



The Official Newsletter of The
Piedmont Classic Chevy Club

THE BOWTIE BULLETIN

January 2013



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Our New PCCC Officers

“For what it’s worth”, Notes from the President

Happy New Year to all. I hope everyone has a safe and enjoyable holiday season.

First off I would like to thank everyone for having the confidence in me to be your next President; I will try my best to live up to it. The past year was a very good year for me personally, I became a Grandfather for the 4th time, Pat was able to go to almost all the car shows and events with the club and we finally started restoring her truck.

The year for the Club was very good as well. We did a lot of shows and cruises (*not as many as David Matthews*) and had great turnouts for the Social Events (*Thank you David Ward Jones and his fantastic crew*) and we gained 7 new club members.

The club participated in 5 parades and numerous displays which earned us money for the Social Committee as well as our charity the Hilltop Home. I am looking forward to another great year with the club as well as friends present and friends to meet along the way. Until we meet again at the January meeting I wish you all well.

David M Smith

Next Scheduled Meeting - Monday January 28, 2013

CLUB INFO • NEWS • SOCIAL EVENTS

PCCC Apparel

Royal Blue Polyester Golf Shirts

(including standard embroidery) [\$25]

Royal Blue Cotton Golf Shirts

(including standard embroidery) [\$20]

Add [\$2] for 2XL and [\$3] for 3XL

Club Jacket Black or Royal Blue/Navy

(including standard embroidery) [\$44]

Add [\$3] for 2XL and [\$4] for 3XL

\$5 extra for embroidered name on shirt or jacket

\$10 for embroidered club logo on back

Magnetic Engraved Name Badges [\$7.50]

Contact **Barry Kitchener** @ 919.833.0882
or barrykit2000@yahoo.com
for complete ordering details

2013 -2014 Club Officers

President - David Smith

dmsmith@nc.rr.com

Vice President - Barry Kitchener

barrykit2000@yahoo.com

Secretaries - Jim Toups & Carol Keith

jtoups@nc.rr.com

tedkeith@bellsouth.net

Treasurer - Tom Doherty

tdoherty@mpcllp.com

***It's Time To Pay Your 2013 Club Dues
Send your payment to:***

Tom Doherty

4008 Ridgebrook Bluffs

Raleigh, NC 27603

Scheduled PCCC Social Events

Stay tuned for upcoming events in 2013

Any Questions or Suggestions?

Contact **David Ward Jones** at 919.971.4615 or daviddwjarchitect@nc.rr.com



CARSHOWS & CRUISES

Jan 1 - *Grill 57 New Years Day Cruise-In* - Raleigh - 11AM - Until
Jan 11-13 - *29th Annual Charlotte in January Swap meet & Collector Auction* - Charlotte - 8AM-5PM

1st Fri - *Southern Roast Coffee Shoppe Cruise-In* - Holly Springs - 6PM-9PM
1st Sat - *Zaxby's Cruise In* - US 70 E, Clayton - 3PM-9PM
1st Sat - *Cars & Coffee at Waverly Place* - Cary 8AM-1130AM
2nd Sat - *Char-Grill* - Atlantic Ave, Raleigh - 2PM-9PM
2nd Sat - *Cruise-In At The Pickled Onion*, Raleigh - 3PM- Dusk
2nd Sat - *Cruise in at Rally Point Sport Grill* - Cary - 5PM - Until
3rd Sat - *Grill 57* - US 401 S, Raleigh - 2PM-9PM
3rd Sat - *Goldston Cruise In* - Goldston - 4PM-Until
4th Sat - *Sonic Drive In* - NC 96 - Zebulon - 3PM-9PM
3rd Fri - *Andy's Creedmoor/Butner Cruise In* - NC 56 W (at Food Lion Parking Lot) Creedmoor - 4PM -Until
4th Fri - *Chick-Fil-A / Goodberry's Cruise In* - Roxboro Rd, Durham - 4PM-9PM
4th Sun - *Chevy's Ale House* NC 55 & US 1 - Apex - 3PM-8PM

FOR A COMPLETE LIST OF DETAILS AND LINKS FOR ALL UPCOMING EVENTS in the SPRING of 2013

VISIT OUR NEW PCCC FACEBOOK GROUP PAGE AT
<https://www.facebook.com/groups/pcc.club/>
or contact David Matthews @ dmhotrod089@gmail.com

WHILE THE PCCC WEBSITE IS STILL ACTIVE, YOU CAN ALSO VIEW THE SAME AT
www.piedmontccc.com

FEATURE ARTICLE

CHEVROLET ADVANCE DESIGN

1947 - Gas tank filler neck on passenger side of bed. No vent windows in doors. Hood side emblems read "Chevrolet" with "Thriftmaster" or "Loadmaster" under it. Serial numbers: EP 1/2 ton, ER 3/4 ton, & ES 1 ton.

