



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2017 LEADERSHIP

DIRECTOR:
RON MARCIANO
ronmarc@optonline.net

ASSISTANT DIRECTOR:
CHUCK LIPPMANN
qqcal55@gmail.com

SECRETARY:
GENE ROGERS
gene-rogers@live.com

TREASURER:
DAVE KOSCHE
kosche2@frontier.com

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

PCC ADVISOR:
JIM GEBHARDT
facilitydesignservices@juno.com

2018 OFFICERS FOR THE PCC!

PCC Secretary Gene Rogers sent out ballots for potential candidates for office in 2018. All submissions had to be delivered by November 1, 2017. The existing slate of officers offered to stay on another year with the exception of

Dave Kosche who has served tirelessly as Treasurer from the very beginning. Dan Kavanaugh submitted his candidacy for that position. With no other candidates, this slate ran unopposed and no election is necessary. Thus Dan will be

our new Treasurer effective the first of the year. The existing Director, Assistant Director, Secretary and Webmaster will continue in 2018. I am looking forward to working with our leadership team to move our Chapter ahead!



PLEASE REMEMBER TO SEND YOUR 2018 PCC DUES (\$12) TO DAVE KOSCHE, P.O. BOX 1074, LAKE STEVENS, WA 98258. CHECKS SHOULD BE MADE OUT TO "VCCA PCC".

THANK YOU!!!

What better time than Thanksgiving to recognize the efforts of our leadership team and our outgoing Treasurer, Dave Kosche. Dave accepted that position when our Chapter was first formed and developed it from nothing to the well-oiled machine it is. In addition to the traditional duties, all our officers have been working to make our Chapter a worthwhile experience for its members and evaluating improvements to our judging process. Thanks guys!

CURRENT CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

This is where we list our upcoming events for 2018. Well, I didn't see any listed in the G&D or on our VCCA website. Here in the northeast, it's starting to get chilly and the outdoor car shows are winding down.

This actually gives our Chapter a chance to finalize our new judging process before the 2018 events begin. Whether you plan to have your vehicle judged or not, you should plan to bring your ride to a local Area

Meet. As a member of the Personalized Chevrolet Chapter, you will have the opportunity to proudly display your vehicle among the factory originals, stock restored and drivers. Of course they will probably

hear you coming but you need to register anyway! I will be working with Area Meet organizers to encourage the inclusion of the personalized cars & trucks at their meets. Stay tuned!

WELCOME TO THE CONTEMPORARY CLASS!!

Your PCC leadership has been hard at work defining our new classes for PCC judging. As we described in our last newsletter, we will now have different classes for PCC judging - depending on the number of modifications of your car or truck. These include the Contemporary, Modified and Custom classes. While we welcome all three, the Contemporary class will enable those vehicles with the least number of mods to qualify for judging. The chart at right summarizes the number of mods for each class. It is important to remember that the number of mods ONLY determines the class and has no effect on winning an award! However, we do require a minimum number of mods to qualify for the

Contemporary class.

Each vehicle is divided into 4 areas: exterior, engine bay, interior and chassis. The Contemporary class requires at least one mod in 3 out of the 4 areas. So, for example, if a vehicle has custom paint (exterior), engine dress-up (engine bay) and a custom steering wheel (interior), it would qualify for being judged in the Contemporary class. Alternatively, if that vehicle

has custom wheels (chassis) with no interior mods, it would also qualify. Take a look at the featured ride in this issue for a real-life example!

Vehicles in the Modified class would have at least 2 mods in each of the exterior, engine bay and interior areas and one in the chassis area.

Vehicles in the Custom class would have at least 2 mods in the exterior,

3 mods in the engine bay, 4 mods in the interior and one mod in the chassis area..

Once the class is determined, the vehicle will be judged strictly on condition. Vehicles scoring over 900 points qualify for a Junior award while those over 950 points qualify for a Senior award. The awards - which are tabs positioned behind our grille badge - indicate both the award and class.

