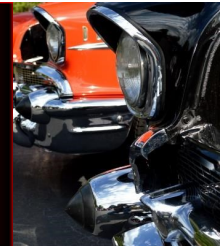


THE BOWTIE BULLETIN - MARCH 2014

The Official Newsletter Of The

PIEDMONT CLASSIC CHEVY CLUB



This Months Contents

*Message from PCCC President
Club Info and News
2014 Social Events
Local Car Events
Welcome New Members
Our Sponsor Profiles
PCCC Parts & Swap
Photo Puzzle and Chevrolet Trivia
Cool Stuff from PCCC Members*



Rick Bowers' 1961 Corvette

Greetings from our PCCC President

Greetings fellow car enthusiasts. I can not believe how fast the time has gone. So many things are going to be upon us in no time at all. The Pink Ladies "Spring Fling Yard Sale and Chick'n Pick'n" is just a week away, the Carolina Collector Auto Fest is 2 weeks away and before we know it Our Car show will be here. Great times to be had in the coming weeks. What a joy it was to get our vehicles out to the Auto Show even though the weather tried to stop us. A BIG thank you to all who attended and a very special thanks to Marshall Wheeler for putting it all together. Ray Bader finally got his 454 back into the Monte with help from Brian Anzak, David Matthews and Max Cooper. I sold the Monte and bought Brian Anzak's 67 Pick Up. Pat calls it the "Electrical Banana" I call it Mellow Yellow. I was thinking about a "What should I call it" contest with the winner getting a hamburger paid for by me at Kick Back Jack's on a Tuesday night.

I want to wish Roger and Margaret a Happy Anniversary this month, they are in Florida and missed all the good weather up here. The lucky dog's... any way I hope they had a blast. Rogers 64 Impala is the featured Car for our car show this year, celebrating 25 years. I would like to thank everyone who has volunteered their time for the Carolina Collector Auto Fest. There are still a few spots open if any body would like to help out. Check with Les Shelton for updates.

I am really looking forward to getting out and joining other club members once the weather warms up. Hit the road and let the ponies fly... See ya there.

Next Scheduled Meeting - March 24, 2014

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/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 [\$10.70]

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

2014 Club Officers

President - David Smith

dmsmith@nc.rr.com

Vice President - Barry Kitchener

barrykit2000@yahoo.com

Secretaries - Jim Toups & Carol Keith

jtoups@nc.rr.com

tedkeith@bellsouth.net

Treasurer - Tom Doherty

tdoherty@mpcllp.com

Send your 2014 club dues payment to:

Tom Doherty

4008 Ridgebrook Bluffs

Raleigh, NC 27603

Stay Tuned For Upcoming 2014 PCCC Social Events

Any Questions or Suggestions? Contact David Ward Jones at 919.971.4615 or davidwdwarchitect@nc.rr.com

The Pink Ladies Invite you for a
Spring Fling Yard Sale & Chicken Pickin'



March 1 @ 530PM at the Fairview Community Center located
at 4501 Ten Ten Road, Apex, NC.



Please bring a side dish to share.

Our desert will be a special treat...an Ice Cream Bar with all the toppings.

Please have any (Girl or Guy) items you bring to the Yard Sale priced unless it is a free gift.

All the money from this event will go to Our Club Social Fund.

Any unwanted items that are not sold will be given to a charity
if you do not want to bring them home.

Please RSVP so we have a head count for dinner via Facebook or to Chris Peedin via email
crystalclean67@aol.com or phone: 919-217-1014

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

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

www.facebook.com/piedmontccc/events

<http://piedmontccc.org/>

Also check the following website that David is updating with classic car events

<http://www.carshowfinder.org>

Or contact David Matthews
matthewsdavid1955@gmail.com

PIEDMONT CLASSIC CHEVY CLUB
25th Annual **MADE in the USA CAR SHOW**
At Beautiful Lake Wheeler Park Raleigh, NC
MAY 24, 2014
Celebrating the 50th Anniversary of the '64 Chevrolet

PIEDMONT CLASSIC CHEVY CLUB
25th ANNUAL Door Prizes
MAY 24, 2014
8:00am to 3:00pm
6404 LAKE WHEELER ROAD Celebrating the 50th Anniversary
LAKE WHEELER PARK of the '64 Chevrolet Raleigh, NC

