

THE
BOWTIE BULLETIN
OFFICIAL
NEWSLETTER



NOVEMBER 2023 EDITION

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Tim Howard's 1937 Chevy Hotrod Truck

A Lasting Impression, By Tom Doherty

Hi, everyone...

As your Club Treasurer – and as a CPA in real life – I'm often on the receiving end of personal information, whether that's disclosed in the course of business, someone just seeking advice, or looking for validation for something. Sometimes, that information goes way beyond financial. Good, bad or indifferent, I never mind and never share – I just chalk it up to being part of the job.

Well, I've found that one such bit of correspondence HAD to be shared with the entire club. A couple of weeks ago, I got a letter in the mail addressed to PCCC, at my address, from a Cyndi Robinson. I didn't recognize the name, so I assumed it was a new member that I would circulate through our normal channels when I got to the office the following day.

Lo and behold, when I opened the letter the next day, I found a pamphlet for the funeral service of a Dale Robinson, Jr. – Cyndi's husband – dated for a few weeks before, in a church 250 miles away. It was fully adorned with a snappy picture of 71 year-old Dale, and his stunning black Chevelle SS. Tucked inside that pamphlet was a beautifully handwritten, personal note from Cyndi telling us how much Dale enjoyed attending our shows, and how grateful she was to have those happy memories. Wow.

As I write this, all I can think about is that famous quote that says people will forget what you said, and they'll forget what you did...but not how you made them feel. So, in this season of reflection and gratitude, let's all be thankful that we're part of a group that can create those kinds of memories and feelings.

And the next time you find yourself up on the wheel with a bit of open road in front of you, hit the throttle once for our friend Dale Robinson, Jr. I've got a feeling he'd love it.

See you 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

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

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]

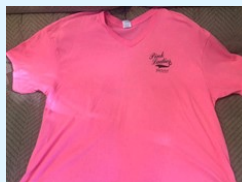
Contact *Larry Lewis* @ 919.215.3946 or
rclarry@aol.com
for complete ordering details and prices



Standard Club
T-Shirt
with paid dues



Standard Name Badge



Pink Ladies V-Neck



Pink Ladies Name Badge

2023 PCCC Christmas Party / 2024 Dues - David Smith

For those members that were not at last months meeting here are two important items you need to be aware of...

Dues for 2024 are due now through December 31. Dues are \$40.00 and covers from January 1 until December 31.

Any member that joined the club between July 1 and September 30 paid 1 half of the annual fee for 2023, therefore the full amount (\$40) is due before December 31 2023 for the 2024 dues.

Any member who joined after October 1 2023, you paid the full amount for 2024. If dues are not received by December 31 a late fee of \$10.00 will be added to the current years dues. If current year dues along with the late fee are not received by January 31 you will be removed from the club rosters.

This year the Christmas party will be held on December 10 at Carolina BBQ. This year a new policy was voted in by the club in attendance at the August meeting that the price for each person signing up for the Christmas Party is required to put a \$12.00 deposit down (preferably by check made out to PCCC).

If you sign up and put down the deposit and come to the party your deposit will be returned. If you do not show and you paid a deposit that money will go towards the bill. No check will be deposited into the bank unless you do not show.

All deposits must be in no later than the November meeting on November 27. Please note that if you pay the deposit by cash put it in an unsealed envelope with your name on it and give it to me to verify proper deposit and I will seal it in your presence and mark as received.

Again if you attend you will receive your envelope back.

Thank you for your cooperation.

David M Smith

President PCCC

Upcoming Special Events

Mr. Ed Lucas (our primary contact who arranged for PCCC to hold our first show at Midway Baptist Church) was the key player in connecting us with Mr. Tim Michaels, President of The Capital Auto Group as our Primary Sponsor for Hilltop Home for Children. Tim, Ed, 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 Capitol 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.

They have committed to donate \$5,000 to our charity. Therefore in return we need to support their shows as best we possibly can in 2024.

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 2024 at various dealerships.

The first scheduled carshow event will actually be on November 18 at Capital Ford in Rocky Mount.

Dave Peedin
919.612.6998

Please join us for our Christmas dinner party at Carolina Barbecue on December 10th at 4:00pm. They will serve BB/Chicken as well as vegetables, breads, and drinks. It will be buffet style so you can serve yourself. We will do the usual female bring a female gift and male a male gift of about \$15 value if you wish to participate in gift exchange. As David Smith mentioned in an email, we are asking you to pay \$12.00 in advance for each member and guest planning to attend and receive the payment back at the night of the event.

