Volume 6, Issue 6

November 2021

My Way

NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

MORE CLASS WINNERS!

Sad to say but it looks like we are wrapping up the 2021 car show season. The pandemic resulted in a slow start for most regions but the PCC did participate in three events with six additional award winners. First was the Central Meet in Lima Ohio in July and then the Eastern Meet in Morgantown, PA in August. Closing out the year was the All Chevy/GMC Show in Burbank, CA hosted by the San Fernando Valley Region in November.

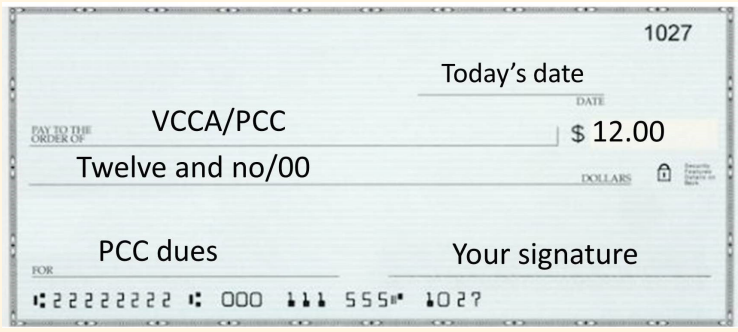
Congratulations to Al Osterloh for his second Senior award win in the contemporary class for his 1941 Stake Bed truck and to Duane Diez for his Senior award in the contemporary class for his 1951 3100 pickup. Turn to page 6-7 for pictures of Duane's & Al's trucks at the All Chevy/GMC show!

PCC LEADERSHIP FOR 2022

Your current slate of officers and advisors has agreed to continue to support the Personalized Chevrolet Chapter in 2022. Thanks to all!

DON'T FORGET YOUR PCC DUES!

Secretary/Treasurer Gene Rogers has sent out a reminder for all PCC members to renew their membership for 2022. Twelve dollars is a small price to pay to keep our modified Chevys a growing part of the VCCA. Please make a note to write that check and mail it to:



Gene Rogers
811 Ford Ave.
Snohomish, WA
98290

Thanks!!

2022

LEADERSHIP

DIRECTOR:
RON MARCIANO
ronmarc@
optonline.net

ASSISTANT DIRECTOR:
CHUCK LIPPMANN
qqcal55@gmail.com

SECRETARY:
GENE ROGERS
gene-rogers@live.com

TREASURER:
GENE ROGERS
gene-rogers@live.com

WEBMASTER &
FACEBOOK ADMIN.:
JIM KARRAS
jimkarras@aol.com

PCC ADVISOR:
FRANKLIN GAGE
f.gage@hotmail.com

TENTATIVE EVENT SCHEDULE AT THE UPCOMING 2022 ANNIVERSARY MEET IN BOWLING GREEN, KY

JULY 31 - AUG 5

Sunday

Registration**:** 12noon–5pm and 7pm–8pm, Sloan Convention Center front door entrance, which is attached to the host hotel. Bowling Green information booth (same times) will be staffed by Janet Henderson.
Field Entrance Check/Vehicle Photos: 2pm–5pm and 6pm–7pm, Sloan Convention Center parking lot
Swap Meet: 12noon–7pm. Trailer parking area on the north side of "The Grounds"
Seminars: 7pm? (to be determined)

Monday

Registration: 8am–11am and 2pm–8pm, Sloan Convention Center front door entrance
Chevy Store: Hours to be determined
Corvette Plant Tours: Checking with Chevrolet on actual times available
Field Entrance Check/Vehicle Photos: 9am–12 noon and 1pm–4pm, Sloan Convention Center parking lot and 10am–12noon, NCM Motorsports Park parking lot
Ladies Luncheon: Time and location to be finalized
Judging School: 12:30pm–2:15pm, Bruce DeFord, VCCA National Judging Chair and Chris Cufr, Chief Judge
Judges Seminar w/Snacks: 2:30pm–4pm, Chris Cufr and Tim Larson, Assistant Chief Judge
Welcome Event: 4:30pm–6pm, Sloan Convention Center
Swap Meet: 9am–4pm
Seminars: 7pm and 8pm

Tuesday

Registration: By appointment only
Judging: 9am–4pm(approx.), NCM Motorsports Park
Food Truck: Available beside the judging field, lunch on your own
Models, Arts & Crafts Display / Judging: Time and location to be finalized
Swap Meet: 5pm–7pm
Chevy Store: 6:30pm–8pm
Brewster's Cruise-In: 6:00pm–dusk?, Traffic Light #7 on Scottsville Road Route #231
Seminars: 7pm and 8pm

continued on next page

TENTATIVE EVENT SCHEDULE AT THE UPCOMING 2022 ANNIVERSARY MEET IN BOWLING GREEN, KY

JULY 31 - AUG 5

CONTINUED

Wednesday (Rain Date for Judging)

