



## THE BOWTIE BULLETIN

The Official Newsletter  
Of The **PIEDMONT CLASSIC CHEVY CLUB**

*APRIL 2016 EDITION*



Gary Wray's Chevelle

### *This Months Contents*

*Message from our PCCC President  
Club Info, News and Social Events  
Feature Articles  
PCCC Parts & Swap  
Photo Puzzle and Chevrolet Trivia*

### *A MESSAGE FROM OUR PCCC PRESIDENT*

I think spring has arrived, well my allergies think so anyway. There are so many things blooming including cruises, shows and outdoor gatherings.

I would just like to remind all of a few coming up quickly, April 15-17 is the Good Guys show that we are hosting again this year at the State Fairgrounds, May 1st is our Fish Fry at Linwood & Mavis's house and of course our show on May 28th at Lake Wheeler.

On another note after talking with the new owners of Capital Chevrolet ( Bobby Murray) We still have a meeting place for about another year, also they are more than willing to be our sponsor as Bobby was. The flyers for our show have been changed and all is right with the universe once again. Mark Roberts is the Spokesperson for Capital and he will be at our show a to pick the Capital Choice winner. So until we meet again I wish you all well and hope we have another great year for PCCC.

David Smith

*NEXT SCHEDULED BUSINESS MEETING — MONDAY MARCH 28, 2016*

**CLUB INFO • NEWS**

***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

***2016 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 2016 PCCC Dues payment to:*

*Tom Doherty*  
*4008 Ridgebrook Bluffs*  
*Raleigh, NC 27603*

For a complete listing of carshows and cruise in's contact club member

David Matthews for a complete listing of carshows and cruise in's.

Email—matthewsdavid1955@gmail.com

For a copy of any past PCCC Bowtie Bulletin Newsletter, contact Jeff Hopp @ *jhopp55@att.net*

Contact PCCC Treasurer Tom Doherty @ *tdoherty@mpclip.com* for copies of the PCCC Member Directory

***PLANNED PCCC 2016 SOCIAL EVENTS***

***May 1, 2016—Fish Fry***

***October 2, 2016—BBQ***

***December 3, 2016—Christmas Banquet***

Any Questions or Suggestions?

Contact **David Ward Jones** at 919.971.4615 or *daviddwjarchitect@nc.rr.com*



2016 MADE IN THE USA CARSHOW



**PIEDMONT CLASSIC CHEVY CLUB**  
**27TH ANNUAL** **MADE IN THE USA** **CAR SHOW**  
**MAY 28, 2016**  
 Celebrating 50 years of the 1966 Chevrolet



**Show for ALL AMERICAN Makes ONLY 1990 and Older**

**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 Other GM  
Best Ford  
Best Mopar

Best Paint  
Best Engine Compartment  
Best Club Participation  
Best Street Rod

Best Interior  
Best Other US Makes  
Best Special Interest  
Best Truck

Capital Chevrolet “Pick of the Show” Award

**Registration: 8 am to 12 noon - \$20 (No pre - registration - no rain date)**

**Awards presented at 3 pm**

**(Sorry No vehicles displayed newer than 1990)**

Location: Lake Wheeler Park, 6404 Lake Wheeler Road , Raleigh, NC 27603

Visit our club website for more information at [piedmontccc.org](http://piedmontccc.org)

Or visit our Facebook fan page at <https://www.facebook.com/piedmontccc>



Help us help the Children sign up to be a PCCC Car Show Sponsor for Only \$50 for more Information Contact any PCCC Club Member or email Les Shelton at

[iiiilps@aol.com](mailto:iiiilps@aol.com)



## David Smith's Technical Tidbits—Guide to Junkyards

Reasons To Use and Not To Use a  
Recycler Point, Counterpoint  
Junkyard Q & A

Junkyards — oops, "recyclers," to use the term favored by the politically correct — can be great places to get parts. After all, all of the other parts on your car are used... so what are you worried about? Going to a recycler for parts can be a little intimidating for the virgin scrounger. So, I thought I'd pass along a few suggestions from my decades of experience digging for parts!

I can think of at least four great reasons to use a salvage yard or a recycler:  
You can often save a bundle of cash.

Every time you use a part from a recycler, you're helping to save the environment.

When you buy a used part, you're generally buying an original equipment manufacturer part.

You're buying a part that's been field-tested! (Okay, maybe this last reason is a little lame. But, all the other parts on your car are used, right? Why run the risk of incompatibility and rejection?!)

Of course, I can also think of four great reasons not to use a recycler, including:

Many junkyards — oops, "recyclers" are patrolled by rabid Dobermans, Many are owned by guys named Butch who swing crowbars first and ask questions later, and are populated mostly by teeming colonies of tetanus bacteria.

You might lug home a 400-pound part only to discover that it doesn't work.

You might install that 400-pound part... and then discover that it doesn't work.

All of the statements on both lists are true, of course. And your likelihood of success varies from recycler to recycler.

