

THE BOWTIE BULLETIN
OFFICIAL NEWSLETTER OF THE



JUNE 2022 EDITION



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Special Message From The Bowtie Bulletin Publisher

Hello PCCC!!

I'd like to challenge all of you 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. If you have something you would like to send to me, send along in email and where the image (or images) were taken and a brief story if you have one but no story required.

Images and stories will be posted in future newsletters. So, dust off those cameras, gas up those classics (check your oil, coolant, tire pressure) and get out there. I'm looking forward to see what talent you all have. Your images will be featured each month.

Interesting stories are always cool to share in the newsletter, might include a trip you experienced with your classic, or a special project any of you might have worked on recently. Please send in Microsoft Word (not a PDF). Any photos need to accompany your piece as JPG (JPEG) format.

Our car show is coming this Saturday, May 28. After the show, I will publish a Special Edition of the newsletter which will be released sometime in June or early July, highlighting our car show.

Feel free to contact me with any questions, suggestions or ideas you might have.

Jeff — jhopp55@att.net

CLUB INFO

2021–2022 Club Officers

President - *David Smith*
dmsmith57@outlook.com

Vice President - *Ray Bader*
ray.bader@gmail.com

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 PCCC Webpage at
<https://piedmontccc.org/piedmont-events/kays-event-page>

Questions—contact Kaye at
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]

Polo Shirts [\$26]

Pink Ladies V-Neck [\$10]

Sport Tee's (Dri-Fit) Short Sleeve [\$14]; Long Sleeve [\$19]

Hats (All Styles) [\$18]

Ladies Jacket "Clique" (Blue Only) [\$56]

Ladies Jacket "Port Auth" (Blue or Black) [\$56]

Men's Jacket Traditional (Blue Only) [\$65]

Men's Jacket Hard Shell (Black Only) [\$70]

Magnetic Engraved Name Badges [\$12]



Contact *Larry Lewis* @ 919.215.3946 or
rclarry@aol.com
for complete ordering details and prices

WELCOME NEW MEMBERS

Tony & Diane Rotunno
Raleigh, NC

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.

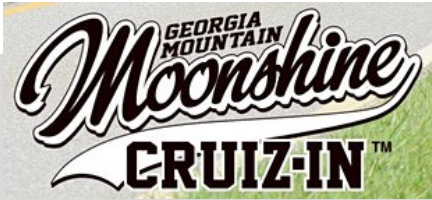
To submit photos and your story, send me an email at jhopp55@att.net

PCCC Birthdays for June

Another Year Older!!!

*Les Shelton
Ted Keith
Tim Martin
David Matthews
Cathy DeYoung
Sammy Small
John Mann
Ann Byerly
Rick Howard*

PCCC Cruise Trips



2211 Tony Ingle Parkway, Dalton, GA
30720

I have already booked reservations at: Country Inn & Suites which is directly across the street from the Dalton Convention Center. Plenty of hotels and restaurants very near the venue. I will announce the details at our Feb meeting. I will wait a little longer to register my car since those car registrations (\$50) are non refundable.

Dave Peedin

July 27-30, 2022 Dalton, Georgia

Ladies & Gentlemen,

I know this is very early but as you all know, rates are much cheaper when booked well in advance, therefore I have already made the call and have a group rate quote of just under \$100 per night including taxes.

The original rate per room was at \$120.60. They adjusted the rate based on 10 or more couples. All that being said, if you want to go to Cherokee this Fall, please call Chestnut Tree Inn (828-497-9181) & speak to Holly or Erica. Be sure to tell them you are with Piedmont Classic Chevy Club and were given a group rate of \$99.24 including tax by Holly. Tell her what size room you need. I booked a King bed suite on lower level.

Note: she said all Handicapped rooms were Queen beds only.

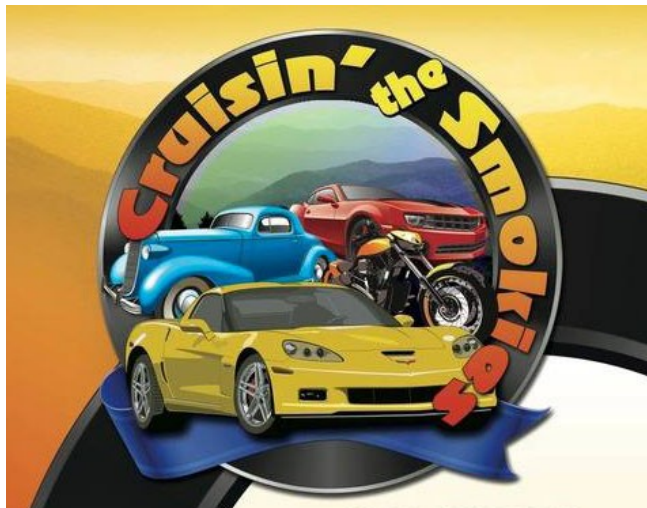
You can cancel at anytime up to 4:00 p.m. the day before arrival.

