

*THE BOWTIE BULLETIN
THE OFFICIAL NEWSLETTER
OF THE*



APRIL 2020 EDITION



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Mr. Hollywood's 55 Chevy

Special Message from Our PCCC President

WOW 2020 has been a real rollercoaster ride so far. I saw a sign today and it said "My 3 month trial of 2020 is almost up and I do not want to renew for the next 9 months." I hope all are doing well in this time of worry. I have had to cancel the March meeting and hoping not to have to cancel the April meeting. I am hoping that this will pass as quick as it came about. I know a lot of people will be out of work for a while and I hope we all get through this unscathed. If any member needs something please put it out there, I know there are people in this great club who are more than willing to help.

The chicken BBQ turned out very nice and I think Ted and Carol and all the people that stepped up to help deserve a big hand for making it a great time. I think Jeff did another great job documenting the get together with his photographic skills, thank you Jeff. On a sad note member Cliff Phillips passed away peacefully and surrounded by family and friends in Roanoke VA on March 4th. Please keep his family in your prayers and thoughts.

Everybody please stay safe and we will get through this mess and be back on the road to recovery.

I hope we can cruise together soon. And a Happy Birthday to all you April babies.

Thank you, Dave Smith

**The April 2020 Business Meeting Is Scheduled on
Monday, April 27, 2020**

**Advance Auto Store Support Center-University Building
4709 Hargrove Rd, Raleigh, NC 27616**

CLUB INFO

2019–2020 Club Officers

President - David Smith
dmsmith57@outlook.com

Vice President - Chris Peedin
crystalclean67@aol.com

Secretary - Jane Overman
medassist61@yahoo.com

Treasurer - Tom Doherty
tdoherty@mpcllp.com

Send your 2020 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

Kaye Brady
A Complete list will be posted on Facebook
and will be sent by email

kbrady.southernclassic@hotmail.com

Got an interesting project or story you would like to submit for future newsletters?
Contact Jeff Hopp at jhopp55@att.net

PCCC APPAREL

Royal Blue Polo Shirts

Including standard embroidery [\$22]

Hats

Solid Kaki, Kaki with Black Brim, Solid Black
Style will be popular soft cover type and adjustable fit
[\$15 ea]

Club Jacket Royal Blue

Including standard embroidery [\$46]

New 'Soft Shell Black Jacket

With lighter contrast collar [\$56]

Magnetic Engraved Name Badges [\$10.70]



Contact *Larry Lewis* @ 919.215.3946 or
rclarry@aol.com
for complete ordering details

PCCC Made in The USA Carshow

PIEDMONT CLASSIC CHEVY CLUB

Made In The USA
May 23, 2020 CARSHOW

Sponsored by:

Celebrating 50 years of the 1970 Chevrolet

STRUTMASTERS
 .COM

CAPITAL



CHEVROLET



Show for All American Makes 1995 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

STRUTMASTERS.COM Best of Show

Best Chevy 1969 and Older
 Best Chevy 1970-1995
 Best 1970's Chevy
 Best Other GM Entries
 Best Ford/Mercury

Capital Chevrolet Pick of Show

Best Mopar
 Best Other US Make
 Best Street Rod
 Best Truck
 Best Paint
 Club Participation

PCCC Presidents Pick of Show

Best Engine
 Best Interior
 Best Rat Rod
 Best Modified with American Power
 Pink Ladies Choice

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

Awards presented by 3 pm

(Sorry no vehicles displayed newer than 1995)

Location: Lake Wheeler Park, 6404 Lake Wheeler Road , Raleigh, NC 27603 Visit our club website for more information at 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 Pat Smith at psmith036@outlook.com

Lake Wheeler Park Rules, Pets must be restrained on a leash at all times within the park. No alcohol of any kind. Smoking is only in designated parking lots. Canopies must have a fire extinguisher and anchors.

