

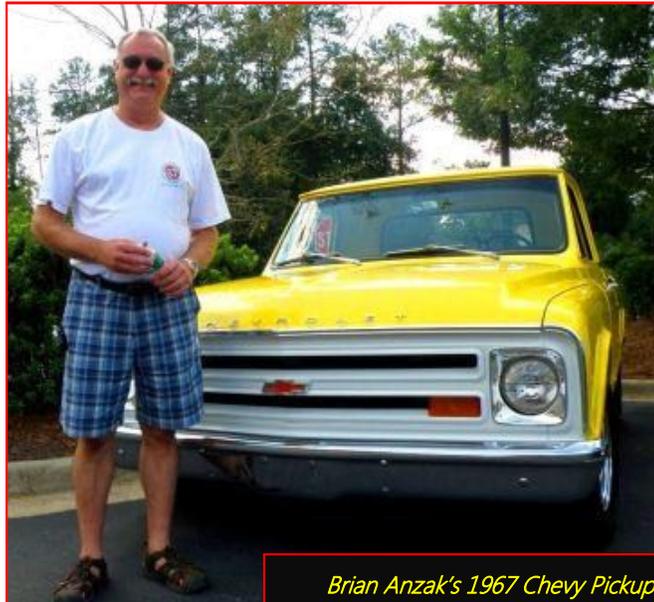
The Official Newsletter of the Piedmont Classic Chevy Club

THE BOWTIE BULLETIN

October 2012

CONTENTS THIS MONTH

*From the Prez
Club Info News
Social Events
Cruises & Car Shows
David Smith's Tech Tidbits
Feature Articles
PCCC Parts Swap
Out & About*



Brian Anzak's 1967 Chevy Pickup

FROM THE PREZ

Hi everyone.

Well the year is three quarters gone already. We have attended lots of shows. Collected several club participation awards, including CASH. Still several good shows coming up, please join us for a lot of fun. One of my favorites is next month; The Tank Museum show in Danville, VA. It's a pleasant drive in the country to a great indoor show.

We've had a really good year. Several new members have joined us. Great social events, still two more coming. Our best car show ever, thanks Don Mende and crew and everyone that worked so hard.

It's getting close to parade season. We'll be participating in several, so shine em up.

We'll be electing two new officers next month, if you're interested let any current officer know.

See you at the next meeting, at Bobby Murray Chevrolet.

Ray

Next Scheduled Meeting - Monday October 22, 2012

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/Navv
(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 Club Dues
Send \$25 to PCCC Treasurer*

Keith Archambault
1010 Acorn Court, Knightdale, NC 27545

Scheduled PCCC Social Events

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

Facebook Update

Of our 99 members on our PCCC Group Email Address List (i.e., Alias), 49 of them have joined our new Facebook Group Page. If you have not done so yet, please be sure to join the group to stay connected with other members, see event photos, receive invites to upcoming events, etc.

See: <https://www.facebook.com/groups/pcc.club/>

Google Groups Email Lists Updates

Also, we now have an "ask-piedmont-ccc@googlegroups.com Email Address List (i.e., Alias). This email address can be given out to non-members to join the club or to ask for more information about the club, etc. I have updated the PCCC Group Page to share this email address so that anyone visiting our Group Page will see it and can use it.

For more information on these topics you can contact [Rick Lewis](#)

CARSHOWS & CRUISES

Oct 6 - *Corvette & Classic Car Show* - Roanoke Rapids - 8AM-4PM
Oct 6 - *Southland Car Club Annual Car Show* - Smithfield - 8AM-330PM
Oct 6 - *1st Annual Snore & Roar Classic Car Show* - Durham - 8AM-4PM
Oct 6 - *6th Annual Ride for the Cure - Benefit & Car Show* - Greenville - 9AM-230PM
Oct 12 /13 - *Coats Farmers Day Festival & Car Show* - Coats - 8AM-3PM
Oct 19 /21 - *11th Annual East Coast Drag Time Hall of Fame Carshow* - Henderson - 8AM-4PM
Oct 19/21 - *Super Chevy Show at the Rock* - Rockingham - 8AM-5PM
Oct 27 - *18th Annual Veterans Day Carshow* - Goldsboro - 8AM-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
4th Sun - *Chevy's Ale House* NC 55 & US 1 - Apex - 3PM-8PM
Every Thurs - *Dairy Queen* - Knightdale -4PM-9PM

