



NEWSLETTER OF THE *PERSONALIZED CHEVROLET CHAPTER (PCC)*

2021

LEADERSHIP

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WELCOME TO 2021!

I receive many of the regional newsletters and the majority of them express frustration over the extended intervals since their members have met in person or attended a show or cruise. Some have been creative on getting together while maintaining social distancing but most are waiting out the pandemic. We are starting to see essential members of our community getting vaccinated while we wait our turn. While being 75 years old offers few benefits in life, it does provide some priority on getting the vaccine. I'm hoping the "1B" priority will see the first dose by next month.

Here in New Jersey, outdoor gatherings are limited to 25 people. That puts quite a damper on organizing car shows. Our Jersey Lakeland Region's open car show is on the Memorial Day weekend (end of May) and I suspect we may have to postpone it until late summer. (More about our show on page 2.) I'm sure a lot of Area Meets are being delayed for the same reason. Nevertheless, I will be keeping my ear to the ground for any shows where our personalized vehicles can participate.

As with other newsletters, it is difficult to provide stories and photos about ongoing activities when we are in near lockdown. I will try to provide interesting articles until our activities resume.

In the meantime, stay strong and stay safe. / Ron

PLEASE DON'T FORGET YOUR 2021 PCC DUES

Our Personalized Chevy Chapter relies only on dues and our grille badge & pin fundraisers for revenue. We don't host car shows or flea markets. Your renewal helps support the continued participation of modified Chevys in the VCCA. Please mail your check for \$12 (made out to VCCA PCC) and mail to Gene Rogers, 811 Ford Ave, Snohomish, WA 98290. Thanks!



Our Jersey Lakeland Region has been hosting an annual open car show for 44 years. Last year was supposed to be #45 but the pandemic put a stop to that. Anyway, we have traditionally limited participating vehicles to at least 25 years old but have been discussing opening up the show to all years. Outside of national shows, I've yet to attend a local show that limits the year of manufacture like we have done. There are many who object to inviting newer cars to classic car shows but I think the below article captures some important insights. The article was written by Mark Simpson of the Classic Car Restoration Club on 11/10/2019.

ARE NEW CARS RUINING OLD CAR SHOWS?

The warmth of the sun felt good on the back of my neck as I joined several old friends who had gathered in the grassy area next to the parking lot where our classic cars were on display. A warm weekend in Minnesota in late September tends to bring everyone out, as the knowledge there were not too many of these events left for the season.

Turn out was good, with over 200 cars filling the car show lot, but a quick scan also revealed more than half were built within the last 15-years. I suppose I should have been tipped off to this when we pulled into the lot and the event organizer instructed me to park on the other end of the lot as they were saving this area for MoPars... I scratched my head (driving the DeSoto, thinking to myself, "this is a MoPar"). What I didn't realize is, she meant "new" MoPars and soon a large section of the lot was full of newer Challengers, Chargers, Durangos and Jeeps. While the event was promoted as a American Made Event there was no restriction on years, and they had every right to enjoy the event as much as others.



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CURRENT 2021 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



June 17 - 19

Northwest Mini-Meet hosted by the Willamette Valley Region and held at the Best Western Agate Beach Inn in Newport, OR. Registrar: Nancy Rice 503-472-3075 or nancyrice2@comcast.net.

Although there are limited area meets currently scheduled for this year, we need to celebrate all those PCC members who have participated in prior meets (through 2020) and have had their rides judged.

Please join me and our other PCC members in viewing this updated slideshow.

Just click [HERE](#).

ARE NEW CARS RUINING OLD CAR SHOWS?

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As we sat in the early morning sun taking in the array of cars entering the event and enjoying a warm cup of coffee, it didn't take long before someone in our group remarked, "I think these new cars are ruining old car shows!" It's funny how sometimes a single statement can bring back plenty of memories of those who have echoed such concerns in the past. Having been around long enough, I can even recall an old car show where Model A owners had to take a back seat to Model T owners. Over the years, nearly every car has had its place in the hot seat and been shunned by the wider car community, from 50s to 60s to 70s to 80s and beyond.

