

THE BOWTIE BULLETIN
The Official Newsletter Of the
PIEDMONT CLASSIC CHEVY CLUB
June 2026 Edition



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Jay & Katherine Shealy's 1977 Corvette

A Special Message from David Smith

Hope everyone is ready for the show season coming up. With everything going on with my busy days, I have yet to complete any of my "Winter Projects" I had such great ideas planned for both our vehicles and haven't got either one complete. Can I get a Boo Hoo? (Kidding).

I did however (with the help from John and Ed) get the chance to redo the club trailer. Johnny bought new cones for the show and cookout with hoops on top for the caution tape at a steal of a price so we don't have to borrow them anymore.

We had a fantastic time at OBX except for Saturday when it rained all day. Still a few of us went to a half dozen or so resale shops then took a cruise around town. Both nights dinners were great, I had enough seafood to last me a month. But I am always open to dinners with the club no matter what is served.

Speaking of dinner the social club has planned an outing to Pik N Pig for Sunday June 14th there were emails sent out but if you missed them and want to join us please contact Pat Smith, Debbie Archambault or Cathy DeYoung.

So many events coming in June, there are shows upon shows every weekend. I hope PCCC can make as many of those events as possible.

Well until next time remember to keep the shiny side UP and the greasy side DOWN.

Thank you
David M. Smith
President Piedmont Classic Chevy Club

CLUB INFO

2026 Club Officers

President - *David Smith*
dmsmith57@outlook.com

Vice President - *John DeYoung*
fuzzy59@nc.rr.com

Secretary - *Ron Fournier*
rbfournier@hotmail.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

Contact **Ann Byerly @ 919.302.0165** or for complete ordering details and prices send her an email at **pcccapparel@gmail.com**

Standard Club Shirt [\$10] Long Sleeve [\$15]

Polo Shirts [\$26]

Pink Ladies V-Neck [\$18]

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

WELCOME NEW MEMBERS

*Welcome Back
Tom & Caroline Pugh*

Hey Everyone, Much needed essentials are needed at Hilltop Home.

They have setup a wish list through Amazon for things that are needed. Please take a minute to check it out. Go to hilltophome.org, click on **DONATIONS** and scroll down to **Amazon Wish List**. There are many items that are inexpensive and are much needed.

Most items are less than a car part. Thanks for taking a minute to check this out!

Pat Smith

PCCC Member Photo Directory

The PCCC Photo Directory will be emailed out to PCCC Membership periodically as new members join and new photos are submitted.

Tom Doherty will also continue to send out the Member Directory in Excel Format.

Submit any changes or edits for your info to Julian Gandolfo.

New photos for the directory can be sent to Julian at jcg2684@gmail.com

Member Birthdays in June

June Marcotte
Richard Little
Ann Byerly
Cathy DeYoung
Les Shelton
Ted Keith
Tim Martin
Edward Clifford

Susan Gannakopoulos
Alex Gannakopoulos
David Matthews
Sammy Small
John Mann
Tim Howard
Amy Stone

CLUB CRUISES * OUTINGS * SOCIAL EVENTS

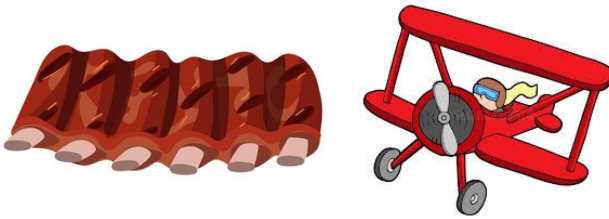
Pik N Pig in Carthage on June 14th.

Please let me know if you would like to cruise there with us and enjoy some great food. We will need to arrive there by 11:15 am as they have limited

Space and it fills up fast.

The address is—194 Gilliam McConnell Rd, Carthage, NC 28327

You can email me psmith036@outlook.com or text me 919-961-6233 if you plan to go.



