



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

SAN FERNANDO VALLEY REGION WELCOMES PCC TO THEIR ALL-CAL MEET

Four judging-eligible PCC members attended the All-Cal meet in Oxnard, CA on May 6, 2023. This included Gary Howard with his 1955 Chevy Bel Air 2-door sedan; Jim Long with his 1953 Chevy Bel Air 2-door sedan; Al Osterloh with his 1941 Chevy Stake Side truck and Duane Diez with his 1951 Chevy 3100 pickup. All four vehicles were stunning restorations and each received a senior award.

Gary Howard and Jim Long qualified for the Modified class due in part to the revised rules which added new countable mods (discussed in our last newsletter). They will each receive a "Senior/Modified" oval to be placed behind our PCC grille badge for proud display.

Both Al Osterloh and Duane Diez have been judged several times before and each has been awarded a Senior Preservation Board. Each of them will receive a plate to add onto their boards - this will be Al's 4th and Duane's 3rd.

Turn to page 3 for more pictures.



Al Osterloh's
1941 Stake
Side truck.

2023 LEADERSHIP

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CURRENT 2023 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

- **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 Steiny 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.

- **July 12 - 17, 2026**

2026 Anniversary Meet west of the Mississippi at Rapid City, SD. Judging will be held at the Central States Fairgrounds. Plenty of touring opportunities. Mark your calendars!

ALL-CAL MEET

continued



Photos top & right: Jim Long's 1953 Bel Air.
Jim earned his first senior oval in the modified class.



Photos below: Gary Howard's 1955 Bel Air.
Gary also earned his first senior oval in the modified class.

Not pictured: Duane Diez's 1951 '3100' Pickup.



Cordless Drill Gets Nitro-Fueled V-8 Engine Swap

- by Andrew Beckford, MotorTrend News, Apr 13, 2023

Depending on how old you are, you may or may not remember a sitcom called Home Improvement. The accident-prone lead character "Tim 'The Tool Man' Taylor" played by Tim Allen would often go over the top with DIY projects like putting a jet engine on a riding mower, and hilarity would ensue. If there was ever any wonder if that show inspired an entire generation of tinkerers creating ridiculously unnecessary and awesome projects, we have confirmation in the form of an outrageous V-8-powered hand tool.

YouTuber, Tim Welds, has over 260,000 subscribers and normally creates educational videos to teach viewers metalworking skills. However, Tim decided that he wanted take a departure from his regular content and create something just for the sake of creating it. So, he ordered a working miniature nitro-fueled V-8 engine kit and mated it to a cordless power drill that he had in his workshop. If you're asking "why" then you are missing the point. Some engine swaps just don't need a logical explanation.

The video starts with Tim assembling the miniature V-8, which is worth it for the ASMR value alone. After that he gets into the nitty gritty of designing a hilariously overpowered drill. The design process appeared to be challenging, as Tim needed to accommodate all the elements of a working combustion engine, like the fuel tank and radiator. We won't spoil it but he figures things out with some clever engineering, and the results are glorious. Every rev of the drill brought back memories of Allen's trademark grunt whenever he became drunk with his own sense of accomplishment.

We have to admit, we're feeling inspired. Maybe it's time for us to go into the shop and figure out how to swap a Chevrolet Corvette Z06 engine into pencil sharpener or rip out a Toyota Supra 2JZ engine and hook it up to our garage door opener? Once we figure it out we'll let you know.

To view the YouTube video, click here: <https://youtu.be/eHHmYgwi3QA>.



Edelbrock Performance's LSX/VRS-4150 QUAD

Engine tuners are always trying to find ways to feed more fuel, so Edelbrock came up with a solution. This high-flow "quad quad" carburetor setup is "guaranteed to drain your tank as fast as your wallet" as it "flows an astounding 7.5 gallons per minute at WOT."

APRIL FOOLS!



What are the benefits of an aftermarket intake manifold?

by Evan J. Smith, *Hemmings Motor News*, 11/21/2022

Of the many components needed for high-performance internal combustion, an efficient intake manifold ranks high on the list. Intake manifolds are relatively easy to swap and there are dozens of aftermarket choices for most popular engines, which makes them one of the first things we change when looking for horsepower. All intakes, however, are not created equal, and in order to have realistic expectations of how one will perform, you'll need a basic induction introduction.

