

THE BOWTIE BULLETIN

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

OCTOBER 2017 EDITION



1968 Pumpkin Corvette
Owner—Unknown

This Months Contents

*Message from our PCCC PRESIDENT
Club Info, News and Social Events
Welcome New Members
Feature Articles
PCCC Parts & Swap
Classic Car Trivia*

PCCC MEMBERSHIP GROWTH

Piedmont Classic Chevy Club currently stands at 108 members and growing every month. Why, you may ask? Answer, we like to have fun:

Cruise-Ins
Car Shows (Ours,
Good Guys)

Social Events
Help each other
whenever needed

Develop friendships
Love Cars
Parades
And much more.....

If you know somebody who has an interest, talk about what we have to offer. We have plenty of business cards that can be handed out, pick some up at every meeting or just ask I and I will get them to you.

That being said, we have a busy fall season ahead of us. Watch your emails and our website for updated info, cruises, shows, fall get together (to be announced) parades, Oakwood Candlelight Tour, Club Christmas Party.

See you out and about.
Barry Kitchener

Next Scheduled Business Meeting — Monday Oct 23, 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

Robert & Jo Clark
Garner, NC

Joe & Dawne Pittman
Raleigh, NC



DAVID SMITH's TECH TIDBITS

How to Remove, Replace or Tighten a glove box lock on some older GMs, A, F and X body's and other older Chevrolet full size, 1968 – 1981 WITH a Working key

(Without key read next page)



Open or remove glove box door and inside door cover. Push, flip latch lever to closed position. Insert key and put in lock position, without unlatching the lever, Now remove the key.

Push in tab, on the lock body close to the back side of the door, between the door and the latch, it's a flat tumbler tab about 3/16" wide, 1/16" thick, the size of small screw driver

Insert key, this somehow holds the tab in while key holds the other tumblers in.



Turn the key slowly toward the unlatch position while pulling or lightly prying on the chrome bezel tumbler, it will slide out a slot, during the key turn, about 1/8 to 1/4 on the way to unlatch position. Don't pry or pull very hard as may damage or break knob or not allow the tumbler turn.



It's kind of hard as key wants to slide and pull out before it's in tumbler slide out position, a fingernail may be enough, I used a screw driver. If the latch needs to be replaced un-screw collar, loosen or tighten with a large Allen wrench or large screw driver, if won't tighten or spins you may want to check slot in the door hole and repair or add a washer.

Reverse the steps above to re-install

If you've removed key from tumbler while it was out of housing, hold the silver lock tumbler tab in with finger and re insert key or new key, all tumbler tabs will be flat and flush with body, if the gold/brass ones aren't flush get a better key made, if silver tab is up repeat this step.

The key code is on tumbler.



DAVID SMITH's TECH TIDBITS

How to Remove, Replace or Tighten a Glove box lock on some older GMs, A, F and X body's and other older Chevrolet's,

If box is locked (you should have it picked by locksmith) or I guess you could take, tear, or rip out the expensive glove box under dash and try to and maybe get at the U shaped latch bar, 2 Phillips head screws. I've had some luck trying old keys, I probably have about 10 or 20 GM keys laying around. Also some locksmiths have piles of them maybe one will let you try if you bring the door to one.



If box is unlocked open or remove the door, and any inside cover panels on some doors, and pull the latch/lever up into the closed/latched position and then pull it even farther (as far as it will go and then hold it or wire wrap it in this position).

Take a small screwdriver or paper clip and insert it in the small slot located at about the 3 O' clock position in the back of the cylinder casing, close to door.



There will be 3 or 4 spring loaded small metal keys and tumbler tabs that you will need to depress one at a time while pulling and wiggling on the outer chrome bezel.

As you get by one another will catch and you will need to depress it to get by it.

Remember, while doing this you must be holding (or wire it) the latching arm all the way up as far as it goes.

As you get by the last key tumbler tab the cylinder will pull all the way out.

Then you can unscrew or tighten the threaded part that holds the tumbler casing to the door- a large Allen wrench or large screwdriver will be sufficient. The key code is on tumbler, if you are keeping the same lock make a key.



Replace reversing the (if key available) removal directions above, press in 1st silver tab while inserting new key. All tumbler tabs will be flat/flush with body, if the gold or brass ones aren't flush, get a better key made.

Good luck and I hope this helps someone as it did me on too many occasions when I lost keys.

Remember until next time

“Keep the shiny side up and the greasy side down”.

PLANNED 2017 PCCC SOCIAL EVENTS & CLUB CRUISES

Cruise in at Toyota Of Henderson

Date—To be determined

Kitty Horton/Homestead Steak House
Lunch & Tour

Date—To be determined

Hot Nights/Hot Cars Cruise
in Pilot Mountain
October 7th

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

MARK HERBERT'S FUTURE PROJECT



This car was in Bahama last year never sold.
Finally decided to sell to me.

Have a lot of original paper on it...about stripped
and ready for sandblasting and primer.

