



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

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

IT'S TIME TO REGISTER FOR BOWLING GREEN!

Although I've been a VCCA member for over 35 years, I confess that I never attended an anniversary meet - at least not until Tahoe in 2016. My wife Jean & I flew out with another VCCA couple and had a fantastic time. But Tahoe was special since it was the anniversary meet that introduced the Personalized Chevrolet Chapter and PCC judging (thanks to the VCCA leadership). There were 15 PCC vehicles in attendance that received Junior or Senior awards.

Our chapter is nation-wide and we do not hold meetings like the regions do. This coming anniversary meet will be an opportunity to get together and celebrate our contribution to the national organization. If you can bring your ride - that would be great. It can be judged or simply parked with the other PCC vehicles as a "Do Not Judge" vehicle. If you can't bring your ride, it will still be a blast.

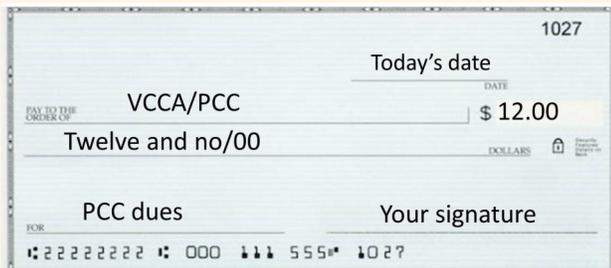
A lot of VCCA members are still unfamiliar with PCC, so each of us will be an ambassador for our chapter. Some will regard us as "those guys with the modified Chevys". Damn right! I'm looking forward to seeing all you rebels at the meet!

Daylight saving: set clocks ahead 1 hour on March 13th. First day of spring March 20th.

DON'T FORGET YOUR PCC DUES!

As of today, 15 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. This could be your last issue. 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



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 our 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. 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 and registration form in G&D.

August 25

51st Annual Northwest Meet in Shelton, WA. North Cascade Region invites all VCCA members to the Shelton, WA area for the 51st Annual NW Meet: Tours, Judging, Banquet & More. Accommodations: Rooms & RV Park: Little Creek Casino & Lodge, 91 West State Route 108, Shelton, WA 98584
Ph: (800) 667-7711 Local Ph: (360) 427-7711. Room & RV Reservation Code: "NCRVCCA 2022"
Room Booking Starts 7/1/2021 Cut-off Date: 7/17/2022
Meet Chair: Helen Meadows, Cell: 425-280-8883 E-mail: helen.meadows2015@outlook.com
Registration Info: Carol Straight Cell: 425-315-2512 E-mail: carolestraight@gmail.com
Prospectus and Registration forms will be available online April 2022 at: www.ncrvcca.weebly.com

What Do You Mean the PCC Awards Are Different From the Last Anniversary Meet?

The PCC was sanctioned in 2014 and held its first judging at the Area 8 Meet at Carlisle, PA in 2016. Back then we offered only two awards - a junior or senior oval as shown to the right. It was also a point system back then but points were deducted for condition issues and points added for each modification. The better the condition and the more mods, the higher the score. That process was changed in 2018. Instead of awarding points for additional mods, we used the number of mods to determine the class: contemporary (fewest mods), modified or custom (most mods). Whether you received a junior or senior award FOR YOUR CLASS would be determined only by condition. Thus you can now get either a junior award or senior award for any class. The class would be listed on the bottom of the oval as shown on the left.



This change was good news for some members. Any member who received a junior award simply because he didn't have enough mods might now be eligible for a senior award in the contemporary class (depending on condition). In any event, 3 members who had received a junior or senior award had elected to update their oval to include their class.

Any members who received an oval prior to 2018 could now be judged in our new "class" system. While the old awards are grandfathered, it's always nice to sport the "latest model".

The sleeper class was introduced last year and we've already awarded several ovals in that class. Also I'm expecting more sleeper candidates to attend Bowling Green.

