

*THE BOWTIE BULLETIN  
THE OFFICIAL NEWSLETTER  
OF THE*



*MAY 2020 EDITION*



*Contents*

*Message from our PCCC Vice President  
Club Info, News and Social Events  
Welcome New Members  
Feature Articles  
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Out and About with PCCC*



Wayne and Lois Bockmann's '67 Chevy C10

*Special Message from Our PCCC Vice President*

Hello--this months note is pretty hard to write. There isn't anything going on in the world we are used to--the classic car world. But on the other hand I guess most of us have temporarily found a "new world"--one we have had for years and may have not appreciated--our home.

I'm not sure about everyone else but I (we--David and I) have actually enjoyed staying home, We have been working in the yard--finally bringing it back to the way it was--its looking good!!

David has actually had time to work on his latest "new" rides--the 1949 Ford pickup and 1956 Chevy sedan delivery. In fact he has enjoyed being home so much that he has officially retired--so far so good --we haven't been sent to different rooms yet--haha

I do look forward to the very near future when we all can move around more freely--back to the life we have grown accustomed to and once again meet up with our friends and family with our pride and joys--the classic car world!!

Until next time. HUGS, Chris

The May 2020 Business Meeting Is Currently Scheduled on  
*Monday, May 18, 2020*

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

## 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 2020 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*

A Complete list will be posted on Facebook  
and will be sent by email

[kbrady.southernclassic@hotmail.com](mailto: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](mailto: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](mailto:rclarry@aol.com)  
for complete ordering details

*PCCC Made in The USA Carshow*

**PIEDMONT CLASSIC CHEVY CLUB**  
**Made In The USA**  
**May 23, 2020 CARSHOW**

*Sponsored by:*

Celebrating 50 years of the 1970 Chevrolet



**Show for All American Makes 1995 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**

<b>STRUTMASTERS.COM Best of Show</b>	<b>Capital Chevrolet Pick of Show</b>	<b>PCCC Presidents Pick of Show</b>
Best Chevy 1969 and Older	Best Mopar	Best Engine
Best Chevy 1970-1995	Best Other US Make	Best Interior
Best 1970's Chevy	Best Street Rod	Best Rat Rod
Best Other GM Entries	Best Truck	Best Modified with American Power
Best Ford/Mercury	Best Paint	Pink Ladies Choice
	Club Participation	

**Registration: 8 am to 12 noon or until full \$20 ( No pre-registration - no rain date)**

**Awards presented by 3 pm**

(Sorry no vehicles displayed newer than 1995)

Location: Lake Wheeler Park, 6404 Lake Wheeler Road , Raleigh, NC 27603 Visit our club website for more information at [piedmontccc.org](http://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 Pat Smith at [psmith036@outlook.com](mailto:psmith036@outlook.com)

Lake Wheeler Park Rules, Pets must be restrained on a leash at all times within the park. No alcohol of any kind. Smoking is only in designated parking lots. Canopies must have a fire extinguisher and anchors.

Please mark your calendar  
**19th Annual**  
**October 16-17, 2020**  
 Historic Downtown Henderson, NC  
**SHOW, SHINE**  
**SMOG & BINE**  
 Vance County Tourism  
 252-438-2222

**Advance!**  
**Auto Parts!**  
 Visit Your Local ADVANCE AUTO Today

Bring your Child 15 and under by the MC Booth and Pick up a PCCC Little Hot Rodders Decal. From Gangster Gary  
  
 While Supplies Last

**DG Printing Solutions & Graphic Design**  
 919-218-9729  
 Solutions to all your Printing & Design Needs  
 Check us out on Facebook!

