

*THE BOWTIE BULLETIN
OFFICIAL NEWSLETTER OF THE*



DECEMBER 2021 EDITION



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Special Message from Our PCCC President

I want to start by saying I hope you all had a great Thanksgiving. The month of November was a very busy one for cruise ins, car shows and just plain having fun. December looks to be a great month also for the club the parades, the Christmas parties, the cruise ins, etc. We had 36 members at the Mojoes cruise in, 42 cars at the reunion car show and 25 cars in the Christmas Parade this year. Great turn outs thanks to everyone. On another note, please remember to get your dues for 2022 in to Tom (or you can give it to me anytime) dues are \$25.00 if paid by December 31 2021 a \$10 late fee will be assessed if paid after January 1 2022. If not paid by January 31 2022 you will be dropped from the club and removed from the roster.

Remember the club Christmas Party is Sunday December 12th at 4:00, if you haven't signed up yet and wish to attend, please contact **Carol Keith 919 524-4678** or email carolgkeith@gmail.com. Also remember that there is NO December meeting. Our next club meeting will be Monday January 24, 2022 at Carolina BBQ 6:00 to eat 7:00 meeting starts.

I would personally like to wish all club members and their families a very happy holiday season (I say Holiday season because we have such a variety of religious and ethnicities in our club and I don't want to leave anyone out). I am going to close this monthly greeting by saying thank you to everyone in the club for making this the greatest eating club with a car disorder. (Thanks Larry Lewis). I love being a part of this club.

Dave Smith

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

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

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

*Harry & Sharon Deluca
Willow Springs, NC*

*Shayne & Donna O'Neill
Pittsboro, NC*

*Paul & Mandi Bromberg
Wake Forest, NC*

*Clement 'Mac' McDaniel
Zebulon, NC*

*Kevin & Angie Kinmann
Zebulon, NC*

*Ken & Chrissy Hunter
Middlesex, NC*

The Classic Car Cruise In and Cookout in Garland, NC

31 PCCC Club members and 19 classics enjoyed the cruise, the display of antiques, showroom cars and memorabilia from back in Mr. King's Highway Patrol days. The outbuildings with various antiques and various other classic cars from other clubs that went, enjoyed the afternoon.

Thanks, Dave Peedin

PCCC Birthdays for December

Another Year Older!!!

*Sue Ricker
Robert Clark
Don Cooper
Sammy Barnette*

*Chas Hummel
Eric Mangrum
Ginger Rose
Mark Bernatz*

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

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 to 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

For The Newsletters

If you are interested in sharing a piece about your first car, please send me an email with brand of car, a brief description of features (eng, trans, color, options), the year you got it, your age and a photo if you are lucky enough to still have one. This info will be featured in the monthly newsletters during the course of the year.

Also, please send any stories regarding projects on your car, which could include any special project any of you might have worked on recently, or plan to, document what has been done (with before and after photos if you have them), some ideas may include, engine rebuild, suspension replacement, engine compartment detailing, interior replacement, wiring harness replacement, hotrod build, etc. If you have a photos of your project, send those along with your piece as well.

For the Classified Section. Please submit to me if you want something posted. Please submit a brief description of cars for sale or parts (only)...no photos, along with the price. The ad will include your name and phone number for you to be contacted with further details of your items. This feature will be for club members only. Contact me if there are any changes, updates, price changes, or removal.

1994 Brickyard 400 Black Convertible Corvette by Steve LaRue

I've been thinking about writing this article for a few months, and Jeff has been waiting patiently. My 1994 Brickyard 400 Black Corvette Convertible, which I purchased in February of this year from Paramount Classic Cars, has some unique history. From an individual car perspective, it is unique to Chevrolet Tech Center in Warren Michigan (some special engineering), and the first NASCAR race on the 2.5 mile Indianapolis Speedway in Indianapolis Indiana. From my personal perspective, it has Indy history and Corvette history, and Chevrolet history related to my Dad and one of his best friends. The last part would not be new information, if you saw my article last December in the PCCC monthly Newsletter.

