



MyWay Memorial DAY

NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2020 LEADERSHIP

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DEALING WITH THE PANDEMIC

The last few months have brought some remarkable changes to our lives. We are now huddled in place and limiting our exposure to others. We wear masks while food shopping and are careful not to get too close to anyone. Those with younger children at home have even more challenges. As much as I may become frustrated that local shows and area meets have been canceled or postponed, I try to put it all in perspective. Many of us have become sick and many have died from the virus - particularly those in our age group. Many first responders and health providers expose themselves to a dangerous work environment every day. Many others are out of work and many small business owners may never reopen. Our government leaders are navigating the way back to normal, balancing the continued threat of the virus with the financial and health perils of a closed economy.

For most parts of the country, the worst is over and the "the curve is flattening". With consideration to social distancing, we may even see some car shows and cruises by next month here in Jersey which has been hit fairly hard. Before we know it, the pandemic will be a bad memory and our scientists will have a vaccine and other medicine to mitigate the effects of the virus. Yet for some others the virus will have changed their lives forever with lost family members or friends and possibly their livelihood. While we pray for those individuals, life goes on and so will our hobby. Help bring it back. See you on the show field!

MY WAY DISTRIBUTION

This is our May issue and I have removed from distribution any 2019 PCC members who have not yet renewed for 2020. Thanks for your renewal! A PCC roster will be distributed as well.



SLEEPER CLASS UPDATE

First I want to thank all those PCC members who have commented on the proposed Sleeper class. Although we can't please everyone, the majority of responses have favored the Sleeper be a judged class. This means vehicles must meet the PCC definition of a "sleeper" and be point-judged to qualify for a junior or senior award. I summarized the requirements that a vehicle must meet below. We are still in the definition stage of this class and suggestions are still welcome.

- The vehicle must look stock on the outside meaning there can be no custom paint, obvious trim modifications or aftermarket wheels.
- The engine must be high-performance relative to the era of manufacture. More about this below.
- There are no restrictions on interior or trunk modifications.
- Mandatory 100-point deductions apply as with other classes.

The most challenging part of defining this class is the definition of a high-performance engine. Turning the quarter mile in the 13s would be an ideal way to verify this but there's no way to confirm that without timing slips. So we must define the engine in other ways. The first way is listed below:

- Any V8 installed in a model/year that did not offer a V8 or
- any big block V8 in any model/year that did not offer a big block or
- countable in any model or year is any modern fuel-injected, supercharged or turbocharged engine replacement or any specialty crate engine designated as LSX, 427 CHEVROLET, 502 CHEVROLET or 572 CHEVROLET on the valve covers.

A second way to qualify for those that do not fall into the above definitions would be to demonstrate that your six cylinder or V8 engine is in fact high-performance.

- Exchanging a 216 cubic inch (or smaller) six with a 235 cubic inch alone would add at least 25% more horsepower. That plus a multi-carb setup and dual exhaust could qualify. Without the engine swap, the installation of high-performance engine components must be documented.
- Exchanging a small block for a high-performance 383 stroker would qualify if documented. Short of that, the owner must document the installation of high-performance engine components in their small block or big block.

This second way to qualify is intended to open up the class to virtually any vehicle with a high-performance engine other than the easy-to-verify engines listed in "the first way". However, this also puts the burden of proof on the owner. Evidence of eligibility must be provided in advance of a meet to qualify as being eligible for being judged as a "sleeper". (How would you provide evidence to a potential buyer?) It would be impractical to attempt to define all acceptable forms of evidence within the PCC judging process. Perhaps we could provide more direction as we gain actual experience with sleeper entries.

Again, please feel free to comment or make suggestions to me.

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. **(May be rescheduled later in year.)**

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.

POSTPONED TO AUG. 26 - 29.

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 chevyguy2@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 Steinly 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

CAR INSPECTION STICKER SHOCK, AN OLD CAR ANNOYANCE FOR DECADES

State inspections were among my most horrible -- and memorable -- car experiences. Take my first inspection as a newly licensed driver. It was 95 degrees at the Livingston Drive-In Theater in June 1961. As Dad and I sat in my '51 Mercury, which anchored a 100-car line stretching to the highway, I fretted over my mufflers. Their rumble was music to my ears but deadly to inspectors who needed only the slightest excuse to fail a car.

Dad's temper rose as fast as steam billowed from the hood. He had given up his Saturday to be with his green-behind-the-ears son. The enormous drive-in theater, recently opened, was new to him...but not to me, as I had taken a date there to do some submarine race-watching.

"You're going to get vapor lock, Jim, if you don't shut off the motor," Dad warned.

"But if I shut it off, I won't be able to start it again," I argued.

"Then turn on the heater and let's see if that helps," he advised.

