

*THE BOWTIE BULLETIN  
THE OFFICIAL NEWSLETTER  
OF THE*



*OCTOBER  
2020  
EDITION*



*Brian LaRue's Transformer Camaro*

*Contents*

*Club Info, News and Social Events  
Welcome New Members  
PCCC Photography*

*Feature Articles  
PCCC Parts & Swap  
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*Special Message from Our PCCC President*

Greetings from a galaxy far, far away, not really it just feels sometimes like we are in a Sci Fi movie. With summer coming to an end and no where to really show off our prized classics a glimmer of hope every now and then comes around. We have still been able to do Mojos and quite a few cruises and Cars & Coffees.

With the end of September comes the end of the time for donations to the Hilltop Home (Thank you to all who have donated). I would like to extend the deadline for contributions until October 9<sup>th</sup>. Please email Tom and myself when you make a contribution. Then send your contribution to Tom or if we happen to meet you can also give it to me and I will make sure Tom gets it. Still time to give from the heart. I hope October finds everyone and their families coping well. Especially with those with school aged children eLearning from home.

Don't forget elections coming up and think about the race for 3 of the open offices. We have for President David Smith, Vice President Ray Bader, Jimmy Grady and Mark Wheeler, for Secretary Natalie Hummel. Tom Doherty will stay on as Treasurer. Thanks Tom for the great Job you do.

Advance still will not open their doors for us to have a formal meeting but we tried a Zoom meeting and a small gathering at Mojos Last month, which worked out fairly well. I would still like to get a meeting outdoors at least to discuss any concerns any one has regarding anything they wish to discuss. If for no other reason than to see all the members we have not seen in a while. Please feel free to text, email or call me with any assistance you may need.

Here's hoping October can make some leeway in this pandemic back to normalcy.

David Smith

## 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 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

Standard Club Shirt [\$10] Long Sleeve [\$15]

Royal Blue Polo Shirts

Including standard embroidery [\$23]

Pink Ladies V-Neck [\$10]

Hats

Solid Kaki, Kaki with Black Brim, Kaki with Black Trim, Solid Black, Gray/White [\$15]

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  
[rlarry@aol.com](mailto:rlarry@aol.com)  
for complete ordering details

## ***PCCC Photography Challenge***

I'd like to challenge PCCC Club members to get involved with some car photography. As we all have cell phones (yes some can take some awesome photos) and some of us do have nice cameras, how about getting a nice photo of YOUR vehicle with an old abandoned building, or barn, or old gas station...or anything you feel would be a nice image of your car or truck. As we are ordered not to gather in crowds, this might be something cool to do and would be an opportunity to get those classics out on the road for a bit. Your images will be featured each month.

Jeff

jhopp55@att.net



*Photos By  
Cheryl McCarty  
Eric Mangum  
Dave Peedin  
Mark Herbert*





## *CELEBRATION!!!!*

### OCTOBER PCCC BIRTHDAYS

Keith Archambault  
Bob Anderson  
Barry Kitchener  
Larry Lewis  
Ted Korab  
Johnny Ellis  
Gary Wary  
Vic Potter

## *WELCOME NEW MEMBERS*

*Brian & Julie LaRue  
Smithfield, NC*

*Sal Bartolomeo  
Fuquay Varina, NC*

*Keith & Kathy Sansoucy  
Wake Forest, NC*

*Dan & Jodi Stalfire  
Wake Forest, NC*

*Alfredo & Betty Tognetti  
Cary, NC*

*Jon Mann  
Wake Forest, NC*

## *The Hopp Shop - By Natalie Hummel*

A Chinese proverb says: “do you see difficulty behind every opportunity, or opportunity behind every difficulty?” When Jeff and JoAnn Hopp moved into their home in Cary in 1990, they saw opportunities for a home, life and future shop to fuel their future classic car hobby. Jeff & JoAnn bought their 1970 Chevelle Malibu in 2002.

The home had an enclosed porch to the right of the front door. The plan was to remove the porch, hire a builder and erect a shop. Jeff started the process in 2004.

