

THE BOWTIE BULLETIN  
THE OFFICIAL NEWSLETTER OF THE



MARCH 2021 EDITION



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Johnny Ellis and his IROC-Z Camaro

#### Special Message from Our PCCC President, David Smith

*Greetings to all, I hope all are doing well during these times. First, I would like to thank all of the Club Directors for continuing on for the next year. We have had 2 meetings January and February at Carolina BBQ, adhering to Covid guidelines and both were well attended. Carolina BBQ will be our permanent meeting place for at least until November. We have also been doing a few cruise ins and one show. Hopefully this pandemic will open up soon so we can have more.*

*I would like to welcome all the new members who have joined us even though we haven't been able to meet as much as we normally do, we look forward to meeting all in the future.*

*I also would like to wish all the members born in March a Happy Birthday. Don't forget Mojo's cruise in on March 6th from 12:00 to 4:00. Hope to see you there. Until then please be careful and safe. Thanks.*

## CLUB INFO

### 2021–2022 Club Officers

President - *David Smith*  
dmsmith57@outlook.com

Vice President - *Ray Bader*  
raybader46@earthlink.net

Secretary - *Natalie Hummel*  
hummelcycle@gmail.com

Treasurer - *Tom Doherty*  
tdoherty@mpcllp.com

Send your annual 2021 PCCC Dues payment to:

*Tom Doherty*  
4008 Ridgebrook Bluffs; Raleigh, NC 27603

*Make check out to PCCC*  
*Annual dues are \$25*

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](mailto:Larry Lewis @ 919.215.3946) or  
[rclarry@aol.com](mailto:rclarry@aol.com)  
for complete ordering details

*WELCOME NEW MEMBERS*

**WELCOME BACK**

*Jim & Lois Arnold  
Raleigh, NC*

*John & Denise Schuck  
Fuquay Varina, NC*

*David Batchelor  
Clayton, NC*

*Murray Gault  
Raleigh, NC*

*Are You Ready To Go Cruisin'?*

The Georgia Mountain Moonshine Cruzin

Club tour to Hiawassee, Georgia on July 28th (travel day and arrival), attendees planned events on July 29th, and main show on Friday 30th and Saturday 31st. Check out Sunday Aug 1 and travel home. Currently, there are 36 PCCC members signed up to go.

View the links for info and registration—

[georgiamoonshinecruise.com](http://georgiamoonshinecruise.com)

[Georgia Mountain Moonshine Cruz-In 2021 Tickets, Thu, Jul 29, 2021 at 9:00 AM | Eventbrite](#)

Georgia Mountain Fairgrounds  
1311 Music Hall Road  
Hiawassee, GA 30546

1-800-613-4349 to book your room at Lake Chatooga Lodge



*Contact Dave Peedin with any questions @ (919) 612-6998*



## *CELEBRATION!!!!*

### *MARCH PCCC BIRTHDAYS*

*Elke Watkins  
Carol Keith  
Steve LaRue  
John DeYoung  
Robert Wagner  
Denise Grady  
Roger Feldbusch  
Dominic Caswell  
Jim Touns  
George Kavalak  
Dan Glover*

### *Getting To Know PCCC Members*

Last year, Chris Peedin suggested an idea for members in the club to submit photos of themselves from the past, "Guess Who Feature." If any of you are interested, send me a photo from your past. I will post it in the newsletter for PCCC members to guess who you might be.

After you send me a photo from your past, you would then need to send me a story about you, to describe where you grew up, what schools, or college you may have attended, what your career was (or still is about) and something interesting about your car hobby. So, if you may find this to be an interesting feature, send me a photo of yourself when you were younger and along with a current photo of yourself. Send your story after.

The newsletter that will follow will then reveal who you are and your story posted. Look for this feature during the course of the year.

To submit photos and your story, send me an email at [jhopp55@att.net](mailto:jhopp55@att.net)