Track Day: Reserved ALL day, NCM Motorsports 3.2-mile Road Course
Tours: Corvette Museum, Corvette Assembly Plant and Mammoth Cave, variety of driving tours, etc.
100-Year Tribute Car Show: Possible later in day
Chevy Store: Hours to be determined
Swap Meet: 9am–7pm
Seminars: 7pm and 8pm

Thursday

Selected & Self-Guided Tours: Corvette Museum, Corvette Assembly Plant and Mammoth Cave and others
Chevy Store: Hours to be determined (later in day)
Raffle Drawing: 7:30pm, Sloan Convention Center
Basket Drawings: 7:30pm, Sloan Convention Center
Swap Meet: 12noon–5 pm
Seminars: 8pm, if needed

Friday

Plaque Tour: 9am–?, Franklin, Kentucky
Corvette Plant Tours: Times to be determined
Awards Handout: 4:30pm, Sloan Convention Center west hallway near the main entrance
Awards Banquet: 5pm cash bar, 6pm promptly banquet, Sloan Convention Center

Saturday

Time to head for home!

PCC MEMBERS: THE ORGANIZERS OF THE ANNIVERSARY MEET WILL NEED TO KNOW APPROXIMATELY HOW MANY PCC VEHICLES WILL PARTICIPATE. I WILL BE EMAILING OUR MEMBERSHIP TO GET A BALLPARK FIGURE. FEEL FREE TO SEND ME A MESSAGE REGARDING YOUR PLANS TO BRING YOUR RIDE: RONMARC@OPTONLINE.NET. THANKS, RON

Starting in our next issue of My Way, we will continue to post Area Meets supporting PCC participation

ENGINES ENGINES ENGINES

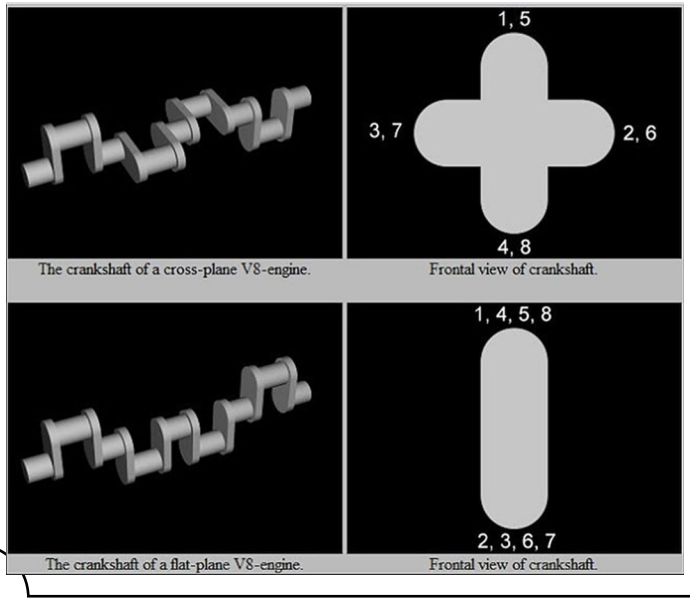
2023 Corvette Z06 arrives, packing world's most powerful naturally aspirated V-8

By Brandan Gillogly, Hagarty News, October 26, 2021

The rumors were true. The 2023 Chevrolet Corvette Z06 has finally been revealed at an event at the Petersen Automotive Museum, and it is indeed powered by a 5.5-liter flat-plane-crank V-8, a configuration shared with its C8.R brethren. The high-revving engine, teased over the course of the last several months, and then very prominently last week, revs to 8600 rpm and does so in quite a hurry. That fact really left no doubt as to the engine's architecture, but we didn't quite expect the new LT6 engine to crank out an absolutely gobsmacking 670 hp, making it the most powerful production naturally aspirated V-8 the world has ever seen. At this point, it may be the most powerful one we'll ever see. Chevrolet claims a 0-60 mph time of 2.6 seconds and quarter mile time of 10.6 seconds for the Z07-equipped Z06 coupe. (Chevrolet has discontinued the LT5 crate engine—the most powerful General Motors production engine—after just one year of availability. Used in the C7 Chevrolet Corvette ZR1, the LT5 is a supercharged 6.2-liter V-8 that makes 755 hp and 715 lb-ft of torque.) For a detailed story on the Z06, click here.

The Z06 uses a flat plane crank for performance.

What the heck is a flat plane crank?



The crankshaft of a cross-plane V8-engine. Frontal view of crankshaft.

The crankshaft of a flat-plane V8-engine. Frontal view of crankshaft.

Flat-plane cranks, in V8 and V12 engines, used to be fairly rare and only seen in uber expensive super- and hypercars. They're the reason you can always tell a Ferrari is ready to crest the hill at a track day. Just like the name states, a flat-plane crank has all of its crank pins in a single, flat plane. This is much like an inline four-cylinder crank, but with more space for more rods.

Flat-plane cranks, no matter what firing order they have, will always alternate from bank to bank. This yields optimum exhaust scavenging and thus doesn't require the more complex header primaries that have to cross over from one bank to the other. Due to their design they don't need huge counterweights, which is why

continued on next page

they rev up so quickly. The downside is that they suffer from secondary vibrations.

