



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2019
LEADERSHIP

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DID I SEE A PCC CAR IN THE G&D?

Congratulations to Chris Geiger, PCC member from Northport, NY for having his '38 Chevy Coupe featured in "Chevy Scenes" in the March issue of the G&D. I think this is the first time a personalized Chevy was featured. Chris's car was also featured in the "My Ride" section of the September 2017 issue of My Way, the same year he received his senior oval. In addition to being a member of the Personalized Chevrolet Chapter, Chris is also the director of the Long Island Region.



Chris's car as it appeared in the G&D

Thanks to Vince Taliano, G&D Editor, and the G&D Content Committee for their consideration of our chapter's vehicles.



Chris's car,
side view



Who's Gonna Tow My Classic Chevy?

I'm one of those knuckleheads that drives around in his modified Chevy without a spare tire. Why? Well for one thing the rear tires need to be deflated before they could even be removed from the car. Second, there's not much room for a spare. I suspect there are a few others out there in a similar situation. So what happens if I get a flat tire?

I did take some precautions in the event that should happen. I keep a tire plug kit in the car along with a quality air compressor. In fact, I have a pair of 12 volt accessory power outlets sized at 30 amps to han-

dle the compressor. If all else fails I have a can of Fix-a-Flat. However, from what I hear, that could be costly. Given the possible damage Fix-a-Flat may cause, you could be in for a new tire and maybe a wheel. Still, it might be better than being stuck in some places.

Of course, you can always have your classic towed to your favorite garage where the repair can be done correctly. In fact, a mechanical problem or accident could also require a tow. But often you are away from home in an unfamiliar area. Who will you call? Are you confident that the tow guy won't be

winching and securing your ride with chains & hooks?

I checked my classic car insurance and found that they cover \$275 in towing and related expenses. That's great but I still don't know who to call if I get stuck. Then I received an email about Hagerty Drivers Club. It is advertised as providing roadside assistance and more for your classic. They state "guaranteed flatbed with soft nylon straps to secure your classic". They also offer emergency services including battery jumps, tire changes, lockout service, fuel delivery, and winch out service. Also

included are automotive discounts, Hagerty magazine and quite a bit more.

THIS IS NOT AN ENDORSEMENT!

I have not had any personal experience with this club but I did join. They have 3 price levels depending on the towing distance. I was thinking that any cost "overage" would be covered by my own classic car insurance's towing reimbursement (which is not Hagerty).

Have any tips on this subject? Let me know and maybe we can include other experiences in our newsletter.

- Ron

How DO you handle a traffic stop, anyway?

Pulling out of the weekend show-and-shine, trophy in hand for favorite muscle car, you succumb to the encouragement of the crowd. "Light 'em up!" they shout, so you lay into the fun pedal, magically transforming your Comp T/A radials into white smoke. Then, it happens: The wail of a siren foreshadows the red and blue lights that appear — seemingly out of nowhere — in your rearview mirror.

Car show jackassery aside, we've all been there. Perhaps it was pushing our luck on the commute home, or enjoying a weekend drive in your favorite car with a bit too much enthusiasm (and subsequent disregard for local, state, or federal speed limits). Maybe it was a simple oversight — failure to signal a turn, or to notice that a headlamp or taillamp was out. A traffic stop is (almost) inevitable for the majority

of us, so what's the best strategy to avoid draining the bank account (and raising insurance rates) any more than necessary?

First, put yourself in the shoes of the law enforcement professional making the stop. When he or she gets out of their patrol car, you represent the great unknown. You could be a fellow officer, a generally law-abiding citizen, or a felon with active warrants. Anything you can do to min-

imize the tension and put the officer at ease will help to make the stop easier for both of you. If you're driving a well maintained classic car, the situation may already be partially de-escalated, and it's in your best interest to keep things going in this direction.

My course of action is this: I pull to the shoulder, giving the officer enough room to approach on the

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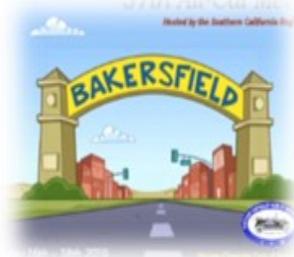
CURRENT 2019 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

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. Meet highlights include an approximately 100-mile plaque tour along the scenic Kern River via California City into Historic Tehachapi. Tour stops in Tehachapi will include local railroad and history museums and the world-renowned Tehachapi Loop, railroad engineering marvel which permits rail traffic from the Mojave Desert to the San Joaquin Valley. We will also tour the West Kern County Oil Museum and learn about Bakersfield's rich oil exploration and production history. The meet will kick off with the traditional Ice Cream Social and we will have an opportunity to enjoy the Chevrolets at our Show and Shine. Our time together will culminate with a wonderful evening dinner banquet. 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 chucktdenver@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. The plaque Tour will visit Delphi, Indiana's Wabash-Erie Canal historic Village including a canal boat ride and visitor center lunch event. Welcome Social, Swap Meet, Ladies Luncheon, and Awards Banquet are all on the agenda. There will be adequate opportunity for participants to make voluntary driving tours. For more info contact Lonnie Courtney, wingnut01946@gmail.com, 765-474-0768.

