

THE BOWTIE BULLETIN
THE OFFICIAL NEWSLETTER OF THE



FEBRUARY 2019 EDITION



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Message from our PCCC Vice President
Club Info, News and Social Events
Welcome New Members
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A Special Message From Our PCCC VP

Hello Everyone--Happy 2019! 2018 sure did seem to fly by! Toys for Tots at LoneStar was a huge success again this past December. We had several classic cars I haven't seen before. Where and why do these people keep their cars hidden??

Of course our 2018 Christmas Party was wonderful--great food and a record amount of club members attended. Thank you Carol Keith and Angie for all of your hard work arranging this.

The New Years Day cruise-in at Lonestar was the largest one there so far. We were lucky enough to have at least 5 people inquire about joining our club--awesome news!!

Our next event will be at the Dorton Arena in February, we always have great representation from our club and we have a fun weekend.

Hope everyone is looking forward to our 2019 social events and road tours.

Thanks, Chris

Next Business Meeting Scheduled on **Monday FEBRUARY 25, 2019**

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

CLASSIC CAR DISPLAY AT DORTON ARENA

Hello my fellow car nuts,

I want to give everyone a heads up. I am putting on the classic car display again this year and would like to get a tentative head count of those who would like to attend. Please respond to the e-mail I sent or call or text me on my cell.

The Wake County Auto Dealers Assoc. really liked the display, it added that extra ummph they were looking for.

I had over 100 cars last year between the outside and inside displays.

This year the display will start Friday the 15th and the cars will remain until 3:00 Sunday afternoon. I will be taking cars through out the week Monday - Wednesday between 5-6 and on Thursday 1-6. For each participant there will be a free lunch voucher good for two of the 3 days and free passes will be given out to attend the New Car Expo each day.

This is always a great fundraiser (\$500) for our club!

Dorton Arena will be locked each night and security will be there throughout the night.

The show times are as follows:

Friday 10 to 9

Saturday 9 to 9

Sunday 10 to 3

Those that attended last year had a great time and I know they are looking forward to it again.

Please make sure your vehicles have 1/4 a tank of gas or less.

If you know of anyone who would like to attend this year that was unaware/unavailable last year please pass my info along.

I will have parking outside in front of Dorton Arena for those who would like to drive a car to the Arena Saturday or Sunday and put it on display for the day.

I look forward to hearing from everyone.

I may be reached on my cell if you would rather call or text [919.616.0736](tel:919.616.0736). Please let me know if you have any questions.

Marshall Wheeler

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

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

*A Message from the Bowtie Bulletin Publisher
Jeff Hopp*

As mentioned in the January 2019 Edition last month, Chris Peedin suggested an idea about members in the club submitting photos of themselves from the past. This is still in the planning stages right now, but what would be interesting, is receiving early photos of someone, and for members to guess who that might be. What would follow, would then be a story of that person to describe their background about the photo up until present, maybe a story of where they grew up, what schools, or college they may have attended, what their career was (or still is about) and something interesting about their car hobby. So, if you may find this to be an interesting feature, send me a photo of yourself (when you were younger and a current photo) along with a story about yourself. Look for this feature during the course of the year.

Another new feature starting in 2019 will be cool artistic photos at carshows and cruise-in events.

*See page 7 submitted by George Kavalak
Send me what you have - jhopp55@att.net*

WELCOME NEW MEMBERS !!

Ed Stone
Wendell, NC

PCCC TECH CORNER *By, David Smith*

This is not Chevy related but still it is GM and very interesting if you appreciate rare Muscle cars:

Two of the rarest Muscle cars are the 1966 and 1967 Oldsmobile 442 W-30. I was not aware that they produced any W-30's before 1968. I was talking with a friend and he told me that he was offered a 1967 442 W-30 and I said umm they did not make one, well in a way he was right, they made 500.



Olds called its 1967 sporty cars the "Youngmobiles" and advertised them accordingly. Tires were "boots," styling was "with it," and the Oldsmobile Cutlass 4-4-2 W-30 was "the sweetest, neatest, completest anti-boredom bundle on rubber!" One ad touted the 4-4-2 as "Keeper of the Cool." That was quite accurate in the case of muscle cars with the W-30 performance package.