Indy History First: The very first race on the Indy (Indianapolis Motor Speedway) oval was held on August 19, 1909. During construction in early 1909, 3.2 million paving bricks we laid in preparation for the 1909 race, on the 2.5 mile oval. Unlike many of the race tracks today, the Indy track remains relatively flat. In 1994, Indy hosted the 85th running of the Indy 500 (open wheel Indy cars), and the 1st running of NASCAR's Brickyard 400. Do you wonder why the NASCAR race is called the Brickyard 400, and the track is often referred to as the Brickyard, the answer is simple. One yard of bricks remains at the start/finish line. A tradition established long ago, the winners at Indy will at some point kiss the yard of bricks. Lastly, Indy open wheel racers run 500 miles, and NASCAR racers run 400 miles. Indy racetrack history is easily attainable on Google.

My new/used 1994 Corvette is one of 12 black convertibles used on the track to host race drivers for the inaugural Brickyard 400. Rich Bickle and Hut Strickland were the drivers that road in my #50 car. My daughter obtained glossy pictures from the Indy Museum that show these drivers sitting in my car, with the #50 clearly displayed. At one time, these drivers both signed somewhere on the car, but these signatures have disappeared. However, I'm considering a road trip to both their locations for resigning.

For the inaugural race, Chevrolet sent a total of 137 cars of different varieties to Indianapolis for race festivities. There were 12 Black and 13 Red Corvette Convertibles. These cars along with a few others were sent to the Tech Center in Warren Michigan for some special preparations, increased horsepower and tires. I'm not sure about more than these improvements. The pace car was a 1994 Monte Carlo, that was also specially prepared for the race opening.

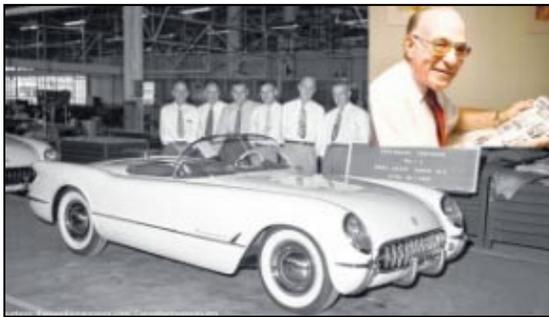


1994 Brickyard 400 Black Convertible Corvette by Steve LaRue

The reasons this car is special to me are as follows: 1) I've been listening to the Indy 500-mile race since I was eight. I've missed a few where the radio didn't work, or the TV didn't work, or when traveling, the internet was not good. But the Indy 500 is for me the most important race of any year. 2) My enjoyment for Corvette began when working for Chevrolet in the 60's. My first Corvette was a 1960 Vette in need of a lot of love and care. But it was mine. I've owned a 1960, 1972, 1976, 1978, 1975, 1988, 1994 Brickyard, and just added 1999. 3) My Dad (Omer D. LaRue) during his working years at GM (1930 – 1972) worked in GM Photograph. As it happens, one his assignments was photographing one of the first Corvettes off the assembly line for 1953. 4) One of my Dad's best friends at Chevrolet (Marion C. Scott) named the Corvette via a naming contest. You can find this story on Google. Mr. Scott (or Scottie) in recent years was inducted into the Corvette Hall of Fame.

That is the story, and I a happy and proud owner of this 1994 Brickyard Corvette Convertible. My wonderful wife Jane gets the credit for finding this car, and saying, "if you want it, buy it." The rest is history, old and yet to be made. In fact, Jane has been the finder of other of our cars with the same message, , "if you want it, buy it."

Pictures are of our 1994 Brickyard Corvette, line up of Corvettes on the Indy track in 1994 (mine in 13th position), 1953 Corvette with Myron Scotts pictured in the corner, my Dad at the 36th running of the Soap Box Derby, his Retirement award, and lastly a picture of Dinah Shore that my Dad took. For those that do not know, Dinah's variety show for years was sponsored by Chevrolet.



PCCC Photography



Photography By
Jeff Hopp



Classic Car Trivia— Early Years of the Hudson Car Company

The **Hudson Motor Car Company** made Hudson and other branded automobiles in Detroit, Michigan from 1909 to 1954.



