



NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

THE PCC WILL BE HOSTING TOURS!

During our Zoom call that was held on 3/3, several ideas were suggested to enhance and promote our chapter. Among them will be our hosting of one-day tours in different areas of the country. As you are reading this, a number of tours are being arranged for 2024. Besides the fun of getting together with fellow PCC and other VCCA members and getting your rides on the road where they belong, tour participants have the opportunity to accumulate miles and receive another grille badge (in addition to your PCC one) for touring! Details about the VCCA Touring Program are on page 3.



Your PCC leadership will be reaching out to members from different areas to assist with this PCC touring program. We can easily offer a tour for most months. The PCC can also arrange for its own PCC-judged shows outside of existing area meets. We will be investigating this as well. STAY TUNED!

2024 LEADERSHIP

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NEW PCC LEADERSHIP

As a result of our 3/3 Zoom call, several attendees had volunteered for various PCC leadership positions. Gene Rogers (current Secretary/Treasurer and Ron Marciano (current director) will remain in place until the new nominees have been officially elected by our membership and are comfortable with their new responsibilities. You will be receiving an email message requesting your vote.

Gene and I have been managing the PCC for many years and we request that you give the new leadership your full support as you did for us. Current nominees for the balance of 2024 are:

Director: Jim Karras
Asst. Director/Awards Coordinator: Jim Gebhardt
Newsletter Editor: Jeff Pettis
Secretary/Treasurer: Sabrina Karras



CURRENT 2024 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



• **May 1 - 4**

All Cal Meet hosted by the Sacramento Valley Region and held in Galt. Tours available followed by a dinner banquet at Brewster’s Restaurant. For more info, contact Mario Briseno on 916-698-1175 or brisenom@att.net.

• **June 10 - 14**

46th Middle West Meet hosted by Areas 4 & 5 in Dubuque, Iowa. Includes 2 full days of touring. For more info contact Tim Larson at birdcam69@gmail.com.

• **June 12 - 16**

Annual Northwest Meet hosted by the Columbia River Region and held in The Dalles, OR. For more info: crr.northwestmeet.2024@gmail.com.

• **July 24 - 28**

Annual 61st VCCA Central Meet hosted by the Cuyahoga Valley Region and held at the Best Western Plus in Strongsville, OH. For more info contact Janice Carter at centralmeet2024@gmail.com.

• **July 12 - 17, 2026**

2026 Anniversary Meet west of the Mississippi at Rapid City, SD. Judging will be held at the Central States Fairgrounds. Plenty of touring opportunities. Mark your calendars!

PCC Eliminates \$15 Award Subsidy

Please be advised that the Personalized Chevrolet Chapter (PCC) is no longer requesting a \$15 subsidy per PCC vehicle from area meet hosts. Although PCC participants are charged the same as other VCCA members, the Personalized Chapter purchases its own award ovals and boards. Going forward, we will be funding these items through our own treasury. We believe this will simplify the registration process for PCC’s participation in area meets. We appreciate the continued support of our chapter.

2024 PCC Dues Are Past Due

Twelve dollars is a small price to pay to keep our modified Chevys a growing part of the VCCA. This is the final MY WAY issue for non-renewers. Please write that check to VCCA/PCC and mail it to:

Gene Rogers
811 Ford Ave.
Snohomish, WA

		1027
		Today's date
DATE		
VCCA/PCC		\$ 12.00
Twelve and no/00		DOLLARS
PCC dues		Your signature
PCC		
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VCCA Touring and Passport Programs

Mission Statement

The Touring Program is dedicated to the promotion and enjoyment of owning and driving Chevrolets and GMCs, social interaction and fellowship among the members, and increasing awareness of the Vintage Chevrolet Club of America in the general public.

Introduction

The popularity of driving our Chevrolets and GMCs continues to increase in the VCCA. In an effort to support and enhance the experience the VCCA Touring program was developed, and consists of three segments:

1. Tours
2. Vehicle Passport
3. Touring Awards



Tours

Driven vehicle tours have been a part of the VCCA since the club was founded in 1961. In 2003, a Touring Committee was established to develop a program for the recognition of these driven Chevrolets. In 2014, GMCs were added to the program. The first and most important aspect of the program was to offer tours of various types across the country. A number of vehicle or era specific tours had been conducted for many years. This has rapidly expanded offering numerous types of tours. A key factor of the program permits any VCCA member to be the Tour Master and to plan and conduct a tour.

Vehicle Passport

The concept of using a document to record a vehicles driven VCCA tour miles was developed in 2004. The document was designed to mirror a U.S. Passport. Each vehicle participating in the Touring Program is issued a Passport. It includes a photo of the vehicle, owner information and entry areas to record tour title, date and official tour mileage as indicated by the Tour Master. Unique to the VCCA, all Chevrolets and GMCs to current production are welcome to participate in the program.