I recalled reading an editorial from nearly a decade earlier by Jim Sutherland, who voiced concerns over the onslaught of new sport trucks attending old car shows. He wrote: "What kind of twisted logic allows a post-millennium car or a brand new truck to qualify for a car show when some poor schmo who put thousands of unpaid hours into his '57 Ford has to park away from the show in a dusty parking lot?... I know I speak for every car owner in the free world when I ask for a hard-line adherence to the 25-year rule. In other words, bring that 2009 Mustang back in 2034. Until then, leave it in the dusty parking lot outside the show because you haven't paid any old car dues. You've simply taken on monthly payments for a soulless clone made out of 90 percent plastic. That hardly qualifies as earth-shaking (although the sound system might), and it leaves you outside the fence in the "real" old car world."

Although written over a decade ago I was surprised by the number in our group that would make these same claims today. As the conversation in our crusty group of car guys became more colorful as we discussed the merits of these newcomers to the hobby, leaving one old grey beard to remark "Those guys in the new car world have car shows every day of the week... They're called new car dealerships". I smiled, and reminded them it wasn't so long ago that many of them lamented the same sentiments in regards to Rat Rods, Sport Trucks, Tuners, or even obnoxiously loud audio systems.

As we discussed the merits of different cars, eras and fads the acknowledgment that the youth car enthusiast will always find a way to participate in the car hobby. While the path they choose may be different than our own, if we do not support and encourage them our hobby will cease. Then there will be no one left with an appreciation for our classic cars much less a willingness to buy them when we decide to let them go. We concluded our discussion vowing to go spend some time checking out what these young enthusiasts had done to personalize their rides, and gain a better understanding of the challenges they face. Ultimately there is a place in the hobby for everyone and there are still plenty of car events that are geared toward the 25-plus year old cars too.

U.S. Congress passes bill to commemorate Route 66 centennial in 2026

Big celebrations require plenty of planning—sometimes years of it. The U.S. Congress has passed SEMA supported legislation (S.1014) and signed by the president on 12/23/2020 to create a commission "that would recommend ways to commemorate the 100th anniversary of Route 66" in 2026. The historic 2448-mile stretch of road was commissioned in 1926 as the first all-paved U.S. highway. The commission has two years to make recommendations to Congress about how to celebrate the iconic highway known as The Mother Road. SEMA says, "It may recommend the production of various written materials, films and documentaries, education programs, artistic works, commemorative memorabilia, and celebrations to commemorate Route 66's storied history."

(Article by Jeff Peek of Hagerty News 12/11/2020)

TO FEC OR NOT TO FEC?

Actually, all vehicles attending a VCCA meet need to go through a FEC, or **Field Entrance Check**. But they don't need to pass it, or at least not all of it. But let's clarify.

FIELD ENTRANCE CHECK				
Approved Fire Extinguisher	<input type="checkbox"/> YES	Abbrev.	Comments	
Headlights - High/Low beam	04			
Parklights/Taillights/Back-up Lights	03			
License Lamp/Side Markers	02			
Brake Lights	04			
Turn Signals/Flasher	02			
Dome/Courtesy Lights	02			
Horn	02			
Radio/Heater/AC/Clock	04			
Wipers	02			
Driver & Pass. front windows operable/Top Operable/Emergency Brake	05			

The VCCA requires that EVERY registered vehicle (judged or not) must be inspected at the FEC before it can be parked on the show field. The only requirements that must be met are that the vehicle can move under its own power and that it contains an approved fire extinguisher. (More about fire extinguishers later.) However, different classes have different rules.

For example, with class judging, ten areas are inspected and points are deducted when something doesn't work. Up to 30 points could be deducted. The owner will have the opportunity to correct any problems and be re-inspected as long as the FEC team is still available. The field judge must sign or initial when the FEC is completed.

CLASS JUDGING

For the HPOCF (original) class, the same ten items are tested but there are no consequences for failures.

