

*THE BOWTIE BULLETIN  
OFFICIAL NEWSLETTER  
OF THE  
PIEDMONT CLASSIC CHEVY CLUB*

*SEPTEMBER 2024 EDITION*



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Man, another summer gone by. Geez, the hands of time are just relentless, aren't they?

If you're anything like the rest of us, you've probably wondered about the future of the classic car hobby. I don't mean the shows next week, next month, or even our own show next spring. I'm talking about 20, 30, 40 years from now. What will happen to our cars after we're no longer the owners of them? Will there be a next generation to keep these cars functional, shined and spectacular?

I think the answer to those questions might be all around us. There ARE younger guys & gals out there that carry on their own obsessions with cars. My own teenage son, Jake, is among them. Hiis 370z isn't even remotely a classic, but he does love it more than anything else.

While it's not the American classic I might've preferred for his obsession, I totally get it. As a high school kid back in the late 1980's, I, too, started my love affair with cars with an old Z car – a straight-six, 4 speed 1975 Datsun 280z. All it took was a nudge here & there to convert me to an American classics guy. I can't help but think that there are tons of younger folks out there that will ultimately respond the same way when given the exposure and the opportunity.

As I type this, I've just placed orders for new 370z drilled & slotted rotors and aggressive new tires. Those should make great birthday presents later this month. But I'm also hoping they'll be the first nudge in our direction.

*Best wishes to you for a wonderful fall season,*

*Tom Doherty, PCCC Treasurer*

2024 Club Officers

President - *David Smith*  
dmsmith57@outlook.com

Vice President - *Chris Peedin*  
crystalclean67@aol.com

Secretary - *Jane Overman*  
medassist61@yahoo.com

Treasurer - *Tom Doherty*  
tdoherty@mpcllp.com

**CLUB INFO**

Send your PCCC Dues payment to:

*Tom Doherty*  
4008 Ridgebrook Bluffs;  
Raleigh, NC 27603  
Make check out to PCCC  
*Annual dues are \$40*

PCCC Monthly Meetings are at **Carolina BBQ** located at **733 US-70 Garner 27529**.  
Meetings are going to be **every 4th Monday at 7PM** (530 PM if you plan to eat)

**PCCC APPAREL**

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

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]



Standard Club T-Shirt with paid dues



Standard Name Badge



Pink Ladies V-Neck



Pink Ladies Name Badge

*Our Charity Presentation To Hilltop Home For Children*



Hilltop Home is a private, nonprofit, Intermediate Care Facility (ICF) with a capacity to support 22 children who have severe to profound developmental disabilities and are medically fragile. We provide a comprehensive habilitative program that includes individualized medical, therapeutic, and developmental/educational services in an intimate, homelike residential setting. The program is designed to assist children with multiple disabilities and medical fragility to reach their fullest potential.

**DIANE SCOGGINS  
SENSORY ROOM**

In recognition of her  
44 years of service  
to the children at Hilltop Home

CONTRIBUTED BY:  
Piedmont Classic Chevy Club

<https://hilltophome.org/>



## Upcoming Social and Cruise Events

### PCCC PICNIC

Sunday September 15

Sweet Gum Shelter at White Deer Park, Garner NC  
130-530PM

The Club will provide Hot Dogs and Hamburgers and everyone that can will bring a dish to share.

Pat Smith (919.961.6233)  
Cathy DeYoung (919.274.2191)  
Debbie Archambault (708.752.3627)

Hot Nights / Hot Cars monthly cruise in hosting lots of classic cars and live bands is first Saturday in each month from May though October. Location is Pilot Mountain, NC



Cruising The Smokies in Cherokee is always a big hit. Several of our club members have been many times.

Official show dates have not been published yet but speculation is October 10-13th.

Dave Peedin  
919.612.6998

Tim Michaels, President of The Capital Auto Group, Wesley Shackleford and Rusty Nichols is our Primary Sponsor for Hilltop Home for Children. Tim, Wesley and Rusty, and many others in his dealership group have a profound love for classic cars just as we do.

Our key point in this arrangement is that Capital Auto Group is comprised of over 30 multi brand dealerships and since PCCC is an "Open" club, we can support their events with our array of American Classics. Great fit for us as well as C.A.G.

I presented Mr. Tim Michaels at CAG's Corporate Office with a nice plaque in our appreciation for their \$5,000 donation to Hilltop this year. I asked Tim Michaels if we could count on their support again for 2025 Piedmont Classic Chevy Club in return for their generosity, will be supporting many of C.A.G.'s events going forward. Future events for the Capital Auto Group will be coming in the future and into 2025 at various dealerships.