Please mark your calendar
19th Annual
October 16-17, 2020
 HISTORIC DOWNTOWN HENDERSON, NC
 SHOW, GIVE AWARDS & GIVE AWARDS
 VANCE COUNTY TOURISM
 252-438-2222

Advance
Auto Parts
 Visit Your Local ADVANCE AUTO Today

Bring your Child 15 and under
 by the MC Booth and
 Pick up a PCCC
 Little Hot Rodders
 Decal.
 From Gangster Gary

While Supplies Last

DG **Printing**
Solutions
 & Graphic Design
919-218-9729
 Solutions to all your
 Printing & Design Needs
 Check us out on Facebook!

WELCOME NEW MEMBERS !!

*Chris and Angie Fijman
Davidson, NC*

*Ben & Heidi Hagwood
Angier, NC*

*Randall & Kellie Snider
Garner, NC*

*Dennis Huffstutler
Holly Springs, NC*

PCCC PHOTOGRAPHY



Photos By

Natalie Hummel

Jane LaRue

Jeff Hopp



CELEBRATION!!!!

JANUARY PCCC BIRTHDAYS

Don Watts
David Smith
Jane Overman
David Peedin
Terry McAllister
Maria Preteroti
Larry Sweat
Jane LaRue
Cathy Hoffman
Bill Clement

FEBRUARY PCCC BIRTHDAYS

Ron Schwitz
Dave Neumann
Jo Laverne Clark
Bill Aldridge
Floyd Barnes
Ron Watkins
Beth Cooper



MARCH PCCC BIRTHDAYS

Roger Feldbusch
Steve LaRue
John Deyoung
Carol Keith
Jim Toups
Danny Glover
Dominick Caswell
Robert Wagner
Denise Grady
George Kavalak



APRIL PCCC BIRTHDAYS

Ray Bader
Bill Ricker
Marshall Wheeler
Judy Simpson
Al Brown



BABY IS BACK—By George Kavalak

As the Chili's tune goes:
"I want my babyback, babyback, babyback...."

After the collision last March 2019 in Wilmington NC, I finally got my "baby back" last month February, 2020. It was a long wait, but worth it. It was in time to be a nice March birthday present. I want to thank B-Mac's Auto Restoration for squeezing me in, as well as the excellent work performed by the crew.



Unfortunately, the COVID-19 restrictions prevent anything but a quick drive on the highway at this time. I hope it is not another year before things are back to normal - for safely attending cruise-ins and car show events. All of the current show cancellations and postponements are a disappointment after waiting so long. Talk about having withdrawal!



In the near future I'll take the Chevelle back to B-MAC for its once-over to ensure everything is still tight and to take care of any issues that might be found during my current shake-down drives. So far I have discovered that the Vintage Air water valve operation for heat is inconsistent. Being idle for eleven months may have taken its toll, and the sticky valve most likely needs to be replaced.



As the project neared completion, we ran into an issue with the brand-new Griffin aluminum radiator; it leaked! It was replaced with a DeWitts unit which is brazed and epoxy free.

One final item that is still in the pipeline is the chrome plating of the replacement Ansen cast aluminum valve covers. In the collision one was cracked when hit by the air conditioning compressor bracket. Both were stained from the coolant that sprayed on them. Advance Plating in Tennessee, who's doing the chrome plating, has an unbelievable long work queue.

BABY IS BACK—By George Kavalak

In summary, the following items are new: powder coated chassis, front bumper, bumper brackets, battery, battery tray, radiator, radiator support, radiator shroud, grill pieces, headlights, hood latch, hood, hood louvers, hood insulation, cowl panel, air conditioning compressor, fan, fan clutch, water pump, pulleys, headers, valve covers, inner fenders, fender, rocker panel molding, wheel well molding, various emblems, red stripe tape, repainted suspension parts and repainted entire body (PPG single stage).

Special thanks to Bill Aldridge's donation of a used original '67 fender. A reproduction fender came nowhere near fitting properly without major reworking. The one from Bill fit perfectly and needed only a minor repair.

