

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



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Paul & Mindy Strohmeier's 1965 Buick Skylark Convertible



A Special Message from Ron Fournier

A-a-and just like that it's almost over. Summer has flown by. Like me, you probably missed several show/cruise opportunities due to the alternating desert and rain forest climate conditions this summer. Dave Peedin, when talking about summer tours, cautions that old cars and heat don't always go well together. Problem is this old guy doesn't do well in the heat anymore either! I'm glad to have gotten to some events I had looked forward to attending. Here's hoping for better weather over the next couple months to enjoy events already on the books and others that may crop up.

Here's a few to keep in mind: Wake Forest Charity Car Show in September, the show at The Willows, also in September, Henderson in October, and St. Jude's Car & Truck Show in November. See the website calendar for details. Let's pray for good weather for the club picnic on September 27th. Hope to see you there.

Ron

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]

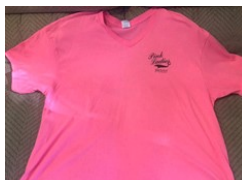
Magnetic Engraved Name Badges [\$12]



Standard Club T-Shirt with paid dues



Standard Name Badge



Pink Ladies V-Neck



Pink Ladies Name Badge



Photos By, Jeff Hopp



Photos By Joe Preteroti

Hey Everyone, Much needed essentials are needed at Hilltop Home for the upcoming school year.

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 and Amazon will deliver directly to Hilltop Home.

Pat Smith

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 September

Rich Pettruny
Nancy Kitchener
Jim Ashley
Don Torockio
Ralph DeMichele
Linda DeMichele

Debbie Pruett
Paul Stromeyer
Sue Kavalak
Dan Mangrum
Nan Mangrum
Bobby Robbins

PCCC Outings and Cruises

Cherokee Rod Run. show dates October 16-17.

Travel on Thursday October 15, head home Sunday October 18.



Read the full details by going to :

CherokeeRodders.com & search Cherokee Rod Run 2026 for all the details.

12 rooms booked at the Newfound Lodge on the River, 1192 Tsali Blvd, Cherokee, NC. Phone is 828-497-2746 (speak to DAS). Rate is \$399 for 3 night, including taxes. 3.5% charge using a credit card. You do not have to pay in advance, rooms are reserved under PCCC. 10 rooms on the ground floor, 2 upstairs. All rooms have 2 queen beds, walkout deck on rear overlooking the Oconuluftee River. Coffee makers in each room, various food options close by. This hotel is approximately 1 mile from the event site and close to restaurants and shopping.

Please let me know as soon as possible if you would like to join us this year.

Dave Peedin 919.612.6998



The PCCC Social Committee is planning the picnic for September 27th at Crowder Park, Herron Pavilion.

Water, burgers and hotdogs will be provided!

If you want something else please bring your own.

We will send out an email closer to the date for sign up to what you want to bring to share!

Crowder Park is on 1010 in Apex!



Meet PCCC Member Joe Smith



So I guess my passion for cars was handed down to me from my Dad. While he was still working a regular job, he would buy and sell used cars (usually those that needed fixing up) to make some extra money. I remember as a pre-teen going to junk yards finding and getting parts for these fixer-uppers. As a teen with my first car, a 1970 Chevelle, I bought and repaired a Muncie 4-speed to replace the 3-speed manual the car came with. Once in college I added a high-rise manifold, Holly double-pumper, and Hooker Headers.

Ultimately life came along after college: work, marriage, kids, and I really didn't get back into "cool cars" until near retirement. What really sort of kick-started my renewed interest was a 007 movie (Golden Eye) that featured a BMW 2-seater roadster that looked really cool. A couple of years later I had bought a 2001 Dark Blue BMW Z3 convertible and loved it, even without the missiles and ejector seat. Along that time US car manufactures had a renewed interest in retro styled cars, creating the Dodge Viper, Chevy SSR and HHR, Chrysler PT Cruiser, and of course the Plymouth Prowler. Years later my nearby Chevy dealer had taken a Prowler in on a Corvette trade and had this 10,000 mile Orange/Red beauty sitting along Highway 401 South. I drove by that dealership nearly every day, and the second time I passed by I stopped just to take a close-up look. The head salesman was a friend of mine and handed me the keys just to give it a try... I was sold (he always was good at his job). It drove like a tank, but was just fun to drive. Needless to say, it came home with me.

