

THE  
BOWTIE BULLETIN  
OFFICIAL  
NEWSLETTER  
OF THE



MARCH 2023 EDITION



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#### *Special Message from Tom Doherty*

As I write this, we're in the midst of a unique February heat wave that has tipped Mother Nature's hand. Yep, it won't be long now – sunshine and warmer weather will soon be upon us for the foreseeable future. For many of us, that's when car season *really* starts - it's that special time when you pull off the cover, clean up your classic, and get it back out there for the first time in....well, what seems like forever. Whether you've got work commitments, family obligations, or just an aversion to the weather over the last few months, the winter's shorter, colder days can easily take us out of our car groove before we realize it. I'm as guilty of that as anyone – I walk between my classics day after day, week after week, rushing from one commitment to another and think "someday..."

Well, *Someday* is just about here! It's time wrap up those winter projects, shine up your pride & joy, and head out to a cruise in, show or lazy country drive of your own. But when you go, make sure you invite or meet up with some of your fellow PCCC'ers – I promise they'll be out there, too, just trying to feel normal again.

See you out there *Someday* soon,

Tom Doherty, PCCC Treasurer

## CLUB INFO

### 2023—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

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](mailto: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](mailto:rclarry@aol.com)  
for complete ordering details and prices

## *Welcome New Members*

*Ralph & Lindsey Recchie  
Cary, NC*

*Paul & Mindy Strohmeyer  
Angier, 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](mailto:jhopp55@att.net)

## *March PCCC Members Birthdays*

*Bob Wagner  
Elke Watkins  
Diane Rotunno  
John DeYoung  
Denise Grady  
Roger Feldbusch  
Dan Glover*

*Carol Keith  
Steve LaRue  
Dominick Caswell  
Jim Toups  
George Kavalak  
John Gilliam  
Dwayne Hudson*

Our 33rd Annual Made in the USA Carshow

# PIEDMONT CLASSIC CHEVY CLUB

## 33<sup>RD</sup> Made In The USA CAR SHOW

May 20, 2023

Sponsored by:



Spectators Are Free



SHOW OPEN TO ALL AMERICAN MAKES OR AMERICAN POWERED 1998 and OLDER ONLY

SHOW PROCEEDS: Raleigh's Hilltop Home for Children

Photo Plaques to first 150 Entries - Door Prizes - Music - 50/50 - Food

Registration: 8 am to 12 noon or until full \$20 ( No pre -registration - no rain date)

Awards presented by 3 pm

Professional Touch Painting

Best Of Show

Best Chevy 1969 and Older  
Best Chevy 1970-1998  
Best Other GM Entries  
Best Ford/Mercury  
Best Mopar

"Best of " Awards

Capital Chevrolet Pick of Show

Best Other US Make  
Best Street Rod  
Best Truck  
Best Paint  
Best Club Participation

PCCC Presidents Pick of Show

Best Engine  
Best Interior  
Best Rat Rod  
Best Special Interest  
Pink Ladies Pick of Show

Location: Mid-Way Baptist Church Raleigh, NC 6910 Fayetteville Rd Raleigh NC 27603  
piedmontccc.org Or visit our Facebook fan page at <https://www.facebook.com/piedmontccc>

Help us help the children sign up to be a PCCC Car Show Sponsor for more information,  
SEE REVERSE SIDE FOR DETAILS ON BEING A SHOW SPONSOR

(Sorry no vehicles displayed newer than 1998)

No Pets, No Alcohol, No Loud Music,  
No Glass Containers, No BurnOuts, No Firearms  
Please follow Current COVID 19 Protocols

Vance County Tourism  
252-438-2222  
vctourism@vancecounty.org  
www.kerrlake-nc.com

SHOW SPACE  
STANDS & MORE

**October 20-21, 2023**  
HISTORIC DOWNTOWN HENDERSON, NC

Join us the First Saturday  
each month for a Cruise in for  
Cars Friends and Music.

**Moto's Grill**  
2468 Timber Dr,  
Garner, NC 27529  
919-662-1115

## Planned PCCC Cruise Outings

Petty's Garage - Randleman, NC

Date - March 11th



Pic-N-Pig - Carthage, NC

Date - Not set yet

Carolina Pickers Festival - March 30th through April 1st - 1072 Cranford Rd, Denton, NC

Hot Nights/Hot Cars - Pilot Mountain, NC. First Saturday of each month beginning May through Oct.



