

Road Rash

Over The Hill Gang
P.O. Box 3606
La Havasu City AZ
86405



Directors (elected)

President Tim McGuire
Vice-President Bruce Hall
Secretary Mitch Geiger
Treasurer Bill Ensley

Appointed positions

Club Shirts/Store	Marty Weinstein
KRUZE/Run Chairman	Eddie Ebach
Facebook	Brian Macy
Membership Records	Jim Ingram
50/50 Money Raising Events	Lee Armstrong
Sergeant at Arms	Denny Dunkirk
Car of The Month Photographer	Dan Moisio
Club Historian	John Justus
Past President	Don Schulz
Newsletter Co-Ordinator	Gilman Jelkin
Newsletter Editor and OTHG Webmaster	
Donna Ingram @ Frontline Graphics	

OTHG History by John Justus

10 YEARS AGO June 2009
Denny Dunkirk wrote about Dan Van Auken's Havasu Speed Equipment shop. Dan opened his shop in 2003. He has a long, extensive career building race cars, hot rods motorcycles and engines. Dick Raczk's shop tip article was about working on an engine with the ports exposed. They should be plugged before you start working to prevent debris from falling into them. When you reassemble the engine unplug the ports and make sure they are clean. There was another article about some of the work that went into building the injected flathead motor for Dick Raczk's black 1932 Ford roadster. There was no member profile. The car of the month was Dick Raczk's 1937 Chevrolet sedan delivery.
Ron Geer won the 50/50 drawing.

Prez Sez by Tim McGuire

I'm back!!!! It has been pretty quiet here with our Winter visitors gone. You can check with the Kruze guy for upcoming shows/events or you can email him at eebach@suddenlink.net, if you have any questions. We are planning a Kruze/picnic to the Parker Dam, possibly with a tour guide. I will provide the information as it becomes available to me.

Have a great and safe summer and dont forget the **sunscreens**.

Tim McGuire
(612) 363-6678
tmcguire@suddenlink.net



Membership by Jim Ingram

We did not vote in any new members at the May meeting. No new prospective members for the June

HP Connections and EFI Store (Brian Macy) OTHG

Dyno tuning, wire harnesses, Fuel injection systems, Throttle Bodies, Computer instulation and much more.

Hot Rods - Hot Boats - Race Cars

1045 Aviation Drive, LHC
Office (928) 706-6112
Cell (360) 280-6112

Meet the New Members by Jim Ingram

Hello from Bill Fullmer

My wife Kelly and I have been married for 26 years on May 1st. We have 3 kids 2 from my first (very short marriage) Zac is 31 and Larissa is 29. Kelly and I have one son together Dave he is 23 and just got out of the Marine Corps. All of our kids live in California but visit us here frequently. Zac has one son Gavin who is our only grandchild. We both grew up in Southern California and spent a majority of our time there. We moved to Lake Havasu in February of 2010. I retired from the California Highway Patrol in December of 2017. I now own a small powder coating facility here in Lake Havasu City (Precision Coatings) and Kelly sells real estate with Brooks-Clark. Kelly and I both enjoy off road motorcycling, boating, going to the gym, softball and most recently driving around the hills in our Polaris RZR. I don't have any nicknames but Kelly does call me "Billy". We are both excited to be a part of the Over the Hill Gang and look forward to some fun times with the club.



Hi I am R.C. Crooks

My life started in Pittsfield, MA. I now live in Havasu in the winter Oct thru May and I spend my summers in Wisconsin. My wife's name is Barbara. I own a 32 Ford roadster and a 1928 Ford pickup truck. I am a Member of Over the Hill Gang and Havasu Deuces. For 28+ years I served the air force/wi air guard. We have met such great people and have made some lifelong friends since we have moved here 9 years ago.

KRUZEN with Eddie Ebach

In the News

This is the current list of Car shows/Events that are coming up

2019 Car Shows and Events

June 1st Open House/Car Cruz, ETA Automotive

June 11th OTHG Monthly meeting, LHC Quality Inn @ 7pm

June 5th Club Kruze College Street, LHC AZ @ 4:30

June 7-8th 4th Annual Williams Historic Route 66 Car show
www.williamshistoricroute66carshow.com

June 15-16th La Roadster Show@ Fairplex, Pomona, CA

Nov 15-17th Goodguys Southwest Nationals, Scottsdale, AZ

Car Show Websites

<http://www.arizonacarshows.com/carshows.htm>

<http://www.cruisinarizona.com/carshows.html>

<http://www.havasudeuces.com/havasu-deuce-show/>

<http://www.nationwidecarshows.com/state/AZ>

*See OTHG Website for more detailed info.

