

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 Schulz'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



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



Rik and Judy
on Main Street



COM July 2016

Don Schulz
1957 Chevrolet
Cameo Pickup



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



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

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 KRUZE

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.



**OVER THE HILL
gang**

2001 2026

**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