

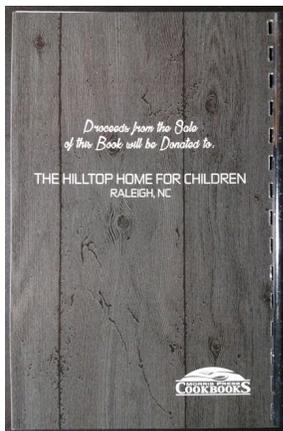
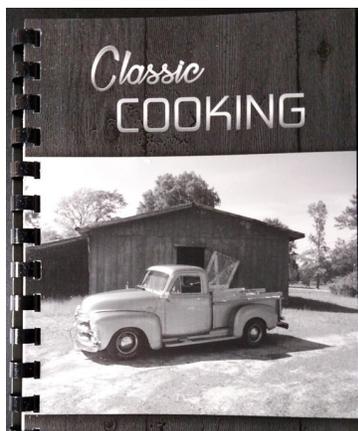


THE BOWTIE BULLETIN

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

SUMMER 2016 EDITION

Look what's Cookin'. See Pg. 2 for details



This Months Contents

*Message from our PCCC VP
Club Info, News and Social Events
Feature Articles
PCCC Parts & Swap
Chevrolet Trivia*

A MESSAGE FROM OUR PCCC VP

Summer Recap

Hello All,

The heat of the summer is pretty much behind us, and I am glad to say "we all survived" It is amazing how our club members can find a shady spot. We welcomed several new members and the energy and enthusiasm in the club continues to grow.

This is an election year for PCCC as well as our nation. Nominations for all for positions are being accepted right now. If you are interested in running or would like to nominate a member please contact David Smith or Ray Bader. (if you are nominating someone, please speak with them first to assure they are interested). On a personal note, I am running for President, but I also welcome any other member interested in running.

The fall will bring many different opportunities for us to show of our rides, and/or get together socially. Upcoming events include a makeup date at Crabtree Valley Mall. Oktoberfest and Annual Christmas party at the Fairview Center. As many as 6 parades for our club to participate in, as well as the "usual" shows and cruises.

Hope to see everyone out and about.

Barry Kitchener
PCCC Vice-President

NEXT SCHEDULED BUSINESS MEETING — MONDAY AUGUST 22, 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@mpcllp.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

Our PCCC Cookbook has finally arrived and is now available. An extraordinary project by Pat Smith and JoAnn Hopp as a Fundraiser. Many recipes were submitted by PCCC Members and their families.

All proceeds will be donated to The Hilltop Home for Children.

To purchase a copy, contact PCCC Member Pat Smith.

The cost is \$6.

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

SCHEDULED PCCC 2016 SOCIAL EVENTS

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

WHAT OUR DONATIONS PROVIDE TO HILLTOP HOME



Hilltop Home - Supporting and enriching the lives of children and their families.



CANOPY SHELTER

Hilltop Home is a private, nonprofit, Intermediate Care Facility with a capacity to support 22 children who have severe to profound developmental disabilities and are medically fragile.

They provide a comprehensive habilitative program that includes individualized medical, therapeutic, and developmental /educational services in an intimate, homelike residential setting. The program is designed to assist children with multiple disabilities and medical fragility to reach their fullest potential.

Hilltop Home admits children, age birth through six years, who have severe/profound developmental delays. Our children typically have pronounced medical complications that require specialized, around-the-clock care by nursing staff.

Hilltop Home is dedicated to providing quality, comprehensive, individualized services to its residents. Consistent with the beliefs and principles upon which Hilltop Home was founded, these services are provided in an atmosphere that fosters a warm, close relationship with children and their families.

Visit their website at www.hilltophome.org for more information



GARDEN CENTER

DAVID SMITH'S TECH TIDBIT—UNDER PRESSURE

The reason that there is a scale of radiator cap pressure ratings is that each cap has a maximum pressure that it is supposed to hold. Above this point, the cap will release pressure through a pressure release valve. Having too much pressure in the system can result in damage. Not having enough pressure in the system can cause the vehicle to overheat. That's why it's important to always check the radiator cap to make sure it's helping to provide the right balance.

Each radiator cap has a specific amount of pressure that it will hold. The radiator cap pressure rating system shows a range of pressures that the individual cap has been tested for. Even with a cap that is properly rated, it may be necessary to do a physical radiator cap pressure check to determine the maximum pressure that the cap will hold. For the best chance of using the proper radiator cap and parts, always check your vehicle manual and resources from the manufacture to determine what type of radiator cap should be used with your vehicle. Select your caps and other parts accordingly.

Safety Information

Be sure to take all stated precautions in the manual when working around the radiator system. The danger in removing a radiator cap is that if the system is pressurized and hot, you can be injured. Always wait for the engine to cool down before removing the cap. Use protective eyewear and other appropriate safety gear. Stay clear of the fan belt system, and never work under a vehicle that is not properly supported.

