



THE BOWTIE BULLETIN

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

JULY 2017 EDITION

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Kaye Brady's Hot Rod Lincoln

A Greeting From Our PCCC Vice President

Hello Everyone--can you believe that 1/2 of 2017 is over already?? I guess time flies when you are having fun!!

Our PCCC charity carshow at Lake Wheeler went very well and thank goodness NO rain--a added plus! I think we had 4 new members sign up during the show and some have already joined us on our other events. I love when members get involved.

So sorry to the ones that couldn't make it to our annual fish fry--you missed a GREAT meal. We changed locations this year and want to say thanks so much to Jerry Hart for the use of his property--the Hawg Farm--it was a perfect setting for a picnic/fish fry. He also had all his tables and chairs set up for us before we even got there--great group of people. Also hats off to Larry Deal for all the great tasting fish, we couldn't have this event without you. We can't forget all of our cooks and chefs--providing sides for a wonderful buffet--thanks to all for pitching in.

It seems like every weekend is an adventure with the PCCC group--always a car show--cruise-in or road trip planned and lots of FUN!!

David and I will be heading to Columbus Ohio to the GoodGuys show--to see if I am the lucky one that will have the key to start the custom 1963 1/2 Ford Galaxy 500. IF SO--we will have another horse in the barn!! Wish me luck!! Just 2 days after Columbus several off us from the club will be heading to Georgia to attend the Moonshine Cruise--should be a great trip!!

Hope you all have a fun and safe 4th of July

Thanks, Chris

Next Scheduled Business Meeting — Monday July 24, 2017

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

***VFW Post 7383
522 Reedy Creek Road
Cary, NC 27513***

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*

Tom & Toni Hutchison
Raleigh, NC

Bill & Cheryl Aldridge
Raleigh, NC

Michael & Kimberley Hess
Pittsboro, NC

Scott & Ginger Rose
Durham, NC

Roger & Stella Randolph
Clayton, NC

PLANNED 2017 PCCC SOCIAL EVENTS & CLUB CRUISES

Georgia Moonshine Cruise

Wednesday, July 12, 2107

Those who are registered for the Georgia Moonshine Cruise We will meet at Bojangle's on Hwy 64 in Apex by 7:00 AM and head towards Greenville, SC for lunch at Don Watt's son's brewery.

Visit the Georgia Moonshine Cruise Website for details or contact Dave Peedin for more info.

Leith Classic Car Museum

A tour their private collection of antique and classic and trucks on FRIDAY July 7th 2017 at 12 noon.

We will meet again at WalMart in Knightdale at 9:30 and go to McLean's for a good old country breakfast.

Any Questions or Suggestions?

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

A Special Piece submitted by New Member Roger Randolph

I'm Roger Randolph, grew up in Travelers Rest, SC, joined the USN 1969, trained Electrician, Sub sailor, graduated college in 1988 as an Electrical Engineer. My Dad, Uncle and cousins modified model A's, a couple of 32 roadsters and many pickups. I've built many, fairly good at setup and fabrication of older stuff, bare frame to rolling, I have the right skills for wiring, rebuilding old starters, alternators and generators. My current car is 33 Ford hiboy, chopped, originally built by Heitzman in Nebraska and rebuilt by me. I also have a 34 Ford 5W All steel, unchopped coupe very near to finish and going to sell (I don't need a car that is show quality) and a 51 Chevy Pickup with all late model running gear.

I've joined the club because I know a couple of the members, have found that you're a club that is active and will enjoy the travels in the future. I'm retired and working harder than ever. If I can find a 67 - 72 C10 project or finished truck, that will be my next task.

Thanks for having me in the club.

Roger

Mark Herbert's Cobra Build Project

I've been working with my son in law for a year and a half on a Cobra kit car. The motor and trans I purchased 5 years ago with a rusted out hulk of a 65 Mustang convertible in a shed in Smithfield. The rusted out hulk I sold (because it had a clear title). I've kept the motor/trans in thinking I was going to do a 65 Mustang GT, but decided that this might be more fun and challenging. Nick (my son in law) and I spent about 350 man hours, a few here and there and a few full weekends ending in a six pack celebrations of achievements!