Olds quietly shipped 54 of the setups in '66 but gave the W-30 Force-Air-Induction System more play for '67. Of 24,829 4-4-2s built that year, about 500 got the \$300 option. The original W-30 application was for the 360-bhp tri-carb engine, but GM restricted multicarb outfits to the Corvette in '67. All 4-4-2s now had the four-barrel 400-cid V-8, which retained its 350-bhp rating even in W-30 form -- though power and torque peaked 400 rpm's higher in W-30s. The W-30 induction system was more efficient than scoops that simply captured air running over the hood. It drew cold air from unobtrusive inlets above and below the parking lights and then ran it through two five-inch flexible tubes to a specially stamped air cleaner. Location of the inlets and arrangement of the ducting created a pressurizing effect.

To make room for the tubes, the battery was relocated to the trunk, which also helped weight distribution. W-30 engines weren't ignored, gaining a hotter cam, stronger valve springs, and higher oil pressure.

Newly optional front disc brakes enhanced road manners that already were tops in the muscle-car field. Car and Driver flat called it "the best handling car of its type we've ever tested."

The optional two-speed automatic transmission was replaced by a more-responsive Hydra-matic three-speed tuned for high-rpm upshifts, cars with the optional 3.42:1 and 3.91:1 gears got a new, high-capacity rear axle, and durability of the optional Anti-Spin diff was improved.

As for the W-30 package, the name may have been merely an order code, but it soon became slang for the ultimate 4-4-2. No muscle cars were more stylish, sophisticated, or brawnier than those from Oldsmobile.



PCCC TECH CORNER *By, David Smith*

THE 1967 OLDSMOBILE CUTLASS 4-4-2 W-30 Specifications

Wheelbase, inches: 115.0

Weight, lbs: 4,200

Number built: 500

Base price: \$4100

Standard Engine

Type: ohv V-8

Displacement, cid: 400

Fuel system: 1 x 4bbl.

Compression ratio: 10.5:1

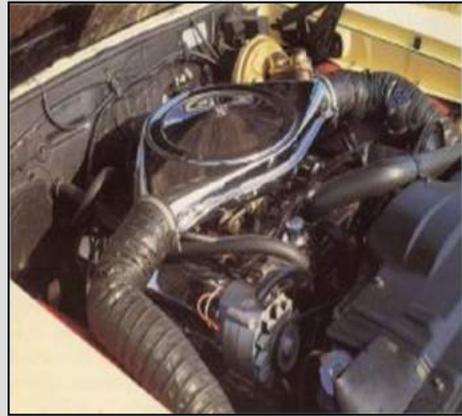
Horsepower @ rpm: 350 @ 5400

Torque @ rpm: 440 @ 4000

Representative Performance

1/4 mile, sec. @ mph: 14.98 @ 95 mph

0-60 mph, sec: 6.7



FEATURE PHOTOGRAPHY



Images submitted by
George Kavalak.

George travels to many regional
car events and enjoys capturing
reflection photos.

Very cool hobby!! More to come.



LOCAL FEBRUARY CARSHOWS

Feb 2nd - RALEIGH NC - Winterfest 2019 Bike, Car & Truck Show at Wake County Speedway. 2109 Simpkins Rd. Raleigh NC from 11am to 4pm.

Feb 15 & 16 - GREENSBORO NC - 17th Annual Shriners Drag Racing & Hot Rod Expo. Greensboro Coliseum complex. for more info contact www.shriners-hotrodexpo.com or call 336-447-4283.

Feb 15, 16, & 17 - RALEIGH NC - International Auto Expo at the NC State Fairgrounds Raleigh NC. Classic Car Display Dorton Arena. Contact Marshall Wheeler 919-616-0736. (SEE PAGE 2 FOR DETAILS)

LOCAL FEBRUARY CRUISE-IN's and CARS & COFFEE EVENTS

Feb 2nd - 1st Saturday - Cars & Coffee - CLAYTON NC starts back up 2 February 8am to 11am. 11407 US 70 Business Hwy, Clayton NC (behind McDonalds at The Church @ Clayton Crossings parking lot.)

