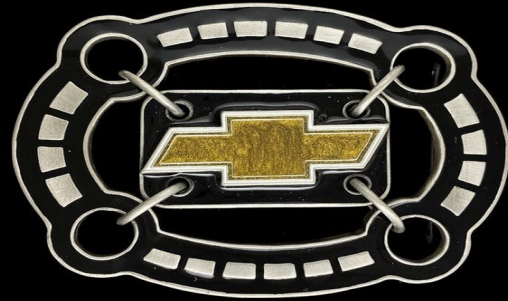


*THE BOWTIE BULLETIN
THE OFFICIAL NEWSLETTER OF THE*



AUGUST 2021 EDITION



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Don & Cindi Torockio's 1974 Dodge Challenger

Special Message from Our PCCC Secretary, Natalie Hummel

Last month, Chas and I enjoyed a Harley ride through the countryside to meet the club at MoJoe's cruise in. It was a gorgeous day to be out and about, the sun high above and not too warm and humid. I was delighted by the turnout of cars and members. It is a blessing to arrive at an event and see familiar faces and shoot the breeze with friends. On this particular day, I also took some walks down memory lane as I admired two cars from my youth: 65 Buick Skylark, 63/4 Mercury Monterrey. I drove both these cars in high school and college. The Mercury I drag-raced at the local track on Wednesday night bracket runs (see article). The Mercury was a Canadian version of the Monterrey I drove in high school, complete with power rear-window. A clever feature and nice to keep air moving in the hot California "oven" season aka summer. It was missing the "Mercury man" in the center of the steering wheel. Boy, I enjoyed driving around with that guy in high school. The Buick was a convertible the same as one my dad is giving me. I drove a 2-door hardtop in College. The Buick will arrive this year or next and we'll start driving it to Cruise-ins. We tried mightily to recruit the Buick owner to our club and he re-assured me that about a dozen others have already tried. Great work! Let's keep persisting. Ha ha. I'm honored and grateful to be in the club. It is nice to know any weekend I can find some friendly folks to socialize with while admiring the best cars ever made! Have a great month! Natalie

PCCC Monthly Meetings are at **Carolina BBQ** located at **733 US-70 Garner 27529**.
Meetings are going to be **every 4th Wednesday** (until further notice) at **7PM**
(6PM if you plan to eat)

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 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

Monthly lists will be posted on Kaye Brady's
Southern Classic Auto Insurance Facebook Page

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

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
rclarry@aol.com
for complete ordering details

WELCOME NEW MEMBERS

*Rick & Gale Howard
Clayton, NC*

AUGUST PCCC BIRTHDAYS

Another Year Older!!!

*Larry Schadle
Peggy Barnes
Pat Smith
Larry Deal
Matt Simon
Ray Overman
Brian Anzak
Curt Lee
Doug Hill*

Getting To Know PCCC Members

Last year, we started a series 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

Miss opportunities and memorable moments, By Natalie Hummel

As many of you know, I grew up in the Central Valley of California in the 80s and 90s. The hot rod car scene originated in Southern California and the bottom half of the valley in the 50s and 60s. Fortunately, I had a good friend and mentor in my youth who introduced me to classic cars. He was a walking encyclopedia and was always willing to take me along to cruise-ins, swap meets and drag races. As we roamed about, he'd quietly spout off the make, model, year and the option packages of the vehicles we passed. He wasn't as interested in Chevy's, unless it was a Corvette, he always had one. Instead my training focused on Mopars, Studebakers, Buicks, the rare stuff. The quirkiest the better.

I wrote in the article about my Ranchero about my first time drag racing. After that first race, I was hooked, about as hooked as one can become. I'm guessing some of you know the fever. I raced nearly every Wednesday night at Sacramento raceway during my last two summers of high school. It was about an hour drive from home and we raced what we drove, so the daily driver scene. Standard bracket racing, I think there was one other girl who raced regularly. Otherwise, it was me and the guys, everyone was nice and helpful. I can't recall if my buddy also drove his car to ensure I could get home. Or maybe we were gonna be out of luck if I broke down. I don't recall worrying about it, but, hey 16 year olds don't worry.