The most common crank we see in our hot rod engine builds is a cross-plane (also referred to as a cruciform) crank. This crank gets its name from the four crank pins that are positioned in two planes, offset by 90 degrees. Typically the two outer pins are perpendicular to the outer and the two end pins are in one 180-degrees plane. When viewed from the end - the four journals, arranged at 90-degree intervals, make a + shape. One typical firing order is 1-8-4-3-6-5-7-2 with even-numbered cylinders on the passenger side and odd-numbered ones on the other. The fact they have two consecutive exhaust firings, on one bank, is why they have that muscle car rumble we love. Sure, exhaust gas scavenging isn't as efficient as with a flat-plane crank, but that sound is worth it. This design necessitates larger counterweights to achieve a proper engine balance. The result is that you don't have the secondary vibration problems associated with flat-plane cranks. But they also don't rev as fast or as high.

Due to their lightweight design, flat-plane cranks have excellent primary balance properties, so there's no need for the large counterweights found with cross-plane cranks. Less weight means less inertia, smaller size, and increased acceleration (revs faster). Because the firing order jumps from bank to bank, in an alternating pattern, each bank gets equally spaced exhaust gas pulses. The benefit is that the exhaust (headers) can be tuned for optimum performance instead of trying to fix the exhaust gas issues inherent with cross-plane cranks and their firing order.

Until recently you would only find flat-plane cranks in exotic European sports cars (think McLaren P1, Porsche 918, Lotus Esprit, Ferrari F430, etc.) and full-on high-revving race cars, but recently that's changed. Ford stuffed one into their GT350 Mustang, and for the new C8.R Corvette race car there's a flat-plane crank in the DOHC 5.5L V8.

GM's New Pump-Gas ZZ632/1000 Crate Engine: 1,000 Naturally Aspirated Horsepower - in a Box!

By Jeff Koch, Hemmings Motor News, Oct 20, 2021

Chevy announced its ZZ632/1000 crate engine at SEMA, the annual automotive trade show in Las Vegas. It's all in the name: The engine displaces 632 cu.in. and makes 1,000 naturally aspirated horsepower (or 1004 horses, but when you've entered four-digit-horsepower territory, it's probably okay to round a little). It also delivers 876 pound-feet of torque on pump gas. That's more power than a NASCAR stocker or an Indy car has. All that in a box—and maybe between the wheel wells of your own car.

Other crate engines with 1,000 horsepower have been made available, but the ZZ632/1000 is all engine, no power-adder required. The block is shared with GM's already-available 572-cu.in. crate engine, which includes four-bolt mains and a forged rotating assembly. For 632-cube duty, the block has been treated to a 0.040 overbore and was redesigned to fit connecting rods that are 0.375 inch longer. Those new rods are topped by pistons that, in conjunction with the new CNC-machined aluminum cylinder heads, squeeze the air-fuel mixture as 12.0:1 compression. We expect to see ZZ632/1000-powered builds on the roads by spring, when the first engines are scheduled to be delivered.

Photos from the All Chevy/GMC Show

Duane Diez's 1951 Chevy 3100 pickup

Photos from the All Chevy/GMC Show

Al Osterloh's 1-1/2 T Stake Truck

These photos were taken prior to the show. If we receive additional photos, they will be posted in our next issue.

Electric Hot Rods: Sacrilege, or a Glimpse of Our Future?

By Terry McGean, Hemmings Motor News, 11/10/2021

You may have heard that General Motors displayed a '57 Chevy that had been outfitted with an electric drivetrain at last week's SEMA Convention. It certainly wasn't the first classic in recent years to receive a plug-in powertrain, but it might be the most controversial to date, at least for hot rodding enthusiasts. The issue isn't so much that a classic '57 was electrified, but that it was this particular '57: Project X.

If you're not familiar, Project X is a widely recognized project car that got its start in automotive media back in 1965 in the pages of Popular Hot Rodding magazine. It began as an effort to create a "low-buck" street/strip car and continued to be used as a test bed or evaluating equipment and performing experiments. Years later, in 1980, it appeared in the movie The Hollywood Knights in iconic form, street racing in chrome yellow with fat meats just inside its radiused rear wheel arches and a 6-71 supercharged small-block on full display thanks to its lack of a hood.

To an extent, I get it. Electric cars are a hot topic right now, and it was entirely predictable that there would be a crop of them at the SEMA show, where the latest automotive trends are always front and center. Still, I have to wonder, is this actually a trend or just a fad?

We've been on the receiving end of a steady and heavy message for a few years now: The electric car is the future, and it's coming soon, whether you want it or not. Traditionally, car enthusiasts are averse to any message that might seem to threaten elements of their passion, and suggesting that the internal combustion engine is on its way out ought to be a sure fire way to raise the ire of the typical gearhead. Yet, a significant number of enthusiasts seem enthralled with electric propulsion, which might seem to run counter to their perceived values, save for one thing: Electric vehicles offer the promise of serious forward thrust. That's the facet of electrics keeping car people interested, rather than repulsed.

For the complete article, click here.