

Old Farts Racing Team,  
**Gaseous Gazette**

Apr/May/June 2007

Volume 12 Issue 2



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>>>OFRT member Charlie P. "borgo" his green card AGAIN...

**Midnight at the Oasis – Yuma, AZ**

as Ghostwritten by Georgia Ryan

Hello... I'm a Truck... A '66 Chevy Pick-Up, that is. I'm metallic copper in color, with realistic flames. You may have seen me in this publication as the Ride-of-the-Issue column a while back (great honor-thank you so much!). I make my garage-egge on the West Coast of Arizona where I share a hot spot on the Colorado River with a couple of boats – not the eye candy I am, and no wheels, but they've got it where it counts – big hearts if you know what I mean! Cool buddies to hang out with.

I cruise locally most of the time, taking my people, Honey and Honey (odd that they have the same name...) to the local Mexican restaurant or the grocery store. Occasionally I do get to So. Cal. and have had the opportunity to hang out with some of you guys down there. Man, you guys are unbelievable! I'm blown away by the quality and class you Rods are. Gives me something to aspire to!

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Old Farts Hot Line  
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Old Farts Racing Team  
Newsletter  
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## Old Farts Ride of the Issue



### Renel Bollschweiler's 1971 Dodge Challenger

Renel spotted the copper metallic muscle car classic in 2004, made the deal for its purchase, and paid for ownership over the next year before bringing it home from the seller's garage in Rubidoux. The motor was in need of some care, so the Mopar 318ci was pulled, bored .030 over, and reassembled with a mild Mellinger street performance cam with help from Kenny A. and Wayne's Engines. The combination is topped by an aluminum Edelbrock intake manifold and 600cfm Holley carburetor. The blacked out T/A hood complements it all.

The fine engine package is backed by the factory 727 torqueflite 3-speed automatic transmission with some mild upgrades. Gear selections are made with the cool Ratchet Shifter. Street gears of a reasonable ratio turn through the rear differential, and spin the vintage 14" Ansen aluminum wheels.

The interior sports the original hi-back Bucket seats which have been recovered, as well as a new headliner and carpet. A custom steering wheel keeps things in control, and a Sun tachometer as well as oil & temperature gauges let Renel know what's going on.

Renel would like to extend a sincere Thank you to all who have helped in the course of his rides reincarnation. Especially the Old Farts Racing Team members, who gave support in so many different ways. Renel says it's cool having the car, but it's the friendships created and grown along the way that are most important.

...continued from Page 1

Last week was one of those occasions – The Yum a Mid-night at the Oasis car show. We set out on the first leg of our trek (Mohave Valley, AZ to Riverside, CA) Wednesday evening. Right at the green flag I decided to have a little fun with Honey and Honey so I started making a peculiar sound. It cracks me up when She-Honey goes all stiff and gasps “what’s THAT noise?!” I laughed so hard I thought I was gonna blow a head gasket! But He-Honey figured it out right away and pulled the rock out of my right front treads – spoil sport! A quick stop to fill my tank and feed the Honeys, and we hit the highway.

It was a crisp, clear blustery night as we motored across the desert. The highway sparkled out ahead of us like a diamond and ruby necklace, and the moon-bright sky halo’d the desert peaks with a soft glow. It felt so good to be cruisin’ that I couldn’t help but hum all the way to Riverside.

As we got closer to our Ludlow pit stop, the stiff wind turned into a serious headwind. Honey and Honey weren’t too happy with how thirsty I was, but hey, it was uphill all the way against a head wind that flexed my cab lid like a loose fan belt.

I did better between Ludlow and Victorville, and I couldn’t resist having a little more fun with the Honeys by starting a squeak somewhere in the dash. They still haven’t figured that one out – hee hee hee! Had another drink in V-Ville and started down the Cajon Pass between snow capped mountains. Road work slowed us down a little bit, but then it was smooth rolling to L. & L. W.’s and the ’57 Chevy (boy, I’d wish I had that ’rods “pop and ting”). We got settled in for the night and cooled down.