Sponsored by: Bobby Murray Chevrolet
Open Show to All US Makes 1990 or Older ONLY
Proceeds from the car show to benefit: Raleigh's Hilltop Home for children
Photo Plaques to first 200 Entries - Door Prizes - Music - 50/50 - Food

"Best of " Awards

- | | | |
|---------------|-------------------------|-----------------------|
| Best Chevy | Best Paint | Best Interior |
| Best Other GM | Best Engine Compartment | Best Other US Makes |
| Best Ford | Best Club Participation | Best Special Interest |
| Best Mopar | Best Street Rod | Best Truck |
- Bobby Murray's personal "Pick of the Show " Award

Registration: 8 am to 12 noon - \$10 (No pre-registration - no rain date) - Arrive presented at 2 pm
(Only 70 vehicles displayed every day 1990-2014 Year)

Directions to Lake Wheeler Park, 6404 Lake Wheeler Road, Raleigh, NC, 27602
From I-440, take exit 257. Follow Lake Wheeler Road (away from Raleigh) about 4.5 miles.

Entrance to Lake Wheeler will be on the right.

From I-85 take I-85-1010 towards Apex. Turn right onto Lake Wheeler Road.

Follow for approximately 1.8 miles. Entrance to the Park will be on the left.

Visit our club web site for more information at piedmontccc.org
Or visit our Facebook fan page at <https://www.facebook.com/piedmontccc>

WELCOME NEW MEMBERS !!

Chris & Barbara Phillips

Raleigh NC

1940 Chevrolet Special Deluxe

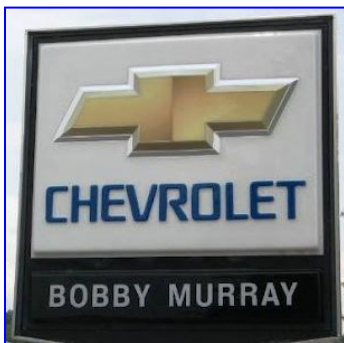
OUR 2013 CARSHOW SPONSORS

Thank you to all our business sponsors in 2013.

Profiles of all our carshow sponsors can be reviewed in our past PCCC Bowtie Bulletins from the July 2013 issue through February 2014.

We're looking forward to your continued support at our carshow on Saturday May 24, 2014.

Last but not least, a special thank you to our major carshow sponsor and partnership with Bobby Murray Chevrolet.



The success of our carshow would not be possible without their support.

Thank you from All PCCC Members !!!!





It All Started When...

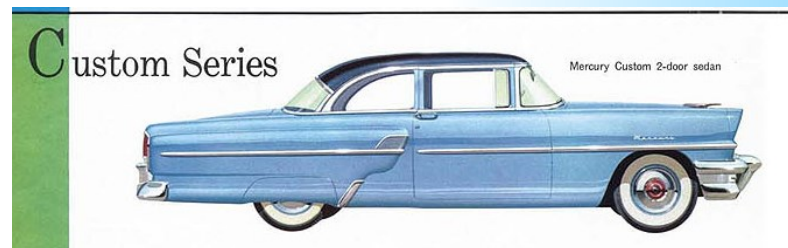
My First Car - By Denny Oestreich

When I was a boy our family became a Chevrolet family. In our area of West Central Wisconsin you were either a Chevrolet, Ford, or Pontiac family because those were the only car dealers within 40 miles. In the 1957 my dad bought a very nice used 1955 Chevy Bel Air as the family car. It was a great low mileage Chevy with a 265 V8 and a Powerglide transmission. Later in 1960 my father purchased the first new vehicle the family had ever owned, a 1960 Chevy pickup truck. I learned to drive the truck in the country when I was 14 years old. So Chevys were my first choice.

I worked after school and on weekends at no pay in a local garage behind to learn mechanical skills. Most of the time my job was to clean the sludge out of the oil pans and rocker covers. Not important engine tuning skills, but it was a start. I watched and helped on valve jobs ring jobs and standard transmission repairs. These garage repairs were not restoration, but mostly just "keep it running" type repairs for folks of limited means.

