

*THE BOWTIE BULLETIN
THE OFFICIAL NEWSLETTER OF THE*



JULY 2021 EDITION



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Richard Little's 55 Chevrolet

Special Message from Our PCCC President, David Smith

Greetings from the Presidential Suite. Actually, I am sitting in the 57 on my laptop. Just got finished putting in a new headlight switch and another fuel gauge. I hope all are well. Can you believe that it is July already? I would like to welcome all the new members that have joined us in the last couple of months. Glad you joined and look forward to meeting all of you at some point. We had an outing at The Grocery Bag at Flowers Plantation in June and had 42 or 45 (obviously I missed a few) cars there for the inaugural Show for Tommy. Dave Peedin has a good eye for great get togethers. Thanks Dave.

Speaking of that The Georgia Moonshine Cruise is coming up this month. Like two years ago I plan on having a great time. I hope we have great weather for it. I am not sure if there is anything going on but if we don't meet up before the 4th of July, I wish everyone a happy and safe Holiday. Until next time I wish you all the best. Thanks.

PCCC Monthly Meetings are at Carolina BBQ located at 733 US-70 Garner 27529.

Meetings are every 4th Monday 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 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

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

Are You Ready To Go Cruisin'?

The Georgia Mountain Moonshine Cruze

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 many PCCC members signed up to go.

View the links for info and registration—

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



My Chevelle Story, By Jeff Stevens

I was 15 years old living in Springfield VA in 1979 and my dream car was a '66 Chevelle with a tunnel ram. I believe I was a gearhead from birth, and growing up, I must have been a challenge since I always wanted to take things apart to see how they worked, or to fix them up. During one of the many hours my friends and I would spend cruising around, I spotted a 70 SS sitting in the driveway of a house, flat tires and neglected. Without hesitation I walked up to the house and could not believe when I saw two carbs and air cleaners sticking out of the hood! Then, you could imagine my excitement when I saw it was not a tunnel ram, but a blower! The owner just got married and was ready to sell.

He built the motor using parts sourced wherever possible, working out issues as needed. For example, the blower was an old Teflon stripped race blower from a local racer named Gene Altizer. As such, there was no provision for a thermostat, so one was made that tapped directly into the front of the heads. Definitely a creative custom build.



\$2000 and a loan cosigned by mom and it was mine. (Later when asked why she would ever co-sign a loan for a car like that, my mom, who worked two jobs said "because then I would always know where you were...in the garage working on the car"). The car was towed to my house where I spent the next few months detailing the engine and working on visible issues.

The next couple of years were great. A lot of local older guys helped me learn about blown cars and keeping it running. In fact a small side story...one of the guys was named Rick Dobbertin who owned AA Speed in Fullerton VA. The name may not mean much, but around 1981, he wowed the street machine community with a '65 blown, twin turbo Pro street Nova. I had the opportunity with the Northern VA street Machines club one night to see a nice smoky burnout beside Rick's shop, before the car was unveiled to the world. Anyway, back to the Chevelle... It drained the gas tank quickly, especially the way I drove it, and on a lifeguard paycheck, it was tough to maintain for obvious reasons. Ultimately, I sold it to two friends in '82 when I was graduating High school. One took the car and one took the motor for his early 70's Camaro.



