

The Official Newsletter of the Piedmont Classic Chevy Club

THE BOWTIE BULLETIN

Aug 2012

Club Info / News / Social Events

Cruise & Car Show Info

David Smith's Tech Tidbits

Feature Articles

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Denny Oestreich's 1957 Chevrolet

From The Prez

Hi everyone.

It's hard to accept the year is already half over. We've had a couple of great social events and cruises. Thanks David Ward Jones. The Bubba Burger cookout was fantastic, Thanks Ron and David and crew. Pig Pickin is coming up soon.

Lana Walz and I presented a check for \$4000.00 to the Hilltop Home. We have another \$1000,00 reserved for them when they decide what we can purchase. We would like to provide them with something that can be identified as coming from PCCC. We will also present them with whatever money is in the Charity Fund nearer the end of the year.

There have not been many shows to attend so far this year. There are some upcoming shows and cruise ins though, so get em out and shine em up, come out and show off your rides.

It's not too early to begin thinking of running for office. The President and Treasurer offices will have to be filled this November.

See you at the next meeting, Aug. 27th at Bobby Murray Chevrolet.

Ray

Next Scheduled Meeting - Monday August 27, 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

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



**Ray Bader presenting the
PCCC Charitable Donation
to the Hilltop Home for
Children.**

**A BIG Thank You to
all who attended our
Made In The USA
Carshow which made
it possible to continue
to support Hilltop
Home**



*Hilltop Home - Supporting and
enriching the lives of children and
their families.*

CARSHOWS & CRUISES

July 26 - *46th Anniversary Cruise-In At Bobby Murray Chevrolet* - Raleigh - 3PM - Until
 Aug 5 - *Southern Classic Cars Cruise-In* - Wake Forest - 4PM- 8PM
 Aug 11 - *14th Annual 'Made In The Shade' Carshow* - Elizabethtown - 8AM-4PM
 Aug 11 - *6th Annual Capital City Cruisers Carshow* - Raleigh - 9AM-3PM
 Aug 17-19 - *Carolina Classics at the Capital* - Raleigh - 8AM-5PM
 Aug 18 - *3rd Annual Billy Ray Pope Memorial Carshow* - Clayton - 9AM-3PM

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, 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 -Until
 4th Fri - *Chick-Fil-A / Goodberry's Cruise In* - Roxboro Rd, Durham - 4PM-9PM
 Every Thurs - *Dairy Queen* - Knightdale -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](mailto:DavidMatthews@dmhotrod089@gmail.com)

My Four '57 Chevy's In 53 years



It all started in 1975. I had my first 1957 Chevrolet when I was 19 years old. I kept the car 2 years, Dot and I got married and Dot had to drive to Peace College from Cary. Gas was 33 cents a gallon. I sold the 57 Chevy and bought a VW to get better mileage. I bought my next 1957 Chevrolet in 1986. It was a 2 door hard top. I sold that one and bought a 1957 convertible at the Charlotte Auto Fair in 1991. It had fuel injection, which I knew nothing about, but it took me 21 years and bringing it home on roll-backs - (I've always been a little slow). In December of 2011, I sold the 57 convertible. In Feb 2012, I bought a red 1957 Chevrolet convertible, no fuel injection. I hope this car will take me to the end of the road, and not on a roll back.

...Don Cooper



FEATURE ARTICLE

Stopped Cold by a \$20.00 Part

David Ward Jones – “Ghost Ride”

Unlike aircraft, space craft and even the contemporary computer driven and monitored cars of today, the vintage cars we put so much time, and even emotion into do not have backup systems. So many times when a part goes, our car becomes a static and silent display. Such was the case with my 1960 Chevy Impala at the Auto Zone Car Show in Apex this year. When I tried to crank my car to leave – nothing; not even a click. Nor could we jump start it – again, nothing.

After borrowing Don Cooper’s Rollback, (that he no longer needs), I was able to set my Impala back in my carport to remain silent until the combined heads of the PCCC could figure out what the source of the problem was. All of the obvious problems were suggested: “Corroded Battery Terminal (s)” – No. “A loose connection at the Battery Terminals” – No. “It may be a loose connection on the Starter Solenoid, but it’s probably a bad Starter Solenoid or a Bad Starter.” My Battery is a maintenance free battery that is now 8 years old. I keep it on a trickle charger and conditioner and it appears it is extending the life of my battery considerably, but “Oh, Yea, that’s your problem. No battery can last that long,” the battery checked good. “How about the Ignition Switch” - Well that checked good also. One even told me, “It could be one of a million things” It was definitely not getting power to the starter, because there wasn’t even a “clicking” sound at the Starter Solenoid. From the Ignition Switch to the Starter Solenoid what does the power go through to get to the Starter? Well it could be your Neutral Safety Switch.