Cheryl McCarty



November PCCC Member Birthdays

<i>Max Cooper</i>	<i>Kaye Brady</i>
<i>Roger Marcotte</i>	<i>Newman Stone</i>
<i>Tony Rotunno</i>	<i>Matthew Krynski</i>
<i>Joe Burgess</i>	<i>Katie Gaglione</i>
<i>Anthony Sica</i>	<i>Donna Tant</i>
<i>Kate Doherty</i>	

Welcome New Members

Daniel & Connie Williams
Spring Lake, 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

SEE PAGE 5 OF THIS ADDITION FOR A QUESTIONNAIRE

WHO COULD THIS BE?





Questionnaire for Getting To Know PCCC Members

First send a photo of when you were young to appear in newsletter, then story after to be posted in following month newsletter for the big reveal.

(Provide as much or as little detail as you like)

Send to Jeff Hopp at jhopp55@att.net

Where were you born, where did you grow up?

Schools you attended? High School, College, Tech, Degree?

Your career (s); Are you retired?

Your first car, cars you have owned (details), special projects (past or ongoing):

When did you join the club? What do you enjoy about PCCC?

Something about your family (husband, wife, kids, grandkids, pets):

Additional hobbies or interests:

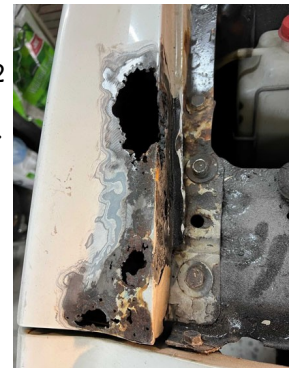
My Obsession With The 1977 Pontiac Can Am - By, Bob Wagner

My interest in the Pontiac Can Am began when I first saw one on my hometown car lot in the summer of 1977. I am from small town in Kansas and everyone was talking about the car around town. I was about to begin my senior year in high school and had been living on my own since I was 16. I had a very good job, so I went to the bank and was able to get a loan to buy the car! I was so excited. (There is an article in the PCCC newsletter from January 2021.) I bought the car in August of 1977 (I just found the sales order!) and drove it until 1985 when I sold it. I was in my second year of grad school in Minneapolis, MN, and I didn't have a garage. I saw a small bubble of rust in the rear quarter and decided to sell it before the rust got any worse...



I have always dreamed of getting another one, as it was truly the "one that got away." I didn't seriously try to find one to buy while I was raising kids, etc. I rode motorcycles and played with 4-wheel drive vehicles. (The most interesting one was a 1967 Bronco that I fixed up as a driver and trail rig.) Although I still ride motorcycles, (I am the North Carolina state director for motorcycle safety), I no longer play in the dirt... The Can Am is a very rare car as they only made 1377 of them and only made them for one year. They are a mixture of a Lemans Sport Coupe with a Grand Prix dashboard and a Trans Am drive train and shaker hood scoop. Parts are difficult to find, especially since you need to know what is interchangeable from other cars. I started actively looking for a Can Am about 10 years ago, but purchased a '72 Monte Carlo instead and it kept us busy.

We still have the Monte Carlo, but we found our current Can Am in Philadelphia, PA in April, 2023. It had been featured on the "Barn Finds" website which led me to a Facebook Marketplace ad. It needed a lot of work as it had been sitting for 12 years, the last 3 outside under a tarp. I contacted the owner and after a lot of haggling, we agreed on a price. Like so many other cars, I could have bought a car that needed no work for the same money, 10 years ago, but such is life! Suzi and I drove to PA with our car trailer and found that the car was not in nearly the shape that the seller had told me. The agreed upon price went down by a third to keep us from walking away. We were able to get it started with a borrowed battery, starting fluid and a gas can. It ran pretty well and I was able to drive it up onto the trailer, but it was REALLY dirty and had some rust issues. I was nervous about the purchase, but Suzi reminded me that I wanted something to work on...



My Obsession With The 1977 Pontiac Can Am - By, Bob Wagner



When I got the car home, I started working on several things. With any car that has been sitting for 12 years, you have to make sure that all the major systems work. I changed all of the fluids and changed the fuel and air filters. I checked the brakes and fixed all of the external lighting. The car seemed to run better with use, but there were problems in my future... I replaced the battery, starter and fuel pump. Then I replaced the plugs, plug wires, distributor cap, rotor and HEI coil. The car would run without missing, but would hesitate and act up if I opened up the secondaries... I did all of this while I was working on the interior and body of the car. I went back and forth based on parts availability and what I felt like tinkering with at the time.

Cleaning the car all over was on my mind as there was nastiness everywhere! Unbelievably I have found no evidence of rodents in the car at all. I want to get the car as reliable and safe as I can, then work on fixing issues with aesthetics. The car may never be a show car, but I hope to make it a nice driver. I also hope to learn some things on the way.