1948 - Manual transmission shifter now mounted on column instead of floor. Serial numbers codes: FP 1/2 ton, FR 3/4 ton, & FS 1 ton.

Early 1949 - Gas tank now mounted upright behind seat in cab; filler neck aft of passenger door handle. New serial number codes: GP 1/2 ton, GR 3/4 ton, & GS 1 ton.

Late 1949 - Hood side emblems no longer read "Thriftmaster" or "Loadmaster", but are now numbers that designate cargo capacity: 3100 on 1/2 ton, 3600 on 3/4 ton, 3800 on 1 ton. Serial number codes remain the same as on early 1949.

1950 - Telescopic shock absorbers replace lever-action type. Last year for driver's side cowl vent, its handle is now flat steel, not maroon knob as in previous years. New serial number codes: HP 1/2 ton, HR 3/4 ton, & HS 1 ton.

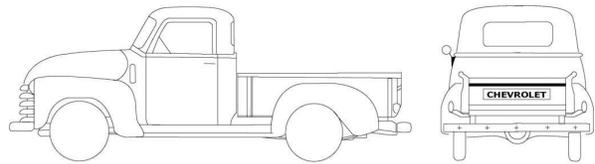
1951 - Doors now have vent windows. Mid-year change from 9-board bed to 8 boards per bed. Last year for 80 MPH speedometer, chrome window handle knobs, and chrome wiper knob. New serial number codes: JP 1/2 ton, JR 3/4 ton, & JS 1 ton.

1952 - Outer door handles are now push button type as opposed to the previous turn down style. Speedometer now reads to 90 mph and dashboard trim is painted instead of chrome. Mid-year, Chevrolet stops using the 3100-6400 designation on the hood and changes to maroon window and wiper knobs. New serial number codes: KP 1/2 ton, KR 3/4 ton, & KS 1 ton.

1953 - Last year for the 216 in I6. Hood side emblems now only read 3100, 3600, 3800, 4400, or 6400 in large print. Door post ID plate now blue with silver letters (previous models used black with silver letters). Last year to use wooden blocks as bed supports. New serial number codes: H 1/2 ton, J 3/4 ton, & L 1 ton.

1954 - Only year for significant design changes. Windshield now curved one-piece glass without center vertical dividing strip. Revised steering wheel. Revised dashboard. Cargo bed rails, previously angled, now horizontal. Tail lights round instead of rectangular. Grille changed from five horizontal slats to crossbar design commonly referred to as a "bull nose" grille, similar to modern Dodge truck grille. Engine now 235 in straight-6. Serial number codes unchanged from 1953. Hydramatic automatic transmission is available for the first time as a paid for option.

1955 First Series - Identical to the 1954 model year, except redesigned hood-side emblems and modern open driveshaft in place of enclosed torque tube. Serial number codes unchanged from 1953 and 1954.





David Smith's TECHNICAL TIDBITS

With the first big winter storm hitting the Midwest, even though around here we do not get bad winter weather often but we could all use some reminders on how to drive properly in the snow and ice.

The following rules for driving safely in winter weather are not particularly difficult to follow. Even if you are a veteran driver from a snow belt state, keeping these safety tips fresh in your mind can keep you on the road and in control.

Make sure you and your car are properly equipped before you leave

Do a quick check of your vehicle before you hit the road. Make sure that your car has ample antifreeze, the windshield is clean and you have plenty of windshield washer fluid, the headlights are clean and in working order and the tires have tread and are properly inflated. Also, make sure to have your battery tested, to avoid being stranded in the cold with a car that won't start.

In addition to your vehicle's mechanical equipment, it's important to keep some extra items in the trunk or glove box in case of emergency. Equip your car with a flashlight and extra batteries, a first aid kit, warm clothes, and a blanket. Remember to have sunglasses in the car as well. It always amazes me how many people I see driving in the winter without them. The glare of the sun off of snow and ice can be more intense in the winter than it is in the summer.

One last thing to remember, perhaps the most important of all: Your cell phone.

Slow down and drive smoothly

How comfortable are you driving in winter weather all depends on speed and control

This may seem like a no-brainer, but even if you're driving an SUV or a four-wheel-drive truck, you cannot safely do 80 MPH during a snowstorm. Four-wheel-drive may help your vehicle get going in the slushy stuff, but it's of no use when you're trying to steer or safely stop on a slippery road surface.

It is also important to avoid abrupt acceleration, braking and turns. Doing so can cause your vehicle to lose traction and can launch you into an uncontrollable skid, leading to a collision.

Driving too quickly is the main cause of accidents in winter conditions. Just be patient and accept the fact that it is going to take longer to arrive at your destination.



Do not tailgate

It is important to remember that it takes a much longer distance to stop your vehicle in the snow or ice due to the greatly reduced traction, even with just a light covering on the road. You may think that the driver in front of you doing 35 mph on the freeway is going too slow and needs a reminder in the form of you riding their [**expletive**]...I mean bumper, but doing so is dangerous. Be patient and stay back until it's safe to pass.