<http://www.othg-havasu.com/>

Car of the Month by Dan Moisio



Car of the Month

Bruce Hall



Marty Weinstein
1956 Chrysler Newport



Howard's Fabricating

(Howard Mongold) OTHG

Hot Rod Interior Repairs

2663 Rango Place LHC

(928) 680-0933

Past Car Shows/Club events by Eddie Ebach

May 3rd-5th Boulder City Rod Run, Boulder City, NV

We met at Lowe's at 9:00am. We had 8 cars 16 people, Don/Linda Schulz, Ed/Linda Woody, Bob RC/Barbra Crooks, Don/Pat Sauberan, Eddie/Georgian Ebach, Dennis/Henry Johnston, Joe/Teresa Mitchell and their son driving a second car. When we got to Searchlight Dean Willis, and Jack Biggs we're just coming out. Breakfast was great plus I won \$80 on a slot machine. Following a nice relaxing breakfast we proceeded to registration located in old town Boulder City. The Boulder City Cruisin Association was really organized. We drove down and scoped out the venue which had lots of green grass and shaded paved parking with solar panels above. The group then proceeded to the EL Rancho hotel for registration and car cleanup. The group met at 6:15am to cruise to the show to get premier shaded parking and then proceed to a restaurant in the Historic Boulder Dam Hotel & Museum. The weather was perfect, lots of cars, guessing 130, and Arts, Crafts, and Antique vendors everywhere throughout the show. The old town area is also full of Antique, Craft, and trinkets and trash stores plus wonderful restaurants. Sunday morning was the same routine with a different coffee house for breakfast where we had a table for 17. The Kruze back to Havasu was uneventful with a gas stop in Searchlight.

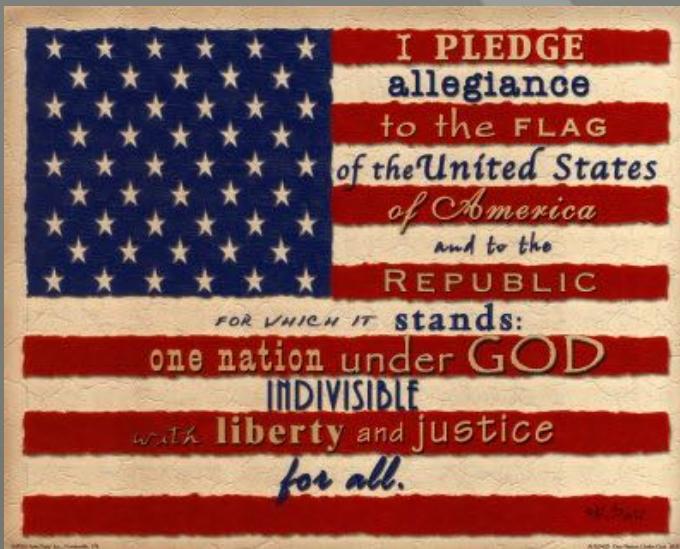
**See pictures

May 10th-11th, OTHG San Diego Streak 46, Camp land on the Bay, San Diego, CA

May 7th Burgers by the Bridge

We had a great turnout for the Cruise night to Burgers by the Bridge. Lots of fun and photos with 22 rods parked under the London Bridge. The 45 members and 3 guests were treated to great food, a 10% discount and car show. Lots of visitors walking by enjoying the cars.

