



The Official Newsletter of  
The Piedmont Classic Chevy Club

## *THE BOWTIE BULLETIN*

October 2013

Message from PCCC Vice Prez  
Club Info and News  
2013 Social Events  
Local Car Events  
Our Sponsor Profiles  
Feature Article  
PCCC Parts & Swap  
Out & About Photos

*Next Scheduled  
Meeting - Monday  
October 28, 2013*

*This  
Month's  
Contents*

Chris Fanelli with  
his 1955 Chevrolet



### MESSAGE FROM THE VP

I recently returned from a trip to Monterey, CA. I went out there with my wife to relax, drink some wine, and see the sights. We headed down to Fisherman's Wharf in Monterey, and came upon a classic car show with well over 100 entries parked everywhere. What a pleasant surprise. Talking with some of the participants I learned this is a 3 day event held annually to raise money for the local Children's Hospital. Amazing, I flew 3,000 miles and it feels like I never left home. On a personal note, I came across a 1934 Ford Coupe with the same color paint as my 1939 Chevy. See the photos...



Sunday, October 6<sup>th</sup> is our annual Oktoberfest and White Elephant Auction. David Ward Jones and his team have once again organized a great event. Please support it by bringing an item to be auctioned to support our club social fund, your favorite casserole, and money to spend. You can find additional information about this event in this newsletter. Please reply to David Ward Jones as soon as possible.

Barry

***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](mailto:barrykit2000@yahoo.com)

***2013-2014 Club Officers***

President - David Smith

[dmsmith@nc.rr.com](mailto:dmsmith@nc.rr.com)

Vice President - Barry Kitchener

[barrykit2000@yahoo.com](mailto:barrykit2000@yahoo.com)

Secretaries - Jim Toups & Carol Keith

[jtoups@nc.rr.com](mailto:jtoups@nc.rr.com)

[tedkeith@bellsouth.net](mailto:tedkeith@bellsouth.net)

Treasurer - Tom Doherty

[tdoherty@mpcllp.com](mailto:tdoherty@mpcllp.com)

*Send your club dues payment to:*

***Tom Doherty***

***4008 Ridgebrook Bluffs***

***Raleigh, NC 27603***

***Club T-Shirts are Back***

Send Barry Kitchener your shirt size. The first shirt is free to all members.  
Any additional shirts will be approximately \$10

***Upcoming 2013 PCCC Social Events***

***Sunday - October 6***

**White Elephant/Silent Auction**

**Fairview Community Center on NC 1010 - 2PM**

**Bring items for auction anytime after 1230**

**Dinner at 3PM**

***Saturday - December 7***

**PCCC Christmas Banquet**

**Fairview Community Center on NC 1010 - 6PM**

Any Questions or Suggestions?

Contact David Ward Jones at 919.971.4615 or [daviddwjarchitect@nc.rr.com](mailto:daviddwjarchitect@nc.rr.com)

## LOCAL CLASSIC CAR CRUISE-INS

1st Sat - *Zaxby's Cruise In* - US 70 E, Clayton - 3PM  
1st Sat - *Cars & Coffee at Waverly Place* - Cary 8AM  
1st Sat - *Hot Nights - Hot Cars Cruise-In* - Pilot Mountain - 3PM  
1st Sun - *Back In The Day Café* - Cary - 11AM  
2nd Sat - *Char-Grill* - Atlantic Ave, Raleigh - 2PM  
3rd Sat - *Grill 57* - US 401 S, Raleigh - 2PM  
3rd Sat - *Goldston Cruise In* - Goldston - 4PM  
4th Sat - *Sonic Drive In* - NC 96 - Zebulon - 3PM  
4th Sat - *Lone Star Restaurant Cruise-In* - Knightdale - 11AM  
3rd Fri - *Andy's Creedmoor/Butner Cruise In* - NC 56 W (at Food Lion Parking Lot) Creedmoor - 4PM  
3rd Fri - *Ledo's Pizza Cruise-In* - Southern Pines - 5PM  
4th Fri - *Chick-Fil-A / Goodberry's Cruise In* - Roxboro Rd, Durham - 4PM  
4th Sun - *Chevy's Ale House* NC 55 & US 1 - Apex - 3PM

**FOR A COMPLETE LIST OF UPCOMING EVENTS  
IN NORTH CAROLINA VISIT OUR  
PCCC FACEBOOK FAN PAGE**

[www.facebook.com/piedmontccc/events](http://www.facebook.com/piedmontccc/events)

*Check the following website that David is updating  
with classic car events*

<http://www.carshowfinder.org>

*Or contact David Matthews @ [matthewsdavid1955@gmail.com](mailto:matthewsdavid1955@gmail.com)*

**Our Website is Back!!!**

*Thank you Les Shelton*

*It's Under Construction but you can view the progress at*

<http://piedmontccc.org/>

Features Include

Link to our Facebook Page

Link to the NOAA Weather Website

Calendar of events

Our Club By-Laws

Info on cruises and carshows

New Membership Form

Photo galleries

"About PCCC"

Current and Past Bowtie Bulletins

## OUR 2013 CARSHOW SPONSOR PROFILES

### **C-Mini Mart**

Located at **420 Fayetteville Rd** in Raleigh...providing gasoline, convenience store facilities and travel info.