Well, before taking off the Starter and Starter Solenoid for bench testing, it sound like the place to check is the “Neutral Safety Switch”. Where is it? “It’s located somewhere on the Steering Column.” Under the hood? Under the dash? I was surprised at the number of persons in the PCCC that I talked to, who have been working on these vintage cars for so many years, who knew nothing about the Neutral Safety Switch. The Neutral Safety Switch installed for my car was installed on the 1958 through 1963 Power Glide transmission equipped Chevrolets. I don’t know about you guys and gals that have cars with automatic transmissions prior to 1958, or you Muscle Car Owners – you are on your own! There are not too many Chevrolets in the PCCC that are of the 1958 through 1963 vintage- which may explain why no one I talked with appeared to know about it. Maybe no one in the Club has ever had one become inoperative? That is the reason I offer this “Clinic”, because it has been a learning process for all that have gotten involved.

What is a “Neutral Safety Switch” (NSS) anyway? It is a switch that allows an Automatic Transmission to “Start” in only the “Park” or “Neutral” position of the transmission. It also serves as a backup light switch when placed in the “R” Reverse position. I checked the Wiring Diagram for my 1960 Chevy Impala and noted a “Crescent” shaped device in the diagram. I check the “Assembly Manual” and located the NSS and its position on the Steering Column just under the edge of the dash. The rest was simple - two screws to remove; two wiring terminals to disconnect. Linwood Johnson was kind enough to provide me with a new switch. The NSS is made from hard plastic that has a slot with a 3/8” projection on either side. A downward projection of about ¼” from a slot in the steering column fits into the NSS slot. When installed properly the gear shift slide the switch left and right from Neutral to Park. In my case, one of the plastic projections had been broken off and a portion of the entire back of the switch was broken off. When installing a new switch, it has to be adjusted properly before securing to the steering column to be in a position to turn on the Backup Lights when in the Reverse position. The learning process goes on.



RUSTY NUTS

What do you do when you have a nut or a bolt that is rusted and one look tells you "DO NOT MESS WITH ME". Well here is a little tip that may shut that nut up, without heating it. Soak a sponge in vinegar and let it sit on the rusted nut for about 15 minutes. If you want it to work faster and you have an eyedropper laying around (Doesn't every one?), fill the eyedropper with vinegar and slowly soak the nut or bolt throughout and let sit for 10 minutes. White vinegar works best. This actually worked better for me than WD40.

What about a stuck lug nut? I had two on the truck, I heated them, put 180 lbs. through my air gun...nothing budged. I took a drill bit about half the size of the stud, punched the stud dead center drilled the pilot hole and then took a drill bit the same size as the Stud drilled it in until the lug nut just fell off. I figured if I torch it I will have to replace the stud anyway, and besides I don't own a torch.

An easy way to install any rubber seal or bumper that rides in a channel or snaps into place is to spread on a bit of liquid soap or waterless hand cleaner...(The kind without the grit). This will lubricate the rubber enough to let it slide into place, it's easy to wipe off, won't harm the rubber and won't harm the finish.

This one is simple but might save you some aggravation. The original door seals on many cars are coated or even impregnated with silicone when manufactured to help prevent them from binding and squeaking. If you've replaced yours years ago and the seals seem to be "grabbing" or "sticking" to the painted surfaces they mate with and/or squeaking, try a light spray of silicone from an aerosol. A quick call to the tech line of your seal manufacturer is advisable to make sure there will be no detrimental effects, though.

Dull, dim lighting makes a car look dilapidated. And in some cases down right scary if you are following someone with dim lights. Correcting the situation can be simple. Pull off the old lamp assembly, and take it apart; chances are, the inside is weathered (from faulty seals). After freshening the lens gasket as prescribed in tip No. 3, clean out the flakes of old paint or silvering, and treat any rust, then mask off the socket and bezel if there is one and lay down some bright, yet flat, silver or white paint. Do NOT use the chrome paint in a can you will not like the results. If the lens is of the clear parking-light variety, install new amber bulbs. Finally, screw the lens to the housing using a fresh set of gaskets. The difference with the lights on will be surprisingly dramatic and brake lights amazingly get brighter.

Well until next time... Keep the shiny side up and the greasy side down.

Dave

PCCC PARTS SWAP

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

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

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

Small Block Quadrajets 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); 4 original rally wheel centers (\$60)

[John Gilliam](#) @ 919-259-6239

Contact club members listed for more details on items for sale



What year Chevrolet was considered to be the last "Shoebox" model?
1957

Answer from July 2012 Edition

What were the 3 models of Chevelle when introduced in 1964?

Answer in Sept 2012 Edition

July Trivia and Photo Winners - David Smith, Barry Kitchener



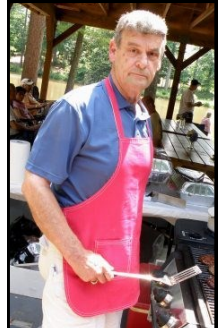
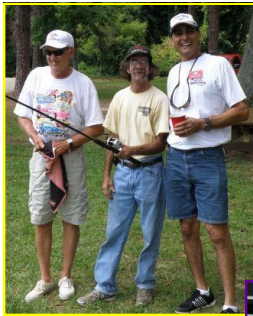
Guess the year & make



Rick Mangrum's 1964 Chevelle

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

OUT AND ABOUT WITH PCCC



*Photos by
Ray Bader, Lee Caplan, Jeff Hopp
Dave Peedin*