



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2019  
LEADERSHIP

DIRECTOR:

RON MARCIANO  
ronmarc@  
optonline.net

ASSISTANT DIRECTOR:

CHUCK LIPPMANN  
qqcal55@gmail.com

SECRETARY:

GENE ROGERS  
gene-rogers@live.com

TREASURER:

GENE ROGERS  
gene-rogers@live.com

WEBMASTER &  
FACEBOOK ADMIN.:

JIM KARRAS  
jimkarras@aol.com

PCC ADVISOR:

JIM GEBHARDT  
jgebhardt@fdsvs.com

## SPECTACULAR PCC ENTRY AT SOUTHEAST MEET

By Jim Gebhardt

This year's Area 9 meet was sponsored by the Heart of Georgia Region and the host hotel was the Comfort Inn and Suites of Blue Ridge on a hilltop overlooking the town with a 360 degree view of the mountains. Wednesday afternoon field checks were held followed by an early bird social enjoyed by a group of 25 snacking on chicken wings, nachos, chips, taco wraps, cookies and beverages.

Thursday brought field checks and show field layout along with a judging school taught by Jim Gebhardt. Thursday evening was old car night at the local SWAN drive in, rented by Heart of Georgia and featuring American Graffiti on the BIG screen. The SWAN owner displayed his yellow 32 Ford coupe American Graffiti lookalike and local old car owners were invited to show their cars before dark. Almost 50 cars participated, with several 55 and 58 Chevys as seen in the movie.

Friday (4/26) started out with light rain but cleared up about 10 AM when the cars were placed on the show field behind the hotel. Judging started promptly at 11 in the sun and was completed at 2. We had 42 registrations with 34 judged cars in 4 cylinder, 6 cylinder, 8 cylinder, commercial, HPOCF, CDPC, and PCC. It was a good turnout with a wide range of quality vehicles. Later, we were invited to a local car club cruise in at a Dairy Queen about a mile away and a number of our members drove their Chevys over.

Saturday morning was clear and 65 members met at the train station to board our private car on the Blue Ridge Scenic Railway to McKaysville, GA/ Copper Hill, TN. departing right on time at 11AM. We had time for lunch in McKaysville and arrived back in Blue Ridge at 3. Our awards dinner was held at a quaint country home restaurant with just enough room for the 67 of us. The food and service were exceptional and all were entertained by the variety of photos taken by Jeff Norton of the multiple meet venues as well as the vehicle photo plaques received by all.

Awards were presented by Franklin Gage VCCA President, Roger James Vice President and past President Jim Gebhardt. The ceremony ended before dark with many compliments shared with the Heart of Georgia Region members and those other Area 9 and VCCA

members whose help was much appreciated. Members joined us from NJ, NY, PA, Maryland, NC, SC, TN, FL, OK, MN and Ohio. Next year the 18<sup>th</sup> Area 9 meet will be held in the Nashville, TN area by the Tennessee Volunteer Region.

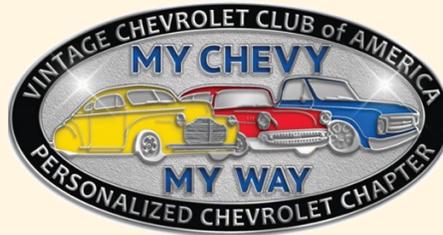
Check out Ron Compton's "more than meets the eye" true sleeper PCC entry on page 5 (MY RIDE)!



# Personalized Chevrolet Chapter Pins!

I'd like to say it was my idea but Secretary/Treasurer Gene Rogers suggested we investigate the purchase of PCC pins. After some research, we came across a soft enamel style pin that we think looks just great! They are currently being produced and hope to have them in a few weeks. They are 1" wide and only vary from our grille badge in

the coloring of our outer oval for better legibility of the text.



I think they will look great on a hat, lapel or lanyard. Current plans are to give them away to any

PCC member that takes his ride to a VCCA meet for judging. We will review our records and mail them off to existing PCC members that attended any meets since 2016.

