



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2020
LEADERSHIP

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SLEEPER CLASS PART DEUX

After spending countless hours defining and redefining the requirements for a Sleeper Class as addressed in our January newsletter, a second consideration has somehow presented itself to the PCC leadership. Before addressing this option, I wanted to remind our membership that it is often a delicate balance between establishing judging rules while also encouraging increased PCC membership and participation. That is, establishing meaningful requirements for judging provides for greater respect for the awards but limits the number of members who may qualify for judging. Put another way, relaxing the rules for judging may increase member participation but it also lessens the value for the awards. With this in mind, a second option for a Sleeper Class is presented for consideration.

The Sleeper class as presented in our January newsletter would be a judged class no different from our current Contemporary, Modified and Custom classes except that all three minimum mods must be in the engine bay and no other mods would be permitted to the exterior (including wheels). Also, one of the three engine bay mods must be a V8 engine upgrade. Like our other classes, both Junior and Senior awards would be available based on condition points.

So what's wrong with this? Nothing really except that it is not clear whether all that many vehicles would qualify and if we were really likely to see more participation. That's where a different option may be considered.

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SLEEPER CLASS PART DEUX

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A second alternative could be to treat the Sleeper Class as a certification rather than a judged class. For example, the VCCA offers Junior & Senior awards for their judged stock classes but certifications for their CDPC classes. You certify that a vehicle meets certain minimum criteria and, if so, is awarded a certificate, plaque or grille tab to designate the achievement. By changing the Sleeper class from judged to certified, we have the ability to relax many of the requirements that were established for judging. For example, certification may only require an upgraded engine rather than a total of three engine bay mods. Hence a Nova with a Corvette engine for example could qualify. COULD? Well yes because the exterior & wheels must still be stock looking. Also, rather than requiring that every Sleeper must have a high performance V8 engine, early models could be "era-correct" with modified six-bangers and stock trannys. Finally, there would be no detailed point judging other than the requirement that each vehicle must at least be at the 900 point level of condition. The CDPC requires its vehicles to be "presentable" but I think we need something less subjective. After all, we don't want to see project cars or tired drivers aspiring to achieve PCC Sleeper credentials.

So here we are. Judged class or certification? I will be emailing all our members (even those who have not yet renewed) a brief questionnaire. I urge you to reply with your opinion whether you own a potential Sleeper or not. The emails will be sent out in a few days. We want to make our Chapter as beneficial to its members as possible, and the best way to introduce our Sleeper class plays a big part.

Thanks / Ron

THANKS TO THOSE WHO RENEWED THEIR PCC MEMBERSHIP

I have not yet removed from distribution those 2019 PCC members who have not as yet renewed their membership for 2020. The main reason is that I first wanted to request that any member who felt that the Chapter fell short of their expectations, to please let me know. The newsletter has largely been a one way communication (except for the display of members' rides) so your input regarding any and all facets of the Chapter are welcome. Just drop me an email.

As for our 2020 members, we have a number of Area Meets scheduled where PCC vehicles are invited. Take a look on page 3 and consider participating in one closest to you. Also don't forget our Anniversary Meet next year in Bowling Green, KY!

A popular way to attend these meets is by caravanning with others. I have been lax in issuing our PCC membership roster but I promise to put one together before the next newsletter. Maybe there are other PCC members nearby who are interested in driving together. It's worth a shot!

Thanks / Ron

CURRENT 2020 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



April 1-4, 2020

38th Annual All Cal Meet hosted by the Auburn and Sacramento Regions and held at the Sacramento Arden West Hilton Hotel in Sacramento, CA. Non-national and PCC judging. Contact Wanda Matus at alterimatus@hotmail.com or call 916-947-6657.

April 22-26, 2020

18th Annual Southeast VCCA Meet hosted by the Tennessee Volunteer Region and held at the Holiday Inn Express in Hendersonville, TN. National & PCC judging. Contact Mickey Edwards at h43edwards@gmail.com or call 731-300-3767.

June 8 - 12, 2020

44th Annual Middle West VCCA Meet hosted by the Wisconsin Region and held at the Marriott West in Middleton, WI. National & PCC judging. Contact JoAnn Swanson at bobjo5763@yahoo.com or call 262-246-6186.

