



THE BOWTIE BULLETIN

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

MAY 2016 EDITION



Ted Korab's 1966 Chevelle

This Months Contents

*Message from our PCCC VP
Club Info, News and Social Events
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A MESSAGE FROM OUR PCCC VP

SPRING IS HERE

As I write this April is almost over and May is right around the corner. We are now in full swing for the Show/Cruise-in season. The 2nd Annual Goods Guys Raleigh show has come and gone, and once again there was nothing but praise for PCCC as the host. Thank you to Ray Bader for organizing and all the club members who helped make it happen.

We are now less than one month from Memorial Day Weekend and our Show. Once again this show can be a success only if our club members step up and help out. This includes soliciting Sponsors as they are a big source of our revenue, as well volunteering for the many positions we need filled during the show itself. Our club has always stepped up in the past, and I am sure they will again this year. THANK YOU.

On a personal note, I have had my second Knee replacement. All is going well, and I plan to be out and about at the shows and cruise ins this month.

*Regards,
Barry Kitchener
PCCC Vice-President*

NEXT SCHEDULED BUSINESS MEETING — MONDAY MAY 23, 2016

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

2016 Club Officers

President - David Smith
dmsmith@nc.rr.com

Vice President - Barry Kitchener
barrykit2000@yahoo.com

Secretaries - Jim Toups & Carol Keith
jtoups@nc.rr.com
tedkeith@bellsouth.net

Treasurer - Tom Doherty
tdoherty@mpclip.com

Send your 2016 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.

Email—matthewsdavid1955@gmail.com

For a copy of any past PCCC Bowtie Bulletin Newsletter, contact Jeff Hopp @ *jhopp55@att.net*

Contact PCCC Treasurer Tom Doherty @ *tdoherty@mpclip.com* for copies of the PCCC Member Directory

SCHEDULED PCCC 2016 SOCIAL EVENTS

May 1, 2016—Fish Fry
3PM

At Linwood and Mavis Johnson's
Place

View the email from David Ward Jones

October 2, 2016
BBQ

December 3, 2016
Christmas Banquet

Any Questions or Suggestions?

Contact David Ward Jones at 919.971.4615 or *daviddwjarchitect@nc.rr.com*



2016 MADE IN THE USA CARSHOW



PIEDMONT CLASSIC CHEVY CLUB
27TH ANNUAL MADE IN THE USA CAR SHOW
MAY 28, 2016
 Celebrating 50 years of the 1966 Chevrolet

Sponsored by:



CHEVROLET



Sponsored by: Capital Chevrolet

Show for All American 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 |

Mark Roberts, CAPITAL CHEVROLET "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)

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

Visit our club website for more information at piedmontccc.org

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



Help us help the Children sign up to be a PCCC Car Show Sponsor for Only \$50 for more Information Contact any PCCC Club Member or email Les Shelton at iiilps@aol.com

WELCOME NEW MEMBERS

*Ben & Deborah McCommons
Garner, North Carolina*

*Joshua & Jessica Dickens
Angier, North Carolina*

*Michael & Joelle Simon
Willow Spring, North Carolina*

PCCC AT GOODGUYS



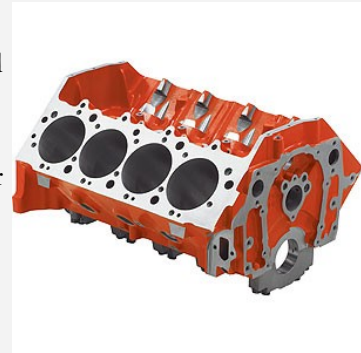
THE BIG BLOCKS

The **Chevrolet "Big Block"** is a term for a series of large displacement V8 engines that were developed in the USA during the 1950s to the early 1970s. As American automobiles grew in size and weight following the Second World War, the engines powering them had to keep pace. Chevrolet had introduced its popular small block V8 in 1955, but needed something larger to power its medium duty trucks and the heavier cars that were on the drawing board.

The first version of the "Big Block" V8 Chevrolet engine, known as the W-series, was introduced in 1958. The W-series engine was made of cast iron. Chevrolet designed this engine for use in passenger cars and light trucks. This engine had an **overhead valve** design with offset valves and uniquely scalloped rocker covers, giving it a distinctive appearance. The W-series was produced from 1958 to 1965. The first iteration of the W-series engine was the 1958 "Turbo-Thrust" 348-cubic-inch (5.7 L), originally intended for use in Chevrolet trucks but also introduced in the larger, heavier 1958 passenger car line.

