Volume 7, Issue 1

January 2022

My Way

HAPPY Valentines Day

NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

OH MY OMICRON! WHAT NEXT?

Since my wife Jean & I were fully vaxxed and boosted, what did we have to worry about? Famous last words. We are now both recovering from a bout of COVID. I don't believe the shots do much to prevent the latest strain but I think they help you live through it. It seems to be sweeping across the country unabated. However, that may well be good news as we all may wind up with enough immunity to finally see the passing of COVID. Let's just hope we won't see a new strain before this happens.

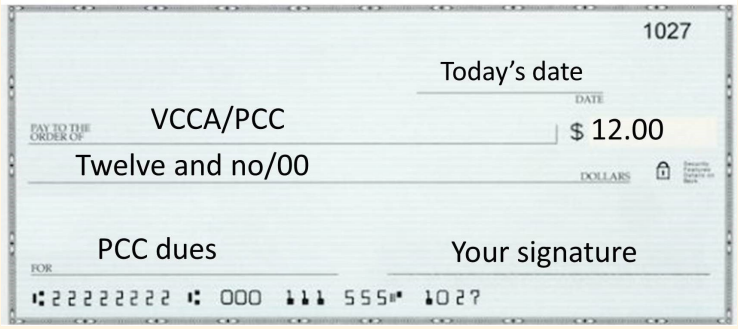
In any event, I wish all of our members and their families well as we fight this virus. I'm looking forward to seeing many of you at the anniversary meet in Bowling Green this summer. It can't come soon enough! Registration is targeted for next month. / Ron

---

DON'T FORGET YOUR PCC DUES!

As of today, 25 PCC members have not yet renewed for 2022. Do you know if you are one of them? Please don't let your membership with the PCC and your subscription to My Way lapse. Twelve dollars is a small price to pay to keep our modified Chevys a growing part of the VCCA. Please write that check and mail it to:

Gene Rogers
811 Ford Ave.
Snohomish, WA 98290



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

CURRENT 2022 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

June 4

Second annual public car hosted by the Western Buckeye Region. All makes and models of cars, trucks and motorcycles welcomed. Dash Plaques to first 150 registered, top 25 participant judging and special awards. Door prizes, DJ music, food trucks, kids' activities, 50/50 and raffles! $10 registration fee, portion of proceeds go to Habitat for Humanity. Saturday, June 4 from 10:00 am – 3:00 pm. Lima Auto Mall (Chevrolet and Cadillac dealership), 2200 N. Cable Rd, Lima, Ohio 45807. PCC judging available for separate fee to chapter. For more info, check vcca.org and/or send an email to JDG4635@yahoo.com.

June 18

Eastern National Meet hosted by the New Jersey Region. Meet will be held at the Classic Auto Mall and will be immediately followed by the Happy Days Tour using the Holiday Inn located at the mall as the tour's hub location. Registration deadline May 31, 2022.

For more info, contact Chuck Gibson at 609- 221-5435 or Gibsonorgntnr@aol.com.

July 29-31

59th Annual Central "Mini Meet" hosted by the Miami Valley Region. Held just prior to the 2022 Anniversary Meet, only 90 miles northeast of Bowling Green. 1997 and earlier model years are welcome including personalized Chevys. Get your car judged twice in one week! Friday, July 29 – registration and field entrance check, Saturday, July 30 – judging and Sunday Morning, July 31 – awards presentation completed by 11:00 am, allowing time to drive to Bowling Green before the Anniversary Meet begins. Host hotel is the Holiday Inn Express, 30 Bourbon St., Radcliff, KY 40160. Rooms are available at 270-352-4329 w/group code VCCA. Two other hotels are located adjacent to it, if needed. Registration fee is $30.00, judged vehicles are $20.00. Free admission to spectators. Nearby attractions include the Kentucky Bourbon Trail, the George Patton Museum and a Civil War Museum.

