

# Road Rash

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



## Officers 2026

### Directors(elected)

President	Rik Jimerson
Vice President	Steve Lomax
Secretary	Mitch Geiger
Treasurer	Lee Stuart
Board Member at Large	Brad Lano

### Appointed positions

Club Shirts/Club Store	Kevin MacDonald
KRUZE/Run Chairman	Ron Duenas
Membership Records	Don Schulz
50/50 Money Raising Events	Chip Brooks
Sergeant at Arms	Bob Anderton
COM Photographer	David Judd
Club Historian	John Justus
Past President	Tim McGuire
Newsletter Co-Ordinator and Newsletter Editor	Gilman Jelkin
OTHG Webmaster	Donna Ingram

## OTHG History by John Justus

10 years ago. July 2016  
In his Prez Sez column Steve Root wrote that Eddie Ebach had four guests from the Midwest. They were on their way to the L.A. Roadster Show. Dick Raczuk's tech tip was about using a band saw. Always clamp your work in a pushing device and use a "push stick". The car of the month was Don Schultz's 1957 Chevrolet Cameo pickup. The club had a dinner cruise to the Black Pearl Restaurant. Jim Ingram was the subject of the new member profile.

John Justus Historian

## Membership by Don Schulz

48



the  
President's  
Message



Hard to believe how quickly the weeks go by when you are busy and having fun. Donna and her Family were off to Scotland, many of our Snowbird members have returned to their summer domiciles and the attendance at breakfasts and lunches has become smaller. We had great attendance and a great time at Azul Agave for our monthly dinner. Thanks Ron. A few instances of Buying and Selling with Paul and Patty picking up a nice 3 window 32 and Kevin and Terri sporting a 55 and Chip and Zella bringing a 55 home. Great events happening around us and a few folks made the Williams Show, which was a Great success. We enjoyed the LA Roadsters show, along with the Lano's, and Al coming over for the day. Lots of old and new friends and some great promotion opportunities for our '27 car show. Jo and I will be leaving on our extended road trip in the '57 Nomad and will provide pictures as we travel. 1st Stop will be with our BC Families, so if you need to send anything, get it to us. Have a Happy and safe 4th of July.

**“Drive a Hot Rod EVERY DAY, and you will live forever”  
I believe it, live it. Try it  
Safe travels**

Rik Jimerson  
President OTHG  
Cell: (530)713-1265



**COM JULY**  
Bob Anderton  
1932 Ford Roadster



**Car of  
the  
Month  
David  
Judd**

# KRUZEN with Ron Duenas

## 2026 Car Shows and Events

**OTHG Board Meeting WILL RESUME IN SEPTEMBER**  
**OTHG Monthly Meeting WILL RESUME IN SEPTEMBER**  
**Ladies Lunch Bunch WILL RESUME IN SEPTEMBER**

**July 15th Dinner KRUZE Juicy's 42 S. Smoketree Ave , LHC 4:30pm**

<http://www.arizonacarshows.com/carshows.htm>  
<http://www.cruisinarizona.com/carshows.html>  
<https://othg-havasuu.com>

### **UPCOMING SHOWS** **SAVE THE DATE**

Hot August Nights Car Show August 6th-8th Reno, NV  
October 21st-24th Run to the Sun Annual Car Show, LHC

**BE SURE TO REPRESENT THE CLUB AND WEAR YOUR T-SHIRTS AND  
BADGES AND DRIVE YOUR STREET RODS**



### **Get Togethers** **Weekly**

Thursday: KRUZEN, McCulloch Blvd 2-6pm

### **Monthly**

1st & 3rd Sunday: Aquatic Center  
(parking lot facing lake) 7am-9am



Fun Boat Day::  
Kevin and Terri MacDonald, Chip and Zella Brooks  
Tim and Becky McGuire, Brad and Linda Lano



