

The Official Newsletter of the Piedmont Classic Chevy Club

THE BOWTIE BULLETIN

March 2012

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Dan Mangrum's 1950 Jeepster

From The Prez - Ray Bader

Hi everyone.

The year has started off well. New Years Day at Grill 57 was awesome, best attended ever.

We had our first cruise of the year to S&T Soda Shop in Pittsboro. Eighteen of us enjoyed great food and even better Ice Cream.

Our attendance at the New Car Dealers show at the Fairgrounds was wonderful. I'm not sure of the exact number, but I know we had in excess of 22 cars there. The club receives a substantial donation to our social fund. Thanks to Marshall Wheeler for setting it up. Thanks also to all that took the time to present their cars.

We are already signed up for two parades, Black History Day in Mt. Olive (which will have already passed by now), and St. Patrick's Day in Raleigh on Mar. 17th.

If you've not sent in your 2012 dues, which were due in Jan., please send them to Keith ASAP.

It promises to be another busy Car Show season, the schedule is rapidly filling up.

Our next event is the Carolina Collector Auto Fest at the Fairgrounds. I believe Les Shelton may still have some times open to man the booth, check with him.

Ray

Next PCCC Business Meeting - March 26, 2012

CLUB INFO • NEWS • SOCIAL EVENTS

Club 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 (\$6.50)

Contact **Barry Kitchener** @ 919.853.0882
or **barrykit2000@yahoo.com**
for complete ordering details

2012 Club Officers

President - Ray Bader
raybader@earthlink.net

Vice President - Barry Kitchener
barrykit2000@yahoo.com

Secretary - David Smith
dmsmith@nc.rr.com

Treasurer - Keith Archambault
karchambault@nc.rr.com

***It's time to pay your
2012 Club Dues
Send \$25 to PCCC Treasurer
Keith Archambault
1010 Acorn Court; Knightdale, NC 27545***

Scheduled PCCC Social Events

All Events and Dates Below are Tentative

Fish Fry - Sunday April 29 - Hosted by Linwood & Mavis Johnson @ 200PM

Bubba Burger Outing - Sunday June 24 - Location To Be Announced @ 200PM

BBQ - Sunday August 19 - Fairview Community Center @ 200PM

Oktoberfest - Saturday October 6 - Fairview Community Center @ 600PM

Christmas Banquet - Saturday December 1 - Fairview Community Center @ 630PM

*Any Questions? Contact David Ward Jones at 919.571.3308 or
daviddwjarchitect@nc.rr.com*

WELCOME NEW MEMBERS

Rodney and Elizabeth Roswall

Wake Forest, NC

1956 Buick Super

CARSHOWS & CRUISES

Select Carshows - Cruise Ins - Special Events

SHOWS & SPECIAL EVENTS

March 9 - 11 - *25th Annual Carolina Collector Autofest* - Raleigh - 8AM - 6PM
March 15 - 17 - *Run To The Sun Street Rod Show* - Myrtle Beach, SC - 8AM-5PM
March 24 - *Wheels on Academy Carshow* - Cary - 9AM-5PM

[FOR A COMPLETE LIST OF DETAILS
AND LINKS FOR ALL UPCOMING EVENTS](#)

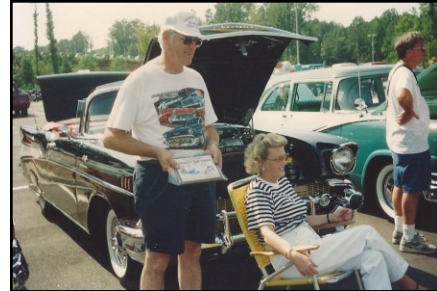
VISIT OUR PCCC WEBSITE AT www.piedmontccc.com
or contact [David Matthews @ dmhotrod089@gmail.com](mailto:dmhotrod089@gmail.com)

The Parade Chevy - Submitted by Linwood Johnson

Don and Dot Cooper's Black 1957 Chevrolet has been in a lot of parades and carshows. The first carshow was in 1991 at the Carolina Pottery hosted by the Southland Car Club. Don's '57 was awarded Best Chevy in it's class and also Best Of Show.

Don Cooper and Don Mende (he's the one that has had a '57 under construction for the past 7 years or more), has driven the black convertible in more parades than any other car in our car club.

Being a fuel injection 57 it has had some problems along the way. It was rumored that Dot had stated that it would be nice if it was hauled away on a roll back and brought back home. Well, it so happens, that Don sold the black 57 convertible recently. It WAS hauled away on a roll back, but most likely will not be driven back.



It went to a museum in Missouri.



The latest scoop, Don bought another 57 Chevy Convertible out of Missouri. It is red and doesn't have fuel injection.