Dave Peedin

Welcome New Members

*Pat Patterson  
Chapel Hill, NC*

*Charles Burnell  
Raleigh, NC*

*Melissa Etchison  
Raleigh, NC*



Chris Peedin

Nancy Kitchener

Jim Ashley

Don Torockio

Ralph DeMichele

Linda DeMichele

Bob Simpson

Donnie Harris

Dan Mangrum

*Member Birthdays In September*

Nan Mangrum

Bobby Robbins

Paul Strohmeyer

Susan Kavalak

Debbie Pruett

Phil Faresse

## Ford Fairlane History

In its debut year, 1955, there were six Fairlane versions initially: two-door and four-door sedans and hardtops, a two-door convertible and a station wagon. The engine options were a 223-cu.-in., 3.7L straight 6-cylinder, and a 272-cu.-in., 4.5L V8. Soon, there was an optional 292-cu.-in., 4.8L Y-block, known as the Thunderbird V8.



In 1956 there were a few cosmetic changes, different versions and engine options. There was a two-door station wagon and two more-powerful V8s, a 292 cu. in. V-8 with 200hp and a 312 cu. in. V-8 with up to 225 hp. Dual exhaust was standard with any V-8 engine and there were special cutouts in the rear bumper for the chrome exhaust tips.

In 1957, the Ford Fairlane was completely restyled with a longer, lower and wider design. The '57 Fairlanes touted bigger, heavier new bodies with a lower-profile. The big news was the famous introduction of the new Ford Fairlane 500 Skyliner which featured the world's first production retractable hardtop convertible.



Ford revised the Fairlane in 1958 with an all new facelift, including quad headlamps above a 1958 Thunderbird style front bumper and grille, broader side trim, scalloped rear deck, four oval tail lights. New engines included the new "big block" 332/352 V8s, which replaced the old 292 and 312 V8s, and a more sophisticated three-speed Cruise-O-Matic self-shift transmission. The retractable hardtop Skyliner was again offered for the second year.

New for 1959 was the introduction of the Galaxie trim, which appeared mid-year as a pair of Fairlane 500 hardtops with rectangular, wide-quarter Thunderbird-style roof lines. Redesigned with much more squared up lines, a bigger windshield, "gullwing" headlamp brows, and a "Flying V" back panel cradling large round taillamps.



In 1960, the redesigned Ford Fairlane was six inches longer, almost five inches wider, and almost 200 pounds heavier. Smooth styling with a sloped hood, simple grille, straight A-pillars, clean chrome-edged fender lines, and modest horizontal tail-fin offered a more clean and simple look.

The 1961 Ford Fairlane models were again the base trim level and were made slightly shorter and lighter, and designed with a concave grille, reshaped hood, more rounded body sides, large, round taillamps. The introduction of the optional 390 V8 option with either 375 or 401 hp.

In 1962, into the intermediate sized lineup from Ford, the Fairlane was now nearly one foot shorter than the full size Galaxie, and eight inches longer than the compact Falcon. Also new was the lightweight V8 that was designed using a thin-wall casting. Initially displacing 221 cid, the Fairlane V8 was 90 lb. lighter and much more compact than the popular Chevrolet small block V8. In mid-year 1962, Ford introduced the Fairlane 500 Sports Coupe with standard bucket seats and a mini-console. Optional was the 260 Challenger V8, a bored out version of the 221.



In 1963, although minor changes were made on the chrome trim. The introduction of the 289 V8 engine, a bored out version of the 260. The 289 was rated at up to 271 hp in optional "High Performance" trim. The addition of the two-door hardtop models added a sporty touch to the conservative Fairlane lineup. They were the Fairlane 500 two-door hardtop and the Fairlane 500 Sport Coupe.



## Ford Fairlane History

The 1964 and 1965, Fairlane ranges consisted of similar body styles: base Fairlane and Fairlane 500 two-door coupes and four-door sedans, and Fairlane 500 and Sports Coupe two-door hardtops. The Fairlane Squire wagon was dropped, but the standard station wagon was continued. The 221 V8 was dropped after 1963, leaving the six as the base engine and the 260 as the base V8. The "K-code" 271-horsepower 289 V8 continued into 1964, gaining dual exhausts, while a 195 horsepower (145 kW) version of the 289 with a two-barrel carburetor and hydraulic lifters was introduced. Other new features included increased luggage capacity and new sound insulation package.



In 1966, the Fairlane GT convertible came standard with bucket seats, sporty console, sport GT identification and wheel covers, 390 cu. inc V8 and also the GTA option with a Cruise-O-Matic sport shift automatic transmission. Also new is the XL convertible, and Squire Wagon with Magic Doorgate. The Fairlane 500 offers a hardtop, convertible, club coupe and 4 door sedan. There is also the Fairlane Club coupe and 4 door sedan plus three smart wagons .