We will also make the pins available for purchase. Anyone interested can request a pin for \$5 (includes postage). Mail your request to:  
Gene Rogers  
811 Ford Avenue  
Snohomish WA 98290  
The \$5 check should be made out to VCCA PCC.

## Why should I have my PCC ride judged again?

Besides the enjoyment of showing your ride at sanctioned VCCA Area Meets, having your vehicle PCC judged offers you the opportunity to display your junior or senior oval tab.

While the VCCA offers additional recognition for subsequent national judging, the PCC has not - so far. "And why not?" you may ask. Well a good part of it has to do with a very limited treas-

ury. Another part is simply how best to recognize second & third visits before the PCC judges. Be assured your PCC leadership is investigating this question.

Be it a certificate, plaque or something else, we will do our best to make additional judging worthwhile. If you have any suggestions, feel free to email: [info@pccvcca.org](mailto:info@pccvcca.org)!

## NEW CHEVROLET CORVETTE TO DEBUT ON JULY 18

It's been, quite possibly, the worst-kept secret in General Motors' history. For the past two years or so, the internet has been flooded with spy photos of the camouflage-wrapped next-generation Chevrolet Corvette in testing, but on April 11, General Motors CEO Mary Barra finally announced the date the C8 would be revealed to the public: July 18, 2019. In the same statement, Barra revealed that

the final production C7 Corvette will be sold by Barrett-

an updated version of the LT1 V-8 found in the current

engine will produce around 500 hp in the C8. There's bad news for those who prefer rowing their own gears, since consensus is that a manual transmission will no longer be offered.



Jackson on June 28 in Connecticut, with all proceeds going to charity.

The base C8 Corvette will come powered by

car. Today, when equipped with the optional performance exhaust, the LT1-powered Corvette produces 460 horsepower, but speculation is that the updated

The Bowling Green Corvette Assembly Plant will add a second shift – and 400+ hourly workers – to produce the eighth-generation Corvette. Bowling Green has been home to Corvette manufacturing since 1981, and in the years since, has built over 1,000,000 Corvettes.

- credit Kurt Ernst, *Hemmings Daily*, Apr 12th, 2019

# CURRENT 2019 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

## 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](mailto:chucktdenver@yahoo.com) or Mary Ann Rossi at 303-690-5180 or [grandma-mar@comcast.net](mailto:grandma-mar@comcast.net) for more info.

**NOTE:** We currently have limited 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](mailto: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](mailto:nwmeet48@gmail.com).

Any PCC members who plan to attend please contact Gene Rogers at [gene-rogers@live.com](mailto:gene-rogers@live.com). Gene can use some assistance in PCC Judging.

## 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 Steiny at [keystonedirector@aol.com](mailto:keystonedirector@aol.com) for more info & reg. form.

## November 10

**All Chevrolet & GMC Car Show hosted by the San Fernando Valley Region** and held at Community Chevrolet, Burbank, CA. National & PCC judging. Contact Steve Rosenberg at 805-379-9666 or [SFVRegionVCCA@aol.com](mailto:SFVRegionVCCA@aol.com).

**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

## October 20-26 2019 - Missouri Route 66 Tour

Hosted by the Greater St. Louis Region for post WWII - 1994 VCCA member Chevrolets and GMCs. It will begin in Joplin, Missouri and end in St. Louis going through the Missouri Ozarks during peak time for fall leaf color change.

This tour is approximately 310 miles on old Route 66. This will be a progressive tour staying at a different motel each night.

There will be four opportunities to stay at a vintage Route 66 motel or the Manor House Inn B&B which was formerly the Lentz HoMoTel. There are several vintage Route 66 attractions which have survived with varying

degrees of modernization. The tour includes two Route 66 museums and car museum including the Evergreen Classic car collection of over 550 cars. The speaker at the closing dinner will be Joe Sondermann who is an expert on Route 66 and has authored several books about Route 66.

