The Bowtie Bulletin

The Official Newsletter Of the Piedmont Classic Chevy Club

November 2026 Edition



This Month's Contents

Message from our PCCC President
Club Info
Social Events, Trips, Cruises
Member Birthdays
Feature Articles, Tech, Trivia
PCCC Parts & Swap
Out & About Photography



Bobby Robbins 1988 Hotrod Camaro



A Special Message from David Smith

One more meeting until 2027! Where did 2026 go?
Summer was so hot this year and a lot of people just didn't feel like traveling in the heat. November however should be cooler, there are plenty of things coming up in November. Hope to see many of us out and about in the following weeks.

The November meeting is also election time for new officers, those seeking to be elected or reelected should have had there nominations in by the October meeting. Remember there is no meeting in December.

Some club members took a trip to the Cherokee Cruisin' the Smokie's car show and it was a very good time for all.

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 Short sleeve [$10-15] Long Sleeve [$15-18]

Polo Shirts [$35] (Embroidered left chest)

Dickies Button-up short sleeve shirt [$65]

Pink Ladies V-Neck [$18]

Sport Tee's (Dri-Fit) Short Sleeve [$14]; Long Sleeve [$19]

Dri-Fit t-shirt Short Sleeve [$22]; Long Sleeve [$25]

Hats (All Styles) [$20]

Ladies Jacket "Port Authority" (Black) [$70]
(Embroidered left chest and back)

Men's Jacket "Port Authority" (Black) [$70]
(Embroidered left chest and back)

Magnetic Engraved Name Badges [$12]



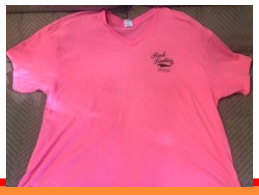
Standard Club T-Shirt with paid dues







Standard Name Badge



Pink Ladies V-Neck





Pink Ladies Name Badge

PCCC Social Events, Trips, Activities



Mark their calendars for **Christmas Party on December 6, at 4:30,**
at The Carolina Barbecue in Garner. I will need a headcount by November 15th. Something new this year, no gift exchange, we will have TOYS FOR TOTS donation drive! We are asking for an unwrapped toy for the less fortunate!

Email me if you plan to attend at
psmith036@outlook.com

All three of my grandchildren are members of the Middle Creek High School Marching band. Normally their best fund raiser is their annual band festival, but this year, due to lousy rainy weather they didn't even break even.

I've been asked to help spread the word that their annual "Cars at the Creek" car show is **Saturday November 14th** from 9am till 1pm at the Middle Creek High School parking lot. 123 Middle Creek Park Ave, Apex, NC 27539.

I have been asked to get a count on how many PCCC cars will be attending and they will reserve a block of parking spots for us to all be together. Note: Official flyer not avail just yet. There will be plenty of class awards for our classics.

So let's give them a great showing and help to offset the disappointing band festival do to the weather. If your planning to attend please let me know and I'll get a count to the band organization.

Donald Torockio torockio@yahoo.com home 919-557-0526 cell 412 445-0969

We are signed up for the Apex Christmas Parade. The parade is on **December 5, 2026** starting at 5PM. Please let me know if you plan to participate. I have 10 spots available. I will send you the registration info when I hear from you.

Ray Bader
ray.bader@gmail.com

Welcome New Members

Tracey & Mary Lou Clark
Apex, NC







Photos By Debbie Archambault
At the 2026 Cherokee Rod Run

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 November



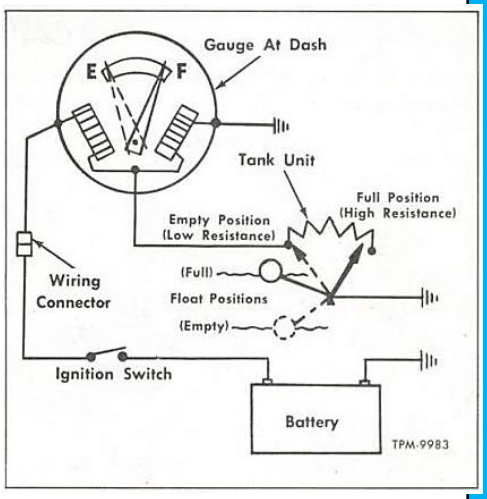
Max Cooper
Roger Marcotte
Katie Gaglione
Joe Burgess
Tony Sica
Kate Doherty
Carol Clifford
Maureen Bryngelson
Stan Williams
Gary Byerly
Thomas Stacy

David Smith's Technical Tidbits - Filler Up!

The fuel gauge is one of an automobile's most important instruments. An accurate gauge helps keep one from running out of fuel, or at least indicates when more is needed. However, some believe that cars generate gas or that someone else will fill the tank. (Usually me) Does that sound familiar?