Because of the COVID-19 disruption, I haven't spent the amount of time usually dedicated to wiping pine pollen and looking over every appearance detail. That was usually reserved for the time spent at events.

However, I will take it out for a drive every week. I am so ready to put on the next 87,000 miles. And if it takes me another 17 years to do it, I will only be 91 years old! I might even need to get a hydraulic clutch by then!

Keep yourself and others safe from the virus, and keep safe with your classic when you get it on the road. Hope to see you all soon!

George Kavalak





Many men and women have the classic car bug hit them at some point in life. Maybe they want that car they dreamed about in high school (or actually drove, and still miss). For others, it's the idea of taking a rundown classic and restoring it to mint condition. Some guys just like buying investment-grade cars with hopes of profiting off them in the future. No matter what your reasoning for wanting a vintage automobile, before you buy one on a whim, let's dig into the reasons you might buy a vintage car, along with developing a plan for getting the best car for your budget and lifestyle.

Why Are You Buying a Vintage Auto?

As noted above, people buy vintage vehicles for all kinds of reasons, and being realistic about why you are buying a classic car is essential if you want it to be an enjoyable experience rather than one filled with rancor and regret.

The key is to buy for all the right reasons *for you*.

For example, you might want to get a 1965 Mustang convertible to go get milkshakes with the family. A rust-bucket/project car, assuming you have the time, money, and dedication to restore it, is going to take several years before it is roadworthy. By that time, your kids are in high school, and they have no interest in hitting the malt shop with Mom and Dad. In this case, a turnkey, ready-to-drive option may be the best bet for you.



If you're someone with lots of spare time (and perhaps money as well) who enjoys fixing anything mechanical, a full restoration project might fit your profile.

If you want to buy a unique car in immaculate condition with strong investment potential, that car is going to be doing a lot of sitting without much tinkering or driving required. But as I'll explain next, it's important to understand that most classic cars don't actually turn out to be a good investment.

Most Classic Cars Are Not an Investment



We've heard of the guy who doubled his money on a car sitting in his grandmother's garage, but most attempts to flip a vintage vehicle for profit doesn't turn out that way. The truth is that these old cars are simply that: old cars. They have carrying costs: storage, maintenance, insurance, etc. Depending on the car, these costs can run hundreds to thousands of dollars per year.

PCCC Tech Corner—Buying A Vintage Auto , By David Smith

And that's not to mention restoration costs, of both money and time. That Mustang we referenced earlier might require \$15,000 in work to get it in the condition you desire and it will still be worth about the same price you paid for it. A 1960s Corvette might cost \$40,000, require \$60,000 in restoration work, and now be worth \$70,000-\$90,000. Even if you do the repair work yourself, you might save tens of thousands of dollars in labor costs, but spend hundreds of hours in the garage away from your family. This begs the question: What is your time worth? If you like cranking a wrench on the nights and weekends, go for it. If you are thinking you will spend a couple hours a week working on a project car, you could lose interest long before its appreciated in value.



If your plan is to buy an investment-grade vehicle that you don't plan to drive but will instead park in a temperature-controlled garage, waiting for demand to push the price up, do your research carefully on what car you buy. For example, many cars from the 1950s and 1960s have had no price appreciation for a decade. One theory is that the collectors, generally aged 60+, who used to desire these cars are either dying or downsizing their collections.

Meanwhile, cars that were popular in the late 1970s to 1990s are experiencing price appreciation as the children of this era approach middle age with discretionary income to burn on collector cars.

Where to Buy Your Throwback Machine

Buying a classic car is not the same thing as buying a brand new Honda from the local dealer. You can't just walk into a dealer, pick your comfort package, engine size, interior/ exterior colors, and drive home that day with exactly what you want. To find the car you really desire, it's going to take some work.

When buying a *used* car (emphasis added because racing stripes and polished wheels may make it *seem* new in your mind), constantly remind yourself of the phrase *caveat emptor* — "buyer beware."