A member may obtain a Touring Passport by submitting a request to the Touring Committee via Chair Dean Echols - 2049 Mohave Street, Chino Valley, AZ 86323-8213. The request must include the following:

1. A copy of your current G&D mailing label information
2. Phone number and email address [if available]
3. A 4"X6" color photo of the vehicle
4. Year, Make, Model, Color/s of vehicle



Please allow a minimum of 30 days to process a Passport request. A new passport using the same number will be issued once the original passport is filled.



Touring Awards

Recognition of the tour driven mileage was the final portion of the program development. Vehicle Awards, similar to the VCCA Class Judging Program were developed in 2007. The design consists of an oval with the likeness of Louis Chevrolet and stacking mileage tabs. A member upon reaching the following milestones may request award recognition:

- 500 miles – Oval with Louis Chevrolet
- 1,000 – 2,000 – 5,000 and 10,000 mile stacking tabs

Also unique to this program, Touring Awards may be displayed on the vehicle in addition to Class Judging Awards.



For complete information on how to plan a tour, obtain a passport, and obtain tour awards, see the Touring Guidelines Manual on the VCCA website at <https://vcca.org/page/touring>

Seized for Service: 2022 Chevrolet Corvette Joins Florida Police Fleet in Panama City Beach

- by Tara Hurlin, *Hemmings Motor News*, 2/22/2024

Florida police seized a 2022 Chevrolet Corvette in a Panama City Beach drug bust. That was back in April of 2023. Now the speedy sports car is an important part of the Panama City Beach Police Department's vehicle fleet.

The Chevrolet Corvette was previously owned by a 25-year-old that took a few wrong turns. The Florida man was reportedly found guilty for carrying illegal narcotics and firearms after attempting to flee the scene early last year. As a result, the mid-engine sports car was impounded by the police under Florida's Contraband Forfeiture Act, which provides law enforcement the right to seize property related to criminal and non-criminal law violations. The Chevrolet Corvette has since been retired from its life of crime.



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For These Corvettes, the Stock vs. Modified Debate Has a Clear Winner

by Rick Carey, *Hagerty Insider*, 2/9/2024

At Barrett-Jackson's marquee Scottsdale auction last month, two trends stood out. They both have to do with custom cars. First, the sheer quantity of customized vehicles was overwhelming. Second, the customs consistently brought more—sometimes much more—than their stock year/make/model counterparts, even ones restored to factory specifications. Tradition dictates that modifying your car doesn't add value to it and indeed often detracts from its value. The results at Barrett-Jackson, particularly for several vintage Corvettes, seem to fly in the face of that tradition.

First, some background. The term "custom car" has evolved over the past twenty years. In the past, it referred to re-imaginings in the tradition of Ed "Big Daddy" Roth. They were extravagant, fanciful, and creative. They displayed little of the original car they claimed as a starting point and nodded more to cartoons than to anything seen on the roads of the real world. Over the past couple of decades, those customs have merged with a new and increasingly popular category called "restomod."

Coined by the team at Barrett-Jackson—Craig Jackson, Steve Davis, and Gary Bennett—in the mid-2000s, restomod refers to cars that are mostly stock-appearing on top (aside from a lower stance and large modern wheels) but have completely new underpinnings. Twenty-first-century drivetrains, upgraded suspension and brakes, and comfort features like modern air conditioning are the main ingredients. The end product is supposed to feature the performance, safety, and reliability of a new car while retaining

(Cont'd on page 5)



Seized for Service (Cont'd)

Once the car officially became part of the Panama City Beach Police fleet, it received blue and white livery from a company called Lightning Graphics, vehicle wrap specialists located in Marianna, Florida. The lettering "Seized for Service" appears near the bottom of the Corvette's driver and passenger side doors, just below the eye-catching reflective silver "Panama City Beach Police" designation. Its overall blue and white design matches the style of Panama City Beach's other patrol cars, except the typical Ford Explorers and Dodge Chargers don't don the added image of the city's pier on the rear quarters.

The Panama City Police confirmed that the sports car will be used for a good cause; "This vehicle will now be featured in our 'Cops and Kids' program, serving as a dynamic tool for public relations and community outreach," the Department stated, adding, "It stands as a powerful reminder of the consequences of illegal narcotics possession and transportation, reinforcing the message of law adherence and community responsibility."

According to the City of Panama City Beach, FL, government website, the Cops N' Kids program is "an annual event where local first responders gather together to promote a drug and violence free environment while building strong positive relationships between kids and law enforcement."

