

THE BOWTIE BULLETIN
OFFICIAL NEWSLETTER OF THE



NOVEMBER 2022 EDITION



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Special Message from Ray Bader

Well summer has left us. Hot as it was, it was again a good car show season. Shows are winding down. Mainly just year round cruise ins left now.

Election of officers will be at this month's meeting on November 28th. You must be present at the meeting to vote. Nominees are:

Dave Smith – President
Ray Bader or Chris Peedin – Vice President
Tom Doherty – Treasurer
Jane Overman – Secretary.

If you wish to run for any office yourself, or nominate someone, let Dave Smith or myself know. Dues are now \$40.00 and are due by December 31st. You can mail them to Tom Doherty, his address is on page 2 in the newsletter.

It was voted at the last meeting to change our car show date to the third Saturday of May and move it to Midway Baptist Church on Fayetteville Road. We'll see how it works out.

The club Christmas party will be back to Angie's restaurant in Garner on December 4th.

We are registered for three upcoming parades. Veteran's Day - November 5th. Meet at Sam's Club on S. Saunders St. in Raleigh at 8:15 AM. Raleigh Christmas Parade, November 19th. Meet at Holy Name of Jesus Cathedral, 715 Nazareth St, in Raleigh, time to be announced. Apex Christmas parade, December 3rd. Meet at Food Lion, 620 Laura Duncan Rd. in Apex at 4:00 PM.

As one of my home town papers used to say, "That's all the news that's fit to print."

See you all at the next meeting. Ray

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 \$40

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

*Frank & Josephine Tripodi
Fuquay-Varina, NC*

*Chris Tighe & Debbie Zastocki
Pittsboro, 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 November

WOW!!! Another Year Older!!!

*Max Cooper
Anthony Sica
Kate Doherty
Newman Stone
Gary Byerly*

WINTER STORAGE PREPARATION

Give your classic a good detailing. Wash all road grime and salts from the undercarriage as well as body parts. Give the entire car a good wax and don't buff off chromed surfaces until you're ready to remove the car from storage. Lubricate all rubber and vacuum and clean the upholstery. you don't want any hidden food crumbs that might entice critters.

Change or drain fluids. Try to drain the fluids while the car is still warm. Oil, in particular, when it is heated and circulating, picks up and emulsifies chemical contaminants and particles. Just be careful and wear gloves; hot engine oil can cause painful burns.

Carefully fill the universal joints with fresh grease, if your car has lube fittings. Pack the front wheel bearings and apply clean grease on all of the steering and suspension fittings.

Bleed the brake system. The best insurance against brake deterioration is to drain your system of old fluid and refill with fresh.

Drain the fuel tank if you are going to store your car for more than six months. Once you have drained the tank, start the engine and run the rest of the gas out of the lines. Old gas will clog carburetors and cause valves to hang up. If you are only going to be storing your car for a few months you can add a can of gasoline stabilizer to delay fuel deterioration.

Drain the cooling system completely and leave the petcock open and the radiator cap off so air can circulate. Disconnect the heater hoses and drain the heater too. With all of the car's fluids drained at this point you should contact your local household and hazardous waste service for proper disposal.

Remove the battery and store it carefully if you want it to survive. Wash it down with a solution of water and baking soda, then top it off with distilled water. Store it on a shelf in a dry place, not on concrete. stands under the suspension points. Remove the tires and stack them in a corner placing cardboard between. Raise the car and place jack each one and cover.

Depress the clutch and lock it in position with a 2 x 4 pressed against the clutch and the front of the seat cushion or seat frame. Clutch plates often stick together in storage.

Before you encase your classic in its winter cocoon, the last things to do are;

Roll down your windows to allow for circulation. Place opened boxes of baking soda in various places to absorb moisture. Put a plastic bag over the carburetor to keep moisture out stuff an old rag up the tailpipe to keep vermin out.

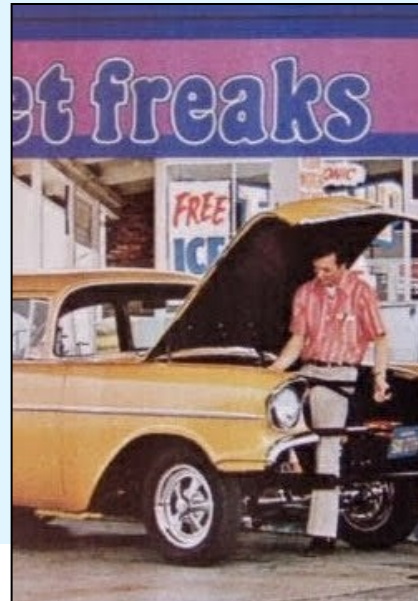
Now you can cover up your classic car. The most important consideration when choosing a cover for your car's winter nap is selecting the right kind of fabric for your specific storage application. Cotton flannel fabrics breathe and allow air to circulate through them as well as being soft and easy on your cars paint and wax. Cotton/polyester fabrics have poor fluid resistance and trap heat and moisture. Plastic films should be avoided because they don't breathe.