Buying at Auction

Classic car auctions are sexy. The crowd, the excitement, and the potential to get a deal on your dream machine all sound appealing. Here are some pros and cons for going this route:

Pros:

Auctions do a great job bringing in high-end cars that may have never sat in a consignment dealer's showroom. Some of the most desirable (i.e., expensive cars) have sold at auction rather than by private party or dealer.

Auctions can often be accessed via phone or internet, giving you the opportunity to buy a car from the other side of the world.

You can get a deal on a car with a no, or low, reserve. If only a few buyers bid on the car, you could walk out with a steal.

Cons:

The buyer has limited options for inspection. Aside from walking around the car and maybe hearing it turn over, the chance of a complete inspection is non-existent. Only after you buy the car will you begin to discover all the surprises in the car you just purchased, and remember there are no "do-overs" at auction.

The seller and buyer premiums added on to the sale price can tack on 10-25% in fees to the price of the car compared to a private party transaction.

Buying From a Dealer

Just like people, there are good dealers and bad dealers. Most classic car dealers run a consignment shop, where private car sellers leave their cars on the lot for sale. In return for handling the advertising and drumming up a buyer, the dealer receives a percentage of the sale proceeds.

Some dealers will buy the car directly from the seller and attempt to flip it for their own profit.

Pros:

Good dealers will run their inventory through an inspection before selling it.

A reputable dealer will have no problem with you conducting an in-depth inspection of the car along with bringing in an outside inspector to verify that the car they advertise is the one you are buying.

There's good negotiating power. The dealer will try to get you to come up on price, but they'll also try to get the seller to come down on price; they want to get the deal done. This is a negotiation, so do not be afraid to go in 20-25% below the asking price when starting out.

Cons:

Dealers are in the business of turning over inventory. They often do not have intimate knowledge of the car's history outside of what an inspection might garner.

Dealers are middlemen. This means you indirectly pay a higher price because the seller will be paying a commission of 10-15% of the total sale price.



Buying From a Private Party

This method takes a lot more work than buying from a dealer or auction, but you can get a great deal on a classic car if you put the time into your search.

Pros:

You deal directly with the seller. Oftentimes, they will be long-time owners, or at least more intimately know the history of the car. Some of these owners look at selling their car as giving away a child and want it to go to a good home. These collectors are the ones you want to buy from because the car's condition will generally reflect the seller's passion.

You can get a much better price here without the fees of a dealer or auction house acting as a go-between.

Cons:

This method takes work. You need to scrounge for sale ads on every car site you can find. Many sellers only list on 1-2 sites and assume that is good enough to market the car. Unless you are searching all the classic car classified sites, you might miss your deal.

You might be more likely to blindly trust a passionate private seller. Each claim the owner makes about the car should be verified, if possible. If the deal does not pass the smell test, keep moving. No one is going to sell you a rare 1970 G.T.O. Judge for half off market prices just to avoid paying auction or dealer fees. What he is probably selling is a GTO. He's made to look like a Judge in order to outsmart an uneducated buyer.



A Short Word on Prices

Classic cars come in all prices and conditions. You can pick up a near-mint condition Model T for around \$10,000-\$15,000. You can't even find a *project* Porsche in that price range.

As a broad rule, more money spent upfront will save you gobs of money throughout the life of the car. As you scroll through classic car ads, you will often see statements such as "\$75,000 invested, asking \$45,000 or best offer." Is the seller lying? Probably not. Restoration projects, especially those done at professional shops, involve hundreds or thousands of labor hours plus parts. Once the work is done, the owner may drive it around for a couple years, get bored with it, and dump it on the market. This is where you move in to save yourself thousands of dollars.

A collector car usually has no functional or practical value. Just like you wouldn't depend on a 1982 Commodore 64 for finishing your work report, you're not going to jump in your 1982 DeLorean DMC-12 to pick up your son from basketball practice in the middle of a snowstorm. In many ways classic cars are valued and priced the same way as other fine art is: condition and demand. Scarcity may add to the allure of a car, but does not always guarantee a high price. Compare this to how your kindergartener's art project is one-of-a-kind, but won't be on the block at Sotheby's next to a Klimt or Dali.