**See pictures



Car Show
Boulder City, NV 1/2



Cars from Boulder City, NV Car Show
OTHG Havasu Members and Havasu
Deuces Members

Car Show
Boulder City, NV 2/2



Photo credit: Eddie Ebach

KRUZEN to Burgers by the Bridge by Eddie Ebach 1/3



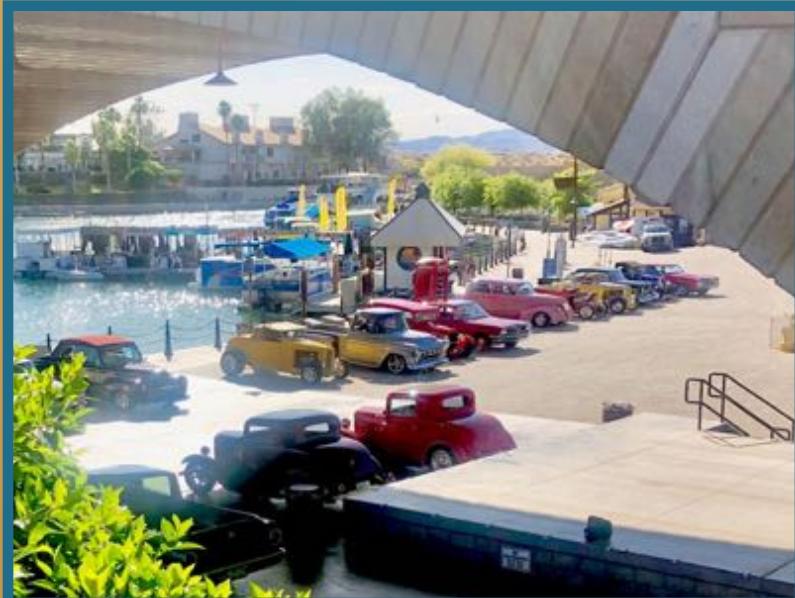
We had a great turnout for the KRUZE night to Burgers by the Bridge on May 7th. We sure had a incredible time. There was a total of 22 rods parked under the London Bridge. 45 members and 3 guests were treated to awesome food and amazing scenery, with lots of spectators taking lots and lots of pictures!! The Burgers by the Bridge staff was on the ball and on top of everything. We received a 10% discount! What a nice afternoon for everyone to enjoy. Hope we can do that again soon!



KRUZEN to Burgers by the Bridge by Eddie Ebach 2/3



KRUZEN to Burgers by the Bridge by Eddie Ebach 3/3



Stuart Adams 1969 TUX Camaro (start to finish) pg 1/2

It takes a lot to raise our eyebrows at a first-generation Camaro. We're not haters of the ponycar icon, we're just a little burned out, OK? That makes this car all the more special. Because it's not only a first-gen but a 1969 model—the most done, then redone Camaro on the planet. Yet, against all odds, we looked—and couldn't stop looking.

The team at Detroit Speed, Inc. did it again. They created a car the bridges the gap between timeless Chevy muscle and late-model elegance, and does it in a way that would have the most expensive and sophisticated autobahn missiles green with envy.

The latest creation from the suspension specialists turned hot rod house is called "TUX." Built for Stuart Adams, the team was given three words and one guiding statement to inspire the build—"1969," "performance," and "eloquent"—and Adams' words of wisdom were, "Build a Camaro like you've always wanted."

The project began with a green 1969 Camaro powered by Chevy's debatably worst small-block engine ever, a lowly 307 backed by a Powerglide transmission—truly the essence of slow. It was accented, according to Detroit Speed owner Kyle Tucker, by the "ugliest hubcaps you could pick as an option." Despite its laundry list of colors, smells, and weirdo options, it was a survivor car that hadn't been modified and was in need of—if not deserving of—a high-caliber build.

Adams did a few burnouts and made a few dragstrip passes at Mooresville dragstrip before the car was towed back to Detroit Speed headquarters and torn down.

The car was disassembled to its smallest bits and reborn from the ashes with styling nods and mechanical updates pulled from Oldsmobile, Pontiac, Mercedes, BMW, Porsche, and even Ford. Countless hours were spent with hammer, dolly, and welder modifying just about every body panel, beginning with a hand-fabricated sheetmetal floor and transmission tunnel to hold the T56 transmission. The ironwork continued on to a belly pan, rocker panels with integrated jacking posts, then outward to the front and rear spoilers and bumpers, narrowed and peaked to fit the body lines. When the team ran out of things to smooth and perfect by hand, they let the digitized touch of a CNC machine hog out custom bezels for headlights, taillights, and many other aesthetic interior bits. When the relentless reshaping and bodywork was finished, the car was sprayed in flawless PPG Black paint.

