

# PIEDMONT CLASSIC CHEVY CLUB

## Special points of interest:

- Business meeting 26 Feb
- Valentines' day dinner
- Upcoming social events
- Welcome new members
- Member's corner
- No Spring Autofest at the fair grounds

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Volume I, Issue I

February 2007

## Message from club officers

Our club, Piedmont Classic Chevy Club, has a great group of individuals volunteering their time in Club officer roles. They are:

The Club President is currently open.

The Club Vice President is George Bliss (gbliss@nc.rr.com or 779-6583).

The Recording Secretary is Lynn Barnes (lynnb@brickmangroup.com or 667-0924).

The Treasurer is Ray Bader (raybader@earthlink.com or 779-1956).

George's message: The annual Valentine's Day dinner is Monday, Feb 26th. This is the night of our regularly scheduled club meeting, so we won't be having the meeting at the JC Center this month. But, there are a couple of items that we need to discuss, so we'll have a short business meeting at the restaurant that evening. I hope to see everyone there!

Also if you haven't paid your club dues for this year, please make sure to get the money in as soon as possible. We need to order the T-shirts soon and we want to make sure that everyone gets one. We also want to get started on the Pocket Guide for 07 so we need you to respond ASAP.

There is no Spring Autofest this year, so everybody do some extra work on your classic and we'll see you at the Cruise-Ins.

# Want to be President?

## Upcoming events

Sorry— no drive-ins or cruises are scheduled for February. If you have something to add to this section— please send it to me. When spring arrives and the regularly scheduled drive-ins begin, I will list all of them here.

**NEXT Business meeting:**

**February 26 at 7pm**

**Michael Dean's**

**SEE YA THERE.**



## Social Corner

Contact: Tom Camilliere, [camilliere@aol.com](mailto:camilliere@aol.com)



Don't forget your valentine. And **NO**, Susan told me that a car care kit is not an appropriate gift!

### THIS MONTH:

Valentine Party: Feb. 26. Location: Michael Deans Seafood Grill, 6004 Falls of Neuse Road, Raleigh, 790-9992.

Please arrive at 6pm. Appetizers at 6:30pm (thanks social fund!)

Dinner at 7pm.

At this time 40 members have signed up- there is still time to RSVP

Order off menu- w/ separate checks tips included.

Roses for our lovely wives and girlfriends.

### Upcoming events:

**June 4th:** Pig Pickin- Pullen Park. Eat at 6:30pm. Shelter #5

**August 26th:** Hot dogs and bubba burgers, Sanderling Beach, Falls Lake. Eat at 4pm. Shelter #5. **FREE**

**October 20th:** Mexican Fiesta night & annual White Elephant Sale. Fairview Club House. Arrive at 6pm **FREE**

**December 1st:** Annual Christmas Party. Fairview Club house. Arrive at 6pm **FREE**

**Please remember to sign up for events you would like to attend.**

## Member Profile

Our club is filled with so many interesting folks and it seems there is never enough time to meet everyone. To help us get to know everyone better, we are going to feature a club member/ family each month. Please feel free to submit an article about someone or your self. Pictures would be great to add.

Thanks for your input.

Since this is the first issue, I did not have a member to profile so here's a picture of our dog. Although she is not allowed in our Camaro, Samantha is a HUGE fan of cruising in her truck. An open window and a breeze is all she



needs! She is pictured here in Black Mountain, NC. If anyone wants to take her for a drive in their convertible- she's ready.

## New members:

Welcome new members:

Stay tuned for details about new members!!!!!!!!!!!!



Staffing the club table at the auto fest

## Member's corner

### The Purchase of my classic Part Two

by David Ward Jones

About four years ago, I began to look for a 1959 or 1960 Corvette. After attending Car shows and following up Internet Ads and not finding what I wanted for the price I could afford, I was finally priced out of the Corvette market as the prices continued to escalate over a period of about three years.

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### See ya Later Ron By Don M.

I once read a book about characters that this person had met during their lifetime, some great, some boring, some very memorable, and even some that were imaginary. When I started to write a little something about Ron the word Character really stood out. Ron is a man's man, a man of great character, a role model, accountable, tough, soft, intelligent, and approachable.

(continued on page 6)

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## Quick Tech

### Global Warming can kill your camshaft.

By John Rice of Youngblood's  
Performance Automotive

Were the tree huggers onto something? Is Al Gore the savior? I doubt those scenarios. Over the last few years, though, things have happened in the automotive industry that will send the flat tappet cam the way of the Do Do bird. Many magazines have recently published articles on this subject, but I think the club members need to know this information. Let's start with a quick overview of cam and lifter types, the problems with different types, and what you can do keep motoring.

There are four types of cams used in a pushrod engine. The first and most popular over the last 60 or so years is the hydraulic flat tappet. It is the basic cam, offers quite, maintenance free operation and can be had in performance grinds. If you wanted more power, with some periodic

maintenance, you could opt for a solid lifter version. The other two types are roller tappet designs. Both hydraulic and solid versions are available. Factory automakers no longer offer flat tappet cams, gradually going to roller cams over the last twenty years. While that does not do anything to your older cam, there is a snowball effect.