Since retiring, by sheer coincidence, I have purchased a classic nearly every year I've been retired. My Dad, previously mentioned as the reason for my "addiction" bought real estate as investments, but I decided I'd rather have fun with my investments so have allocated a portion of my investment "strategy" to classic cars (OK, its really more of an obsession than a strategy). In order of acquisitions: 2001 BMW Z3, 1999 Prowler, 2002 Thunderbird, 1950 Chevy 3100 pickup, 1970 SS396 Chevelle, 1957 Bel Air, and my latest... 1970 Corvette coupe. All of these, by the way, we still have.

The latest endeavor, the Corvette, encompasses why we call this a hobby. All of the previous vehicles needed some sort work done to them to make them fully functional and car show worthy, from engine work to adding cosmetic "bling". The Vette, had not been maintained really well, it had an OK but not great paint job, decent drivetrain, but absolutely terrible interior.

Having never done so before, I decided to completely redo the interior, up to and including using AI to create a completely custom look. I've bought and read probably half a dozen refurbishing books, watched dozens of videos and have in fact now pulled the entire interior short of the wiring. Some parts were re-dyed to match the new color scheme, most are newly purchased items (e.g. dash top, door panels, seat leather, floor cushion and insulation, and carpet. And if that was not already enough of a challenge, I decided I wanted a tilt steering column to make getting in and out of the car easier. I'm in the process of now putting it all back together... time will tell if I bit off more than I should have. We'll see how well it all works out, eventually.



Story and photo submitted by PCCC Member Joe Smith



The Early Dodge Dart's



The Dodge Dart began as a full-size model in **1959**. It would remain a full-size vehicle until 1961. Dodge's sibling brand Plymouth introduced the Valiant in 1959 as a 1960 compact car model, and it became an immediate success. This led Dodge to introduce its own compact car based on the Valiant, the Dodge Lancer, which was available in 1961 and 1962.



In **1963**, the Lancer was replaced by a new intermediate-size compact car that carried over the previously successful Dart name. This model included new convertibles in midrange Dart 270 and bucket-seat GT trims. Rounding out the models were 270 and base 170 two- and four-door sedans and four-door wagons. The 1963 Dart (convertible pictured below) is an oddball in this generation, and has many components that are one-year-only, including its back glass, windshield trim, and a one-year firewall that will not easily accept a V8.

The **1964** Dart looked similar to the 1963 version, with the most obvious change being the convex grill. This year was the 50th anniversary for Dodge and all models were marked as such. The 1964 model was blessed with the new 273 V8, which also included a new firewall to clear the engine. The **1965** Dart was given a minor face lift with a new front clip and oval tail lamps. A hotter 273ci 4-bbl V8 was added to the list of engines. A rare special edition, the Dart Charger, combined the 273ci 4-bbl V8, heavy duty suspension, mag wheels, special badges, and a special soft yellow exterior color.



The **1966** model was given another new front clip, squared off to mimic the new Charger. The **1967** Dart was a completely new model from the previous generation. All new sheet metal and styling was featured this year. Small six-cylinders to the very rare 383ci big-block were available.

The **1968** Dart gained modest styling differences and there were big changes under the hood. Though the 170ci and 225ci sixes remained, the new 318ci LA V8 and 340ci LA V8 were offered, along with the 383ci big block. The **1969** Dart featured a few subtle styling changes. The grill now formed a subtle arrow-like point at the center. The three-pod tail lamp unit became a two-pod unit. The line gained the Custom, Swinger, and Swinger 340 models.



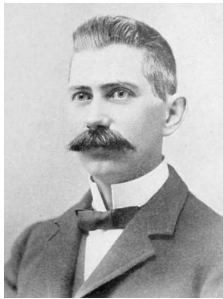
The Dart was totally refreshed for **1970** with front and rear design changes to bring the car closer to the design themes found in Dodge's full-size vehicles. Dart convertible was discontinued along with the optional 383ci big block, leaving the 340 4-bbl as the top Dart engine.

The **1971** Dart received new smaller quad tail lamps that would be used through 1973. The Swinger 340 was replaced in 1971 by the Demon 340. Changes for **1972** included a revised grill without the central divider of the 1970-71 item, new surface-mounted side marker lamps rather than the previous flush-mount units, a new instrument cluster featuring a large rectangular speedometer, and the AM/FM radio option returned to the Dart line.