Registration should be completed before September 15 to insure the VCCA motel rates. Contact Tour Master Truman or Cindy Allen at 573 441 2667 or by email at [trumaneallenpc@hotmail.com](mailto:trumaneallenpc@hotmail.com). Tour is restricted to first 25 members that apply (including PCC members).



# HOW THE FOUR-SPEED CHANGED AMERICAN MUSCLE

Nothing symbolized high performance during the muscle car era more than a four-speed gearbox. But it took a while for manufacturers to introduce such a transmission—some longer than others. While four gears were common on European sports cars, would-be racers on Main Street, USA soon discovered that a car was only as fast as its transmission allowed: most automatics were slushboxes, and manual transmission cars had clunky column-shifted three-speeds. Eventually, American manufacturers finally began to catch up. Here's how it went down across the domestic landscape:

After a slow start, the Corvette was able to become a true contender in the world of sports cars in 1955. The addition of a four-speed in 1957 (not to mention fuel injection) gave the Corvette equal footing with exotics like the Mercedes 300SL. Full-size Chevrolets were left wanting until 1958, when a four-speed was introduced mid-year, delivered in the trunk for installation at the dealership. For 1959, the Borg-Warner T10 four-speed became a true factory-installed option.

The Wide-Track brand completed its performance metamorphosis in 1959, replete with newfound style and swagger

that was an about-face from its image as a librarian's car. Yet one thing was missing to match the thrust of the Tri-Power 420A 389 that made Pontiac a muscle contender: a proper transmission shifter on the floor. Starting in January 1960, a Borg-Warner T10 became available for various 389s, which coincided with the introduction of Super Duty equipment.

Ford offered a 360-horsepower solid-lifter 352 in 1960 with Super Stock racing in mind, but only with a three-speed on the column – not exactly a hot setup for drag strip excellence. Ford upped the ante in 1961 with the 390 featuring up to 401 horses, but that pesky transmission was getting in the way. "In the latter part of 1961, Ford generated documents indicating that a four-speed was available for dealer installation," historian Charles Morris tells us. "There is speculation that this was done to make the four-speed conversion legal for NHRA Super Stock competition at the Nationals on Labor Day weekend." For 1962, a factory-installed Borg-Warner T10 was available for 406-powered Fords and Mercurys.

A special-order Pont-à-Mousson four-speed transmission was available for the 1960 Chrysler 300-F (approximately nine built), but a regular-production

four-speed didn't appear until the 1963 model year. The Borg-Warner T10 was available for Plymouths and Dodges with the 318, 361, and 383. Manual-transmission 426 Max Wedges had to make do with a three-speed until 1964 when Chrysler introduced its in-house A-833 transmission, which replaced the T10 for lesser engines.

The fabled "Loewy Coupe" had evolved into the 1956 Golden Hawk and then the 1962 Gran Turismo Hawk after Brooks Stevens nipped it here and tucked it there. But the swan song for the finned '61 also marked the arrival for a Borg-Warner four-speed. It took the four-speed another year to arrive for the Lark, but 1963 was truly the year that muscle finally appeared for both series plus the Avanti via the R-series engines.

The company from Flint was known for producing the "Banker's Hot Rod," but Buick didn't really have an inspired performance image that made them drag race favorites. In 1962, Buick paired an optional four-speed with the aluminum 215-cubic-inch V-8 for the "senior compact" Special, but it wasn't quite muscle. Ditto for the 1963 full-size series, which featured an optional four-speed "for the folks who like to control their own performance via

the stick-shift route." The Wildcat with the 401/325 was probably the most desirable of the bunch, and true muscle would appear the next year when Buick offered a 425 with 2x4s.

Oldsmobile had a great start in 1949 with the Rocket V-8, but by the time Oldsmobile offered tri-carbs in 1957-58, its cars were not quite the speed machines they used to be—especially the '58, which was somewhat overwrought (like all cars from General Motors at the time). Oldsmobile introduced a four-speed for the F85 in 1962, best exploited by the turbocharged Jetfire, but it doesn't qualify as muscle. Full-size Oldsmobiles didn't receive a four-speed until 1964, so the 1964 4-4-2 deserves the glory as Oldsmobile's first hi-po four-speed.