The floor pans were all rusted out, so I cut them out and riveted new metal in. I have done this as a temporary fix, so that we can drive the car while we fix it up. I will buy new floor pans and weld them in properly after I get the car running correctly and fix the rust issues in the body. I have cleaned the interior and replaced the seat belts. I have been able to refurbish much of the interior plastic using SEM fabric paint. I am really pleased with the quality of that product. I bought a parts car (76 Lemans) and was able to replace several items. I purchased a couple of gauge clusters to fix the trip odometer. The fuel gauge doesn't work yet, so the odometer is very necessary to keep us from walking. I fixed the radio and all of the gauges except the fuel gauge. I upgraded the interior and gauge lighting to LEDs. I'm very proud to say that I was able to fix the original clock. I don't know how long that will last, but it was very satisfying to see it work. Even though it gains about 15 minutes per day each day!



I have helped people with body work in the past, but had never really taken on a project like this before. I became certified welder in stick and MIG a year ago and had bought a MIG welder that I really hadn't used much, so I thought, "why not?" There was a lot of bubbling under the paint, but I didn't see any places that were rusted through. As soon as I ground the paint off, I started seeing that I will be cutting out a lot of rot and welding in new metal. I started my body work career by working on the front fenders. The fenders are good on the parts car, so I wasn't risking as much by cutting into the fenders to weld in new metal. I have watched a LOT of YouTube videos and have had pretty good luck with the body work that I've done so far. It's hard to believe how big the holes were under the bubbles! I am looking forward to getting it all done, but I'm enjoying the challenge.

Cutting into the hood was very nerve racking, as I don't have a spare and the hood with the shaker cut out is very rare and hard to obtain. I think that it turned out pretty well though.

My Obsession With The 1977 Pontiac Can Am - By, Bob Wagner

As I said, I continued driving the car on short trips to clean out the fuel system. I even took it to a cruise in at Mojo's! The car stalled on me 4 times on the way home. I had a jump box with me so I didn't have to worry too much about running the battery down, but it wouldn't start until it sat for a few minutes each time. I was thinking that I had trash in the fuel, so I changed the fuel filter again and kept driving it around town. A couple of days later, the car stalled on me and wouldn't start immediately. In fact, after a few tries the starter wouldn't do anything. I replaced the ignition control module to help with the stalling issue, but turning the key would do nothing. The lights didn't even dim. I looked all over for a broken fusible link and found nothing. I replaced the ignition switch and it didn't help.

So... I took it to a shop and they found out that the new starter was bad and replaced it. It started right up and seems to run well. However, they noticed that I had a broken exhaust manifold on the driver's side. I don't have a lift, so I had them replace it. I found the manifold on eBay and brought it to them. They broke 4 of the 6 bolts that hold the manifold on. This is common with old cars due to the heating cycles of over 40 years. They had a welder look at the issue to see if he could get the broken bolts out and because of the tight space, he couldn't do anything. It was determined that the engine had to be pulled to get the bolts out. They took the engine out and were able to get the bolts out, but it will need a couple of "thread-serts" to repair the holes. While the engine was out, we found that the flywheel is missing a couple of teeth, so that is on order as well. As of this writing, I am waiting for them to call me to pick it up. I can't wait to get it home so that I can do some more metal work. The biggest downside is that it has kept us from some car events! We miss everyone!

I can't tell you how excited I am to have a car that represents such a large part of my young adulthood. Suzi and I went to the same high school and she was a freshman when I was a senior, so she remembers the old car, as well. There is nothing better than cruising in an old car with someone you love. It's an ongoing adventure and we are enjoying the ride.



Bob Wagner

From Jeff Hopp—Newsletter Publisher

I hope all of you have enjoyed the Bowtie Bulletin Newsletters so far this year.

If you are interested in sharing a piece about your first car, please send me an email with brand of car, a brief description of features (engine, trans, color, options), the year you got it, your age and a photo if you are lucky enough to still have one, along with any entertaining stories. If you do have a photo print, I'll be able to scan it. This feature will be in future newsletters.

I'm also interested in any stories about any car events you have attended or entered your classic in, along with awards you may have received. A story about your travels would be great.

Please send and stories regarding projects on your car, which could include any special project any of you might have worked on recently, or plan to, document what has been done (with before and after photos if available), some ideas may include, engine rebuild, suspension replacement, engine compartment detailing, interior replacement, wiring harness replacement, or your hotrod build. If you have a photos of your project, send those along with your piece as well.