The **1973** Dart received new front styling with revised fenders, grill, header panel, and hood. Massive front bumpers were installed to comply with new federal regulations. New single-piston disc brakes replaced the more complex 4-piston units offered from 1965-1972. Minor exterior changes were made between **1974** and **1976**, but no major changes were made until the Dart line was retired after the 1976 model year.

Buick Beginnings



David Dunbar Buick was born in Scotland in 1854 and moved to Detroit as a child. After making money in plumbing, including a method for enamel-coated bathtubs, he sold the business and turned to gasoline engines. In 1899, he founded the Buick Auto-Vim and Power Company to build farm engines. Engineer Walter Marr worked on early car prototypes, but Buick spent heavily on research and struggled as a manager.

On May 19, 1903, he registered Buick Motor Company in Detroit with a \$5,000 loan from Benjamin Briscoe. Its main technical asset was an overhead-valve engine, advanced for the period. Later in 1903, James Whiting of Flint Wagon Works took control and moved the company to Flint, Michigan. In 1904, he brought in William "Billy" Durant, head of Durant-Dort Carriage Company. Durant turned Buick into a sales machine.



At the 1905 New York Auto Show, he took 1,000 orders before the company had built even 40 cars. Production rose from 750 cars in 1905 to 8,820 in 1908, passing Ford and Cadillac. Buick became the largest US automaker by output. David Buick left in 1906, selling his last share to Durant for \$100,000. His later investments failed, and he died in 1929 without wealth.



Durant used Buick's profits to create General Motors in 1908, adding Oldsmobile and Cadillac. Buick became GM's financial base. During the Depression, the \$865 Series 40 helped revive sales. In 1938, Harley Earl created the Buick Y-Job, the first concept car. After World War II, Buick built its image around V8 engines, hardtop bodies, and chrome styling.

After Oldsmobile ended in 2004, Buick became America's oldest active car brand.

10 Simple Tips for Proper Care And Maintenance—By, David Smith

Tip 1—Check and change the oil. No single step will help an engine last more than regular oil and filter changes will. Conversely, nothing will destroy an engine faster than neglecting oil-level checks or fresh-oil changes. Even if you do not put a lot of miles on your car you should go by the adage 3000 miles or 3 months. Oil still gets dirty just sitting.



Tip 2—Flush the cooling system and change coolant once a year. A 50/50 mix of coolant and DISTILLED water will keep the cooling system in good shape and prevent corrosion and deposits from building up inside the cooling system.

Tip 3—Change out the transmission and differential oils. While not requiring frequent service, these fluids must be changed according to service intervals. Always use transmission fluid or gear oil of the recommended type and viscosity. Again sitting for long periods can also get these lubricants dirty.



Tip 4—Keep it clean. While washing the outside of the vehicle is obvious, most everything the vehicle ran over can also get stuck to the underside. Hosing off winter salt and road grime is a good idea.

Tip 5—Everything with moving parts needs grease to survive. My ball joint went into early retirement due to poor lubrication.

Tip 6—Nothing keeps paint looking good and protected like a coat of quality wax. Apply wax at least every six months.



Tip 7—Driveline components such as u-joints also require regular lubrication. The driveshaft does not have to be removed to access the zerk grease fitting. Not all cars have grease fittings on the U-joint.

Tip 8—Protect the interior by parking the vehicle in the shade, using a window deflector screen, and applying a UV protectant to prevent the and vinyl from drying out.

Tip 9—Inspect, clean, and repack wheel bearings with wheel bearing grease according to service intervals. Wheel bearings and grease are inexpensive compared to spindle and hub replacement, or liberated wheels rolling down the road ahead of you.



Tip 10—Brake fluid is hygroscopic. This means it is adept at attracting moisture. Moisture causes components to corrode and fail. Replace fluid and bleed system once a year. Brake fluid is cheap. Calipers, hoses, and sensors are expensive. So is a replacement if the brakes fail.

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

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

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

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

1 pair of Original Headlight Bulbs from my GMC Truck. Brand PHILLIPS 9012 LL 12V 55W. Slightly Used. [Asking \$15]

2 pair of Upgraded "Super Bright" Halogen Headlight Bulbs Part Number 9012 12V 55W [Asking \$ 10.00 One pair "Slightly Used" \$15.00 for the pair of NEW Bulbs] They should fit most GMC or Silverado Trucks.

Contact [Rob Andersen](#) @ 919.749.1454

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

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]
Contact [Pat Gaglione](#) @ 919-280-8350

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

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

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

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.