



My Way

NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

THIS MAY BE YOUR LAST ISSUE OF MY WAY

WHY SHOULD I RENEW?

OK, OK. We all know that only PCC members directly receive their own issue of My Way and that only PCC members are eligible for PCC judging at Area Meets. Well maybe you can get the newsletter from your friend and maybe you don't plan to have your vehicle PCC judged. Is there a reason to join or renew? I believe the answer is a resounding YES!

The process of getting personalized cars and trucks to be recognized as a separate Chapter was difficult at best. Many members were opposed to the introduction of our vehicles into the VCCA in any way. After much discussion and tenaciousness on the part of our supporters, The Personalized Chevrolet Chapter was sanctioned in June, 2014. After that, it took several years to define our mission statement, develop rules for judging our vehicles, design and procure our grille badges and award ovals, set up a website and Facebook page and ask Regional directors to invite our members to their Meets.

Our first PCC judging occurred in Carlisle, PA in 2016. Since then, 29 Junior and Senior ovals have been awarded at Area and National Meets. I believe we demonstrated that our well-restored vehicles are a credit to and enhance the VCCA. I believe that with continued membership growth and participation, our personalized vehicles can become a more relevant and valued addition to our National organization. We might even appear in the G&D.

Think of our Chapter as a movement. Do you want to be a part of it? I hope so. Let's make a difference!



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The “Donut Hole” of VCCA Judging?

I’ve talked to many new and prospective PCC members who had questions about judging. Many had decided to enhance the appearance of their classic Chevy with a set of aftermarket wheels. They then found out the hard way that they put themselves in the no-man’s-land of VCCA judging classes.

This is what I refer to as the “donut hole”. This is a term used to describe the gap in coverage on what most Medicare Part D Prescription Drug Plans pay for prescription drug costs. (My apologies to those under age 65.)

Most of us enjoy being awarded something when attending a car show. Many owners claim they don’t really care about awards but I believe most do. I recall my pre-retirement days in the office when em-

ployees would hang onto every certification and award ever received over their career. Most certificates were even hung up at their desks. So it is with great deference to classic Chevy owners that I address this matter.

The first time I was exposed to this situation was at Carlisle, PA in 2016. Parked next to me was a beautifully restored and “correct” 1970 red Chevelle. That is, except for the aftermarket wheels (actual car pictured below).

The owner just liked the way they looked. He was planning to join the PCC and even had his application filled out, but his limited modifications would not make him eligible for PCC judging. As it turned out, he entered Class judging (first time judged) and scored a First Junior. I

don’t know his score but if over 950, he could receive a First Senior next time out. So his story had a happy ending as there was truly a place for him.

Just get out and enjoy your ride. Besides the Touring Region offers great looking award ovals and tabs for reaching various mileage milestones.

After all, shouldn’t you be driving your “driver”?



But not everyone is so fortunate.

What happens if you install mags on your Chevy “driver”? Most “drivers” are not restored enough to be competitive in Class judging.

You will not be eligible for Chevrolet Driver Participation Class (CDPC) certification with those aftermarket wheels either. And while you might be eligible for PCC judging, you would need to score over 900 points after deductions are made for condition in order to win a Junior award. So what to do?

If you like your ride the way it is, then don’t distress over awards.



Many Area meet organizers also offer participation awards for their registered Chevy owners. To most folks, this is reward enough for attending a show.

As a final thought, do you remember how much fun it is to participate in the many events of an Area Meet? Even if your ride is not competitive for judging, as a PCC member you are always welcome to display your ride as “do not judge”. Check with your local Area Meet organizer to see if PCC vehicles are invited. Good luck!



CURRENT 2019 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

April 24 - 28

17th Annual Area 9 Southeast VCCA Meet hosted by the Heart of Georgia Region in the beautiful Blue Ridge Mountains. Please visit <https://goo.gl/E7jfnP> for more information and a tour of our venues. Contact Lewis Cown at l409chevy@bellsouth.net or 678-313-8897 for additional info. Come enjoy our drive-in theater, take a scenic train ride and taste down home good Southern cooking and hospitality! Ya'll come down!

May 16 - 18

37th All Cal Meet hosted by Southern California Region, Area 1. Details about the host hotel, RV park and events will be published soon. Special event: Aluminum Pull Tab Contest! We're challenging all participating regions to collect and bring pounds of aluminum pull tabs as a fundraiser for Long Beach Ronald McDonald House. Event chair: Jim Karras – JimKarras@aol.com.



