



# MyWay

NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2021  
LEADERSHIP

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## THE SLEEPER CLASS ARRIVES!

It's been a few years in the planning including input from fellow PCC members, but the Sleeper class has finally arrived! So now we added a fourth class to our existing Contemporary, Modified & Custom classes. And like our current classes, the Sleeper class is based on the number of modifications.

However, in keeping with the definition of what a "sleeper" should be, some modifications are restricted. Simply put, in order to be eligible for the Sleeper class, the car or truck must have a high-performance engine (compared to stock) but must otherwise appear original from the outside. That's where the restrictions come to play.

But first let's define a high-performance engine. This could be a replacement engine as defined in our PCC judging form (e.g., a small block V8 in a pre-1955 or a big block V8 in a pre-1958 passenger car, etc.). Alternatively, the engine could have been modified to significantly increase horsepower from stock. In this case, the owner would have to produce evidence of such modifications.

While there are no other mods required for this class, it is equally important that there are no external mods (as listed in our PCC judging form) or custom wheels. This insures the vehicle appears stock. Since the interior is largely unnoticed when driving, there are no limitations to mods there.

We have Sleeper class award tabs in stock and we updated our judging forms and website. Further, we expect at least one entrant in this class at the Central Area Meet at the end of this month. Stay tuned.



**Happy Summer!**



# CURRENT 2021 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION

**July 30 - 31**

**Central Area Mini-Meet hosted by the Western Buckeye and Glass Capitol Regions** and held at the Allen County Fairgrounds conveniently off of I-75 at the Lima, Ohio Exit 125. Events will include a Friday Passport Car Tour, Friday evening "social" gathering, Saturday VCCA Judging, non-VCCA member car show and a VCCA Awards presentation following the judging. Sufficient hotel rooms are available in area; details will be contained on the Meet Registration form. Fairgrounds "on-site camping" is available. held at the Allen County Fairgrounds in Lima, OH. Registrar: Paul Svatik 419-882-0820 or [vcca58thcentral@bex.net](mailto:vcca58thcentral@bex.net).

**August 19 - 21**

**Area 8 Eastern National Meet in Morgantown, PA hosted by the Keystone Region.** Come to another INDOOR air conditioned meet at the CLASSIC AUTO MALL just off the PA Turnpike. If you missed the 2019 Meet, here is your chance to see a private collection of several hundred antique and classic cars under one roof. Contact Becky Steinly at [Keystonedirector@aol.com](mailto:Keystonedirector@aol.com) or call Josh Winn at 717-860-4672.

**October 10**

**Orange County Region All Chevy Nationally Judged Car Show** held at Enderle Center. in Tustin, CA. Registration Chair - Judy Howard, 909-227-7476 / [jghoward@cox.net](mailto:jghoward@cox.net).

**October 20 - 24**

**VCCA Area 9 Nationally Judged Meet hosted by the Gulf Coast Region** and held at the LaQuinta Inn and Suites in Tampa Bay, FL. Registration forms available at [www.gulfcoastvcca.com](http://www.gulfcoastvcca.com).

