



My Way

NEWSLETTER OF THE PERSONALIZED CHEVROLET CHAPTER (PCC)

2026 LEADERSHIP

PCC DIRECTOR:

JIM KARRAS

director@pccvcca.org

PCC ASSISTANT DIRECTOR:

JIM GEBHARDT

assistantdirector@

pccvcca.org

PCC SECRETARY/TREASURER/
AWARDS COORDINATOR:

SABRINA KARRAS

secretary@pccvcca.org

NON-OFFICER APPOINTED POSITIONS

PCC WEBMASTER &
SOCIAL MEDIA ADMIN.:

JIM KARRAS

PCC NEWSLETTER EDITOR

JEFF PETTIS

editor@pccvcca.org

PCC ADVISORS:

RON MARCIANO

GENE ROGERS

FRANKLIN GAGE

PCC NATIONAL BOARD

LIAISON - BRYAN FELT—

(b.felt@sbcglobal.net)



Director's Message



May 2026

Dear PCC friends,

We had a good chapter business meeting a couple of weeks ago. Look for the minutes elsewhere on the next page or two.

Many PCC members will be gathering for the Anniversary Meet in Rapid City, South Dakota, from July 12th to July 17, 2026. Register at VCCA.org to join in the fun!

The PCC judging group is working to streamline the PCC judging process and hopes to have the new guidelines ready to pilot at the Anniversary Meet. The goal of the task group is to preserve all the great work that Ron and his team have contributed to the PCC judging process, including potentially redesigning some areas of the judging forms, simplifying the awards issuance process, and reviewing each PCC judging class.

We are seeking new PCC judges, so if you have ever thought of becoming more involved, reach out to Jeff or me, and we will let you know how to get started. You don't need to be an expert, just have some general knowledge about a year or two of Chevrolets or GMC vehicles. We can assist you through the whole process!

Until next time, remember life is a journey, not a destination. So, relax and enjoy the ride!

Jim

Jim Karras, #43031

PCC Director

Hardly a driver

CURRENT 2026 CALENDAR OF EVENTS WELCOMING PCC PARTICIPATION



JUNE 9-12

55th Annual Northwest Mini-Meet – OR

Hosted by: Willamette Valley Region (VCCA) Dates: June 9–12, 2026 Location: Coos Bay, Oregon

Event Schedule & Highlights: Scenic Coastal Drive: Travel along the Coquille River to Bandon for harbor views, brigantine sailing ships, and coastal shopping. Nature & Science: Guided tour of the Marine Biology Center in Charleston, plus visits to Cape Arago and Simpson Gardens. Lighthouses & Beaches: Exploration of the Coquille Lighthouse and local beach walks. Optional Extension (June 12): Visit the Umpqua Lighthouse (featuring its unique red and clear Fresnel lens) and a Myrtlewood factory. Group Dining: Evening meals held at the host hotel. Lodging Information: Host Hotel: Red Lion Coos Bay, Phone: 541-267-4141. Booking Code: Mention WVR-VCCA or Chevrolet Club. Deadline: Book before May 26 for special rates. Rates: Single Queen (\$110) | Double Queen (\$115) | King (\$120). Note: Pet fees are waived for this group. RV Parking: Ko-Kwel Casino Resort. Phone: 800-953-4800. Booking ID: #11730. Deadline: Reservations must be made by May 19. Registration Details. Meet Registration Deadline: May 15, 2026. Forms: Available on the VCCA website events calendar starting in February. Registrar: Nancy Rice Phone: 971-241-9008 Email: nancysuerice22@gmail.com Reminder: Attendees are responsible for making their own hotel or RV park reservations directly.

JUNE 27

PCC General Membership Meeting via Zoom 10:00 a.m. PT, 1:00 p.m. ET

JULY 8-12

34th Annual National Four Cylinder / 3 Main Bearing Tour – Spearfish, SD

Host: VCCA .Tour Itinerary & Highlights: Experience the scenic Northern Black Hills and Northeast Wyoming across four days of driving: Black Hills & Rail: Drive through Spearfish Canyon to Hill City for an 1880 Train ride. National Landmarks: A tour to Devil's Tower National Monument (WY) and Belle Fourche (SD). Historic Mining Towns: Visits to the iconic towns of Deadwood, Lead, and Sturgis, including local museums. Grand Finale: Breakfast at Spearfish City Park and a tour of the D.C. Booth Historic National Fish Hatchery & Archives. Eligibility & Limits Vehicle Requirement: Open to any VCCA member with a running, original 3-main-bearing engine (1914–1936) Chevrolet or GMC vehicle. Capacity: Participation is limited to the first 65 vehicles. Registration & Contact Contact: Verlyn Husman Phone: 763-229-8275 Email: vccafourtour@gmail.com