What you can see of the car is breathtaking. What you can't see, even more so. The car's roofline is a sleek 47 inches, which in itself doesn't seem that impossible. However, Detroit Speed doesn't build cars that don't handle. With that short of a ride height, full suspension travel was still obligatory. Suddenly, that 47 inches sounds borderline subterranean. This meant many, many changes were made to the body, such as reshaping the rear window glass and mechanicals to accommodate the larger, raised inner fenders, which were handmade. An easier solution would have been fixing the window in place, but easy is too easy, and that was quickly ruled out.

The level of fanatical attention to detail even carries into the most minute aspects of the car, such as the fasteners that are all custom, polished stainless steel by ARP. Hundreds of custom bolts were made to keep a consistent look to the car. The trim is also 100-percent custom handmade, of course. Unlike the slip-together brightwork of a factory Camaro, which blends aluminum, stainless, and chrome, TUX has a continuous cladding of one-piece chrome trim, built by Detroit Speed and dipped by Advanced Plating. The drip rails bolt on to the car, and the windshield is framed with one-piece fabricated aluminum trim.

Aesthetically, it's unreal, but function is what really elevates this Camaro beyond restomod normalcy. Close the door and BMW power door-pull latches clamp down, sealing the weatherstripping like a Swiss vault. The car is awash in bespoke engineering and hand-crafted subtlety, and the theme continues underhood.

The engine is a supercharged LS—keep reading, it gets better—built by Kurt Urban Performance that's been treated to a masterful vintage-ification. It's not so much playing the "new-dressed-as-old" card as it is gently nudging onlookers to imagine what if the first-gen Camaro never faded out. What sort of orange-and-chrome-clad muscle mill would be under the hood if it was still rolling off assembly lines today? It would look like this.

Polished fasteners and stainless accents continue to abound, while the engine is framed by custom headers built in-house. Again, what draws the eye is just as impressive as what doesn't. Hidden hood hinges tucked behind a false firewall gently lift and lower the hood, while a machined air intake routes air to the engine—its subtle, factory-esque appearance not detracting from the engine's palpable draw.

Building a ponycar to go toe-to-toe with the best of Bavaria requires performance hardware as equally jaw-dropping as the car's curb appeal. Up front is a Detroit Speed subframe with hydro-formed rails, while the back was treated to a Quadra-link suspension system with a 9-inch-style rearend. Braking is handled by Baer monoblock 6R calipers clamping giant 15-inch rotors. Rolling stock consists of custom Forgeline wheels measuring 19x10 inches front and 20x12 inches in the rear. Michelin Pilot Sport rubber with shaved sidewalls measure 275 mm wide in the front and a massive 335 mm in the rear.

The next-level experience continues on the inside as well. A one-off center console is flanked by Porsche grab handles, and a custom interior by M&M Hot Rod interiors incorporates Recaro seats, Classic Instruments gauges, and a seamlessly wrapped rollcage throughout.

The car has racked up a series of wins already, including a Goodguys 2018 Street Machine of the Year award, Street Rodder's Triple Crown, a Battle of the Builders trophy, and most recently, a Masters of Motors Best Appearing award. All the trophies, fanfare, and turned heads are a mounting pile of evidence that there are new ways, ideas, and executions to prolong the coolness of the unsinkable 1969 Camaro. TUX is proof positive.

Stuart Adams 1969 TUX Camaro (start to finish) Pg 2/2



Health tip

Impressive Health Benefits of Beets

Many Nutrients and Few Calories

Beets boast an impressive nutritional profile

Help Keep Blood Pressure in Check

Can improve Athletic Performance

May help Fight Inflammation

Might improve Digestive Health

Could help Support Brain Health

Might have Some Anti-Cancer Properties

May help You Lose Weight

Delicious and Easy to Include in Your Diet



Beet Juice for High Blood Pressure

Recent studies have found that beet juice does, in fact, lower blood pressure, which is very good news for those who are struggling with hypertension. There are many natural and pharmaceutical ways to lower blood pressure, such as by taking beta blockers or increasing your potassium intake on a daily basis, and beet juice is the newest remedy on the market.

The study found that within 4-5 hours of consuming 1 cup of beet juice, blood pressure decreased by approximately 4-5 points. That may not seem like a major change, but the clear effect of beet juice On hypertension is exciting. As it turns out, there are inorganic nitrates in high quantities in beet juice, which are converted into nitric oxide in the body. Nitric oxide has vasodilation properties, meaning that it can help to relax blood vessels and arteries, thus reducing the strain on the



Tip by Dick Raczu "Koul Tools" pg 1/2

Last issue we started to cover some of the basics of drilling holes. I know this is pretty basic stuff, but you would be surprised (maybe not) how many people have not experienced the correct methods. Even so, if I read a two page article and only pick up one sentence that increases my knowledge, I'm happy.