BY: CAR CRAFT



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Next morning... hey, what the?!? What’s this cold white stuff all over me? “Frost”? What’s “frost”? A few minutes in the So. Cal. sun and a quick rub down took care of it – whew! A short jaunt took me and the ’57 to the famed ’48 Panel of Dave B. where we hung out for awhile, then, having added the ’40 Ford of Tom & Jetta to our party, we struck off on the 60 going East and were Yum a bound!



>>>Who’s got the MAP???

After a couple of pit stops we hooked up with more OFRT ’rods near the Salton Sea. I was amazed by this huge body of water in the middle of the desert. (According to a brochure She-Honey left on my seat, the Salton Sea, one of the world’s largest inland seas, was created by accident 1905 when increased flooding on the Colorado River allowed water to crash through canal barriers – and for 18 months the entire flow of the Colorado River rushed downhill into the Salton Trough.

By the time engineers were finally able to stop the breaching water in 1907, the Salton Sea had been born – 45 miles long and 20 miles wide – equaling 110 miles of shoreline.

...continued on Page 5

## GRAND NATIONAL ROADSTER SHOW 2007

By Don N

The theme of this year's show was the 75<sup>th</sup> anniversary of the '32 Ford. There was one building dedicated to the top 75 '32 Fords in the United States. Many of them were from the start of the hot rod craze and brought back a lot of memories.

Thursday was set up day, and there were six cars from the OFRT scheduled to be on display for the weekend. As I understand it, the show was overbooked and Bill Wasson kept his cars home so that the others could participate.

The group of Henry Hemborg, Larry Waltz, Darwin Grosbeck, Harry Alford, and Ray Andersen met early Thursday to take the cars to Pomona. The entries were Harry's 57 Chevy, Ray's 62 Corvette, and Don N's 67 Chevelle.

There was lots of work to be done everyday to clean the cars before the show opened, and there was alot of help from everyone involved. That hard work paid off for Harry. His 57 Chevy won a trophy for his class. Congratulations!!!



After the trophy presentation was completed, we were able to remove the cars from the display and the exhibit hall. Special thanks to all of those mentioned for their help over the weekend. If anyone else helped and was not mentioned, my apologies.



>>>Harry "don't call me Henry!" Alford mugs with his award...

Elizabeth Godfrey

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...continued from Page 3

There had been some 30-40 other 'rods there that left just a little while before we had arrived.

This 360 square-mile basin is a popular site for boaters, water-skiers and anglers. Numerous species of birds inhabit the wetlands. Because of the sea's low altitude (227 feet below sea level) atmospheric pressure improves speed and ski boat engine performance. (Unfortunately, pollution is a very great threat to the Salton Sea, and there are groups and agencies commissioned to find solutions to preserve and protect this wildlife haven.)

'67 Convertible Camaro's Danny H. gave us a demo of a spin around before we fired up for the next leg - So far engine #3 is holding together, and Hensley is a happy camper with his fingers crossed.

After a pleasant run through seemingly endless sand and brush that gradually gave way to farm land, the next stop was Brawley Texaco, where the appreciative locals to note of our presence. After the crew had a snack and stretched their legs, we once more filed onto the freeway for the last leg to Yuma.

Alas, I should have filled up at the Texaco - 20 miles out, I ran low on fuel (thought there was one more gas stop before Yuma - cops!) To my embarrassment, we had to pull over and empty the reserve can into my tank.

As it happened, the Border Patrol was stationed at that spot, and came over to check us all out. One thing led to another, and before you know it, '56 Nomad's Charlie P. was "hands on the truck" and the cuffs came out. All in good fun, and the Border Patrol guys got as much of a lick out of it as we did.

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And they enjoyed checking out us 'rods too.