June 10 - 14

43rd Middle West Meet, hosted by the Mile High Region. Save the dates to enjoy a car show in the park, historical Fort Robinson State Park and many other attractions. Contact Chuck Trautman at chuckdenver@yahoo.com or Mary Ann Rossi at 303-690-5180 or grandma-mar@comcast.net for more info.

NOTE: We currently have no PCC members in Area 5. If any PCC members would like to attend this meet with their rides, please contact me and I will request that PCC vehicles are invited.

July 13 - 18

56th Central Meet at Four Points By Sheraton Hotel, West Lafayette, Indiana. For more info contact Lonnie Courtney, wingnut01946@gmail.com, 765-474-0768.

August 15 - 17

Area 8 Eastern National Meet hosted by the Keystone Region. Another INDOOR air conditioned meet at the Classic Auto Mall in Morgantown, PA. Contact Becky Steinly at keystone-director@aol.com for more info & reg. form.

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

RESPECT FOR THE RESTOMOD?

So you find yourself with a classic Chevy project car with few original parts and you want to restore it to its former glory - or a restomod. What to do, what to do? I suspect that most folks already know what they want. I've been on both sides of the fence and would like to share what I've learned. I've already owned a '57 convertible and a '70 Chevelle SS454 - both of which were awarded their VCCA senior ovals.

Then I decided to build a restomod. I soon

found out that I would have more decisions to make than I could have imagined. While I fully respect the skill (and money) it takes to restore a car to factory standards, it seems that the decisions are largely determined by the VIN tag and cowl tag (and in some cases the build sheet). Not so with a restomod.

I recall agonizing over the color, a primary decision. Any trim removal? How about selecting the drive train? There are a bunch of crate motors

offered by GM Performance. And the trans? Chassis upgrades? Mini-tubbing? Cooling system? Headers? Exhaust? Interior seating? Gauges? Steering column & wheel? Audio system? Trunk partitioning & fabric? I think you get the idea. The bottom line is that no two restomods are alike. Your vehicle is one of a kind. And such customization comes at a price. You or your builder better have fabrication skills and equipment, particularly if you want to get creative. Sometimes it

seems like nothing fits.

Then there's the need to interface among several components. My builder had quite a time getting the digital gauges to work with the e-trans. It took a few conference calls and a third party interface to straighten that one out!

And let's not talk about cost. When well-meaning folks stop by my restomod '57 at a car show and ask me (when I'm seated next to my wife) how much it cost, I just tell them "I'll take that to the grave!"

ALBUQUERQUE LOWRIDERS CONVINCE CITY TO SCRAP ITS ANTI-CRUIISING ORDINANCE

Where Route 66 passes through downtown Albuquerque and takes the name Central Avenue, the neon signs of the tourist-laden restaurants and mom-n-pop stores create almost the perfect glow for a windows-down cruise, one en-



joyed this past Sunday by drivers of more classics, hot rods, and lowriders than any time in recent memory thanks to last week's repeal of the city's anti-cruising ordinance. "We had an amazing turnout; it was packed," said Lorenzo Otero, a longtime downtown cruiser. "It was just a celebration."

Over the last dozen years or so, however, such a turnout to the informal but weekly Albuquerque cruise night would have been nearly impossible. Under the city's Cruising in Public Streets Ordinance, enacted in May 2005 after reports of street racing, fights among cruisers, and clogged streets, the Albuquerque Police Department set up checkpoints to ensure that cars didn't repeatedly pass through the city's downtown area in a given amount of time.

Then, starting last year as a response to reports of engine revving, burnouts, and stunt shows on Central, the APD began barricading streets, first at 8 p.m., then earlier and earlier, according to Otero.

The U.S. Department of Justice's Office of

Community Oriented Policing Services defined cruising as "unnecessary repetitive driving" and notes that



cruising may provide economic benefits to local communities. "But cruising is not purely harmless fun," it wrote in a January 2005 guide to "The Problem of Cruising." "It creates problems for the police, nonparticipating motorists, some businesses, and the community at large. Among them are conflicts between cruisers (including gang-related

violence), littering, noise (from vehicle engines, screeching tires, car stereos, and exuberant fans), traffic congestion (including obstruction of emergency vehicles), traffic crashes, and vandalism and unintentional property damage."

Otero and his fellow club members turned to the Albuquerque City Council, where they found a sympathetic ear in Klarissa Peña, who cruises

Central in a pink 1959 Cadillac. Peña, in turn, helped create a Cruising Task Force that



brought together local business owners, Albuquerque government rep-

The task force thus came up with a number of recommendations, the first of which called for the city to repeal the anti-cruising ordinance "and utilize existing definitions in other sections of the Traffic Code and add additional definitions modeled

off of other municipalities to more effectively regulate irresponsible driving behaviors among all motor vehicle operators." Other recommendations ranged from education on local traffic laws to analyses of the economic impact of cruising to ongoing communication among city officials and cruisers.

