

The Official Newsletter of the Piedmont Classic Chevy Club

THE BOWTIE BULLETIN

June 2012

Club Info / News

Social Events / New Members

Cruise & Car Show Info

CONTENTS THIS MONTH

Feature Articles

Cars & Parts Swap

Out & About



Bob & Nancy Rankl's 1988 Monte Carlo



William Vander Wall's 1955 Chevy 3100

From The Prez - Ray Bader

Hi everyone.

It's been a busy couple of months. We've attended several shows, and collected 2 cash awards for club participation. Thanks to everyone that came out to support the club.

We voted at the last meeting to begin a separate charity fund that would get half of any money we receive for club participation events. Club members may contribute directly to the fund, see Keith for details.

The Gotta Be NC Festival at the Fairgrounds was a huge event. At least 36 cars attended. PCCC members collected most of the awards, including People's Choice going to Charles Pearce, congrats to all that won.

Don Mende, John Gilliam and I attended the open house at Hilltop Home's new building. We got a chance to see this wonderful facility and speak with the new director. What an improvement from their 50 plus year old former place. Don came away with their wish list. We have set a goal of a \$5000.00 contribution this year.

There's lots of upcoming shows and cruise ins, so get 'em out and shine 'em up, come out and show off your rides..

See you at the next meeting June 25th at Bobby Murray Chevrolet.

Next Scheduled Meeting - Monday June 25, 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 (\$7.50)

Contact *Barry Kitchener* @ 919.833.0882
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

To pay your 2012 Club Dues
Send \$25 to PCCC Treasurer
Keith Archambault
1010 Acorn Court; Knightdale, NC 27545

Scheduled PCCC Social Events

Bubba Burger Outing - Sunday June 24 - Pavilion near Ron Schwitz's House @ 2PM
David Ward Jones will send an email with directions

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 919.971-4615 or
daviddwjarchitect@nc.rr.com

WELCOME NEW MEMBERS

William Vanderwall

1955 Series 3100 Chevy Truck

Raleigh, NC



CARSHOWS & CRUISES

June 2 - **18th Annual Chicken Pickin** - **Butner** - 8AM-4PM
June 3 - **Sadler's Milestone Diner Spring Cruise In** - **Dunn** - 11AM-5PM
June 9 - **5th Annual Classic Car Show** - **St. John A.M.E. Church** - **Raleigh** - 9AM-3PM
June 16 - **Classic Auto / Bike Show** - **Greenville** - 8AM- 3PM
June 22 - **Camel City Rod Run** - **Winston Salem** - 8AM-5PM

1st Sat - **Zaxby's Cruise In** - US 70 E, Clayton - 3PM-9PM
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, Garner - 2PM-9PM
3rd Sat - **Goldston Cruise In** - Goldston - 4PM-Until
4th Sat - **Sonic Drive In** - NC 96 - Zebulon - 3PM-9PM
4th Sat - **Andy's Cruise In** - US 301 S, Four Oaks - 2PM - Until
3rd Fri - **Andy's Creedmoor/Butner Cruise In** - NC 56 W (at Food Lion Parking Lot) Creedmoor - 4PM
4th Fri - **Chick-Fil-A / Goodberry's Cruise In** - Roxboro Rd, Durham - 4PM-9PM

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

The Fish Fry

We had another very enjoyable and successful Fish Fry. Our thanks once more to Linwood and Mavis for their hospitality. We had perfect weather once more. I TOLD YOU! Some did not want to believe it. Oh ye' of little faith. I have connections. Thanks to everyone who helped. It is very interesting to watch. I plan the activity and when the time come a swarm of people (*Elves as Robert Copeland calls them*) show up and put things together. When it is over, if you look around about 20 minutes later, and it is all packed up and cleaned up and I haven't had to ask anyone to do anything. We have a wonderful group of people that pitch in and are eager to help. I thank you ALL for that. It really make the execution of the plans I make run very smoothly without any one person having to do too much. [David Ward Jones](#)