FOR A COMPLETE LIST OF DETAILS AND LINKS FOR ALL UPCOMING EVENTS

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 STILL ACTIVE, YOU CAN ALSO VIEW THE SAME AT
www.piedmontccc.com

Mark Herbert's 1970 Camaro Restoration Project

1970 Camaro SS...painted Daytona Yellow (added black Z28 stripes/removed black vinyl top) with black standard interior. Engine is a 350 (with mods) and a 700R4 auto trans. Car was found in a barn in Benson 5 years ago and has 78,000 original miles



OUR OLD DODGE - KEPT IN THE FAMILY - By Bill Goldston

The truck is a 1953 Dodge B4B 1/2 ton short bed pickup. The truck is black with yellow wheels and bumpers. My grandfather bought the truck in 1953 from a young man who had just purchased it and then was drafted. My grandfather gave it to my Mother and my Dad drove it for the next 40 years.

Since then the truck has sat under a shed in my mother's yard. It is in remarkable shape for the age, very little rust and the kick start fires it right up. My 94 year old mother was driving it around recently. Three on the tree, no P/S or P/B. It has the flathead 6 cyl. with fluid drive so it can be shifted, or driven like an automatic. My mother prefers to shift the gears.



It is 95% original and I want to keep it that way. I have been fixing a few rust spots and touching up the paint. I was looking for some general maintenance items such as a fuel filter, oil filter, and air filter. I can probably get an oil filter at AutoZone, but can't find the gas and air filter (oil bath type) anywhere. The gas filter fits into a glass canister with copper fuel line and a brass fitting that connects to the carb. float bowl so I don't want to cut the line and put in a plastic filter. It also needs an engine temperature sending unit. It works, as do all of the original instruments, but it isn't accurate. I could use some new original knobs for the choke, heater switch and headlights. It needs a new headliner also.

Other than those parts, it is an original 60 year survivor with unknown high mileage.



My Dad and two of his buddies used the truck as a commuter vehicle from Eden, NC to High Point, NC to their jobs at Ryder truck lines for 8 years. That's 100 miles round trip. The odometer stopped working many years ago. My mother and I estimated that it may have three to four hundred thousand miles on it. The engine was rebuilt once about 30 years ago and it has been repainted once. My father died in the late 1990's and his two buddies and the preacher led the funeral procession in the truck. Needless to say it attracted a lot of attention.



TRI-FIVE OPTIONS

1955 Model Year



All 150 models (1955-1957) offered optional carpeted flooring, passenger side sunvisor and a back seat. Models without the back seat were known as the "Business Mans Model". In the 150 sedan delivery model, the passenger seat was an option. In the 1955 - 1957 models, electrical powered windshield wipers were optional (except for cars built in California starting with the 1957 model as vacuum powered wipers became illegal in that state. All cars from the factory from 1958 on were equipped with electric wipers as standard equipment. Rear fender skirts and continental kits, two kinds of windshield washer pumps, manual and electrical types were offered on all models. Two tone paint (offered on all models except the 1957 convertibles) and full under body undercoating. The 1955 model year offered two optional engines over the standard 6 cylinder, a 265 CID V-8 with a two (2) barrel carburetor with single exhaust and a 265 CID V-8 with a four (4) barrel carburetor with dual exhaust. A manual 3 speed with overdrive and a automatic transmission (Powerglide) were the optional transmissions for 1955 & 1956 models. Oil filters were an option for all engines in the 1955 model year. A fuel filter never appeared on any 1955 model as a factory installed option.