Field Entrance Check - Mandatory			
Approved Fire Extinguisher <input type="checkbox"/> Yes			
Oval/Tab not displayed Mandatory Deduction of one eligible certified area			
These items should WORK:	Pass	Fail	N/A
Headlights - High/Low Beam			
Park / Tail / Back-up Lights			
License Lamp / Side Markers			
Brake Lights			
Turn Signals / Flasher			
Dome / Courtesy Lights			
Horn			
Radio / Heater / AC / Clock			
Wipers			
Driver / Pass Front Windows Top / Emergency Brake			
Field Entrance Check Approved Field Judge Initials _____			

Although the VCCA expects that these items should all work, it is up to the owner to be sure they are operational. The same rules apply to the CDPC (drivers) class except that fewer items are tested. (They skip the dome/courtesy lights, the radio/heater/AC/clock and front windows checks.) So what about the PCC class?

In our very early stage of our development, we also tested many components and deducted points for failures. Then we removed that requirement. Why? Well, our philosophy is that we are not judging the operation of the vehicle but only its appearance as it sits on the field. This philosophy appears to be shared by the AACA as they do not offer a FEC as part of their judging (although they also require that the vehicle must travel under its own power and contain an approved fire extinguisher).

In fact, if you Google "field entrance check" (in quotes), the only car club

FIELD ENTRANCE CHECK - MANDATORY			
Mandatory Fire Extinguisher <input type="checkbox"/> Yes			
The following items should WORK:	Works	Inoperable	NA
Headlights High / Low Beam			
Parking / Tail Lights / Backup Lights			
License Lamp / Side Markers			
Brake Lights			
Turn Signals / 4 Way Flashers			
Horn			
Wipers			
Emergency Brake			

HPOCF

CDPC

TO FEC OR NOT TO FEC?

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you will find is the VCCA. This doesn't mean that the FEC is a bad thing but it does suggest that it is not universally supported. Even the VCCA recognizes that the FEC for the HPOCF and CDPC classes is informational only. That is, the tests serve to notify the owner that something doesn't work. For the most part, anyone who drives their classic should already know what works and what doesn't. We all need to assume responsibility for the safe operation of our vehicles without having to wait in a potentially long & hot line. And it is likely that a modified Chevy sees its share of road miles.

As I was preparing this article, I tried to be thoughtful about what a FEC should be, at least for the PCC class. I believe that safety items should be known to the PCC owner already (e.g., horn, wipers...) so the only FEC requirement for PCC vehicles is a VCCA - approved fire extinguisher.

So the bottom line is that your PCC vehicle must be driven (not pushed) to the FEC and must have an approved fire extinguisher. If the FEC judges ask you to operate other items, I suggest you advise them that PCC vehicles do not require a safety inspection (as per our judging form) but do not argue. We are not there to give anyone a hard time. In any case, no points will be deducted if any other FEC items fail anyway.

VCCA - APPROVED FIRE EXTINGUISHERS

The fire extinguisher must meet current ANSI/UL standards and be rated for a minimum 5 B-C classification. It must have all seals intact. If it has a pressure gauge, it must read charged.

Fire Extinguisher Ratings

Class A Extinguishers will put out fires in ordinary combustibles, such as wood and paper. The numerical rating for this class of fire extinguisher refers to the amount of water the fire extinguisher holds and the amount of fire it will extinguish. Each A is equivalent to 1 1/4 gallons of water. Thus 4A = 5 gallons of water. This class of fire extinguisher is not required for the VCCA FEC.

Class B Extinguishers should be used on fires involving flammable liquids, such as grease, gasoline, oil, etc. The numerical rating for this class of fire extinguisher states the approximate number of square feet of a flammable liquid fire that a person can expect to extinguish. Thus 5B = 5 square feet of coverage.

Class C Extinguishers are suitable for use on electrically energized fires. This class of fire extinguishers does not have a numerical rating. The presence of the letter C indicates that the extinguishing agent is non-conductive.

There are also Class D extinguishers for metallic fire (titanium, zirconium, magnesium, sodium) and Class K extinguishers for cooking fires (animal or vegetable oils or fats).

There are different types of fire extinguishers but most are the dry chemical type. Traditionally, dry chemical extinguishers require significant clean-up and are likely to cause multiple types of damage – over and above the fire. The discharge is also a likely, strong irritant to the eyes, skin, and lungs. The dry chemical

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VCCA - APPROVED FIRE EXTINGUISHERS

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powder, which is in most traditional fire extinguishers, will also likely cause damage to electronics and other metal objects that are in the area of the fire extinguisher discharge as it is corrosive.