Before they broke ground, Jeff went downtown to the planning department to verify building requirements, set-backs, etc. The permit department verified the local 5 foot setback from the side property line.

Armed with the knowledge of code requirements, Jeff called up a builder and began demolishing the porch to make way for his shop. Demo complete, the city folks stopped by and pointed out that the plan for the shop was not compliant with the required 10 foot set-back. 10 feet! This was going to cut 6 feet into the corner of Jeff's planned shop. Jeff pointed out that a city employee had told him it was 5 feet and was informed that person no longer worked for the city! This was the first of many difficulties in the building of the Hopp Shop. Jeff saw this difficulty and turned it into an opportunity.

Jeff and JoAnn regrouped and selected a new site down the hill from their house. This plan required more concrete, the first of many unplanned expenses.



## *The Hopp Shop - By Natalie Hummel*

Site 2 selected, the earth-work began. An engineer had been on site to proof-test the specifications for earth work before the foundation and slab work initiated.

Digging commenced and after 8 feet of muck, it ceased. The site bordered a drainage ditch and appeared to have layers of silt much deeper than estimated. The engineer returned and proposed an alternative plan: deposit layers of rock to create a bed upon which to build the shop foundation. The rock installed, cinder block foundation walls in place, the concrete work began.



JoAnn recalls fondly watching the concrete installer at work. He asked her if she wanted to jump in and help and she nearly did! The finished concrete floor was the first thing I noticed in the Hopp Shop. It gleams with a nice, smooth finish. A very fine floor, and, as Jeff notes, a cool surface when laying under the car wrenching. A shop quality any mechanic appreciates.





## *The Hopp Shop - By Natalie Hummel*

Foundation and floor in place, 6 posts and a roof were installed creating phase 1: carport. Jeff and his son Aaron completed the construction by building 2X4 framing, installing plywood sheeting and sealed it in with cedar shake shingles. Electrical was run to the building.



The city inspectors returned and pointed out that raw lumber required painting to meet code requirements! Jeff painted the front that faces the road in dark brown with white details. The sides remain gorgeous natural shake cedar shingles. The shingles hearken back to their years living in New Hampshire and are reminiscent of Cape Cod style architecture.

Structure completed, Jeff installed more electrical outlets, strategically placed to make convenient access for working on projects. A work bench (built by his son, Aaron) was installed along with cleverly located shelves, peg boards, and cross-members in the ceiling for additional storage. The building enjoys natural light from 2 windows on either side of the work bench. A garage door with an electrical opener completes the space.

From the outside, the Hopp Shop looks like a thoughtfully constructed storage space. When the door rolls up, the paint on the Chevelle sparkles, surrounded by walls lined with license plates, show placards, shelves lined with spray paint and tools of all shapes and sizes. Everything is tidily stored and ready for use.

It's obvious Jeff and JoAnn have passed many happy hours and protected their Chevelle beautifully in the Hopp Shop. It is a true example of the rewards of finding opportunities behind difficulties.

Jeff noted that one thing he'd like to add is an air conditioner, a feature I definitely echo!



## SUNDAY RIDES—By Les Shelton

Growing up in Winston-Salem in the late 50's & 60's, Sunday afternoons we would visit my father's parents 50 acre farm that was just south of Madison NC. It was always an adventure because as my mother used to say, Dad never went anywhere the same way twice.

I still love to go for Sunday afternoon drives, one my favorites, I like to call the Kerr Lake loop. Take US1 North out of Raleigh. Stop at the 76 Station in Franklinton if you want some 90 octane Regular with no Ethanol gas. You will also find a number of stations along this route that sell non ethanol gas. If you go during the week, and early in the morning, you might be able to get a Fried Pork Chop sandwich at the Kittrell Grocery. North of Henderson US1 you will exit off to right, stay with US1 into Middleburg. Watch your speed as the limit is now 35 mph. Turn left on N Lee Ave which becomes Jacksontown Rd. The road changes names several times but stay with it until you reach Kerr Dam. Just past N Lee Ave. you find Middleburg Steakhouse, a great place to eat. If it is not too late in the fall, winter time or early spring you can explore any number of NC State or Va. Corps of Engineers parks along this route. If you're lucky, Lucky's Dairy Bar & Grill will be open or take the time to explore Buchanan's Store or any number of local shops or restaurants.