July 15 - 18, 2020

49th Annual Northwest VCCA Meet hosted by the Puget Sound Region and held at the Red Lion Inn & Conference Center in Ellensburg, WA. National and PCC judging. Contact Don Comstock at chevgyuy2@centurylink.net or call 253-863-0420.

July 15 - 19, 2020

57th Annual Central VCCA Meet hosted by the Cuyahoga Valley Region and held at the Bertram Hotel & Conference Center in Aurora, OH. National and PCC judging. Contact Dale Carter at centralmeet2020@gmail.com or call 703-232-3790.

August 13 - 15, 2020

Eastern National VCCA Meet hosted by the Keystone Region and held at the INDOOR air-conditioned Classic Auto Mall in Morgantown, PA. National and PCC judging. Contact Becky Steiny at kestonedirector@aol.com.

July 18 - 23, 2021

60th Anniversary Meet in Bowling Green, KY. This is the "once every 5 years" meet. National & PCC judging. The main hotel is under contract but reservations cannot be made until later this year. Look for registration forms in the G&D in the August or September issues of the G&D.



NOTE TO HOSTING REGIONS:: WHILE THE PCC APPRECIATES BEING INVITED TO PARTICIPATE IN AREA MEETS, IT SHOULD BE UNDERSTOOD THAT OUR CHAPTER INCURS SIGNIFICANT COSTS IN THE AWARDING OF JUNIOR OR SENIOR OVALS, PCC PINS, CERTIFICATES, WALL PLAQUES (FOR MULTI-WINNERS) AND POSTAGE. IN ORDER TO FUND THESE ITEMS, THE PCC NEEDS TO BE REIMBURSED FOR EACH PCC VEHICLE REGISTERED BY THE HOSTING REGION. THIS CAN BE CONTAINED WITHIN THE FEE CHARGED PCC VEHICLES ON THE REGISTRATION FORM. I WOULD BE HAPPY TO DISCUSS WITH ORGANIZERS OF UPCOMING MEETS.

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

OK, Boomers, your American Graffiti-inspired museum is here

No film captures the aura of “cruising,” the gasoline-filled youth activity that peaked in the 1950s and ’60s, like *American Graffiti*. As its tagline “Where were you in ’62?” implies, the 1973 film was aimed at nostalgic baby boomers (then mostly in their late 20s), but subsequent generations have also been caught up in George Lucas’s idealized vision of early ’60s youth culture. Talk to any Gen Xer or Millennial driving a pre-muscle car and odds are good they’ll mention the influence of Bob Falfa, Curt Henderson, Toad and the rest of the gang from AG.

Now, according to the Modesto Bee, the town of Modesto, California—where the film was set (it was actually filmed in San Rafael and Petaluma because they had changed less in the interim decade)—may receive an *American Graffiti*-inspired museum, thanks to the efforts of some community members.

Backers of the plan are quick to emphasize that there’s no official tie-in with the film, rights to which are owned by Universal. But, just as Mark Twain is everywhere in Hannibal, Missouri, so, too, are cruising memories of Modesto in the ’50s and ’60s.

Modesto has celebrated its connection to *American Graffiti* for many years, including with an annual Graffiti Classic Car Parade and an American Graffiti Festival, both put on



A rendering of what part of the proposed museum would look like. The plan includes a functional drive-in restaurant patterned on Burge’s, one of the turnarounds on the Modesto cruise route of the ’50s and ’60s. Image via Graffiti USA Museum.

by the North Modesto Kiwanis Club. The museum is seen as a natural extension of those events and a way both to draw visitors to Modesto year round and to educate locals about a significant era in Modesto’s history.

The project’s current phase involves acquiring a pair of 1920s grain warehouses on US 99 near Modesto’s old cruising route. From there, the project organizers intend to construct a drive-in restaurant, space for changing car displays, an event center, and a gift shop. Later steps are anticipated to include an operating car-restoration facility (modeled on Gene Winfield’s) and a drive-in theatre.

- credit to David Conwill,
Hemmings Motor News,
1/7/2020

Here is additional information from the museum’s website:
info@graffitiusamuseum.com

Modesto USA has developed some tourist locations, but lacks a showcase museum, that captures and celebrates the spirit of *American Graffiti*. A new non-profit has been created to design and develop the year-round Graffiti USA Classic Car Museum and Experience that will attract visitors from near and far away. The Graffiti USA Museum will be the cultural center for our classic cars, our rock and roll history, and will tell the stories that inspired Modesto native George Lucas to make his landmark film that paved the way for his future creations like *Star Wars*.