1956 Model Year

In 1956 fuel filters and oil filters cast into the block became standard on all V-8 engines. The 1956 model year also offered a 3rd engine, a 265 CID V-8 with dual four Bbl. carburetors and dual exhaust. All cars with this engine option were shipped from the factory with a certificate in the glove box that stated that the above engine was installed by the Chevrolet Motor Division at the assembly plant where the car was made. This was done to provide documentation for owners who wanted to race the car in circle track and drag racing as a "stock, off the show room floor car" with factory options. This was also probably done to help vehicle owners who want to purchase first class car insurance premiums from Norwich Union or other companies that offer similar service.



The 1955 & 56 model years had three radios listed as options. The 1st was the manual tune, 2nd was the push button radio and the 3rd was the Wonder Bar - a signal seeking model. The only way to tell the difference between a 55 & 56 radio is the little civil defense marks on the radio dial. FCC made it a law for these marks to be on all car radio's starting with the 1956 model year

TRI-FIVE OPTIONS

1957 Model Year



At the start of the 1957 model year, Chevrolet offered the 265 CID V-8 with a 2 Bbl. carburetor which were left over from the 1956 model production year. The engines were painted Yellow instead of Chevrolet Orange. (Great trivia Questions). In 1957 the 283 CID V-8 with a 2 Bbl. carburetor (190 hp) version became the standard engine, with option engines that included a four (4) Bbl. (220 hp), 2 x 4 Bbl's (245 & 270 hp) and Fuel Injection (250 & 283 hp). All motors with 220 hp and up were equipped with dual exhaust. A second automatic transmission called the TurboGlide was offered along with the Powerglide.

For the 250 & 283 hp Fuel Injection engines a close ratio 3 speed manual transmission was available. The manual 4 speed transmission was never intended to be installed as a factory option in the full size Chevrolet for the 1957 model year, as the only shift lever made by Chevrolet Division of General Motors was for the Corvette and was of the "Short Shaft" design. However, this transmission was added by a few dealers and used one of the few "after market" shift levers that were available at that time.

It is to be noted that it was possible for a few cars to be built at Chevrolet manufacturing plants with a 4 speed transmission option, but this has never been verified by the Chevrolet Motor Division of General Motors Corp.

The TurboGlide transmission was discontinued in 1961.

Other 1957 options included a deluxe heater in addition to the optional standard (cheap) heater. Some owners were not sure what was so deluxe about the "deluxe option" heater as the fan was located far away from the firewall and you hardly knew that a fan was working when turned on. An optional vacuum powered ash tray sucked ashes into a can under the hood. A 12 volt electric razor that plugged into the cigar lighter was also available.

Two optional horns, including one optional with an extra high note and the famous Dinah Shore horn that played the "See the USA in your Chevrolet" song. The 1957 model year had the same three radio options as the 1956 model year, but also added a fourth - a transistor push-button model that eliminated the huge amplifier that was installed under the dash, above and to the right side of the glove box.

On the 1955, 56 & 57 models, the clock, three spoke horn ring and cigar lighter were standard on all BelAir models but optional on all other models. Factory A/C was not available in the 1955, 56 & 57 convertible models or with any solid lifter cam engine after 1955. This was a dealer installed option.



David Smith's TECHNICAL TID BITS



The Fine Points of Proper Brake Service

Efficient braking performance is not only essential for vehicle safety, but for an enjoyable driving experience. No one wants a car that shudders, squeals, and vibrates to a stop. Yet, many classic vehicles do not stop properly. The braking system needs to be serviced and adjusted to produce fast, smooth, and quiet braking. Often it is assumed that an older vehicle cannot stop as good as a modern one, but that is not true. Even the oldest car with hydraulic brakes can be made to operate efficiently during normal driving scenarios. This can be accomplished by applying proper procedure to the entire braking system, no matter what brand of vehicle you own.

Speaking of procedure—when working on an engine you would never consider calling just a spark plug change a tune-up, right? Unfortunately, why does simply replacing the brake linings or pads constitute a brake job to most mechanics? A proper brake job would address all three areas of the system. That is the hydraulic, friction, and mechanical components.