What Car to Buy — A Few Ideas for Starters

Even though something like a Bricklin SV-1 (made in the mid 1970s with a total production of around 3,000) may really be intriguing to you and cause traffic jams as people stare at you at stoplights, there are much better cars for a first-time collector. For your first classic car, like with really any collection, stick with the popular models. Here are the main reasons why the quintessential collector cars are great for first timers:

Parts availability. Many of these cars can be built out of a catalog. In some cases, you can even order an entire steel body for the car. This is important because you want access to parts that are reasonably priced and readily available.

Support. There are classic car clubs for all your major cars across the nation. Whether you are a DIY guy or simply want to join a club to talk about your passion for the car, it's nice to know there are other people in the same position as you. Many of them are more than willing to give advice or even lend a hand.

Exit. Even though you are in buying mode now, one day you will probably want to sell your car. It is a lot easier to sell a mainstream classic with an established marketplace.

Although there are many cars to choose from, below I've listed some examples by price range. This list is intended to give you some starting points based on budget as well as characteristics of in-demand collector cars. The price ranges listed are for cars in nice driver condition; they won't be perfect, but won't be in the shop every weekend either:

\$15,000-\$25,000 — 1965-1970 Mustang

This car defined a generation with over two million cars made in this time period. They are available in all conditions and dealers love these cars because the market is very established.

\$25,000-\$50,000 — 1955-1957 Chevy Bel-Air

These iconic cars are decked out in chrome and were made well before placing emission controls on cars was even being considered. Available in two-door, four-door, and convertible options, if you are looking for something with simple mechanics, this is a great place to start.

\$40,000-\$75,000 — 1963-1967 Chevy Corvette

Only made for five years, this head-turner had power that left almost all cars from its decade in the dust. The 'Vette's flat hood and distinct rear end look like no other of its generation.

Over \$75,000

At this price point, there are many different options available. These cars are often investment grade and in superb condition. Before diving into one of these cars, understand that they require extensive due diligence and thorough market research.

One point to make for this price point: everyone thinks they need an exotic, European sports car to differentiate themselves from the masses. However, *any* classic car, regardless of price, will attract attention and provide you unlimited enjoyment.

For instance, in 2000 I was driving a 1971 red Chevelle convertible. I pulled into a gas station to fill up the tank. Immediately behind me, a brand new Ferrari parked to top off too. Within minutes, my \$5,500 car had three guys hammering me with questions about it while the driver of the quarter-million-dollar Ferrari was all alone at the gas pump without anyone even glancing in his direction.



Above all, take your time and enjoy the hunt for the car. The time you put into the research will pay you back tenfold once you find the right car for you.

Contact Jeff Hopp to submit an ad
or change or delete existing ads at
jhopp55@att.net

PCCC PARTS & SWAP

Contact the PCCC Member
listed below for additional
details

62 Impala S/S hubcaps. Excellent condition (set of 4)
[\$250];
Contact **Barry Kitchener** @ 919-623-7287

Original heater core & blower motor for 1966/67 Chevelle. Perfect condition
[\$200 for both.]; **Original heater core and blower motor for 1970-72
Chevelle** - perfect condition with Temp Control panel. [\$200]; **O.E. "Spread
Bore" 4 Barrel intake off of 1968 327 Corvette engine** [\$75]
Contact **Dave Peedin** @ 919-612-6998.

Chevelle Parts - Ford Model A Parts
Contact **Bill Aldridge** @ 919-523-4619

Four brand new AC Delco 11" brake rotors and a complete set
of new brake pads available for C3 Corvettes
[Asking \$125 for all] Contact **Dave Peedin** @ 919-612-6998.

