

The Official Newsletter of the
Piedmont Classic Chevy Club
THE BOWTIE BULLETIN

March 2011



Don & Karen Winstead's 1972 Olds 442 Cutlass

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Next club business meeting on Monday March 28



MESSAGE FROM CLUB VP NOEL LANIER

Hey All:

Unbelievable and Awesome !! What else can be said about PCCC and the **Classic Car Display at the Dorton Arena**. Over 30 member cars displayed in the "filled to capacity" arena.

To those who sacrificed their prized "Classic" for the weekend, **THANKS** !! And, for those who were unable to participate, "wait 'til next year." Not to be forgotten, **KUDOS** to member **Marshall Wheeler** for his time and efforts to coordinate this event on behalf of the Wake County New Car Dealers Association.

As we begin to thaw out from mother nature's winter temps., some of our members will be headin' down to Myrtle Beach for the annual **Run to the Sun** car show. And if you haven't done so already, be sure to sign up to work the PCCC booth at the **Carolina Collector Autofest at the Fairgrounds, March 11-13**.

Let's get those rides polished and tuned as we get ready for another great year of cruise-ins and shows.

Finally, it's not too early to start making that "pitch" to your local businesses for sponsorships of the annual **PCCC Car Show at Lake Wheeler**.

BE SAFE AND HAPPY CRUISIN' !!!

Noel

CLUB INFO

Club President

Ray Bader

919.387.0479

raybader@earthlink.net

Club Vice President

Noel Lanier

(Club Correspondence)

919.773.2317

2nceels@bellsouth.net

Club Treasurer

Keith Archambault

(Club Dues)

919.217.9882

karchambault@nc.rr.com

Club Secretary

Cathy Hnat

919.303.2120

Catherine.Hnat@sas.com

Club Shirts and Name Badges

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) **(\$40)**

Add (\$3) for 2XL and (\$4) for 3XL

\$5 extra for embroidered name on shirt or jacket

Magnetic Engraved Name Badges **(\$6)**

Contact *Barry Kitchener* @ 919.833.0882
or barrykit2000@yahoo.com
for complete ordering details

Need to pay your 2011 Club Dues ?

Send \$25 to PCCC Treasurer

Keith Archambault

1010 Acorn Court; Knightdale, NC
27545

Contact **Jeff Hopp** if there are any changes that need to be made to your information in the PCCC Member Directory or to your Email Address.

CLUB SOCIAL EVENTS FOR 2011

Sunday June 5— Bubba Burger/Hot Dog Cook-Out at Sandling Beach.

Bring a side or dessert. Eat @ 4PM

Saturday October 1—Octoberfest / White Elephant Sale at Fairview Community Center.

Eat at 630PM

Saturday December 3—Christmas Party at Fairview Community Center

Any questions? Contact Tom @ 847-4333 or by email Camilliere@nc.rr.com
for more information

CARSHOWS & CRUISES

Select Carshows & Cruise Ins during March 2011

March 11-13—**Carolina Collector Autofest**—State Fairgrounds—Raleigh NC

March 17-19—**Run to the Sun XXII**—Located at Myrtle Square Mall (On US17) Myrtle Beach, SC

March 25-27—**Camaros for Hero's Carshow**—Fayetteville, NC

March 6—**Cruise-In at Southern Classic Cars**— Wake Forest, NC 300-600PM

FOR A COMPLETE LIST OF DETAILS AND LINKS FOR ALL EVENTS

VISIT OUR PCCC WEBSITE AT www.piedmontccc.com

WELCOME NEW MEMBERS

Bobby & Judy Jones

Louisburg, NC

1931 Ford Model A

NOTE OF INTEREST

[New License Plate Statute](#)—Submitted by Barry Kitchener and Clarification by Lee Caplan

"Any operator of a motor vehicle who shall otherwise intentionally cover any number or registration renewal sticker on a registration plate with any material that makes the number or registration renewal sticker illegible commits an infraction and shall be penalized under G.S. 14-3.1.

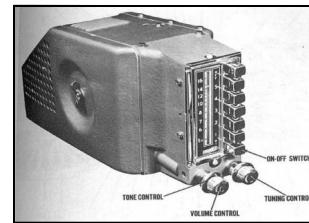
Any operator of a motor vehicle who covers any registration plate with any frame or transparent, clear, or color tinted cover that makes a number or letter included in the vehicle's registration, the State name on the plate, or a number or month on the registration renewal sticker on the plate illegible commits an infraction and shall be penalized under G.S. 14-3.1."