919.772.4839

### **Cooper's Furniture**

Founded in 1929 and now a 3rd generation business offering a large selection of dining room sets, bedroom suites, living room furniture, tables, decorative accessories and bedding for your home.

**820 East Chatham Street, Cary, North Carolina 27511**

919.467.2401

[www.coopersfurniturenc.com](http://www.coopersfurniturenc.com)

### **Dynagraphics**

A screen printing business serving the Raleigh, NC area, specializing in creating custom t-shirts for many different clubs, businesses and teams

**1205 - 103 Corporation Pkwy Raleigh, NC 27610**

919.212.2198

### **Early Custom Rods**

Building and restoring classic cars in varying degrees since 2004. They can build a car from the chassis up or do something as simple as replacing a floor pan.

View their website for a list of all their services

**5909 Barber Bridge Road, Raleigh, NC 27603**

919.772.9280

[www.earlycustomrods.com](http://www.earlycustomrods.com)

### **Garden & Art Landscapes**

Custom Landscape Services serving the Raleigh area since 1987.

View their website for a list of all their services.

**5732 N Hawthorne Way Raleigh, NC 27613**

919.235.2245

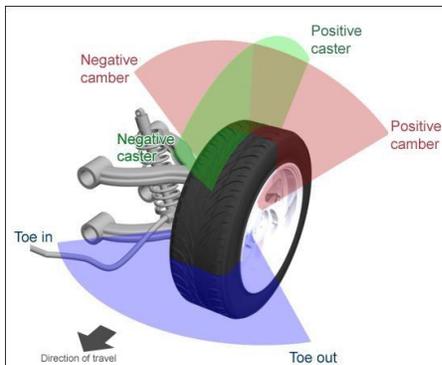
[www.landscapingraleigh.com](http://www.landscapingraleigh.com)

*Visit our sponsors websites or give them a personal visit and extend our thanks for their support*

At first glance, front-end alignments may appear to be a subject for only the most seasoned professionals. However, when you learn the basics of front end alignments, and what your suspension and steering does, it becomes easier to understand and maintain yourself. There's a great confidence that comes from knowing how to keep your car aligned. Front-end alignment is nothing more than tire/wheel angle as they relate to the road ahead. You are looking for 2 things from proper front-end alignment: handling and tire wear. In other words, you want an alignment to be so good that you and the vehicle become one, "grasshopper" (I loved Kung FU).

Proper front-end alignment is contingent on how your vehicle is loaded. Most vehicles are aligned empty. However, under ideal circumstances, you have the weight of the driver, fuel, and any contents, which also affects front-end alignment. Older cars and trucks, are based on what was available at the time such as bias-ply tires instead of the updated radial tires. This is where you have to learn what works best with today's tires and road conditions. The way you drive also affects alignment - here's how.

The three elements associated with front-end alignment: **Caster, Camber, and Toe.**



### Caster

Caster, as the word implies in degrees, is like the wheels on a shopping cart or mechanic's creeper. Let's draw an imaginary line from upper ball joint to lower. If you have a kingpin, the imaginary line is the kingpin. (The king pin was used on the front-end of older vehicles and actually still are on some of the bigger trucks today before ball joints).

It's the main pivot point for the spindle that your wheel bolts to

instead of ball joints. The wheel/tire is centered between upper and lower ball joints or centered on the kingpin. However depending upon manufacturer, the tire/wheel isn't always centered on ball joints or kingpin. If the upper ball joint or top of kingpin points to the rear of the vehicle, you have positive caster. If it points to the front of the vehicle, you have negative caster. Therefore when you have positive caster, the steering wheel will want to center because the wheel is trailing the centerline like front casters on a grocery cart. When you have negative caster, steering will be sluggish.

If ever you've been around road or stock car racing, you've probably heard the term "Ackerman Effect", which is when you get toe-out in turns, or, what is simply the difference in steering angle between inside and outside tires in turns. The steering angle of the inside tire is greater than the outside, which is what you want so the front-end can steer you right into the turn with ease. Cross-caster is where caster is different from side to side for reasons of taming crowned pavement, or to gain a specific type of handling, especially with roundy-round circle track racers. Most of the time caster is the same on both sides.