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Feb 9 - 2nd Saturday Cars & Coffee will be going on in **HOPE MILLS NC** from 9am to 12noon at Millstone Towne Centre, 3351 S Peak Dr. Hope Mills NC.

Feb 23rd - 4th Saturday - Cars & Coffee - KNIGHTDALE NC - 8:30am to 11am at Faith Baptist Church 2728 Marks Creek Rd. Knightdale NC. Please bring a donation of non-perishable items for the Hands & Feet ministry to help those in need. Hoping to make this a year round event.

Feb 23rd - 4th SATURDAY - WAKE FOREST NC - Cruise Night, Sonic Drive In starts at 4pm. 12508 Capital Blvd Wake Forest NC. All makes and models. Winter schedule of starting at 4pm will go thru April.

Feb 24th - 4th SUNDAY - KNIGHTDALE NC - Cars & Coffee 9am to 12noon. 302 Hinton Oaks Blvd. Knightdale NC. Year round event.

*For More Info—Contact Kaye Brady at
kbrady.southernclassic@hotmail.com*

PCCC PARTS & SWAP

Contact the PCCC member listed below
for additional details

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

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

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

Two small 10 bolt rear ends for 67 - 69 Camaro or
68 - 72 Nova (273 gears, one wheel pull) - [**\$225 each**]
Contact **Jon Williams** @ 919-244-6901

1973 Super Beetle Convertible, 4 speed on the floor, yellow
with a black top, all original. [**\$8500 OBO**]
Contact **Denise Grady** @ 919-830-6509

Chevelle Parts and Ford Model A Parts for sale—
Contact **Bill Aldridge** @ 919-523-4619

1988 Cougar LS for sale, 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

THE OAKLAND



The Oakland was an American automobile and a division of General Motors. Purchased by General Motors in 1909, the company continued to produce modestly priced automobiles until 1931 when the brand was dropped in favor of the division's Pontiac make.

The Oakland Car Company was named for Oakland County, Michigan, in which it was based. As originally conceived and introduced, the first Oakland used a vertical two-cylinder engine that rotated counterclockwise. The Oakland was priced above the volume priced Chevrolet and below the more expensive Oldsmobile, Buick and Cadillac cars. Conventional 4-cylinder engine models were introduced shortly after the GM takeover.



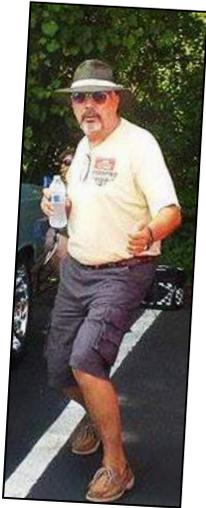
In 1916, the company introduced a V8 engine, and production soared to 35,000 in 1917, shared with the Chevrolet Series D. By early 1920, however, production and quality control problems began to plague the division. In 1921 a consistent production schedule was underway and the quality of the cars improved, and Oakland vehicles shared the GM A platform used by Chevrolet. One marketing tactic was the employment of a quick-drying bright blue automotive lacquer by Duco (a DuPont brand product), leading to the slogan "True Blue Oakland."



The Oakland car was built only in Pontiac, Michigan, which is the county seat of Oakland County. The name predates any GM association with an automobile manufacturing facility in Oakland, California, that built Chevrolet vehicles before Chevrolet joined GM called Oakland Assembly. As General Motors entered the 1920s, the product ladder started with the price-leading Chevrolet marque, and then progressed upward in price, power and luxury to Oakland, Oldsmobile, Buick and ultimately Cadillac. By the mid-1920s, a sizable price gap existed between Chevrolet and Oakland, as well as a wide gap between Oldsmobile and Buick.

The first Pontiac model made its debut as part of the Oakland line in the 1920s. The car, which featured a six-cylinder engine, proved so popular that the Oakland name was eventually dropped and Pontiac became its own GM division by the early 1930s. The discontinuation of Oakland was announced with the onset of the Great Depression 1931.

Out and About with PCCC



*Photos borrowed from Facebook
Thanks to Dave Smith, David Matthews, Les Shelton,
Dave Peedin, Elke Watkins and Carol Keith*