AREA	Vehicle Judged	MINIMUM # OF MODIFICATIONS		
		Contemporary	Modified	Custom
EXTERIOR		1*	2	2
ENGINE BAY		1*	2	3
INTERIOR		1*	2	4
CHASSIS		1*	1	1
		(*3 out of 4 areas)		
CHECK CLASS:		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IF LESS THAN MINIMUM # MODIFICATIONS, VEHICLE INELIGIBLE FOR JUDGING. CHECK HERE <input type="checkbox"/>				

HOW PCC JUDGING FITS IN WITH CLASS JUDGING AND CDPC CERTIFICATION

The development of our PCC judging process required careful consideration of the existing VCCA classes. While Class judging might appear far removed from PCC judging, they share a common 1000-point scoring system and both evaluate the vehicles condition to determine eligibility for an award. With Class judging, any "incorrect" features will not disqualify the vehicle from being judged, but such features will result in point deductions. For example, the current Class judging form allocates 35 points for wheels. So if a perfectly restored and correct vehicle except for incorrect wheels were judged, it could still qualify for an award.

The PCC judging process intentionally requires at least 3 vehicle modifications to qualify for judging in the Contempo-

rary class. The idea was to provide some "separation" between the two classes such that no vehicle would likely earn a Senior award in both classes.

A similar consideration was made for separating the PCC class from the Chevrolet Driver's Participation Class (CDPC). The CDPC class was created to "promote the driving and showing, at National sanctioned meets, of Chevrolets which were not intended by their owners to be show cars and are described as 'Drivers' ". This is a non-competitive class and is not point judged, but vehicles are certified upon passing a visual inspection. Each vehicle must conform to the era of manufacture and components and accessories must appear original. This class is for Chevrolet vehicles with limited upgrades for driving enjoyment. So the key take

-away is that the CDPC class was created for unrestored "drivers" with limited modifications.

Perhaps the major difference between CDPC certification and PCC judging is that with PCC, condition is paramount and was not created for the "driver". It is unlikely that an unrestored vehicle would be eligible for a Senior PCC award.

Another area of difference is the allowable modifications. The CDPC class "tolerates" limited modifications where the PCC "celebrates" them. The PCC process attempts to define countable modifications (for determining class) as those beyond those acceptable to the CDPC process. PCC modifications are those that provide visual enhancements to the vehicle. For example, CDPC al-

lows any wheel or hub cap as long as it is an era-correct Chevrolet product. However, the PCC does not recognize any painted wheel or hub cap as a countable modification, but does count any aftermarket, chrome-reverse or Chevrolet rally wheel (if not standard or optional equipment). Similarly, the CDPC process accepts seat belts, turn signals, stop lights, sealed beam/halogen headlights, radial tires, radio upgrades, electrical upgrades, (underdash) air conditioning, overdrive systems, altered exhausts, steering, suspension and/or brake system upgrades. The PCC, however, does not recognize these modifications as countable for determining PCC class.

A more exhaustive description will be provided in the Personalized Class Judging Guidelines under development. Stay tuned!

In August of 1994, my wife, Blanch, and I flew to Kansas City, MO to drive home a 1948 Chevrolet convertible. We picked up the car at the airport in Kansas City and headed north up I-29 to spend our first night at St. Joseph 40 miles away. No sweat. The car handled like a go-cart. The steering was quick and the 327 engine ran smoothly.

That evening we received a warning of things to come. The wind blew the car cover off and the rain

MY RIDE - DAVE KOSCHE

soaked the rear seat. Not expecting rain I had left the rear window out thinking the cover would provide the necessary protection. What little I knew!

The next morning we got on I-90 at Sioux Falls, IA. Along the way we encountered some light showers and, surprise, the wipers didn't work. Not to worry howev-

er, as the seller had Rain-Xed the windows and we survived that small storm and several others to reach Rapid City, SD that evening as planned.