CHARITY CLASSIC CAR CRUISE-IN

PROCEEDS BENEFIT 'TRANSITIONS LIFE CARE' (HOSPICE)

SATURDAY - JUNE 13TH, 2026

9 A.M. UNTIL...?

RAIN DATE : SUNDAY - JUNE 14TH

OPEN TO ALL CAR CLUBS

CARS, TRUCKS, MOTORCYCLES, ETC.

ALL MAKES, MODELS, & YEARS

\$10 DONATION APPRECIATED

PARTICIPANT OR SPECTATOR

(Please try to have correct change)

PARKING FOR THE FIRST 300 CARS

\$150 PRIZE TO THE CAR CLUB WITH THE GREATEST NUMBER OF PARTICIPATING CARS

3520 CARPENTER POND RD.
DURHAM, NC 27703

BRIER CREEK AREA NEAR LEESVILLE RD.
HWY. 70 • I-540 • HWY. 98

FOOD TRUCK ON SITE

INFO@EVERGREENCLASSICSUSA.COM



Photos by

Debbie Archambault

Betty Bunn

The Early Dodge Trucks

The Dodge Brothers (John and Horace) got their start making parts for Oldsmobile, Ford, and others; then they struck out on their own, with the first Dodge Brothers automobile in 1914. They did not build a truck until World War I and it was a panel van, not a pickup. It had a half-ton capacity and a 35 horsepower engine. The underlying chassis was likely almost unchanged from their cars.

In 1921, Graham Brothers started selling one-and-a-half ton pickups through Dodge dealers, using their own bodies on Dodge chassis. A one-ton showed up later in the 1920s, powered by that same four cylinder engine. Dodge Brothers bought Graham Brothers over 1925 and 1926 and thereby made their first civilian trucks.

In 1928, Chrysler acquired Dodge Brothers, after giving Plymouth dealers a line of Fargo trucks, which sold in the US from 1928 through 1930, and continued for decades as an export brand. They had nothing in common with Dodge trucks, sharing parts with Plymouth and Desoto instead. Dodge launched a half-ton pickup for 1929 just after its acquisition by Chrysler, the last truck designed by the old Dodge Brothers company. Three engines were available - two Dodge engines with six cylinders (63 and 78 hp), and a Maxwell four cylinder that produced just 45 hp. The trucks had four wheel hydraulic brakes, a major safety feature unique among pickups.



Beginning in 1933, Dodge trucks abandoned the old Dodge Brothers engines and used Chrysler Corporation engines instead, modifying them for durability. The six cylinder engine was the flat-head six used in Plymouths, which continued through 1960. The 1933 Dodge trucks were designated HC; the second letter, C, remained up until World War II, while the first letter moved up, culminating in the WC. In 1935, Dodge increased its range by selling 3/4 ton and one ton trucks based on the standard 1.5 ton pickups.



Dodge started to use a modern truck-style frame was adopted in half-ton pickups for the first time, with side rails welded to cross members, dropping the old car frames.

The 1939 styling continued through 1947 as the focus went on engineering and production.



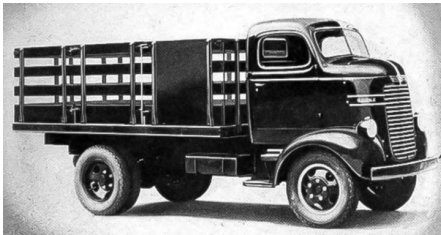
The Early Dodge Trucks

The engine was unchanged, producing 70 horsepower from 201 cubic inches, with a unsynchronized three-speed manual transmission (a synchronized three-speed was optional). Performance was aided by steep rear axle ratios. The 3/4 and one ton pickups stayed in production, moving to the new platform, and selling for the same price as the big truck.

1937 brought a “safe” instrument panel, with nothing sticking out to avoid stabbing the driver during a crash; and a new 3/4 and one ton truck series, with the same styling as the half-ton trucks and two wheelbases. The six cylinder was expanded to 218 cubic inches, producing 75 horsepower.