BACK IN THE DAY—SUBMITTED BY DAN GLOVER

The black and white photo was 1971? 1972? It was one of many used in Drag Racing Magazine of that year.

The colored photo 1971? 1972? was for Car Craft Magazine.

At this time I had just quit my job at Lockheed Propulsion Company, a division of Lockheed Aircraft in Redlands California where I was working as a machinist. At the time of the photo I was working as a flight instructor which later led to a career as an airline pilot and retired from American Airlines in 2005.



Photos By— Cheryl McCarty



Classic Car Trivia - Ford Trucks—The Early F Series



In 1948 Ford introduced the **first generation** of consumer trucks. They became known the F-Series Bonus Built trucks, or better known as the half-ton F-1 pickup to the cab-over F-8 pickup. The first generation trucks were produced through 1952. The first generation of the F-Series is the sole generation produced entirely with "Flathead" engines (inline-6 and V8).



Produced from 1953 through 1956, the **second generation** of the F-series marks the arrival of the now classic vintage F-series visage. The previous F-1 becomes the F-100, while Ford folds the F-2 and F-3 trucks into the F-250 line. Finally, the F-4 becomes the F-350. This model numbering system has remained in use on all Ford F-Series trucks to the present day.



The 1956 F-100 is a one-year only body style. It's easily identified as it has vertical windshield pillars and a wrap around windshield as opposed to the sloped pillars and angled windshield of the 1953-55. The 1956 model also offered a larger wraparound back window as an option.

The **third-generation** are trucks that were produced from 1957 until 1960. Following its competitors at Dodge and General Motors, Ford widened the front bodywork to integrate the cab and front fenders together. Two types of pickup boxes were offered, starting a new naming convention: the traditional separate-fender box was dubbed Flareside and Styleside boxes.



The **forth-generation** were produced in 1961-1966. The truck was completely redesigned for 1961 with a wider look; Ford also introduced a new style of truck. Unibody trucks, integrating the cab and the box, were produced from 1961 to 1963. From 1964 on, only the traditional separate cab and bed arrangement were available. For 1965, the fourth generation underwent a substantial revision, with Ford introducing a chassis and cab that would underpin the F-Series through 1979.



The **fifth-generation** of the Ford F-Series were produced from 1967-1972. Built on the same platform as the fourth generation F-series trucks, the fifth generation had sharper styling lines, a larger cab, and expanded engine options. Three trim levels were available during the production of the fifth generation F-series, though the names were changed in 1970. The "Base" trim became the Custom and the Custom Cab became the Sport Custom joining Ranger.

Contact Jeff Hopp to submit an
items for sale (**NO PHOTOS**)
or change or delete existing ads at
jhopp55@att.net
Contact PCCC member for details

PARTS FOR SALE

Set of 4 American Torque Thrust (15x7)
wheels with BF Goodrich tires [**\$1100**]
Contact [Richard Little](#) @ 919.9954566

Chevrolet 283 engine complete including
air cleaner. with 2 barrel carburator, runs
fine, from a 1967 Chevelle. [**\$250**]
Contact [Ted Korab](#) @ 919.616.0427

Edelbrock 1403 carb. 500 cfm electric choke. [**\$75**]
Contact [Ray Bader](#) @ 919.418.0977

1965 Chevy Biscayne factory big
block too much new to list. [**\$20,000**]
Contact [Dave Smith](#) @ 919.518.3779

Stock Hood for 1970 Camaro [**\$50**]
Contact [Dan Stalfire](#) @ 214.629.0980

62 Impala S/S hubcaps.
Excellent condition (set of 4) [**\$175**];
Contact [Barry Kitchener](#) @ 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](#) @ 919-656-0053

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

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

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

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

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

57 235, 63 230
Contact [Scott Rose](#) @ 919.768.2067

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or change or delete existing ads at
jhopp55@att.net
Contact PCCC member for details

PARTS FOR SALE

Set of 4 Cross Flags rally wheel centers. Perfect condition [**\$40**];
First Generation Monte Carlo (70-72) lower body moldings. New
complete set right and left. [**\$350**];
First Generation Monte Carlo rear bumper. New in original box [**\$300**]
Contact [John Gilliam](#) @ 919.259.6239

Rear End for 1955-1964 GM, 3.73 ratio [**\$350**]
Electric Wiper Motor for 1956-57 Chevy [**\$100**]
Contact [Bill Mitchell](#) @ 919.772.3939

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

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

Original 1956 A arms and center shaft with all
new bushings that have been professionally
sandblasted and painted silver.
[**\$125**] for the set]
Contact [Rick Mangrum](#) @ 919.255.8663

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

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

PCCC Out and About
Photography



Photos By
Jeff Hopp

PCCC Out and About
Photography



Photos By
Cheryl McCarty
Bobby Robbins
Larry Lewis
Dominick Caswell
Davidson
Elke Watkins
Jeff Hopp

