

# THE BOWTIE BULLETIN MAY 2015

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

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## Message from Our PCCC President

Welcome to Spring.

I just have to say congratulations to the entire Piedmont crew that helped (in a major way) to make the 1<sup>st</sup> North Carolina Good-Guys show a roaring success. I can't tell you how impressed I was with everyone who volunteered, people from as far as Brookfield, Wisconsin (near Milwaukee) as far south as St. Petersburg, Florida, as far West as Kansas City and as far north as Maryland came to this show. The show **went** very well despite the weather and over 1200 cars were registered. I heard comments from people and have seen comments on the GG's website saying how great a show it was and how nice everyone was from Raleigh and the Host club especially. The show will return next year on April 15 -17 2016 and Piedmont has been asked to be the Host club again. Ray and myself will be taking all your suggestions I have received and passing them on to Harry Davies for next year. I think we owe Ray Bader and the GG Committee a great big **THANK YOU** for all the coordinating and making it happen. A special thanks should go out to David Matthews for giving our club card to one of the people at Charlotte which got this whole thing rolling. I would like to give a special thank you to Bruce and Chandler Collins, Bill Ricker, Dick Sossoman and Jon Williams who stepped in and did double and triple shifts on Saturday when it was so crazy, Thank you for your time. I do not think that I could be any prouder to be associated with such a great group of people who are willing to give their time to make this club an even better outfit than it already was. Our name and our attitude toward the hobby and other people is now going to be in a national spotlight. On another note Spring is here and it is time to turn our attention to our show, The April meeting on the 27<sup>th</sup> will be the last meeting before the show. We need to get all our sponsorships into Les and make sure everyone has their assignments for the "Really Big Show"

As Ed Sullivan would say. Hope to see you all at the meeting.

Thank you, David Smith

## PIEDMONT CLASSIC CHEVY CLUB 26th ANNUAL "MADE IN USA" CAR SHOW MAY 23, 2015 Celebrating 50 years of the 1965 Chevrolet



Celebrating 60  
years of the  
1955 Chevrolet



Sponsored by: **Bobby Murray Chevrolet**  
Open Show to All US Makes 1990 or Older ONLY



Proceeds from the car show to benefit: Raleigh's Hilltop Home for children  
Photo Plaques to first 200 Entries - Door Prizes - Music - 50/50 - Food

### "Best of " Awards

Best Chevy	Best Paint	Best Interior
Best Other GM	Best Engine Compartment	Best Other US Makes
Best Ford	Best Club Participation	Best Special Interest
Best Mopar	Best Street Rod	Best Truck
Bobby Murray's personal "Pick of the Show" Award		

Registration: 8 am to 12 noon - \$20 (No pre-registration - no rain date) - Awards presented at 3 pm

(Sorry No vehicles displayed newer than 1990 this Year)

Location - Lake Wheeler Park, 6404 Lake Wheeler Road, Raleigh, NC 27603

Visit our club web site for more information at [piedmontccc.org](http://piedmontccc.org)

Or visit our Facebook fan page at <https://www.facebook.com/piedmontccc>

**CLUB INFO ♦ NEWS**

**PCCC Apparel**

**Royal Blue Polyester Golf Shirts**  
(including standard embroidery) [\$25]

**Royal Blue Cotton Golf Shirts**  
(including standard embroidery) [\$20]  
Add [\$2] for 2XL and [\$3] for 3XL

**Club Jacket Black or Royal Blue/Navy**  
(including standard embroidery) [\$44]  
Add [\$3] for 2XL and [\$4] for 3XL  
\$5 extra for embroidered name on shirt or jacket  
\$10 for embroidered club logo on back

**Magnetic Engraved Name Badges [\$10.70]**

Contact **Barry Kitchener** @ 919.833.0882  
or **barrykit2000@yahoo.com**  
for complete ordering details

**2015 Club Officers**

President - David Smith  
[dmsmith@nc.rr.com](mailto:dmsmith@nc.rr.com)

Vice President - Barry Kitchener  
[barrykit2000@yahoo.com](mailto:barrykit2000@yahoo.com)

Secretaries - Jim Toups & Carol Keith  
[jtoups@nc.rr.com](mailto:jtoups@nc.rr.com)  
[tedkeith@bellsouth.net](mailto:tedkeith@bellsouth.net)

Treasurer - Tom Doherty  
[tdoherty@mpcllp.com](mailto:tdoherty@mpcllp.com)

*Send your 2015 club dues payment to:*

*Tom Doherty*  
4008 Ridgebrook Bluffs  
Raleigh, NC 27603

If anyone would like a copy of any past or current newsletter, contact Jeff Hopp at  
[jhopp55@att.net](mailto:jhopp55@att.net). Hard copies can be sent by regular mail or emailed to you.