Mayberry Cool Cars & Rods - Downtown Mt Airy, NC, 3rd Sunday of each month beginning May through September

Star City Motor Madness - Downtown Roanoke, Va

Date—June 23-24



Camaro & Firebird F-body Show in the Valley - June 15th - 17th Maggie Valley Festival Grounds Maggie Valley, NC

Cruising the Smokies Fall Show - October - Cherokee, NC details to follow as schedule gets completed



## My 2022 Fall Project, By Denny Oestreich

What car project do you start when your garages are already full? Last fall I decided to build a stand for running an engine. I planned to rebuild a 1957 Chevy 283 Power Pack engine I put away back in 1997. I thought this would be a fun exercise and I would have a spare engine ready in case one of my cars needed an engine replacement or if I find another 1957 Chevy that needs an engine.

I started this project by cutting up my one-ton Harbor Freight shop crane as the base steel frame for the engine stand. The shop crane turned out to be an unfortunate purchase some 10 years ago. I used the shop crane to remove and install engines, but unless you remove the bumper, fenders, grill, and radiator the crane arm was not long enough to reach the balance point of the engine on a 57 Chevy. So, I used the legs and riser post of the shop crane to make the engine stand frame. The lesson learned here is make sure you spend the additional \$100 and purchase a two-ton crane with the longer arm.

To build the radiator support I purchased some one-inch square stock from a metal supply house in Durham. I found some scrap angle iron and metal for braces, motor supports, and a gauge panel. I assembled the engine stand in the picture. I built a battery support and a holder for a two-gallon gas can under the radiator. I also fabricated the control panel with four digital gauges: tachometer, oil pressure, voltmeter, and temperature. I added a hand throttle, a manual choke knob, and a starter switch.

The 283 engine was pulled out of its storage space under a stairway and put on a table for teardown. Unfortunately, the engine block was not salvageable after all those years in storage. The engine would not turn over manually. After soaking the pistons with acetone, WD-40 and Marvel Mystery oil for a week I still could not get the crank shaft to turn at all. I removed the heads to find three pistons had chunks of the pistons broken loose. I decided to remove the crankshaft to see if it was damaged. I could not remove the automatic transmission torque converter without removing the torque converter bolts. I had to cut the transmission adapter in two pieces to so I could get the torque converter bolts out and remove the crankshaft. I removed the main bearing caps and all the connecting rod caps to remove the crankshaft. The bearings and crankshaft were OK, but the pistons still would not move. I used a block of wood and a large hammer on several pistons. None of the pistons would move up or down even a fraction of an inch. I gave up on this engine block and pushed the parts back under the stairs. The lesson I learned was to check an engine before you store it for 25 years.

## My 2022 Fall Project, By Denny Oestreich

I began the search for a replacement small block Chevy engine. Luckily a friend found a rebuilt Chevy 350 Engine in a crate. It had been over ten years since the engine was rebuilt, but it was stored in a sealed plastic bag, a fiberglass shipping crate and stored in a parts dealer's service garage. The engine looked good, so I painted it and began looking for other parts around my garage. The collection of parts I had and purchased reminded me of Johnny Cash's a "Piece at a Time" Cadillac.

When everything was assembled, I filled the radiator and gas tank and used some starter fluid first time. I turned the key, and it started right up. I ran the engine at 2000 RPM for 15 minutes to break it in. The only problem I had was the original 1957 radiator I used must have been clogged because the temperature went up too high and the radiator boiled over. I replaced the radiator with a new aluminum radiator and have not had over heating problems since.

This was a fun project, and it was rewarding to hear it run. Working on a stationary engine with no fenders or hood is easier than bending over a radiator and fenders to make adjustments. In the future I plan to use this engine to test my collection of distributors, carburetors, and fuel pumps. Many people who have seen the engine run ask; "What are you going to put this engine in?" My answer is, I have no plans to put it in a vehicle, it is simply a 200-horsepower battery charger that gets zero MPG.



## David Smith's Technical Tip



Disc brake conversions are becoming more and more popular these days, and for a good reason: A disc brake conversion is a great upgrade. If you're wondering if you should convert your drum brakes over to disc brakes, the answer is a resounding yes. A drum to disc conversion is one of the best "bang for the buck" upgrades you can make to your vehicle. If you convert, your vehicle will stop better, stop more consistently, and your new disc brakes will be easier to maintain.