Meet PCCC Member Barry Kitchener

I was raised in Belleville, NJ in the 50's and 60's. (It's my parents' fault). It was cool back then to hang at gas stations and learn about cars. Graduated from Belleville HS and headed off to college in NYC and then West Haven, CT. The first car I drove was the family 56 Oldsmobile. Pretty cool ride even back then. Next, my Mom bought a brand new 64 Chevelle 300, plain jane 4 door with a straight 6. Only new car my family ever bought. My first love was a White 63 Impala with a 327, 4 speed Muncie and black cloth interior. I bought it from a soldier being shipped overseas for \$600 in 1967. One of the "accessories" I bought for it was a set of cheater slicks for \$10. My stepdad thought I got gipped because there was very little tread. Burned through those in no time spending Sunday's at Englishtown, NJ drag strip. It was totaled 2 years later when a drunk ran a stop sign and T-boned me. I replaced it with a brand new 69 Malibu metallic brown with bucket seats, console, and 350 V-8. The day after Nancy and I returned from our honeymoon, she was being the good wife and headed to the laundromat. Pulling out of the laundromat, she skidded on some leaves and the Malibu was totaled. Insurance paid out, but I had a buddy with a body shop and we rebuilt it. It became my work car as an outside salesman and finally sold it with 190,000 miles. I spent most of my adult life driving company cars. Couldn't beat the price.



Fast forward 30 some odd years, and two kids graduated from college, and I became the proud owner on a 39 Chevy street rod. I bought it through eBay in Cameron, NC from its 3rd owner. Went to Cameron for a test drive and drove it home the next day. I was the cars 4th owner. The second owner built in at his home in Anderson, SC. I still talk to him to this day. It now lives on in Burlington, NC, so it stays a southern all steel rust free car. Next ride was a 62 Impala SS which found me in Holly Springs, NC. Thanks to Dave Smith for all his expertise in decoding the car and confirming it was a true survivor. I sold that to a PCCC club member a few weeks back with visitation rights. I am now on a hunt for my next classic. A 63-65 first Gen Buick Riviera. Keep your eyes and ears open if you know of any.

I have been a member of PCCC since 2007 and it is one of the best car clubs in NC or anywhere.



Story by Barry Kitchener, Photos by Barry and Jeff Hopp

## *My First Car—2 Are Better Than 1*

*My first (and technically second and third - but all before I had my licenses) car* By, Natalie Hummel

I grew up in the San Joaquin Valley of California. Our country property had a main house and a smaller in-law quarters. When I was a kid, a bachelor moved into the in-law quarters who (to put it mildly) was obsessed with classic American cars from the 1950s and 60s. Allen was, and continues to be, a walking car encyclopedia. I soon became his side-kick on excursions to swap meets, car cruises, drag races and pick 'n' pull. He'd regularly hire me to clean up his latest find for 20 bucks, generous pay for a few hours work!

My dad caught the car bug and soon our yard began to resemble a scrap yard and used car lot. It was a common occurrence to see the cherry picker in the front yard as we swapped out engines on the weekend. I grew up in gear head paradise and boy did I want to get my first car. The car bug, and an itch to travel, drove me to make some cash for my savings account. I raised chickens for eggs, turkeys for meat, cleaned houses, babysat, sold fruit from our orchard, worked at a fruit stand, washed cars. Anything to pile up the cash for my first wheels.

Finally, at 14, I saved enough cash and bought a 1960 Ford Ranchero equipped with a straight 6. I think I paid \$350 for the car. Not quite road-worthy, I began to strip off the paint in the mornings before school. I still had a year and a half until I could get my permit, so there was time to get the car together.

While working on the project another of our car friends called me about two 1966 Rancheros he had come across. They were project cars meant to be put together like two pieces of a puzzle. One of the cars had a rusted out bed, while the other had been hit in the right front clip. Dad and I decided it was a good project for me, so I bought the two cars for \$750.



We hauled them home and cut both cars on the windshield posts and across the floor, then welded them together. I learned to use a torch and weld. Welding continues to be one of my favorite activities - who can resist the metallic smell and the buzzing sound?



*My First Car - 2 Are Better Than 1 Continued)*



Reassembled, we proceeded to get it mechanically sound. During this time is when I made one of my most distinct memories from my youth. One afternoon, dad headed off to work the swing shift at the grocery store. Before he left, he asked me to start breaking down the 289 engine. The goal was to clean it up, replace the gaskets and give it a general tune-up.



Taking his instructions literally, I took off the air cleaner, then proceeded to disassemble the 2-barrel carburetor. Are you cringing already? My buddy Allen walked up (I believe he'd probably returned home from work - he had a day-shift at the local military base) and asked "what are you doing tearing apart the carburetor?" Well, "Dad said to break down the engine," I responded. "Not the carburetor!", Allen said. Realizing I had made a huge mistake, I proceeded to reassemble the carburetor from memory and worried that I had ruined it. All the little springs and metal balls found a home. Remarkably, it worked like a charm!