My Chevelle Story, By Jeff Stevens

Years passed and the Chevelle was always the car I wish I hadn't sold. In the late 90's, I was able to track the VIN to a guy in Winchester VA. I ended up going to see the car, but it was not recognizable. Different color, Cutlass seats, Olds open rear, Monte Carlo dash, sbc 305 and th350. The story was is that it was gutted, raced, then parked. Someone decided to get it back on the road at some point, using any parts he could find. I declined his offer of \$8000 and went home ready to close the chapter. Little did I know it was bookmarked for later. Fast forward to 2016. An unexpected furlough left me bored at home, and wanting a long-term project. On a whim, I tried contacting the Chevelle owner on the email I had for him from almost 20 years ago, expressing my interest again, but not hopeful. I got a fast response of only "call me". This time the decision was easy, and it had just sat in a garage since the last I saw it. We struck a deal (although it was not \$8000 anymore) and after 35 years, the car was now again mine. After debating the many ways I could go, blown BB, LS conversion, or stock, I chose stock, especially since the car came with many engine parts primarily, a '69 I78. The car was gutted, and the search started for all the period correct parts. My son helped rebuild the engine, his first. My son and I completed all work in our garage at home, including paint, bodywork and interior. No one else has touched the car during the restoration, with the exception of the trans and rear end that were rebuilt by local specialists, out of the car. To date, I have logged about 700 miles with only a couple small issues found in the initial shakedown. It's a blast to drive, and I'm looking forward to the next mods, such as AC and an EFI. But who knows? I still have the ladder bars, some weld wheels, and I still dream of a second motor to swap in and out. One with a blower.

Hope to see you soon, and be sure to ask me to see the restoration book!

Jeff Stevens



WELCOME NEW MEMBERS

*John Martin
Fuquay-Varina, NC*

*Tom & Lynn Sweeney
Cary, NC*

*Jerico Belcher
Mebane, NC*

*Keith Phillips
Durham, NC*

*Steve & Patti Healey
Clayton, NC*

*Denny & Lynn Britt
Fuquay-Varina, NC*

*Bill Schulte
Raleigh, NC*

*David Jackson
Four Oaks, NC*

*Darren & Marcy Lloyd
Zebulon, NC*



CELEBRATION!!!!

JULY PCCC BIRTHDAYS

Another Year Older!!

*Suzi Wagner
Barb McGloin
Janet Feldsbusch
Cheryl Aldridge
Jerry Hart
Mark Wheeler
Rick Mangrum
Sue Neumann
Cheryl Hoffman
Paul Barber
Mike Roth*

Getting To Know PCCC Members

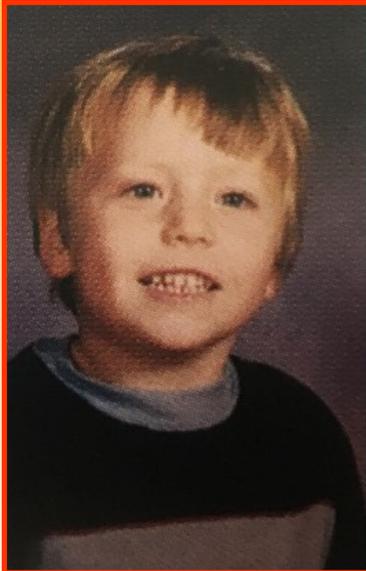
Last year, Chris Peedin suggested an idea for members in the club to submit photos of themselves from the past, "Guess Who Feature." If any of you are interested, send me a photo from your past. I will post it in the newsletter for PCCC members to guess who you might be.

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

MEET PCCC MEMBER BOBBY ROBBINS



I was born at Nash General Hospital in Rocky Mount, NC on September 13th, 1998.

I grew up in Sharpsburg, NC until I was 19 years old. Then we moved to Rocky Mount, NC. I live with my parents and my twin brother. We also have two dogs. I attended Cooper's Elementary for pre-k to 2nd grade. Then I went to Nashville Elementary for 3rd to 5th grade. After that I was homeschooled for 6th to 12th grade. I graduated in 2017.

I am single and have no children at this time.

I started collecting diecast Nascar when I was 10 years old. While I was collecting Nascar I was really into Richard Petty. I have a lot of his memorabilia and autographs. I also got to meet him at his home. Two years later I moved on to collecting hot wheels. Now I collect anything 3rd Gen related to Camaro's from 82-92.



I purchased my first car when I was 18 in 2016. And it is the same car that I have today. An 88 Camaro that was originally painted silver and then painted black cherry when I bought it. This was a yard find. I had it painted two years later Sunset Orange Pearl.

Even though I was born in the 90's I love anything in the 80's.