*CELEBRATION!!!!*

**MAY PCCC BIRTHDAYS**

Susan Shelton  
Kitty Hurst  
Cheryl McCarty  
JoAnn Hopp  
Jeff Hopp  
Joe Pretoroti  
Jimmy Grady  
Johnny Bagwell  
Doug Parks

*PCCC Photography*



Photos By  
Jeff Hopp

## *My First Car—By Keith Archambault*

It was the September of 1973 and I decided that I wanted to get my first car. I was driving my dad's 1964 Impala SS at the time and I wanted a car to call my own. I really liked the car but it only had a 283 with a Powerglide transmission. How I wish I could have kept it. I began looking and the first car I found was a 1970 Chevelle SS 396 with a 4 speed. My friend's brother-in-law was asking \$1500 for it. My dad was out of town at the time so I had to wait for his call that night to talk to him about it. He said no because that was way too much power for me and the insurance would cost too much. He knew this first hand because he had a 1969 Buick Skylark GS that was costing him too much for insurance just because I was a young household member. The next car I found was a 1970 Nova SS sitting at a Chevrolet dealership. A few days later we talked and he said that I would have to wait until he got back before we could do anything. I was getting very frustrated because you know how kids are. Soon after that, I was looking through the paper and found a 1964 Chevy Impala SS with a 409 and a 4 speed. The guy was asking \$800 for it and the engine had been gone over and he said it was blueprinted and balanced and had dual quads. The body needed a lot of work. Those Wisconsin winters take their toll. I got the bright idea to put the drivetrain in our 1964 Impala and make two good cars out of one. My dad said that I was crazy because I could kill myself in that car with so much power and that pesky insurance problem surfaced again. I was about to give up hope. This was the longest week in history but it was about to end.

I had just started my first year at Milwaukee Area Technology College. I was on my way home from classes when I spotted a 1970 Chevelle Malibu sitting in the first row of Jim King Chevrolet's used car lot. I was not quite 18 at the time so Dad would have to cosign with me. I was so excited to tell him but he told me that I would have to wait until he came home. I was so afraid that they would sell it before then but there was nothing I could do. Every day I would drive by to make sure that it was still there.

When my father returned home, we went straight there and it was waiting for me. There were a few blemishes so we made the deal and I left it there for repairs. The cost was \$2000 and I was working part time so I felt that I could afford it if I got a loan from the bank. I got the loan and it cost me about \$50/month. I paid the car off early.

One day while I was at class, someone broke into my car and tried to steal the radio and messed up my dash so bad that I had to replace it. They also destroyed the radio. I couldn't understand why they did this because I had tools in the back seat. At that point, I decided that I needed to find a winter beater and park the Chevelle in the garage for the winter to preserve the body and protect it from thieves.

The car came from the factory with a 350 cu. in. 2bbl engine, a turbo 350 transmission, 2.56:1 10 bolt rear end, gold paint, tan vinyl top, and an ivory interior.



## My First Car—By Keith Archambault

In the first couple of years, I made some changes. First I added a factory Q-Jet, intake manifold and dual exhaust. Two major changes were the replacement of the rear end with a 12-bolt posi-traction unit with a 3.31:1 ratio and the replacement of the drum front brakes with a power disc system from a donor car. At that time, there were no conversion kits. Then one day, the neighbor across the street backed into it which damaged the bumper, left fender and hood so I decided to replace the hood with a domed version since they both cost \$127 at the time. Since those new parts needed to be painted, I began the process of preparing the body for a new paint job. My friend Mike gave my car its first new paint job. He was taking bodywork classes at the local technical college. He gave it a fresh new black lacquer paint job which turned out to be more a flat black than a gloss black. We tried wet sanding and buffing but it never got the desired shine. Shortly thereafter, I paid someone else to repaint it for \$25. I had it pin-striped and it looked pretty good after that so I began entering shows. The first major show that I went to was the NSRA street machine show in 1979. I went with a bunch of friends from our car club at the time. We drove from Milwaukee, Wisconsin to Tulsa, Oklahoma.

Unlike many other people, who have had many projects, this car has become my lifelong project. I have listed below an overview of what I have done over the years.