Is now alive



JULY 12-16

VCCA 65th Anniversary Meet — Rapid City, SD

It's official, the VCCA is headed west of the Mississippi for the 2026 Anniversary Meet. It will be held in Rapid City, SD and the Black Hills area, beginning with arrival on Sunday, July 12 through Friday, July 17 checkout. Almost three-fourths of our members are new since our last visit in 1996, giving members, new and old, opportunities for touring some of the most scenic byways in the country, visiting monuments honoring U.S. presidents and Native American chiefs and experiencing sights that will invoke our pioneer spirit. With so much to do and see you will have trouble finding the time to do it all. Two days of the Meet (you may be able to squeeze in more) will be exploring/ touring the area in your old Chevrolet/GMC or modern transportation, plus one day judging at Central States Fairgrounds complete with shaded spots to sit, an air conditioned building and multiple food trucks. Lots of other activities are being planned for arrival day and evenings. With so much to do you may want to come early and/or stay later. Save the date NOW and start setting aside time and resources to attend one of America's most iconic destinations. Mary James is the Anniversary Meet Chairperson, at [763 682-3111](tel:7636823111) or anniversary@vcca.org

July 13

Middle West Member Gathering—Rapid City, SD

Because of the 2026 Anniversary Meet, a Middle West Meet will not be held this year. It has been tradition that Middle West members attending the Anniversary Meet gather for some social time during the Meet. This year members in Areas 4 & 5 are invited to meet on Monday, July 13 from 6:30- 8 p.m. We will meet at the hotel or a nearby restaurant, depending on the number registering to attend (we need an approximate count), for a meal and fellowship. Even if you have never been to a Middle West meet, but live in the states in Areas 4 or 5, you are welcome. Also, if you've come to a Middle West Meet but live outside the area, you are also welcome as is any other member. If interested, please email mikefrazzell@gmail.com by **June 10, 2026**

July 26

22nd ANNUAL ALL-VEHICLE SHOW-Reisterstown, MD

Years—1900 to present . ALL MAKES, MODIFIED & ORIGINAL
 REISTERSTOWN REGIONAL PARK – 401 Mitchell Drive – Reisterstown, MD
 9 AM until 1:30 PM (awards @ 1 PM) Family-friendly area has a covered pavilion, indoor restrooms & a playground area for kids! Theme: "Friendly and Fun." 33 Awards: Top 30 Reisterstown Park Choice, Longest Distance Driven, Best of Show, 50/50 Raffle
 Registration \$20 day of show – portion of the proceeds benefit a local organization assisting homeless Veterans. Arrive by Noon to be judged. Gate opens 8:30AM. Hot dogs, brat-wurst, covered pavilion and indoor restrooms. Rain or Shine. Information: Mike Natale 443-465-7492, mrnatale@verizon.net or visit www.freestaterregionvcca.org

Who passed



August 14 - August 15

63rd Central Meet—Flint, MI

Location: Flint Cultural Center, Flint, MI, **Host:** Lower Michigan Region (LMR)

Registration Deadline: August 1, 2026

Schedule & Highlights

Friday, Aug 14: Judged Meet & Awards BBQ at the Sloan Complex.

Saturday, Aug 15: VCCA Chevrolets featured at the **Back to the Bricks** (BttB) Car Show downtown.