Faulty fuel gauges are a common problem in collector cars. Sometimes this is due to sitting in an unfavorable environment, and sometimes it is due to old age; everything wears out sooner or later. It is a sensitive instrument.

But, it is simple to test and most problems are easy to fix. My experience with fuel gauges has been primarily with General Motors cars, but much of what follows is generally applicable to many others.



The fuel gauge is composed of two components: a sender in the tank and a gauge in the instrument panel. The sender consists of a float on an arm that varies the resistance the sender applies to the circuit with gauge. GM cars from the 1930s to the 1960s operate on a 30 ohm scale. At zero ohms in the sender, the float is on the bottom of the tank and the gauge should read empty. At 30 ohms, the float is at the top of its travel and the gauge should read full. The sender must be grounded to operate properly. The lack of a good ground is often the reason the gauge does not work properly.

Gauge Reads Full At All Times

If the fuel gauge reads full at all times, the probable causes are:

- The wire between the sender and gauge is broken and/or the connections are not good.
- The resistance wire in the sender is broken.
- The sender is not grounded and/or the tank is not grounded to the chassis.

To determine what is causing the problem:

- Remove the wire from the terminal on the sender and ground it to the chassis. If the gauge now reads empty, the sender is not grounded or the sender is bad.
- Ground a test lead and touch it to the sending unit terminal on the back of the dash gauge (it is often marked with a red paper tag). If the gauge now reads empty, the wire between the sender and gauge is broken, or there is a poor connection at the gauge.
- Remove the sender from the tank and connect one lead of an ohmmeter to the sender terminal and the other lead to the sender housing. Then, move the float arm and observe the resistance as the float arm is moved; it should vary from 0 to 30 ohms.

If the foregoing tests do not identify the problem, then the dash gauge is bad and it must be re-built.

David Smith's Technical Tidbits - Filler Up!

Gauge Reads Empty At All Times

If the fuel gauge reads empty at all times, the probable causes are:

- The wire between the sender and gauge is shorted to ground.
- The sending unit is shorted internally.
- The float has a hole and no longer floats.

To determine what is causing the problem:

- Remove the wire from the contact stud on the sender. If the gauge now reads full, the sender is faulty.
- Disconnect the wire from sender terminal at the dash gauge. If the gauge now reads full, the wire between the sender and gauge is shorted to ground.

Repairs

Repairing faulty wires or connections is straight forward. To ensure a good ground, I always install a short wire from the sender to the frame.

If the sender is replaced with a new unit or an aftermarket replacement, it is advisable to check that it performs correctly before putting it in the tank. Use the test procedure described earlier.
If the dash gauge needs repair, this work should be done by those who specialize in instrument repairs; many offer this service.

The above testing and repairs are the same for vehicles built after the 60's also except that the sending units were 0 to 90 ohms, 0 being empty and 90 being full.

Always use a good meter when testing, I used a cheap one and it sent me in every direction trying to figure out my problem. Always buy a good one, 30 bucks later I had perfect readings and found the problem.

As always keep the shiny side up and the greasy side down.







The 1958 Chevrolet Impala

The year 1958 was the first year of the Impala. It started out as a model package for the Bel Air but was more impressive.

The Impala began as a high-end Bel Air. It's success as a long, wide, and luxurious family sedan forced Chevy to separate it into its own model, creating what was soon to be America's best-selling full-size car. Over the years, the Impala has made many distinct styling impacts with its wild rear ends and iconic grilles.



Chevrolet had been in existence 46 years when the legendary Impala was majestically assembled for the first time back in 1957 for the 1958 model year. The Impala, named after the medium-sized African antelopes, was originally introduced as a top-of-the-line Chevy Bel Air, a car that had been in rotation since the 1950 model year.

The Bel Air Impala was only built in Sport Coupe or convertible models, and was a departure from typical Chevys at that point with it's shorter greenhouse, longer rear deck, and lower setting on an X-type frame. The top model added many unique features, the Impala script, insignia and crossed flag emblems on the front of the hood, including the roof simulator extractor vents, a two-spoke steering wheel, ribbed body sill panels, large chrome air scoops ahead of rear wheels on the fenders, and the iconic three-circle tail lights, giving the ‘58 a distinct look over all other Chevrolets.



Starting at $2,586, consumers had the choice between a 235-cubic-inch Blue Flame I6, 283-cubic-inch Turbo-Fire V8, and a 348-cubic-inch Turbo-Thrust V8. Advertisements said the car, "lets you know you're the boss," and for years to come, that's exactly what it did.