The second day on the road the bubble burst. Or should I say the transmission line. As we were fueling up in Billings, MT I noticed a pool of red fluid under the car.

"Some poor sap," said I, "lost his transmission fluid." I was soon to find out who that poor sap was. You see, the lines from the transmission were a mixture of steel tube and rubber hose and road vibration had caused them to slip apart.

The fix was simple – re-attach the lines, and refill the transmission. Easier said than done! The X-member of the convertible made it impossible to reach

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WE'RE ON THE WEB!

[HTTP://PCCVCCA.ORG](http://PCCVCCA.ORG)

the lower clamp from above and nearly so from below as the car was very low so I needed to get the car in the air. Around back of the gas station the lids to the underground storage tanks extended above the gravel about four inches so by running a front wheel on one of them I was able to reach things – barely.

Not many situations can compete with inadequate room, improper tools, an inaccessible clamp, gravel to lie in, hot exhaust pipes, Montana summer heat and hot transmission fluid running down your arm. But due to perseverance, a censored vocabulary and four quarts of tranny fluid we were back on the road.

Our next surprise occurred when we tried to re-enter I-90 at Big Timber, MT. The engine refused to start. Working on my Montana tan I popped the hood and found the spark to be a weak sickly orange. Off came the distributor cap to discover that the metal contact on the top of the rotor looked like shrapnel and the ignition points resembled lava rock. I straightened the rotor best I could, dressed and set the points with a jackknife and the sucker fired. Yee-hah! Aren't old cars fun? Don't ask Blanch.

Leaving Missoula, MT the engine quit again. This time the carburetor was leaking gas but a few whacks with a handy rock unstuck the float valve and we were cruising.

Montana wasn't through with us though.

East of Superior the transmission began to slip. Leaky line again. Use the jack, throw the spare under the tire as a safety device and shove the line back together. Simple, I thought until the jack wouldn't fit under the A-arm and the jack handle broke. I wasn't through with the jack however. I placed it in front of the wheel and used it as a ramp to drive up on a curb. The fix was easy after that.

Just west of Wallace, ID the float valve stuck again but again, a roadside rock cured the problem. Then it was Washington State and home. Nothing to it, a piece of cake!

The exterior bodywork, paint and upholstery were finished when I took ownership of the '48. But the firewall was cut up and the mechanicals – the suspension, engine installation, wiring, instruments, fuel and transmission lines and the entire drivetrain – were a mess.

I patched, smoothed and painted the firewall, restored the front frame rails, installed an aftermarket cross member adding Mustang style suspension components and 11 inch power disk brakes, power steering, 1976 van tilt column, Grant steering wheel, a 290 hp 350 C.I. crate engine, Edelbrock intake and carburetor, 350 TH transmission, a 1956 Chevrolet rear end, a Walker radiator, Cooling Components fan and shroud, a Ron

Francis wiring kit, filled the ashtray hole and painted the dash, fitted VDO gauges, machined or fabricated the

steering column drop, the Lokar style gas pedal, the transmission cover and other necessary pieces. I did all of the work in my home shop except the front-end alignment.



Dave Kosche is our now outgoing PCC Treasurer who has served since the Chapter was sanctioned in 2014. Dave is a Master Craftsman. His shop includes milling, welding, lath, press, and drilling machines. Dave is as "hands-on" as you can get!



Dave qualified for the Contemporary class with at least one mod in the exterior (paint & nosed/decked), at least one mod in the engine bay (cross-model engine upgrade - a V8 in a pre-1955 plus engine dress-up), and at least one mod in the interior (in-dash gauges & steering wheel). A chassis mod (show undercarriage or custom wheels) would result in a reclassification to "Modified".

Dave's ride sure appears as a Senior car in either class!



Interested in having your ride featured in MY WAY? E-mail me at ronmarc@optonline.net and we can get started! I'll need pictures, a list of your personalizations and perhaps anything else you care to share about your ride.