Our Vision is a thriving Graffiti USA Classic Car Museum that brings people,

revenue, events, students and business to downtown Modesto. We see a healthy and thriving tourism attraction for Modesto all year long based on Modesto’s authentic classic car history, people and events. The Museum will create an immersive experience, taking the visitor back to the days of the cruise, with replica storefronts and murals of the Graffiti Era, that will be the backdrop to the cars and memorabilia on display.

Our museum committee is made up of 22 local residents who are passionate about the establishment of a car museum in Modesto. They are giving their time, treasure, knowledge and support to make our Graffiti USA history come to life in this amazing experience museum.

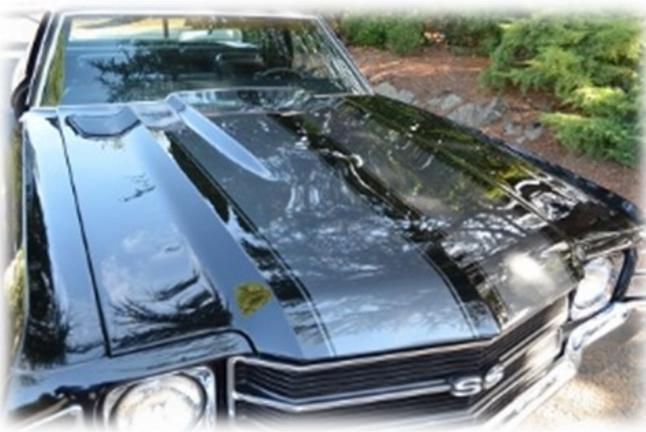
The Museum hopes to feature:

- Classic Car Museum
- Replica street scenes
- Drive In showing American Graffiti
- Modesto Radio History
- Classic Radio Station
- Modesto Convention and Visitor’s Bureau
- Operating Classic Diner
- Special storefronts
- Gift Shop and Art Gallery
- Rotating car collections
- Tribute to Rockabilly Music
- American Graffiti Memorabilia
- Legends of the Cruise Exhibit
- Operating custom car shop
- Interactive education center
- Lucas career history exhibit

MY RIDE - DAVE GOWAN

NOTE: DAVE GOWAN - AREA 3 DIRECTOR - WAS A LONG STANDING MEMBER OF THE PERSONALIZED CHEVROLET CHAPTER UNTIL HIS PASSING LAST MONTH. AS A TRIBUTE TO DAVE FOR HIS SUPPORT OF THE VCCA MISSION, I AM INCLUDING THIS ARTICLE WHICH HE SENT ME SOME TIME AGO. PERHAPS THIS WOULD BE CERTIFIED A PCC SLEEPER!

done. All the wheels and tires were new. I showed the car at a hospital car show, a couple of church shows and then, on Father's Day, at my own church in Portland, OR. Everybody seemed to



In October of 2014 I was approached about buying a 1971 El Camino that had been built from a nice original. It had 85,000 original miles on it but had been hit in the right rear quarter and the owner entirely restored the car. It had a built engine (355 and claimed, with carburation, to be near 500 HP), and heavy duty automatic transmission. The car was beautiful, and I gave a decent price for it. I stored it until June 2015. The car was 'cloned' as a Super Sport and was nicely

appreciate it, but no one could come up with the money I needed. I stored the car in my pole barn garage, leaving my GMC Yukon outside under a canopy. I did not like to do that but felt the El Camino needed the dust free environment if I was to sell it. I advertised the car in Portland

and Seattle Craigslist. A local old car dealer was somewhat interested but we couldn't come to a deal. I tried to sell it in other location where hot rods were in more demand. I had the rear end gears changed from 4:56 to a 3:42 and got the valves adjusted. It sounded tough! We drove it on a VCCA tour up the old Columbia River highway. Several members ad-

mired the car but decided it was not a 'tour car'. The Portland Swap Meet in April 2017 provided an interested couple from Camas, WA and they went home with this fine car. They had been looking for this exact same car for years because he had owned one before. Now, I have to say that not all my 'investment' cars made money for me but they provided satisfaction in going to good people.

