



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

LOTSA CHANGES TO PCC JUDGING! WHAT & WHY?

Well let's take the second question first. Why the changes? There are 2 reasons. The first is that your leadership team wants to better align with VCCA judging - particularly Class judging. That is, we wanted to provide every VCCA member an opportunity to have his or her vehicle judged. For example, in Class judging a wrong displacement engine is an automatic 100 point deduction which will disqualify you from an award. Yet the PCC did not consider a wrong displacement engine as a countable mod - until now! So if you have a restored car or truck with a non-stock displacement engine, you now have an opportunity for PCC judging. There are other changes as well discussed later.

What's the second reason for PCC judging changes? Simply put, we wanted to make it easier to qualify for PCC judging and to qualify for the modified & custom classes. This is done by reducing the number of mods required for judging and to increase the number of countable mods.

Continued on page 3

2023 LEADERSHIP

DIRECTOR:
RON MARCIANO
ronmarc@
optonline.net

ASSISTANT DIRECTOR:
OPEN

SECRETARY:
JAY GARRETT
wjgarrett@comcast.net

TREASURER:
GENE ROGERS
gene-rogers@live.com

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

2023 DUES ARE PAST DUE



**Happy
St. Patrick's
Day**

Only 17 PCC members have not yet sent in their dues for 2023. With all the improvements coming, this is no time to bail. If you enjoy receiving our newsletter, please renew your membership. Write that check to VCCA/PCC and mail it to:

Gene Rogers
811 Ford Ave.
Snohomish, WA 98290

Thanks!!

Today's date		1027
DATE		
VCCA/PCC	\$ 12.00	
Twelve and no/00	DOLLARS	
PCC dues	Your signature	
FORM 22222222 000 111 555* 1027		



CURRENT 2023 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

- **May 4-7**

All-Cal meet hosted by the San Fernando Valley Region and held at the Homeland Suites by Hilton in Oxnard, CA. Features VCCA and PCC judging along with tours, a cruise and banquet. For questions or registration info, contact Steve Rosenberg (805) 379-9666 or SFVRegionVCCA@aol.com.

- **May 28**

Motorama all-make car show hosted by the Jersey Lakeland Region and held at the High Mountain Middle School field in North Haledon, NJ. PCC judging is available. If interested, contact Ron Marciano at MotoramaCarShow@gmail.com.

- **June 12-15**

45th Middle West Region Meet (Bowties in Packerland) hosted by the Packerland Region. Headquarters is the Radisson Hotel & Conference Center (adjacent to Oneida Casino), 2040 Airport Dr., Green Bay, WI. Features VCCA and PCC judging along with a Passport Tour, welcome social gathering, judging and ladies' luncheon, tour of The Automobile Gallery (housed in a 1950s-era Cadillac dealership), a special Broadway Chevrolet car show, a tour of Lambeau Field (home of the historic NFL Green Bay Packers) and closing evening banquet. For questions or registration info, contact registrar, Ray Geweke at N8188 Big Lake Ln., Sherwood, WI 54169-9666, 920-810-3092 or rgeweke@new.rr.com. or kbwyman@aol.com.

- **July 19-22**

60th Annual Central Meet hosted by the Lower Michigan Region. With two full days at North America's largest auto museum, the Gilmore Car Museum in Hickory Corners, there will be plenty of time to tour the grounds. Our judged event will be held among some of the finest automobiles in the world. Other events are planned, including a welcome event, guest luncheon and plaque tour, concluding with an awards program and meal at a very special locale in Kalamazoo. The Host Hotel is the Four Points by Sheraton in Kalamazoo. Visit vcca.org and select calendar for registration forms and details. For additional info, contact Co-Chairs Tim Mehl at 734-516-9191 or Pat Mehl at 269-217-1253 or pat.m.vcca@gmail.com.