### Changes and dates

1973-1979

2 paint jobs, intake manifold, Quadrajet Carburetor, headers, dual exhaust, and 12 bolt posi traction rear end.  
Turbocharger

### 1980-2013

454 engine, headers, Edelbrock Performer Intake, Turbo 400  
New custom paint 1980  
New interior  
TH700R transmission 2008  
SS dash  
Classic Auto Air system

### 2013-present

ZZ502 crate motor  
MSD fuel injection and ignition  
TCI 6X automatic transmission  
4-wheel disk brakes  
Dakota Digital gauges  
Custom Auto Sound stereo system



Contact Jeff Hopp to submit an ad or change or delete existing ads at [jhopp55@att.net](mailto:jhopp55@att.net)

## PCCC PARTS & SWAP

Contact the PCCC Member listed below for additional details

62 Impala S/S hubcaps. Excellent condition (set of 4) [**\$250**];  
Contact **Barry Kitchener** @ 919-623-7287

**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.

**Chevelle Parts - Ford Model A Parts**  
Contact **Bill Aldridge** @ 919-523-4619

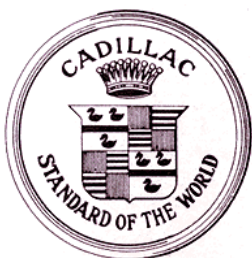
**Four brand new AC Delco 11" brake rotors** and a complete set of new brake pads available for C3 Corvettes [**Asking \$125 for all**] Contact **Dave Peedin** @ 919-612-6998.

**1988 Cougar LS**, 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

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**]; 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 with Stainless Trim [**\$75**]; "350" emblems (R&L) for 70 Chevelle [**\$40**]; Trunk Emblem for 70 Chevelle [**\$30**]; Grill Emblem for 70 Chevelle [**\$15**] Contact **Jeff Hopp** @ 919-665-9318

## Classic Car Trivia— The Cadillac Crest

The **Cadillac crest** was inspired from the coat of arms of French adventurer Antoine de la Mothe, sieur de **Cadillac**, who founded the city of Detroit in 1701 and is said to have been an ancestor of **Cadillac's** founder, Henry Leland.



The first automotive Cadillac emblem featured the following design elements -

**The Couronne (Crown):** The six ancient counts of France, with the pearls being descendancy from the royal counts of Toulouse.

**The Merlettes:** Commonly known as "the ducks," these birds appear in trios to symbolize the Holy Trinity, with three on one side representing the nobility of the mother's lineage and the others representing the father's noble lineage. The use of the birds comes from the time of the Crusades.

**Color Stripes:** Black (superiority), gold (riches), red (boldness), silver (virtue), and blue (valor). The black stripe itself is indicative of an award for Crusader service.

**The Laurel Wreath:** A symbol of aristocracy and victory.



Although the Cadillac arms were not registered as a trademark until 1906, they were in use as early as September 1902. The original emblem, which featured a seven-piked coronet garlanded with a laurel wreath, was closely based on the registered design, with merlettes slanting down to the left and a wreath composed of tulip-shape flowerets arching up to a seven-point crown. Cadillac attorney Newell S. Wright filed for the trademark application on August 18, 1905, and the registered trademark--number 54,931--was granted on August 7, 1906.

Gradually, the emblem's design changed to a more graphic visual pattern. The slogan was added upon Cadillac's receipt of the Dewar Trophy in 1908, in recognition for achievements in the standardization of parts.

From 1916 to 1918, Cadillac used a badge that incorporated the tulip-bulb wreath from the original trademark with nine points on the crown. The crown reverted to seven points and joined the crest in 1920. This crest remained through 1925.

The feature for this and future newsletters has excerpts taken from the Internet. It is solely meant for the enjoyment of club members to share some classic car history.



## Classic Car Trivia— The Cadillac Crest

To better match the more streamlined styling of the new Cadillacs, designers used the same elements for the V-8, V-12 and V-16 and gave them wings. The new design remained unchanged on all radiators through the 1935 models, though in 1934, the crest became detachable.

With the post-war Cadillacs came new emblem designs, which evolved to the basic "V" and crest design. The 1947 emblem is one of the first post-war badges to incorporate the "V" with the crest, although it had been used in the past in V-8 emblems.



With the 1956 models, the Cadillac badge began a trend to a long, low and wide shape, probably to emphasize the pattern of advertising in this period. The Cadillac crest continued this trend through 1959 until the crown at the top almost vanished. The crest was at its broadest in 1960.



The famous wreath and crest emblem was used on Cadillac products--with minimal changes--for 36 years, then modernized in 1999 to a more chiseled design.

