



# My Way

NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2018  
LEADERSHIP

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## 47TH ANNUAL NORTHWEST MEET WELCOMES PCC! ENJOY PHOTOS YOU'LL ONLY SEE HERE!

The event theme was "Hooray for Hollywood" and the venue was the foothills of the Cascade Mountains in Chehalis, Washington. National and Personalized Class judging took place on Thursday, June 8th followed by tours on Friday and Saturday morning. The Saturday "Old Car" picnic centered around a 40s & 50s hotel band & music. It was a "Hooray for Hollywood" gala event. Congratulations to all the organizers for a successful meet!

Personalized Chevy owners who participated included Erwin Yoder with his 1964 Chevelle, Earl Marble with his 1935 Standard Coupe and Tom Andel with his 1950 Fleetline Coupe. Further, each vehicle's modifications placed them in a different Personalized Chevy class. Judging was lead by Gene Rogers of the North Cascade Region.

Erwin's Chevelle illustrated on this page was impeccably restored and claimed a Senior award. His modest number of modifications resulted in his placement in the Contemporary class.



(cont'd on page 2)



Earl Marble entered his creatively restored 1935 Standard Coupe. With his trim removal, engine upgrade & dress-up, interior mods and custom wheels, Earl received a Senior award in the Custom class.



Tom Andel's 1950 Fleetline Coupe was a very nicely restored car. His custom paint, trim removal, lake pipes, dressed-up small block V8, tilt steering column & custom wheels placed Tom in the Modified class. Tom was awarded a Junior oval.



# CURRENT 2018 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

**September 29 - 30**

**Area 11 National Meet hosted by the Long Island Region** held at the American Museum of Armor on the grounds of historic Old Bethpage Village Restoration. Please contact Chris Geiger at [chevyrod1938@aol.com](mailto:chevyrod1938@aol.com) or call 631-757-5021 by September 1.



**PCC MEMBERS:** YOUR LEADERSHIP TEAM NEEDS TO KNOW OF YOUR INTEREST IN PARTICIPATING AT ANY OF THESE AREA MEETS. WE HOPE THAT YOU WOULD BE INTERESTED IN DISPLAYING YOUR RIDE AND PARTICIPATING IN THE EVENTS PLANNED. HOWEVER, IF YOU WOULD ALSO LIKE TO BE JUDGED, WE WILL NEED ENOUGH PCC MEMBERS TO HANDLE THE NECESSARY ACTIVITIES. SO PLEASE CONTACT ME OF YOUR INTEREST. THANKS! RON

Remember, only PCC members are eligible for PCC judging and PCC awards!

**October 14**

**Pacific Southwest Area 1 National Meet hosted by the Orange County Region** and held at the Enderle Center in Tustin, CA. Registration Chair: Judy Howard 909-227-7476, [jghoward@cox.net](mailto:jghoward@cox.net).



**Enderle Center**  
55 Freeway and East 17th Street, Tustin, California

**November 4**

**Area 1 All Chevrolet/GMC Car Show hosted by the San Fernando Valley Region** and held at Community Chevrolet, Burbank, CA. National VCCA and PCC judging. Rain date: 11/11/18. Contact Steve Rosenberg [sfvregionvcca@aol.com](mailto:sfvregionvcca@aol.com), 805-379-9666.



## YOUR PERSONALIZED CHEVY CHAPTER IS LOOKING FOR 2019 OFFICER CANDIDATES!

PCC Secretary Gene Rogers will be emailing out officer candidate forms later this month to all PCC members. Candidates for Director, Assistant Director, Secretary and Treasurer will be solicited. Applicants must be a consecutive 3-year member of the VCCA and must have a computer and routinely stay current with e-mails, as much of the activity of the Personalized Chevrolet Chapter throughout the year is handled electronically.

My first twenty-six years is a mystery. I was located on a hillside between Coquille and Myrtle Point Oregon, August 6, 1961. My current owner and a friend were on a mission of bringing the luggage to their brother and sister after they were married, when they spotted me. I was in a little need of repair as I had been sitting here on the hillside for a few years. In previous years my owner made me into a pickup and used me to carry milk cans. I do not know how many years I delivered those cans. Later, I heard that I was going to be made into a track car racer. Someone took a cutting torch and cut both of my fenders so they could put a tow bar onto where my bumper was bolted. They also cut my grill shell in half. My interior was com-

## MY RIDE - EARL MARBLE (AS NARRATED BY EARL'S RIDE)

pletely destroyed and my top was gone. My left axle was out of the rear end and my rear wheel was at an angle outside of the rear fender.