**July 31 - August 5, 2022**

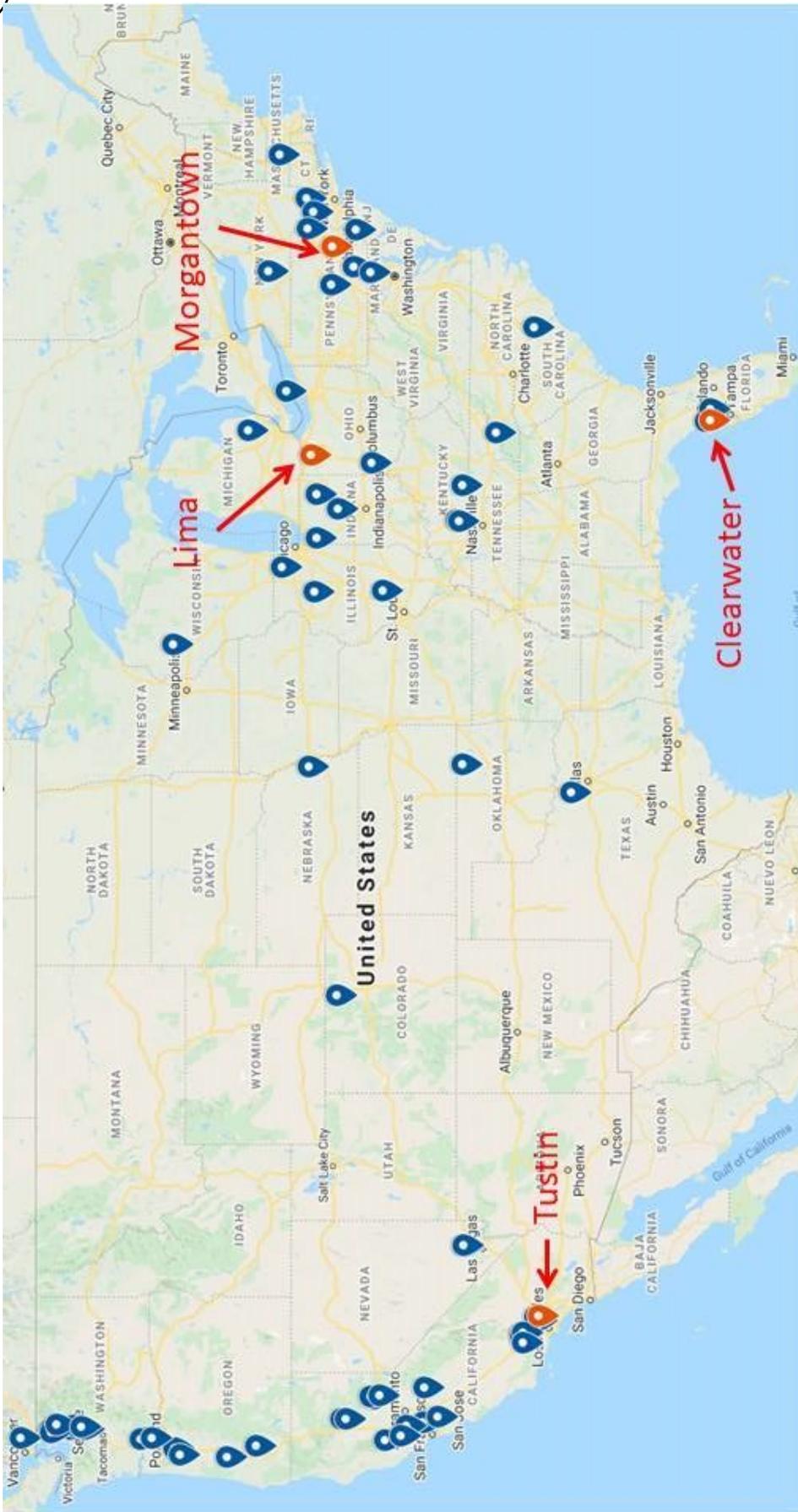
**60th VCCA Anniversary Meet** and held in Bowling Green, KY. Look for updates in the G&D.



**IF YOU PLAN TO ATTEND ONE OF THESE MEETS, PLEASE  
EMAIL ME SO THAT WE CAN ESTABLISH YOUR CLASS IN ADVANCE.**

I look forward to including articles and photos of PCC vehicles participating at Area Meets in our newsletter, MY WAY. Until then I will continue to provide relevant articles of interest. Thanks for hanging in there!

Please join me and our other PCC members in viewing this slideshow of past winners. Just click [HERE](#).



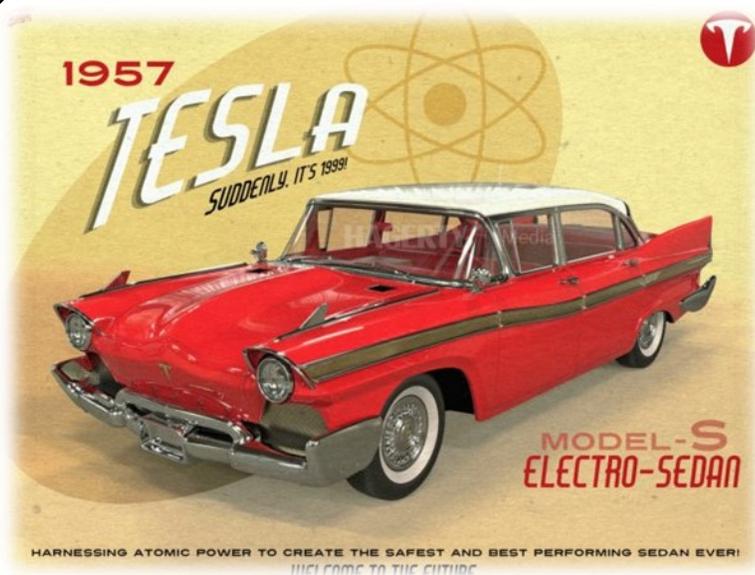
## WHAT THE HECK IS THIS?