Once you cross the dam, turn either left or right: either way will lead you to VA Hwy 58 but turning left is for the very adventurous. Turning right you can go to the area below the dam and a nice picnic area and restrooms. Staying on Hwy 4 to the right from the dam you reach to Hwy 58, turn left again. Take the time to get off at Business 58 and explore Boydton. Back on the 4 lane Hwy 58 continue on to Clarksville, Va. Then exit again on 58 Business and explore Clarksville, Va. Once you pass through downtown Clarksville, you will come to an intersection with College St./Hwy 15 turn left. Follow Hwy 15 till you cross the NC state line, then look for the sign for Ivy Hill recreation area. Turn left on Townsville Rd. On another day you can take Hwy 15 south and explore the route back to Durham. This first part of Townsville road is very winding. Townsville Rd will become Hwy 39, and it will take you back to Henderson NC. and US1. Then complete your loop around the lake. There are lots of side roads that lead into areas around the lake. So as Daddy used to say, "Lets see where this goes" and take some side roads, No telling what you find and what fun you will have. My last trip on this route was about 135 miles round trip from Youngsville with only a couple side trips. We left home at 1pm and got back home at about 5:30pm. It's a great way to spend the day or just the afternoon.

**Keep on Cruising**  
**Les Shelton**





Contact Jeff Hopp to submit an ad  
or change or delete existing ads at  
jhopp55@att.net

**PCCC PARTS & SWAP**

Contact the PCCC Member  
listed below for additional  
details

**4 Pontiac Rally II** Rims, 15 X 7 JJ with trim rings  
and caps from 1981 Trans AM  
(Set of 4) [**\$700**]

**2 used Diamondback redline tires**—215/65R15  
BFG T/A—Tread depth= 8/32, Purchased 2014—  
[**\$75 ea**]

**Edelbrock Performer 2.0 Intake 2161** big block  
Chevy Aluminum intake dual plane (Used) [**\$160**]

**Crane Cams XR-I electronic ignition** 750-1710  
(points to electronic conversion) (New) [**\$50**]

**Chevy distributor** with Crane Cams XR-I elec-  
tronic ignition installed (Used) - PN 111483 8G18  
[**\$100**]

**Griffin Exact-Fit aluminum radiator** for manual  
transmission PN 6-00054 (64-67 Chevelle) -  
painted black and repaired [**\$150**]

**Big block Chevy valve covers** (new pair)  
PN 12553666, 12553667—aluminum w/black  
crinkle finish [**\$110**]

**Holley 4150 carburetor** 750 CFM double  
pumper, no choke—(Used—may need throttle  
body plate [**\$140**]

**7 blade fan** (Used) [**\$40**]

**1967 dated Chevelle dash clock** [**\$50**]

**ZDD Plus**—8 bottles available [**\$9 ea**]

**1967 Chevelle rear quarter glass** (Used) [**\$40 ea**]

**1967 Chevelle SS tail light bezel**—Passenger  
side [**\$50**]

**2006 Chevy Trailblazer SS**—80,100 miles  
(Used—Not abused)  
One owner, all documents  
6.0 LS-2 395 HP, 400LB-FT  
1 of 3,289 W/2WD  
[**\$20,000**]

Contact ***George Kavalak*** @ **919-801-5706**  
**kavalak@bellsouth.net**

**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 Em-**  
**blem for 70 Chevelle** [**\$30**]; **Grill Emblem for 70 Chevelle** [**\$15**]

Contact ***Jeff Hopp*** @ **919-665-9318**

Contact Jeff Hopp to submit an ad  
or change or delete existing ads at  
jhopp55@att.net

## **PCCC PARTS & SWAP**

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listed below for additional  
details

### **R-12 Freon for sale**

12oz cans [**\$25ea**]

