

*THE BOWTIE BULLETIN
OFFICIAL NEWSLETTER OF THE*



JULY 2022 EDITION



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SPECIAL MESSAGE FROM DAVID SMITH

I hope all are enjoying the beginning of summer and the cruise and show car season. There have been quite a few shows packed into each Saturday and I am pleased to see that PCCC has been going to different ones. Some members go to one while other members attend different ones. Shows representation for the club.

I would also like to welcome the new members who have joined since our car show and even before. I am sure you will enjoy being in PCCC. Summer is the best season for outdoor activities, that being said is also the most dangerous season for heat related accidents.

More people on the road on vacation, distracted, construction etc. The one thing that is the most dangerous is the heat, a lot of people don't think about how hot their body can get.

A friend of mine was at a car show and had not eaten enough or hydrated himself. This caused heat stroke and he had to leave with help. He was quite sick for a few days. The reason I bring this up is so you all take care in the heat I know what heat stroke can do and I do not wish that upon any of our members. Dr. Dave will sign off now (ha,ha,ha).

I do want to thank you all for making this the best club in North Carolina.

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

*Doug Langley
Clayton, NC*

WELCOME NEW MEMBERS

*Edward Fox
Raleigh, NC*

*Brandon Alexander
Wendell, NC*

*Roberto & Monica Rodriguez
Fuquay Varina, 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 July

Another Year Older!!!

Suzi Wagner
Barb McGloin
Janet Feldbusch
Cheryl Aldridge
Jerry Hart
Mark Wheeler
Rick Mangrum

Sue Neumann
Cheryl Hoffman
Paul Barber
Mike Roth
Pierre Morin
John Martin

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.

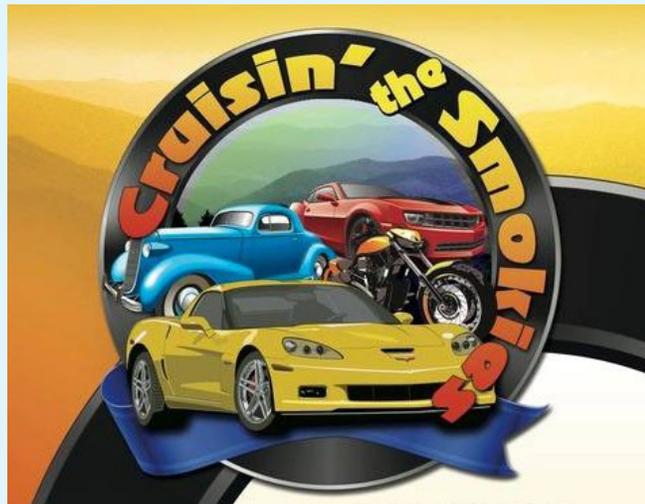
You can cancel at anytime up to 4:00 p.m. the day before arrival.

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





DAVID SMITH'S TECH CORNER

So you are tired of paying someone to fix your car all the time? Here are some do it yourself tips. Start with the easiest repairs first. Don't dive right into rebuilding your transmission. You'll gain confidence, learn how to use tools, and begin to understand how everything fits together on your car.



Here are some great repairs for novice shade tree mechanics, in order of difficulty: change wiper blades, replace air filter, replace headlights, replace battery, replace spark plugs, change oil, replace belts. If you're undertaking a repair that's not on this list and you're just getting started, at least make sure it's a repair that doesn't require you to lie on your back, deep underneath your car. If you do have to jack up your car to get underneath it, under no circumstances should you use the flimsy jack that came with the car. And never, ever get under your car, unless it's supported by approved jack stands. (Unless, of course, you have a lift in your garage.) Finally, when you're getting started, try to avoid repairs that involve contorting yourself into an uncomfortable position, which can make a repair vastly more difficult, like under dash items for example. Try to avoid repairs or service work where the consequences of a mishap are great. For example, don't try to replace your brake master cylinder or fuel line on your first repair. You could end up crashing into a fuel tanker. Or worse still, you might even wreck your engine. Before you start ripping apart your car, go out and get a set of tools, including: a complete set of socket wrenches, including swivel sockets with extensions of various lengths and angle accessories, a complete set of open end and box wrenches, the usual screwdrivers, pliers -- and especially, a good set of vise grips. Whatever special tools are necessary for the job you're contemplating. For example, a special tool is necessary to remove the oil filter, and another for the spark plugs. And in both cases, there are different sizes of tools. So take a look first and find out what you'll need. No matter what tools you buy, you still won't have all the tools you'll need. So, a final piece of advice is to start your repair early. That way, the parts store will still be open when you head down there looking for that special, Fiat metric xenon fog lamp wrench???



