

THE BOWTIE BULLETIN

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

NOVEMBER 2017 EDITION

This Months Contents

*Message from our PCCC VICE PRESIDENT
Club Info, News and Social Events
Welcome New Members
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Steve LaRue's Mustang

A Message from our PCCC VP

It was great to see Robert Copeland and Lois at our last meeting--and to top it off--who won the 50/50? Yep Robert!! Well deserved--looks like luck is with him! Congratulations!

Don't forget to turn your clocks BACK one hour November 5th. It seems to me like all of a sudden it just started getting dark around 7.--nothing gradual. I don't know about you all--but I don't like it getting dark early--it makes the evening drag on.

We still have quite a few carshows--cruise-ins--events and parties--plus the holidays to enjoy before the end of 2017. Hope everyone can make it to the TOYS FOR TOTs Classic Car/Harley Davidson show at LoneStar in Knightdale December 2nd. The area car clubs and Ray Price Harley Davidson are involved with this event. In the past we have filled several tractor trailers full of bikes and toys--very exciting!! The Harleys have a police escort from the Ray Price shop--all the way to Knightdale--what a sound with hundreds of motorcycles roaring in. Please bring toys to donate.

Hope you enjoy the next couple of months sharing the holidays with friends and family.

Thanks Chris

Next Scheduled Business Meeting — Monday—November 27 2017

***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

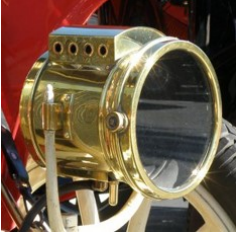
Mark & Laurel Wheeler
Willow Spring, NC

Robert Andersen
Angier, NC

Dan & Averil Glover
Smithfield, NC

HISTORY OF THE AUTOMOTIVE HEADLAMP

Similar to old gas lamps, the first headlights were introduced during the 1880s used acetylene and oil. Originally developed for mining purposes, Carbide lamps were produced by dripping water on calcium carbide to produce acetylene gas, which was then burned for a light. These headlights or 'headlamps' required regular cleaning because they produced caustic lime, a toxic substance. Its construction was made up of a lantern with a reflecting mirror which sent an unfocused scattered forward light.



With a poor range and the absence of a lens protector, a strong gust or splash of water easily extinguished the 'weather resistant' acetylene. During cold weather, the water would freeze which would inhibit the gas generation process. Up until 1912, acetylene headlamps were used on the majority of manufactured vehicles.

The first electric headlight was debuted in 1898 with the Columbia from the Electric Vehicle Company, but it wasn't until four years later in 1902, that the Pockley Automobile Electric Lighting Syndicate offered lights powered by an eight volt battery. In 1912, Cadillac introduced their Delco electrical ignition and lighting systems and paved the way of vehicle electrical systems which is similar to what we see today.



The first taillights, which integrated the stop lights and turn signals, debuted in 1918. Even though it's been nearly 100 years, some drivers on today's roads still don't know how to use them. Comparable to today's systems, a lever fastened to the steering wheel controlled two diamond-shaped tail lights mounted at the rear of the car. Shortly after, tail lights became standard on most automobiles.



In 1939, the sealed beam style of headlights was manufactured with a metal reflector, a soldered-in bulb, and glass lens fastened permanently together due to patent restrictions. This standardized round sealed beam headlight provided a more focused light with the help of the tungsten filament sealed inside a glass/reflector lens. Per the Federal Motor Vehicle Safety Standard 108, all vehicles sold in the U.S. were required to have two 7" in diameter round sealed beam head lights per vehicle, which limited the design of automotive designers.



HISTORY OF THE AUTOMOTIVE HEADLAMP

In 1957, the U.S. law began to allow for four sealed beam headlights, each being 5 ¾" in diameter. Two served as a high beam setting while the other two would serve as a low beam.



The halogen sealed beam headlight didn't make its debut until around the 1960's. Europeans were much quicker to utilize this new technology than American car manufacturers. European car manufacturers essentially took the sealed beam design and enhanced the light output by inserting halogen gas into the unit so it would react with the tungsten filament. This design provided a brighter light source to illuminate the roads ahead. The U.S. automotive market didn't take to this newly improved technology until later, but utilized non-halogen sealed lamps until around 1978. It wasn't until 1979 where the US markets integrated halogens sealed lamps into American automobiles to increase the light output.