Joining this club was one of the best decisions. I have really enjoyed the friendships that I have made. If I had listened to David and Larry I would have joined sooner.



Classic Car Trivia - The Bullitt Mustang

As Steve McQueen was credited with the driving during the chase sequence, it was actually shared by McQueen and Bud Ekins, one of Hollywood's best stunt drivers. From the interior shots looking forward inside the Mustang, it's easy to see which one is driving. When McQueen is driving, the rear view mirror is down reflecting his face. When Ekins is driving it is up, so his face is hidden.

Two Mustangs and two Dodge Chargers were used for the famous chase scene. Both Mustangs were owned by the Ford Motor Company and part of a promotional loan agreement with Warner Brothers. The cars were modified for the high-speed chase by veteran auto racer Max Balchowsky. Stunt coordinator Carey Loftin got Bud Ekins to drive the Mustang for the bulk of the stunts. Both of the Dodges were junked after the filming, as was one of the Mustangs.

The other less banged-up Mustang was purchased by a Warner Brothers employee after all production and post-production was completed. The car ended up in New Jersey a few years later, where Steve McQueen attempted to buy it. The owner refused to sell, and the car now sits in a barn, and has not been driven until recently when it was used by Ford to promote the 2018 "Bullitt" Mustang when revealed at the Detroit international auto show.

Steve McQueen made a point to keep his head near the open car window during the famous chase scene so that audiences would be reassured that it was he, not a stunt man, who was driving. The car is a 1968 Highland Green Ford Mustang 390 GT 2+2 Fastback. The director called for speeds of about 75-80 mph, but the cars (including the ones containing the cameras) reached speeds of over 110 mph. Filming of the chase scene took three weeks, resulting in 9 minutes and 42 seconds of footage. They were denied permission to film on the Golden Gate Bridge.

The Mustang built for the use in the *Bullitt* (1968) movie with a second 1968 Mustang Fastback (VIN # 8R02S125558). These modifications included: Borg-Warner T-10 heavy-duty four-speed manual transmission, heavy-duty Borg-Warner clutch, 390 ci engine built by Balchowsky, milled heads, carburetor and distributor modification, 4:10 Positraction rear end, heavy-duty universal joints, 5-ton motor mounts, reinforced shock mounts, cross beam support bar, Helwig stabilizers front and rear, Koni shocks, heavy-duty coil springs, frame reinforcements, American Racing mag wheels, Dunlop 5:00 M-15 racing tires on the front, 5:75×10:40 15 Firestone GP Indy Tires on the rear, custom exhaust and a Shelby-type steering wheel. All exterior Ford and Mustang badging was removed. The Highland Green paint was scuffed to create a dull appearance. Certain features were painted black, such as the rear gas cap. The reverse lights were removed.

In 2001, Ford partnered with Warner Bros. to offer a special version of its GT with the *Bullitt* nameplate, A 2008–2009 Bullitt edition has been released as well. The Bullitt Mustang returned for the third time for the 2019-2020 model 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

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. [**\$1000**]
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

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

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

Distributor Restoration & Repair of classic car
distributors. Contact **Jeff Stevens** at
carolina.distributor22@gmail.com or
919.495.1515

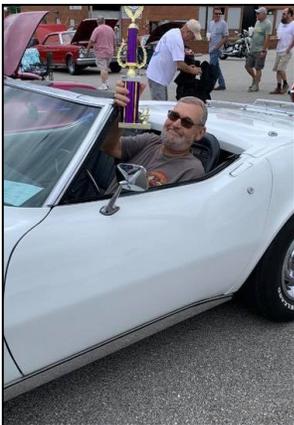
Distributor and Wire Set for small block
Chevy. [**\$125**]; Rear end, 373 ratio, 10 bolt for
Chevy or Pontiac. [**\$300**]
Contact **Bill Mitchell** @ 919.772.3939

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

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**]; 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**]; 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
Chris Peedin
David Smith
Jeff Hopp
Mark Wheeler
Natalie Hummel*