Tailgating often leads to accidents, especially if you are driving in stop-and-go traffic. If the car in front of you stops abruptly and you are following too closely, you can slam on the brakes and end up sliding into it. The resulting accident may be no more than a fender-bender, but having to deal with it on a busy road in the snow is certainly something that you want to avoid, especially if other cars are sliding around as well. Many serious accident injuries come from a second impact from another car after a seemingly trivial collision.

Do not use cruise control

For some, driving with cruise control has become almost second nature. Sure, it prevents you from getting leg fatigue, keeps you from unwittingly speeding and is great on long trips, but driving with it on in winter conditions can be unsafe. Thus, if cruise control has become a staple of your driving habits, make a conscious effort to ensure that you are not using it in winter weather.

Using cruise control in the snow, ice or even rain is dangerous because if your car hydroplanes or skids, it will accelerate and rapidly spin the wheels since it will be trying to maintain a constant speed. If this happens, it will be more likely that you lose control of your vehicle.

Pull over or stay home

If at any point during your trip -- or before you even leave -- you feel that the weather is too bad to continue driving, simply stay put. If you're out on the road, find a safe spot to pull over and wait until the weather passes or calms to the point where you feel comfortable driving again. If you haven't left yet, stay home and off the roads.

Remember, there is no shame in making the decision to stay in when the conditions are bad. You may be late arriving to your destination, but arriving late in one piece is much better than the alternative. Your boss or significant other will understand.

As always keep the shiny side up and the greasy side down
Especially in bad weather

2012 PCCC Holiday Dinner Party

Thank you to David Ward Jones and his team for putting together another great event



Photos by Susan Pittman, David Pittman and Jeff Hopp

PCCC PARTS SWAP

Long Style Cast Iron Water Pump (for small block) [\$25]; HEI Distributor [\$75]; Carter Fuel Pump [\$15]; Cast Water Neck [\$15]; Chrome Water Neck [\$10]; 1970-72 Chevelle Original Dash Pad [\$75]; 1970 Chevelle tail light lenses [\$40 for both]; "350" emblems (R&L) for 70 Chevelle [\$40]; Trunk Emblem for 70 Chevelle [\$30]; Grill Emblem for 70 Chevelle [\$15]; Rocker Panel Trim for 1970-72 Chevelle [\$100 for pair]; Craftsman Compressor (needs some maint) [\$25]; Shop Vac [\$20]; K&N 13x2 Washable Air Filter [\$10]; 14x3 Air Filter [\$5]; 68-72 Chevelle Fuel Tank Door/License Plate Mount [\$10]; NEW Low-high pitch horn set w/ mounting kit [\$50]; Set of Chrome Lug Nuts/Washers for Cragar (7/16x20) [\$25]; Set of [4] Lug Nut Locks with key [\$10]

Jeff Hopp @ 919-467-9594

1972 Monte Carlo Custom (replaced the SS model in 72) 402 cu TH400 power windows, Power door locks, Power trunk, A/C, Tilt, Gauges, Bucket seats, floor shift, Compass, AM/FM stereo, rear defogger. All factory options. 115000 miles, 90% original. [**Will take no less than \$17000.00**] **David Smith** @ 919-662-8587

Small Block Quadrajets manifold [\$40]; Kenwood AM/FM Cass & CD Controller [\$100]; Kenwood 6 CD Changer [\$50]; 1970-1972 12 Bolt Posi Carrier [\$125]; Small Block Thumper Roller Cam [\$125]; Small Block Edelbrock Intake [\$75]; ZZ4 Alum 58cc Heads with Comp Beehive Valve Springs and titanium retainers [\$400]; Small Block Chevy 383 Short Block (needs a piston replaced, cyl wall not scored) [\$400]; Edelbrock 750 Performer Carb - may need rebuild [\$85] **Ray Bader** @ 919-387-0479

Contact club members listed for more details on items for sale. Also view our PCCC Facebook Page for more items.



*The Chevy II / Nova models were introduced in **1962***

What was the "Advance Design" Series?

Answer from the Dec 2012 Edition

Answer in the Feb 2013 Edition

December 2012 Trivia and Photo Winners
Barry Kitchener, Don Mende, David Smith

GUESS THE YEAR & MAKE



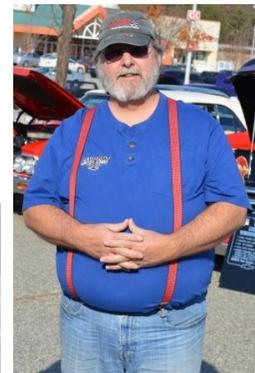
Send your answers to Jeff Hopp at jhopp55@att.net

FROM DEC 2012



Richard Ulrich's 57 Nomad

OUT AND ABOUT WITH THE PCCC



*Photos by
Jeff Hopp*