

THE BOWTIE BULLETIN

The Official Newsletter
Of The PIEDMONT CLASSIC CHEVY CLUB

AUGUST 2017 EDITION

Super Sport

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Barry Kitchener's 1962 Impala

RANDOM SUMMERTIME THOUGHTS

Unfortunately, I need to start off on a sad note. Dick Beach passed away on July 18th. Dick was one of the founding fathers of PCCC and had been a member since 1974. His wit and unique sense of humor will be missed. My thoughts and prayers go out to his family.

The heat of the summer is upon us, but that does not need to keep us down. There are still plenty of shows every weekend (bring water and sunscreen) and look for some shade. There is also Coffee and Cars every Saturday of the month now and a great chance to get out early before the heat hits. Typically, these are better attended by newer cars, but there are also classics to be seen as well.

I want to give a shout out to Dave Peedin for organizing many fun cruises and "museum" tours. This has added a new dimension to our club. BTW, our club continues to grow. At last count I believe our membership is up to 105 members. We must be doing something right.

On a personal note, I am now "officially" a member of Piedmont Classic Chevy Club. I recently purchased a 1962 Chevy Impala SS. A true survivor. Rest assured I will be reaching out to our club for advice and help as I work on it.

Barry

Next Scheduled Business Meeting — Monday August 28, 2017

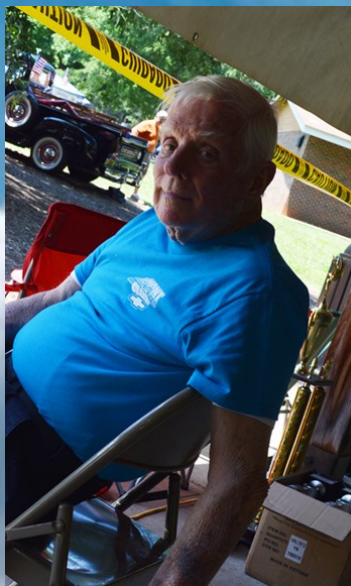
****NOTE OUR NEW MEETING LOCATION****

VFW Post 7383
522 Reedy Creek Road
Cary, NC 27513

The Loss of Our Friend

Dick Beach

1930—2017



PCCC INFO

2017–2018 Club Officers

President - Barry Kitchener
barrykit2000@yahoo.com

Vice President - Chris Peedin
crystalclean67@aol.com

Secretary - Jane Overman
medassist61@yahoo.com

Treasurer - Tom Doherty
tdoherty@mpcllp.com

Send your 2017 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.

matthewsdavid1955@gmail.com

If any PCCC Member has 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
[**\$11 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

WELCOME NEW MEMBERS

Shawn & Gay Daniels
Willow Springs, NC

Tim Martin
Zebulon, NC

PLANNED 2017 PCCC SOCIAL EVENTS & CLUB CRUISES

Cruise in at Toyota Of Henderson
Date—To be determined

Kitty Horton/Homestead Steak House
Lunch & Tour
Date—To be determined

Hot Nights/Hot Cars Cruise
in Pilot Mountain
October 7th

Any Questions or Suggestions?

Contact Carol Keith at 919.847.5515 or David Peedin (Travel Coordinator for car cruises) at 919.612.6998



A Busy PCCC Weekend Peedin Lunch and Tour I (PLT1) By Denny Oestreich

On Sunday May 21, 2017, I joined the PCCC group for the first Peedin Lunch and Tour (PLT1). The tour went to see Vernon Creech's car collection. There were 24 PCCC vehicles meeting at the Walmart parking lot in Knightdale. The first stop on the tour was lunch. After leaving Knightdale, Dave Peedin led us out to highway 64 and then around the 264 Bypass. We exited 264 and caused a bit of a traffic jam in downtown Zebulon. We arrived at the McLean's Restaurant and found lots of room for parking. The restaurant was ready for us and seated us together in the back room. The menu options had something for everyone, from hamburgers to turkey dinner, and even lasagna. We had outstanding service and they had an awesome desert selection. Most everyone was very complimentary about the restaurant.

After lunch we lined up, left the restaurant, and headed to Vernon Creech's house about eight miles away. We created the second traffic jam of the day in Zebulon on our way back out to 264. We exited 264 onto highway 39.



After a short wait for the end of the caravan to catch up, we drove on down highway 39 to the Creech's home, which is in a beautiful country setting.

Vernon and Mary Creech met us outside one of their buildings. When we had all arrived and parked the count was 38 PCCC members in 28 classic cars. The Creech's introduced themselves and Vernon gave us the background on his car and memorabilia collections. He

started the tour with the first building which contained nine cars. The cars included an early Chevrolet Coupe (1930s), and two '70s Monte Carlo's, a '59 El Camino, and a very special 62 Galaxie 500 XL with a 406 engine and a four speed. The '62 is one of his favorites because he restored the car. In the front portion of this building was a working garage where he had a '62 Corvette under restoration. He has owned the Corvette for a long time and is in the process of restoring the fuel injection engine and drive train.