For 1967 the Fairlane was the base trim level model. It continued to use the same body as the one introduced to 1966 but with minor trim changes. The new grille was an aluminum single stamping instead of the two grilles used in the previous model and the taillights were divided horizontally by the back-up lights, instead of vertically like the 1966 Fairlane. You could get the Fairlane with a 410-hp or a 425-hp (dual Holley four-barrel carburetors) 427 cu. in. V-8.

A redesign was introduced for the 1968 model year. The wheelbase remained at 116 in, but it grew in other dimensions. They were about four inches longer and 200 lb heavier than the cars they replaced. A fastback Sportsroof model was introduced in the Fairlane 500 series, as well as a more luxurious Torino model at the top of the intermediate range. Early production 1968 base V8 Fairlanes were equipped with the two-barrel 289 cu in, while later units came with the 302 cu in. The GTs were part of the Torino range, with the 302 cu in V8 standard, with optional engines being the 390 CID V8.



The Cobra was introduced in 1969 as a competitor for Plymouth's Road Runner. Basic models featured the 302 CID V8 and three-speed manual transmission as standard. Options included the 390 CID and two 428 cu in (7.0 L) V8s. The Cobras had a standard 428 CID V8 rated at 335 bhp (250 kW), while options included bucket seats, hood scoop, clock, tachometer and power disc brakes.

The seventh and final generation of the Ford Fairlane debuted for the 1970 model year. Two door hardtop, four door sedan, and station wagon body styles were offered, a range of optional V8 engines alongside the standard 4.1L inline six.

In 1971, the Falcon and Fairlane 500 names were dropped, as all of the intermediate models took the Torino name.



## *Tech Corner—By David Smith*

Years ago, A good friend (Ray Bader) introduced me to using a vacuum gauge to diagnose engine problems, in-fact it was often the first tool he would reach for when confronted with a poorly running engine. I'll admit to being a little skeptical at first, but over the years I have become convinced that engine vacuum is a great source for information in helping diagnose problems inside the engine. Of course, high performance engines with loopy camshafts often make little vacuum but even then the vacuum gauge can give you insights to the inner workings of your engine.

Simply put, the vacuum gauge has proven itself time and time again to be an invaluable tool in troubleshooting engine problems.

The key to using a vacuum gauge to diagnose engine problems is to understand exactly what the gauge is telling you. When armed with this knowledge you'll be able to quickly discern between simple tuning issues to potentially more severe mechanical problems.



Good quality vacuum testing gauges are available at most auto parts stores and online resources, and are relatively inexpensive. Before beginning any vacuum testing, a visual inspection should be made of the entire vacuum system. Check all hoses, hose connections, and all open ports on carburetors and intake manifolds are plugged (note: some cars also have vacuum operated heat/ac controls).

To get started, hook the vacuum gauge to an intake manifold vacuum source. Manufacturers install ports on their manifolds for lots of different reasons: Brake Booster, PCV tube, EGR Switch, A/C vents, etc. You simply need to find one small enough for the vacuum gauge line to slide onto firmly. This is also done with a tee on an existing line or pulling a line and connecting it direct (for example, the vacuum line to the transmission can be used). Start your engine and allow it to come up to operating temperature before testing.



**COMMON VACUUM TEST RESULTS:**

**Normal Engine:** On most engines, accelerate to around 2000 rpm and then quickly release the throttle. The engine should snap right back to a steady 17- 21"hg vacuum.



**Steady low between 5-10"hg vacuum:** This indicates that the engine has a leak in the intake manifold or the intake gasket.

**Steady low between 10-15" hg vacuum:** This reading indicates late valve timing. There's a chance the vehicle has jumped timing. Check the timing belt or chain depending on the application.

**Steady low between 15-18"hg vacuum:** This low reading indicates retarded ignition timing. Advance the timing on the distributor to correct this problem, and recheck vacuum.

**Fluctuating needle:** A fluctuating needle indicates there's a problem with a valve or a there's an engine mis-fire.

**Needle drops during acceleration:** If the needle drops steady during acceleration there's a restriction in the exhaust or intake. This is typically due to a clogged muffler or exhaust system.

Also see vacuum gauge chart on the next page.

Print it out and hang it on your tool box, and you'll never second guess what your gauge is telling you!