FEATURE ARTICLE

The History of Car Audio—Submitted by Jeff Hopp

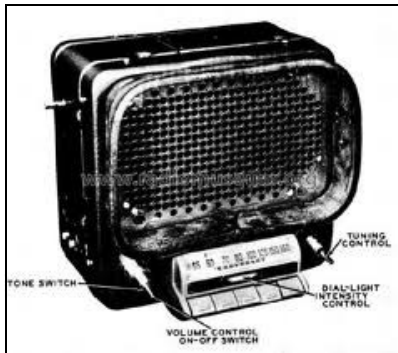
Radio was invented in the early 1900s but did not come into widespread use until the 1920s. Early car radio experimentation was done in 1922 by George Frost. The earliest listing of a car radio in "Radio Collector's Guide 1921-1932" is the Airtone 3D in 1925. Mass production of car radios began in 1927 with the Transitone TH-1. Two years later two brothers in Chicago, Paul and Joseph Galvin of Galvin Manufacturing, developed a car radio that was marketed in 1930 by Motorola as model 5T71.

By the 1930s, AM car radios were common. In 1952 the first FM tuner to join the AM band in cars was introduced, although FM radio listening remained scarce all decade. The advent of the portable transistor radio in the late '50s created another way to listen to radio while moving in a car.



The 8-track tape player made its debut in Ford vehicles in 1965, nine years after Ford began to feature similar 4-track tape players.

This system of tape cartridges won over turntables in the car because cartridges were more stable and gave the listener more control. An album was divided into four stereo programs, accounting for the eight tracks.



Cassettes were introduced in the early '60s and made their way into the car by 1970. Cassettes became the most popular audio medium in 1977, as 8-track tapes faded. FM became so popular in the '80s that AM stations had to reinvent themselves, leading to more talk and sports channels. With the expansion of radio dial choices for drivers, button-pushing became part of the common listening experience. The compact disc was introduced by Philips and Sony in 1982, and the first CD players in cars arrived in 1984. A year later, automatic CD changers began to appear in cars.

The cassette remained viable through the '90s but inevitably was overshadowed by the CD. The cassette had been the best medium to date for making "mix tapes" that were ideal for road trips. People making their own CD compilations paralleled the rise in popularity of personal computers. DVD players first appeared in 1996. The 2000s marked an acceleration in the development of portable digital gadgets. The iPod and MP3 players became accessories for car listening. Another new package of listening choices came with Sirius XM, a satellite radio company offering hundreds of channels that can be heard around the world.

Excerpts taken from an article on the internet by Alex Cosper

David Smith's TECHNICAL TID BITS

Basic Carb Tuning for Dummies—Submitted by Jeff Baum

This will be a very basic tuning guide. This does not involve changing jets or rod sizes, just basic screwdriver tuning of the air/fuel mixture screws. You will need a standard screwdriver and a vacuum gauge.

A very basic carb tuning involves adjusting the air/fuel mixture needles so that you obtain the most desired idle - the air/fuel needles ONLY adjust the carburetors performance at idle. There are two air/fuel needle screws on the carb, and there are two basic 'settings' to tune for, one being an 'economy' or a slightly lean setting and the other being a 'performance' or a slightly rich setting. If you have relatively standard factory engine specifications without a lot of 'performance' upgrades such as larger cams, performance heads/valve train, or performance exhaust modifications, the 'economy' tune would probably be better suited. Otherwise, the 'performance' tune would be desired.

Edelbrock Carburetor

Economy - With the engine running at a normal operating temperature, starting with either air/fuel adjustment screw, turn the screw in or clockwise slowly until the idle just starts to drop, then turn the screw back (counterclockwise) 1/4 - 1/2 turn. Then, adjust the other air/fuel ratio screw the same. Finally, adjust the idle screw to a desirable idle setting.

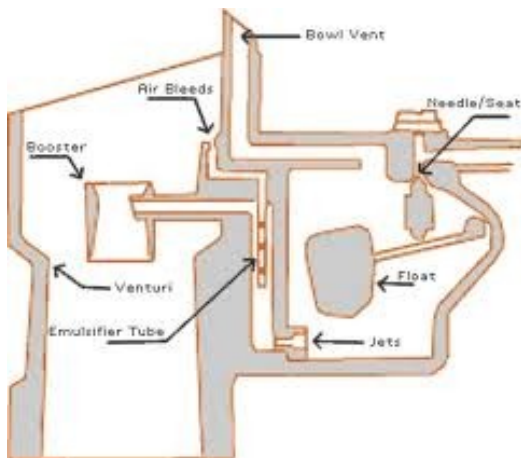
Performance - Same as economy, except you want to initially turn the screws out (counterclockwise) until the idle just starts to drop, then turn 1/4 - 1/2 turn back in (clockwise), and reset idle at desirable setting.