## Alignments (Con't)

### Camber

Camber is tire/wheel angle as it relates to the vehicle and road ahead in degrees. Think of camber like your own anatomy. You're either bow-legged, dead center, or knock-kneed. If you are bow-legged, that's positive camber where the top of the tire is pointed outward. If you are knock-kneed, that's negative camber in degrees where the top of the tire is pointed inward. Zero camber is 12 and 6-o'clock square with the pavement. You don't want too much camber either way because it can adversely affect tire wear. Most street applications call for less than a degree of negative camber for good cornering where tire contact patch only gets better in turns. Racing applications call for even more negative camber for hard cornering. Camber is adjusted by moving either upper or lower control arm in or out with shims, or serrated mating surfaces that lock into place.

Cross-camber is camber that varies from side to side.

### Toe

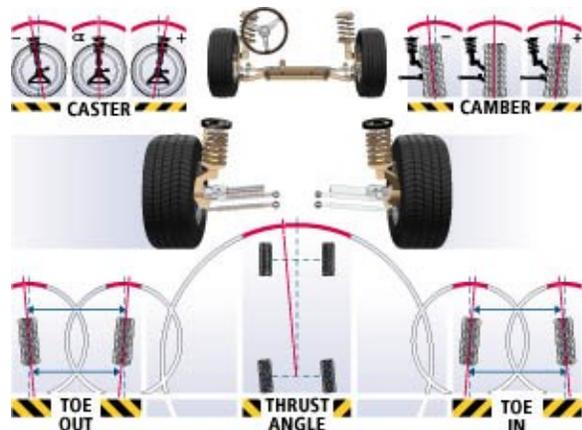
Toe is the distance between tire leading edges, versus tire trailing edges. If leading edge treads are further apart than trailing edges, you have toe-out. If leading edges are closer, you have toe-in. Most applications call for a pinch of toe-in, which allows the steering wheel to smoothly return to center. Toe-in makes the front wheels want to track nice and straight with a snappy return to center. Toe can be checked and adjusted using a tape measure or toe gauge, which is available from The Eastwood Company, (I know because I just bought one for the truck).

Either way, you measure the distance from tread to tread or sidewall-to-sidewall to determine how much toe you have. You may also use a string of a given length to measure toe.

I have had to redo the front end on Lily Mae 3 times so I

have become pretty verse on taking the front end of an old pick up off and putting it back together and this in part has been my experience.

***So until next time- Keep the shiny side up and the greasy side down.***



*PCCC PARTS SWAP*

*Contact club members listed below*

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]; Original 1970 Chevelle Grill and Stainless Trim [\$75] **Jeff Hopp** @ 919-467-9594

1957 Diecast and Model Collection [ *Call Dave for details* ] **David Smith** @ 919-518-3779

Small Block Quadrajets manifold [\$40]; Kenwood AM/FM Cass & CD Controller [\$100]; Kenwood 6 CD Changer [\$50]; 1970-1972 12 Bolt Posi Carrier [\$125]; Edelbrock 750 Performer Carb - may need rebuild [\$85]; 1972 Monte Carlo, 406 Small Block, 200R4 Trans [\$14500] **Ray Bader** @ 919-387-0479

Complete set of 4 P24560R15 BFG Radial T/A's [\$80 ea. - \$300 for all 4 *[firm]*] **Dave Peedin** @ 919.217.1014

Set of 4 BF Goodrich G-Force 255 50 R17 tires (Only 1500 miles) [\$550] **Keith Archambault** @ 919-217-9882



**TRIVIA**

*What was the **Gold V** on the 1957 hood and truck lid for?*

*The **GOLD V** indicated the 1957 Chevrolet had a V8 Engine*

*Answer from the September 2013 Edition*

*In 1977 what model Camaro returned after a 3 year hiatus?*

*Answer in the November 2013 Edition*

*September 2013 Edition Trivia and Photo Winners  
Keith Archambault, Dave Smith, Barry Kitchener, John Gilliam*



Send your answers to Jeff Hopp at [jhopp55@att.net](mailto:jhopp55@att.net)

**FROM AUG 2013**



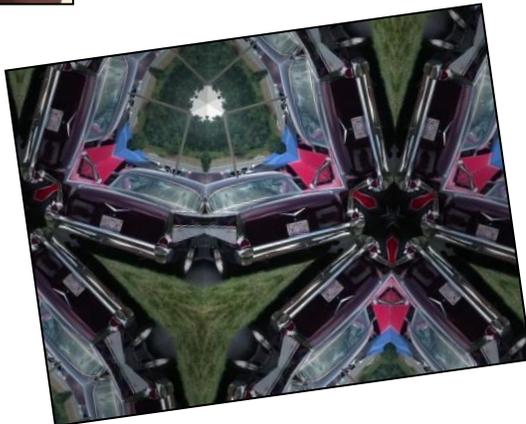
*Robert Copeland's El Camino*

*ANOTHER AWESOME FEAST - PCCC PIG PICKIN'*



*Photos By Jeff Hopp*

*OUT AND ABOUT WITH PCCC*



Photos By  
David Matthews, Jeff Hopp