A PCCC Bowtie Bulletin Index is also available for issues June 2010 through December 2014

**SCHEDULED 2015 SOCIAL EVENTS**

**Sunday May 3, 2015 – FISH FRY** – Linwood and Mavis Johnson Farm  
3:00 PM

**Saturday June 13, 2015 – CRUISE TO PICK 'N PIG** – Carthage  
Leave at 10:00 AM

**Saturday July 25, 2015 – CRUISE TO RICHARD PETTY MUSEUM** – Level Cross  
Leave at 9:30 A.M. Eat: Main Street South Steakhouse, Randleman

**Sunday October 4, 2015 - OKTOBERFEST BBQ** – Fairview Community Center – 3:00 PM



**Saturday December 5, 2015 – CHRISTMAS BANQUET**  
Fairview Community Center – 6:00 PM.



Any Questions or Suggestions?

Contact **David Ward Jones** at 919.971.4615 or [daviddwjarchitect@nc.rr.com](mailto:daviddwjarchitect@nc.rr.com)

**LOCAL CLASSIC CAR CRUISE-Ins**

1st Sat - *Zaxby's Cruise In* - US 70 E, Clayton - **3PM**  
1st Sat - *Hot Nights - Hot Cars Cruise-In* - Pilot Mountain - **3PM**  
1st Sun - *Back In The Day Café* - Cary - **11AM**  
1st Sat - *Char-Grill* - Atlantic Ave, Raleigh - **2PM**  
2nd Sat - *Lone Star Restaurant Cruise-In* - Knightdale - **11AM**  
3rd Sat—*Cars & Coffee At The Raleigh Grande*—Raleigh—**8AM-11AM**  
3rd Sat - *Grill 57* - US 401 S, Raleigh - **2PM**  
3rd Sat - *Goldston Cruise In* - Goldston - **10AM—2PM**  
4th Sat - *Cooley's Restaurant* - Fuquay-Varina - **4PM-8PM**  
3rd Fri - *Andy's Creedmoor/Butner Cruise In* - NC 56 W (at Food Lion Parking Lot) Creedmoor - **4PM**  
4th Fri - *Chick-Fil-A / Goodberry's Cruise In* - Roxboro Rd, Durham - **4PM**

**WELCOME NEW MEMBERS**

**Gary Early**  
**Raleigh, NC**

**Vincent Newmann**  
**Apex, NC**

**Ronnie & Debbie Richardson**  
**Zebulon, NC**

**Hamilton & Sylvia Martin**  
**Apex, NC**



## Making the decision to use clay

Today we will be discussing the practical applications of detailing with a clay bar. Today, over 90% of all paint finishes now days are clear coated, and thus, a need for the clay bar has risen. The clear coats, as beautiful as they are, can accumulate embedded contaminants. No amount of washing or polishing will remove these contaminants from your precious paint job, and once they are in, the only proven way to remove them is with detailing clay bars. A combination of the clay bar itself and a matching clay bar lubricant will ensure you that the job will go scratch-free.



A perfect driving record won't save you from the numerous collisions your car makes every day with unavoidable airborne pollutants. These pollutants can be virtually anything, ranging from brake dust to industrial fallout and may contain damaging metal shavings. If these contaminants penetrate the clear coat, it is possible for them to oxidize and spread. Clay bars can prevent future corrosion by removing the harmful particles from your clear coat before they do serious paint damage.

Because your vehicle can collect all types of contaminants from just about anywhere, it is safe to say that a good claying is well due. Of course, different driving and storage conditions can affect the accumulation of these pollutants, but luckily, there is a simple way to test the validity of the problem. To test, begin by washing and drying your vehicle as normal. When you are finished, cover your hand with a plastic sandwich bag and gently rub the paint with your fingers. If the paint feels like sandpaper, then you have a real problem on your hands. The gritty spots you can feel through the plastic are the tell-tale signs of contamination, and can be treated with products such as **Pinnacle Ultra Poly Clay bar** or **Detailer's Pro Series Universal Detailing Clay**. Using a clay lubricant while applying these products is well advised, as you would not want to scratch the paint while using the clay bar.



Polishin' Pal with Wolfgang Polishin' Clay Disc

You can expect to find clay bars in either 100 gram bars, or the larger 200 gram bars, which you should cut down into halves for future use. To store your unused clay bars, moisten them with lubricant and place them in the provided storage case or sandwich bag to prevent them from drying out prematurely. Properly stored clay bars will last about two years when used on a single vehicle. However, 100 grams of clay is enough to repair three or four vehicles once. The average vehicle usually requires one or two applications of detailing clay every year.