A quick search of the Internet will reveal a multitude of manifolds for most common applications. Intake manifolds are generally designed and marketed to suit a specific horsepower level and/or rpm range, so the first tip is to be realistic with

what your engine can do. Sometimes, intakes may look similar but can differ greatly in plenum volume, port size, and port shape. There are off-the-shelf options as well as companies that hand-build custom units. You'll also find a variety of materials from which intakes are made, including composite, steel, cast aluminum, billet aluminum, and sheet metal.

Basic Function and Design

After passing the throttle body or carburetor, the air (or air/fuel mixture) gets distributed evenly to each individual cylinder by the intake manifold. To accomplish this, most manifolds will have an inlet that feeds the plenum, runners, and mounting flanges. Some will have additional passages for coolant or EGR systems or even a location to mount fuel injectors.

Even in performance applications, most factory manifolds have limitations because the manufacturer must consider emissions, fuel economy, noise, and hood clearance. In contrast, aftermarket intakes can be built strictly with performance in mind.

So, where should you start? The general rule states that long-runner intakes are best for mid-to-low rpm operation while short-runner manifolds work best at higher rpms (or on large-displacement engines). For the purpose of this article, we'll focus on naturally aspirated engines, but the theory can be applied to boosted powerplants, too.

"The most important thing to consider when selecting an intake manifold is what rpm range the engine will operate in," Evan Perkins at Holley explains. "For example, an intake with a small plenum volume and runners designed for low-end torque and snappy throttle response would be completely out of place on a high-rpm race car. Runner length is an important tool to tune the power and torque curves of a given engine. With a street-driven



What are the benefits of an aftermarket intake manifold? *continued*

muscle car the goal is not to make the biggest power and torque number possible, but to maximize those outputs for the overall rpm range the engine will operate in. This is a very complex topic that master engine builders have spent years studying. There are general rules of thumb, such as a larger cubic inch engine will like a larger cc runner. Speaking in extreme generalities, larger, bigger runners and plenum areas favor larger engines and high-rpm racing applications. Oversizing any of the following on a road-going engine can make for lazy low-rpm operation.”

Another piece of the intake manifold puzzle revolves around whether the engine will be fed with a carburetor or electronic fuel injection. With carburetion, air and fuel is mixed above the plenum, so the air-fuel mix travels the length of the intake. With the rare exception of a cross-ram intake, the carburetor(s) should be centered in the intake, while with EFI systems, fuel is injected in (or directly above) the individual runners so the throttle body can be placed anywhere on the plenum.

“The obvious and main difference between fuel-injected and carbureted intake manifolds is the presence of fuel injector bungs,” Perkins says. “Many carbureted intakes can even be converted to EFI by welding on injector bungs. Dedicated fuel injection intakes also include ports for common EFI sensors for the intended application. If you look at the Holley Hi-Ram for LS engines, it’s configured for multiple plenum top designs and nitrous plates that can sandwich seamlessly in between the base and top plate, and there are even bolt-on intercoolers available for boosted applications.”

Why are intake manifold plenum and runner length so important?

Remember, the intake valve is open for mere milliseconds, so in order to fill the cylinder efficiently, you need that column of air traveling in the intake runner to move rapidly. As rpm increases, this window of time shrinks, placing more importance on the intake manifold runner design.

Much of the science behind cylinder filling and intake tuning revolves around Helmholtz Resonance, which affects the wave (or column) of air as it moves back and forth in the intake ports and plenum. As we mentioned, the intake valve is open for a short period of time and when it closes, the column of air and fuel is still traveling at high velocity towards the valve. As the intake valve shuts, this column will bounce or deflect off the back of the valve and return up the port. The column of air will then reach the plenum and when the valve opens it will once again feed the port. Using runner length and shape, it’s possible to “tune” the intake to take advantage of the momentum created by column of air. This is one reason you see long runners in many production engines and short runners on high-rpm race engines. Those long runners are very efficient at filling cylinders in the low and mid-range, promoting torque where the engine will be used the most. Race engines, on the other hand, utilize shorter runners because

peak power is the goal and that often comes at higher rpm. Ultimately, technology will get you close, but on-track testing will require that you try a few configurations to arrive at the best intake for your race engine.



It’s hard to match the performance of a good single-plane intake when using a four-barrel (or carb-style throttle body) on a high-performance V8. The centralized plenum and relatively straight runners make for good flow in the mid-to-high rpm range.