The car frame and components arrived late fall 2015 and we spent the winter in the shop painting the frame and components, and going through install and sequence.



In spring thru the summer of 2016, we started with suspension, front and then rear end, and spring and 4 bars, 4 wheel disk brakes and routing of brake lines and the master cylinder. (It uses a smaller corvette master cylinder). The suspension height needed set up, so the wood wheels sized to the final wheel tire size were made. It looked funny, but worked well.

When it came to the 289, I removed the intake and it was obvious that someone had rebuilt it and not started it. There was still white molly lube on the cam lobes...and cylinders were freshly honed from a mini inspection video camera thru the spark plugs openings. I talked to Linwood last spring, and he gave me good advise on how and who to do the breakdown and rebuild.



The engine was disassembled and most components were new or redone, heads and valves reworked, new pistons, rings, pushrods, new water pump, etc. But the crank bearings were found to be slightly galled, it looks like they were installed improperly (maybe overtightened). But it looked like the engine was not turned over yet. The crank was pulled, micro-polished, all other components removed and checked, new bearings, seals, gaskets etc. The C4 was rebuilt upgraded with a new converter, gears and shift kit. We installed the engine and trans, set up the cooling, for the radiator we had to get an expansion tank from a mid 60's Ford to work with the racing radiator for a fill point. We also installed the shroud and dual electric fans and the gas tank as well as fuel lines and temporary exhaust. The engine was started in the late summer of 2016 sitting in the open frame. It ran 60 psi oil pressure and idled smoothly at 750 rpm after 20 min of break-in running. It looked pretty funny in the wood wagon wheels. It was run 5 or 6 times since and idles well.



Mark Herbert's Cobra Build Project



We set the body on the frame in the fall 2016 with lots of rivets, 120 total to hold body to frame. It took a lot of work and tweaking on the dash sub-frame, installing and shimming doors and latches. Routing the exhaust through the body, required 3-4 attempts at mockups with the headers and collectors...thank god for Bob's Muffler Shop. He made multiple configurations for me.

Installing the wiper arm mounts, the wiper motor and installing the wiper motor operating cable through single flare brake line sections under the dash to each arm mount was truly a pain... worst task of the build. Just no room to work.



All in all...components fit pretty well. The rear end is a shortened Ford locking 9" carrier with 411 gears. New style Mustang II rack with power steering (a necessity). Wheels are 15" Halibrand replicas with Cobra tires, 50's on front and 40's on back.

Car is painted Wimbledon White, an original Cobra paint color.



I will have the dash and wiring complete this month. I'm using an American Wiring kit, which is a very good kit, very complete, well labeled. I have yet to do the carpet, trim and seats and install the hood. I lost my helper the end of the year, as Nick and Miranda moved to Houston at the end of 2016 for job opportunities, so work slowed substantially the last few months on the Cobra.

I hope to be completed by late summer. It's been a lot of fun, you learn to pace yourself (small goals), and a lot of garage engineering, good times with the son in law, and a lot of splinters.

Enjoy the build story and pics.

Mark Herbert

PCCC PARTS & SWAP

Contact club members for more details

Small Block Quadrajlet 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

The **GTO** name, which was DeLorean's idea, was inspired by the Ferrari 250 GTO, the successful race car. It is an Italian abbreviation for **Gran Turismo Omologato**, (grand tourer homologated") which means officially certified for racing in the grand tourer class. The Pontiac GTO was Never a "Grand Tourer" certified Race car though. Internally it was initially called the "Grand Tempest Option", one of many autos in the Pontiac line up with a 'Grand' in it.

In 1964, the first Pontiac GTO was an option package for the Pontiac Le Mans, available with the two-door coupe, hardtop, and convertible body styles.

The GTO package featured front bucket seats, floor shifter, and a well-planned performance image. Standard engine was a 325 horsepower 389 V8, topped with chrome valve covers, chrome air cleaner, and one Carter AFB four-barrel carburetor. A floor-shifted three-speed manual with Hurst shifter was standard, with a four-speed manual or two-speed automatic transmission optional.

Trivia from the June 2017 Edition



Classic Car Trivia

Walter Chrysler founded which brand of automobile in 1928?

Trivia answer will appear in The August 2017 Edition