The government required automakers to reduce certain emissions, and these emissions were lowered by removing certain additives from motor oil. These additives were the extreme pressure protection for the cam and lifter contact areas. With roller cams, these additives are no longer necessary. While this is bad for existing flat tappet applications, it is even worse for new performance cams. Due to production problems in the past, many inferior lifters from overseas found their way into our high performance supply chain. The results of these changes, wiped out cam lobes.

What's a car guy or girl to do? First of all, realize that in a few years, you won't even be able to get flat tappet lifters, no one will be making them, except for custom orders, at ridiculous costs. The roller cam is now the standard. It is only a matter of time before cam less engines come out. As for oil, you can use oil designed for diesel engines, like Mobil Delvac or Shell Rotella T. This crutch is temporary, though, as diesel oils will not have the additives as of late 07. You can also get additives to add to your oil, but beware, they cost more than the oil. Crane and Comp both have products to get your oil back up to snuff.

If you have an existing engine with a mild cam, you probably don't have to worry. A performance cam, however, has characteristics that require more valve spring pressure and are susceptible to failure.

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The opening of  
Fayetteville Street



**PIEDMONT CLASSIC CHEVY CLUB**

*There is no replacement for displacement*



**Sound off!**



**Reader Poll:** New Camaro– Yes or No? I'll publish the results in next month's edition.  
pccnews@yahoo.com

## Classifieds

There are parts you want and stuff you want to get rid of...

Here's the place to list them. Cars, parts, tools, you got it and don't want it– someone else is looking for it. Can not find something you want or need– watch here or list a request. Let's help each other keep our garages clean.

Submissions:  
pccnews@yahoo.com

**FOR SALE– I want ...**

# Bowtie Bulletin

## The Purchase of my Classic

By David Ward Jones

I had always liked my first car; the 1960 Chevrolet Impala Hardtop, so I began a search for one. I saw what sounded like a nice car in an E-bay ad. It was an original car located in Fort Walton Beach, Florida and it looked like it was in good condition with the factory options of Power Brakes, Power Steering, Factory Air Conditioning and Cruise Control (the first year Cruise Control was offered). However, it had a red top and a red accent stripe on the rear quarter panel. Neither of these paint schemes were original options. The car did not sell on E-bay, so I contacted the seller to ascertain his asking price. I was planning a trip to Florida the following weekend, and I made arrangements to look at the car on my return trip. I would be traveling North on I-75 to I-10 and instead of turning right to head for Jacksonville, I would turn left for 5 hours and go the Fort Walton Beach! The scheduled weekend happened to be the weekend that Hurricane Katrina struck the Gulf Coast, so, of course, I did not make the trip to Fort Walton Beach.!

When I returned to Raleigh, I was unable to reach the owner by e-mail or phone for about a week. He told me that he had relocated inland when the Hurricane threatened, but there had not been any damages to the Fort Walton Beach area. We rescheduled and on my next trip to Florida (about 3 weeks later). I did go to Fort Walton Beach to inspect he car.

I did not let Roxanne know what I was about, because, if I bought the car, I wanted to surprise her with the car I had when I came to see her in 1962. I had an interest in a Corvette a couple of years earlier and I paid for an inspection. I did not buy the Corvette, but I had the inspection checklist that was used, and that was what I used to inspect the Impala. I did all the visual checks, and I had him remove the carpet, so I could inspect he floor pans, and I had him remove the trunk mats, so I could inspect the trunk pans. The only question I had was about some "ripples" around the wheel openings. I knew it represented a poor repair. The car was very clean, and it was easy to see that it had been taken care and only maintenance had been done over the years I had 96,000 +/- miles on it. The gas gage and the clock were inoperative. I, of course, was told several lies during the transaction, but I was satisfied with what I saw and with the price. That is the bottom line! Do you like it for the price, and are you willing to pay what is necessary to bring the car up to where you want it. I made the Inspection on Tuesday and drove 15 hours back to Raleigh.

I scheduled a flight back to Fort Walton Beach on Friday September 30, 2005 (my birthday) to buy the car. The owner picked me up at the airport in Mobile, Alabama, and after making the transaction, I drove the car back to Raleigh. I left Fort Walton Beach at about 3:00 p.m. and drove until about 2 hours after dark. I did not want to drive on the Interstate after dark in an old car I knew nothing about, and I did not want to drive more than about two hours with a broken gas gage, but I reached Ocala Florida National Forest section of I-10 about dusk, and there were no exits with motels. I stopped about 10 miles West of Jacksonville and spent the night. I drove on to Raleigh the next day. The Impala purred like a kitten.