My plan for a first car began *when* I was 16 years old in 1963. I was a junior in high school and I managed to save \$300 dollars. The 55 to 57 Chevys were way out my price range, they were still about a \$1000. It would have taken me another two years to save that much money, so I had to look for a lower cost \$300 car. I started to scour the car lots for a deal. I found a '55 Mercury Custom. It was light blue with a white top. It had fresh paint, albeit "applied with a brush". The retread tires also had some tread left. The Engine was a 292 Ford V8 and the transmission was a 3 speed with over drive. Best of all, the car dealer could start it. I later learned that starting an old used car was a trick car dealers know, but do not divulge. After an agreement with the dealer and permission from my father, I paid the \$300 and drove the Merc six miles home.

The drive home was the last time it ran well for about a year. Over the next year I got enough friends together to push start the car. The '55 Merc was a 6 Volt positive ground system with a poor battery. The 292 would barely turn over in cold weather. With four friends pushing you downhill you could pop the clutch and get it started. Then everybody jumped in and away we went. You couldn't let anyone off until you got home because if you stalled it, you needed five boys to get it started again. My mother called the Merc the "Five boy car".



I took the '55 Merc into the garage where I worked and did a compression check. The compression was really low and the mechanic told me the engine needed rings and a valve job. I took the car to our home garage, took the engine out of the car and tore it down. Before I took the pistons out the mechanic came over and checked the crank shaft. It was worn beyond fixing with just new bearings. He recommended a reground crank shaft. To get the car out of his garage my father sprung for \$70 on a reground crank. I put the crankshaft and new rings in the block. The mechanic reground the valves. When the engine was back together and installed in the car, it started much easier.

It All Started When...

My First Car - By Denny Oestreich (Continued)

I gathered the four boys again and off we went for a victory lap. We drove it about 5 miles. It was really neat. The car ran well and in overdrive we got it to go over 100 MPH. This carelessness proved the theory that the amount of trouble boys can get into is directly proportional to the number of boys in a car. The boys all lived through the victory lap, but the engine did not. When we slowed down it began to knock badly and finally a connecting rod came thru the oil pan just as we pulled into our driveway.

I dropped the oil pan and looked over the damage. One connecting rod cap had come completely off. The nuts on the end of the connecting rod were not tight enough and the lock nuts were evidently not tight either. My fault! The bearings were flattened out and a connecting rod was bent. The crank shaft had one small gouge in it the size of the edge of the connecting rod bolt. The mechanic measured the crank shaft and determined the crank was ok except where the connecting rod bolt hit the shaft. The gouge was in line with the other oil holes, so we simply filed down the high spots, and replaced the connecting rod and one set of bearings on the journal. I pounded out the oil pan and welded the hole and then put engine back together.

The engine started OK and oil pressure was good. I gathered the four boys and we went for another victory lap at lower speed. On subsequent trips the engine did not start reliably and the other four boys got tired of pushing. I never did get to use the car to "cruise main street". These repair events took place over the course of a year, so I was mostly without my own usable wheels thru my senior year of high school.

By mid-summer 1964 I had saved a little money and found a really nice 1958 Impala for \$1200. I convinced the car dealer to bring the car to our house to show my father in hopes he would help finance the deal. Partly because he was tired of me bothering him to borrow the family car, to keep me out of his garage, and because I needed a car to go to school in the fall, he negotiated to buy the '58 Impala for \$850 plus the Merc as trade in. The deal was OK until my dad told me to give the dealer the keys to the Merc. I was afraid it would not start and the deal would be off. However, I forgot about car dealer magic. He turned the key, the Merc started and he drove off six miles to his car lot. I never went back to the car lot to see if the Merc was there, but I knew "my first car" would run at least six miles back to where it came from.

I was thrilled with my very cool strong running '58 Impala. There are many other good stories about "my first running car".

The Dashes



Larry Schadle's 57 Chevy



John Williams' 71 Nova



Brian Anzak's 57 Chevy

HISTORICAL TIDBITS - CAR RADIO HISTORY

The first one was introduced in **1922 by Chevrolet**. It cost a whopping \$200, and with an antenna that covered the car's entire roof, batteries that barely fit under the front seat and two mammoth speakers attached behind the seat, it was about as convenient as taking a live orchestra along for a ride.



1930: First Commercial In-Car Radio - The Galvin brothers' expensive \$130 unit (a Model A Deluxe coupe cost \$540) was the first commercially successful car radio, and the first product to wear the Motorola name.

1952: First Radio With FM - AM was the undisputed king of the airwaves in 1952, but that didn't stop Blaupunkt from introducing the first in-car FM radio.