Holley Carburetor

The same basic principles apply to the Holley carb. However, Holley carbs have the air/fuel mixture screws on the sides of the carb rather than the front, one on each side. Holley also recommends only turning the air/fuel mixture screws 1/8th turn at a time, and making the same number of total turns for each screw - if the left side screw gets turned 1/2 turn total in a clockwise direction, then the right side screw should also be set at the same 1/2 turn total clockwise.

A Step Beyond - Vacuum Tuning

You can 'fine tune' your carburetor to a degree by use of a vacuum gauge. This involves adjusting the air/fuel mixture screws so that you obtain the greatest amount of vacuum possible.



David Smith's TECHNICAL TID BITS (Con't)

Edelbrock Carburetor

A basic Edelbrock carb has 4 vacuum ports. First is the larger port on the rear of the carb - this is generally used for a vacuum line that runs to your vacuum-assisted brake booster. Second is the larger port located dead center on the front of the carb - this is generally used for the PCV (Positive Crankcase Ventilation) valve. Third is the smaller port on the passenger side front of the carb - this is generally used for the vacuum advance on the distributor - this port is the 'timed' or 'ported' vacuum source. Fourth is the smaller port on the driver side front of the carb, generally these days unused, but older applications required a vacuum source for an automatic transmission, and some applications used it for the fuel evaporation canister - this port is the 'manifold vacuum' source.

Keep in mind that any and all vacuum ports on a carburetor (or intake) must be used or capped off at all times - otherwise you have a vacuum leak which greatly affects engine idle, engine performance, and general engine running characteristics.

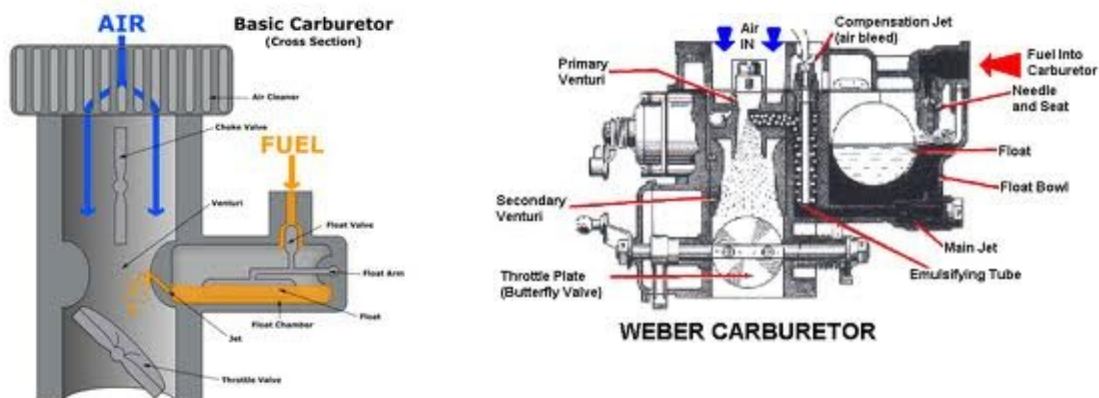
First, you want to remove the existing vacuum line from the small vacuum port (manifold vacuum) on the driver side front of the carb, and attach the vacuum gauge in its place. Then start the car, and slowly adjust the air/fuel mixture screws in 1/8th turn increments, one at a time and switching between the two, until you reach the greatest vacuum possible. Lastly, adjust the idle adjustment screw to desired idle setting.

Holley Carburetor

The same basic steps are required for the Holley carburetors, but the vacuum ports differ in location. Most Holley carbs have 3 vacuum ports, a large one in the front for the brake booster and/or PCV valve, the timed or 'ported' vacuum port on the passenger side close to the choke mechanism, and the manifold vacuum port on the rear coming out at an angle. With the Holley carb and vacuum tuning, you want to connect your vacuum gauge to the rear manifold vacuum port, and adjust each air/fuel mixture screw the same amount, in the same direction, in 1/8th turn increments until you achieve the maximum amount of vacuum at idle.