Here's more info about the benefits of drum to disc brake conversion.

### The Most Common Problems With Drum Brakes

Drum brakes have been around for a long time, and for most of their life the problems have always been the same:

**Wet weather performance issues:** If the weather is wet, drum brakes get wet. But drum brakes don't drain the water off as well as disc brakes, so they don't perform quite as well in wet conditions.

**Rust:** The internal components of the drum brake mechanism can rust, because the water that gets inside the drum doesn't always evaporate away quickly. Rust can cause the brakes to malfunction – for example, automatic brake adjusters can rust in place, rendering drum brakes nearly worthless once the shoes get a little wear.

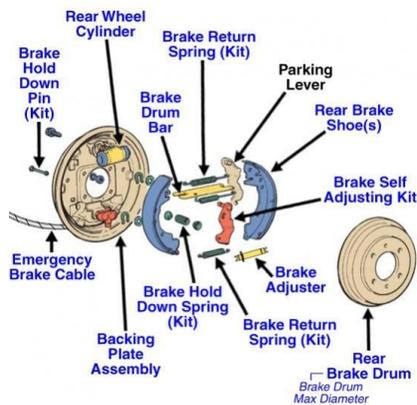
**Difficult to work on:** Drum brakes can be hard to work on, especially if you've got a larger vehicle. Often times the drums are difficult to remove due to rust/corrosion problems.



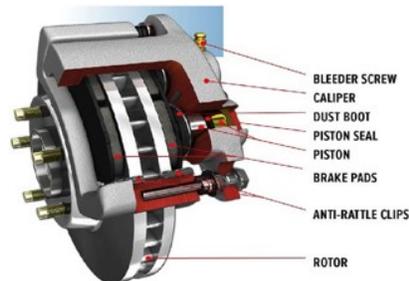
**Difficult to inspect:** The brake shoes and drum friction surface are hidden from view. The only way to inspect them is to pull the wheel and the drum.

**Lots of possible ways they can fail:** A brake drum can become scored or develop martensite spots; Drums can also crack or get out of round. This leads to issues with performance, noise, and premature brake shoe wear. While some of these issues can be fixed by reboring the drum, drum replacement is often the only solution for an older vehicle.

**Fade:** Drum brakes don't cool off as well as disc brakes (air doesn't have easy access to the pads). So, drum brakes will fade quickly



By any measure, disc brakes are a major upgrade over drum brakes. Disc breaks tend to work great in wet weather, a fairly resistant to corrosion, are very easy to inspect (and considered easy to work on), and tend to function well even as rotors begin to wear or become uneven. Disc brakes also resist fade.



## David Smith's Technical Tip



### The Benefits of Having Disc Brakes on Your Vehicle

If you upgrade your old drum brakes to disc, you'll notice quite a few improvements in your vehicle.

#### **Better Performance In Wet Weather**

All things being equal, disc brakes will stop your vehicle faster than drum brakes in wet weather. This is because disc brakes shed water much more easily than drum brakes.

#### **Easier Maintenance**

Disc brakes are self adjusting, so the only typical maintenance item is a brake pad replacement. Inspecting your brake pads is easy too – on almost all disc brake systems you can assess brake pad life and rotor condition visually.

#### **More Consistent Braking Over the Life of the Pads**

Disc brakes use flat pads rubbing against flat rotors. Even when the pads are due to be replaced, they will still be flat. This means that braking performance will still be almost the same as when they were new.



Drum brakes, on the other hand, used curved shoes that rub on the drum's curved friction surface. As the shoes wear, they wear unevenly. There can also be out of round issues with the drum. This means drum brakes can degrade over time in a way that disc brakes do not.

#### **Less Unsprung Weight**

Disc brakes are much lighter than drum brakes – a typical rear brake drum on an older vehicle will weigh nearly 25 lbs. With two drums on the axle, that's 50lbs that move up and down every time the vehicle hits a bump.

Disc brakes typically weigh about half as much as drum brakes, which means the axle weight is quite a bit lower. The less the axle weighs, the less "unsprung" weight the suspension has to carry. When unsprung weight is reduced, vehicles tend to ride better and shocks tend to last longer.