The show dates are October 14th & 15th.

Travel down on Thursday 13th

Check out & return home on 16th.

Any questions, contact me; Dave Peedin
@ 919-612-6998



PCCC First Cars

I had a 68 firebird with a 69 front. It had Hp 326 with a 2 speed powerglide. It would do 145 without breaking a sweat. I was 16 and it was 1985

My father bought a 79 Trans Am brand new and I instantly fell in love with it. When it came time for me to drive, a Firebird was all I wanted- but really wanted the first body style. To me they had way more flair than the Camaros. I ran across an add for a 68 Firebird for 2 grand (a lot in 1985), and bought it. The car was finished (painted bondo no extra charge) and looked great- even with that 69 front end. Needless to say a 16 year old should have never been allowed to drive a car with a speedometer that went to 160. It's just asking to try it out. I did on more than one occasion (never felt like going more than 145- but the car did!), and looking back I'm fortunate to be alive. I sold it when I went to college in 87. Would love to have another.

Scott Mitchell Rose



I had to have a 57 Chevy so I looked and looked and looked, and the only one I could find was a 4 door 210 series inline 6 cylinder with auto transmission. It was all kinds of colors. We rebuilt the motor and stripped the body, replaced steering and brakes, primed it grey and by that time my Dad was tired of seeing it in his driveway so he went and bought an Aurora Green and Colonial Cream 4 Belair, all original with original paint, interior and the driveline was in immaculate condition with only 42k. It still had the www tires on it and clear seat covers protectors. I miss that one. Dad gave that one to me and I only had to sell the original one and give him whatever I got for it.

Ken Hunter

PCCC First Cars



This is a picture of the car when my step father and I picked it up (I was 14 at the time). It had been sitting in a field for a couple years and the motor (327) was seized up from rain getting in a cylinder. A lot of it was put together from leftover parts from step fathers drag car.

1956 210 2 door wagon; fiberglass tilt front end; 283 with flat top pistons; 327/300 heads; aluminum intake and Edelbrock carb; M22 rock crusher four speed; 10 bolt rear with limited slip from a Corvette (I think); 60s on the back, 70s on the front

I distinctly remember putting a better unit in the 10 bolt after dumping the clutch resulting in exploding spider gears. Happened more than once unfortunately.

Robert King

PCCC Plates



Excerpt Article from the Tarheel Chapter of the Buick Club Of America

Tarheel Chapter Director Ralph Recchie, Chapter member **Barry Kitchener**, (also a member of the show's host car club, the *Piedmont Classic Chevy Club*), and *Piedmont Classic Chevy Club's* Vice President **Ray Bader**, worked with GoodGuys to have the Tarheel Chapter designated as a "Feature Club" during the 7th "*Griot's Garage North Carolina Nationals*" April 22-24, 2022 car show at the North Carolina State Fairgrounds in Raleigh, North Carolina. The Tarheel Chapter had a special "Feature Club" parking area on the show field where Chapter members and invited guests parked their beautiful Buicks to showcase the vast array of General Motor's designs and features.



*Photo of Barry Kitchener's Buick Riviera by Ralph Recchie
of the Tarheel Chapter of the Buick Club of America*

All of the Buicks in the "Feature Club" area were parked to display their best characteristics — with several of the convertibles parked front and center for maximum attention.

The Tarheel Chapter greatly appreciates the generous support provided by Ray Bader and Barry Kitchener from the *Piedmont Classic Chevy Club* of Raleigh, North Carolina.

Excerpts written by Michael Sumrell (BCA #49586)

CLASSIC CAR TRIVIA—It all began when...