Eventually, I got a hankering to build a real race car, so the hunt was on. I don't recall all the candidates, but in the end, I bought a 1963 Dodge 330. It was a classic Flinstone car, you know the type. The floor pans were rotted out. It was primer gray, a half done project of a previous owner. Did it have an engine, I don't recall... but, I decided it had to have a 440 Hemi to power it down the track.

An engine secured, we bought a souped up cam shaft and started to put it together. I'd say we were shade tree mechanics, but in truth, we usually just worked under the blazing sun in our front driveway. Let's just say the neighbors loved our place. The Cherry Picker was parked about 20 feet from the road pretty much year round. I spent nearly every weekend out there swapping out engines or some other wrenching with my dad, sister and my mentor.



As the car came together, it was all safety first (except when I was washing engine parts in fuel with my bare hands, wait, didn't everyone, it worked better than gojo). I pulled out the Summit Racing catalog and turned some of my housecleaning and babysitting money into a roll bar to install. Then came racing seats and a harness. But, first, we need to patch the floor. We decided the best option would be to buy another car to part out for the floor and other pieces. A 63 Dodge Polara was found which fit the bill. I cut out the floor with a torch and then spent many hours welding the new floor in with a mig wirefeed welder we'd bought for my first car.

Miss opportunities and memorable moments, By Natalie Hummel



I recall being burned a few times by sparks, and being ever so satisfied with my work. The magic of taking molten metal and making a bead is never lost on me. I will never forget the smell of burning metal. It evokes a true stirring in me.

Other safety features were added which I now don't recall. Maybe a yoke for the driveshaft and some tie rods on the suspension. I scoured swap meets for a tall aluminum intake and polished it to a high shine. A four barrel carburetor was secured. Then, one day I found some slightly used slicks for the back with plenty of rubber and some skinnies for the front end. Like I said, safety first, ha ha.

In my last spring and summer at home before I moved away to college, my project was really coming together. We worked long weekends to put it all together but it never got quite close enough to crank it up. Then, I went to college and you can guess what happened...yep...you're right. We never cranked that sucker! I count it as one of my great disappointments in life. But I don't regret one minute we spent welding, wrenching, busting knuckles, puzzling through problems, burning under the sun, searching through pick n pull, roaming swap meets.

Eventually, about 4 years into college, my dad retired and my folks decided to move away from our home property. I had nowhere to store the car, so we sold it. I believe I paid about \$1500 for it, then all the parts. I got about \$3000 for the whole project package. I don't remember who bought it, maybe I wasn't even there, actually it might have transacted on eBay. It was a long time ago...

But, I do know what I did with that cash. Fortunately, my dad didn't charge me for storage (whew) and I took that cash and bought a racing bicycle. I raced it in college to some fun little victories. I made friends I have kept to this day in my teammates. I have ridden about 15,000 miles on that bike in 4 US states and 5 countries. It journeyed with me to Germany and carried me on a 3 countries in a day bike tour in a rainstorm the likes of which I've never seen with some good friends who laughed and gritted it out for a memorable day.



All in all, I consider it was a pretty good swap. Maybe one day I will finish a race car, but for now, I treasure the memories that old 63 gave me. And I gotta say that knowing how to weld has earned me some pretty good street cred in my mostly men line of work. So, fathers, teach your daughters to weld. It will take them far.

Chevrolet Chevelle Trivia

Chevelle is a French word that translates as 'bold and beautiful.' 'Cheval' is also the French word for 'horse', considering the horsepower of the vehicle is known for.