Well I'm glad you asked! It's a US map with blue pins representing the approximate location of our PCC members. I laid it out sideways so it would be larger and easier to read (but only if you turn the map sideways). You should be able to do this on your pc by using the ROTATE icon at the top of the page (or just print the darn thing out).

ANYWAY, I also identified the locations of the four 2021 meets (listed on page 2) as red pins. It would seem to me that several of our members could participate in many of these meets. Caravanning to a meet can be especially fun if you can hook up with another local PCC member.

Since not all PCC members are also members of a local region, you may not know all the PCC members that might be close by. To help with this, I will be sending out a chapter roster in the next few days. I'll sort it by last name and also by zip code so you can figure out who might be within driving range of a meet.

Let's get these rides out on the road and let's show our fellow VCCA members what a personalized Chevy looks like!



## What If? 1957 Tesla

*condensed from Jack Baruth, Hagerty News, June 4, 2021*

This new car, built in a small California factory by Walter Musk, a recent immigrant from South Africa, is called a “Tesla” in reference to long-forgotten electrical inventor Nikola Tesla, but it actually relies on the science that is modern as tomorrow. Specifically, it uses what is called a “Radioisotope Thermo-electric Generator” to generate a staggering 100,000 watts of electric power—that’s more than one hundred and thirty net horsepower,

and stronger than the recently introduced Chevrolet V-8! The “RTG” generates steam power that then turns a turbine that generates electrical power to a set of lead-acid batteries under the rear seats. A series of electro-mechanical controls determines how that power is then routed to a military-grade electric motor that drives the rear wheels.

The RTG will last up to five years—double the life of most cars!—with no refilling or refueling whatsoever. While the price of the 1957 “Tesla” is expected to be eight thousand dollars, about three times the price of a basic Chevrolet, Musk recently published a spreadsheet in the New York Times showing how the significant savings from fuel, oil, and other repairs can reduce the real-world price of the Tesla. While the fit and finish is not up to the sterling standards set by General Motors for 1957, this is a real vehicle. It does not have a conventional key; rather, the owner simply carries around a harmless active plutonium ball in his pocket that radiates at a certain frequency. The vehicle senses that frequency, causing it to unlock the doors when the owner is near. A series of buttons on the console select Drive or Reverse. A “gas pedal” motivates the car by routing power between the RTG, which is always “running,” the batteries, and the motor.

His attempts to obtain “energy credits,” cash payments that would be made to the buyer of a new Tesla to encourage the production of alternative energy sources, was dismissed by President Eisenhower as “ridiculous, virtually tantamount to Communism in our own country”. The Tesla cannot be purchased at a traditional dealership; you must visit one of the “Stores Of Tomorrow” to purchase one. It is unclear as to where these vehicles can be serviced, although Musk dismissed these concerns as “something we can deal with later.”

Sadly, our drive in the Tesla was cut short when our automotive tester, a fellow named Spaniel Felson, ran it over a curb at high speed, causing the Tesla to barrel-roll into a local school and explode. In the process of this accident, the RTG was “exposed” to atmosphere, meaning that the school in question, as well as the nine square miles surrounding the school, will not be safely habitable by human beings until the year 2375. We mourn the loss of Mr. Felson, as well as the 271 children and 38 support staff lost in the incident. Contacted by our staff regarding this catastrophe, Walter Musk indicated that “Not every new technology is completely perfected, but we have an update that should solve this; we will be mailing all existing Tesla owners a “New Safe Confinement” system to surround the RTG, better protecting it in the event of a crash, at a cost of just 1127 pounds in additional vehicle weight.” Once we have the opportunity to test a Tesla fitted with this system, we will report back.

# Trailer 101: A guide for safe towing

condensed from Phillip Thomas, Hagerty News, April 8, 2021

## The hitch

Let's start with one of the trickiest components: the hitch. This is the most important area of operation, where attention to detail is crucial. A little slip-up could mean the trailer unhitches while moving over the crown of a driveway, or you end up being that guy going viral for ghost-riding a trailer as it escapes down the freeway. The hitch system you end up with will ultimately be determined by the trailer and tow vehicle's capabilities, so we'll dive into some of the most popular configurations and show you how to equip yourself for whatever comes across your hauling radar. The vehicle carries the receiver and the hitch mount (be it a ball, pintle, etc.), while the trailer holds the coupler, safety chains, and electrical connections. We'll start at the front and work our way back.

## Classes

Largely dependent upon the vehicle's GVWR (gross vehicle weight rating) and towing capacities, the universal five-class hitch rating system matches the hitch type to the trailer's size and weight. You'll often see unibody vehicles with a smaller, 1-1/4-inch receiver hitch—Class 1 or Class 2—because it (ideally) limits the weight of the load by using a hitch system that only fits smaller trailers. Classes 3, 4, and 5 utilize the familiar 2-inch receiver hitch found under most pickups.