After the '48 Panel caught up with us while Pnoon was released from "custody", the group was complete when we cruised over the Colorado River and into Yuma. '67 Camaro's Brad S. did a fine job of arranging parking for us, and shelter for the people. His patience is legendary! Thanks Bradley! The people were also very appreciative of the Chinese Buffet right next door - I heard many grunts and groans of satisfaction!

Friday morning wake up call was duty was faithfully executed by '57 Chevy accompanied by - yes! Moi!!! '57 Chevy's Lisa W. was declared "so dead!" by recipients of her decorating talents - her roommates were seen begging for toilet paper from other guests. The Ramada Hotel got a lot of compliments on their continental breakfast, but the total lack of hot (or even warm) water for showers was the hottest topic of conversation.

10:00am: We caravanned to Ray Kroc Field for registration, and reserved our spot. We ended up way out in left field - some hidden meaning there? The grass under my treads was an unusual sensation, but actually quite pleasant.

They say everyone has a twin somewhere. Mick's "PU ATA2D" found his in the parking lot one row back. He thought strangers were hanging in and on his ride - but all ended well where it could have turned ugly but didn't.

At noon we que'd up with me in the lead (thanks to '40 Ford's GPS module) and headed to Yuma Prison Museum.

...continued on Page 7

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## 2007 Del Mar Nationals

by Mrs. Rotten Baumann

Out of the blue, I was asked to write a little something about this year's Del Mar Nationals. Please bear with me as I take keyboard in hand and give you my observations of the event.

Grab your fog-ware, sunblock, money and patience. It's time once again for 3 days at the Del Mar Nationals! With check-in out of the way and goodie bags in hand, Mr. Rotten and I were set for a weekend of fun. There is always too much to see and only 3 days to cover the show. We planned on hitting the vendor and exhibitor area first.

I'm always looking for that new tool or technique that could improve my welding and fabricating skills. It's always a pleasure talking to Hugo or Osmin of *California Classic Street Rod Manufacturing* and picking up their latest catalog.

As many of you may know by now, one of their chassis is under the '32 that Rod is currently working on for one of our newest members, Rob Welborn.

Speaking of '32's – I hope all of you that went got a good look at the '32 5-window light gold colored coupe parked behind Cambell Auto Restoration (CAR) and next to a So-Cal booth just outside of the Vendor and Exhibitor Building. Sweet! This picture doesn't do it justice.



There were a few other participants that caught my eye. A '41 Ford with olive paint and natural patina out of Seal Beach and a '48 C.O.E. stretched Studebaker from Ventura; neither made Boyd's picks. The swap meet was disappointing with less than 10 sellers. It just keeps getting smaller every year. It's no Big 3, that's for sure.

There was a good amount of "people watching", "car gazing" and information swapping – a true social event. It's always nice to catch up on what everyone is up to and to get a look at some really fine machines. Dennis and Sandy showed off some of the finer points of their recently acquired '39 Olds.

I had to stop by and quiz Mr. Clean on some tuff seat belt grime I am having to deal with. Alas, he wasn't able to solve my problem. I remember him when I was a child – man he hasn't aged a day and how does he get his eyebrows to do that?

In closing, I'd say that most people had a good time and I for one am looking forward to next year's gathering.

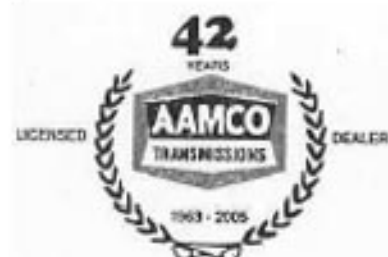
...continued from Page 5

All of a sudden I didn't feel so good so I shut down - my secondaries were overflowing. Kenny A. pitched in to help fix it. (The Honeys asked me to say "Thanks again" to Kenny) The upside was that once again my actions served to get the group all back together.



Unfortunately, the GPS got confused and recalculated us to dead end. A quick turn around straightened us out and in a few minutes we arrived a Yuma Territorial Prison, an interesting look into the old west. Apparently the prison was one of the stops for the Polter Run, 'cus a big bunch of 'rods cruised through the parking lot, picked up a card and left without their people even getting out to look at the historic site.