In the early 1990's, Xenon headlamps are a combination of metal halide lamps filled with Xenon gas. This helped produce adequate light levels immediately when starting up a vehicle and would reach their full brightness shortly after. Compared to halogen lights, HID headlamps (Xenon) improved lamp life, lumens, high intensity beam patterns, color temperature, and durability. Since the lighting units could be smaller without impacting the light emitted automotive designers were able to design headlamps more creatively. The first American car to implement this HID technology was the 1996 Lincoln Mark VIII.

The LED headlight that we know today made its appearance in the 2004 Audi A8, primarily as a daytime running head light when the vehicle was in motion. They are widely used in today's markets since they produce a massive amount of light without requiring a whole lot of energy. LED headlights reign supreme in efficiency since they produce substantially lower levels of heat than the previous generations of headlights. Since the diodes are relatively small, they can be manipulated into a range of different headlight shapes, the most unique at the time being the 2007 Audi R8 which used LEDs in every section of its headlight cluster.



PLANNED 2017 PCCC SOCIAL EVENTS & CLUB CRUISES

Date—Sunday, October 29 , 2017

**Kitty Horton's Car, Truck and Antique Collections and Memorabilia
in Hurdle Mills, NC**

Meet at Sir Walter Chevrolet at 10AM

**Depart the dealership at 10:20 and cruise west on Glenwood Ave
(highway 70) to Durham. We will take U.S. 501 N (Roxboro Rd) towards
Roxboro to The Homestead Steakhouse & Family Restaurant for lunch.
Proposal that the club will allocate \$10 per person towards the cost of
lunch. (Paid from Social Fund).**

See Dave Peedin's Email sent on Oct 15 for more details



**PCCC Christmas Party
Saturday December 9, 2017
At Angie's Restaurant in Garner
Fully Catered
Eat @ 6PM**

Any Questions or Suggestions?

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

PCCC PARTS & SWAP

Contact club members for more details

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] 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

1939 Chevy Street Rod. Excellent condition, new paint, 350 engine AT,PS, PB, A/C. [\$36,900]

Looking for 4-barrel intake manifold and carburetor for SBC, also exhaust headers for SBC

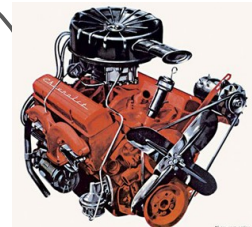
Contact [Barry Kitchener](#) @ 919-623-7287

The "Baby" or "Mighty Mouse" (which became just "Mouse") motor were nicknames for the Small Block Chevy and the "Rat" Motor was a nickname for the Big Block Chevy.

The first generation of Chevrolet small-blocks began with the 1955 Chevrolet 265 cu in V8 offered in the Corvette and Bel Air. Soon after being introduced, it quickly gained popularity among stock car racers, becoming known as the "Mighty Mouse" motor, after the popular cartoon character of the time, with the simpler "Mouse" becoming much more common as time went on.

The Small Block Chevy greatly influenced future V-8 engine designs, both inside General Motors and among the competition. Over the years, variations of the small-block V-8 have been used in race cars, off-road trucks, boats, and even custom motorcycles. It can also be found under the hood of everything from classic Ford hot rods to radical Jeep conversions.

The first version of the "Big Block" V8 Chevrolet engine, known as the W-series, was introduced in 1958. Chevrolet designed this engine for use in passenger cars and light trucks. The W-series, also known as the Mark 1, were produced from 1958 to 1965, and had three displacement options: The 348, 409 and 427. The "W" engines were great performers but lacked power and longevity for stock car racing. Since Chevrolet was heavily involved in racing during the 1960s, it dedicated a team of engineers to develop a special new engine that would put the competition to shame. The Chevy "Mystery Motor" debuted on February 22, 1963, for the Daytona 500. The factory called this engine the Mark II, and eventually it became the big-block Chevy engine we know today.



*Classic Car
Trivia*

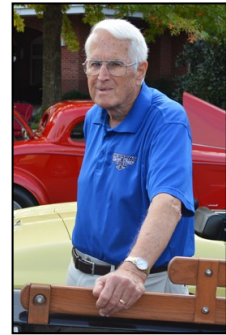
What was the
El Morocco ?

*Trivia answer will appear in
The December 2017 Edition*

Trivia from the October 2017 Edition



***Out and About
with the
Piedmont Classic Chevy Club***



**Photos By
Robert Copeland
Jeff Hopp**