I was indoctrinated into the world of Classic Auto Restoration when my car spent about two months at Supreme Brake and Wheel Alignment (or the new name is Supreme Auto Service) while they replaced the bushings, shocks, etc. It took so long because of the normal screw-ups of having the wrong parts ordered, wrong parts delivered and having parts back-ordered. The car has a fuel tank capacity of twenty gallons and I filled the tank before taking it to Supreme Auto. Supreme Auto informed me that the Sending Unit in the Gas Tank was bad and that is why the gas gage was not working. I ordered a Sending Unit and scheduled to have it replace in a of couple weeks.

Roxanne was scheduled to fly to Raleigh the weekend before Christmas, and I had planned to pick her up at the Airport with the Impala. This was to be a surprise and the first time she knew I had bought the car. I cleaned the car, and put the fender skirts and spinner hubcaps on. It was looking good!! Even though the gas gage was not working, I knew I had plenty of gas, because I had driven it only about 60 miles since I filled it. Knowing I was going to take the car in for the Sending Unit to be replaced I did not want to add more gas that would only be drained out and discarded when I had the Sending Unit Installed.

About an hour before I was scheduled to pick Roxanne up at the Airport, I cranked the car and let it warm up. I drove it around North Hills to make sure everything was OK. About the time I was ready to leave for the Airport, Roxanne called me and told me the plane was on the ground at RDU. I live about two miles from I-440 and Glenwood Avenue and I left immediately! I got onto I-440 and headed to I-40. Very shortly after I got onto I-440, the car began to buck and cough (know the feeling?). I pumped the accelerator and it smoothed out (briefly). The engine quit so I pulled onto the shoulder about a half-mile before the Lake Boone Trail Exit. It is good to note here that several people stopped to see if they could help, many were Classic Car owners.

I phoned my son, who lives only about a mile from me and has a 1964 Cadillac Convertible. How lucky can I be that he was home on a Friday night just before Christmas! He came to the car and I had him try to start it while I choked the carburetor with my hand. There was not even any gas odor, so my worse fears were true! I had my son stay with my Impala and wait for the tow truck while I took his car to the airport.

Continued on next page...

# Chevy Power

## The Purchase of my classic (cont'd)

At this point I am about 45 minutes late. I called Roxanne and told her that I had broken down and would be late. She asked what car I was driving (I have 4) that broke down and I told her it was the Chevrolet. Needless to say when I got to the airport, she was irritated for waiting and I was irritated that my surprise has gone awry. I told her on the way from the airport about the Impala and that I wanted to surprise her at the airport. It took a while for it all to register with her.

**Read Part 3 – “The restoration of my classic car” Next Month**



Cartoon from Vince Crain Chevy cartoons.

## **Global Warming can kill your camshaft (continued)**

If you are building an engine, my advice to you, spend the coin on a roller valve train. It will cost more, but will be well worth it in power and longevity. If the roller is just not in your budget, you had better be extremely careful on initial fire up, and if I were you, I would run the additive every oil change. Use a good oil filter, the cheap ones are cheap for a reason.

If you have a tech question you would like addressed, let us know, we can cover it in a future newsletter. If you have a quick question, call a professional shop and ask. We're here to help.

**This will be a regular feature to help share some of the enormous amount of knowledge club members possess. Please feel free to submit articles for future issues.**

## **See ya Later Ron Part 2**

I don't want this to sound too much like a lost Broke Back Mountain script, but it's almost impossible for one man to write admirably about another man without it getting a little hammy.

A couple of years ago Ron's term as President of the club was coming to an end as well as my term as Secretary. We had a couple of conversations about who our replacements could be and after the third conversation I realized I was being hustled by the master. He knew he wanted me to accept that position and he guided me until I started thinking in the right direction, his direction. I took the job and enjoyed every minute of it, Ron was right. But Ron was always in the background watching over me, counseling when needed, introducing me to the players, supporting the position, and scolding me when he disagreed. Oh yea, we had a couple of moments, like when Tom and I changed the format of the White Elephant sale, stepped on some sacred ground there. It turned out that Ron was correct, the membership liked the old way we handled the bidding and that's how it is done today. Ron never said a word about being right, just went on, business as usual. Character.

Ron was my mentor for the club's President position, but in reality he's been a mentor to us all. He's been a positive influence on our hobby and I'm sure on hundreds of classic car guys. If you hang around Ron in public for more than 10 minutes you're bound to meet somebody that knows and respects Ron. Talk to anyone who has ever asked Ron for advice or a favor and you'll realize that Ron gets respect the old fashioned way, he earns it.

We've been very fortunate to have Ron in our little club, he'll be missed.

But I refuse to say goodbye, just see ya later boss man. You're one character I'll always admire and remember.

Don

## **FINAL THOUGHTS:**

I would like to extend a special THANK YOU to Don Mende for running the newsletter for so long. I have enjoyed reading this publication each month. It's a great way to keep up with club events and other bits of news, both car and non-car related. I would like to extend an invitation to anyone who would like to submit articles, pictures, stories, website addresses and links, or other information that might be of interest to our club membership. I would like to make this a team effort. We drive some really great and varied cars—let's continue to have an equally great newsletter with lots of variety of content.

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