August 7 - 10

48th Northwest Meet, hosted by the Columbia River Region. Our theme is Vistas, Valleys, Vineyards and Vintage Chevrolets! We have a full program of events planned including tours (self-guided as well), judging and awards banquet, all centered in Albany, Oregon in the heart of the Willamette Valley. For registration information, contact Mary Gallagher at nwmeet48@gmail.com

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 stonedirector@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



After decades of speculations, concepts, and renderings, a mid-engine version of everyone's favorite American sports car, the Chevrolet Corvette, is finally on its way. There's been tons of rumors, leaked info, and real, actual test mules spotted on the road. Here is a camo photo. *GM Authority* reports that the C8 will be revealed at a standalone event, possibly in May, though we'll keep our eyes peeled at the New York Auto Show in April.

- credit to Mark Gearhart, Hot Rod Network 2/21/2019

How DO you handle a traffic stop?

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driver's side. Since some prefer to approach from the passenger's side (especially on busy highways), I lower both front windows, then turn the ignition off. At night, I turn on the dome light, then place both hands on the steering wheel – in plain sight – and wait for the officer's approach.

"Do you know why I pulled you over?" is typically the next question. There are a few schools of thought on the best answer. You can try "I don't know," but chances are you have a good idea already. A lawyer will tell you "never admit to a crime," but sometimes an honest "I should have been paying more attention to the speed limit," will help you more than hurt you. Use your own discretion here.

Law enforcement

professionals like recognition as much as any of us, so if you can recognize department and rank, first contact is a great place to demonstrate this. "Was I speeding, sergeant (or corporal, etc.)?" says that you're acknowledging their rank (and the work it took to earn it), and may have worn a uniform yourself at one time. When in doubt, stick to "officer" for local and county departments, or "trooper" for state-level departments. Avoid the overly courteous (and disingenuous) "sir" or "ma'am" with every sentence, since this will have no bearing whatsoever on the outcome of the stop.

When asked for documents, advise the officer where they are. A good way to start the dia-

logue is "My license is in my wallet. I'll get that first, then get the registration and insurance card out of the glovebox." Avoid sudden movements, since they convey that you might be reaching for something other than the requested paperwork. Sometimes, Police-man's Benevolent Association (PBA) cards help, but this is a VERY regional thing. If you have one, hand it over with your license, but understand it may do no good at all.

Regardless of the officer's attitude, it's important to not let emotion get the best of you. If he or she is regularly on patrol, chances are your stop is one of a dozen or so made that day. Give them a reason to forget about you by maintaining your composure;

should things go to court, there's no guarantee the officer will even show up on the appointed date and time to testify against you. On the other hand, if you argue during the stop and boldly proclaim "I'll see you in court!," then yes, you most certainly will.

Many times, your attitude and current driving record will determine whether or not you get a ticket (or tickets) or simply a warning. That said, there are no guarantees, so if the officer does write a citation, your time to argue the charges is in court, potentially with a lawyer by your side, and not at the side of the road. Take back your documents, then (calmly) be on your way.

- credit to Kurt Ernst,
Hemmings Daily, 1/29/2019

THIS 9-SECOND ELECTRIC CAMARO IS HOW COPO CELEBRATES 50 YEARS

The 2019 model year marks the 50th anniversary for GM's COPO pro-

gram, and Chevrolet revealed its big birthday surprise at the 2018 SEMA

show in Las Vegas. Known as the eCOPO, this nine-second, all-electric Camaro is looking to solidify EVs in the realm of drag racing.

Every part of the driveline is identical to what you'll find in the V-8 powered COPO you see at NHRA events nationwide, from the torque converter to the three-speed Turbo 400 transmission to the 9-inch live axle running 6.0:1

gearing. But instead of a big honkin' V-8, this car sports a pair of electric motors in series that produce around 750 horsepower. The motors draw juice from a 32 kilowatt-hour battery pack, which is more than big enough for an afternoon's runs.

The Camaro made a 9.837-second pass at 134.07mph during the Lucas Oil NHRA Winternationals. Electrifying!

- credit to Brandan Gillogly,
Hagerty Daily Driver



MY RIDE-ED LOKE

My good friend Jon Frick from the Cleveland, Ohio area bought a rusting hulk, baskets of parts and pieces in 1976, and proceeded to work with his father to restore this 1932 Confederate Special Deluxe Sports 5 window coupe. While I have many details, the full story and background has been lost to time.

Receipts from 1977 indicate a frame off restoration which replaced most of the wooden body frame, reinforcing of the chassis, sandblast of the body, and installation of a Chevy 307 V-8 engine. An en-

gine fire in 1995 resulted in yet another engine & transmission.

I first came to know Jon and his wife Bette around 1997, when they were living in Bradenton, FL. Although I had heard about the car, I didn't see it until 2001 when a "third" 3-year restoration was completed by Classic Auto Works in Chagrin Falls, Ohio. At that time they moved the car to Florida, and had fun in a variety of local clubs and shows. Never a trailer queen, they put several thousand miles on

before Jon was diagnosed with cancer. I purchased the sadly neglected (but still attractive) car from Bette after Jon's passing in 2014.

My wife and I consider ourselves the current caretakers of this cherished (now 87 year old) piece of history. While Jon wanted an "old school" streetrod, he insisted the body be as original as possible.

The result displays the classic all-steel lines, and today has a modern Heidt front end, Corvette LT1

engine, positraction rear, and a 4L60E automatic transmission. A/C, power disc brakes, and Classic gauges complete the package.

One of the worst days of my life was the 6th day after buying the car from Bette! Driving into downtown Sarasota, FL to my mechanic for a check-up, I stopped for a yellow light. The dump truck behind DID NOT!! The driver said he was focused on my beautiful car, and didn't see the light changing! Amazingly, new steel body parts are easily available.

