

THE BOWTIE BULLETIN

THE OFFICIAL NEWSLETTER OF THE



MARCH 2018 EDITION



William & Janet Dove's
1972 Gremlin

This Month

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Club Info, News and Social Events
New Members
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Ted Korab's
1971 Cutlass
Convertible

MESSAGE FROM OUR PCCC PRESIDENT

DORTON AREA

I want to give a shout out to Marshall Wheeler AND The Piedmont Classic Chevy Club. I am writing this a day after the Annual International Auto Expo held at the State Fairgrounds. Part of the show is the Classic Car display at the Dorton Arena. There were 78 classic cars present, and half were PCCC cars. Marshall does a great job of organizing the event, and the club does a great job of supporting his efforts. As a bonus the New Car Dealers Association gives PCCC \$500 for our support. Truly a Win-Win! Another perk is the lighting in the arena makes our cars look great. I look forward to our club participating again next year.

We are getting ready to enter a busy time of year for PCCC. March will have the St. Patrick's Day Parade. April will have the Good Guys Show. May will have our 29th Annual Car Show, Memorial Day Weekend. All these events can only be successful if we have participation from our club members. Check elsewhere in the newsletters for dates and mark your calendars.

Thank you all for make PCCC the best classic car club in North Carolina.

Regards,

Barry Kitchener—President

Next Business Meeting Scheduled on Monday March 26, 2018

****NEW MEETING LOCATION ****

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

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 2018 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

*John & Cathy DeYoung
Angier, NC*

*John Kane
Cary, NC*

*Sarah Delmonago
Durham, NC*

PCCC SOCIAL EVENTS & CLUB CRUISES

**“PETTY’S GARAGE CRUISE IN”
SATURDAY MARCH 10th 2018—311 BRANSON MILL ROAD, RANDLEMAN, NC.**

Event Time : 9:00 - 1:00

******* No registration fee *******

Free Museum Entry—Free Garage Tours

Food Trucks & Vendors on site

The Grinder Café—Big John’s Hot Dogs—Gianni’s Pizza



We can meet at Sheetz at 1600 Aviation Parkway at 7:45 and depart by 8:00.
The drive is app 80 miles or app 1 hour & 15 minutes. Should put us there
between 9:25 & 9:30.



Let’s kick our tour season off enjoying a great day back in time with the King of NASCAR



ATTENTION : All you Classic Car & Chrome Lovers

MARK YOUR CALENDARS FOR SUNDAY - MARCH 18th.

For those of you who can and would like to come, we will take a nice cruise to Wilson and have an awesome (all you can eat) buffet lunch at the Historical and Famous Bill Ellis Barbecue Restaurant. Check out their website.

We will meet at the WalMart on Knightdale Blvd (same place as we have met twice before) at 11:00 & leave by 11:15. We should arrive at the restaurant around 12:00 or shortly thereafter.

After stuffing ourselves with some of the best NC barbecue and other great country cooking, deserts and ice cream, we’ll drag ourselves across the street to Massengill Motors (Jerry Massengill) and take a look at some of his cars.

I sent a note to the group a couple of months ago about his ordeal with cancer and that he planned to let his collection go at reasonable prices. I know some of you have already bought cars from him. They are not in showroom condition, however, I would consider them very nice drivers. Jerry had surgery recently and will be closed the entire month of February. I just spoke with him and if all goes well with recovery, he will be happy to open his shop for us that day.

After an hour or so at his place, we’ll head home.

Just a nice Sunday afternoon cruise, ending with full tummies and eye candy!

Weather permitting - Please Drive your Classic !!!!

SPECIAL NOTE: Senior Citizens eat for \$10.57 including drink and tax!



Dave Peedin

Any Questions or Suggestions?

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

Distributor: HEI conversion

Time: 2 hours

Tools: standard wrench set, flat-blade and/or Phillips screwdriver, wire strippers/crimpers

Cost: varies by manufacturer- approximately \$175-\$400

HEI distributor (new, rebuilt, or used), HEI ignition lead connector, HEI style plug wires

Tip: Label or mark the location of your spark plug wires on the distributor cap for fast, easy reference.

Tip: When you have installed your HEI distributor, its best to widen the plug gap as well.

Tip: You should run a new power wire that is getting a full 12 volts. Simply splicing into the existing lead is not getting maximum power to the ignition, as that is a resistance wire. If you measure the juice at idle on that wire, you will find it to be only around 9 volts. The car will run and operate using this wire under normal driving conditions, but the power loss will be noticeable at full throttle.

Performance gains: increased coil saturation, higher spark output, more reliable performance.

The vast majority of cars produced through the sixties and early seventies were all factory-equipped with a points type ignition. Although not likely to be considered the greatest manager of spark, at the time there was no other option. It was not until the model year of 1974 that GM offered the new HEI ignition system as an alternative. One year later in '75, it became standard equipment for all, and with good reason.

The GM HEI, which stands for High Energy Ignition, is a breakerless, transistor- controlled, inductive discharge system. It operates in a similar fashion to the conventional points type ignition, but relies solely on a series of electronic signals to turn on and off the primary current rather than the mechanical opening and closing of points. This task is routinely carried out by the switching transistor- located inside the ignition module. In fact, the HEI distributor is responsible for housing all of its components in one highly self-contained unit. In addition to the module, you will find the ignition coil, the pick-up coil, the magnetic pick-up assembly, and the mechanical and vacuum advance units— all nestled tightly under the cap.

I would bet that anyone owning or driving one of these older, pre-HEI system equipped vehicles, at one time or another has run into problems with their stock ignition systems. Let's face it; points are not our friends. No matter what you drive or the application, they always seem to be in a constant state of tune, looking for that elusive (if not imaginary), sweet spot.