Drilling holes in sheet metal.

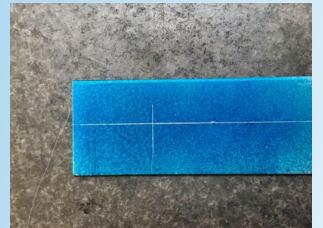
Pictured below are the drills I use when drilling sheet metal or thin material. They are called step drills. They really make a lot of sense and will leave you with a round hole. I still drill a pilot hole with a conventional twist drill and then use the step drill to finish the process. Remember to center punch the part first to locate the position of the hole, then drill.

STEP DRILLS

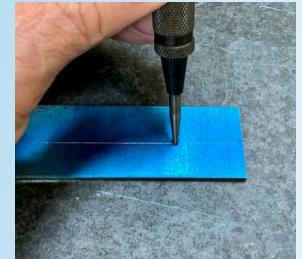


Tip by Dick Raczkuk "Koul Tools" pg 2/2

1. Spray some blue layout dye on the material to be drilled. Now you can scribe your line to position the hole.



2. Center punch the hole. I prefer small center punches for the first tap. This works with a small pilot hole. Bigger drills will require a bigger punch mark to start things in position.



3. Use a small drill at first for your pilot hole. Seen here is a pilot drill.

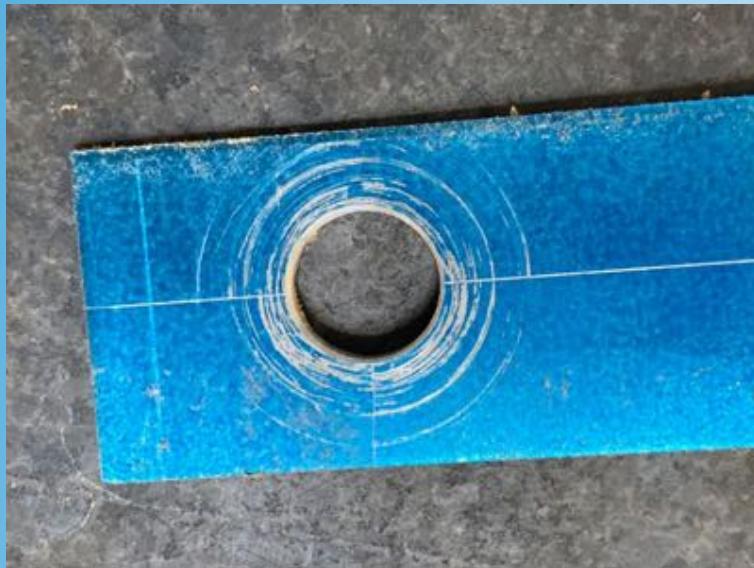


4. Install the step drill and use a good lube to create the hole. The stud sticking up in the table is there in case the material catches and starts rotating.

Step drills usually won't do that, but safety first. Another thing to remember is always line up the drill with the center hole in the table. This way the drill won't leave any holes in the drill press table.



5. There you go..... a nice round hole in thin plate. You will need to deburr the bottom side.



OTHG GetTogethers

Weekly

Thursday: McCulloch Blvd KRUZEN 4-7pm

Thursday: Wienerschnitzel 245 N Lake Havasu Ave 4-5:30pm (Havasu Classics)