Despite the stick-in-the-mud reputation, the early and mid-1960s were kind to American Motors thanks to contemporary redesigns of all three of its series. AMC grasped sporty trends like fastbacks and bucket seats, but a four-speed didn't appear until 1966, when the Marlin and Classic/Rebel (and even the Ambassador) were available with a 270-horsepower 327; the American could be had with a peppy 290/225 with a four-speed.

- credit Diego Rosenberg, *Hagerty News*, May 7, 2019.

I met my wife in the summer of 1959 and her mother was driving a 1939 Chevrolet 4-door sedan. Over the years I have had several collector cars mostly 1955 and up. My wife told me she would like to have a car like her mothers' to drive daily, only she wanted all the modern conveniences, power steering, air and of course a new motor. I found one in Mooresville, North Carolina that looked promising. After purchasing it in October of 2014 and hauling it back to Tennessee, my grandson and I pulled the engine and started gutting the car. After determining it was too big of a task for me to handle, I found Richard Jones of Hermitage, TN who has built over 40 street rods. I shared with him our desire to build it back original with late model components. Even though the car looked solid the sand blaster uncovered rust about six inches up all around the body. Tons of new sheet metal were needed to make the car solid again. Once that was done, we were on our way.

We kept the original frame and added a Fat Man front-end with Mustang II suspension, a new 350 Chevy crate engine from Summit Racing with a Weiland Street Warrior manifold with a four-barrel Holley perfor-

mance carburetor, a Rocky's V-belt drive system, an MSD ignition, a walker radiator, Painless wiring system, an Ididit tilt steering wheel, and a 700R4 transmission with a cooler mounted on the frame. I used a tall Lokar floor shifter and a custom driveshaft bolted to a 1957 Chevy rear-end with 3.55 gears. Everything

the rear. The dash is Dakota Digital and has a 1936 Chevy radio that has bluetooth technology and the ashtray is converted to a back-up camera. The cowl vent is powered due to lack of space for the push rod because the space is filled with air conditioner vent tubes. Power windows utilize the original crank handles. All

mounted to the front seat frame. Overhead is a lighted console that goes from the front windshield to the rear and has a built in DVD player. The trunk has a divider that resembles a ships trunk that hides the spare tire, battery and a 10-inch woofer. Reeves Restoration in Westmoreland did the

body work and added a near invisible third brake light under the rear window. Jim Fish painted the car with Indigo Blue Silkens paint and Tommy Sanborn added the pinstripe. Chrome work was done by S&H Chrome in Madison, TN and Vintage Chevy Chrome in Ohio.

The rubber running board mats are magnetized to allow removal if desired. It took five years to get the car this far and it's not finished yet. My wife wants inside sun visors and I'm working on custom head rests that will only be two inches tall. Driving the car daily for now is out of the question. It's been to two shows, the VCCA meet in Blue Ridge, GA where it won its PCC Senior oval in the Custom class and to the Goodguys Nashville Nationals where it was awarded the Classic Chevy pick. We plan to trailer it for a couple years to shows then hit the road and enjoy the reason we built it. Pictures on next page.



under the hood is either chrome or polished aluminum. I kept the original town and country horns but drilled out the hood ornament to insert a blue LED light for night enhancement. Braking is accomplished with a Corvette master cylinder mounted under the driver's seat with disc brakes on the front and drum on

new tinted Vintage glass with the rear sliding windows restored as this model is referred to as a Sport model Master Deluxe. Stephens Brothers Custom Auto Interiors of Goodlettsville, TN used seats that came out of a 2009 Impala with six way power that were custom made to appear to be a bench seat, Shoulder seat harnesses are from Juliano's; the rear seat sports a 1957 Cadillac arm rest and a chrome 1936 La Salle foot rest is



WE'RE ON THE WEB!  
HTTP://PCCVCCA.ORG



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