#### **Less Rotational Inertia**

Another benefit of disc brakes being lighter than drum brakes is that they create less rotational inertia. In addition to stopping the weight of your vehicle, brakes also have to stop the inertia created by their own rotation. A lighter brake takes less effort to stop. They also take less effort to get going, which helps gas mileage a bit.

#### **How to Convert to Disc Brakes**

Converting your brakes doesn't have to be difficult. All you need is a **disc brake conversion kit**. Installing one of these kits is a straightforward process that involves removing the old drums, attaching a set of brackets to your wheel hub or axle flange, and then installing the rotors and calipers and hooking everything up. I have installed many kits from **The Right Stuff Detailing @ RPUI.com**. Well worth the time and expense.

*Classic Car Trivia - Did You Know?*

The Ford Mustang first made its debut in 1964.

The car in the 1977 “Smokey and the Bandit” movie was a 1977 Chevrolet Camaro.

The Chevrolet Corvette is built exclusively in Bowling Green, Kentucky.

A total of 309 Dodge Chargers were used in the original “Dukes of Hazzard” television show.

The first Chevrolet Camaro to come off the production line was black.

The word “automobile” is a combination of the word “auto,” which means “self,” and “mobile,” which means “moving.”

A total of only seven Plymouth Hemi Barracuda convertibles were made.

Vehicles manufactured between 1896 and 1915 are known as horseless carriages, which by definition are “antique” vehicles.

Vehicles built between 1916 and 1925 are known as “vintage” vehicles.

The world’s first automobile insurance policy was bought in 1897 in Westfield, Massachusetts.

The Ford Model T was the first mass-produced automobile starting in 1913. It was also the first car that the “average” worker could afford.

The 1968 Shelby’s used the 1966 Ford Thunderbird tail lamps, but the 1967 Shelby used tail lamps from the Mercury Cougar.

There is no 1983 Chevrolet Corvette. Chevy skipped a year and introduced an all-new model in 1984. However, there were prototypes of the car, and all but one was destroyed. It now lives in the National Corvette Museum in Bowling Green, Kentucky.

The Chevelle was intended to be the successor to the 1955-1957 Bel-Air/210. The two cars had the same wheelbase and trim levels.

The 1969 Pontiac Grand Prix was the first to have its radio antenna embedded in the windshield.

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

## Parts For Sale

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

**2008 Chrysler Sebring convertible for sale.** 108,600 miles and has 2.7 V6, cloth power seats tilt and telescoping steering wheel, 4 speed automatic, PS, Power Disc brakes, AC.  
\*\* See Don's Email for add'l details and photos\*\*  
Contact [Don Torockio](#) @ Home 919-557-0526 or Cell 412 445-0969

**62 Impala S/S hubcaps.**  
Excellent condition (set of 4) **[\$175];**  
Contact [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

**Items for 1970 Chevelle**  
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]**  
Steel ramps **[\$30]**  
Contact [Jeff Hopp](#) @ 919-665-9318

**Parts for 1968 Camaro**—New right stuff big brake 4 wheel disc brake conversion signature series cost new \$2300, on back order sell for **[\$1800];**  
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

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

**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

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Contact PCCC member for details

## Parts For Sale

96 Corvette IRS, hub to hub sway bar, torsion links, frame mounts, shocks, emery brake cables, short banjo hoses...not sure of ratio [**\$500**]  
18x8 US Wheel rambler, 4x3/4" BP, 4-1/2" BS, set of 4 with staggered tires. 245/40ZR18 and 255/55ZR18 tires, all with less than 400 miles. The bad: one wheel has a scratch and tires are different patterns, but you'll hardly see this under the car. [**\$1200**] Contact [Roger Randolph](mailto:Roger.Randolph@984.344.3907) @ 984.344.3907

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](mailto:Tim.Howard@919.880.6673) @ 919.880.6673

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

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

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](mailto:Rick.Mangrum@919.255.8663) @ 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](mailto:Bob.Simpson@919.745.0996) @ 919.745.0996

4-Keystone classic mag wheels with tires (less than 2 yrs old). Mags are US made, over 30 yrs old, excellent condition, 15 in [**\$1100 obo**];  
4-cragar true spoke mag wheels with older tires [**\$800 obo**].  
Call or text [Jeff Grabowski](mailto:Jeff.Grabowski@281.814.8994) @ 281.814.8994