The boys found out who the land owner was and located him. They asked him if he owned the '35 coupe on the hill and if he was interested in selling it. He said that he might be interested in selling it and stated that \$25.00 would be the price. After finding out that the owner did not have the title, he was willing to accept \$10 as full payment. The boys left excited being an owner of a new car to them.



Earl's 1935 Standard Coupe was judged at the NW Meet featured in this issue of My Way.



After getting a new title (with the help of a friend at DMV), I was pushed into the basement, my new home for about three years. I was torn apart and put back together in the learning lab of that basement. My young owner taught himself to weld. He got tired waiting for his

friend to come over and weld for him. His first weld looked like a bird flew over and left some droppings on his way. Slowing down with a stick welder really helps. The welder kept blowing fuses so a penny was used to stop that problem and welding continued. I had my brakes,, running gear and interior updated. The fenders were replaced with fiberglass fenders from J. C. Whitney. They cost \$165.00 for the front and rear fenders in 1962. They did not fit like I thought they should so JC Whitney was contacted about returning them. They said they would take them back but could only return 15% of the cost because they were a special order. We made them fit! The summer of 1963 was when I got my new floor put in and also the metal below my

WE'RE ON THE WEB!  
[HTTP://PCCVCCA.ORG](http://PCCVCCA.ORG)

deck lid repaired. A local sheet metal shop (Clark's Heating) did the repairs. They did a great job on the floor but the metal below the deck was not the best, but the young owner thought everything looked great. The total cost was \$75.00 and the strip across the back cost \$1.65. I'm not sure what the floor material cost. Even though the workmanship on the back part was not up to par it was an improvement over being a pickup box. Today my young owner is a little older and has replaced that part and fixed all the welds to look like the original. He has also made new troughs under the deck lid. In the winter of 1964 my owner made a trip to southern California to visit his brother and while there he bought a new grill and grill shell for me. The interior was finished in 1965 with black diamond tuff hand pleated with gold metal flake beading. My owner worked in an upholstery shop (Glenn's Upholstery) in Coos Bay which helped. The engine was a 265 with a Packard three speed manual transmission followed by a '56 Chevy rear end. The exterior body was original except for the deck lid which was one quarter inch thick plywood. I always seemed to be a week or two too slow

in finding a deck lid. My young owner decided to cover my original paint (pinehurst green, I think) by spraying on rattle can light gray primer.

1966 found me going down to Pasadena, California where my owner was attending Pasadena College. His mom did not think I would make it down there so she followed us to Pasadena. His mom really had fun watching all the drivers going north twisting their heads as we passed them. I made it down and back with no problem. Going to Pasadena I had a three two barrel carb set up on my engine. After being there a few weeks I found a six two barrel carb set up with Stromberg 97s that had chrome stacks with the inside painted baby blue. My owner bought it for \$75.00 and had to use his setup in exchange. He later found out that everything had to be rebuilt and that the paint in the stacks reduced the air flow. I think he got burnt! August 1966 found me going to Nampa, Idaho for the year. My owner put in a freeze plug in to keep my water from freezing in the winter. My

owner had to replace the motor in December because I almost threw a rod; a 283 replaced the old engine. I was driven daily until 1972 when I was replaced by a 1971 Datsun 1200 because it got better gas mileage. I only got 16 miles to a gallon. I got driven only once in a while and got parked next to a house. This made me quite sad being replaced by a Datsun.

As time went by I was not even driven every few months. Then I was not even started - just sitting on the north side of the house. It got so bad that mice decided that it was a dry place to put dog food in one corner of the headliner and the other corner of the headliner was used as a bathroom leaving their deposits. It got so much weight in the headliners that everything came crashing down onto the seats. I still did not move

and a sucker off of a cherry tree came through a hole in my floor board. It grew so much that it was about one and a half inches in diameter before it was finally cut out.

In 2001 I got a new home inside and my new life started. I was taken apart and my frame was completely cleaned and painted. The old front end was replaced with a Mustang II independent suspension. My 283 engine and Packard transmission were replaced with a 1994 LT1 and 4L60E transmission. I am still running the '56 Chevy rear end. My fiberglass front fenders were replaced with metal fenders and the rusted out corners were repaired on the body and doors. The wood is being replaced as well. I am looking forward to my new paint job. The color will be the same as the original. I am looking forward to be on the road again with a new life.