Registration form and schedule of events are available at www.miamivalleyvcca.org. For more info, contact Keith Wyman at 513-320-2508 or kbwyman@aol.com.

August 31- August 5

60th Anniversary Meet in Bowling Green, KY. Details in G&D.

August 25

51st Annual Northwest Meet in Shelton, WA. Details to follow.

For more info, contact Gary Rogers, chevy6472@aol.com, 425-330-3035.

Why Should I Have My Vehicle PCC-Judged Again?

We all should be familiar with the awards presented for PCC-judging. A few are sampled below:

PCC award "ovals" are placed behind our grille badge (purchased separately) for display as shown. PCC vehicles that are awarded a second (or subsequent) time in the same class will receive a wall plaque as shown below:

Al Osterloh's 1941 1.5T Stake bed Truck

So let's get those PCC cars & trucks out there! Surely there will be an event nearby. (And don't forget Bowling Green!)

ALL PCC VEHICLES THAT WERE JUDGED THROUGH 2021 HAVE BEEN FEATURED IN A PCC SLIDESHOW. CLICK ON THE PICTURE ON THE RIGHT TO OPEN THIS YOUTUBE FILE.

VEHICLES THAT HAVE ACHIEVED "2ND WIN" STATUS ARE NOTED.

Did Chevrolet Have to Make America Cry With Its New Christmas Ad?

I strongly assume that every Chevrolet enthusiast has seen this Christmas ad if only in its shorter form. At a time when all the hardship in our country is going on, this Chevy commercial comes out. It is a message about remembering loved ones and spending the time we have with them. It is, at its heart, a secular but great reminder that this time of year is about our families.

The video is called Holiday Ride and that 1966 big block convertible would be a welcome addition to any garage. Just click on the picture to the right to view the video.

What Do Electric Vehicles Mean for the Future of Hot Rodding?

-summarized from Steven Rupp, Hot Rod Newsletter, December 12,2021

To some, EVs spell the death of internal combustion engines (ICE) and, by extension, of hot rodding as we know it. I would have to disagree with this prognosis, for our lifetimes at least, if ever. The biggest problem with EVs in the general automotive world would be the recharging infrastructure needed (which would include increasing grid capacity) if any sizable percentage of our cars dropped ICE in favor of electricity. Sure, corporations and the well-off can have a 220V charger at their business or in their garage, but where would lower-middle class and poorer people plug in? If your parking spot is a random location on the street, what's the solution? It will take decades to solve this charging dilemma, so don't expect ICE vehicles to disappear anytime soon—most likely not even during our kids' lifetimes.

But what about hot rodding? Well, the 2021 SEMA Show showed me that there are more than a few companies out there, including the big players like Chevrolet Performance and Ford, offering EV conversion systems, so EV will certainly be a part of the hot rodding picture, and it does offer some pretty impressive performance potential. But for many of us, hot rodding is a sensory experience. One of sight, sound, smell, and feel. With EV you can still have a stupid-fast, killer-looking hot rod, but it will be missing some of what I consider to be the soul of hot rodding: the feel of a lumpy cam, the whiff of hydrocarbons, and most of all, the sound. Call me an outdated boomer, but the one aspect of EV hot rods I can't adjust to is the lack of sound. It's just odd. That doesn't mean I don't appreciate what electrification brings to the party. But driving a shaky, loud hot rod that smells of burnt fossil fuels is a more immersive hot rodding experience. Would Harley riders be as excited over a silent Harley motorcycle even if it was faster and smoother? Nope, that distinct Harley sound is part of the experience. You may like quiet civilized performance and comfort in your daily driver, but most of us like our hot rods a bit rougher around the edges.

