



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

WRAPPING UP THE PCC JUDGING SEASON

In this issue, we will be recognizing the award winners from the 51st Annual Northwest Meet in Shelton, WA hosted by the North Cascade Region and held on August 25 - 27. We are also looking forward to reporting on the results of the All Chevy/GMC Car Show to be held in Burbank, CA on November 13 and hosted by the San Fernando Valley Region. Then what? What should our members be doing during the "off season".

Well for one thing, we need to think about making the Personalized Chevy class more available to more members without compromising our standards. There will be more on this on page 3.

NOMINATIONS FOR PCC OFFICERS IN 2023

Jay Garrett, current director of the Tennessee Volunteer Region has accepted the position of PCC Secretary/Treasurer for 2023 (unopposed), replacing Gene Rogers who has faithfully retained that position since 2017. My sincerest appreciation to Jay for stepping up and to Gene for his ongoing commitment to supporting our chapter.

Jay & I have had conversations since Bowling Green regarding the expansion of our chapter, and I am looking forward to working with him to that end. The remaining officers will continue into 2023.

2022

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2023 DUES ARE DUE

Twelve dollars is a small price to pay to keep our modified Chevys a growing part of the VCCA. Please write that check to VCCA/PCC and mail it to:

Gene Rogers
811 Ford Ave.
Snohomish, WA
98290

1027	
Today's date	DATE
VCCA/PCC	\$ 12.00
Twelve and no/00	DOLLARS
PCC dues	Your signature
⑆222222⑆ 000 ⑈⑈ 555* 1027	



CURRENT 2022 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



THAT'S IT FOR 2022! LOOK FOR 2023 SHOWS IN FUTURE ISSUES OF MY WAY!

Northwest Meet in Shelton, WA

Thanks to Debbie Kramer for bringing her stunning dark blue '57 Bel Air Sport Coupe to the show. Debbie took a Senior award in the Contemporary class. This is her first time judged. Congrats Debbie!



Northwest Meet in Shelton, WA

(cont'd)

Well, John Campbell's 1950 Styleline Sport Coupe is beautifully restored but certainly doesn't look much like a modified Chevy. But that's exactly the point! Once John pops the hood, that 350 TPI (tuned port injection) motor screams power - especially compared to the standard 90 HP six. This puts John smack in the Sleeper class. Since John was also judged at our Tahoe Anniversary Meet in 2006, this would be his second senior win and he received a Senior Preservation Plaque.



Growing our Chapter

I have two objectives that will hopefully contribute to growing our chapter. The first is to make some changes to our judging requirements so as to encourage more PCC participation. The second is to push for more exposure for our chapter so that more VCCA members are aware of our existence and be encouraged to join. We'll take one at a time.

Before addressing our rules, I want to make it clear that PCC judging is a 1000 point system and it assumes a well restored vehicle. CDPC (Chevrolet Driver Participation Class) vehicles are not point-judged and are expected to be in "presentable" condition. They receive a "certification" pending a visual inspection that the vehicle appears mostly stock. PCC judging is closer to Class judging. A rusty undercarriage or messy trunk will result in significant deductions which - if reaching 50 points, will disqualify the owner from a senior award and if reaching 100 points, will disqualify the owner from any award whatsoever.

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Growing our Chapter (cont'd)

PCC Judging Rules

One possible change to our current rules to increase judging eligibility might be to reduce the requirement for the Contemporary class. We currently require at least 3 “countable” mods in 3 of the 4 areas (exterior, interior, engine bay & chassis). I have run up against many potential PCC participants who had custom wheels but no other “countable” mods. Custom wheels will immediately disqualify you from the CDPC (driver’s) class. Thus the only other option (besides PCC) is Class judging. Your custom wheels will cost you 35 points but you could still be eligible for an award. This is the reason PCC requires more than custom wheels for judging eligibility.

Now if any of your other mods disqualifies you from Class judging, we might consider you qualified for PCC judging. Mandatory 100-point deductions in Class judging include incorrect engine (displacement), non-authentic body panels, non-authentic paint color or aftermarket air conditioner. Lesser mandatory deductions that add up to at least 100 points can also be considered for PCC judging eligibility (engine dress-up, incorrect trans, etc.). This certainly adds complexity to our requirements but it could also increase PCC judging eligibility.

Another possible change is to “collapse” the requirements for exterior & interior areas. Examples of “countable” exterior mods include custom paint, custom grille or exhaust outlet, nosing &/or decking (trim removal) and shaved door handles. For vehicles of the 50s, these mods were not all that uncommon. But for later models (like muscle cars), not so much. Rather than impose unrealistic requirements on newer vehicles, we might consider combining the requirements for the exterior and the interior. So for example, instead of requiring 2 exterior mods and 2 interior mods for the Modified class, we could instead require 4 mods for both areas combined. This would allow a muscle car to have custom paint for example, and make up for the

second exterior mod with an additional interior mod which is much easier since there are twice as many countable interior mods than exterior mods listed on our judging form. However, this would not change the number of engine bay & chassis mods required for any class. Anyway, this is just one more idea to help qualify vehicles for PCC judging. I will be trying to think up other beneficial changes. *Our membership should not hesitate to email or call me with any ideas you may have.*

Increased Exposure

This is a tough one. Certainly, the more VCCA members are aware of the PCC, the better the chances of growing membership. Our newsletter is certainly one way to spread the word. I email MY WAY to all region directors and I can only hope it trickles down to their membership. Also, the more we participate at area meets, the more “regular” VCCA members can see our rides.