Lodging & Logistics

Hotel: Comfort Suites, Grand Blanc, MI, **Phone:** (810) 694-9900

Group Code: *Vintage Chevrolet Club* (Rates: \$144–\$154)

Contact: Bill Anderson (248-881-6510) | lmrchevy@gmail.com

Website: www.lmrcca.org



Lower Michigan Region



63rd Central Meet

Back to the
BRICKS

August 14 & 15, 2026

Celebrate your Chevy's
Heritage in Flint, Michigan
Birthplace of General Motors

2 Day Mini Meet
Class Judging
BBQ Banquet

Free:

- Sloan Museum Entry
- Factory One Tours
- Downtown Car Show
- Featuring VCCA Vehicles

Registration: lmrvcca.org

Email: lmrchevy@gmail.com

Phone: 248-881-6510



On hills

NON-VCCA EVENTS THAT MAY BE OF INTEREST



JUNE 05-07

DU QUOIN, IL

Du Quoin State Fairgrounds

JULY 17-19

ST. PAUL, MN

Minnesota State Fairgrounds



MAY 8-9

JOHNSON CITY, TN

Street Rod Nationals South

MAY 22-24

SPRINGFIELD, MO

Mid-America Street Rod Nationals

JUNE 5-7

YORK, PA

Street Rod Nationals East

JUNE 26-28

PUEBLO, CO

Rocky Mountain Street Rod Nats

AUGUST 6-9

LOUISVILLE, KY

Street Rod Nationals

AUGUST 28-29

DAVENPORT, IA

Quad Cities Street Rod

SEPT 18 & 19

BURLINGTON, VT

Northeast Street Rod Nationals

SEPT 25 & 26

KALAMAZOO, MI

Street Rod Nationals North

WE'RE ON THE WEB!
[HTTP://PCCVCCA.ORG](http://PCCVCCA.ORG)

NON-VCCA EVENTS THAT MAY BE OF INTEREST



2026 Events

- MAY 15-16** **NASHVILLE, TN 1st BASF Legends of Hot Rodding (Pre '64)**
- JUNE 12-13** **PERRY, GA 26th Southeastern Nats**
- JULY 3-5** **DES MOINES, IA 35th Speedway Motors Heartland Nats**
- JULY 10-12** **COLUMBUS, OH 28th Summit Racing Nats**
- JULY 24-26** **PUYALLUP, WA 38th Griots Garage Pacific Northwest Nats**
- AUGUST 21-23** **PLEASANTON, CA 39th West Coast Animals**
- SEPTEMBER 11-13** **LOVELAND, CO 28th Griots Garage Colorado Nats**
- SEPTEMBER 25-26** **FORT WORTH, TX 33rd Lone Star Nationals**
- NOVEMBER 14-15** **PLEASANTON, CA 36th Autumn Get-Together**
- NOVEMBER 20-22** **SCOTTSDALE, AZ 29th Speedway Motors Southwest Nat**



JUNE 19-21 ST. PAUL, MN



Deadline for the JULY/AUG Newsletter is JUNE 15, 2026



Personalized Chevrolet Chapter

Vintage Chevrolet Club of America

2876 W Wing Rd., Mount Pleasant, MI 48858-7516
(989) 963-4255 • pccvcca.org • info@pccvcca.org



Meeting Minutes – General Membership Meeting

Saturday, March 24, 2026, 10:00 AM PT | 1:00 PM ET (Via Zoom)

Call to Order: Jim Karras, director, called the meeting to order at 1:05 PM ET.

PCC Treasurer's Report: Jim Karras (*on behalf of Sabrina Karras, who wasn't present*) provided the treasurer's report. Jim reported that the chapter remained in a solid financial position, that there were no outstanding invoices pending, and that member dues were still being received. Jim requested, and it was approved, that the PCC provide a gift basket and purchase raffle tickets in the PCC's name in support of the Anniversary Meet. Sabrina will make the necessary arrangements.

Membership Report: Jim indicated that we were receiving a large number of membership renewals and that most of our members appear to be renewing for 2026. At the next meeting, Sabrina should be able to provide a more complete report on our updated membership count.

PCC 2026 Activities: Jim reported that PCC will be at the Anniversary Meet, the 65th National Meet in July, and at the Central Meet in Flint, Michigan, in August.

PCC Judging Update: Jim reported that he was appointing a judging task group comprising Jeff Pettis (Area 4), Gary Howard (Area 1), Chris Cufu (Area 7A), and Jim Karras (Area 7B) to streamline the PCC judging process. The goal of this group is to make the whole judging experience user-friendly and easier to understand for members and judges. The group will review forms, guidelines, the awards process, judging categories, and the judging forms. The target for testing the outcome of the group's work will be at the Anniversary Meet in July, when a group of PCC judges will gather to compare notes in person.