Not all recyclers are created equal. Like any other business, there are reputable guys who run well-organized operations... and there are unscrupulous, disorganized characters who see only dollar signs when a customer wanders in the door. Some recyclers will meticulously remove and inventory parts...while others will leave everything to rust in the north 40. Junkyards — oops — "recyclers" — suffer from an image problem. For example, when you think of salvage yards, do you think of rabid attack dogs? We thought so.

Not all of that reputation is undeserved. But a lot of it is.

So, what's the truth? Somewhere in the middle, is my humble opinion.

Topic: Salvage Yards And Real Estate Values



Point: Junkyards are — how do I put this diplomatically? — not usually located in the posh zip codes.

The Recycler PR guys will tell you: Most junkyards provide clean, computerized search rooms, along with cappuccino and paintings of stately Victorian women.

Topic: Junkyards... and Canine Domestication

Point: You don't really think that it was by chance that Jim Croce used the line, "Meaner than a junkyard dog," now do you?

## David Smith's Technical Tidbits

Topic: Employee Career Histories

Point: Be polite around salvage yard employees. Many are wrench-wielding ex-cons.



Topic: Parts Management Protocols

Point: Sure, some recyclers are good about sorting parts. But, others will still send you packing to the back forty, to scrounge through a Mount Everest of rusted parts.

Topic: Recycler Pricing Policies

Point: Like any other business, there are dubious characters who will do anything to make an extra buck. Or three hundred.

Topic: Getting Assistance With The Part You Need

Point: The fact is, most of the time you're out of luck if you show up at a recycler and don't know what part you need.



1: Back to the rabid Doberman "does your dog bite?"

No. But that's not my dog. If that's of primary concern to you, maybe you should just take your car to the dealer.

2: Can a junkyard — oops, recycler — figure out what parts I need?

In most cases, recyclers are not in a position to tell you what parts you need.

Recyclers can't diagnose problems for you. They're strictly in the parts business. You should know what you need before you arrive. If you don't know what the part is called, but you are able to point to it, a dealer can probably identify it for you and tell you what it is.

3: My mechanic will be doing all the work for me. Should I ask him to look into using parts from a recycler?

Sure. In fact, if a mechanic is going to be doing the work, you should let him deal with the recycler.

Unless you ask, your mechanic may shy away from using a recycler, since the risk and hassle to him are increased. For example, he makes the same markup on a used part as a new part, and the same amount on the labor, but since a used part is less reliable, his chances of having to do the job again increase, so he's taking a greater risk. However, some mechanics deal with recyclers on a regular basis, in which case the yard may be more careful about the quality of parts they sell him, not wanting to lose his future business. That works to your advantage. They also may give him a better price. Plus, he can help advise you on which parts are good to get at a recycler and which parts should be avoided (i.e., used Christmas tree air fresheners and upholstery from the back seat of New York City taxis). No Offense to Barry and Ray. (ex New York cab drivers) By the way, most dealerships will be much more reluctant to install recycler parts compared to independent mechanics, since it's far more profitable for them to mark up new parts from the factory.



## David Smith's Technical Tidbits

4: How do I find the part I need?

Just ask for it! Some recyclers remove parts from salvage vehicles, catalog them, and then store them more precisely than Google's indexing servers. In this case, they will already have it sorted and will bring it to the counter for you.

Other recyclers will remove the part you need from one of the cars out in the back 40 while you wait. A few recyclers still operate on more of a "buffet style" system, allowing you to wander around the yard with a set of tools and pull off the parts you want. This is also known as a "you-pull-it" yard.

5: Are there some parts I should avoid getting at a recycler?

There is no part that you should absolutely not buy at a recycler. However, some parts are so inexpensive to buy new, such as belts, hoses and brake pads, that it's hardly worth getting them at a recycler.

There are some parts about which you should be careful. If parts like brake calipers, starter motors and alternators sit outside, exposed to the elements for years on end, they can seize up or otherwise fail. The mechanic who's installing the part will be a good judge of whether the part you need should be purchased at a recycler.



6: How much should I expect to pay?

Very roughly speaking, you should try not to pay more than 50 percent of the cost of the new or rebuilt part.

So the first thing you want to do is call a dealer and find out what the part costs new. Then call around. Most recyclers know the prices of new parts and will price their used parts accordingly. But some won't, and that can lead to great deals or horrific rip-offs.

Research is key, and you may discover, after shopping around, that it makes more sense to buy a new or rebuilt part. Lower control arms are a great example. Some are \$300 new...and others cost a measly \$19.

7: I'm pretty sure I just saw a rat dragging what appeared to be a human body part of some kind across my local salvage yard last week.

Impossible. Recyclers perform a rigorous 10-step check on each vehicle for evidence of mob hits before it's disassembled. Next question?

(HAHA)

8: Can I negotiate on the price?

Like most businessmen who are interested in sending their kids to college and paying off their bookies, you'll find that recyclers don't like to negotiate on the price — but it never hurts to try. (But first do your homework. See question 6.)