Ok I am losing it now...

Do some homework before you plunge into a repair. It just might save you a migraine later. Buy the manufacturer's shop manual for your vehicle, and read up on the repair. Here's one true story of why it's important to do your homework: When I first got involved in car repair, I once contemplated a job, and took a quick look at the service manual.

It had only six steps. I decided to go for it. So, I went out and bought the parts. When I looked at the manual more closely, I noticed that step 1 said, "remove engine." No kidding, it was replacing the oil pan gasket on a 396 Camaro. You can not get to it with the engine in the car. So, read the manual! The best way to learn is to work with someone who knows what he or she is doing. If you're undertaking a repair you've never even seen done before, it's reasonably likely that you'll screw it up -- or, at best, you'll do it the hard way. My advice? Operate on the same principle that medical schools use: see one, do one, teach one. It happens. You got your old serpentine belt off, the new one on...and your car runs backwards.

Don't be shy about calling your regular mechanic. Our advice is to confess immediately. Tell him you screwed up your repair and need a question or two answered. If he's a nice guy, he'll take pity on you and answer a question or two. Don't take advantage of your mechanic, however. Remember that he's probably extremely busy trying to pay off his new, 24-foot cabin cruiser. A final word of advice. If you really screw up, and have to take your car to your mechanic, don't try to cover it up. Confess. He can tell immediately when a customer has tried to hide a repair gone awry. Everyone makes mistakes, strips bolts, and blowing parts up. It happens. It may take a few years, but eventually, you'll even laugh about it.



After you're done with your repair, it's possible you'll be left with used coolant, motor oil, brake fluid, or other toxic materials. You'll need to dispose of it safely -- and by that, I don't mean dumping it on your neighbor's award-winning rose bushes. Most all auto parts stores have a disposal tank for oil and antifreeze among other waste. In many states, retailers are required to accept used motor oil, coolant, and other fluids but not the container you bring them in with, I keep the empty 5 quart oil containers to fill with the next oil changes dirty stuff. To find out where to take waste in your town, call your local auto parts store.

PCCC Photography



*PHOTOS BY
GEORGE KAVALAK
JEFF HOPP*



CLASSIC CAR TRIVIA - Chevy Muscle Z-Code Cars

The [1963 Chevy Impala SS Z11](#) was created for drag racers and NASCAR enthusiasts, and the Z11 was essentially a lighter Impala with a bigger, more powerful V8. It was stripped the car off its radio, heater, sound deadening material, and front sway bar. The result was a 300-pound reduction over the regular Impala. The Z11 needed only 4.3 seconds to hit 60 mph and covered the quarter-mile in just 10.8 seconds. That was faster than most U.S.-built production cars at the time. It was also the first stock car to exceed 120 mph in a quarter-mile run. Chevrolet assembled only 57 Z11s, which makes it the rarest Impala ever offered.

In late 1962, the [1963 Chevy Corvette Z06](#) was unveiled, which included just about everything he would need to go racing. The most significant option for racing was the introduction of a 36.5 gallon fuel tank which could be added to Corvettes equipped with the Z06 option, giving racers the ability to remain on the track for longer periods of time. Corvette models that were equipped with this setup quickly became known as “big tank” or “tanker” Corvettes. Only one engine offered with the Z06 package – the 360 horsepower L84 engine. This 327 cubic-inch small block featured an advanced mechanical fuel injection system. A four-speed manual transmission and Posi-traction rear axle were also included as standard equipment.