Trailer Hitch Class Capacities			
	GTW	TW	Receiver Size
Class I	1,000-2,000 lbs	100-200 lbs	1-1/4"
Class II	2,000-3,500 lbs	200-525 lbs	1-1/4"
Class III	3,500-8,000 lbs	300-800 lbs	2"
Class IV	5,000-12,000 lbs	500-1,200 lbs	2"
Class V	10,000-25,000 lbs	1,000-4,000 lbs	2", 2-1/2", or 3"

**etrailer**.com

## Receiver

Most vehicles use a receiver-type hitch, as opposed to a fifth-wheel or bumper-mounted hitch, though most everything we're discussing will translate. A receiver hitch bolts to the chassis of the vehicle and uses a standardized size square slots that receive the necessary hitch mount. The standardized sizes for these receivers and mounts are dictated by the hitch's weight rating.



## Bumper-mounted

While they're much less common today, older truck bumpers with hitch ball mounts were generally rated for Class 3. Still, if you use one, make sure of the rating and your load to avoid brewing a recipe for disaster. Keep in mind, too, that even a factory receiver hitches can be classed lower than what the vehicle is ultimately capable of handling, and it's common to upgrade a factory Class 3 receiver to a Class 5. The 5s are typically built with thicker steel and utilize more attachment points on the frame to better distribute the load.



## Fifth-wheel/goose-neck

Pickups generally employ fifth-wheel hitches, or similar goose-neck hitches, for extra heavy and long trailers. These place the tongue weight of the trailer over the rear axle instead of behind it, increasing the towing capacity.

Continued next page

# Trailer 101: A guide for safe towing

(Continued from page 5)

## Loading

Once the trailer is hitched up, loading it is the next adventure. There's a near-infinite number of trailer and load combos out there, so let's focus on more universal advice on securing loads. At the end of the day, everyone's situation will be a little different given the variables of each particular job.

## Sway

One of the biggest mistakes new trailer users make concerns balancing the weight of the trailer such that it doesn't oscillate or "sway" laterally. Generally, you want the weight to be balanced forward of the trailer axle(s) or centered on them, to ensure that the tongue weight is correct for the given load. Concentrating the weight behind the axle(s) is how you get a tail-wags-the-dog situation. Tongue weight should be roughly 10-15 percent of the trailer's total weight. Like we mentioned before, in some bumper-pull applications tongue weight can upset the balance of the truck itself, and weight distribution hitches are available to alleviate this issue. How does the distribution work? A pair of torsion bars are sprung between the truck and trailer, resisting downward motion and preventing any twist at the hitch, effectively acting as a sort of anti-sway bar to keep the trailer level.

## Straps

Straps are also critical—worth spending money on from the get-go. A broken strap or a chintzy ratchet mechanism can make a routine road trip with a trailer turn into a nightmare. If you're hauling a car, it's worth spending tens of extra dollars to get the proper straps than to cheap out on some hardware or discount-store finds. How best to strap a vehicle down for transport is an age-old debate, but generally, experts agree that it's better to strap the vehicle at four points to the trailer corners, without crossing the straps in an X-pattern left-to-right. The theory is that if one strap breaks, there isn't a large radius for it to sweep along if the vehicle wants to roll back and forth as the tow rig accelerates or decelerates, pulling it straight-on instead.

## Safety checks

About once a year, put the trailer up on jack stands and inspect everything. It doesn't hurt to nut-and-bolt-check every bit of hardware; this is a great time to inspect brakes and hub bearings or fix wiring underneath. (And let me tell you, cops love to harp on details like malfunctioning trailer lights as cause for tickets, so getting everything ironed out ahead of time means you'll be ready for these surprise inspections even when a haul comes up on short notice.) In the spare parts department, extra wheel bearings and hubs can be life-savers, because finding the correct parts locally can be tough even in small-town America. It's not unheard of for some folks to even carry spare trailer brake light kits, so the trailer's electrical system can be repaired on the fly. As for the hitch itself, there are several different locking mechanisms out there, all of which have a different operation while securing the trailer. Safety chains, however, are universal. Once crossed, they act as a catcher's mitt for a loose hitch, allowing the tow vehicle to control and stop the trailer with relative ease.



## More Personalized License Plates from past shows



Thanks to  
Barry Richman  
Cincinnati, Ohio  
for above plate

Got any good ones? Clever ones? Takes a  
while to figure out? Email them to me!