



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

SO WHAT'S PLANNED FOR BOWLING GREEN FOR PCC?

Well obviously, the schedule of activities is the same for pretty much everyone. Jean & I will be checking in on Sunday (July 31) and getting familiar with the hotel. (We're staying at the Holiday Inn.) Monday includes the Ladies' event, a welcome event and a National Corvette Museum Tour (unless we visit another day). The Field Entrance Check (FEC) for those bringing their classic Chevys will take place on Sunday & Monday. Don't forget your fire extinguisher! The PCC does not require a FEC but as guests of the anniversary meet, we need to comply with their rules. In any event, the PCC does not assess any point deductions resulting from the FEC.

Judging seminars are scheduled for the traditional VCCA classes on Monday. The PCC will have a conference room available on Monday evening. I have no agenda right now but I think it would be a great time for us PCC members to meet each other. We can also use the time to review our judging process and talk about anything else our members wish to cover.

Tuesday will be judging day (unless it rains, then it will be Wednesday). I should be able to cover that so long as we can confirm the proper classes in advance. I'm working on that now. The Chevy Store and spaces for regions to sell their fundraisers will be open starting Tuesday. The PCC will be represented with handouts, grille badges & pins along with sample awards.

Wednesday will have tours & track day when us novices can drive on the 3.2 mile track. According to the anniversary meet slideshow, those with a lot of loose change (\$329) can drive a new C8 Corvette 4 laps. Any takers?

The PCC has a reserved seminar room Wednesday evening for our "awards ceremony". One of our members is expected to have his ride on display in the room! Thursday & Friday include several interesting events but none specific to PCC. I'm looking forward to meeting our fellow PCC members!





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. Contact Ron Marciano if interested.) For more info, check vcca.org and/or send an email

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

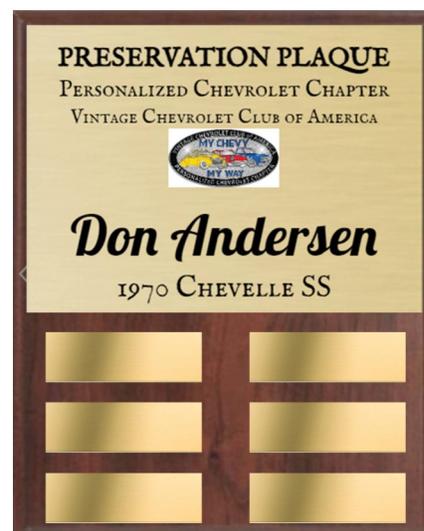
A New Plan for Multiple PCC Wins

The ink was barely dry on the January 2022 issue of My Way before we are changing our plan to acknowledge when a PCC member has his vehicle judged more than once. Our previous plan was to provide a 5" x 7" wall plaque for each subsequent win after the vehicle receives its junior or senior oval. That might work if you have enough wall space but is isn't economically viable for our chapter. As many members may know, the VCCA offers a "preservation plaque" after a class judging member receives his 1st senior award. For every subsequent win, the member would receive a "tab" or "plate" which would be affixed to his plaque.

The PCC is planning a similar plaque. It will be 8" x 10" and include the member's name & vehicle. Once the member has his vehicle judged a second time, he would receive the plaque and a plate for each meet attended. (The plaque can hold up to 9 plates). The plaque to the right says "Preservation Plaque" but that name may change. The VCCA defines preservation as the condition of the vehicle after it has achieved senior status. Thus their plates do not include all the meets where the vehicle was judged - but the PCC plaque will.

We expect to have the plaques ready for the Bowling Green anniversary Meet. So any members having their vehicle judged a second time will receive this plaque and 2 plates - one for the first meet judged and one for Bowling Green.

The plaques are not cheap but over time the cost of the plates will be less than purchasing another 5" x 7" plaque for every subsequent win as we do now. Plus I personally like this one more. I will provide a better image of the plaque in our next newsletter



Future Corvettes: E-Ray, ZR1, C9 EV, and more

From Don Sherman, Hagerty News, 5/4/2022

Fulfilling long-held rumors, our beloved Chevy Corvette has officially begun its journey toward full-electric propulsion. On April 25, GM President Mark Reuss announced two near-term Corvette variants—what he called an "electrified" model due early next year to be followed by a fully electric, Ultium-based vehicle. Confirming this was far more than corporate hyperbole; a 25-second video depicted a camouflaged C8 prototype spinning all four wheels while drifting furiously across a snow-packed test track. Fans of fiery combustion engines will surely appreciate that the prototype's soundtrack suggests that a hot V-8 continues as part of the deal.



Now that the Chevy Volt has been retired from production, GM prefers the term "electrified" over "hybrid" to indicate a thoughtful blend of electric and combustion propulsion elements.

Continued on next page

Future Corvettes

Ultium is GM's combination of a massive lithium-ion pouch-type battery pack in a "skateboard" layout with one or more AC drive motors. Deliveries of the Ultium-based 2023 GMC Hummer EV pickup have just begun and the SUV version will follow for the 2024 model year. We have every reason to believe that when an electric Corvette finally lands, it will utilize this same fundamental architecture.

2024 Corvette E-Ray hybrid

In 2015, while plotting the future that is just now coming true, GM applied to the U.S. Patent Office for exclusive ownership of the CORVETTE E-RAY and E-RAY trademarks. Rights to these names were granted in December of that year for "motor land vehicle" use.