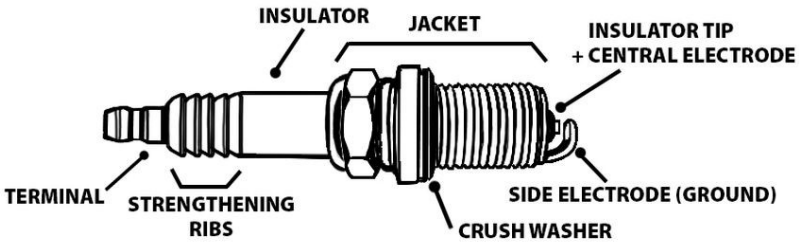
Lightning makers: Five things to know about spark plugs

By David Conwill, Hemmings Motor News, Apr 13th, 2021

Various parts of the spark-ignition engine have changed over time, but one constant, since before the American Civil War, is the spark plug. That's not to say spark plugs haven't changed since 1860. Like most things automotive, they reached their most familiar form in the 1930s and have been continually refined in detail ever since. Because of their long history, there's a lot of information floating around out there about spark plugs that may or may not be relevant to your classic car.

Talking about spark plugs must, of necessity, be done in generalities. There are a lot of ignition products on the market and many of them are excellent. Nomenclature especially varies from brand to brand. Thus, one maker's heat ranges may run from hot to cold with the numbers going down as a plug gets colder, while another may do the opposite.

Plug selection should be tailored to the conditions under which your engine will be run. A car that putters through the occasional parade will demand a much different plug than a similar car called on to haul a load of passengers to a scenic overlook. Our hope with this piece is to arm you with the knowledge so you can do your own research when choosing your next set of spark plugs.



1. Parts of a plug

Viewed externally, the spark plug is a pretty simple device, made of metal and porcelainized ceramic. The ceramic part, called the insulator, is formed from sintered aluminum oxide. The insulator keeps the ignition spark from shorting against the cylinder head. At the upstream end of the insulator, nearest the coil, is the terminal. This is where the spark-plug wire terminates. Various attachment configurations exist. Most modern cars use snap-on wires with rubber boots, but earlier cars used a nut to hold a bare eyelet onto the terminal. The terminal connects through the center of the insulator to the central electrode. Once at the central electrode, current from the coil jumps to the side (aka lateral) electrode. The side electrode is attached to the jacket (aka the case or shell), which is the metal part that screws into the cylinder head.

2. Size and sealing

Since the 1930s, plug sizes have been given in millimeters, a legacy of the esteem in which French electrical components were held in the early years. For cars of the 1920s and earlier, it's common to see standard pipe-thread sizes instead. The Ford Model T, for example, uses 1/2-inch pipe-thread spark plugs. Some sizes reference the jacket nut, others the threaded hole.

Beyond merely fitting, the jacket must seal to the cylinder head (hence "plug") to keep combustion gasses and energy inside the chamber. Jackets with a flat shoulder will use a replaceable gasket or crush washer—which should be changed every time a plug is removed and reinstalled. Some cylinder heads instead use a tapered plug hole which will seal to a tapered jacket shoulder. Don't run flat-shoulder plugs in a cylinder head designed for tapered plugs, or vice versa.