A great day with a lot of great food. Thank you David and all your team for all the hard work. [Don Cooper](#)

Fish Fry was great!! The Weather was perfect. Thank You Linwood and Mavis Johnson for Hosting. Thank You Larry Deal for providing the Fish! Thanks to all the cooks **David Ward Jones, Ron Schwitz and Larry Schadle.** [Les Shelton](#)

I had an enjoyable afternoon at the Johnson Ranch. Good food and nice turn-out. [John Gilliam](#)

While I did not personally attend, the emails I have read tell me it was huge success. Thanks to you, Linwood & Mavis and everybody in the club who made the day a success. [Barry Kitchener](#)

Thanks to everyone who made the Fish Fry a great event. It was the first I'd been too, and I completely enjoyed it. [Jim Toups](#)

It was my birthday and the kids took me out for a late lunch, so I couldn't get there in time for some fish. I did show up on my Harley around 5:30, all of y'all were gone. I got the tour from Linwood and he said there were probably 60+ people at the fish fry, awesome job David, congrats. **Larry how do you catch all those fish?** [Don Mende](#)

I would also like to thank Linwood and Mavis for their generosity in the use of their home and especially the ones that caught and cleaned and cooked the fish and hushpuppies (except the black ones). Thanks to all who brought the other dishes and deserts also. It was a great turnout. [Johnny Ellis](#)

A special Thank You gift for
our hosts Linwood & Mavis



PROJECT THUNDER

1969 Camaro Engine Rebuild - by Rick Lewis

My personal interest was to have my 1969 Chevy Camaro SS as a true hot rod (a bad-to-the-bone muscle car), like my license plate says "69HOTROD". So the goal of "Project Thunder" was to add more punch to the already stout ZZ502 Deluxe GM Performance crate engine, targeting 650 HP.

The original idea was to get new heads with increased compression, new intake, and matching cam and valve train. I started out trying to pick all the parts individually but in way that they would all work together to get the maximum bang. This turned into a lot of research. Along the way, I ran into Edelbrock's Chevy Power Package Top End Kits, which includes dyno-matched Victor Series Rectangular Port CNC Machined heads, Performer RPM Hydraulic Roller Cam (0.630 lift), and Victor Series intake. Out of the box, this would result in 611 HP w/ 573 ft/lbs of torque, so I ended up getting this.



Getting ready to pull out the motor



And Out It Comes

However, I wanted to take this even a little further. I wanted to increase the compression from a 9.6:1 motor to something more around 11:1. I also did not want to put all these new parts on without rebuilding the bottom end completely, so this resulted in going to Boyette's Performance Automotive in downtown Raleigh. I took the short block and new heads to them. I want to thank Doug and John Boyette for letting me come down to the shop every week and allowing me to actually do a lot of the work myself along with help from Jeff Hopp and participate in the work being done! I won't go anywhere else now! Truly awesome people! We began by disassembling everything and getting it all cleaned up. All the typical basic things were done; i.e., the block was cleaned, media blasted, magnafluxed, etc.



The motor after being media blasted



John Boyette hard at work

PROJECT THUNDER

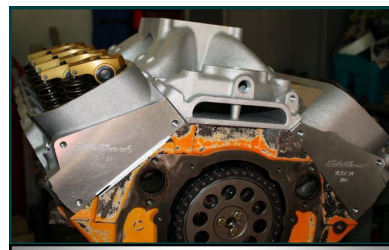
After a lot of measuring and some math, we determined the block needed to be decked (shaved) 10 thousandths and the heads needed to be milled 42 thousandths. Once that was done, the block was reassembled with new crank bearings, new rod bearings, and new cam bearings, along w/ new piston rings. During the assembly process, all the tolerances were checked and corrected if they were off (Boyette's was meticulous about this). The cam was degreed and then the heads were mock fitted to verify clearances. This completed the bottom end (short block) work.