1953: Becker Mexico Introduced - Becker's iconic Mexico radio launched this year, arguably the first premium in-car radio. It had AM/FM and the first fully automatic station-search button.

1955: First "Music On Demand" - Starting in 1955, Chrysler offered a small turntable in its high-end cars, playing proprietary seven-inch records with about 45 minutes of music. It was a bust.

1963: First All-Transistor Radio - A number of manufacturers introduced transistors to their aftermarket car radios in the early 1960s, but Becker's Monte Carlo was the first to be fully "solid state"—no vacuum tubes.

1965: First Eight-Track Tape Player - Predecessor to the cassette, the eight-track was a loser from the start and was dead by the early '80s. Ford and Motorola jointly introduced in-car eight-track players this year.

1969: First Stereo - Becker's Europa was the first in-car stereo setup, with the tuner amplifying two channels instead of one.

1970–1977: Cassette-Tape Players - The rollout of cassettes allowed for one of mankind's greatest achievements: the mix tape. This development also heralded the creation of branded aftermarket cassette-tape players from Alpine and Pioneer, among others.

1982: Bose Becomes First Premium Stereo System - Bose and GM's Delco teamed up to offer the first "designer" stereo system. Bose sank money into car-specific development; rather than just producing an expensive head unit, it was marketing the entire system to Oldsmobile, Buick, and Cadillac shoppers.



PCCC PARTS & SWAP

Contact club member for more details

Long Style Cast Iron Water Pump (for small block) [\$25]; 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) [\$20]; 5 Gal Shop Vac [\$20]; K&N 13x2 Washable Air Filter [\$10]; 14x3 Air Filter [\$5]; 68-72 Chevelle Fuel Tank Door/License Plate Mount [\$10]; 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] **Ray Bader** @ 919-387-0479

In 1947, Chevrolet contemplated a smaller companion model evolved under a program called "Cadet." Though different configurations were considered, the final prototype was an orthodox four-door sedan with smooth bathtub styling, 108 inch wheelbase, and a scaled down StoveBolt Six. But after spending a few million dollars, management decided there was no need for a compact in the booming postwar seller's market, especially as the Cadet would have cost as much to build as the standard Chevy.



Chevrolet also used the Cadet name in the early 1980's for the Cavalier Station Wagon.

What Chevrolet model was the only American designed, mass-produced passenger car to feature a rear-mounted air-cooled engine?

Answer from the February 2014 Edition

Thanks for the info Barry

Answer in the April 2014 Edition

February 2014 Edition Trivia and Photo Winners

Ray Bader, Jim Beedenbender, Rick Mangrum, Barry Kitchener, Tom Doherty, David Smith (1/2 point)



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

FROM FEBRUARY 2014



Rick Mangrum's
1978 Camaro Z28

COOL STUFF FROM PCCC MEMBERS

Mark Herbert's 1963 Nova



Mark picked this 1963 Nova up in Newport. It's a two owner NC car. With an older restoration. It's 400 series Chevy II with original six and power glide, but now a built small block 400 and TH350. Mark is looking to upgrade brakes to disks and put the interior back to original with a stock steering wheel, but keep the 67 nova bucket fronts seats. It sure is a pretty solid car.. Mark plans to get minor body work done and a repaint in the fall. Mark says "Its a blast to drive, a 2400lb rocket....just can't stop it with 4 drums! "



"What you don't know won't hurt you" By Dave Peedin

Believe it or not, this can was in perfect condition until I had to surgically remove it from the passenger side front fender and the inner wheel well of my 67 Camaro. I have no doubt, this was done on the assembly line in 1967 at the Van Nuys, California plant when the car was built. I know for a fact these things went on back in the day.

My first brand new service truck was a 1972 Chevy C20 3/4 ton pick up. I pulled the vinyl mat up because I kept feeling a lump under my feet. Low and behold, an assembly worker had polished off a pint bottle of Old Crow, broken it up, placed it neatly at the base of the seat, and sent the truck through the paint process. The rubber mat was installed over the freshly painted liquor bottle and on down the line.

Recently, there was a TV documentary on a Chrysler assembly plant showing workers going to a nearby park during their lunch hour and smoking dope and drinking beer, then going back to finish their shift!

Sometimes, I guess your better off just not knowing.

That's my story and I'm sticking to it