- **August 12**

VCCA Eastern National Meet at the Classic Auto Mall in Morgantown, PA, hosted by the New Jersey Region. This is an indoor meet and our event will be held in conjunction with the Professional Car Society Meet at the same location! For registration information please contact Erv and Becky Steinly at 484-269-7836 or keystonedirector@aol.com. For general information contact Chuck Gibson at 609-221-5435 or gibsonorgntnr@aol.com.

- **October 25 - 29**

19th Annual Southeast Area #9 National Meet hosted by the Gulf Coast Region. The host hotel will be Courtyard by Marriott St Petersburg Clearwater, FL. Many events are planned (Early Bird Reception, The Collection on Palmetto, Tampa Bay Auto Museum, and Banquet). Questions to Patrick Kroeger, President Gulf Coast VCCA, 727-772-7065 or cell 727-488-9759 pkroeger@tampabay.rr.com.

PCC JUDGING CHANGES

continued

The first major change is a reduced requirement for PCC judging. Up until this year you needed at least 3 countable mods - one in each of 3 of the 4 areas (exterior, interior, engine bay & chassis). This has been reduced to 2 countable mods. However, one of those mods must be either in the exterior or custom wheels. The reason for this requirement is that at least one of the 2 mods must be visible from the outside. Only vehicles in the Sleeper class should appear stock on the outside. So for example, a vehicle with custom paint plus an interior mod or custom wheels with an engine bay mod would now qualify for the Contemporary class.



Another change is the addition of a larger displacement engine (than otherwise available in that model year) as a countable mod. Up until this year only a small block in a pre-55 or a big block in a pre-58 for example would count as a mod since it was assumed to be a more difficult conversion. Now a 283 engine in a 55 Chevy or a 327 engine in a 57 Chevy would count as a mod. However, a 327 engine in a 58 Chevy would not count because it is not larger than the 348 engine also available that year. (However, a 350 engine would count.) A 55 Chevy with a big block for example would get credit for both mods (larger displacement plus a big block in a '55).

Another additional mod is a transmission replacement that increases the number of speeds compared to what would be available in that model year. Thus a TH400 in a 58 Chevy would count as it replaces a 2-speed Powerglide, and a 5-speed Tremec in that 58 Chevy would count as it replaces the available 4-speed.



Another change is the grouping of exterior and interior mods when determining classes.



Although the PCC has defined a number of exterior countable mods, newer classics (60s & later) do not tend to nose & deck emblems, use custom grilles or use lake pipes for example. Now these newer classics can qualify for judging or higher classes with more interior mods. So for example, up until this year a vehicle required 2 exterior mods and 4 interior mods to qualify for the Custom class. Now that vehicle would instead need 6 interior & exterior mods combined.

Another smaller change is the elimination of a "show chassis" as a countable chassis mod. Many years of judging has shown very few vehicles qualifying for this mod. Instead the Chassis mod is simply custom wheels.

All the above mentioned changes refer only to class determination and have no effect on point judging. A vehicle will still require over 950 points for a senior tab and over 900 points for a junior tab and all four areas will be judged. However, the increased number of countable mods makes it easier to reach the Modified or Custom class.

Our PCC judging forms and Judging Guidelines (available at <http://pccvcca.org>) have been updated for upcoming shows. If your vehicle now qualifies for a different class (like Contemporary to Modified), you will be awarded the new tab once judged, subject to the return of the old one.

The V-8 Is Not Dead: GM Confirms New Sixth-Gen Small-Block

- by Monica Gonderman, Motor Trend News, Jan 23, 2023

General Motors is amping up its electrification plans, but it hasn't grown stone cold to its internal combustion engine (ICE) business quite yet. GM just announced that it is investing multitudinous millions to prepare various GM facilities for the sixth-generation small block V-8 engine. GM's full-size trucks and SUVs (those are the vehicles GM mentioned, at least), will continue to get this power plant. This investment shows that GM's commitment to the internal combustion engine is far from dead, for the time being at least, since re-tooling could mean GM is all-in on its V-8 gassers for at least another decade. GM hasn't divulged any details on its next V-8—particulars like engine specifications, applications, and when we'll see them in GM's trucks and SUVs.