Contact **Mustang Mike** @ **516 557-9060**

**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**]; **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.**

## **YOUR PARTS FOR SALE AD HERE**

Contact **Jeff Hopp** @ **919-665-9318**

**jhop55@att.net**

### **Chevelle Parts - Ford Model A Parts**

Contact **Bill Aldridge** @ **919-523-4619**

**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. [**\$4900**]

Contact **Robert Andersen** @ **919-749-1454**

**62 Impala S/S hubcaps.** Excellent condition

(set of 4) [**\$250**];

Contact **Barry Kitchener** @ **919-623-7287**

## *A Little Dab'll Do Ya—By David Smith*

With RTV sealant, use only the thinnest bead that will do the job. Too much allows the excess to squish into the engine or transmission when the part is torqued. It will harden and could block oil galleys or fluid passages causing a malfunction.

### Tee Time

Disconnected fuel lines can be hazardous. An easy way to block them is to use a wooden golf tee pressed into the end of the line. Tees have a wedge-shaped end, so they will accommodate various hose diameters.



### Lock It Down

In recent years nylon locking nuts have been shown to be superior to lock washers, will work on anything not subjected to extreme heat (such as header-to-head-pipe installation), and won't back off. If you have the option of using the nylon nuts, do so.

### Grease That Pushrod

When installing a stock fuel pump, use a small "dollop" of grease to hold the pushrod in the block while you insert the "foot" of the pump. This prevents the pushrod from sliding out and blocking installation of the pump.

### Good Insurance

We should all know this, but here's a reminder: Keeping a fire extinguisher handy in your garage is cheap insurance against losing your car or entire house because of a spark that ignites a fire.

### Reversal of Fortune

If your car starts poorly, but idles all right and has decent power up to a point then starts running poorly again, check all the usual suspects: vacuum leaks, carburetor, points, condenser, dwell, and timing. Still without a cure? Look at the coil wires. A coil will function even when the positive and negative wires are reversed, but it won't run that well at higher rpm or during startup. The distributor should be wired to the negative terminal on the coil, while the positive terminal is the hot, or power, lead.



## *A Little Dab'll Do Ya—By David Smith*

### Buckle Up

A hardware store turnbuckle, two bolts, and two washers can keep your engine from "torquing over." Run it from the engine to the frame or motor mount bolt on the driver-side.

### Don't Drop Those Pan Bolts

When installing the pan on a trans that's mounted in the car, push three or four bolts through the pan rail and the gasket. You may have to smear some gasket sealer around the shoulder of the bolts to hold them in place. Now that the bolts are held in place by the gasket or the sealer, it's a simple task to screw them into the



bottom of the trans. Then, you can thread the rest of the bolts in and snug them tight (not too tight as the gasket will push out).

### Loctite It Right

Every toolbox needs at least a couple of bottles of Loctite thread-locking compound.



Red Loctite (271) is the strongest and should be used on items that won't need to be disassembled any time soon, such as internal engine components. Blue Loctite (242)

isn't as strong as the Red and should be used on items that you don't want to come loose but might need to be removed at some point, such as brake calipers bolts. Green

Loctite is the same strength as Blue but has an agent that penetrates threads that have already been assembled.

### Short Circuit

If a battery goes dead after only a few days, there may be a short circuit. For a quick test, disconnect either battery cable and connect the clip from a test light. Touch the battery terminal with the test end. If there's current flow, the test light will light. To find the bad circuit, disconnect various main circuits until the light goes out.

## *A Little Dab'll Do Ya—By David Smith*

### Squirt It Out

A carbon-fouled engine can be cleaned by spraying water down the carburetor while the engine is running. Run the engine at a fast idle and squirt a fine mist of water down the primaries. The water turns to steam during the combustion process and helps remove carbon from the combustion chamber and piston tops.

### In a Clutch

A clutch-type fan works with a heat-sensitive spring letting the fan turn freely until reaching a certain temperature, then it engages the clutch and fan to help cool. A good clutch fan should turn freely by hand when the engine is off and cool. If the engine is hot, try to turn the fan by hand (with the engine off!). If the clutch is good, the fan should still be engaged and hard to turn.