For the 'Parts For Sale' feature, please submit a brief description of cars for sale or parts (only)...no photos, along with the price. The ad must include your name and phone number for you to be contacted with further details of your items. Please contact me if any items are sold to have the listing removed. This feature is for club members only.

Thanks.

Jeff Hopp

jhopp55@att.net

919-665-9318 (Cell)



Classic Car Trivia - The First Corvettes

The public had its first look at a Chevrolet Corvette in January of 1953 at the General Motors 1953 Motorama. It was one of several concept cars, dream cars or better known at the time as a Motorama Experimental Model. Started in 1951 and developed as 'project EX-122', the Corvette mounted a novel fiber-glass body atop a Chevrolet wagon chassis cut down to a 102 inch wheel-base. The concept had originally been planned as a 1954 model, however, from Motorama dream car to production took only six months. The 1953 Corvette was such a big hit with the public that it prompted the production of 300 Polo White cars starting in June of 1953. The first Corvette model came off the line in Flint, Michigan on June 30, 1953 before production moved to the Chevrolet plant in St. Louis, Missouri in December 1953. The first two were destroyed... they were engineering test cars.



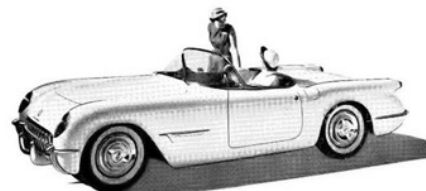
First 1953 Corvette off the assembly line—VIN 001

The first [300] 1953 Corvettes were built by hand. All were painted Polo White and came with a jet black canvas soft top. Side windows were removable and were made of plastic with chrome trim. The 'twin-cowl' designed dash was painted sportsman red and had a beautiful white instrument panel. Wheels were made of steel and painted red, with full size chrome hubcaps that had a simulated knock off hub. The engine in the 1953 Corvette was a Blue Flame 150, 150 horsepower, high compression, six cylinder with 3 side draft carburetors. All had dual exhaust and a Powerglide transmission with floor mounted selector lever.



The 1953 Corvette had a 0-60 mph time of 11.2 seconds and hit 100 mph in 39 seconds. The quarter mile was 17.9 seconds @ 77mph. Top speed was 108 mph.

The Chevrolet Corvette



America's Sensational Sports Car!

There were two options offered: a signal seeking AM radio (\$145.15) and a heater (\$91.40). Although listed as options, all 1953 Corvettes were equipped with both items. The base price was \$3,498.00, including the federal excise tax and \$248.00 for shipping and handling. The radio had an interesting feature: since fiberglass is electrically inert, the antenna was simply incorporated in the trunk lid. This would not be possible with a conventional steel body.

The Corvette was America's first and only successful fiberglass sports car. It is estimated that about [225] 1953 Corvettes still exist.

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

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](mailto:Denny.Oestreich@919.846.8163) @ 919.846.8163

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

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

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](mailto:Don.Torockio@919.557.0526) @ Home 919-557-0526
or Cell 412 445-0969

Items for 1970 Chevelle

1970-72 Chevelle Original Dash Pad (needs repair) **[\$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](mailto:Jeff.Hopp@919.665.9318) @ 919-665-9318

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](mailto:Dan.Glover@919.656.0053) @ 919-656-0053

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

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

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

Looking for a rear differential for a 1968 Camaro.
Contact [Ken Hunter](mailto:Ken.Hunter@919.818.6881) @ 919.818.6881 or email at blueknight571968@gmail.com

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

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

1936 Ford parts; 1973 Chevy truck parts;
1986 Corvette parts; 350 turbo Hydramatic trans great condition [**\$500**];
Contact [Tim Howard](mailto:Tim.Howard@919.880.6673) @ 919.880.6673

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

Rear End for 1955-1964 GM, 3.73 ratio [**\$350**]
Contact [Bill Mitchell](mailto:Bill.Mitchell@919.772.3939) @ 919.772.3939

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

1967 Camaro Upper and Lower Control Arms (Needs new ball joints) [**\$150 all 4**]
1967 Camaro Complete front drum brake setup (L&R) [**\$150**]
1967 Chevy Stepside—Chrome Tailgate Cap . Brand new [**\$25**]
Call or text [Paul Bromberg](mailto:Paul.Bromberg@845.798.9695) @ 845.798.9695

October 2023
PCCC Trip To Cherokee



Photos By
Elke Watkins
Chris Peedin
Dave Smith
Dominick Caswell
John DeYoung

Out & About Photography



Photos By
Paul Strohmeyer
Dominick Caswell
NC Independent Car Club
American Legion Cruisers
Betty Bunn
Robert Clark
Hank Lane
Tim Martin