PCC at The Anniversary Meet: The PCC has been given the opportunity to host a judging training session at the Anniversary Meet and may also present the new PCC judging process in a seminar. Look for more information in the official Anniversary Meet Book! **Please let us know if you plan on attending the Anniversary Meet. Perhaps we can plan a PCC group dinner one evening during the Anniversary Meet!**

Next Scheduled Meeting: Saturday, June 27, 2026 – 10:00 AM PT | 1:00 PM ET (Via Zoom)

Adjournment: With no additional business before the group, Jim thanked everyone for their attendance and adjourned the meeting to the next meeting.

Respectfully submitted,

Jim Karras

Jim Karras

Director (*on behalf of Sabrina Karras, Secretary/Treasurer*)

WE HAVE A NEW MEMBER.



WELCOME ABOARD.



Peter Wolcott -Young

302 Third Street Box 454 (Boy do I like that box number!!!!)

Wakonda, SD 57073

605 661-2285 email: pete_l_young@hotmail.com

Peter has a 40 Chev Special Deluxe 5 passenger Coupe



IDEAS FOR THE SHOP—Tips and Tricks

I don't know about you folks but I hate grease and oil. Where do you put a grease gun without it leaking all over the place? I took a 5 gallon can and put four holes in the top and several holes around the sides to tuck the lines in. It works pretty good and I have no grease to clean up on the floor. *Editor—Jeff Pettis*

(Please send your shop tricks to be included in our newsletter.)



HOT ROD POWER TOUR REPLY

Hi Jeff,

I ran the Hot Rod Power Tour back in 2019, for the 25th anniversary. And of course, my local speed shop dropped a fresh crate engine in, just days before I left. The tour is five days, now. But back then, it was a full seven-day week. Including driving from our home in La Grange IL to Concord NC for the start, the trip was 2,750 miles and a lot of butt time in the old car.

Some advice:

- Patience. My run had over 5,000 cars with most traveling the same route. We created our own traffic jams at every intersection.
- You are completely surrounded by car guys. Every hotel parking lot is a car show, and some host informal burn-out contests.
- The tour is a parade. Small towns shut down along the route and people sit outside to watch. In keeping with the parade theme, some people toss gifts out to children. (Just remember to slow down first.)
- Breakdowns happen. The quickest way to make 10 new friends is to raise your hood!
- You will get frustrated at the slow pace of the tour. Especially during the traffic jams. Plot out a couple of escape routes that have some other interesting sights along the way. (We went on a distillery tour.)
- No one fires a starting gun at the start of the tour. My group waited with others at the designated "start" point on the first day and then we saw hundreds of cars go past. Remember that the timing of the tour is up to you.
- The only plaques that are handed out are for "long haulers," those who check in at the designated stop at the end of each day.
- If you can't find a hotel, consider booking one at the next day's location.
- It will rain!
- It will be hot!
- There are organized racing events almost every day of the tour. So, it's a great opportunity to run your car down a dragstrip or race course. Just be careful, as most insurance doesn't cover racing.

Trip of a lifetime!

-Steve

Steve Filipiak | 708-557-7613

www.stevetilipiak.com | stevetilipiak@gmail.com

Thanks Steve.....it is always nice to hear from someone with some experience with different shows. It is also nice to know someone is actually reading the newsletter.



The History of the Monte Carlo, Chevy's Overlooked Muscle Car

Spanning six generations and 32 years of production, Chevrolet's luxury midsize had a lot going for it.

(This article is a summary using excerpts from an article written by Steven Rupp of Hot Rod Magazine. The full article can be found in the February 27 edition of the Hot Rod newsletter.)

<https://www.hotrod.com/features/history-of-chevrolet-monte-carlo?>

The article states in the very beginning that if you asked 100 random car people to name five early '70s GM muscle cars, Monte Carlo would probably not make the list. The Monte Carlo was to fill the need for a personal luxury car to compete with the Pontiac Grand Prix and the Ford Thunderbird.

The Monte Carlo was produced for 32 model years with over 4.4 million being assembled. Monte Carlo was built from 1970 – 2008 with a pause from 1989 to 1994. The Monte Carlo with all of its changes and years of production had 4,478,191 units produced making it one of GM's most successful nameplates ever!