Another method would be increased exposure in the G&D. I’m not sure how this might be accomplished until the VCCA leadership understands that our fates are intertwined. We can

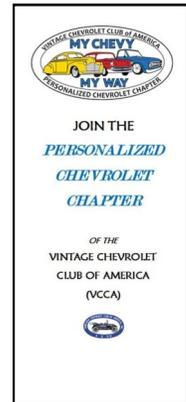


Growing our Chapter (cont'd)

work to grow together or risk both our futures.

Our own Jay Garrett proposed we establish PCC "ambassadors" in different areas of the country to try to enlist new members. The details of this proposal are yet to be defined. However, the proposal includes consideration for "piggy-backing" on to local shows such that we could increase the number of judging opportunities beyond those within limited VCCA area meets. This could provide more opportunities for PCC judging and PCC exposure.

All these ideas need to be refined and we need feedback from our membership to be sure we are doing all we can to grow the Personalized Chevrolet Chapter. Please share your thoughts!



Rear Anti-Sway Bar Basics: What It Is and Why You Need It

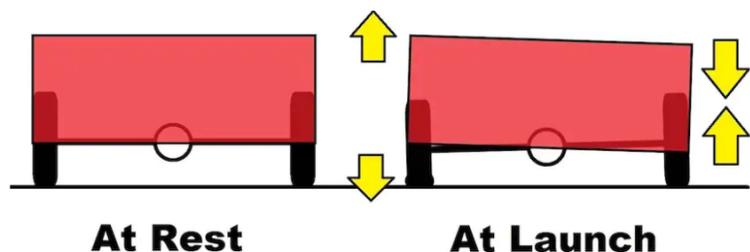
- summarized from Hot Rod Newsletter, Johnny Hunkins, Oct. 12, 2022

Trick question: What's the difference between a sway bar and an anti-sway bar? Absolutely nothing. The linguistic shorthand of gearheads has abbreviated the more accurate term, anti-sway bar, in a way that mirrors the equally ambiguous role that this important suspension part plays in drag racing. (Note that in MotorTrend new-car speak, this part is referred to as an "anti-roll bar," which, though correct, may cause confusion to drag racers who know the part as an "anti-sway bar.") A rear anti-sway bar is the kind of part that is seldom pondered until you realize you need it, which is a good measure on which to base your need.

Some cars suffer from the ailment called the "G-body shuffle" by many a grudge racer, and we're here to tell you how to deal with it successfully, so if you've got any one of these vehicles with a triangulated four-link, GM torque-arm suspension, or Ford three-link, listen up: The diabolical handling you've experienced at launch and down the dragstrip isn't in your imagination, it's not about you being a bad driver, and it's not about having too little air pressure in your tires. It's about controlling and counteracting the body roll your engine's torque is causing.

When The Body And The Axle Go Different Directions

In the diagram, you can more easily see the dynamics of what's happening in a dragstrip launch. When engine torque is applied to the axle it rotates the axle counterclockwise, as seen from behind. Since the engine torque is applied to the body through the engine mounts in the opposite direction, the body rolls in a clockwise fashion. In



drag racing, where the idea is to go as quickly as possible in a straight line, this creates a lot of problems with vehicle stability and safety as it almost guarantees that a high-powered car is going to move out of the racing groove and become hard to control. At this point, the advantages of the four-link's lower unsprung mass, improved ride quality, range of motion, and pinion-angle stability is moot—at least on the starting line of a dragstrip. Fortunately, solving this problem is an easy one if you don't mind a few hours of work adding an anti-sway bar.

Once a holy grail barn find, Hell's Chariot from Grease is headed to Mecum's Monterey Auction

-Hemmings Motor News, August 15, 2022

Famous cars from film and television are a curious sub-genre of the classic car world. For all their on-screen fame, the post-stardom reality is often murky and bleak—especially for any cars involved in stunts. More often than not, a film car is either used up during shooting and destroyed, left to rot on a backlot, or repurposed and altered beyond recognition for another role. For a star car there are often multiple copies built, often involving custom work, and sometimes not matching from one car to the other.

Which is to say that the cars we all love from our famous movie and TV shows are often lost to history, but sometimes turn up found. Such was the case with the 1949 Mercury Custom Convertible from 1978's Grease, also known as Hell's Chariot. Somewhere around 2012 or 2013, David Desure saw an ad on Craigslist for Hell's Chariot, long thought to be lost. He tracked the phone number down to a shop specializing in Mercury and Ford parts whose owner had recently passed away. Desure's business partner, Scott Byrum, convinced him to go visit the shop, where the only car left was indeed the '49 Mercury. According to the San Diego Reader, Desure took a gamble on the car being the real deal, as he was only able to verify the car's history after purchase. He tracked down the builder, Eddie Paul who verified the car.

Once restored, and with a proper 255 cu.in. flathead under the hood, Hell's Chariot was set to sell as part of a large Hollywood memorabilia



sale in 2015 Julien's Auctions, but isn't listed in the auction results. It was then used in the 2016 Fox television special remake of Grease, an OPI Nail Polish

ad campaign, and car shows including Americarna, Million Dollar Movie Cars, and Pawn Stars.

Set to cross the block on Saturday, August 20, at Mecum's annual Monterey sale, Hell's Chariot includes a notarized letter signed by Eddie Paul verifying the car's authenticity. It also has signatures of Olivia Newton-John and director Randal Kleiser on the dashboard.

As a postscript to the story, The car sold for \$250,000 at Mecum. 'Hell's Chariot' was the property of Scorpions leader Leo "Craterface" Batmudo – until Danny Zuko beat him at Thunder Road and won the papers to the 1949 Mercury . Danny beat him with 'White Lightning' - a 1948 Ford Deluxe, which was actually his buddy Kenickie's car. ('Greased Lightning' was Kenickie's Ford transformed into a red dream car.)

My wife coincidentally purchased her annual Christmas Hallmark Keepsake ornament - the very same 'White Lightning' pictured below. / Ron