### Boys & the Hood

If you have to remove the hood, run a strip of masking tape over where the hinges attach to the hood. Then, slit the tape with a razor blade and remove the portion on the hinge. Presto! The remaining tape now provides a perfect alignment line for reinstalling the hood. Oh yeah, remember to do it on both sides.

### Ground Zero

While the negative battery cable may provide enough ground to run the lights and radio, it isn't always sufficient to provide proper ground and peak efficiency for things like hot, high-voltage ignition systems and other items. Make sure you have a good ground strap running from the engine to the body of the car.

Braided wire is best.



### No Fire in the Hole

A quick test for a misfiring cylinder on a header-equipped engine is to spray a little water on each header tube up near the exhaust port while the engine is running. The misfiring cylinder will have a lower temperature, which shows up on the cylinder where the water evaporates the slowest.

### Slip-Slidin' Away

Having trouble keeping your floor mats in place? Glue a couple of small pieces of Velcro(r) to the backside. The Velcro(r) will bite into the carpeting and keep the mat where it's supposed to be, instead of bunched up under your gas pedal, or worse yet -under your brake pedal.

### You Are Getting Sleepy

Common aerosol starting fluid (like ether) makes a great grease and wax remover, after sanding, in preparing small parts for painting. Simply hang the part with a piece of wire, spray it, and let it dry while you shake the can of paint. Make sure you use it in a well-ventilated area, away from any source of flame. In other words: No smoking!

### Header Help

For those one or two bolts that are nearly impossible to start during header installation, thread a 3/8-inch stud in the back hole and let the header rest on it. Thread in the rest of the bolts and finish up by installing a nut onto the stud.

### Cooler Carb

To keep heat out of the carb, use a thick, insulating-type gasket with plastic anti-crush washers built into it. Fel-Pro has them for spread-bore and square-bore carbs. They will only raise the carb about 1/4 inch, so hood clearance shouldn't be a problem.

### Little Squirt

If you know or suspect you've got a vacuum leak but can't seem to locate it, try this: Mix three parts water and one part dishwashing liquid together. Put the mixture in a toy squirt gun and squirt all the vacuum connections, one at a time. When the idle smooths out-you've found your leak.



## *A Little Dab'll Do Ya—By David Smith*

### Header Fix

If you cut the header-to-cylinder-head flange in one or more places, between the bolt holes, it will help the flange conform to the head more evenly and reduce gasket failure. Once the bolts are tightened, re-torquing them after a few heat cycles, and periodically thereafter, will extend gasket life. Tighten them when cold-not hot.

### The Distillery

If the water in your area is hard or contains lots of mineral deposits, use distilled water to fill the cooling system of your car. It will prevent deposit buildup and keep everything running cooler and longer. Use it to create the 50/50 mix of water and antifreeze, and add a can of rust inhibitor/water pump lubricant while you're at it.

### Lights Out



If your taillights or backup lights are doing some weird things, and you've already checked all the wiring, then there's one thing more to check. The ground between the light's housing and the car's body may not be good enough. Scratch a little paint off where it won't show and reinstall the housing.

The first Chevrolet Camaro to ever come off the production line was black.

The 1964 Pontiac GTO is widely regarded as the first "Muscle Car."

Flip-out headlights on the Dodge Charger were used for the last time in 1973.

There is no 1983 Chevrolet Corvette.

Chrysler's 426 HEMI engine was called "The Elephant."

In 1949, Volkswagen only sold two vehicles in America.

The 1960 Plymouth Valiant was the first car fitted with an alternator, rather than a direct current dynamo.

The 1924 Chrysler was the first car fitted with a replaceable cartridge oil filter.

The 1969 Pontiac Grand Prix was the first to have its radio antenna embedded in the windshield.

The 1962 Chevrolet Impala SS 409 had the quickest 0-60 mph time of 4 seconds.

*Some Interesting Trivia*

## PCCC Photos



Photos Submitted By

Ray Bader, Les Shelton, Dave Peedin, Jeff Hopp and Dick Sossomon