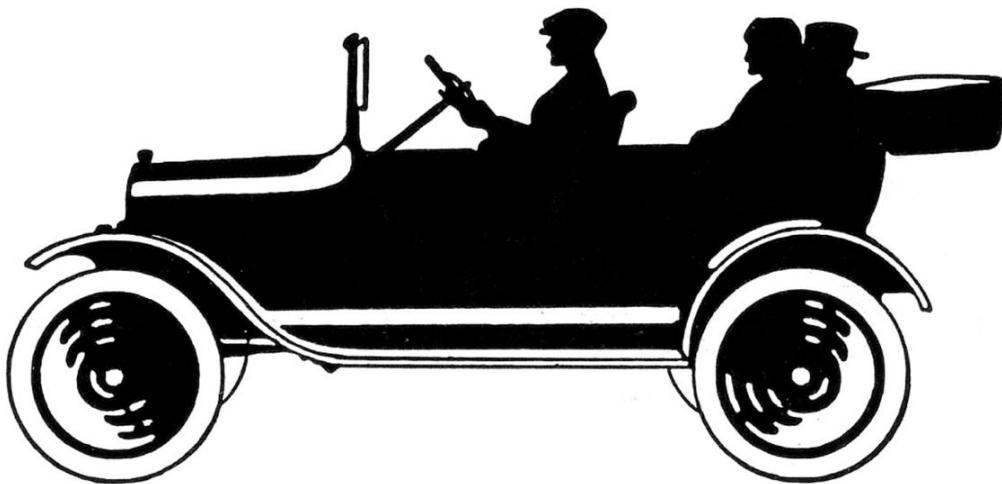
Friday: DelTaco 81 London Bridge Rd 4-5:30pm (Havasu Classics)

Saturday: Wienerschnitzel 245 N Lake Havasu Ave 10am-1pm

Monthly

1st Sunday: The Shops at Lake Havasu 5601 95-AZ Donuts and coffee 7-9am

1st Sunday: Rotary Park Lot by Cabanas 10am-1pm (Crash Customs)



Final Word

Just a reminder that if you have something that you would like to add to the Newsletter: Pictures, a story about your vehicle, your restoration project, awards, or maybe even a memory you would like to share, you can send it to me at donna@frontlinegraphics.com

Everything must be in by the 20th of the month to be included. If you have any questions please feel free to shoot me an email. 

Thank you all for your support

Lake Havasu City, AZ

over the hill
gang



OTHG Club Store



Annual Club shirts are now available at the Car Club

Men's or Womans Tee's \$19.00

Men's Tee with pocket \$21.00

Men's Golf Shirt \$28.00

Woman's Golf Shirt \$25.00

Add \$2.00 for 2X & \$3.00 3X

Sharpe Cuts

Knife & Scissor sharpening

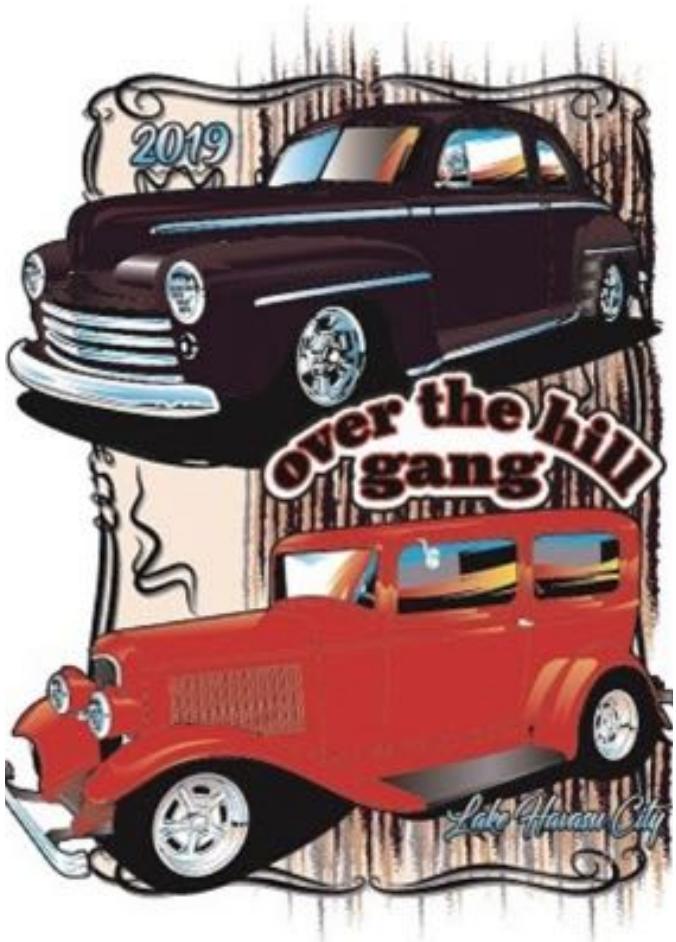
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3233 Maverick Drive, LHC

Forward Road Rash to your car friends and invite them to join us at one of our activities