

THE BOWTIE BULLETIN
OFFICIAL NEWSLETTER OF THE



JANUARY 2022 EDITION



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Tony Glidden

Special Message from Our PCCC Secretary

Our first PCCC Christmas!

Well, my dad shipped me a 1965 Buick Skylark convertible for my birthday. We named her Ruby and she is a beaut - red with a black top. When I laid eyes on her, I knew she was destined to be a parade car. We signed her up for the Apex parade and spent the day cleaning and polishing her up. Added some Christmas lights and we were good to go! The parade was so fun! Our parents and niece rode in the back and we all yelled merry Christmas until we were hoarse and our hands hurt from waving. The next week, we drove her to Historic Oakwood to display in front of a house. As chance would have it, the house was a 1924 bungalow. Very similar to our first house in California which was a 1918 bungalow. What a fun throwback! Then, to top it off, we had a great time at the holiday party! We're so grateful for the fun, fellowship and generous spirit of our PCCC members. It was fun to use our cars to bring joy and celebration of the season to others. Looking forward to more parades and fun in 2022!

Natalie Hummel, PCCC Secretary

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
rlarry@aol.com
for complete ordering details

WELCOME NEW MEMBERS

*Errol & Randi Trujillo
Clayton, NC*

*Boston & Shanda Heller
Cary, NC*

*Rich & Jana Northrup
Angier, NC*

*Donnie Pearce
Garner, NC*

*Robert & Debbie King
Raleigh, NC*

PCCC Birthdays for January

Another Year Older!!!

*Don Watts
David Smith
Jane Overman
Davidson Peedin
Terry McAllister
Maria Preteroti
Larry Sweat
Jane RaRue
Cathy Hoffman
Bill Clement*

MY LIFE AND CARS - By Ken Nagy

The thrill of sitting behind the wheel of a vehicle powered by a gasoline engine began at an early age, around 1970 when I was 8 years old. I can probably credit my Dad, who was a metal shop teacher in the Elizabeth, NJ school system, for lighting the fire in me that still burns after 50+ years.

After the school year ended, my Dad brought home the class project, this go-kart, completed by students in the junior high school. Built using a modified shopping cart frame, it retained the original solid tires. Named the "Lafayette Soul Stinger" after the school's name (Lafayette Junior High School) it was my first attempt at operating a "motor vehicle."



After a few years, Dad and I built my second go-kart since I had outgrown the original. My second sported an all-aluminum frame, larger HP engine and air tires. I performed simple maintenance on it, replacing the centrifugal clutch, adjusting the brakes and keeping the tire pressure correct. I lived near the end of a street with a parking used for a Veterans club and I'd take turns riding with friends.



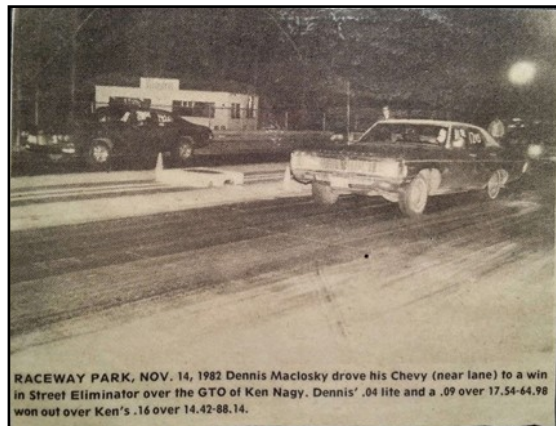
Fast forward to 1977, while visiting my grandma's house, I saw my uncle's 1970 Pontiac Tempest in her driveway. He lived next door and had parked it there after just being involved in an accident. My Dad said he was buying a new car and he paid my uncle \$300 for the Tempest, which was now mine. This was the start of my love for Pontiacs. I had to replace the front control arm which was bent, along with the fender. My Dad helped me repair the front nose that housed the headlights which was made of fiberglass. He cut up old curtains, also made of fiberglass, and showed me how to dip them in resin, then lay them on top of each other to rebuild the original nose.

MY LIFE AND CARS - By Ken Nagy

After some filing and sanding, the car was ready for paint, which was done in its original color, Verdoro Green, probably Pontiac's most popular color. Here it is, just after paint. 350 ci, powerglide, with AC but manual steering and brakes. My uncle was a "frugal" man! Over the next 10 years it was my high school transportation, cruiser, and often would make the trip to nearby Raceway Park, in Englishtown NJ. I drag raced along with my friends for many years and made many mechanical upgrades, along with a few more paint jobs with color changes. Seen here after winning my first trophy, probably around 1980. I had added LeMans fenders and American Racing wheels, along with a new Earl Sheib paint job, that cost \$69.95. Contrary to what is heard about these paint shops, I was lucky that one of my Dad's students worked in the one I used, and it was a great paint job!



After several years I had the car build the I wanted it. Original 350 motor was swapped for a Oldsmobile 403 motor that came in automatic Trans Am's in 1979. Headers, dual plane intake and a Holley carb along with headers and a 12 bolt Chevy rear with 4:11 gears really made this car come to life, and was a great street, and occasional strip car to enjoy. Added a GTO hood and rear valence pan with exhaust tips and most people thought it was actually a GTO, including the Raceway News writer who captured me in the finals one Sunday night. I broke out (ran faster than my window time) and the winner was the track veteran in his 4 door Impala.