Many thanks to national President Franklin Gage who managed a VCCA exhibit at the annual car show sponsored by the Washington DC Area New Automobile Dealers Association at the DC Convention Center during the last week of January. Thanks to VCCA members Gary Binge for displaying his 1968 pickup and Kevin & Sara Perkins for displaying their '59 Impala. Several other clubs were also represented at the event.



Big-Block vs. Small-Block V-8: What's the Difference?

Summarized from Hot Rod Newsletter 1/19/2022

Big-block or small-block—which one is better? When this is the question, it matters whether you're trying to win a drag race, or just a simple bar bet. You may be trying



may make building some engine brands cost-prohibitive at larger sizes and higher hp, so while you may crave a 455ci Oldsmobile big-block, for example, you may be better off with a new-era Chevy LS at half the cost per-hp.

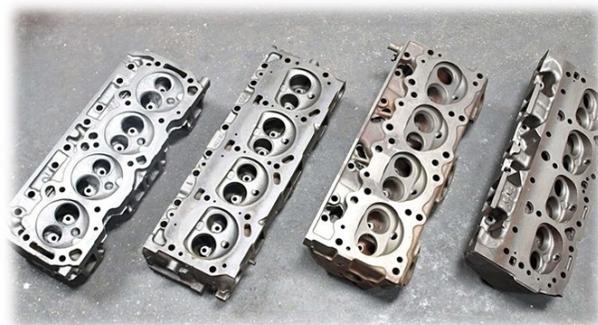
to come to a consensus to bulk up your gear-head knowledge or you may be building a period-correct street machine with a ton of power from an engine that matches the emblem on the fender. Do you already have a heavy favorite and want to back up an opinion, or are you a novice with an open mind and a thirst for hard facts? If you're a student of domestic 20th-century V-8 engine architectures, you've come to the right place because we've got answers.

Big Pump Vs. Little Pump

Engines in their simplest form are air pumps. The bigger the displacement of the pump, the greater the potential power; when all things are equal, the bigger the engine, the greater the power output. Unfortunately, in the argument of big-block vs. small-block, things aren't equal, and our basic argument of "bigger is better" kind of hits the guardrail in a few places. First is the availability of aftermarket cylinder heads with high-flowing port shapes and large valves. The availability of these varies wildly for different engine families, when it exists at all. Moreover, the cost of parts

The 455ci Olds might have more cubes, but a 327ci (5.3-liter) LS is the better air pump of the two. Already, you've learned that the size of the air pump isn't a marker for how well it pumps air.

Big Valve Vs. Small Valve



If engine size doesn't solve the big-block vs. small-block question, what else matters? If your eyes have wandered down the page to the large chart labeled "Small-Block vs. Big-Block Specs," you can get your first clue from the "intake valve" spec column, which shows the most common intake valve diameter size for each engine family. The

continued on next page

intake valve is the door through which air enters the engine. Big doors move more air than small doors, so it's possible to have an engine with plenty of displacement but only modest-sized valves—a description that fairly describes most of the OE engines on our list. So long as the engine speed doesn't exceed a valve's ability to satisfy the engine's demand for air mass, there's no problem. But as soon as the valve and the port presents a restriction, the power party is off. As it turns out, 20th-century big-block engines (and even small-blocks) hit this wall with relatively little effort.

Here we run the risk of oversimplification, because valve size is a stand-in for mass flow and port flow quality, but it's instructive because the valve diameter is largely dependent on bore diameter. The bigger the bore, the bigger the valve you can use and the more power you can make, provided the port can support the flow. In the big-block vs. small-block debate, the availability of high-flow, big-valve aftermarket heads and intake manifolds is a make-or-break proposition, so unless the debate is stock vs. stock the aftermarket has a say in crowning winners and losers.