While the Chevrolet Corvette will be used for community service in the immediate future, the sports car will likely be auctioned to the highest bidder when the time comes to rotate the fleet.

Clear Winner (Cont'd)

the style and presence of a classic. These make up the majority of "customs" today, which have little connection with the creations of "Big Daddy" Roth.

Where buyers buy, builders build. For buyers and builders of restomods, Barrett-Jackson Scottsdale has increasingly been the go-to auction event. This has set up a contrast between the "customs" and their restored, stock-configured counterparts. The customs are winning the battle of the bids, and they were ubiquitous at WestWorld.

The contrast goes beyond price because these are of course very different vehicles despite sharing the same year/make/model. The restomods are fresh and beautiful but also up-to-date in their performance and luxury equipment. They are each unique statements of style and exclusivity. Their appeal is immediately apparent, though they may only be driven a few miles to a show or in a parade, then exquisitely detailed to remove all traces of dust, dirt, or—God forbid—mud. But as they age, even with limited and careful use, their "edge" will soften. Patina is not the friend of the restomod. A digital touchscreen from 2024 in a 1964 Corvette may look awkward and out of place in 2044.

Factory-correct restored cars age and lose their edge, too, but to a far lesser extent. Should the restored cars get used to the point where they show patina, the act of re-restoring them can also help boost their value once more. Owning one of these Corvette customs is surely a satisfying experience, not only for the feeling behind the wheel but also for possessing a singular, intricately assembled, and detailed creation with a special combination of style, power, technical sophistication, and performance. Owning one of the carefully restored original configuration Corvettes is less distinctive, but also less subjective and more historically relevant as an authentic, unmolested piece of the era that produced them.

Different versions of the same car for different buyers, then. But the collector car market, which has long favored authentic factory-correct above all else, is now embracing custom creations with open arms.

EXCLUSIVE: V-8 DeLorean on the way, based on C8 Corvette

By Grace Houghton Hagerty Insider, 10/16/2023

You almost certainly know about the original DeLorean, the time-machine car from *Back to the Future*. You may also know that there are multiple car companies with “DeLorean” in their names. You probably do not know whether to believe the rumors that one of those companies plans to build a new DeLorean car based on the current-generation Corvette. Believe them, the CEO of DeLorean Next Generation Motors (DNG) told Hagerty.

“I needed to find a way to build an affordable car for the DeLorean community,” says Kathryn DeLorean. “They’ll be heartbroken forever if I don’t give them something.”

Her solution: Buy a Corvette and have DeLorean Next Gen Motors replace the Chevy fiberglass with a body of DNG’s own design, complete with gullwing doors. The changes will be more than skin deep, too: DNG is working with aftermarket performance builders to bring this car to market.

Hang on, you may be thinking. What about the other DeLorean company, the one that’s making the Alpha5? That outfit is based in Texas, not New Jersey, and headed not by a member of John Z.’s family but by Joost de Vries, an executive who spent six years at Karma Automotive. Further complicating matters is that de Vries’ company is not to be confused with Classic DMC, founded by Stephen Wynne. A Liverpool mechanic who claimed rights to the DeLorean name in 1995, Wynne obtained the original company’s parts inventory and factory drawings. With them, he built a successful business servicing and reproducing parts for the original 9000 or so DMC-12s. (Wynne holds a minority ownership stake in what now bills itself DeLorean Motor Company, the makers of the Alpha5 who were until recently known as DeLorean Reimagined.) If you smell a legal battle in the future, that nose is working.

A base Corvette, as she pointed out, is a car that many normal people can aspire to own. From that statement, we expect that the planned bodykit is intended for the base C8, which costs a hair below \$70K and packs a naturally aspirated LT2 V-8 making 490 hp and 465 lb-ft of torque. (Corvette faithful will note we were assiduous in our pursuit of affordability and did not even spec the Z51 package for this theoretical exercise.)

Choosing a Corvette as the foundation of an affordable DeLorean is only fitting, Kat says. Though most know John Z. as the head of his own company, he established his career at General Motors, a firm with which he spent 17 years. From ’69 to ’72, he was head of Chevrolet and, according to his daughter, was pushing hard for the Corvette to move to a midengine platform, something the model’s godfather, Zora Arkus-Duntov, also supported. After John left Chevy in 1973 to found DMC, he even tried to purchase the engineering for the mid-engine Aerovette—but Chevrolet, understandably, denied him.

A DeLorean-bodied Corvette, Kat says, “allows me to finish my dad’s story. I’m building him his dream car.” One thing is for sure: The story of the DeLorean car in the 21st century is only getting started.

