

THE BOWTIE BULLETIN

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

NOVEMBER 2015 EDITION



This Months Contents

Message from our PCCC Vice President
Club Info, News and Social Events
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GEORGE KAVALAK'S 1967 CHEVELLE

FALL IS HERE

Autumn is upon us, and while there are still shows and cruises going on for another month or so, PCCC is also transitioning into our Parade mode. Saturday, November 7th will be the Raleigh Veteran's Day parade. Saturday, November 21st is the Annual Raleigh Christmas Parade. This is one of the largest parades in the Southeast and the streets of Downtown Raleigh will be lined with 10's of thousands spectators. If you have not done this parade before, you must try it at least once. December will also see us participating in several local Christmas parades. Ray Bader, our parade chairman, will be sending out reminders and asking for sign-ups for the parades. Please respond to Ray's emails ASAP so he can plan accordingly.

Remember there is no December meeting, so by the time you read this there will only be one monthly meeting left in 2015. Where did the year go?!

On a personal note, my 1939 Chevy has been repaired/rebuilt after my accident back in May and is back on the road better than ever. Looking forward to showing it off at the upcoming parades and shows.

Barry Kitchener

Vice-President

Next PCCC Business Meeting ~ Monday November 23, 2015

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

2015 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 club 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

WELCOME NEW MEMBER

Todd & Kathryn Marker
Wake Forest, NC

SCHEDULED 2015 SOCIAL EVENTS



Saturday December 5, 2015 – CHRISTMAS BANQUET
Fairview Community Center on NC 1010
6:00 PM.

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

FEATURE ARTICLE—EARLY CHEVROLET HISTORY

The 1913-14 Chevrolet Type C also called the Chevrolet Classic Six (Series C), Chevrolet Model C, Classic Six or, at the time it was new, simply the Chevrolet (since there were no other models to confuse it with until 1914 when the Model H and L were released), was the first Chevrolet, and was also sold by other makes. It was a well constructed car and had a 6-cylinder engine up front with a cone clutch and a three-speed gearbox mounted at the rear axle. Henry Ford had been selling his much less expensive Model T for three years, in six models by the time Chevrolet entered the market.



The Chevrolets that followed, under the management of Durant, would be much cheaper 4-cylinder cars that competed directly with the T. The Series C Classic Six, however, was capable of 65 mph and competed against the more high-performance cars of that time. Standard equipment included a starter, four doors, a folding top, a tool box, cowl lights, and electric headlights. The 1914 Classic Six was in essence the 1913 model with a few slight changes.



The Design was penned by Etienne Planche under direction from Louis Chevrolet, the Chevy with its low running boards had a design more resembling European cars. Radiator shell and Chevrolet nameplate on the dashboard (the "bow-tie" emblem did not appear until the 1914 Chevrolet Series H and L models) were polished metal, the body, chassis and wheels were only Chevrolet blue. The hood, fenders, and splash aprons were black. Light gray striping was found on the body and wheels. The first prototype car appeared in late 1911, and Louis Chevrolet himself tested it on the back streets of Detroit. Throughout 1912 refinements were made to the design. Later in that same year the new 1913 model was released at the New York Auto Show.

Chevrolet's first engine was a liquid-cooled 299-cubic-inch, six-cylinder cast-iron block cast in three groups of two, with a T-head configuration, that produced 40 horsepower. The T-head engine is a side valve engine that is distinguished from the much more common L-head engine by its placement of the valves. The intake valves are on one side of the engine block and the exhaust valves on the other, making dual camshafts necessary. Seen from the end of the crankshaft, in cutaway view, the cylinder and combustion chamber resembles a T - hence the name "T-head". The 299 was a very large engine at that time and the only engine in the C Series. In 1913 the ignition was a Simms magneto with a compressed-air starter. For 1914 the ignition was now a Simms High Tension Magneto and the starter used was a Gray & Davis. This was the biggest Chevy engine until the 1958, 348 cid V-8.



There are only 2 Classic Sixes known to exist. The oldest example is a 1913 model, serial #93 located in the Reynolds-Alberta Museum in Canada and is an unrestored partial car. The other is also a 1913 model, serial #323 located in Flint, Michigan at the Alfred P. Sloan Museum (shown above). This car is the only complete and fully restored running example.

The Sloan Museum car was first purchased in southern Texas, the Classic 6 was driven daily until 1936, when it was bought by the Aldenhaven Family in Ft. Worth (who owned a Chevy dealership). It remained part of their collection until 1964, when it was placed up for auction. The Sloan Museum had been following the car for some time, and sent two employees to Texas with a signed check. The Chevy was twice bid up beyond the Museum's offer, but the Aldenhaven's accepted the Museum's offer any way, as they knew the car would be appreciated and well kept.

This article feature s has excerpts taken from a book called Chevrolet Chronicle and the Internet. It is solely meant for the enjoyment of club members to share some history of the Chevrolet.

The 2015 PCCC Pig Pickin'



Photos by
Dave Peedin & Jeff Hopp

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]; Crawler [\$10]; Stool w/ tool trays [\$10]; 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) [\$20]; Set of [4] Lug Nut Locks with key [\$10]; Original 1970 Chevelle Grill and Stainless Trim [\$75] **Jeff Hopp @ 919-467-9594**

Small Block Quadrajet manifold [\$40]; ; Edelbrock 750 Performer Carb - may need rebuild [\$85] **Ray Bader @ 919-387-0479**

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

1983 El Camino [\$2500]; 1988 Corvette Convertible [\$11000] **Dick Sossomon @ 919-889-4950**

Chrome rear bumper, fits 2001-2006 Tahoe, Suburban, GMC Yukon, Yukon XL, and CK 1500 pickup. One small dent, no rust. [\$50 OBO]. **Larry Marks @ 919-782-1993**

The 1st Known Chevrolet Dealership

Chevrolet was just the name of a race car driver when James Luck and his brother started a horse-and-buggy and livery-stable business in Ashland, Va., around 1907. But less than 10 years later, Luck realized that this newfangled horseless carriage was changing the way people got around -- and was here to stay.

So in 1916 he established J.N. Luck Motor Co. and started selling Chevrolet cars, says his great-grandson, Ross Luck, general manager of what is now Luck Chevrolet.

The dealership is owned by Luck's cousin, dealer principal Eddie Stiles, and uncle, Joe Stiles. "We tell our customers we've been in the transportation business 104 years," says Ross Luck. There was a brief break in that tradition, though:

His family business sold refrigerators during World War II when vehicle production was suspended. Luck Chevrolet is among the oldest Chevrolet dealerships in the United States.

Answer from the Oct 2015 Summer Edition

Chevrolet
Trivia

The 1970 Chevelle shared body parts with what other GM automobile?

Answer will appear in the December 2015 Edition

Oct 2015 Winners:
Keith Archambault
Ralph DeMichele

FROM OCT 2015 SUMMER EDITION



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

Joe Burgess's Nova





*Out & About
with PCCC*



Photos By Barry Kitchener, Jeff Hopp & David Matthews