1988 Cougar LS, white with deep blue interior; fuel injected
3.8L V6, auto trans original owner, original paperwork
available. Also has set of brand new Splash Guards with
Cougar Logo and some spare Wheel Covers and Center
Caps. [\$TBD]
Contact **Robert Andersen** @ 919-749-1454

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]; Crawler [\$10]; K&N 13x2
Washable Air Filter [\$10]; 14x3 Air Filter [\$5]; 68-72 Chevelle Fuel Tank Door/
License Plate Mount [\$10]; Original 1970 Chevelle Grill with Stainless Trim [\$75];
"350" emblems (R&L) for 70 Chevelle [\$40]; Trunk Emblem for 70 Chevelle [\$30];
Grill Emblem for 70 Chevelle [\$15] Contact **Jeff Hopp** @ 919-665-9318

Classic Car Trivia— The Scat Packs



The Dodge Scat Pack was originally introduced in 1968 with the Charger R/T, Coronet R/T, Dart GTS, and Super Bee. In order for a car to enter the Scat Pack it had to be capable of running the quarter mile in the 14s (14.99 or faster). Mainly a marketing term, Scat Pack cars got twin bumblebee stripes and special decals. The Scat Pack logo was a variation on the drag-racing Super Bee found on the Dodge Super Bee. Collectively the group of Dodge performance cars was referred to as “the hive.”

Marketing teams blanketed dealerships, magazines, and television with references to “Scat City” and the full line-up of Scat Pack cars. By 1970, the family had grown to include the Charger Daytona and the Dodge Challenger and, in the final year, the 1971 Dodge Demon 340 was also included.

So successful was the entire initiative that Plymouth got into the act with its “Rapid Transit System” which would run from 1970 to 1972, and included the ‘Cuda, the GTX, the Superbird, the Duster 340, and the Roadrunner.

In 1973, however, spelled doom for most American muscle cars as insurance concerns and emissions regulations slowly choked the life out of large V8s- a sad state of affairs that would last until the mid-80s. Still, for a brief shining moment the Scat Pack demonstrated what could be accomplished with just a little creativity and a lot of horsepower, and paved the way for its own revival many decades later.

After the 2013 Las Vegas SEMA show, Dodge reintroduced the Scat Pack as optional multi-stage kits for the 2014 Challenger, Charger, and Dart, in order to mark the 45th anniversary of the original Scat Pack.

On Challengers and Chargers with the 5.7 liter Hemi engine, each of the Scat Packs were designed to add horsepower. Scat Package 1 added up to 18 horsepower and included a Mopar cold-air intake and cat-back exhaust to improve engine breathing, and a new engine controller, calibrated for the Hemi engine and new parts. You also got a Scat Package 1 badge. Scat Package 2 added a Mopar performance camshaft, along with a new engine calibration and the Scat Package 2 badge for up to 30 extra horsepower over the standard car. Scat Package 3 for the Hemi went all out and included Mopar performance CNC ported cylinder heads, Mopar hi-flow headers, engine calibration, and the Scat Package 3 badge, giving an extra 58 horsepower for a total of 433 horsepower in a Challenger equipped with the manual transmission.

For Dodge Darts equipped with the 2.4 liter Tigershark engine the Scat Packages improved both horsepower and handling. Scat Package 1 included a Mopar cold-air intake, a Mopar short-throw shifter, and Mopar performance brakes with slotted rotors and high performance brake pads. Scat Package 2 added a Mopar cat-back exhaust and an optimized engine calibration that required the use of premium octane fuel. Scat Package 3 completed the upgrades with a performance suspension with adjustable springs (for ride height) and struts (for dampening), upgraded performance front and rear sway bars, and a Mopar big brake kit with 13” vented rotors, 4-piston front rotors, and stainless steel brake lines.

The feature for this and future newsletters has excerpts taken from the Internet. It is solely meant for the enjoyment of club members to share some classic car history.

Out and About with PCCC



*Photos By
Jeff Hopp*