It sat for 25 years on blocks... pretty solid...going
back to the original 230 six which is already
rebuilt

Any Questions or Suggestions?

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

The Peedin Lunch Tour II

By Denny Oestreich



On Sunday June 18, 2017 the PCCC car club again joined Dave and Chris Peedin for Lunch and Tour #2 (PLT2). This time the tour went toward Selma to see Tommy Fitzgerald's car motorbike, and memorabilia collections. The group gathered at Walmart parking lot in Knightdale with 24 PCCC vehicles. The first stop on the tour was lunch at McLean's Restaurant in Zebulon. This time Dave led us out to highway 64 and then up highway 97 to Zebulon. We arrived at 11:30, before the after church crowd. The restaurant was ready for all 47 members of the club and seated us together in the back room.

Just like our previous visit, we had outstanding service and great meals. They brought out some awesome desert selections to tempt us. By the time we had finished the restaurant was filled and there was a waiting line outside.

After lunch we left the restaurant, and headed to Tommy Fitzgerald's. Dave had arranged for the Zebulon Police department to direct traffic allowing everyone to pull out of the restaurant and thru one of the major intersections in downtown town Zebulon in a continuous convoy.



We turned down highway 96 for a 25 minute drive to Tommy Fitzgerald's house near Selma, NC. Everyone made the trip successfully.

Tommy met our caravan of PCCC vehicles in front of his house. Many of us parked on his lawn. When we had all arrived and parked the count was 49 PCCC members in 30 classic cars. Tommy introduced his wife Donna and gave us some background on his collections. There was a lot to see.

The Peedin Lunch Tour II (continued)

Tommy invited us into one of his garages and told us about each of the five older vehicles in the collection. Tommy likes older original vehicles and drives all of them. His oldest vehicle is an open 1906 REO. He gave us some background on the REO and told us about how it runs with an 8 horsepower engine turning a maximum of 850 RPM. The Reo is a very original vehicle.

His second vehicle was a 1914 Ford Model T brass era car. The car is again original, including the rear seat floor mats which do not appear to have never been used. Tommy is partial to older Model Ts and owns three of them. The second Model T is a 1922 Runabout which was modified for racing long ago and still holds its original racing configuration. His third Model T is an all original 1925 Model T which he has converted to a truck configuration to advertise his store, the Percy Flowers Store. He suggested everyone should own a Model T sometime in their life.



Tommy also has a 1910 Buick touring car that he uses on Horseless Carriage and AACA tours. This is a large vehicle open vehicle which been used on several tours.

In the same building as the older cars Tommy has a collection of low mileage original motor bikes and scooters. He enjoys collecting these because they cost less than the cars.

Tommy invited us into his second garage where he keeps a very special 32 Ford Roadster and a very new Corvette. He also has a music studio, a license plate collection, several petroleum signs, and other memorabilia collections all nicely displayed. In a third garage he keeps a 1966 Corvair van and a BMW motor cycle with side car. Also in this area is a working garage where he does his maintenance and restoration work.

Many thanks to Tommy and Donna Fitzgerald for opening up their garages for PCCC to tour.

PCCC PARTS & SWAP

Contact club members for more details

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

Wanted—67-72 C10 project or truck.
Contact **Roger Randolph** @ 919-938-9288

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



New Model Cars that were introduced in 1970 were:

AMC Gremlin	Chevrolet Vega
AMC Hornet	Ford Pinto (as a 1971 model)
Buick Estate	Plymouth Duster
Chevrolet Monte Carlo	

1970s cars were forced to adapt to the reality of the gas crisis, hence the need to design cars that are capable to conserve gas, compliance to the Clean Air Act, and vowing to consumer advocacy groups' demand for safer automobiles.

In the 1970s, Americans shifted their attention to smaller, more reliable, high-mileage foreign imports. In fact, more than a million imports were registered by 1969. Meanwhile, American automakers were slow to respond.

The U.S. auto industry, blinded by its own record of success, would lose customers by being unable to recognize sweeping changes in the global automobile market. Detroit exhibited arrogance. "We know what's best". That attitude blinded them, causing them to fail to manufacture products of uniformly high quality.

In fact, in the 1970s, the Big Three continued to focus on their strengths: gas-hungry muscle cars; large, luxurious sedans; and mid-sized cars. U.S. automobile manufacturers continued to view the compact car as a risky investment.

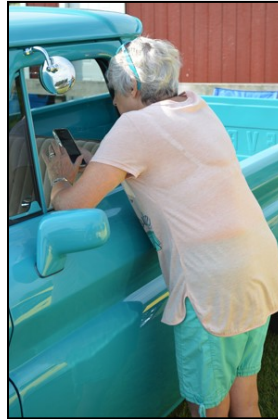


Classic Car Trivia

What was the "Baby Engine" and "Rat Engine?"

Trivia answer will appear in The November 2017 Edition

Trivia from the September 2017 Edition



Out and About with PCCC



Photo's By—Wes Hilliard, Jeff Hopp, Chris Peedin & Ted Korab