## DAVID SMITH's TECHINCAL TIDBITS

Here are some instructions for claying your vehicle:

1. First, wash and dry your vehicle as normal.
2. Spray the clay lubricant (any detailer will do) on an area no larger than two square feet. This will help you to make your job more precise, and will also save you from wasting the clay lubricant by spraying more area than you can get to before it dries.



3. Lightly rub the clay back and forth across the lubricated area, but be prepared for the clay to give resistance. As the resistance gradually lessens, you can be assured that the grit is being removed. When the drag disappears altogether, it's time to move on to another area. The clay might end up losing its shape after repeated uses. This is normal without the use of a pad.

4. Before moving on, you'll want to remove any clay residue left behind. To do this, wipe away the clay lubricant with a **Microfiber Detailing Cloth**. After it is wiped down, glide your fingers across the restored, liquid smoothness. If it doesn't meet your approval knead the clay to reveal a clean side and repeat the process.

If you are dealing with heavily oxidized paint, using clay first might not be the best idea. Instead, switch to a quality polish such as **Klasse All-In-One** and then remove the oxidation with your preferred orbital buffer. Following up with the clay soon afterward will bring out the greatest results.

5. Doing the entire car in sections is the most effective way to use your products. Applying the lubricant to your entire vehicle and then rushing across it with the clay will result in a waste of time, product and money. Take your time and work from one area to the next, applying the lubricant as you go.

6. When you are finished with the clay, it is advised that you immediately store it before doing anything else. This will optimize the clay's lifespan.

Remember, to properly store the clay, first spray it with the lubricant and then store it in an airtight container. It should not be stored in extreme temperatures nor should it be stored in a container housing other mixed products.

7. To protect the clean paint, top off the job with a quality wax or sealant. These important steps will safeguard your coat and prevent any future corrosion from occurring.

I started this on the Monte but the oxidized water spots were too far gone, however I did it on Lily Mae and the overspray that I thought would never be gone is now GONE yippee.



***Thank you and as always keep the shiny side up and the greasy side down.***

*HISTORICAL CHEVROLET MILESTONES—SUBMITTED BY RALPH DEMICHELE*

**1911** -- Louis Chevrolet and crew begin work on the first Chevrolet automobile in March. Chevrolet, the company, is founded in September.

**1912** -- Chevrolet's Classic Six sets a sales record of 2,999. Factory soon moves and doubles its output capacity.

**1914** -- The Chevrolet Bowtie logo appears on production automobiles. Origins of the logo are hazy, but the symbol endures.

**1917** -- First Chevrolet V-8 engine begins a two-year run. The V-8 engine would not appear in production again until 1955.

**1923** -- Copper-finned, air-cooled four-cylinder engine is introduced, but proves less than successful in practical operation.

**1925** -- The inline six-cylinder cast-iron engine makes its debut. The 195-cu.in. "six for the price of a four" makes 46 horsepower.

**1933** -- Synchronesh transmission is added for smooth shifts. Dubonnet knee-action front suspension is the forerunner to double A-arm independent suspensions.

**1935** -- Suburban Carryall debuts, followed by the Coupe Pickup--a cross between a car and a truck, and the archetype of the El Camino.

**1939** -- First Chevrolet station wagon is introduced, made in part with renewable resource wood, which was fashionable for the day.

**1940** -- More than 1.6 million Chevrolet cars and trucks are built in a single year. Running boards make way for rocker panels.

**1941** -- America enters World War II. The "last off the line" ends civilian production on January 30, 1942. Plants are converted for military production.

**1948** -- The mighty Thriftmaster pickup truck arrives with an all-new design and alligator-jaw hinged hood for easier engine access.

**1950** -- The two-speed Powerglide automatic transmission is introduced. Chevrolet touts the first automatic in a low-priced car. Coupled with the Blue Flame straight-six, the transmission proves a hit.

**1953** -- All Chevrolet models feature a one-piece curved front windshield. Station wagon sales strengthen as American driving demands change.

**1955** -- A new era of horsepower begins. The overhead-valve small-block Chevrolet V-8 is available in configurations making from 162 to 180 horsepower.

**1957** -- Fins and a revised front end join an optional one-horsepower-per-cubic-inch 283-cu.in. V-8, resulting in the iconic 1957 Chevrolet.

**1959** -- Fins go out of style as quickly as they arrived. The El Camino appears with fins for its first year. Flat bat-wing fins give way to no fins at all.

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**1960** -- Vestigial fin-like structures remain. First air-cooled engine since the 1923 copper-finned engines appears in the compact rear-engine Corvair.