MY LIFE AND CARS - By Ken Nagy

Had the car until 5 years later in 1987, I found a 1966 GTO for trade in a motorcycle want ad magazine. I traded my 1984 Yamaha FJ1100 for a very nice, all original '66 GTO. I did a frame on restoration, added some nice options and owned/showed it for 25 years before selling in 2015. It was sold to a buyer who exported it to the Czech Republic and sold it to a younger man, who uses it to take trips with his family.



Club members probably know me for my current Pontiacs; 1963 Catalina Safari wagon and 1966 Grand Prix. The Safari has a 389 engine, 4 speed factory 4 speed, AC and AM/FM radio. This is a great highway car and has gone to the Pontiac Nationals in OH 6 times in the last 10 years. My Grand Prix has the HO 421 engine option, tri-power, with many nice options. I am in the process now of adding a few more options, and converting it to a factory 4 speed. Hopefully minimal roadblocks will allow me to have this car back on the road sometime next year.

Side note to my all Pontiac life ... I did own a 1974 Corvette for a few years. This was also a fun car to drive with the 454 and 4 speed trans. Ran it once at Raceway Park and cracked the water pump. Luckily, back then, parts were readily available at any auto store, and I was able to fix it at the track and drive it home.



Classic Car Trivia— The Later Years of the Hudson Car Company (continued from Dec 2021)

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

The 1939 models joined other American cars in the use of a column-mounted gearshift lever. This freed front-seat passenger space and remained the industry standard through the 1960s, when "bucket seats" became available. Hudson became the first car manufacturer to use foam rubber in its seats.



1940 Hudson introduced coil spring independent front suspension, aircraft-style shock absorbers mounted within the front springs, and true center-point steering on all its models, a major advance in performance among cars in this price range. The Super Six model was reintroduced as well. Despite all these changes, Hudson's sales for 1940 were lower than in 1939 and the company lost money again. The advent of military contracts the following year brought relief. The 1941 models retained the front end styling of the 1940 models.



In 1942, as a response to General Motors' Hydramatic automatic transmission, Hudson introduced its "Drive-Master" system. Drive-Master was a more sophisticated combination of the concepts used in the Electric Hand and the automatic clutch. It contained a vacuum powered module on the transmission to switch between second and third gear and a vacuum powered module to pull the clutch in and out.

As the role of women increased in car-purchase decisions, automakers began to hire female designers. Hudson, wanting a female perspective on automotive design, hired Elizabeth Ann Thatcher in 1939, one of America's first female automotive designers. Her contributions to the 1941 Hudson included exterior trim with side lighting, interior instrument panel, interiors and interior trim fabrics. She designed for Hudson from 1939 to 1941. Hudson ceased auto production from 1942 until 1945 in order to manufacture material during World War II, including aircraft parts and naval engines, and anti-aircraft guns. The Hudson "Invader" engine powered many of the landing craft used on the D-Day invasion of Normandy. Production resumed after the war.

In 1948, the company launched their "step-down" bodies, which lasted through 1954. The term step-down referred to Hudson's placement of the passenger compartment down inside the perimeter of the frame; riders stepped down into a floor that was surrounded by the perimeter of the car's frame. In 1951 model year, the 6-cylinder engine received a new block with thicker walls and other improvements to boost horsepower by almost 18% and torque by 28.5% making Hudson a hot performer again. The GM-supplied 4-speed Hydramatic automatic transmission was now optional in Hornets and Commodore Custom 6s and 8s.



Hudson's strong, light-weight bodies, combined with its high-torque inline six-cylinder engine technology, made the company's 1951–54 Hornet an auto racing champion, dominating NASCAR in 1951, 1952, 1953 and 1954.



On May 1, 1954, Hudson merged with Nash-Kelvinator to become American Motors Corporation. Hudson automobiles continued to be marketed under the Hudson brand name through the 1957 model year. The Hudson brand name with its racing heritage was discontinued and all American Motors Corporation automobiles were then marketed as being made by "Rambler" Division.

The last Hudson rolled off the Kenosha assembly line on June 25, 1957.



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**]
Contact [Ron Watkins](#) @ 919.556.3759

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

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

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

Stock Hood for 1970 Camaro [**\$50**]
Contact [Dan Stalfire](#) @ 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](#) @ 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](#) @ 201.755.0600

YOUR AD HERE

SEND YOUR INFO (NO PHOTOS)
TO JEFF HOPP AT—jhopp55@att.net

Brand new complete antenna assembly for a
1955 Chevrolet (still in the package)
[**\$80**] Contact [Tony Sica](#) @ 516.443.5479

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

62 Impala S/S hubcaps.
Excellent condition (set of 4) [**\$250**];
Contact [Barry Kitchener](#) @ 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](#) @ 919-291-6844

Front Eyebrow for Chevy Truck [**\$FREE**]
Contact [Keith Sansoucy](#) @ 919.740.9435

57 235, 63 230
Contact [Scott Rose](#) @ 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](#) @ 919-665-9318



*PCCC Out & About
Photography*



Photos By

*Dave Smith
Max Cooper
Natalie Hummel
Larry Lewis
Jeff Hopp*