We are already notifying the Mayors of Cary and Raleigh that they will have a parade car now.

FEATURE ARTICLE

It's All My Brother's Fault *By George Kavelak*

Brothers do that – blame things on each other. So, it was really his fault when I got my '67 Chevelle in 2002.

He started it with his own black on black '67 Chevelle. He had driven his from Florida to our house in North Carolina a few times. He also had driven it to Chevell-abration, the ACES National Chevelle show, in Goodlettsville, Tennessee. These trips to car shows allowed us to see each other much more that we had in all the years since we left high school back in the 60's. And that got me started on the hunt for my own '67 Chevelle. I blame it all on my brother!

My search went on for several years. I set my price limit and it was tough to find the best match (i.e. straight body) for my money. Finally, on our annual family Thanksgiving get-together in Florida in 2002, I found the right car for the right price at a classic car dealer in Clearwater. Surprisingly, it had been restored in North Carolina and had just arrived in Florida! It returned to North Carolina the week of Christmas. Nice present!

Just by coincidence, it was also black with a black interior! My brother said it was sitting in the same spot (but turned 90 degrees) where his was sitting eight years earlier. We both now had very similar Super Sports. Mine was a clone, while his was numbers matching.



This SS 427 came with a TH400, manual shift valve body, 3000 stall converter, 4.10 w/posi., and Weld aluminum race wheels. OK for racing, but not so good for the highway driving that I prefer.

My very first thoughts were to install Vintage Air and change the interior to red. No red interior yet, but it finally has the Vintage Air.

All my prior cars were 4-speeds. A Yellow '61 Impala convertible; Nightshade Green (rarest color) '68 GTO; Burma Brown '73 Pontiac Grand Am (one of only 187 4-speeds built); Dark Blue '81 Trans Am (one of 2883 built with 4-speed & Chevy Z28 engine).



So, over time my Chevelle has transformed into a car more in line with those of my past. Cragar S/S wheels, my favorite (I could only afford baby moons back in the days of my Impala), were installed, along with Diamondback red-line tires. A 3.42 rear end replaced the 4.10 to allow better highway driving and be more engine-friendly.

FEATURE ARTICLE (continued)

Since I love driving my Chevelle all over North Carolina and beyond as much as I can, it was determined an overdrive was needed. In making the transmission change, I decided to go back in time by opting for a manual transmission – a Tremec TKO-600 5-speed overdrive. This is the best change ever made to the Chevelle. It can now travel the highway 75 mph @ 2000 rpm. A little quieter and the gas mileage goes from 10 mpg to 16-17 mpg as long as I can stay out of 4th gear!

Other details about this car include a Holley 750 cfm Double Pumper, Mechanical Secondaries, Edelbrock Performer 2-0 Intake, Ceramic Coated Headers, Flow Master 40-Series, 12 Bolt Rear End, Eaton Positraction, Power Steering, Power Disc Brakes, Cragar S/S Wheels (Front:15x7, Rear: 15x8), Diamondback Red Line Tires (Front: 215/65R-15, Rear: 255/60R-15), Dupont single stage Super Jet Black paint.

My brother, Rich, went on to modify his Chevelle into a full blown custom, known as "**SSinister**" (appearing in Chevelle World, Nov/Dec 2008 and several other car magazines). This is what three years less maturity leads to!!

Still, all his fault!

He has since sold that Chevelle and now has a black 1975 Chevelle Malibu Classic as his daily driver.

I've driven (never trailered) my Chevelle to the Peach State Chevelle Show in Oakwood, GA as well as to Richmond, VA, Wilmington, NC, Charlotte, NC, Myrtle Beach, SC and many towns in between. Remember, if you see me and my black '67 Chevelle out there somewhere, **it's all my brother's fault!**



This is my story and I'm sticking to it.

David Smith's TECHNICAL TIDBITS

Think your alternator is bad and do not have a tester? Here is a quick and simple way to check it in your garage or driveway. With the engine running and the parking brake set disconnect the positive side of the battery, if the car dies the alternator is bad. If it stays running it is good. You see a battery's only functions are to start your engine and to run accessories when the engine is not running. Once the engine is running the belt off the engine drives the alternator which provides the spark for continued combustion. Besides powering the ignition it takes over the electrical functions to keep everything on your car running, i.e. lights, radio, heater, etc. Now while this is great for a car without a computer I have not read anything about doing this test on a newer computer equipped vehicle. It is logical that it would work as you can change a battery on newer vehicles, but you do have to reset the computer once you change the battery, (this info is in your newer vehicles owners manual).

Until next time, Keep the shiny side up and the greasy side down.