The first generation 1970-1972 used the same platform as the Grand Prix. The 1970 model also shared a lot of its body structure with the Chevelle, including the firewall, windshield, deck lid, and rear window. The Monte Carlo was developed under Chevrolet General Manager Pete Estes but it was introduced in September of 1969 by John DeLorean who took over Estes' position after running Pontiac.



The standard engine was the 350-inch Turbo-Fire small-block V-8 with a two-barrel carb and was rated at 250 hp (at 4,500 rpm). The base price was \$3,123 which was \$218 more than the Chevelle Malibu but less than the Caprice Sport Coupe.

Available options bumped the price to close to \$5,000. Those included things like optional transmissions, including a four speed manual, air conditioning, rally wheels, power steering, power windows, power seats, center console, and full instrumentation.

Also available for a little bit more money of \$420 was the SS454 package. The car was equipped with a 360-hp Turbo-Jet 454 big-block with a four-barrel carb, heavy-duty suspension, wider rubber, load-leveling rear suspension, and a three-speed automatic transmission. The package didn't catch on but in Motor Trend testing at the time against the Thunderbird and Grand Prix, the Monte Carlo bested the trio with a 0-60 in 7 seconds flat and a quarter-mile time of 14.9 at 92 mph.

1970 sales were listed at 145,975 units. The two-month Auto Worker Strike is believed to help kill sales of the 1971 to only 112,599 units. Very little changed in the looks of the '71 Monte. The 1972 sales jumped to 180,891 units but the four-speed manual trans-mission was dumped because of weak sales. Changes were made to the grill, lighting, and parking lamps.

The second generation of 1973-1977 saw power go down but sales go up. The car underwent major restyling in 1973, much the same as other GM intermediate size cars. The car kept the long hood and had an aggressive body line. It was named Motor Trend's "Car of the Year." Sales climbed to 233,689 units!



(454 Big Block)

1974 saw problems, mostly from government regulations but also from the Arab oil embargo and a consumer shift to smaller, fuel-efficient cars. Still sales were not terrible. Chevrolet sold 312,217 units. 1975 very little changed but sales dropped to 258,909 units.



(1974)

1976 brought a major change to the front grille area dropping the rectangular four-headlight "stacked" arrangement and a larger front bumper. Despite this apparent backward step in styling the car sold 353,272 units. In 1977 that number went even higher to 411,038, reaching a new production record for the car.

Third generation 1978-1980 brought down-sizing to the Monte platform as it did with other intermediate models. The '78 was 15 inches shorter and 800 pounds lighter, but the interior and trunk had more room than earlier generations. Size was not the only down-sizing, performance was also cut. The base engine became the 200-inch V-6 and biggest gas V-8 being the 305. Optionally you could get the 350-inch Olds diesel.

The fourth generation 1981-1988 brought improvement to the platform and several appealing changes. The Monte was slightly over 200 inches long and kept its 108-inch wheelbase. The G-body platform was the new home for the Monte, sharing the platform with the Buick Regal, Pontiac Grand Prix, and Olds Cutlass.



Regal,
Olds

(1981)

After a 12 year absence the SS Monte Carlo returned with a 175-hp 5.0-liter V-8 being the standard in 1983. The SS featured Euro body treatments, a revised front end, rear spoiler, better axle ratio, F41 suspension package, and SS specific wheels and tires.

Sales remained good in 1984 with 112,730 Monte Carlos produced with 24,050 of them being the SS. 1984 saw a 5-hp increase and was offered with Strato bucket seats and floor console options. The standard Monte was equipped with a 125-hp V-6 and had the option for a 165-hp 305 V-8. 1984 was the last year the diesel was offered with only 168 of those being produced.

1985 brought T-tops back after a short 2 year hiatus. There were more color choices for the SS and the TH200-4R transmission and better 3.73 rear gearing became the standard for the SS. The 229 V-6 and diesel were gone. Replacing the 229 was the 262-inch, 4.3 fuel-injected V-6 and the 305 V-8's received computer-controlled Quadrajet two-barrel carbs, which made starting the car much easier. Sales for the Monte came in at 120,000 with sales of the SS jumping 10,000 units to 35,484.

In 1986 NASCAR was still hot and production mattered. The Aerocoupe version of the Monte Carlo was released. It featured fast-back style rear glass that improved aerodynamics and helped Monte compete with the Ford Thunderbird in the Winston Cup Series.