The city council voted last Monday to repeal the 2005 ordinance after noting that it duplicated prohibitions against irresponsible driving already put on the books in a 1994 ordinance. At the same time, the council voted to set up a program aimed at recognizing local car clubs as well as encouraging cruisers and local business owners to coordinate cruising times and locations.

- Adapted from *Hemmings Daily* by Daniel Strohl 11/14/2018.

resentatives, officers with the APD, and cruisers themselves to hammer out a solution that would allow unfettered cruising but also weed out troublemakers.

"If done responsibly, cruising should be celebrated by the City as being part of the community's cultural heritage," the task force wrote in its report, issued earlier this year.

MY RIDE - GENE ROGERS

This 1953 Chevy Sedan Delivery has been a real adventure. The car belonged to my brother-in-law who died suddenly 14 years ago. My older sister had her two sons store it in an unheated shack in Spokane, WA for about 10 years thinking they would restore it in memory of their father. Well I had just finished a '53 two door HT, and really wanted this Sedan Delivery. So, when my sister saw that her sons were not really interested in the car, I made her an offer she couldn't refuse. A buddy and I made a trip in 2015 to Spokane with a trailer to get the car. It was nice clear weather the day we went over the pass, and we loaded it up. We got a motel for the night, then shoot, it snowed 3 inches. We had an interesting drive back from Spokane to Seattle over Steven's Pass. At least it was in my garage now. Besides keeping it in the family, we all know good it feels to secure a classic. Because it had sat for 10 years, it needed a complete frame-up restoration. I pulled the old 327 that didn't run, and started building a 1968 325hp 327 I had saved from a '68 Chevelle. I had it bored 30 over, installed flat top high compression pistons, 202 heads rebuilt w/ new valves and seats for unleaded gas, and mild cam. Meanwhile, I finished the frame work, and put the body back on. I stripped the chrome, stainless, glass and interior. Now we all know that large body shops don't like to do a whole car, stripped to the bone paint jobs, so they give you a cra-

zy price to do the job. Well I found a semi-retired painter who took in one car at a time. This was a guy that did a paint job on my '34 Ford Pickup and did a beautiful base-coat/clear-coat Teal Green job. He looked at the Delivery, and was excited to do such a rare car. So I took it to him. Well, after 6 months of slow progress, and always hearing he was sick, I got a call that he was in the hospital with lung cancer and had one lung removed. He assured me he would be back on the job in a month! OK, you know I felt bad for him, but no car is worth it. After searching around I found a two-man shop, and they also were anxious to do the job. After seeing some of their work and getting a descent bid, I gave them the car. The car was mostly stripped and sanded already, so this was to be done in 6 to 8 weeks. Time goes by, and in 3 weeks, one

of the partners quits. So now one guy is doing the job. Now I paid for \$3000 worth of top-of-the-line PPG system paint, Caribbean Blue Metallic, with all the primers, sealers etc. The painter now informs me that his gout is getting bad, also his back is bad and hands are going numb from sanding. WHAT? So I get ready to take it back home, which means he will not get paid for his work. Also, I would take all the materials because I made him sign a contract that said he only gets paid upon COMPLETION AND APPROVAL of the job. Now he suddenly got some help, finished the job, primed, sealed, laid down a nice base coat/clear coat paint job, and it came out fine. What a nightmare! I had to put on all the doors myself in my shop, but he did a great job cutting and buffing everything. After 60 days I had a ceramic finish put on it and it will

last a lot longer than wax. Well of course the real fun was putting in the rebuilt 327 and 350 turbo. I put in custom gauges, console w/stereo. DVD/CD player, 7in back-up camera and custom Hurst shifter. I made the interior black leather/ gray with paneled walls and door panels. The glass is all new green tinted, with a custom tilt Grant steering wheel. The exterior has the fuel filler moved from the top of the fender to the side of the rear panel w/ a door. I put on chrome gravel guards, new chrome bumpers, chrome hood center trim, and extra teeth in the grill. My wife found some Billet wheels that really seem to match the car well. This is a car that I built for my wife, and she was in on all decisions from engine, gauges, color paint and interior, and she made the interior panels. She always drove my '55 Chevy, but now she is looking forward to taking her NEW RIDE out with her car gals, "The Chevy Chicks"!



Gene is our current PCC Secretary/Treasurer.

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