1939 brought a complete redesign, with streamlined styling. In 1940, engineering started on a military four wheel drive truck, leading to the first stock light-duty four wheel drive pickup in 1946; these were made in a massive new truck plant. Dodge also made their first diesel truck, using their own diesel engines, joining Mack as the only two American automakers to use their own diesels before World War II.



Truck production lines had barely stopped when military orders poured in. Dodge had established its successful four wheel drive combination in 1934. Between 1942 and the declaration of peace in 1945, Dodge built some 255,195 T-model trucks (e.g. T214). This chassis became the basis for the largely unchanged, civilian Power Wagon. These were job rated as WC for half ton and WD for one ton.

Post-WWII, the Army trucks led to the development of the Power Wagon, which was launched in 1946. The Power Wagon received a civilian (closed) cab on the military chassis and the 230 ci six-cylinder produced about 95 PS and was equipped with a four-speed transmission in 1949. This evolved into the M-37 in 1950.

The Pilot House pickups arrived in 1948, and were roomier, more comfortable, and had new options like a factory-installed radio and small side windows



In 1954, Dodge presented a brand-new model with a new chassis, body and engines. This new C-Series pickup was one of the best-looking trucks on the market. Dodge implemented the tail fins of passenger cars into a square truck design, creating one of the greatest design icons of the 1950s.

Starting in 1961, Dodge presented the D-Series, which featured three generations until the introduction of the RAM model. The D-Series was a modern and redesigned pickup model with new components, engines, and powertrains.



Tech Corner—Under Pressure By, Dave Smith

The reason that there is a scale of radiator cap pressure ratings is that each cap has a maximum pressure that it is supposed to hold. Above this point, the cap will release pressure through a pressure release valve. Having too much pressure in the system can result in damage. Not having enough pressure in the system can cause the vehicle to overheat. That's why it's important to always check the radiator cap to make sure it's helping to provide the right balance.

Each radiator cap has a specific amount of pressure that it will hold. The radiator cap pressure rating system shows a range of pressures that the individual cap has been tested for. Even with a cap that is properly rated, it may be necessary to do a physical radiator cap pressure check to determine the maximum pressure that the cap will hold. For the best chance of using the proper radiator cap and parts, always check your vehicle manual and resources from the manufacture to determine what type of radiator cap should be used with your vehicle. Select your caps and other parts accordingly.

Safety Information

Be sure to take all stated precautions in the manual when working around the radiator system. The danger in removing a radiator cap is that if the system is pressurized and hot, you can be injured. Always wait for the engine to cool down before removing the cap. Use protective eyewear and other appropriate safety gear. Stay clear of the fan belt system, and never work under a vehicle that is not properly supported.

How a Radiator Cap Works

The antifreeze and water mixture in your car's radiator is like any other type of liquid and has a boiling point. When any type of liquid is exposed to heat and reaches its boiling point, the liquid begins to evaporate. By placing a liquid inside of a pressurized container, you can considerably raise its boiling point. This is exactly what a radiator cap does for the antifreeze and water mixture in your car's cooling system—it raises the boiling point.

The Seals

Most radiator caps have two seals on them. The first seal is usually located at the top neck of the cap and is responsible for sealing the other seal at the bottom of the filler neck. As the fluid temperature in the radiator begins to rise, the radiator fluid expands. With continued expansion, pressure increases to the point to where it is greater than the pressure limit for the spring seal in the radiator cap. As the pressure continues to increase, the bottom spring seal is broken and the radiator cap rises. This allows the heated coolant to pass into the overflow reservoir tank, until the pressure is sufficiently relieved to allow the radiator spring to force the lower seal back into the filler neck of the radiator.

The Vacuum

If you look at the bottom center of the radiator cap, you will find a brass or stainless steel plate. This circular plate acts as a check valve that operates in only one direction. As the temperature in your engine starts to cool down, the coolant shrinks in volume. As the volume of the coolant contracts, the pressure in the radiator creates a vacuum that forces the circular plate to be pulled down and opens the check valve.