1987 made some changes. The Sport Coupe was dropped leaving only the LS, SS, and Aerocoupe on the lots. The SS was revised with a new rear bumper and laydown rear spoiler. Of the 39,251 SS models sold, 6,052 were NASCAR-inspired Aerocoupe versions. The Lumina took over the NASCAR position and the Aerocoupe was dropped in 1988 and in December of '87, production stopped on the 1988 Monte Carlo and the nameplate was retired. The last G-body was a silver Monte Carlo SS. Because of the shortened model year, only 30,174 cars were produced with 16,204 being the SS model.

The name plate came back with **Gen Five 1995-1999**. That is about all that transferred from the Monte Carlo G-body to the new to the Monte W-body. The intent was to upgrade the Chevy Lumina to give it some cool. The name plate was put on the front-wheel drive, V-6 two-door. All four doors remained with the Lumina badging. The engine options included a 190-inch, 160-hp L82 V-6, a 210-inch, 215-hp LQ1 V-6, and a 230-inch, 200-hp L36 V-6. They were all equipped with the four-speed automatic transmission. In 1995, 400 Z34 Brickyard 400 Pace Car Editions were produced.



(Z34 Brickyard Pace Edition)

The sixth generation 2000-2007 was an attempt to go back to the classic Monte Carlo styling. Going back to the retro taillights and other similar changes. Down side was it was still a front-wheel-drive and pretty much a copy of the Impala. The racing side requested a small bump be added to the rear deck lid, and a ducktail spoiler. For 2006 the base engine was a 211-hp, 3.5-liter V-6, but a V-8 was also reintroduced, the first since 1988. The 5.3-liter V-8 put out 303 hp.



(2007)

(2007)

Chevrolet may have had no plans for the car but NASCAR was not done with it quite yet. In 2003 Jeff Gordon was honored and Dale Earnhardt Jr. followed in 2004. The Intimidator Edition was released in 2004 with a supercharged L67 3.8-liter V-6. In 2005 Tony Stewart received his own special supercharged Monte Carlo with a paint job tied to his racing history. There were Pace Car editions for 2000-2003 model years.



(Tony Stewart Edition)



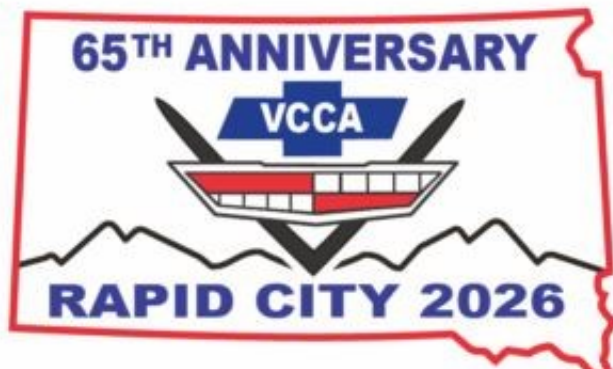
(Monte Carlo Super Charger)

In 2006 only 32,567 cars were built. In June of 2007 the last 2008 Monte Carlo was produced bringing that year's production to the lowest production of 10,889 cars.

So the question still is out there. Was the Monte Carlo a Muscle Car? **YES!** Maybe not on everyone's radar but it certainly fit the definition. The 1970-72 model years with its big block 454 engines was considered a Muscle Car. The 1980's brought the SS version and the ability to still smoke the tires.

(Editor's note: I owned a 1974 Monte Carlo. The car had swivel buckets, full console, and a powerful 454 engine. I can tell you it had lots of power but also liked the gas. It was a joy to drive. Jeff Pettis)

REGISTRATION IS OPEN



2026 VCCA ANNIVERSARY MEET - Rapid City, SD - July 12-Jul 17, 2026



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Hosted by:
Jim Karras

Podcast

Find the Podcasts on the PCCVCCA Home Page.

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As always - your newsletter editor is always looking for articles of interest to the group. Please submit anything you have to

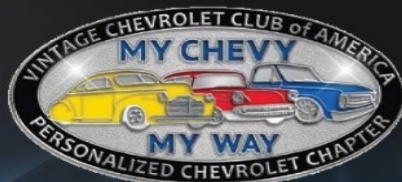
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Deadline for the JULY/AUG Newsletter is JUNE 15, 2026