We re-grouped later at the Hotel and kicked back 'til it was time to stage for the cruise/parade. Start of the cruise was at a mall where a meal was to be served. The people were entitled to a meal put on by the sponsors, but our gang had had enough of standing in lines so opted to fend for themselves.



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We 'rods sympathized - over eight hundred of us were poised in the Mall parking lot for the start at 5:30pm. At 6:30 we were still in the parking lot. Once we got moving though, the spectators lining the route were numerous and very appreciative - lots of waving, picture taking and applause.

Back at the stadium live bands entertained 'til late in the evening. Rockola played music by the Beatles, Who, Kinks, Alabama, Rolling Stones & others - a very tight and musically satisfying band. Made me wish I had a way of playing tunes - the Honeys haven't fixed me up with a music system yet - I'm still a work in progress. An assortment of vendors hawked their wares and He-Honey treated my radiator to a polishing product that made it gleam; She-Honey's wedding ring now also sparkles like new! Back to the Ramada, which now had hot water, to chill for the night. I think it must have been a long day for the people because they were not quite as rowdy as the night before, though some of the 'rods mentioned loud music coming from the back parking lot 'til after 1:00am.

Saturday morning we figured out why entrants were given early entrance privileges - by 10:00am traffic to the venue was backed up almost to the Hotel. I threatened to overhear and so did He-Honey, so we pulled out of line and, with '57 Chevy, King's drop-top Chevelle & '40 Ford, we sneaked around the corner, down a back street and into the venue, saving us about an hour of bumper to bumper frustration.

By now the Show & Shine was well under way. Over 900 'rods of exceptional quality shimmered under clear sunny skies with just a touch of a breeze that kept things comfy. There was a large crowd of Yuma-ites and they were very appreciative.

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## Rods and Rides

On Saturday February 3<sup>rd</sup> the Old Farts hosted the 3<sup>rd</sup> annual Rods & Rides at Castle Park in Riverside.

We had 246 registered vehicles and approximately 20 unregistered.



>>>Best of Show receives his award during the Dave & Larry show...

Thanks go to Bud Tedesco and his crew from Riverside City College and their raffle for RCC along side our 50/50 drawing and raffle which goes to the Ron Crandal Scholarship fund at North High School.



The show is growing each year, hopefully we won't have to limit cars.

Thanks to all who helped.

Henry and Jack

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...continued from Page 7

The sponsors served the entrants and participants a very generous lunch of tri tip, cole slaw, beans, salsa, and tortillas (but ran out of beer way too early in the game). There was fun and camaraderie, but a major work project back in Mohave Valley was calling to the Honeys, so we departed Saturday afternoon.



The trip home was smooth and pleasant. The desert changed from dry and brown to an unexpected green as we approached Parker, AZ – recent rains have sparked new growth that heralds the arrival of spring. The desert turned to spectacular craggy cliffs as we proceeded north along the east shore of the equally spectacular Lake Havasu. From there it was a short trek to Mohave Valley, and we were home just after the sun set. All in all, quite a wonderful trip for me and the Honeys.

Jeff Donker

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s t a r t e r .

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car which was about 130° - turned on the air-conditioner and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them 3 million dollars for the patent. The brothers refused saying they would settle for 2 million but they wanted the recognition by having a label "The Goldberg Air-Conditioner" on the dashboard of each car that it was installed in.

Now old man Ford was more than just a little bit Anti-Semitic, and there was no way he was going to put the Goldberg's name on 2 million Ford cars. They haggled back and forth for about 2 hours and finally agreed on 4 million dollars and that just their first names would be shown. And so, even today, all Ford air-conditioners show on the controls, their names, "Norm, Hi, and Max."