Once the check valve on the radiator cap opens, the coolant is sucked through the tube that leads to the radiator reservoir tank and refills the car's radiator. This is a very effective system in that it pushes and pulls the fluid at each temperature cycle. It pushes fluid into the reservoir tank when the radiator is too hot and pulls fluid from the radiator reservoir tank back into the radiator as the engine cools. If the radiator cap becomes defective and no longer works the way it should, it allows the radiator fluid to boil. You'll experience low levels of radiator fluid or notice that it evaporates very quickly. If your radiator cap is damaged, you should replace it immediately.

What Is a Radiator Cap Tester?

People who are working on vehicles use a radiator cap checker or pressure tester to see if the radiator cap can handle the pressure that is being applied to it. If you do not have a tester all auto parts stores do and will check for free.

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

Stuff For Sale

Items For Sale

Our Home on 9 acres with 3 outbuildings, including a paint booth, downdraft type, and a car lift Approx. **[\$825,000]**
1955 Chevy Nomad ,283 [\$50,000]
1957 T-Bird [\$30,000]
1933 Chevy Eagle Master [\$20,000]

Contact [Floyd & Peggy Barnes](#) @
919.557.0401 or 919.753.3884

Classic 55-57 Chevrolet Used Parts

1957 a set of 4door hardtop doors stripped and metal patched \$100
55-57 2Door Hardtop glass w/frames all 4 pieces **[\$50]**
55-57 2 Door hardtop windshield **[\$50]**
56-57 4 Door Hardtop rear window **[\$25]**
55-57 Many pieces of stainless trim **[\$10-\$30/piece]**
Ask about other 55-57 parts

Contact [Denny Oestreich](#) @ 919.846.8163

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.
[4] Cragar uni lug wheels for sale, 2 are 15 X 6, and 2 are 15 X 8. with all lug nuts. **[\$500.00 for all]**
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

Front wheel disc brake set-up, rotors, calipers, power booster, double master cylinder. Parts came off my 1971 Olds Cutlass **[FREE]**
Contact [Ted Korab](#) @ 919.616.0427

Parts 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]**
Contact [Jeff Hopp](#) @ 919-665-9318

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

New pair of rear brake wheel cylinders. 15/16" bore fits 73-77 Malibu and many other 70s GM cars (not station wagons) **[\$20 for the pair]**
Dynacorn battery tray for 68-72 Chevelle, also fits Monte Carlo. **[FREE]**
Contact [Pat Gaglione](#) @ 919-280-8350

Stuff For Sale

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

1966 Malibu wagon, factory 396 factory four speed.
Ordered with heavy duty trailer package. Appraised at
\$55,000 Best reasonable offer.
20 foot Feather lite car trailer [\$8,000 obo]
Contact [David Smith](#) for details @ 919.518.3779

1983 to 1988 Monte Carlo SS Front Nose
[\$225.00]
Contact [Sammy Barnette](#) @ 919.291.3653

Big Block Long Tube Headers
[\$75]
Contact [Ray Bader](#) @
919.418.0977

All Weather HTX2 tires (only), 245/75R17
off 2025 Jeep. Only 134 miles on 4 of the 5 tires.
[\$600] or best offer for all 5.
Wheel Locks (5) and key for a 2021-2025 Jeep. [\$30]
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

2014-2015 GMC Sierra INTELLILINK IO6
Navigation Radio UPGRADE.
Originally \$900.00. [\$450.00]
Contact [Rob Andersen](#) @ 919.749.1454

4 early ('68 or before) plain marked
"Mustang" full 15-inch wheel covers.
[\$5 each or another fair offer]
Contact [Stan Williams](#) @ 919.675.9489

Original 1956 A arms and center shaft with all new
bushings that have been professionally sandblasted
and painted silver. [\$125] for the set.
Over 50 items for 1970 Roadrunner, interior parts,
bucket seats, dash and numerous other items.
1969 Camaro interior parts, new interior door
panels, recovered bucket seats in gray suede.
Contact [Rick Mangrum](#) @ 919.255.8663 for
details and prices.

Out & About PCCC Photography



Photos By
Ron Fournier
Debbie Archambault
Jeff Hopp
David Matthews