Vernon then invited us to his second garage that looked every bit like a house. The best cars in his collection were in this garage including four Corvettes (63 Split Window, a 67 roadster, '72 roadster and a newer Z06), an older '60s Mercedes, a Monte Carlo and a Ferrari. The garage was filled with automobile memorabilia from tools to petroleum signs. The second garage also had attached living quarters with a nicely furnished sitting room and a bedroom. The bedroom had a garage door on the back side so you could pull your favorite car in nearby.



As an extra tour stop Vernon showed us his additional storage garage which was across the field near the original farm home. This garage is built from 100-year-old tobacco barn lumber and contained six vehicles, including his father's last pickup truck and his mother's last car, which he keeps in running condition. He also had a 1986 Monte Carlo Aerocoupe (1 of 200) and a 1990 SS 454 pickup.

We must extend many thanks to Vernon and Mary Creech for inviting us to see their garages, cars and memorabilia collections. Also, we need to extend a special thank you Dave and Chris Peedin for arranging the tour and lunch. Can't wait for PLT2.

PCCC PARTS & SWAP

Contact club members for more details

Small Block Quadrajert manifold [\$40]; ; Edelbrock 750 Performer Carb - may need rebuild [\$60]
Contact [Ray Bader](#) @ 919-387-0479

283 cu in engine, block casting 3896948 (1967 283 195 HP 2 bolt main) 2barrel carb has stamping:
T0329GA [\$300] 1966 Chevelle rear bumper excellent (new) condition (reproduction) [\$100 or BO]
Contact [Ted Korab](#) @ 973-420-2804 or 919-616-0427

GM 350 Engine, 3970010/VO421TAG , Compression check good except for one cyl at 80 PSI. Assembled short block with balancer, water pump, alum timing cover One main cap loose for bearing inspection showed normal wear. [\$300] Edelbrock 1406/0513 carb, Performer intake, heads, pan, flexplate [\$200] 1979 Lincoln turbine alloy wheels with caps in very good condition, 5X5/5 lug pattern, [\$200] 14" Ford wheels, 5X4.5 lug pattern, [\$20 each] 1978 Lincoln 460 heads in good condition, 41K miles, [\$50] 1978 Lincoln 460 spread bore intake, [\$20] Lincoln Motorcraft 4 bbl carb [\$80] 460 Exhaust manifolds, [\$50]
Contact [Jim Arnold](#) @ 919-846-5324

Wanted—67-72 C10 project or truck. Contact [Roger Randolph](#) @ 919-938-9288

Walter Chrysler founded The DeSoto in 1928 and introduced for the 1929 model year. It was named after the Spanish explorer Hernando de Soto. The DeSoto logo featured a stylized image of the explorer who led the first European expedition deep into the territory of the modern-day United States.

Chrysler wanted to enter the brand in competition with its competitors Oldsmobile, Mercury, Studebaker, Hudson, and Willys, in the mid-price class. DeSoto served as a lower priced version of Chrysler products, with Dodge and Plymouth added to the Chrysler family in 1928.

The car itself was a mid-price, six cylinder, 55 horsepower bargain. DeSoto provided engineering advantages such as an oil filter and Lockheed hydraulic brakes that were either optional or not offered by contemporary makes. DeSoto niceties included standard automatic windshield wiper, ignition lock, brake light, full-instrumentation, steering hub controls for headlights, and a tool kit with grease gun. It was a smooth package made more appealing by seven different models with swank names. The roadster was called Roadster Espanol. The deluxe sedan was called Sedan de Lujo. Even the basic two-door benefited as the Coupe Business.

Despite being a successful mid-priced line for Chrysler for most of its life, DeSoto's failure was due to a combination of corporate mistakes and external factors beyond Chrysler's control. The Chrysler brand (under post-war pressures from consumers in the market) was essentially moved (by customer's changing market tastes) from a luxury automaker to a mid-priced automaker when Chrysler itself launched the separate Imperial brand in 1954 for the 1955 model year. And the mid-priced market segment was already filled with mid-priced brands of the other "big-three" rivals Ford, and GM, plus Chrysler's own model the Newport. Most DeSoto models were merged into the new Chrysler Newport in 1961.

Trivia from the July 2017 Edition



DE SOTO SIX



Classic Car Trivia

What vehicle was introduced by Chevrolet in June of 1966?

Trivia answer will appear in The September 2017 Edition



**Out and About
with PCCC**



Photos by
Barry Kitchener, Chris Peedin,
David Matthews and Les Shelton