The \$918 million investment spans four United States GM facilities involved in the machining of various small block V-8 internals and the engine's final assembly. Most of the cashola (\$854 million) will go toward the V-8, which with a small portion (\$64 million) reserved for EV components. Since 2013, GM has reportedly invested more than \$37 billion in its United States manufacturing facilities. Will this be the final chapter of the GM small block? Maybe. But at least the book isn't closed on it, yet.



A Beginner's Guide to Dynamometers

- by Kyle Smith, Hagerty Media, Feb. 15, 2023

The complexity of an assembled engine means that its horsepower or torque output can easily be lied about. You've probably walked up to someone at a car show and looked into the vehicle's engine compartment as the owner tells you about how this engine makes 600 horsepower. In most cases, it's impossible to call their bluff.

An extremely experienced ear and eye can spot some tell-tale signs in an engine bay and call BS on a power claim with some confidence, but for the hard truth, you need an objective testing system. If you are lucky, the owner has a dynamometer ("dyno") sheet to confirm their claims about the engine's output. But even dyno sheets can lie—seriously. Here are a couple of easy ways to sort the truth from the full-throttle lies.



First, we must define what a dynamometer is. Essentially, a dyno is a machine that measures engine torque. Pretty simple, right? Well, it can be. Measuring torque output is done by placing a load on the engine or drivetrain of a vehicle and evaluating how the engine reacts. For engine dynos, the load is often produced by con-

(Cont'd page 5)

A Beginner's Guide to Dynamometers

(cont'd)

necting the back of the crankshaft to an external water pump. Chassis dynos—probably what you think of when someone says “dyno”—generate engine load less directly: They place the vehicle’s driven wheels on weighted rollers that resist the tires’ motion via an electrical or a hydraulic system. Whatever the method the dyno setup uses to put stress on the driveline, the goal is to measure torque, and that is when the math comes in.

Any dyno sheet has a mountain of information besides the two tracer lines—one for horsepower, one for torque—and the peak power figures. The first thing that most people don’t think about is the sweep time.

Sweep time tracks how long it takes for the engine to pull through the load placed on it by the dyno from low rpm to high rpm. A long sweep time would mean the engine is at wide-open throttle for an extended period of time. Think of trying to drive up a pass in the Rocky Mountains in a three-cylinder Geo Metro: The car will probably make the grade, but the engine will be at full throttle for a long time.

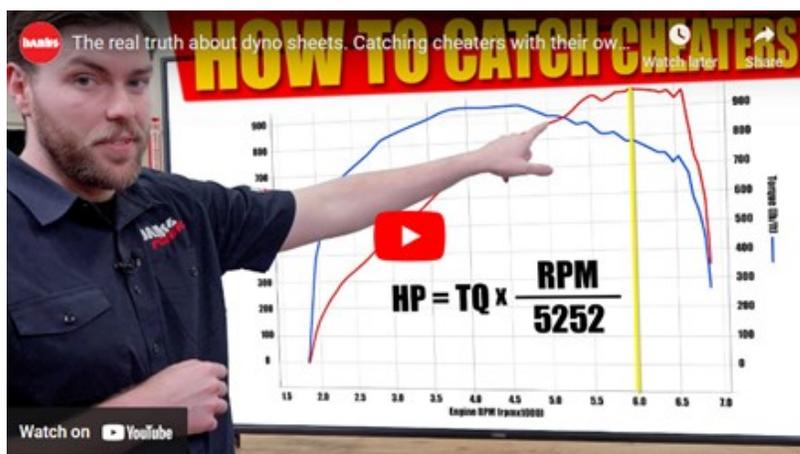
The longer the sweep time, the more realistic the power number on the results sheet. As the video points out, if a dyno operator says the sweep cannot be longer than six seconds or so due to intake or exhaust temperature, for instance, your engine is not capable of safely generating peak power for longer than six seconds. Sweep time should reflect how you intend to use the vehicle.

