



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

FIVE PCC MEMBERS TAKE SENIOR AWARDS IN OCTOBER (West Coast to East)

All Chevy Show in Costa Mesa, CA

Two PCC members attended the All Chevy Car Show hosted by the San Fernando Valley Region on October 8. Gary Howard brought his 1955 Bel Air and Jim Long brought his 1953 Bel Air. Each took Senior honors in the Modified Class. This was also the second senior win for both PCC members and they will therefore receive a Senior Preservation Board with 2 mini-plates designating their award locations. Thanks to Jim Karras & Tom Clark for judging. *(Continued on page 3)*



Photos of Gary's & Jim's Chevys taken at the Meet, courtesy of Jim Karras.



2024 DUES ARE DUE

Twelve dollars is a small price to pay to keep our modified Chevys a growing part of the VCCA. Please write that check to VCCA/PCC and mail it to:

Gene Rogers
811 Ford Ave.
Snohomish, WA
98290

		1027
		Today's date
VCCA/PCC		DATE
Twelve and no/00		\$ 12.00
PCC dues		DOLLARS
Your signature		
⑆22222222⑆ 000 ⑈⑈ 555* ⑆02?		

CURRENT 2023/24 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



- **November 19, 2023**

Area 1 All Chevrolet/GMC show hosted by the San Fernando Valley Region and held at Community Chevrolet in Burbank, CA. For more info contact Steve Rosenberg at 805-379-9666 or SFVRegionVCCA@aol.com.

- **June ??, 2024**

Annual Northwest Meet hosted by the North Cascade Region. Details to follow.

- **July ??, 2024**

Annual VCCA Central Meet. Details to follow.

- **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!

NOMINATIONS FOR PCC OFFICERS REQUESTED

Secretary/Treasurer Gene Rogers sent out a request for nominations for PCC officers for 2024. Please consider your interest in directing our Chapter into the future of the VCCA. Although the cutoff was specified as Nov. 1, we will entertain later nominations.

Ron Marciano (left) and Gene Rogers (right) have been essentially running the Personalized Chevrolet Chapter for many years. Your interest in participating is needed.



PCC AWARDS WINNERS

continued

Southeast Area Meet in Clearwater, FL

Three PCC members attended the Southeast Area 9 Meet hosted by the Gulf Coast Region on October 27. Dave Chesebro brought his 1955 Bel Air, Bill Goff brought his 1938 Sedan and Bob Bernstel brought his 1965 C10 Pick Up. Each took Senior honors. Dave & Bill are in the Custom Class and Bob in the Modified Class. This was the first win for these vehicles and their owners will receive the appropriate grille oval to affix behind the chapter fundraiser PCC grille badge.



Bill Goff's '38 Sedan



Bob Bernstel's '65 C10 Pick Up



Dave Chesebro's '55 Bel Air



Zero-Carbon Hot-Rodding? Mike Copeland Thinks He Can Do It With Hydrogen - *extracted from Daniel Strohl, Hemmings Classic Car, 7/25/2023*



We need to think about the future, we need to think about our kids and grandkids," said Mike Copeland, CEO of Arrington Performance, Brighton, MI. "But I'm also dismayed that performance cars are getting more and more negative attention, with a number of aftermarket companies getting in trouble with the EPA." The solution, he figures, lies not with giving up on one or the other, but with the most abundant element in the universe - specifically with burning hydrogen in internal combustion engines instead of gasoline. And he wants to start converting some of the 290 million internal combustion cars already on the road in the

country to hydrogen fuel in a couple years' time.

Over the last two and a half years, Copeland has been not only figuring out how to get production-line engines like GM's LS-series V-8s to run reliably on hydrogen but also getting them to produce as much if not more horsepower than stock while meeting stringent emissions limits set forth by the Environmental Protection Agency. In addition to the requisite fuel lines, the system also relies on hydrogen-specific fuel injectors and an electronic control module supplied by Bosch. And that's about it. Copeland said the system is designed to work on pretty much any internal combustion engine without the need to swap out heads, intakes, camshafts, or exhausts. Because hydrogen burns at three times the speed of gasoline and because it requires a completely different air/fuel ratio - as low as 100:1, versus a gasoline engine's stoichiometric 14.7:1 - Copeland said that plenty of potential for power gains lies in tuning, particularly in playing with timing curves and using camshafts with profiles developed specifically for hydrogen.

It does have a few disadvantages, Copeland admitted. One is image. "The number one question I get is about the Hindenburg and people worried about safety," he said. "But hydrogen is so light and it goes straight up so fast when it's released that it essentially puts itself out. It's much safer than gasoline." Another is the fact that the hydrogen internal combustion process is not emissions free. While the combustion of hydrogen does not produce any carbon emissions, the heating of the air produced oxides of nitrogen, commonly referred to as NOx. Copeland said his team's work on converting gasoline engines to hydrogen "absolutely" is going to address NOx. We have a plan in place to reduce that by 90 percent." In part, that plan will rely on exhaust treatment devices similar to catalytic converters for gasoline engines.

The biggest drawback for hydrogen, according to Copeland, is distribution and accessibility. It is currently only available commercially in the United States in California (Canadians are limited to a few filling stations in Vancouver and Quebec). The allocation of \$9.5 billion in the most recent infrastructure bill to build as many as 10 regional green hydrogen manufacturing centers across the country should alleviate that, Copeland said, helping to bring costs down at the same time.