While GM has yet to officially confirm it will use the E-Ray name on its coming electrified Corvette, the expectation is that a pair of 83-hp AC induction motors will reside just ahead of the passenger cabin to drive the front wheels. The current 490/495-hp LT2 V-8 will drive the rear wheels through today's eight-speed dual-clutch automatic transaxle. The hollow cavity serving as the backbone of the C8 Corvette's aluminum spaceframe is approximately 2.5 cubic feet in volume, enough space to house over 100 Ultium battery cells. It's a good guess that the E-Ray's pilot will be allowed to choose between rear- or all-wheel drive. During cruising, we expect that an engine-driven alternator will replenish the battery pack; a port to plug in at home for battery charging is not likely.

Electric motors providing torque to the front wheels will enhance the Corvette's agility spiraling into a turn. The added traction will also improve mobility in wet and snow conditions. In spite of a curb weight increased by an estimated 700 pounds, the E-Ray's AWD and instant torque

will likely trump the standard Stingray in a drag race.

Beyond E-Ray, pure electric

The Hummer EV's battery pack consists of 576 individual pouch-type lithium-ion cells storing 200 kWh of electrical energy, worth roughly 450 miles of driving range. Given the 4-inch width of each cell and the fact they're stacked in modules two high, the resulting battery pack is some 8-inches in overall height.

Cramming an 8-inch tall skateboard under the passenger cabin would yield a Corvette that's notably taller than the current 49-inch high C8 Stingray.



C8's ZR1-shaped endgame

Following the Z06 and E-Ray in the C8 generation's roll forth sequence, a mega-hot ZR1 is expected circa 2026. The Z06's 670-hp DOHC LT6 V-8 will be enhanced with two turbochargers to vault peak output over 800 hp in an engine designated LT7.

The fifth and final variation on the C8 theme will be the Zora—named after Corvette patron saint Zora Arkus-Duntov. Here, the combination of LT7 combustion energy in back with two AC motors in front will be tuned to shatter the 1000 hp barrier with highly satisfying performance consequences. We anticipate Zora's triumphal return to Chevy showrooms before the clock strikes 2030.

Light 'em Up LED Lighting

*Adapted from American Tri-Five magazine, March 2022 and
Hot Rod Newsletter, John McGann 4/13/2022*

To anyone who has seen a new car rolling down the road anytime recently, it's no secret that the future of lighting revolves around LED's. The modern look, ultimate reliability, and higher intensity has won the aftermarket over for years, and the OE's have followed suit in recent times.

First things first, let's look into the technology; LED stands for "light emitting diode". Basically, electrical energy passes through an electrical diode, the molecules inside the diode react, and light is formed. This, opposed to electricity passing across a wire filament in a normal, incandescent bulb, which glows and creates light. The biggest advantages to LED's are lower electrical load, faster switching, and increased output when a small package is necessary. On top of that, without a wire filament constantly wearing from having energy passed across it, LED's typically last longer than incandescent bulbs as well.

Tri-Fives are no exception to the LED allure; the constant push for 21st century technology in our classics evolves day-by-day it seems, and lighting is no exception. With this innovation has come multiple options, but some better than others; simply put, not everything fits or works the way you want it to, or the way it should. Even worse, some options look too modern.

Companies like United Pacific, and most recently, a joint venture between Holley and Morimoto Lighting, have expended countless hours

of research into providing LED options that keep the classic look.



Holley's new RetroBright LED headlights are one of the biggest game-changers I've come across in the lighting game for some time; available in 7" configuration for our Tri-Fives, as well as various other old-car-friendly sizes, these headlights have the look of an original sealed-beam bulb, using a "line" style lens that absolutely passes the "glance test". But with one in your hand, its very clear this is no ol' Guide T-3.

Nope, these puppies carry a full-finned metal housing for heat dissipation, and a serviceable LED cartridge featuring both high and low beam circuits.



Possibly the best part of all, they're plug-and-play, meaning there's no need for any additional wiring whatsoever. No additional ballasts, no secondary grounds, these units plug directly into the original 3-plug connector for your

existing headlights. And, with the aforementioned lower electrical draw, there's no worry of overload on existing, even older, even original wiring. Simply put, there is no downside.

You can see the difference in illumination between Holley's RetroBright headlight on the passenger side and the H6054 halogen bulb on the driver's side. Holley sells these in 5700 degrees Kelvin, for a modern white light, or in a more yel-

continued on next page

low 3,000 degrees Kelvin, if you prefer the old-school look of a traditional halogen bulb.

You'll notice a big difference on the road, too. We've seen some LED conversions with very narrow beams that make it difficult to see around a corner, but the RetroBright headlights push a lot more light out in front of you, and in a wide, usable pattern, too. The RetroBright lights draw less power and run cooler than traditional filament-style bulbs. Our sealed-beam quickly reached 100 degrees F within a minute of switching it on. The LED barely cracked 90 degrees after a 30-minute drive.

In addition to the 7-inch round bulbs, Holley makes RetroBright headlights in 5.75-inch round, 5x7 rectangle and 4x6-inch rectangle, all in 5,700 K or 3,000 K color temperatures. You can even get them with a yellow lens if you want that

European rally car look. To our motorcycling brethren: don't let the cagers have all the fun. The 5.75-inch round light fit the nacelle of our 2008 Sportster, so we swapped that over immediately. It's a vast improvement over the stock headlamp, and much better looking than the generic Amazon-special LED lamp we replaced it with last year.

Now for the punchline. What do they cost? Well they go for around \$200....EACH. My first reaction was that I just won't drive at night but then realized that was an emotional reaction. My kids always ask me what they could get me for my birthday or Father's Day or Christmas. If that's too steep or if I can't wait, then I'll just buy them myself and stop whining.. I do like the look of my current "red dot" tri-bar halogen headlights on my '57 - just not at night. 'Nuff said!



Those PCC members who have not renewed their membership for 2022 are no longer on distribution for "My Way".