I had never heard of this technique to cool an



Dad and I spent a hot summer day sitting in my '51 Mercury at the Livingston, New Jersey, drive-in theater in 1961. Hundreds of cars were being inspected... and my radiator boiled over.

overheated radiator, but I did as instructed. To our relief, the temperature needle dropped. But it rose again five minutes later and the engine sputtered, only to die in a fit of coughs and gasps. We were gasping, too, as the car's interior soared above 100 degrees.

It was late afternoon now and cooler. The Mercury was running well as we approached the inspection station, an ugly brick building where cars were put under a microscope by old men who didn't smile and silently mouthed curse words.

When we finally entered the building, only 15 minutes remained on the clock before closing time. Inspectors were hot and exhausted. They wanted

to go home more than I did.

Pushing hard to get my car through as fast as possible, they ran the usual tests -- lights, signals, wipers, horn, brakes, etc. -- with purpose and sloppy speed. This was before emissions tests, and the final hurdle was an exhaust pipe examination.

"Rev it up, boy?" an inspector hollered. "I want to hear those pipes." My heart sank. I'd fail if I did as ordered. So I gently blipped the throttle, glass-packs sounding soft and sweet with just a little smoke.

"No!" he bellowed. "Give it the gas, kid!" I blipped the throttle again. "More!" he yelled.

This time I obeyed, the Mercury roared and

the inspector was enveloped in a blue cloud. "Did I pass?" I asked after he finished making notations on his clipboard and walked to the car window.

"I should have failed you, but seeing we're closing I'm giving you a pass," he said. "Get that engine tuned right away."

He glued a sticker to my window and asked a question. "You got glass-packs?" he said, smiling.

I returned his smile, put it in gear, and Dad and I were gone.

- credit to Jim Van Orden, *Hemmings Daily*, April 14, 2019

As a postscript, I recall those inspections. I also had glasspacks on my 1970 Camaro RS/SS. For inspection I stuffed some steel wool up the tail pipes held in place by cotter pins. I was unlucky enough to meet up with an inspector who had seen it all before. "Take those cotter pins out!" he directed. I refused and chose to fail that day but would return to another station claiming to have lost the card that specified why I failed. This forced a complete re-inspection but I passed that day. Whew! / Ron

CORONAVIRUS SHUT DOWN MOVIE THEATERS; PEOPLE FLOCK TO DRIVE-INS INSTEAD

The drive-in theater, long a dwindling nostalgia act in a multiplex world, is experiencing a momentary return to prominence. With nearly all of the nation's movie theaters shuttered due to the coronavirus pandemic, some drive-in owners think they're in a unique position to give moviegoers a chance to do something out of the house while keeping distance from others. This weekend, some drive-ins aren't the only show in town. They're the only show in the country. The Showboat Drive-In Theater in Hockley, Texas, about a 30-minute drive outside Houston, normally sees ticket sales go down about 40% on a weekend when they don't have any new movies. Last weekend, they saw a 40% increase, says the theater's owner, Andrew Thomas. Usually open weekends, Thomas has kept screenings going through the week. "Obviously this isn't the way you'd want it to occur, but I'm excited for the idea that there may be a new generation of



people that will get to experience going to a drive-in theater and — I was going to say catch the bug," said Thomas, laughing. "Maybe some other turn of phrase." There are just over 300 drive-ins left in the country. They constitute a small, oft-forgotten flicker in today's movie ecosystem that hardly competes with the megawatt glare of the megaplex and the nation's 5,500 indoor theaters. But through decades of disruption and change in American life, they have managed to survive. They've somehow clung to life as relics of past Americana only to find themselves, for a brief moment anyway, uniquely suited to today. Not many drive-ins are open. It's a seasonal business to begin with,

with many drive-ins not planning to open until April. John Vincent, president of the United Drive-in Theater Owner Association, estimates about 5-10% were open as of last weekend, and some of those are closing due to the pandemic. In states like California and New York, restrictions on movement and gathering are being ramped up that mandate closures. As infections rise in other parts of the country, Vincent suspects the drive-in's window is already closing. "We'd love the drive-ins to shine but this is probably not the moment," said Vincent, who owns Wellfleet Cinemas on Cape Cod. However long it lasts, the drive-in is for now, in certain parts of the country, one of the only remaining

refuges of public entertainment — of getting out the house to do something while still staying inside your car. Drive-ins aren't without their own virus concerns. Concessions and restrooms, in particular, still pose issues. All owners interviewed for this article said they were spacing out cars, reworking how customers could order food (sometimes via text messages) and limiting restroom occupancy. "New York State has closed all restaurants, bars and movie theaters to protect its citizens from the virus. We have petitioned for a waiver because we are an outdoor venue and do not have crowds of people sitting in auditoriums", say Beth & Ernest Wilson, owners of the Warwick, N.Y. drive in. We are working on allowing you to use your cellphone to order from the snack bar and just have to pick it up. No lines to stand in. We are anticipating opening for the season on Friday April 3.

- credit USA Today,
3/20/2020