**GRAY NEEDLES ARE FLUCTUATING | BLACK NEEDLES ARE STEADY**



**Normal Motor**  
Needle steady between 17 & 21



**Normal Motor**  
Open and close throttle rapidly rings and valves okay.



**Poor Rings or Oil**  
Needle steady but lower than normal



**Poor Rings or Oil**  
Open and close throttle rapidly needle pulls down to zero.



**Sticky Valve**  
Needle drops occasionally about 4 divisions



**Burnt Valve**  
Needle drops regularly several divisions



**Leaky Valve**  
Needle drops 2 or more divisions when valve should close



**Loose Valve Guide**  
Fast Vibration of needle between 14 and 19



**Weak Valve Guides**  
Motor racing, needle registers 10 to 22, variations increase with RPM



**Late Valve Timing**  
Needle reads between 8 to 15 and remains steady



**Late Ignition Timing**  
Needle reads between 14 to 17 and remains steady



**Plug Gap Too Close or Points not Synchronized**  
Needle floats slowly between 14-17



**Leaky Intake or Carb Gasket**  
Needle reads below 5



**Leaky Head Gasket Between Cylinders**  
Needle floats between 5 & 19



**Chocked Muffler**  
High reading at first, Breaks to 0 and builds back to 16



**Carb Out of Adjustment**  
Needle floats slowly between 13 and 17



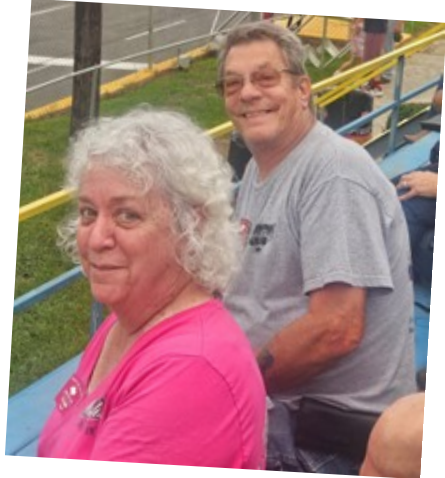
*Scrambled Eggs, Pancakes, Sausage, Toast and Coffee at Angie's*



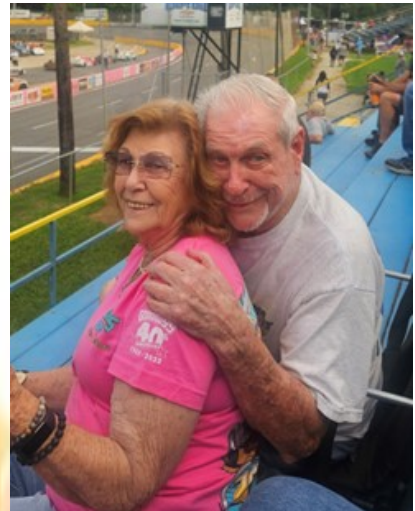
Photos By David Smith



*PCCC at Wake Co. Speedway—July 2024*



*Photos By  
Debbie Archambault*



*Stuff For Sale*

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

**1957 Chevrolet 210 4Dr—Restored with Bel-Air Trim**

Less than 300 miles; Chevrolet Polar White; 350 engine rebuilt; Edelbrock Performer Intake with new Holly 600 Carb; Muncie 4-Speed—Rebuilt; New Interior—CARS; New power steering and power front brakes; 1 wire alternator; dual exhaust; Gauges & Tach.

Asking **[\$19500]**

Contact [Denny Oestreich](#) @ 919.846.8163

**(Qty-4) 6-lug Silverado steel rims (no caps).**

These are 17 inch diameter. GM code number is AWUTX. They were used on all kinds of GM vehicles from 2005-2014. **[\$125]**

Call [Pat Gaglione](#) @ 919.280.8350

**1956 Oldsmobile 98**, Canyon Green and Alcan White, green interior, Chevy small block, auto trans. New battery, starter, radiator, new front brakes and more. Always gets attention. Have service manual. Car in Fuquay Varina.

Asking **[\$24500]**

Contact [Julian Gandolfo](#) @ 954.520.0087

14x 8 aluminum slot wheels with 3" backspacing. Unilug, will fit Mopar, Ford, Chevy. Lug nuts and spacers go with them, great condition. **[\$100 for the pair]**

Contact [Don Torockio](#) @  
Home 919-557-0526  
or Cell 412 445-0969

**Fuel Tank for 1st Gen Camaro** (painted black)  
New sending unit already installed. **[\$100]**  
Contact [Dave Peedin](#) @ 919.612.6998

**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

**350 turbo Hydramatic transmission great condition** **[\$300];**  
Set of Chevy Vortex SB heads, new valve job, w/ Howard springs **[\$250]**  
Contact [Tim Howard](#) @ 919.880.6673

**Edelbrock AVS2 650 CFM Carburetor.**  
Driven less than 200 miles. **[\$275]**  
Call [Ray Bader](#) @ 919-418-0977

**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

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

**(4) 14 inch original wheels and tires off of 1951 Chevy.** **[\$100]**  
Contact [Scott Rose](#) @ 919.768.2067

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

**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



Out & About Photography  
With PCCC



Photos By  
Betty Bunn  
Davidson  
Tim Howard  
Les Shelton  
Jeff Hopp  
Debbie Archambault