Well, carburetor scare aside. I made some great memories in that Ranchero. We painted it Wimbledon white and I'll say that paint gleamed! It was impossible to tell it had been built from two cars unless we pointed out the welded joints. I received my learner's permit the day I turned 15 and a half. Soon after I turned 16, I went to the Wednesday night drag races at Sacramento Raceway with Mom, Dad, Allen and my little sister to ride with dad on the bracket fun runs in the Ranchero. Much to my disappointment. on the way to the races, Mom declared "no, you are not racing until you turn 18!"



## *My First Car - 2 Are Better Than 1 Continued)*

Resigned to my fate, I rode along in the passenger seat with Dad driving. After a few passes, he was eliminated. As we headed back through the pits and to the line up area, Dad asked if I wanted to drive on the next pass. "But Mom said...", I pointed out. To which he responded, with a twinkle in his eye, "she's in the grandstand." Moments later, I raced down the track with a feeling of elation and that adrenaline surge we all know comes from mashing down on the gas pedal.

Not much later, we bought a lot of cars which included a beautiful 1963 Mercury Monterey single owner car with about 85,000 miles on it. It had a gunked up 390 under the hood, which we swapped out with a lower mileage 390 from a T-Bird. Dad took over driving the Ranchero, and I cruised through high school in my old Mercury. Regularly taking it to car shows and running it down the quarter mile at the drag strip.

Eventually, Dad sold the Ranchero and occasionally I'd spot it around town, still gleaming creamy white. A reminder that with a little ingenuity, a torch and a welder, 2 halves can make a whole.



Story and photos by Natalie Hummel

Over the years, we've seen our share of new collectors get duped when buying a new classic car. Although we're big fans of buying classics from the secondary market, you've got to be on the lookout for common warning signs and red flags that might hint toward long-term issues.

If you're a first-time classic car buyer, read up on the various all-too-common rookie buying mistakes that can cost you thousands of dollars.

### **Not Doing Your Homework**

Unfortunately, many first-timers buying collector cars purchase a classic car without doing any research about the make or model. Before you meet the seller or take the car on a test drive, it is important to do some independent research on whether the model for that specific year was known to have significant mechanical issues.

Start your research process by searching online for reviews from genuine owners of the make and model you're considering. Then, ask any classic car collectors you know, as well as your mechanic, whether the car has any common issues that might come back to haunt you later.

Remember, all collector cars are not restored the same; you should be aware of the range of values that your particular dream car's year, make, and model have sold for to reduce the chance of overpaying.

### **Not Following Your Passion**

As a first-time buyer, you should follow your passion and buy a car that you care about, and not one only because you think it will appreciate in value. In almost all cases, buying a classic car entails quite a bit of time, energy, effort and money. Collecting classic cars is a labor of love; you may need to invest additional time and money after your initial purchase. If you aren't passionate about the particular make/model you purchase, you might end up resenting it. To prevent that, buy a car that you will truly enjoy.

### **Not Getting A Professional Inspection**

One of the least-followed classic car buying secrets is that you need to get a pre-purchase "road-ready" inspection before buying a used vehicle. Even if you're an expert or a mechanic, it never hurts to get a second opinion from a trusted professional. If you're considering whether to buy a used car, take the vehicle into a service center or order a vehicle inspection to have it checked for structural damage or signs of wear and tear.



### **Not Researching Upkeep Costs**

Some classic cars involve a lot of legwork to keep them roadworthy and insured. You may have heard of a classic car buyer who purchased a vehicle for \$10,000 25 years ago and ended up selling it for \$40,000. What these collectors don't often share is that they sometimes spend tens of thousands of dollars on upkeep costs, mechanical maintenance, or drive replacements.

To find out more about what a classic car costs to maintain, research local classic car clubs in your area. Reach out to their membership to see whether they're familiar with the particular make and model. Other collectors with first-hand experience with the car model should be able to give you a fairly accurate estimate of upkeep costs.



### **Not Finding A Mechanic Before Buying**

Not every mechanic is qualified to work on a rare or classic car. Before you decide to buy a vehicle, contact your local garage and ask them whether they have experience working on the car in question. If they don't, then you should look elsewhere to find a seasoned, "old school" mechanic who knows how to repair and maintain older cars. Beware, however, that these specialist mechanics may charge higher rates than your local shop.