Chrysler's origins lie in the Maxwell Motor Company, Inc. (formed in 1913). The first Maxwell car was made in 1904 by Jonathan Maxwell and Benjamin Briscoe, who in 1909 joined the short-lived United States Motor Company. With the collapse of this combine in 1913, Maxwell continued on alone until the postwar recession. In 1920, deeply in debt and facing ruin, the company convinced Walter P. Chrysler, who had resigned from the Buick division of General Motors, to join the effort to revitalize the company. In 1922 the Maxwell company took over Chalmers Motor Car Co. (founded in 1908). In the following year Chrysler bought control. Under Chrysler's leadership, the company began to manufacture competitive automobiles, beginning with a revolutionary six-cylinder vehicle that was introduced at the 1924 New York Automobile Show. In 1925 the Maxwell Motor Company became the Chrysler Corporation, with Chrysler as president. With the purchase of Dodge Brothers, Inc. (founded in 1914), and the introduction of Plymouth in 1928, the Chrysler Corporation became a major presence in the American automotive industry.

Along with General Motors and Ford, Chrysler played a key role in supporting the U.S. military effort during World War II. By many accounts Chrysler led the pack, accepting defense contracts even before the United States entered the war. Between 1942 and 1945 virtually all civilian car production was suspended, as the automotive industry turned its factories to the task of filling defense contracts. Under the leadership of company president K.T. Keller, Chrysler built more than 25,000 Sherman and Pershing tanks during the course of the war. Most of Chrysler's plants were converted to making wartime goods – such as radar antennas, missiles, and military vehicles, as well as components for the Manhattan Project, the U.S. government research project that resulted in the development of the atomic bomb.

Following the war, poor design and construction contributed in part to the company dropping to the bottom of the Big Three automakers, versus Ford and General Motors. Starting with the 1960 model year, Chrysler began building most of its passenger cars with Unibody construction. At the time, only Big Three automakers utilized this construction technique in mass production. Also in the 1960s, the company helped create the muscle car market in the U.S., introducing a series of affordable yet high-performance vehicles that included the Plymouth Barracuda, the Plymouth Road Runner and the Dodge Charger.

Like many American automakers, Chrysler struggled during the 1970s, when pollution regulations and an increased focus on fuel economy (due to the oil 1973 oil crisis) led to lower sales volumes. At the same time, the introduction of economical, fuel-efficient cars from Japan also reduced overall sales volumes. successful.

Lee Iacocca, realizing the trouble Chrysler was in, turned to Congress and secured a \$1.5 billion loan in 1979. Then, development of the "K-Car" line – which would save Chrysler starting with the Dodge Aries and Plymouth Reliant.

Chrysler pays off its federally guaranteed loans seven years early. The company introduces minivans, creating a new market niche with the Plymouth Voyager and Dodge Caravan.

Contact the PCCC Member
listed below for additional
details

ITEMS FOR SALE

Contact Jeff Hopp to submit an
items for sale (**NO PHOTOS**)
or change or delete existing ads 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

Holley 12-801-1 electric fuel pump.
Brand new in box. [**\$75**]
Edelbrock 1403 carb. 500 cfm electric choke. [**\$75**]
Contact [Ray Bader](mailto:Ray.Bader@919.418.0977) @ 919.418.0977

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

Complete 1957 Chevrolet rear end housing
third member axles and brakes ready to install.
3:36 open , not Posi traction.
Casting #3276899 was used in '57 to '64
passenger cars without posi traction.
[**\$550**] delivered, [**\$500**] you pick up
Contact [Dan Glover](mailto:Dan.Glover@919-656-0053) @ 919-656-0053

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

Stock Hood for 1970 Camaro [**\$50**]
1982 Camaro Z28, all original, matching numbers,
needs mostly cosmetic work [**\$5200**]
Contact [Dan Stalfire](mailto:Dan.Stalfire@214.629.0980) @ 214.629.0980

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

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](mailto:Bob.Simpson@919.745.0996) @ 919.745.0996

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

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

Parts for 1968 Camaro—New Hurst dual gate
automatic shifter [Paid \$650, selling for **\$550**];
Used Griffin aluminum high flow radiator [**\$150**];
New right stuff big brake 4 wheel disc brake
conversion signature series cost new \$2300, on back
order sell for [**\$2000**];
New fuel tank, fuller neck, hose, neck protector,
sleeve, retainer, strap bolts, sending unit. [**\$425**];
Fuel tank straps [**\$100**].
Contact [Ken Hunter](mailto:Ken.Hunter@919.818.6881) @ 919.818.6881

PCCC Out & About Photography



Photos By
Dominick Caswell
David Smith
Jeff Hopp
Ted Korab
Elke Watkins