How a Radiator Cap Works

The antifreeze and water mixture in your car's radiator is like any other type of liquid and has a boiling point. When any type of liquid is exposed to heat and reaches its boiling point, the liquid begins to evaporate. By placing a liquid inside of a pressurized container, you can considerably raise its boiling point. This is exactly what a radiator cap does for the antifreeze and water mixture in your car's cooling system—it raises the boiling point.

The Seals

Most radiator caps have two seals on them. The first seal is usually located at the top neck of the cap and is responsible for sealing the other seal at the bottom of the filler neck. As the fluid temperature in the radiator begins to rise, the radiator fluid expands. With continued expansion, pressure increases to the point to where it is greater than the pressure limit for the spring seal in the radiator cap. As the pressure continues to increase, the bottom spring seal is broken and the radiator cap rises. This allows the heated coolant to pass into the overflow reservoir tank, until the pressure is sufficiently relieved to allow the radiator spring to force the lower seal back into the filler neck of the radiator.

The Vacuum

If you look at the bottom center of the radiator cap, you will find a brass or stainless steel plate. This circular plate acts as a check valve that operates in only one direction. As the temperature in your engine starts to cool down, the coolant shrinks in volume. As the volume of the coolant contracts, the pressure in the radiator creates a vacuum that forces the circular plate to be pulled down and opens the check valve.

Once the check valve on the radiator cap opens, the coolant is sucked through the tube that leads to the radiator reservoir tank and refills the car's radiator. This is a very effective system in that it pushes and pulls the fluid at each temperature cycle. It pushes fluid into the reservoir tank when the radiator is too hot and pulls fluid from the radiator reservoir tank back into the radiator as the engine cools.

If the radiator cap becomes defective and no longer works the way it should, it allows the radiator fluid to boil. You'll experience low levels of radiator fluid or notice that it evaporates very quickly. If your radiator cap is damaged, you should replace it immediately.

What Is a Radiator Cap Tester?

People who are working on vehicles use a radiator cap checker or pressure tester to see if the radiator cap can handle the pressure that is being applied to it. If you do not have a tester all auto parts stores do and will check for free.

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**]; Rocker Panel Trim for 1970-72 for 70 Chevelle [**\$100 for pair**]; Floor 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 Quadrajets manifold [**\$40**]; ; Edelbrock 750 Performer Carb - may need rebuild [**\$60**] **Ray Bader @ 919-387-0479**

283 cu in engine, block casting 3896948 (1967 283 195 HP 2 bolt main) 2barrel carb has stamping: T0329GA [**\$500 or BO**]; 1966 Chevelle rear bumper excellent (new) condition (reproduction) [**\$100 or BO**] **Ted Korab @ 973-420-2804**

Vince Piggins developed the Z28 version of the Camaro.

The original Z/28 was introduced in December 1966 for model year '67. It was the brainchild of Vince Piggins, who wanted to create a race-ready Camaro that was superior to the Mustang. So he took a 327 block and put a 283 crankshaft in it so that it had a 4-inch bore and a 3-inch stroke, making it a 302.4 cubic inch, which fell just under the 305-cu.in. limit of the SCCA Trans-Am category. Its nameplate came straight from the RPO codes, RPO28 being the Special Performance Package. It wasn't mentioned in sales materials, so only 602 Z28's of the 221,000 1967 Camaro's were made in the first year of production.

The Z28 option package, which cost \$358, also included heavy-duty suspension, quicker steering, 15-inch Corvette wheels with wide tires and dual exhausts with "deep tone" mufflers. The buyer was also required to order the close-ratio 4-speed manual transmission and upgraded brakes, adding another \$400 to the price. Power-boosting options included tubular exhaust headers and a special intake plenum that ducted air from the base of the windshield into the carburetor. Those parts had to be installed by the dealer or customer.

The small block was rated at 290 horsepower, but in reality, it produced around 360 hp with the single four-barrel carb and 400 hp with optional dual-four barrel carbs. It also had front disc brakes, 15-inch wheels, heavy-duty front coil springs, multi-leaf rear springs and suspension, an 11-inch clutch, a close-ratio four-speed with a 2.20:1 first gear ratio, a steering gear ratio with 24:1 overall ratio and a special hood with functional air intake.

When the model's badge appeared on the 1968 car it contained a slash mark – Z/28 – which was dropped in later years. Perhaps it is a mark of the new car's authenticity that the slash has been restored.

The Z/28 punched well above its displacement class, with an unruly demeanor that appealed to ardent car enthusiasts. But it was high-strung and could be a handful to drive and maintain – hardly commuter-friendly. Underscoring that point, automatic transmissions and air-conditioning were not available.



Chevrolet

Trivia

What year Chevrolet would you find the Batwing Fins and Cat Eye taillights ?

Answer will appear in The October 2016 Edition

Answer from the June 2016 Edition

Out & About with The PCCC Club



*Photos By
Jeff Hopp, JoAnn Hopp David
Smith and Dave Peedin*