Great tuning videos online from Edelbrock: http://www.edelbrock.com/automotive_new/misc/tech_center/install/tech_vids.shtml

Great info from Holley: <http://www.holley.com/TechService/Library.asp>



CARS & PARTS CLUB SWAP

Looking for factory (stock) rims (15x7) for a 1968 Chevelle.

[Robert Copeland](#) @ 919-633-4713

Looking for 1957 Chevy Steering Column (*Need full assy*) - parts below steering wheel that cancel left and right turns. [Linwood Johnson](#) @ 919-963-3860

1970-72 Chevelle Original Dash Pad (\$75); Chrome trans pan for TH350 (\$20); New package tray for 70-72 Chevelle (\$30); 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 (\$100 for pair) [Jeff Hopp](#) @ 919-467-9594

Original Delco AM/FM radio from '78 Camaro (Not working) (\$10); AM/FM/CD from Ford Explorer (needs repair) (\$10); 6x9 Speakers from Grand Prix (\$20); Stock Air Cleaner Assy from 78 Camaro (\$25); 3-Bolt radiator support (\$10) [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)

[Ray Bader](#) @ 919-387-0479

T-10 (4) speed trans (from Pontiac Trans Am) Needs Synchronizers (\$200); Saginaw 4 speed trans, all gears there, needs Synchronizers (\$100) [Don Mende](#) @ 919-676-6329

Holley 670 cfm carb (\$150); GM Performance Die-Cast Aluminum valve covers for BB (\$60) [Andrew Odins](#) @ 919-803-4778

Used Front and rear window regulators for 1970-1972 Chevelle and Monte Carlo very good condition (\$30); New Hurst replacement shifter handle and chrome ball (2 bolt mount) 67-70 Camaro Nova or Chevelle (\$10); 3 sets new A-Arm shields (by re-pops) 1970-1972 Chevelle w/metal inner fenders (\$5. ea). [Dave Smith](#) @ 919 518-3779

Campbell Hausfeld "Iron Force" Pneumatic Tools and Accessories with plastic carrying case, New, Never used (\$95); One T-3 Headlight (\$10); Aftermarket Waterpump (\$25); Electric 1 – ton jack (\$35). [David Ward Jones](#) @ 919-971-4615

Info for ads must be submitted by the 20th of each month

Contact members listed for more details on items for sale as space will be limited.

Only cars or car related items for sale will be accepted for posting in the newsletter. Once items are sold contact [Jeff Hopp @ suncrest@nc.rr.com](mailto:suncrest@nc.rr.com) to have item removed or if changes are required.

CARS & PARTS CLUB SWAP

Pneumatic Tools For Sale

Campbell Hausfeld (CF) Impact Wrench PL 150279 (\$69); Ingersoll Rand 311G Sander (\$69); Sanding Pad (\$15); Impact Wrench Socket Set (\$30); 3/4" Chrome Deep Socket (\$4); 5" Chrome Socket Extension (\$3) **ALL NEW**

Accessories, Attachments and Fittings

Campbell Hausfeld (CF) Air Blower Attachment with reduction Fitting and Air Tip; Tire Valve with Quick Release Fitting; Extended Tire Valve with Quick Release Fitting; Brass Quick Release Fitting with Reducer and Adapter Nipple; 2 Female Quick Release Fittings; 1 Male Quick Release Fitting; Large Tool Box with Tray (**All for \$15**)

Bench Grinder: Craftsman 6" *Variable Speed* Double Wheel Grinder (\$59); 3 Ton Hydraulic Floor Jack (\$60); Two 3 Ton Jack Stands (\$40); 8' x 8' "Car Show" Folding Tent with Caster Bag (\$50); Wood TV Tables (\$40) [David Ward Jones](#) @ 919-971-4615

MY FIRST CAR

My first car is the one I drive to the shows, displays and cruise ins. It's a 1962 Chevrolet Impala SS with a 327CI/250 HP, solid white with red interior (original). All chrome and emblems are original. The car was purchased on August 7, 1962 by my dad for me but he never drove it. The car has 35,000 original miles on it. The car was garaged from Feb. 15, 1967 until Oct 12, 2006 (39 years and 8 months).



Submitted by Wes Hilliard



Hector Lerena's 1971 Chevelle Dash



Andrew Odin's 1968 Chevelle Dash

OUT AND ABOUT



Classic Car Display at Dorton Arena



Photos by Noel Lanier, Ray Bader, James Bullock & Jeff Hopp



Marshall Wheeler's 1965 Chevelle Dash

WHAT IS IT?
Guess the year, make and who in the club owns the car



Winners from Feb
Marshall Wheeler
and David Smith