He does intend to go into production with his conversion system. He said his system will work just as well on diesel engines as on gasoline engines, and he intends to start converting fleets as early as late 2024, then expand into individual cars sometime in 2025. "My ultimate goal is to have centers all over the country doing conversions," he said. "I want to eventually work our way to providing kits for hot rods, and it's even on my to-do list to provide hydrogen conversions for the low-volume replica manufacturers."

Cruising in California Is Not a Crime! Governor Gavin Newsom Lifts 40-Year Ban

- KJ Jones, Hot Rod Newsletter, October, 26, 2023



"Low and slow." It is the timeless posture and tempo of the lowrider segment of car culture, in the U.S. and around the world. The term "lowrider" is a designation that blankets the brilliantly painted and heavily blinged, ground-scraping, and, thanks to elaborate hydraulic suspension systems, sky-high-hopping vehicles. And it also identifies a lifestyle, one that emanates from Latin culture, tradition, and pride.

When lowriders and hot rod enthusiasts use "cruising" as a verb, per very crude definition, they are talking about the practice of repeatedly parading vehicles back and forth on a street or through a specific area (typically a small city or town's main street, or a shopping-center parking lot), simply to show off, typically at night in most U.S. cities, or for Los Angeles-area lowriders, on sunny Sunday afternoons. Cruising includes an element of automotive posturing at its most grassroots level. It is a vehicle owner's desire for their ride to be seen by everyone who is within eyeshot as it glides down the block.

In 1982, the state of California issued a complete and total ban on cruising. The irony there was that the streets of SoCal are recognized as the place where cruising began (sometime back in the 1940s), with young Latinos congregating on Los Angeles-area boulevards to drive and hard-park their tricked-out sleds. On October 13, 2023, Governor Gavin Newsom reversed almost 40 years of cruising being outlawed in the Golden State, and the modification of a car or truck's suspension (to radically lower it) by signing California Assembly Bill 436.

(1) Regulating cruising.

(2) The ordinance or resolution adopted pursuant to this subdivision shall regulate cruising, which is the repetitive driving of a motor vehicle past a traffic control point in traffic that is congested at or near the traffic control point, as determined by the ranking peace officer on duty within the affected area, within a specified time period and after the vehicle operator has been given an adequate written notice that further driving past the control point will be a violation of the ordinance or resolution.

3) A person is not in violation of an ordinance or resolution adopted pursuant to this subdivision unless both of the following apply:

(A) That person has been given the written notice on a previous driving trip past the control point and then again passes the control point in that same time interval.

(B) The beginning and end of the portion of the street subject to cruising controls are clearly identified by signs



Is This the Next Chevy Corvette ZR1's New Twin-Turbo V-8 Engine?

- extracted from Alexander Stoklosa, Hot Rod Newsletter, October 17, 2023



We've already reported that the next Chevrolet Corvette ZR1, the first based on the newest mid-engine, C8-generation Vette, would be a mind-blower. It's expected the supercar will deliver over 900 hp from a combination of a good ol' V-8 engine and some electrification, likely in the form of a pair of electric motors on its front axle. And now an anonymous tip—in the form of a somewhat blurry engineering image—might offer the latest details on that V-8 set to power the mightiest mid-engine Corvette yet.

First and foremost are the pair of turbochargers riding sidesaddle along each cylinder bank, connected to the intake via long, artfully shaped piping (the wing-like things that resemble a cobra snake's hood). These look to be fed by a pair of aft-mounted air boxes (bright blue, behind the purple intake plenums atop the engine), while exhaust gases exit the turbos via a quadrant of square-tipped exhaust outlets that resemble those on the regular Corvette Stingray, rather than the central outlets on the Z06. The Z06's setup was designed as much for sound as it was for performance; the same could be true here—the central muffler, dual-pair-of-outboard-exhaust-outlet setup could be for packaging reasons or because its extra pipe length extracts more V-8 noises through the turbos.

Difficult to discern here is whether this engine is of a different displacement than the naturally aspirated version used in the Z06, which is a 5.5-liter unit. It's possible Chevy downsizes this engine, especially given it'll be bolstered by turbos, to keep vibrations in check (the Z06's engine is quite big for a flat-plane-crank engine, and Ferrari's twin-turbo V-8s are all smaller); because of the turbos, it's a good bet this V-8 will crank out yet more power than the Z06's 670 horses. Figure on the V-8 putting down at least 700 hp and far more torque than the Z06's 460 lb-ft, and with two electric motors up front instead of the hybrid Corvette E-Ray's single 166-hp unit (each driving a single front wheel), it's not much of a leap to arrive at 900 horses or greater in total output from the new ZR1. The extra torque will come in handy, given the ZR1 will be heavier than a Z06 or E-Ray (pictured below, in gray), thanks to the turbos and motors.

This all represents a huge step up from both the naturally aspirated Corvette Z06 and the hybridized Corvette



E-Ray, the latter of which basically combines a regular Corvette's 6.2-liter V-8 with Z06 bodywork and a single electric motor added to the front axle for the bloodline's first-ever all-wheel-drive setup. In essence, the ZR1 would be an E-Ray with the Z06's engine, plus turbos, plus an extra electric motor. After seeing it's engine, we can't wait to see the rest of the production Corvette ZR1 brings when it appears either later this year or sometime next year.