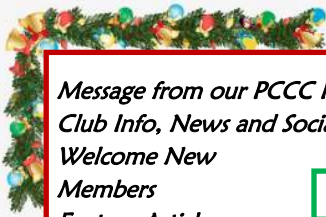


THE BOWTIE BULLETIN
THE OFFICIAL NEWSLETTER OF THE



DECEMBER 2019 EDITION



Message from our PCCC President
Club Info, News and Social Events
Welcome New Members
Feature Articles
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Classic Car Trivia

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Mark & Laurel Wheeler's El Camino

Special Message from Our PCCC President



Does anybody know where 2019 has gone? We have had a lot of great times this past year though. I guess what they say is true "Time flies when you're having fun." We aren't done yet, we have the Toys for Tots on Dec 7, The Club Christmas Party at Angie's on Dec 15 @ 430PM and the first cruise in of the year on Jan 1, 2020. Still do not know where the cruise is going to be but I am sure we will find out in time. Here is to hoping that 2020 will be just as much fun (event wise) as 2019 was at least for me. I finally took Lily Mae on the longest journey she has ever been on and she performed beautifully up into the mountains to Cherokee NC. and on a personal note a big thank you to all the members of PCCC for all you do for the club, Good Guys, our car show and all the social events we all enjoy and all the events that you represent the club at, Thank You!

I want to wish you all the best during the Holidays whichever we cherish and a very, very Happy New Year.

David Smith

No Business Meeting in December

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 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

WELCOME NEW MEMBERS !!

Jason Helton

Willow Springs, NC

LBJ Chevrolet Open House

One of my dealers (above) in Nashville, NC has invited our club (up to 15 cars) to their Open House on **Saturday December 14th** from 12:00 till 3:00 p.m. We need 12-15 cars to cruise up together and support their festivities, weather permitting. We can meet at Walmart on Knightdale Blvd at 10:30 and depart by 11:00.

Dave Peedin



Photos By, Jeff Hopp

Meet PCCC Member—Chris Peedin



Hello everyone--yes--it is me--**Christine Brock Peedin**. I was born in Chardon Ohio--the oldest of 5 girls. We moved to Raleigh NC in 71. I worked at Corning Glass for a few years then moved to Alabama when David and I got serious--(we actually started dating on a bet--haha--its a good story). We have been married 40 years and have 2 kids--Brandon (33) and Brittani (31).

Brandon has been married for 5 years to our lovely daughter-n-law Marian. They met while attending ECU.



I am the tom-boy of the family and love to fish and love classic cars. I have a 1967 Chevelle--since 1975. I am the 2nd owner--she had 53,000 miles on her when I bought it. She was actually gold with a black top. I can't even count the number of classic cars David and I have had since we have been married. Currently we have 5 classics. I believe we joined the PCCC 15 years ago.



I also enjoy baking homemade bread and cinnamon rolls with a bread starter that I received from Brittani's teacher while she was in kindergarten--it has been going a long time. If anyone wants any starter--let me know.



I also have a HUGE Santa Claus collection--one being 6 1/2 ft tall. It took awhile to get used to him being in the house he was so life-like. David has to bring him in the house on a dolly. Everyone enjoys seeing him.

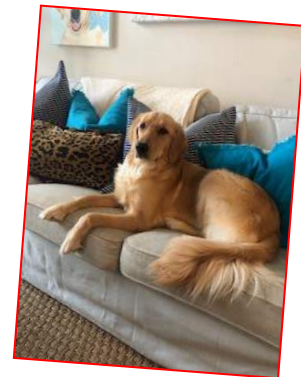


I have at least 50 Santa's--all shapes and sizes.

My other little sweetie is Brittani's golden retriever--Miss Lotti Grace--she is 2 years old. We enjoy having her stay with us whenever we can bring her home with us from Florida.

Thanks for letting me share--Chris

PS--I have REALLY enjoyed being your Vice President the last couple of years!



PCCC TECH CORNER—By, David Smith

We have all heard these stories, cars and trucks lasting 200,000, 300,000, even 500,000 miles.

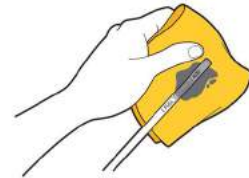
What's the secret? Three words: maintenance, maintenance, maintenance.

These vehicle owners adhere to every word recommended by the automaker, for them it is a religion. In many cases, they are changing engine oil, transmission and brake fluids more frequently than required. They read that manual from cover to cover.

"I know guys who are getting 300,000 miles out of a F-Series pickup and 400,000 miles from a Hyundai Sonata, "There is no such thing as too much maintenance, you are not going to hurt it."

Listed below are maintenance tips to make the engine, transmission and other expensive parts of your vehicle last longer.

Check the oil: The simplest task to increase the life of your vehicle is to maintain the proper amount of oil in the engine. Additionally, change the oil and filter at the intervals recommended in the owner's manual, for example, every 2,000, 2,500 or 3,000 miles. Oil lubricates the engine parts. Second, oil is a fluid that disperses heat. Some of the oil is burned off by the engine so it needs to be replenished when the level drops. Make sure it is the proper weight oil for your engine. "An engine runs hotter with less oil in it. The hotter it runs the more strain, stress that is put on the engine parts. You could blow the engine eventually, thus needing to be rebuilt or replaced, it's very expensive. It will not blow up if the engine is a quart of oil down, but when they start getting a couple of quarts down you can run into some interesting issues.