The Chevelle was built in 10 different plants in two countries during its 10 year run. The Chevelle shared a platform with both the Monte Carlo and the El Camino. There was a version of the Chevelle only available in Canada that had a slightly different grille and trim. It was called the Acadian Beaumont. It only took one year for Chevrolet to redesign the Chevelle after its debut year. The '65 was notably different than the début model.

1964 was the only year US built Chevelles had the model listed as the first digit in the VIN. The Malibu was a trim level of the Chevelle from 1964 to 1977. The Malibu wasn't a separate model until 1978.

The Chevelles intended to be the successor to the 1955-1957 Bel-Air/210. The two cars had the same wheelbase and trim levels. NASCAR took a liking to the Chevelle and its third generation body style. From 1973-1977, this was the exclusive body style for the NASCAR race cars.

The Model was banned after the 1977 season after complaints that the body style was too aerodynamic and going too fast compared to other competitors.

The rarest Chevelle produced was the 1970 Chevelle SS 454 LS6. The LS6 model was extra special compared to the 402 cubic-inch and 440 cubic-inch engine offered in the other 454's. The LS6 produced 560 horsepower, that's 100 horsepower more than the other options that year. Don Yenko, a retired race car driver and car dealer in Pittsburgh developed a line of Chevelle, Camaro, and Nova 'supercars' that were built specifically for performance and with the prospect of competing in races.

In 1969, General Motors was making plans to build a steam-powered concept vehicle based on the Chevelle that was being called the SE-124.

In 1965, Chevrolet had an order to fill for 200 regular production Z-16 coupes, and one Z-16 convertible, which would eventually be built at the Kansas City plant. The prototype for the Z-16 model was built at the Baltimore plant. One convertible Z-16 was built especially for Chevrolet General manager Semon "Bunkie" Knudsen, but was eventually destroyed. Some say that this special order was not in fact destroyed but instead kept safe inside a private collection. Only approximately 75 of these rare versions are accounted for.

There isn't one obvious reason why the Chevelle had lost its nameplate at the end of an unfulfilling 1977 production year leading into a slow but steady decline until its inevitable discontinuation. In its final year, big-block engines were discontinued and the SS received a considerable downgrade from previous years.

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

Four brand new AC Delco 11" brake rotors and a complete set of new brake pads available for C3 Corvettes [**\$125 for all**]
Contact [Dave Peedin](#) @ 919-612-6998.

396 engine block for sale with original mains. [**\$350**].
Contact [James Babicz](#) @ 919.588.1044

Chevelle Parts - Ford Model A Parts
Contact [Bill Aldridge](#) @ 919-523-4619

62 Impala S/S hubcaps.
Excellent condition (set of 4) [**\$250**];
Contact [Barry Kitchener](#) @ 919.623.7287

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

Distributor Restoration & Repair of classic car distributors. Contact [Jeff Stevens](#) at carolina.distributor22@gmail.com or 919.495.1515

1955 Deluxe Cab 3100 [**\$32500**]
Contact [Don Watts](#) @ 919.306.2104

Distributor and Wire Set for small block Chevy. [**\$125**]; Rear end, 373 ratio, 10 bolt for Chevy or Pontiac. [**\$300**]
Contact [Bill Mitchell](#) @ 919.772.3939

1st gen Camaro Parts; Cowl hood, trunk lid, 4 core radiator, S/B Trance, Cross member, Sub frame, Sway bar, 4-8/15 Corvette BF Goodrich P255/60 R15
Contact [Bob Simpson](#) @ 919.745.0996

68-72 Nova 4" cowl hood. Needs some repair. Front and rear Nova bumpers (Straight, not rusted) [**\$ Best Offer**]
Contact [David Smith](#) @ 919.518.3779

57 235, 63 230
Contact [Scott Rose](#) @ 919.768.2067

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

1970-72 Chevelle Original Dash Pad [**\$75**]; 1970 Chevelle tail light lenses [**\$40 for both**]; 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

PCCC Out & About Photography



Photos By
Jeff Hopp
David Smith
Elke Watkins
Larry Lewis