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## Buds TirePros Open House

ByRallo

March 11, 2007 saw Bud's Tire Pros hold their Open House/Car Show at the store on Indiana Avenue in the Riverside Auto center. The event was well attended by both late model Tuner cars as well as Hot Rods of later vintage. More than 75 vehicles vied for recognition by the discriminating judges, whose personal preferences were hard to determine by the anxious attendees.

The day was filled with music by local radio, and the aromas of open grilled delights available for consumption. There were a number of vendors on hand who were excited to extol the virtues of their wares; that was if attention could be diverted long enough from the "virtues" of the Pink, Inc. girls on hand to promote their own...



Our own Kenny A. had the flamin' Camaro dialed in to enchant the crowd periodically, as well as a good number of other OFRT personalities with their own rides. Unfortunately, several disgruntled and generally rebarbative individuals decided that they had no tolerance for the younger generation of car enthusiasts, and had no reservation in letting people know as they rudely left the event after partaking in the provisions supplied by the host. We hope they were able to open their minds abit on the the Waltz to Burbank-

The day continued with lighthearted enjoyment, meeting new people and catching up with those who had been absent for awhile. I know a great big "Thank You" needs to go out to Bud Lupino for his sponsorship help with Kenny's Camaro, as well as all he does for the Old Farts in general, as well as individually. If you are looking for tires/wheels, or in need of service on your everyday ride or special car - give Buds a call. He deserves the opportunity to help you out.

>>> showin' off the hardware!



About 3pm prizes were awarded for excellence in the show vehicles, and 2 OFRT members were recognized - Painter Mike and Little Brad (The Copper Camaro twice!) It was great to see the appreciation of the Tire Pros personnel for the Old Farts involvement, and how little effort was required to make the day a resounding success. We hope Bud invites us back to participate in future fetes.

## MUFFLER BEARINGS & GENERATOR PUMP GASKETS

**Show & Go 2007** is now history - Watch for complete coverage in the next issue of the Gaseous Gazette. As all of you who were there already know, the event was a resounding success. Here is a short note from Mark Godfrey - Please take a few minutes to act on his request:

**\*\*\*To all the Old Farts:** If you had fun at Show and Go and live in Riverside, please call both the Mayors office and the Riverside City Council and let them know how good of an event this was. Tell them that you are happy to see a positive event in Downtown Riverside and that they should be proud to have an event like this in their city! If they have an answering machine just leave them this message, and tell them it is not necessary for them call you back. Thank you!

**Mayor's Office: 951-826-5991**

**City Council: 951-826-5991**

**Old Farts Racing Team Clubhouse** - No, not the one at Wassons; The Elks Lodge #643 located at 6166 Brockton Avenue, Riverside, California 92506 now hosts the OFRT monthly dinner at 6pm on the second Tuesday of the month. Two have now been held there, and the turnout has been impressive. Please mark your calendars, and plan to attend on a regular basis.

**Reunion 2007** - The 3rd Tenth Annual gathering at Fairmont Park is planned for Sunday, June 10. We expect this to be a large event, moving it up a month on the calendar to take advantage of better weather, and the continued association with the American Legion Post 79. Be there, and continue to spread the word about this pristine FREE show!

**KNBC - Channel 4** had a cameraman at Waynes Engines about 10 days before Show & Go to record some footage for an interest piece on the OFRT and S&G. There were probably thirty or so Rods there on display, and Mark G. was interviewed. Did anyone ever catch the debut?

**Photos of Show & Go 2007** - If you just can't wait for the Newsletter coverage from S&G, you can check out some photos at the following sites: [www.chaosgraphics.smugmug.com](http://www.chaosgraphics.smugmug.com)  
[www.dsharris.smugmug.com](http://www.dsharris.smugmug.com)      [www.coolcatmag.com](http://www.coolcatmag.com)



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**10 Years Ago This Issue Apr./May 1997:**

- CA. Speedway finds OFRT name offensive, refuses parade lap...
- Wilkert's '57 Car of the Issue
- Planning for "Reunion 2" underway
- Bertino MIA and many miss Blender while River house being built

**5 Years Ago This Issue Jan./Feb. 2002:**

- Show & Go 2002 plans being made, RC already stressed to the max!
- Doug Hughes 1939 Buick Special Car of the issue
- Bub 'n Jeanne cover Midnight at the Oasis
- Coverage of Fun Run to Palm Springs
- Raisin man is busy all over events!!!