FEATURE ARTICLE

The First Street Traps by Carmel Roberts

(Submitted by Ralph DeMichele - Taken from Hagerty Newsletter)

Ropes, wire, and logs—Oh my! Think traffic cops today go to extremes when trying to get drivers to slow down? Helicopters and radar guns have got nothing on some of the crazy measures police resorted to 100 years ago. As a follow-up to last month's year-end regulatory review, we got to wondering what things were like for auto enthusiasts around the turn of the century. We're talking way back, when traffic laws were virtually nonexistent and vehicle registration was unheard of.

From the earliest days, automobiles were controversial because of the noise they made, the dust they raised, and the danger their high speed posed to drivers and pedestrians alike.

A Call for Law

In his book examining the formation of America's automobile culture beginning upon its introduction, *America Adopts the Automobile, 1895-1910*, author James Flink noted the quick public demand for regulations in response to newspaper reports of reckless driving, speeding, and traffic accidents. As early as the turn of the century, municipalities began to heed their cries.

"Local automobile ordinances were passed," writes Flink, "which almost invariably required registration, including the display of an identifying numbered tag on the vehicle, so that an automobilist guilty of speeding or reckless driving could be more easily apprehended."

Early registration systems—administered only at a local level—made it easier to assess personal property taxes against car owners. But the system proved too clerically cumbersome, not to mention an expensive hassle for vehicle owners expected to register their car in every town they might pass through. It wasn't long before states took over the business of registering cars. But that didn't mean America's first motorists took willingly to the new process.

Catch Me If You Can

As states passed laws requiring operator's licenses and imposing speed limits, drivers began to evade law enforcement. Initially, avoiding police in a car was easy because the cops didn't have cars themselves.

Police tried to admonish reckless drivers by issuing letters of warning, sent to the address to which the vehicle was registered. But early car owners scoffed, according to Flink, who recounts stories of some wealthy motorists framing their official looking letters and hanging them on an office wall to serve as a funny conversation piece. Other drivers made failing to comply with registration requirements into a kind of sport; speeders began using bogus license numbers, and goggles with masks that concealed the driver's face became popular.



The cops responded by setting up the nation's first speed traps.

Crude and dangerous to say the least, turn-of-the-century police decided that the best way to stop reckless motorists was to string ropes across roads frequented by speeders. Canny drivers responded by mounting cutting blades on the fronts of their vehicles.

According to Flink, police upped the ante by substituting wire cables for rope or by throwing logs in the roadway.

Automobile clubs responded to such measures by putting up signs warning of speed traps or even posting club representatives, dressed in club colors, along roadsides where police were known to lurk.

CARS & PARTS CLUB SWAP

Looking for plain stock wheel to use as a spare for a 1967 Camaro; tire is optional.

[Jay Shealy @ 919-605-0017](#)

Edelbrock Performer Carb (600 CFM) (\$125); Long Style Cast Iron Water Pump (for small block) (\$25); HEI Distributor (\$75); Carter Fuel Pump (\$15); 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) [Jeff Hopp @ 919-467-9594](#)

1970-72 Chevelle 10 Bolt Rear End (\$100); Small Block Quadrajet manifold (\$40); Kenwood AM/FM Cass & CD Controller (\$100); Kenwood 6 CD Changer (\$50); Rebuilt TH350 with shift kit & 1900 stall converter. (\$450) [Ray Bader @ 919-387-0479](#)

2002 Chevy Avalanche 4 X 4; 5.3 L V-8, 17" aluminum wheels, 6-way power bucket seats, Sunroof, automatic climate control, roof luggage carrier, fog lamps, towing package and add-on XM Radio. (\$5900) [John Monroe @ 919-810-3021](#)

Contact club members listed for more details on items for sale.
Only cars or car related items for sale will be accepted for posting in the newsletter.
POSTINGS FOR MEMBERS ONLY WILL BE ACCEPTED

Do you think you know Chevrolet Trivia?



*Chevrolet was going use a different name for the Camaro before it's introduction? Chevrolet considered using the name **Panther***

The first engine used by Chevrolet in 1911, displaced 299 ci. How much horsepower did it produce?

Answer from February 2012 Edition

Answer in April 2012 Edition



February Trivia and Photo Winner - David Smith

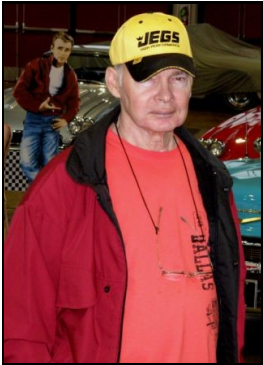
Guess the year, make and who in the club owns the car



Send your answers to Jeff Hopp at suncrest@nc.rr.com

David Ward Jones' 1960 Impala

OUT AND ABOUT WITH PCCC



PHOTOS BY
Jeff Hopp, David Ward Jones