They include:

Hydraulic: Master cylinder, wheel cylinder, caliper piston (disc design), steel lines, and rubber hoses

Friction: Shoes or pads, drums or rotors

Mechanical: Springs, adjuster, anchors, slide pins, cables

Another myth is that four-wheel drum brakes need to be eliminated—and a disc brake conversion adapted—to an older vehicle. (I agree to that philosophy)

There is no denying that disc brakes offer improved stopping distances when measured in test protocols, but for a vehicle that is normally driven at legal speeds, drum brakes—when working properly—get the job done admirably. If road racing is your thing then a four-wheel disc brake conversion would be a must, but if you are just a cruiser, drums will be fine.

A common approach to brake service is to only service them when they are already shot. The correct approach is to clean and lubricate the moving parts in between friction material replacement. This will ensure maximum brake performance and drastically improve brake life. Most shoes and pads wear out prematurely due to poor mechanical conditions that cause constant contact and excessive wear. This is true on not only a hobby car, but on a daily driver as well.

A word about brake fluid: brake fluid is a desiccant, absorbing moisture very readily. Because of this brake fluid containers should be closed immediately after use, and old fluid left on the shelf of the garage should be discarded. When exposed to moisture, the boiling point of the brake fluid is greatly reduced and rust forms in the brake system. There are three different brake fluids: DOT 3, 4, and 5. Most cars use DOT 3 from the factory. DOT 4 and 5 have a higher boiling point than 3 and are better for performance or road racing. Brake fluid types should not be mixed. If you want to upgrade, the entire system needs to be flushed.

DIAGNOSTIC TIPS

Are your brakes acting up? Use the following to pinpoint the problem.

Extremely hard pedal: Vacuum booster failing or failed Spongy pedal: air in system, rubber hose weak and expanding under pressure.

Excessive pedal travel: Worn friction material or misadjusted shoes

Squealing: Dust, incompatibility of friction material with contact surface, loose disc pads Pulsation in pedal:

Front rotor warped Pulsation in chassis/body: Rear drums or rotors warped.

Pedal sinks: Hydraulic leak; Pedal is at first hard and then slowly sinks: master cylinder seal leaking in the bore.

TOOLS OF THE TRADE

A proper brake job can be accomplished with normal mechanics tools—with the exception of a brake spoon to adjust drum systems. Specialized brake service tools will make the task easier and faster, but in most instances are not required. The following is a list of dedicated brake tools that would be an asset to have. Cost will vary with quality and manufacturer, but in most instances everything listed can be purchased for \$200.

Brake spoon (I have had the same one for 35 years)

Caliper piston retraction tool (I use the pads and a c-clamp)

Drum brake spring pliers

Drum brake retaining spring tool

Bleeder wrench

Also a great idea to check your wheel cylinders regularly.

*Til next month
Keep the shiny side up
and the greasy side down.*

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

Small Block Quadrajel manifold [\$40]; Kenwood AM/FM Cass & CD Controller [\$100]; Kenwood 6 CD Changer [\$50] 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.

What was the R.P.O. Z-11 ?

The R.P.O. Z-11 optioned Impala was designed for one reason and one reason only... *Racing*. Cubic inches were climbing fast in '63 and the Z-11 427 Impala was Chevrolet's way of keeping up with Ford, Pontiac, and Chrysler at the track.

The 427 was a modified 409 engine. The stroke was increased, special heads, valves and intake manifold were added. Fuel was supplied by 2-4bbl Carter AFB carburetors. A special cowl induction air cleaner was also used.

Answer from Sept 2012 Edition



TRIVIA

What was the 1st year that Chevrolet used the Bel Air name?

Answer in Nov 2012 Edition

Sept Trivia and Photo Winners - David Smith, Les Shelton

GUESS THE YEAR & MAKE

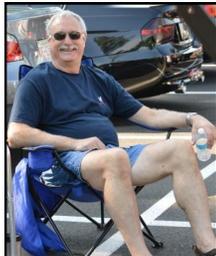


Send your answers to Jeff Hopp at jhopp55@att.net



Larry Deal's 1958 Impala

OUT AND ABOUT WITH PCCC



Photos By - Don Mende, Lee Caplan, Rick Lewis, Lisa Lewis, Jeff Hopp