Fight sludge: There's a big downside to short trips, stop-and-go traffic, as well as long trips when there is a heavy load on the engine, for example, pulling a trailer. The enemy: Sludge. Sludge is a petroleum byproduct that is a gooey, black-colored substance that builds up in an engine. It is a major contributor to engine problems. Changing the engine oil at prescribed intervals or more frequently will reduce the probability of sludge buildup and extend the life of the engine. Specific driving conditions can cause sludge. It can come from oil solidifying on a long trip at engine temperatures generally above 210 degrees Fahrenheit. Other culprits are short trips that prevent the engine from reaching its proper operating temperature and water in the oil caused by condensation. "It accumulates everywhere in the engine. Sludge drops to the bottom of the oil pan. But when the engine warms up, the oil mixes with the goo and is pumped through the whole engine, "Sludge does not burn away." To avoid sludge, follow the owner's manual for oil and filter changes or switch to synthetic oil, which is not petroleum based.



Timing Chain replacement: Your car's engine has a timing chain. The device connects the crankshaft to the camshaft, which is synchronized with the opening and closing of the engine's valves. Timing chains can break and when they do that's the end of the engine, it is catastrophic, you are done, To avoid disaster, the timing chain should be checked at intervals like when you change the water pump or fan or fan belts. The cost to replace the timing chain isn't cheap but it is thousands less than rebuilding the engine.

PCCC TECH CORNER—By, David Smith

Check power steering fluid: Older vehicles and some new models have a hydraulic power steering pump that is lubricated by power steering fluid. The pump's reservoir has a screw-type cap that lifts off, so the fluid level can be checked. If the pump runs dry, it can fail and require a replacement costing hundreds of dollars. A few symptoms of a power steering problem are squealing noises when turning the steering wheel or heavy or stiff steering.



Transmission fluid replacement: Having the proper amount of fluid is critical because it cools the transmission, lubricates moving parts and smooths the shifts between gears. However, the fluid deteriorates over time. Frequent stop-and-go driving or pulling a trailer accelerates deterioration. Under those conditions the transmission's operating temperature rises, putting a strain on the transmission's components and the fluid. Automakers recommend more frequent fluid replacement under those conditions. Signs of transmission problems: If the fluid turns dark or has a burnt smell this could be a signal that it needs to be changed or that the transmission is developing mechanical issues. Check the fluid level when the engine is running. To avoid transmission failure only use the fluid recommended by the automaker.

Radiator coolant flushing: Coolant has rust inhibitors that break down over time. Rust and corrosion can build up and harm an engine, plug a thermostat and damage a water pump. Some automakers recommend a coolant change every 30,000 miles, some suggest over 100,000 miles. Again, check the owner's manual.

Top off brake fluid: While you are under the hood checking fluids, it's a good time to check the brake fluid level. Place the vehicle on a level surface, then remove the reservoir cap. The brake fluid level should be between the minimum and maximum marks in the fluid reservoir. Use the automaker's recommended fluid and add to the proper level. Replacing the brake fluid will not increase the longevity of the brake system but it might save your life. Brake fluid absorbs water over time which degrades its effectiveness in providing stopping power. "A brake system is not perfectly sealed as you might think so you can get condensation just from the change of cold temperatures to hot, If you have too much water in the brake fluid, stepping on the brakes hard generates heat which in turn can boil the water in the line and as a result, increase the vehicle's stopping distance."



Rotate your tires: Tires are expensive, so you want them to last. The owner's manual will say when the tires should be rotated and alignment checked. Equally important is maintaining the proper air pressure to get more miles out of each tire. A sticker on the driver's door frame lists the tire pressure for the front and rear tires.

Have a clean engine air filter: A dirty air filter can reduce miles per gallon, hurt engine performance and contribute to higher engine emissions.



There you have it in a nutshell. Maintain you collector car and you can keep it forever.. or until you find a new one and sell the old. LOL

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

Edelbrock 750 Performer Carb - may need rebuild [\$60]
Contact Ray Bader @ 919-387-0479

Engine hoist, 2 ton, very new condition [\$100]
Contact Ted Korab @ 919-616-0427

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.

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

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 Citation



The **Chevrolet Citation** was produced from 1980-1985, was developed as the replacement for the Chevrolet Nova. The Citation was the first Chevrolet sold with front-wheel drive. Chevrolet offered three body styles: a three- and five-door hatchback, alongside a two-door notchback coupe.

While the Citation replaced the long-running Chevrolet Nova, it shared the X-platform with the Pontiac Phoenix – sharing the hatchback bodies of the Citation – as well as the Buick Skylark and Oldsmobile Omega, which were given their own sedan bodywork. The Citation notchback coupé body was unique to Chevrolet.

The Citation X-11 shared most of its powertrain with the standard Citation, with the model being mostly a chassis and visual upgrade. Alongside the alloy wheels and tires, the X-11 featured a trunklid spoiler, sport mirrors, body skirting, and side striping.

Equipped with a 2.5-liter four cylinder engine, generating 90 horsepower, or a 2.8-liter V6 engine, able to produce 115 horsepower, either engine was operated by a four-speed manual or three-speed automatic transmission.

First-year sales were more than 800,000, good enough for No. 1 among cars sold in the United States. Demand remained strong for 1982, helped along by the lively X-11 models, which improved on the Chevrolet Citation's already respectable handling prowess.

By 1983, however, the Citation's growing list of recalls, a list highlighted by reports of faulty rear brakes, had begun to take its toll. Sales shriveled.

For 1984, Chevy tried to evoke a fresh start by renaming the line the Citation II. That had little effect, and the Chevrolet Citation folded camp after the 1985 model year, taking with it a reputation as a black eye for GM engineering rather than as the landmark car it actually was.