Like the rest of Chevrolet's 1958 full size car line up, the Impala and Bel Air featured Chevrolet's new "Safety-Girder" cruciform frame. Similar in layout to the frame adopted for the 1957 Cadillac, it featured box-section side rails and a boxed front cross member that bowed under the engine, these "x-frames" were used on other 1958 to 1964 Chevys, as well as Cadillac. The rear was tied together by a channel-section cross member. This design was later criticized as providing less protection in the event of a side impact collision, but would persevere until 1965.



The 1958 Impala helped Chevrolet regain the number one production spot in that recession year.



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

1957 Chevrolet Restomod

ZZ4 vortex 350 crate motor, front disk brakes, power steering, new short tube headers, vintage AC, Dakota digital dash, new 700r4 transmission, new bucket seats and new console, new rims and tires, new coil over lowering shocks, cold case radiator, new electric windshield wiper motor, new master cylinder, blue tooth apple play stereo, Holley sniper kit, new gas tank, new electric fuel pump, digital taillights, rear air shocks.
[47K OBO]

Contact *Anthony Beynum* @ 678.628.6842

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

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

Classic 55-57 Chevrolet Used Parts

1968 Chevrolet Camaro 350 automatic trans and lines $350, OBO.

Chevrolet new rebuilt 2004R w/over drive from Transmission Depot $2000, OBO.

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] 56-57

55-57 Radios all types. Ask about other 55-57 parts

Ask about other 55-57 parts

Contact *Denny Oestreich* @ 919.846.8163

1983 to 1988 Monte Carlo SS Front Nose
REDUCED [$125.00]
Center Console with horse shoe shifter. Fits 1968 to 1972 Chevelle, El Camino, and 1970 to 1972 Monte Carlo. **[$225]**

Contact *Sammy Barnette* @ 919.291.3653

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**

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

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

Stuff For Sale

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1964 Buick Skylark 2dr hardtop

Blue with white painted roof, blue interior.
Rebuilt Buick 350 3-speed automatic.
Bucket seats, Two Tone blue with white top
West coast vehicle.
Odometer not working, mileage estimated.
[$21,000 OBO]

Contact *Natalie Hummel* @ 919-793-3064

1964 Buick Skylark 4 door

Black with floral fabric interior
Rebuilt Stage 1 455 3-speed automatic 350,
Posi rear end.
West Coast Vehicle.
Odometer not working, mileage estimated.
[$16,000 OBO]

Contact *Natalie Hummel* @ 919-793-3064

Big Block Long Tube Headers [$75]
4.11 bolt ring & pinion [$125]
Contact *Ray Bader* @ 919.418.0977

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

1 pair of Original Headlight Bulbs from my GMC Truck. Brand PHILLPS 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

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.

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

Time to clean out the garage, Many items selling cheap, free , or going to the dump soon.

Rally II 15x7 wheels, trim rings, PMD caps
1967 Chevelle radio bezels (3), dash bezel, glove box bezel
1967 Chevelle outside mirror
1967 Chevelle headlight bezels, passenger tail light bezel
1967 Chevelle hood trim, drip rail trim, rocker panel trim
1967 Chevelle glove box
1967 Chevelle fuel gauge, dash clock (dated 8-1966), AM radio, dash tachometer
1967 Chevelle heat/cool/fan dash control assembly
1967-66 Chevelle cloth car cover
Cragar S/S hub caps A-09090 (9)
Tremec transmission multi-position shifter attachment
Bow Tie license plate and frame
Blower motor
Big block valve covers (3 sets, stock, chrome, powder coated)
Holley 4150 750 cfm double pumper (may need new base plate)
7 blade fan, 5 blade fan
Pulleys – double groove 3921923, water pump 3905995
454 flex plate and cover
Edelbrock Intake Manifold Performer 2-0, 2161
Power steering pump and reservoir
Crane Cams XR-I electronic ignition, 750-1710
Distributor with XR-I electronic ignition
Griffin Exact Fit aluminum radiator, 6-00054
1967 rear quarter glass
PF1218 AC Delco oil filter
VR715 Duralast external voltage regulator
Pair of holders to display open doors

2006 Trailblazer SS, one owner, all records, 95K miles, 2WD, 1 of 3289 [$20k]

Contact *George Kavelak* @ 919.801.5706 or kavelak@bellsouth.net

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



Out & About PCCC Photography

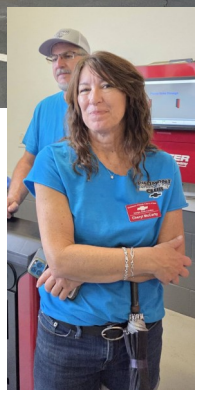






























Photos By, Barry Kitchener, Elke Watkins, Debbie Archambault, Jeff Hopp