Then there are the other math items that we don’t talk about much. The main one is the correction factor. This is a method of standardizing results across varying local conditions. This is what allows you to use dyno sheets for comparison purposes—if you know what you are looking for. Not all dyno operators use the same correction factor, since this is based on air density and thus factors in that day’s temperature, humidity, and ambient pressure. Using the wrong correction factor—or doctoring the input for the day the testing is performed—can yield an optimistic graph that makes for great bragging ... until someone smart enough takes a look at it and points out the lies.

Another interesting item brought up in the video is smoothing. This is a well-intentioned edit to a dyno graph, designed to make the lines less jagged and easier to read, but smoothing can make for misleading charts. Essentially, this process involves editing the horsepower and torque curves to remove mathematical noise.

In short, dynamometers are incredibly complicated. It is easy to take them for granted and put too much trust in a casual glance at the results sheet.

Luckily you now know more than you did—unless you clicked on this article already an expert. There is also much more information in Banks Power’s video than we examined in this article, so be sure to give it a watch to learn even more. The video can be seen here: https://youtu.be/QapleFYj_8A. (Copy & paste this link into your browser.)



Manufacturers Struggle to Keep Pace with Vinyl Record Demand

by David Sharp AP News, June 24, 2022

The arrival of the compact disc nearly killed off record albums. Four decades later, with resuscitated record album sales producing double-digit growth, manufacturers are rapidly rebuilding an industry to keep pace with sales that topped \$1 billion last year.

Four decades later, with resuscitated record album sales producing double-digit annual growth, manufacturers are rapidly rebuilding an industry to keep pace with sales that reached \$1 billion last year. Dozens of record-pressing factories have been built to try to meet demand in North America — and it's still not enough.

The industry “has found a new gear, and is accelerating at a new pace,” said Mark Michaels, CEO and chairman of United Record Pressing, the nation’s largest record producer, in Nashville, Tennessee. Demand for vinyl records has been growing in double-digits for more than a decade and mass merchandisers like Target were bolstering their selection of albums just as the pandemic provided a surprising jolt. With music tours canceled, and people stuck at home, music lovers began snapping up record albums at an even faster pace.



Record album sales revenue grew a whopping 61% in 2021 — and reached \$1 billion for the first time since the 1980s — far outpacing growth rates for paid music subscriptions and streaming services like Spotify and Pandora, according to the Recording Industry Association of America. Record albums nearly spun into oblivion with sales overtaken by cassettes before the compact discs brushed both aside. Then came digital downloads and online piracy, Apple iPods and 99-cent downloads. Streaming services are now ubiquitous.

But nostalgic baby boomers who missed thumbing through record albums in their local record stores helped to fuel a vinyl resurgence that started about 15 years ago. It coincided with the launch of Record Store Day to celebrate indie record stores, said Larry Jaffee, author of “Record Store Day: The Most Improbable Comeback of the 21st Century.”

These days, though, it's more than just boomers. A younger generation is buying turntables and albums — and cassette tapes, too — and a new generation of artists like Adele, Ariana Grande and Harry Styles have been moving to vinyl, Jaffee noted.

In Pittsburgh, taxi driver Jamila Grady is too young, at age 34, to remember the heyday of record stores. But she finds records to be irresistible. She created wall art from some of the album covers from nearly 50 albums she's bought since 2019, starting with “Lemonade” by Beyoncé. She acknowledges it's an indulgence since she already listens to music through Soundcloud, Apple Music and Pandora. “For record players, there's something so beautiful about taking the record, putting it on the payer, and dropping the needle,” she said.

Manufacturers had to start nearly from scratch.