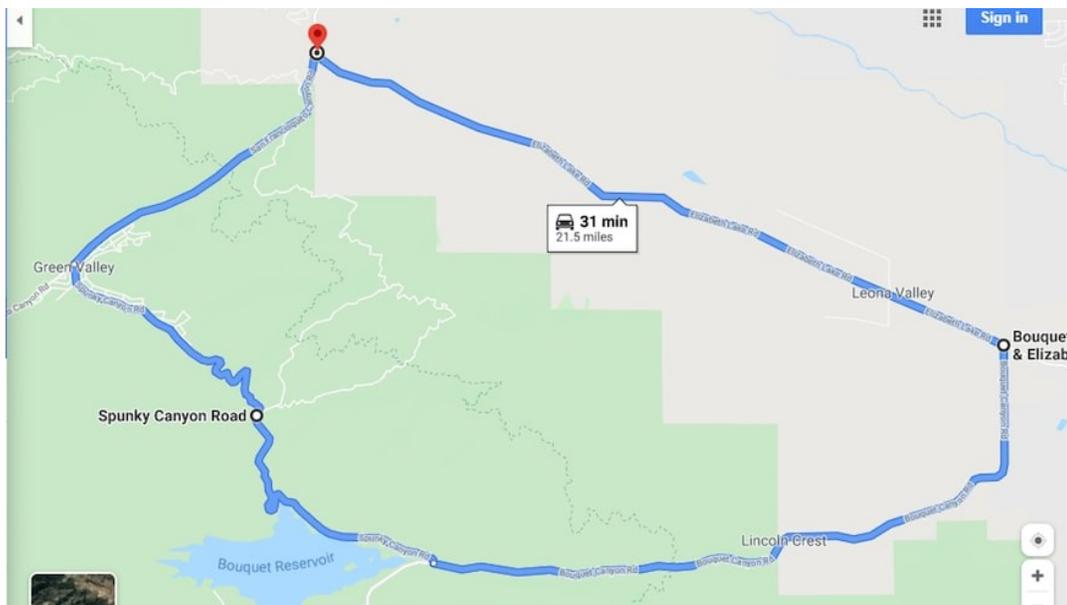
A clean agent fire extinguisher is a type of gaseous fire suppression. Stored in its liquid form, when it is sprayed and hits the air, it converts to its gas form which is non-conductive, safe for use while humans are present, leaves no residue and has a very short atmospheric lifetime making it eco-friendly. The gas extinguishes fire by reducing the oxygen levels and impeding the chain reaction. Because it is non-conductive and also clean, it is ideal for rooms or businesses filled with electrical and computer equipment (as well as your classic Chevy). They are most commonly used for class B and C fires and are larger and considerably more expensive than traditional extinguishers. (A VCCA-compliant extinguisher could be north of \$200.) VCCA members are encouraged to consider this type product as a one-time insurance policy.

Best Driving Roads in America

By the staff of Hot Rod Magazine

(Aaron Gold, 3/25/2020)

If cabin fever is starting to set in, we'd like to remind you of a great way to keep a 6-foot distance between yourself and your fellow humans: Go take a solo drive. In our travels, we've found some of the best roads in America, and this list has half a dozen of our favorites—roads that are not only challenging, but not overly crowded, even when people aren't sheltering in place. Here is one from the west coast starting at Palmdale, CA.



The 31-mile loop starts where Elizabeth Lake Road meets San Francisco Canyon Road. Drivers head southeast on SanFranCan, then turn left on the brilliantly named Spunky Canyon Road. Cruise slowly through town—wait for it, wait for it—then Spunky Canyon narrows down and turns up the volume with epic curves and plenty of elevation

changes. The road T-bones Bouquet Canyon Road, where you turn left for some high-speed action (never exceeding the speed limit, of course, officer). At Elizabeth Lake Road, turn left, cruising gently as you contemplate the consequences of your life decisions, then hang a left on San Francisco and do it all over again.