**OTHG STORE ITEMS**  
Member only T-Shirts \$25  
YELLOW ONLY  
OTHG rear window stickers \$3.00  
2026 OTHG Calendars \$12.00  
OTHG Club Plaques (unpolished) \$30.00  
(Polished) \$50.00  
Key Fobs \$13.00 (aluminum)  
License Plate frames \$7.00  
Hats \$20.00  
(Red, Yellow, Maroon and Black)  
**Contact:** Kevin MacDonald  
OTHG Store Manager  
**(907)750-0323**  
kman5oh@gmail.com

**COM July 2016**  
Don Schulz  
1957 Chevrolet  
Cameo Pickup



Guy and Judy Shields went to  
a Roof top car show in  
Victoria



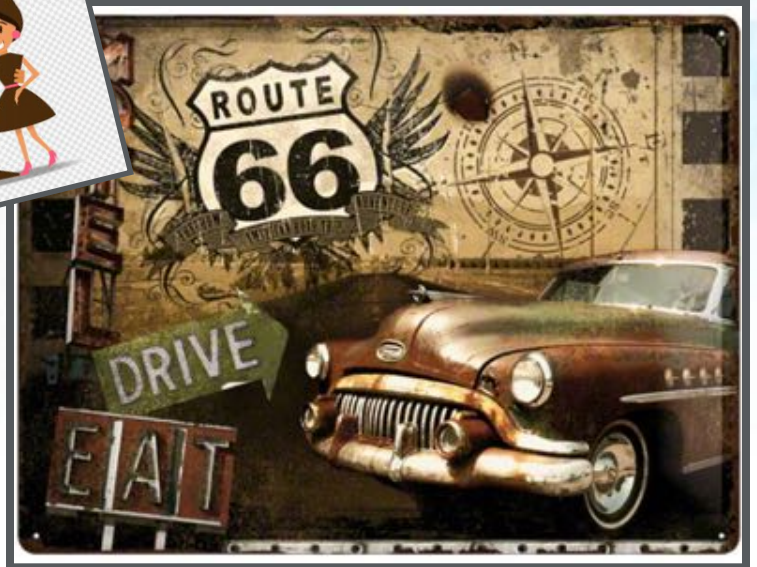
2nd Annual Neighborhood car  
show in Esquimalt  
((Guy and Judy Shields))



Rik and Judy  
on Main Street



# OTHG club event details



Ladies Lunch Bunch  
WILL RESUME IN  
SEPTEMBER

Driving a Hot  
Rod is a great  
way to meet  
people...today  
I met four  
police officers  
and a tow  
truck driver

**OTHG Dinner KRUIZE**  
**Date:** July 15th  
**Location:** Juicy's  
42 S Smoketree Ave, LHC  
**Time:** 4:30pm  
**PLEASE Bring your wives**

**UPCOMING Dinner  
KRUZES**  
**August TBD**  
**Havasu Landing**  
**13145 Havasu Lake Rd,**  
**Needles, CA**

Dinner Kruze  
Azul Agave 6/17



**L.A. Roadster  
garage Tour/lunch  
LAKE HAVASU CITY, AZ**



L.A. Roadster  
garage Tour  
POMONA, CA



Pomona and out to  
So Cals Open House  
So much Eye Candy!  
Great place to be  
Thanks to Pete and  
Crew! -RIK



# "Shop Tip" by Dick Raczuk

Does idling a modern fuel-injected engine for several minutes before riding actually prolong the life of the motor? Millions of drivers idle their cars on cold mornings to protect the engine, unaware that those five minutes are actively stripping the motor of its vital lubrication. Historically, vehicles relied on carburetors, which used mechanical vacuum pressure to mix fuel and air. When an engine was cold, gasoline did not vaporize effectively. If a driver attempted to operate the vehicle immediately, the engine would likely sputter, hesitate, or stall. Letting the engine idle allowed the metal components to heat up so the carburetor could deliver a combustible vapor.