### **Not Checking The VIN**

Look under the hood for the vehicle's identification number (VIN), some cases, the VIN is stamped on the exterior of the dashboard and it is visible from outside. The engine VIN ranges between 5 and 17 characters in length. Once you've located the VIN, look up the other known locations for the VIN within the vehicle. If the VINs do not match, then you can bet that the engine has been replaced.

### **Not Looking into Insurance Costs**

A classic car buyers guide wouldn't be complete without mentioning insurance. Although insuring a collector vehicle through a specialty insurance provider can cost significantly less than through a traditional auto insurer, certain antique cars and rare/exotic collector vehicles can be more expensive to insure than other types. Before you purchase the car, research classic car insurance rates for the model that you're interested in. A variety of factors, including the vehicle type, year, and the Agreed Value policy limit you select influence what a collector pays for insurance premiums.

There are many options available to you if you're looking for [classic car insurance](#). Don't settle for an expensive policy because it was the first quote given to you. Shop around and do your homework before purchasing an Agreed Value policy.

Buying a classic car is a labor of love. Although it takes a little bit of legwork to do it right, it's absolutely worth the investment because the last thing we want to do as a first-time buyer is accidentally pick up a lemon. Instead, follow these basic steps to protect yourself from a collector car purchase gone wrong.

## *PCCC Photography Challenge - Keep the photos coming!!*

This is a challenge to all 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. Since it is suggested that we do not gather in crowds and the car events are few and far between, 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.

Send to my email at—[jhopp55@att.net](mailto:jhopp55@att.net)

## *Classic Car Trivia— The GM Colonnade*

The name "colonnade" refers to the car's three pillars, and unlike earlier hardtops with just two pillars (the windshield "A-pillar" and the "C-pillar" at the tumblehome) the colonnade cars—both coupes and sedans—all had B-pillars, as well. This extra support gave them added protection against rollovers, which was a federal mandate just like the 5-mph crash bumpers and smog equipment.

Despite their swoopy aerodynamic shapes and vast numbers (over 7 million colonnade A-body cars were built between 1973 and 1977), relatively few survive today, and even fewer get built as hot rods. The Colonnade was larger and heavier than the A-body platform it replaced which would put GM at an efficiency disadvantage after the 1973 Oil Crises which had gas prices soaring.

The styling began in mid 1968, with a planned release in 1971. the overall theme was influenced by the US government's impending safety and emissions laws that included minimum rollover strength requirements, energy absorbing bumpers (UGLY!!!) and side beam intrusion bars. The new laws motivated GM to ditch the pillarless hardtops and convertibles because the company was not willing to invest money to engineer new models to meet the new regulations.

Gone was the traditional and noticeable rain gutter, which always defined the lower edge of the roof, separating it from the pillars, door frames and glass. The Colonnade coupes had fixed rear side windows and two roof lines; semi-fast back and formal notchback.

The Colonnades were large heavy cars, despite their mid size positioning. The cars shared many components including roof, cowl, windscreen, door glass and inner panels. During the four years on the market, GM sold 5.8 million Colonnades.

Some models included the Buick Gran Sport Regal, and Century, Chevrolet Chevelle, Laguna and Monte Carlo, Pontiac Grand Prix, GTO, LeMans and Grand Am, Oldsmobile Cutlass, 442, and 88, Cadillac Eldorado.



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

R-12 Freon for sale  
12oz cans [\$25ea]  
Contact **Mustang Mike** @ 516 557-9060

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

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 [\$125  
for all]; GM 3:42 ring and pinion gear for 12 bolt PosiTrac carrier [\$200]; Pair brand new (still in box)  
headrest for 1967 Camaro bucket seats. [\$200]; Brand new complete RS Conversion kit for 1969  
Camaro. Includes new Grill, Headlight Bucket Assemblies, Electric Doors & Motors, wiring harness, rear  
Tail Lamp Assemblies, Housings, & Lenses, and Back Up Light Assemblies. [\$1,000]

Contact **Dave Peedin** @ 919-612-6998.

2004 2wd Toyota Tundra Crew Cab,  
New tires, AC recently charged, New radiator,  
Leer Camper shell [\$5500]  
Contact **Eric Mangum** @ 612.210.4109

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

396 engine block for sale with  
original mains. [\$350].  
Contact **James Babicz** @ 919-588-1044

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

Set of 4 new GM Door Hinge Pins  
for a GM "H" body Monza, Vega,  
Sunbird, Skyhawk, Astre,  
and Starfire. PN 9655646 [FREE]  
Contact **Mike Roth** @ 201-755-0600

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