In my experience, recyclers will quote you a price...and that's it. If you're really down to your last peso, you might try clutching your chest and faking a massive heart attack, but don't count on getting a break. Recyclers have to make a buck just like everyone else.



## David Smith's Technical Tidbits

9: Should I shop around?

Definitely. Call a number of recyclers. In some cases, there might be only one recycler who has the part you're looking for — but he doesn't need to know that. There's still a chance you can negotiate on the price.

10: I dropped by my neighborhood recycler last week and my car disappeared. Do you know what happened to it?

You parked it in the wrong lot. At this point, all you can do is sign the title over and collect your 50 bucks at the front desk. And when you're there, check out that huge pile of crushed cars out back. You might recognize the cube on the top. If you can, you might want to repurchase it to use as a lawn ornament. I think I have been typing too long I believe I am getting slap happy..... OOH back to work.



11: Can I get a warranty?

Absolutely. This is the thing that most surprises recycler newbies. Almost all recyclers offer a warranty on the part. Most offer 30-day-to-100-day warranties, with longer warranties available at additional cost. (Warranties are not usually available on electrical parts, however.) Some recyclers will even offer a labor warranty, often for a fee. A few recyclers even offer the additional service of actually installing the part and will usually offer a warranty on labor costs at no charge.

Ask about a warranty when you buy the part. When you get your sales slip, be sure the warranty information is written on it.

12: What about rebuilt parts? When does it make sense to get a rebuilt part instead of using a junkyard — oops, recycler?

In some cases, it might be worth buying a rebuilt part. Here's a good example: A computer for a Chevy might cost \$50 at a recycler and \$75 if bought rebuilt. In that case, you're better off with the rebuilt computer.

If you own a high-end car, however, there may be no one that makes a rebuilt computer for your car. So you may be forced to choose between a new one for \$950 and a used one for \$75... and in that case, even if the used one doesn't work, you can buy and try out a dozen more before you match the cost of a new one.



13: Okay, I'm ready. How do I find a junkyard — oops, recycler — in my neighborhood?

Find the guy on your block with a rusting hulk of a jalopy, and tail him on Saturday mornings. Alternatively, search for a national auto parts recycling database. There are a number of commercially-available options. I am not in a position to recommend one over the other, though. Just google Recycle yards in your area.

*As always keep the shiny side up and the greasy side down.*

Long Style Cast Iron Water Pump (for small block) [\$15]; Carter Fuel Pump [\$5]; Cast Water Neck [\$10]; Chrome Water Neck [\$7]; 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]; Crawler [\$10]; K&N 13x2 Washable Air Filter [\$10]; 14x3

Small Block Quadrajet manifold [\$40]; ; Edelbrock 750 Performer Carb - may need rebuild [\$85]

Fully restored "Henderson" city tag dated 1966 [\$60]  
**Ted Korab** @ 973-420-2804

The Malibu began as a trim-level of the Chevrolet Chevelle in 1964, becoming its own model line in 1978. Originally a rear-wheel-drive intermediate, GM revived the Malibu nameplate as a front-wheel-drive car in 1997. The first Malibu was a top-line subseries of the mid-sized Chevrolet Chevelle from 1964 to 1972. Malibu's were generally available in a full range of body styles including a four-door sedan, two-door Sport Coupe hardtop, convertible and two-seat station wagon.

In 1981, General Motors of Canada in Oshawa produced a special order of 25,500 four-door Malibu sedans for Saddam Hussein's Iraqi government. The deal was reportedly worth well over \$100 million to GMCL. These special-order Malibu's carried the unusual combination of GM's lowest-power carbureted V6, the 110 hp (82 kW) 229 cu in (3.8 L) engine mated to three-speed transmission with a unique on-the-floor stick shifter. All of the cars were equipped with air conditioning, heavy duty cooling systems, AM/FM cassette decks, front bench seats, 200 km/h speedometers, tough tweed and vinyl upholstery and 14-inch (360 mm) stamped steel wheels with "baby moon" hubcaps.

The Malibu was an extensively used body style in NASCAR competition from 1973 to 1983. The Laguna S-3 variant, in particular, was extremely successful during the 1975-77 racing seasons, allowing Cale Yarborough to win 20 races in those years as well as winning the NASCAR championship one year. As it was considered a limited edition model, NASCAR declared it ineligible for competition following the 1977 season, even though (given NASCAR's three-year eligibility rule) it should have been allowed to run through 1979. Beginning in 1981, the downsized Malibu body style was eligible to run, but given its boxy shape, only one driver Dave Marcus ran it in 1981 and 1982, with one victory in a rain-shortened Richmond 400 at Richmond in 1982, the popular independent driver's last win.

***Answer from the March 2016 Edition***



What did  
Fred and Charles Fisher  
establish?

***Answer will appear  
in the  
May 2016 Edition***

*Out & About with The PCCC Club*