With so many other performance improvements that can be made on your car, who wants to spend their time adjusting the dwell angle? Sure, electronic ignitions such as the HEI are a little more expensive than the "rebuilt special" at your local parts store. However, in the long run, the time and headaches you spare fiddling with your ignition will more than make up for the initial deficit of purchasing a new one.

By simply switching over to an electronic distributor, not only do you eliminate the aforementioned hassles of points, but you will also notice a significant increase in your car's overall performance.

TECH CORNER—By David Smith

From crisper, off-idle throttle response to extra top end pulling power, the gains to be had by merely removing and replacing your stock distributor with a high performance HEI are downright impressive.

And so, this brings us to the garage. Anytime you pull the distributor out of the motor, it's important to make note of a couple key elements prior to removal. First off, detach the spark plug wires and the coil wire, and then remove the cap. Before loosening the distributor clamp and allowing the housing to rotate, mark the position of the housing as well as the vacuum advance unit and the rotor, all in relation to the engine block. Loosen the clamp and lightly lift up on the housing. After removing the ignition coil and leads as well as the plug wires, the distributor is now ready to come out.



If the motor is undisturbed while the distributor is out, it's simply a matter of reversal at this point to install the new HEI unit. Realign your markings and let it fall into place. **DO NOT** force it! The teeth of the gears must properly mesh together in order to fully reseat. Once in position, hand-tighten the single bolt and clamp to allow for slight adjustability when re-starting the motor. If you have any problems with this step call Ray Bader, He gets it to fire on 1 crank.

On the other hand, if the motor has been moved, you will need to locate its TDC (top dead center). One easy way to do this without removing the valve covers is to pull the No. 1 spark plug. Place a finger over the hole and rotate the engine by hand until the compression is felt. When the timing mark on the crankshaft pulley matches up with the "0" on the timing tab, you have reached TDC. Now install the distributor with the rotor pointing at the No. 1 terminal on the cap.



When reconnecting the new unit, you will need to purchase and splice in a single HEI terminal connector. This is your “hot” ignition wire coming from the engine harness.

With the ignition coil neatly tucked inside the HEI, it makes the electrical hook-up a cinch. All you need to do here is splice the HEI connector into your existing “hot” ignition lead. **For better performance, see Tips at the beginning.** The connector then plugs into the cap at the “BATT” terminal. If you run an aftermarket tachometer, a second connector will be needed. It plugs in adjacent to the ignition lead at the “TACH” terminal. As I am sure you know by now, points type spark plug wires are not interchangeable with an HEI cap, and vice versa.

What a night and day difference between the two! The HEI distributor actually houses the ignition coil underneath that massive cap.

You will need to purchase a new set to match your new distributor. With that said, reattach your individual plug wires to their proper posts. Take your time and make sure you have them right.

With everything finally back together, reconnect the negative battery cable and fire up the engine. Proceed to set the timing, and secure the hold down clamp. It's a good idea to recheck the timing once more to ensure the housing did not move while tightening.

PCCC PARTS & SWAP

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

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**]

REASONABLE OFFERS CONSIDERED ON ANY ITEM. Contact **Jim Arnold** @ **919-846-5324**

1939 Chevy Street Rod. Excellent condition, new paint, 350 engine AT,PS, PB, A/C. [**\$36,900**]
Looking also exhaust headers for SBC. Contact **Barry Kitchener** @ **919-623-7287**

**THE FIRST GENERATION
CHEVROLET MONTE CARLO
1970-1972**



The first generation Monte Carlo was introduced in 1968 as a 2-door hardtop. Known as the A body Special, the layout evolved into the G-platform. Monte Carlo was first dubbed "Concours" during development, strutting a sleek profile, long front end, and short tapered rear deck. Although it was intended to include the 2-door, 4-door, and rag top models in its line-up, the 2-door hardtop was the only available style by 1970.

The standard engine was a 350 cubic inch displacement (CID) Turbo Fire small block V8 with a 2 barrel carburetor rated for 250 horsepower, 3-speed manual Synchro-Mesh transmission mounted on the steering column. Optional engines were the 350 CID Turbo Fire small block V8 with 4 barrel carburetor; the Turbo Fire 400 with 2 barrel carburetor; and the Turbo Jet 400 with 4 barrel carburetor. Optional transmissions were the 2 speed Powerglide automatic transmission (available only on the 350 CID engine); 3 speed Turbo Hydra-Matic automatic transmission; and the 4 speed manual transmission. Available accessories were the variable ratio power steering; power windows; power seats; Four Season A/C; rally/rallye wheels; and Strato bucket seats on which the back folded forward to provide access to the rear passenger seat.

1971 came with very slight changes to both body styling and mechanics. The Turbo Fire 400 engine with 2 barrel carb was dropped from the list of options while the remaining engines had the compression ratio lowered so that the future owner could switch between leaded, low-lead, and unleaded gasolines. This lowered the horsepower ratings across the board with the exception of the SS 454.



1972 saw an increase in production due to heavy brand advertising on Chevy's part. Monte Carlo was fully marketed as a luxury 2-door coupe (part of the reason for dropping the SS 454 badging). The 4 speed manual transmission was dropped entirely.

The Monte Carlo's reputation as a performance car garnered popularity on the race track. The "other two" of the Big Three auto manufacturers phased out their factory-backed support in the racing arena, making Chevy autos more affordable as well as available to independent stock car racing teams and sponsors.

2018 CLASSIC CAR DISPLAY AT DORTON ARENA



Photos By
Marshall Wheeler
David Smith
Jeff Hopp