The [1965 Chevy Chevelle Z16](#) came with just about every option as standard. Chevrolet built 200 Z16 coupes in early '65, and one convertible. The engine in all Z16-optioned cars was an L37 396 big block, rated at 375 horsepower. Front seat passengers got comfortable in bucket seats behind a padded dash that featured a dash-mounted pedestal clock, and a unique speedometer that let the driver think they could reach 160 mph in the car. The Malibu SS also included a center console for manually-shifted cars, and those equipped with a Powerglide and a column shifter was also available with the Powerglide and Turbo three speed transmissions. The car was never marketed to the public. It wasn't even listed on any dealer order forms.

The [1967 Chevy Camaro Z/28](#) option code was introduced to the Camaro in December 1966 for the 1967 model year. The Z/28 package was not mentioned in any sales literature, so it was unknown to most buyers. The option required power front disc brakes and a close-ratio Muncie 4-speed manual transmission, and posi-traction was optional. It featured a 302 cu in (4.9 L) small-block V-8 engine. 602 Camaro Z/28's were sold in 1967.

The [1969 Corvette ZL1](#) came equipped with an entirely new big-block engine option that produced more horsepower than any Corvette that had come before it. The ZL1, came fitted with an all-aluminum 427 C.I. engine. The ZL1 was a mid-year release for the 1969 Corvette and was actually developed to replace the legendary L88.

[1970 Chevy Corvette ZR1](#) and [1972 Corvette ZR2](#). The third-generation Corvette ZR1 was first introduced in 1970 as the successor to the L88 Corvette. The car, which could be ordered as Regular Production Option (RPO) ZR1, came equipped with a new, solid-lifter, small-block engine that GM designated the LT1. The LT1 engine, which was manufactured by GM from 1970–1972, was a 350 cubic-inch small block that produced 370 horsepower also equipped with the M22 “Rockcrusher” transmission. Only 25 sold in 1970. Only 12 ZR2 Corvettes were built in 1971, equipped with a 454 big-block LS6, rated at 425 hp, power heavy-duty brakes, heavy duty suspension with larger anti-sway bars, a dual-disk clutch, “Rock-Crusher” 4-speed manual transmission, stabilizer bars, and a heavy-duty lightweight aluminum radiator.

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

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

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

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

1969 Mustang Hardtop.
Has a 302 with C4 trans.
Restoration 90% done. [\$20,000]
Contact [Dan Stalfire @ 214.629.0980](mailto:Dan.Stalfire@214.629.0980)

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

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

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 @ 919-656-0053](mailto:Dan.Glover@919-656-0053)

17 inch Torque Thrust Anthracite wheels with
low profile tires originally on 1969 Chevy
Camaro. 1500 miles on tires, rims in perfect
condition. [\$1100]
Contact [John Mann 919.757.5319](mailto:John.Mann@919.757.5319)

1936 Ford parts; 1973 Chevy truck parts;
1986 Corvette parts; 350 turbo Hydramatic trans
great condition [\$500];
Complete car exhaust extraction vacuum system
from a commercial garage installed for over
[\$10,000] asking [\$1200]
Contact [Tim Howard @ 919.880.6673](mailto:Tim.Howard@919.880.6673)

57 235, 63 230
Contact [Scott Rose @ 919.768.2067](mailto:Scott.Rose@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 @ 919.745.0996](mailto:Bob.Simpson@919.745.0996)

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 @ 919.818.6881](mailto:Ken.Hunter@919.818.6881)

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

PCCC OUT & ABOUT PHOTOGRAPHY



PHOTOS BY
DAVID SMITH
DAVID MATTHEWS
JEFF HOPP