This engine was superseded by the 409-cubic-inch as Chevrolet's top performing engine in 1961 and went out of production for cars at the end of that year. It was produced through 1964 for use in large Chevrolet trucks. The 409-cubic-inch (6.7 L) version was Chevrolet's top regular production engine from 1961 to 1965, with a choice of single or dual four-barrel carburetors.

A special 427 cubic inches (7.00 L) version of the 409 engine was used in the 1963 Chevrolet Impala *Sport Coupe*, ordered under Chevrolet Regular Production Option.



The 396-cubic-inch (6.5 L) V8 was introduced in the 1965 Corvette and in the Z16 Chevelle as the L37 option.

Introduced in 1970, the 402-cubic-inch (6.6 L) was a 396-cubic-inch bored out by 0.030 in (0.76 mm). Despite the fact that it was 6 cubic inches (98 cc) larger, Chevrolet continued marketing it under the popular "396" label in the smaller cars while at the same time labeling it "Turbo-Jet 400" in the full-size cars. The 402 label was used in light pickup trucks.



The Big-Block was expanded again, for 1970, to 453.96 cubic inches. It has been suggested that the LS6 was substantially underrated from the factory, which was somewhat common practice by the American car makers, and that the engine actually produced well over 500 horsepower.

The 502—with a 501.28-cubic-inch (8.2 L) total displacement—had a bore of 4.466", with a stroke of 4.00", and a cast iron 4-bolt main block. GMC offered it in their Performance Parts catalog, available as multiple crate motors.

Chevrolet began offering a newly developed 572-cubic-inch (9.4 L) in 1998, designated ZZ620/620 Deluxe, capable of running on 92 octane pump gasoline for street applications. Another version of the same engine is available as a high compression variant, codenamed ZZ572/720R Deluxe, generating a minimum of 720 hp on high-octane i.e. race-gas.

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]; "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]; 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 and Stainless Trim [\$75] **Jeff Hopp @ 919-467-9594**

Small Block Quadrajet manifold [\$40]; ; Edelbrock 750 Performer Carb - may need rebuild [\$85]
Ray Bader @ 919-387-0479

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

Fisher Body was an automobile coachbuilder founded by the Fisher brothers in 1908 in Detroit, Michigan; it

was a division of General Motors for many years, but in 1984 was dissolved into other General Motors divisions. Fisher & Company (originally Alrowa Metal Products) continues to use the name. The name was well known to the public, as General Motors vehicles displayed a "Body by Fisher" emblem on their door sill plates until the mid-1990s.

In 1904 and 1905, the two eldest brothers, Fred and Charles, came to Detroit where their uncle Albert Fisher had established Standard Wagon Works during the latter part of the 1880s. The brothers found work at the C. R. Wilson Company, a manufacturer of horse-drawn carriage bodies that was beginning to make bodies for the automobile manufacturers.

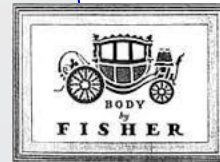
In 1908 they decided to go into business for themselves as the Fisher Body Company.

In the early years of the company, the Fisher Brothers had to develop new body designs because the "horseless carriage" bodies did not have the strength to withstand the vibrations of the new motorcars. By 1913, the Fisher Body Company had the capacity to produce 100,000 cars per year and customers included: Ford, Crit, Chalmers, Cadillac, Oldsmobile and Studebaker. Part of the reason for their success was the development of interchangeable wooden body parts that did not have to be hand-fitted, as was the case in the construction of carriages. This required the design of new precision woodworking tools.

The company owned 160,000 acres of timberland and used more wood, carpet, tacks, and thread than any other manufacturer in the world. It had more than forty plants and employed more than 100,000 people, and pioneered many improvements in tooling and automobile design including closed all-weather bodies.

Fisher Body's contribution to the war effort in both World War I and World War II included both the production of airplanes and tanks.

Alfred J. Fisher was Aircraft Director for Fisher Body.



Trivia

What was the XP-898?

Answer will appear in the June 2016 Edition

Answer from the April 2016 Edition

Out & About with The PCCC Club