Big Bore Vs. Big Stroke

If increasing the bore and increasing the stroke both provide more cubic inches and presumably more power, does it really matter how the factory went about increasing the displacement? It turns out, that does matter. A look at the "Small-Block vs. Big-Block Specs" chart shows stock bore, stroke, and approximate engine weight, and here you'll note that some engines have larger bores and shorter strokes (oversquare) while others have smaller bores and longer strokes (undersquare). A short-stroke engine doesn't need as tall a deck height to make the same cube-count and will typically weigh less, setting up a lighter-is-better argument. This favors the big-block Chevy, a fact somewhat hidden by the reality that the big-block Chevy cast-iron heads and intake are super heavy, though

they are easily replaced by lighter aluminum. The stock BBC heads are massive, but in aluminum form, this giant footprint on the fire deck adds stability and more flexibility in port design which the



aftermarket has taken full advantage of. Where a taller-deck big-block V-8 has the advantage is in situations where the bore is also larger.

Survey Says: Big-Block Chevy

If you just want to win races while spending the least amount of money, get a modern Chevy LS small-block. Debate over. You're just not going to get to four-digit power levels with anything else for less than the price of an LS, but that's no fun for the purposes of our old-school 20th-century big-block vs. small-block slugfest. We're cutting to the bottom line early so we can ponder the deeper mysteries of the big-block vs. small-block debate. But when it comes to making copious power from any common domestic V-8, the big-block Chevy wins hands down, not so much on the basis of any overwhelming mechanical merit, but because the aftermarket has been continuously working on making the big-block Chevy bigger, badder, and better for the past half-century. In fact, the aftermarket is so influential that many of the best big-block Chevys don't have any Chevy parts in them at all (this goes as far back as the Drag Race Competition Engine, or DRCE, which was fielded by Oldsmobile beginning in 1983).

continued on next page

Small-Block Vs. Big-Block Specs

Engine:	Bore Dia.:	Intake Valve:	Stroke:	Deck height:	Weight:
350ci Small-Block Chevy	4.00 in.	1.94 in.	3.48 in.	9.02 in.	535 - 575 lbs.
454ci Big-Block Chevy	4.25 in.	2.06 in.	4.00 in.	9.80 in.	685 lbs.

Cost Vs. Power

With any big-block vs. small-block comparo, one of the major debate points is cost-savings (the small-block) versus big power (the big-block). With the Chevy engines, the aftermarket has erased much of the disparity here, making both big-block and small-block engines around the same in terms of hp-per-dollar. The big-block has more room inside relative to the small-block, so you can buy more power for the dollar without the cost skyrocketing too much on the high-end of the power range. Likewise, the aftermarket has serviced the small-block Chevy well over the decades, offering stroker kits, high-performance induction, and stronger blocks with clearance for stroker kits, keeping the small-block Chevy well in the competition fray. Building a high-output small-block Chevy really isn't a barrier like it is for many other brands of GM small-blocks, and in some cases the power level of a performance-built small-block Chevy can exceed the power output of some big-block architectures in a cost-effective way, irrespective of displacement.

Lightness Vs. Power

The 1960s saw the predominant use of cast iron in cylinder cases, cylinder heads, and intake manifolds. Inexpensive and strong, cast iron was used almost exclusively, whereas today aluminum alloy and lightweight thermoplastics comprise a significant number of engine components in newer engine families. Then as now, power demands strength, and strength adds mass, the biggest difference being that back in the 1960s, if you

wanted strength, it came with a bigger weight penalty. Without considerations of inter-brand rivalry, Ford and Chrysler big-blocks were able to leapfrog GM's big-blocks simply by making them bigger in the areas that counted the most: bore diameter and deck height.

Who's The Ultimate Winner Of The 20th-Century V-8s?



At the end of the day, there's no denying the might of the big-block Chevy. As we said up front, the number of classic Chevys, the preponderance of big-block Chevy cores, the number of Chevy fans, the enthusiastic number of manufacturers providing parts, the number of Chevy-specific races, the number of engine builders, and the extensive amount of time of aftermarket development (over a half-century) means that no amount of inherent technical superiority by other brands can overcome the big-block Chevy's advantage. Like we said, the aftermarket has a say and it has spoken. Of course, the premise was to declare a winner of 20th-century V-8s; ultimately, in the 21st century, the big-block Chevy bows to the LS on a hp-per-dollar basis.