continued on next page

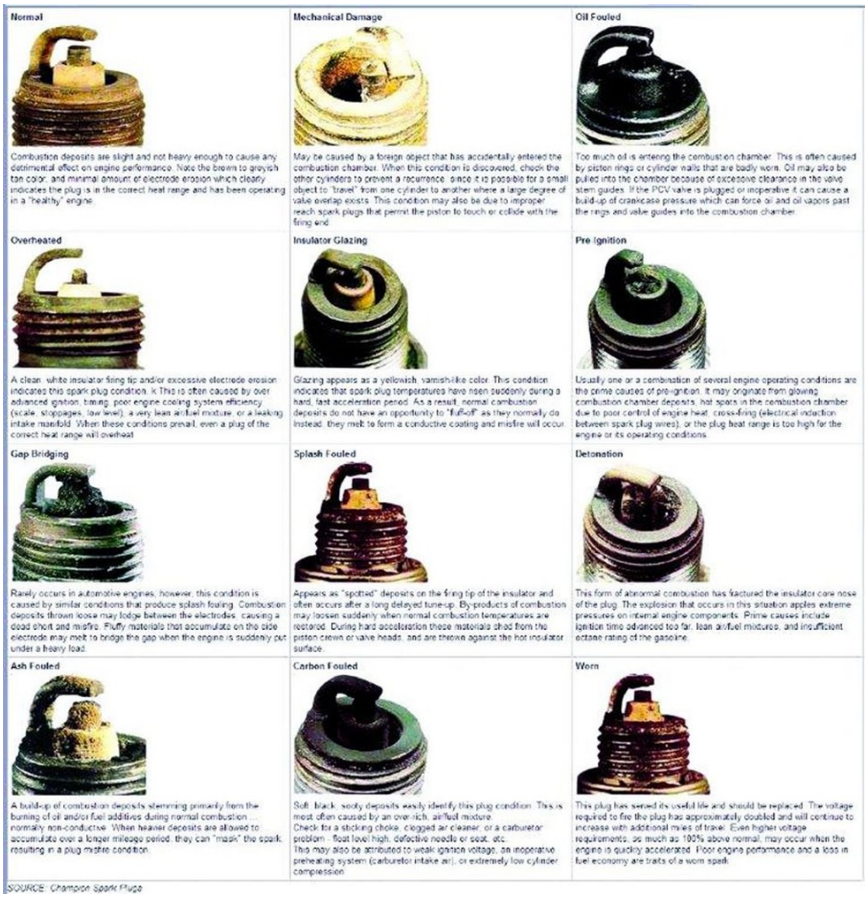
3. Cooking and cleaning

Since the introduction of aluminum-oxide insulators, motorists have had a choice as to what heat range of spark plug to run, characterized as “hotter” or “colder.” A hotter plug has electrodes that extend further into the combustion chamber. A colder plug is the opposite. Hotter plugs run at high enough temperatures to cook off combustion deposits. Long, high-speed runs tend to burn up hotter plugs and an excessively hot plug can cause preignition. Cold plugs have long been a hallmark of performance engines, but when run at lower speeds they tend to foul faster.

In the olden days, used plugs were often cleaned, re-gapped, and reinstalled. These days, labor costs more than parts, and casual cleaning jobs can actually rob plugs of some performance, so installing new plugs is a relatively inexpensive way to keep your engine in top shape.

4. Deciphering plug color

You may have heard of mechanics “reading” spark plugs. There’s no dark art to doing so, though occasionally modern cars make it pretty difficult for the casual tinkerer to remove a spark plug for analysis. The shade and extent of combustion deposits left after driving will tell a lot about an engine’s internal health and charts illustrating and explaining the various colors and crud are readily available. Sometimes issues can be tuned away and other times the prognosis is grimmer, but either way it’s a cheap checkup that can reveal things not felt through the seat of the driver’s pants. The best plug readings are done under controlled conditions. Ideally, you would cut the engine immediately after a hard acceleration up to redline, pulling plugs to inspect after coasting to a stop. For safety, this is best done on some kind of closed course.



SOURCE: Champion Spark Plugs

Champion Spark Plug used to give this chart out to consumers. Now the company has a tech article on its website.

5. Plug life

If your driving uses up spark plugs prematurely, it may be time to consider moving to a different heat range, but don’t forget to check your gap. A plug gap that is too wide may not be able to overcome the resistance present inside the air/fuel mixture and won’t spark at all; a plug gap that is too narrow will usually spark, but the spark may be too weak to completely ignite the charge.

Electrode material also makes a big difference. Nickel used to be the standard, but it wasn’t as versatile for cars that saw both low-speed, stop-and-go driving, and use on the interstates. In the 1970s, copper central electrodes came out, and they’ve since been joined by noble metals, like platinum and iridium. Noble metals resist chemical attack and high temperatures, allowing them extreme longevity and higher operating temperatures compared with earlier plugs.