cars their due in 1/25 scale



Mike McGee of Windsor, Ontario, has been part of the preservation and restoration effort for 25 years, rebuilding and painting the broken and bent bodies of customers' treasured cars. At the same time, he was intrigued by the idea that many cars never get preserved or saved. What happens to the damaged or inoperable vehicles stashed away in dark, forgotten garages before they emerge as “barn finds” decades later? Who remembers the cars cast aside after a crash, catastrophic failure or that just are not worth the cost of fixing?

McGee, who had been an avid model builder since childhood, has been telling and selling those stories for two decades in the form of custom-built, one-of-a-kind 1/25-scale plastic models. They've certainly struck a nerve; he's sold about 400 over the past 20 years, many to collectors who have bought multiple models from him. “They trigger peoples' emotions and memories,” McGee says.

McGee also built models to keep for himself. As his collection grew, he created a 4x8-foot junkyard, adding cars, scrap motors, tires, and scratch-built parts and backgrounds. Customers who saw the display in his shop encouraged him to sell his work.

The owner of a large dismantler in Hamilton, Ontario, who had been buying many of McGee's cars, surprised him with an offer to purchase his entire junkyard, which had about 60 models in it. “How much would you want?” he asked. McGee had to think quickly. “He was a good customer, so I didn't want to say no, but I also *really* didn't want to sell it,” McGee recalls. “I gave him my I-don't-want-to-sell-it-price: \$4000. He just asked how we could arrange delivery.”

Visitors to his website (125scale.com) will find several distinct themes among McGee's models, including total wrecks, old tow trucks, barn finds, and retired drag-race gassers that look hopeful for another shot down the quarter-mile.

The remainder of this article can be found by clicking [here](#).

- credit to Jim Koscs, Hagerty News, 1/21/2021



ANYONE HAVE A THOMPSON SCREWDRIVER? (THE ANSWER IS YES)

Screws were first created using files to grind threads into round stock. Like anything handmade, the process was laborious and the results were inconsistent. With the advent of machinery to roll threads rather than cut them, screws and bolts began to usurp nails in production environments. Threads may be the identifying mark of a screw, but the truly critical part is the design of the head, which determines the tool engagement that imparts torque to drive the fastener into the material (or nut).

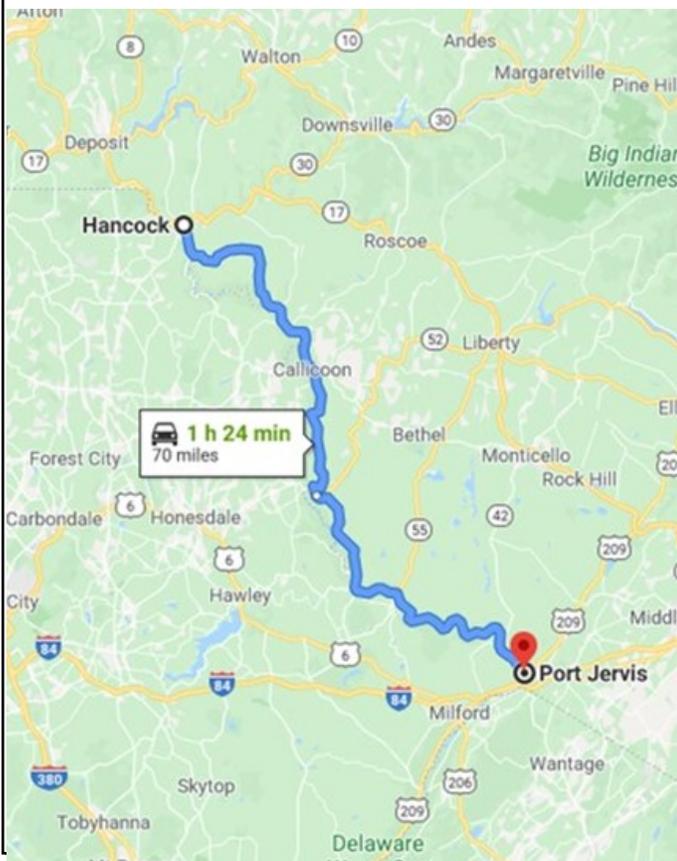
Slotted screw heads were the easiest to manufacture, but inventor John P. Thompson thought that a crosshair-style engagement would be a better idea. He patented the idea in 1932 but, unfortunately, he was not a very good salesman. Thompson abandoned the venture and sold the patent to Henry Phillips, who formed the Phillips Screw Company and went about manufacturing and selling the hardware. In 1935 Phillips filed a patent application that modified the Thompson design slightly and tailored it for production lines, in which screw guns were becoming commonplace. The Phillips screw was born.

- credit to Kyle Smith, Hagerty News, 2/2/2021 (condensed)

Best Driving Roads in America

By the staff of Hot Rod Magazine (Aaron Gold, 3/25/2020)

Port Jervis, New York: Delaware Scenic Byway



If cabin fever is starting to set in, we'd like to remind you of a great way to keep a 6-foot distance between yourself and your fellow humans: Go take a solo drive. In our travels, we've found some of the best roads in America, and this list has half a dozen of our favorites—roads that are not only challenging, but not overly crowded, even when people aren't sheltering in place. Here is one from the east coast starting in New York State.

Ninety miles northwest of New York City is Port Jervis, gateway to the Upper Delaware Scenic Byway—70 miles of squiggly pavement that traces the Delaware River as it divides New York from Pennsylvania. Most traffic sticks to Route 17 (itself the scenic alternative to the Thruway), so chances are you'll have the curves and the beautiful views all to yourself. There are plenty of places where it's safe to stop, get out, and enjoy the dramatic scenery and the solitude. Some of the best views can be found at the Hawk's Nest near the southern terminus, where the road clings to the mountain with the Delaware running far below.