**1963** -- A Chevrolet Turbo Fire 283-cu.in. V-8 marks the five-millionth engine from a single Flint, Michigan, assembly plant in less than 10 years.

**1965** -- The big-block 396-cu.in. TurboJet engine with its angled valve "porcupine" cylinder heads makes over 400hp. Big-block Chevy enters lexicon.

**1967** -- Z/28 badge is borrowed from a factory build code. Z/28 Camaros win SCCA Trans-Am sedan title in 1968. Camaro sales soar.

**1968** -- Sweeping design changes across the entire lineup. Chevelle models shrink in size and beget the Malibu moniker.

**1969** -- A four-wheel-drive sport pickup truck with soft convertible top or removable hardtop, called the Blazer, appears as an off-road utility vehicle.

**1970** -- The Monte Carlo marks the advent of the Chevrolet personal luxury segment of the automotive market. Compact Vega is introduced in September.

**1979** -- The first front-wheel-drive Chevrolet emerges. Demand for the Citation outstrips supply for over a year.

**1982** -- The third-generation Camaro arrives, and is the first Camaro ever available with a four-cylinder engine as well as a V-8.

**1985** -- International Race of Champions series drops Porsche's 911, and adopts the Camaro. IROC Camaro hits the showrooms.

**1988** -- NASCAR aerodynamic modifications influence automotive styling. The Monte Carlo SS features a wind-cheating nose and high output.

**1992** -- Camaro celebrates its 25th year of production. Evolution of the small-block Chevrolet continues with the 300hp LT-1 in the Corvette.

**1996** -- The VORTEC engine series is introduced. Combustion chambers are designed to create a vortex effect for better fuel and air mixing.

**2009** -- Camaro returns to production after a six-year absence, and completes the return of the American muscle car triumvirate.

Long Style Cast Iron Water Pump (for small block) [\$25]; Carter Fuel Pump [\$15]; Cast Water Neck [\$15]; Chrome Water Neck [\$10]; 1970-72 Chevelle Original Dash Pad [\$75]; 1970 Chevelle tail light lenses [\$40 for both]; "350" emblems (R&L) for 70 Chevelle [\$40]; Trunk Emblem for 70 Chevelle [\$30]; Grill Emblem for 70 Chevelle [\$15]; Rocker Panel Trim for 1970-72 Chevelle [\$100 for pair]; Craftsman Compressor (needs some maint) [\$20]; Crawler [\$10]; Stool w/ tool trays [\$10]; K&N 13x2 Washable Air Filter [\$10]; 14x3 Air Filter [\$5]; 68-72 Chevelle Fuel Tank Door/License Plate Mount [\$10]; Set of Chrome Lug Nuts/Washers for Cragar (7/16x20) [\$20]; Set of [4] Lug Nut Locks with key [\$10]; Original 1970 Chevelle Grill and Stainless Trim [\$75] **Jeff Hopp @ 919-467-9594**

Small Block Quadrajet manifold [\$40]; Kenwood AM/FM Cass & CD Controller [\$100]; Kenwood 6 CD Changer [\$50]; 1970-1972 12 Bolt Posi Carrier [\$125]; Edelbrock 750 Performer Carb - may need rebuild [\$85]; BBC open chamber cylinder heads. New valve job. [\$350] **Ray Bader @ 919-387-0479**

Fully restored "Henderson" city tag dated 1966 [\$60] **Ted Korab @ 973-420-2804**

Chrome rear bumper, fits 2001-2006 Tahoe, Suburban, GMC Yukon, Yukon XL, and CK 1500 pickup. One small dent, no rust. [\$50 OBO]. **Larry Marks @ 919-782-1993**

The Chevrolet Models for 1955 were the 150, 210, Bel Air & Nomad.

The big news for the 1955 Chevrolet was the introduction of the 265 cubic inch V8 engine. The new engine was lighter than the six cylinder and much more powerful, cranking out 162 horsepower with a standard transmission and 170 horsepower when equipped with the PowerGlide automatic. An optional 180 horsepower version tagged "Power-Pak" featured a four-barrel carburetor and dual exhausts. The body styling was longer, lower and boxier. Featured was a wrap-around windshield and a beltline dip below the rear side window.

*Answer from the April 2015 Edition*



What year was the El Camino introduced?

*Answer will appear in the June 2015 Edition*

**April 2015 Edition Trivia and Photo Winners**  
*Larry Marks & Barry Kitchener*



Send your answers to **Jeff Hopp** at [jhopp55@att.net](mailto:jhopp55@att.net)

**FROM APRIL 2015**



**Brian Anzak's**  
Corvette





Out & About  
With PCCC



Photos by  
Linda DeMichele  
Jeff Hopp  
David Matthews  
Ted Korab