The name "Hudson" came from Joseph L. Hudson, a Detroit department store entrepreneur and founder of Hudson's department store, who provided the necessary capital and gave permission for the company to be named after him.



The new Hudson "Twenty" was one of the first low-priced cars on the American market and very successful with more than 4,000 sold the first year. The 4,508 units made in 1910 were the best first year's production in the history of the automobile industry.

In 1919, Hudson introduced the Essex brand line of automobiles; the line was originally for budget-minded buyers, designed to compete with Ford and Chevrolet, as opposed to the more up-scale Hudson line competing with Oldsmobile and Studebaker. Local coachbuilder Briggs Manufacturing Co. introduced their first-of-its-kind closed coach body in 1922 for Hudson's Essex. It was the first closed vehicle available at a price close to its open-bodied brethren. The 1922 Essex closed body was priced only \$300 more than the 1922 Essex touring. Within three years, its popularity enabled Hudson to reduce its price so that both the 1925 Essex touring and coach were priced the same. The Essex found great success by offering one of the first affordable sedans, and combined Hudson and Essex sales moved from seventh in the U.S. to third by 1925.

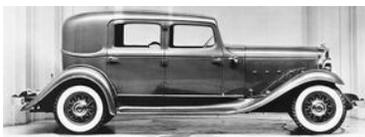
Coachbuilder Fisher Body Co. built bodies for Hudson cars until they were bought out by General Motors in 1919. From 1923, Hudson bodies were built exclusively by Massachusetts company Biddle and Smart.

In 1932, Hudson began phasing out its Essex nameplate for the modern Terraplane brand name. The new line was launched on July 21, 1932, with a promotional christening by Amelia Earhart. For 1932 and 1933, the restyled cars were named Essex-Terraplane; from 1934 as Terraplane, until 1938 when the Terraplane was renamed the Hudson 112.



Hudson had a number of firsts for the auto industry; these included dual brakes, the use of dashboard oil-pressure and generator warning lights. The dual brake system used a secondary mechanical emergency brake system, which activated the rear brakes when the pedal traveled beyond the normal reach of the primary system; a mechanical parking brake was also used. Hudson became the first car manufacturer to use foam rubber in its seats. In early models Hudson moved the steering wheel to the left, the hand levers to the center, and it made cars easier and safer to start by adopting the GM self-starter.

The January 2022 Edition of the The PCCC Bowtie Bulletin will feature trivia about the later years of the Hudson Motor Car Company.



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

3" drop spindles for 72-87 C10 [\$150]
[4] 245/60R15 tires [\$200]
1.25" front sway bar [\$75]
2 bucket seats, electric with 3 point seat belts
out of 2005 F150 [\$200]
5000 watt generator [\$150]
Contact [Ron Watkins](mailto:Ron.Watkins@919.556.3759) @ 919.556.3759

Rear end, 373 ratio, 10 bolt
for Chevy or Pontiac. [\$300]
Contact [Bill Mitchell](mailto:Bill.Mitchell@919.772.3939) @ 919.772.3939

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

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

Stock Hood for 1970 Camaro [\$50]
Contact [Dan Stalfire](mailto:Dan.Stalfire@214.629.0980) @ 214.629.0980

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

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](mailto:Mike.Roth@201.755.0600) @ 201.755.0600

YOUR AD HERE

SEND YOUR INFO TO
JEFF HOPP AT—jhopp55@att.net

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

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

(2) 215/65R15 redline silvertown on rally
wheels, with trims an baby moon caps,
multi vehicle bolt pattern [\$375]
Contact [Mark Herbert](mailto:Mark.Herbert@919-291-6844) @ 919-291-6844

Front Eyebrow for Chevy Truck [FREE]
Contact [Keith Sansoucy](mailto:Keith.Sansoucy@919.740.9435) @ 919.740.9435

57 235, 63 230
Contact [Scott Rose](mailto:Scott.Rose@919.768.2067) @ 919.768.2067

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](mailto:Jeff.Hopp@919-665-9318) @ 919-665-9318



PCCC Out & About Photography



Photos By

Jeff Hopp
David Matthews
Cheryl McCarty
Gary Byerly