**Modern vehicles**, however, use Electronic Fuel Injection (EFI). These systems rely on an array of sensors to monitor coolant temperature, outside air temperature, and manifold pressure. The engine's computer instantly calculates and adjusts the air-fuel mixture, allowing the vehicle to run smoothly the moment the ignition engages. **Idling a modern engine for several minutes actually accelerates internal wear.** Because an idling engine generates very little heat, it warms up incredibly slowly. During this prolonged cold phase, the engine computer commands a "rich" mixture, injecting extra fuel into the cylinders to keep the cold engine running. This excess raw gasoline acts as a solvent. It washes the vital film of lubricating oil off the cylinder walls, increasing metal-on-metal friction between the piston rings and the cylinder sleeve.

Operating a vehicle under a light load generates heat much faster than idling. By driving gently immediately after starting, the engine reaches its optimal operating temperature quickly. This allows the internal components to expand to their designed tolerances and ensures the engine oil thins out and flows properly to protect moving parts. Furthermore, moving the vehicle is the only way to warm up the transmission fluid, wheel bearings, and tires, which an idling engine completely ignores. An extended idle session simply keeps a motor in its most vulnerable, poorly lubricated state for a longer period. **The consensus of automotive engineering is that a modern fuel-injected engine requires only the few seconds it takes for oil pressure to stabilize before it is ready to be driven.**

This applies to modern fuel injected engines

Why is it important not to rev the engine when it's cold, and how does it affect engine longevity? When a car sits overnight, gravity strips the upper engine bare of oil. Revving it the next morning forces unlubricated metal to grind together at thousands of revolutions per minute.

The damage from cold revving comes down to two primary mechanical factors:

- **Viscosity and Lubrication:** Motor oil is engineered to flow optimally at operating temperatures, which typically range

from 195°F to 220°F. When cold, oil becomes thick and sluggish. Pressing the accelerator immediately forces the engine's moving parts to spin before the oil pump can push this thick fluid through narrow galleries to coat the upper engine. This results in moments of dry, metal-on-metal friction, which prematurely grinds down the camshaft, piston rings, and bearings.

- **Thermal Expansion:** Engines are built from a mix of metals, often featuring aluminum pistons inside an engine block made of cast iron or a different aluminum alloy. These metals expand at varying rates when exposed to heat. Automotive engineers design internal engine tolerances to be perfect only once the engine reaches its normal operating temperature. If a cold engine is aggressively revved, the pistons heat up and expand much faster than the cold cylinder walls surrounding them. This sudden mismatch in size can cause the pistons to scrape against the cylinder walls—a destructive process known as scuffing—and puts immense stress on the head gasket. Over time, the habit of cold revving has a compounding effect on engine longevity. The microscopic metal shavings generated by dry friction circulate through the engine, causing further abrasive wear. The scraped cylinder walls and worn piston rings eventually lead to a loss of engine compression, poor fuel economy, and burning oil. Modern fuel-injected vehicles do not need to sit idling for ten minutes in the driveway before being driven, but they do require a gentle start. Allowing the engine 30 to 60 seconds to build oil pressure and circulate lubrication, followed by driving at moderate RPMs until the temperature gauge reaches its normal range, ensures the internal components expand evenly and last for hundreds of thousands of miles.



Lake Havasu City, AZ

Over the Hill Gang



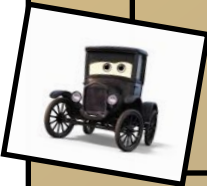
**25 YEAR CELEBRATION  
LAKE HAVASU CITY, ARIZONA**



**BILL MO'S EMBROIDERY**

116 Lake Havasu Ave South Ste. #109  
Arizona 86403  
Phone: 928 855 0871  
Fax: 928 855 3941  
careerstyles@SUDDENLINKMAIL.com

**Howard's Fabricating**  
(Howard Mongold) OTHG  
Hot Rod Interior Repairs  
2663 Rango Place LHC  
(928) 680-0933



**Sharpe Cuts**

Knife & Scissor  
sharpening

(Tim McGuire) OTHG

(612)363-6678



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