Milling the Edelbrock Heads



Pistons cleaned and polished

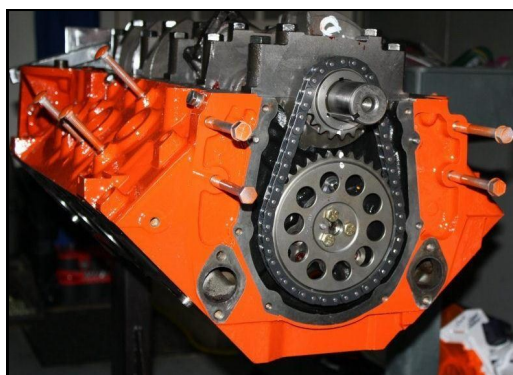


Test fitting the heads and intake

Once the motor was back in my garage, it was time to paint the block with High-Temp Urethane Chevy Orange (from Eastwood). The oil pan and headers were Jet-Hot coated (sterling silver) by Jet-Hot in Greensboro, NC (by the way, wow, what a facility - huge collection of muscle cars bigger than the Dorton Arena - suggest that the club go see them). From here, the next step was putting the motor together, which included many more new parts (i.e., new Crane Cams hydraulic roller lifters, Mallory Push Rods, Crane Cams Roller Rockers, etc.). Due to the Roller Rockers, I had to switch to tall valve covers for clearance.



New Heads, Rockers and Pushrods Installed



Block painted Chevy Orange

I'm extremely happy with how this project turned out. I'm still in the break in phase for the motor with about 350 miles on it, and need to get to 500 miles to be "broken in". While I do not baby a motor during break-in, I am not going all out with it yet either. I can feel the increased power in the motor and how much snappier it is, so I can't wait to really put it to the test. The final step in this project will be to have the motor dyno-tuned to maximize the HP and Torque once it's broken in and to see where the final numbers come in at. I'm hoping the final numbers will be in the 650-700 HP range.

PROJECT THUNDER



The finished motor ready to go back in the car!



Modified motor installed and ready to tear up the road!

Some additional information about my 1969 Camaro SS, it has a new Moser rear-end w/ 4:11 Gears, along with a new Tremec TKO 600 5-Speed Transmission (modified by Liberty Gears in Michigan), driveshaft, billet flywheel, and hydraulic clutch). Every piece of the suspension is new (front and rear); the rear suspension has new leaf springs w/adjustable QA1 shocks, Hotchkiss Sway bar Kit and Traction bars. The front suspension has new Speed Tech Performance tubular control arms, adjustable QA1 Coil over shocks, and Detroit Speed Engineering (DSE) Sway bar. The car is also fitted w/ new Foose Legend wheels and Nitto tires (from Wakefield ATV).

I believe I've built my true hot rod and toy to have fun with! There's a good chance you'll see me burning rubber on a street near you. Stay tuned...



It's fast, it's screams, and it' has lots of horsepower!!!

Mission Accomplished!!!



Photos by Rick Lewis

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); 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 (\$10)

[Jeff Hopp](#) @ 919-467-9594

Small Block Quadrajlet manifold (\$40); Kenwood AM/FM Cass & CD Controller (\$100); Kenwood 6 CD Changer (\$50) [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

Erson Performance Cam and Lifters for 350 Small Block (Lift Intake - 435; Lift Exhaust - 455; Duration 275/278) Perfect Condition / Low Hrs. (\$75) [John Gilliam](#) @ 919-259-6239

Contact club members listed for more details on items for sale

Do you think you know Chevrolet Trivia?

*Chevrolet introduced the V8
in 1917, installed in 1918 models*

Answer from May 2012 Edition

*How many 'Body - Styles' did
Chevrolet offer in 1955?*

Answer in July 2012 Edition

May Trivia and Photo Winners - David Smith, Lee Caplan

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



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

Hector Lerena's 1971 Chevelle

OUT AND ABOUT WITH PCCC



*Photos by
David Matthews, David Pittman,
Ray Bader, JoAnn Hopp, Jeff Hopp*