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## JGA-502 Beside The End-Mill

By Rotten Rodney Baumann

So, how did *you* celebrate the seventy-fifth birthday of Henry's venerable Deuce? If our dearly beloved hot rod hobby were to suddenly come to an end, I could *now* say that I've had a good run. I can't honestly report that this was something I'd always wanted to do, but when opportunity came knockin' – I did *not* hesitate to take Gray Baskerville's milestone Deuce Roadster (affectionately known as Rodney) for a joyride around the Del Mars fairgrounds.

Although I never had the pleasure of meeting Mr. Baskerville; like many of you, I'm a long-time fan of his work, so naturally, I couldn't pass up the opportunity to plant my unworthy butt in his seat, just once – okay, twice – well; truth be told, I'm up to *three* times now, but that's not important.

Rodney the Roadster (recently released from the Petersen Museum) is currently owned by our friend;



Jim Shelton of Las Vegas – *driven* as always, and freely shared with those who can appreciate the history and sentiment. I just *had* to share my experience – with you.

## California Introduces Bill to Require ANNUAL Emissions Tests for Vehicles 15-Years Old and Older

The Specialty Equipment Market Association (SEMA) sent Hagerty Plus the following Legislative Alert to share with our customers and agents immediately. If you have any questions regarding this alert please call or email Rory Carroll, Hagerty Plus Legislative Resource Director at 800-922-4050, x8407 [Advocacy@hagerty.com](mailto:Advocacy@hagerty.com) or Steve McDonald, SEMA Vice President of Government Affairs at [stevem@sema.org](mailto:stevem@sema.org).

### URGENT LEGISLATIVE ALERT

Here we go again! Legislation (A.B. 616) has been introduced in the California Assembly by Assemblyman Dave Jones to require annual smog check inspections for vehicles 15-years old and older. The bill would also require that funds generated through the additional inspection fees be deposited into an account which can be used to scrap older cars. You may recall that in 2004 a new law was enacted in California to require the lifetime testing of all 1976 and newer model-year vehicles. Pre-1976 motor vehicles would remain exempt under A.B. 616. The bill has been referred to the Assembly Transportation Committee.

We Urge You to Contact Assemblyman Jones and members of the Assembly Transportation Committee (List Below) Immediately to Oppose A.B. 616

- A.B. 616 ignores the minimal impact vintage cars have on air quality.
- A.B. 616 could entice vintage car owners into allowing these vehicles to be scrapped.
- A.B. 616 ignores the fact that vehicles 15-years old and older still constitute a small portion of the overall vehicle population and are a poor source from which to look for emissions reduction.
- A.B. 616 ignores the fact that classic vehicles are overwhelmingly well-maintained and infrequently driven.
- A.B. 616 would increase costs by creating an annual inspection fee for owners of these vehicles.
- A.B. 616 represents another attempt by California legislators and regulators to scape goat older cars.

Please contact members of the California Assembly Transportation Committee immediately by phone, fax or e-mail to request their opposition to A.B. 616.

Please e-mail a copy of your letter to [stevem@sema.org](mailto:stevem@sema.org). Thank you for your assistance.

### SEE BELOW FOR LIST OF PLACES TO SEND YOUR OPINIONS...

Assembly Transportation Committee  
Pedro Nava, Chair  
Telephone: (916) 319-2035  
Fax: (916) 319-2135  
Email: [Assemblymember.nava@assembly.ca.gov](mailto:Assemblymember.nava@assembly.ca.gov)

Michael D. Duvall, Vice-Chair  
Telephone: (916) 319-2072  
Fax: (916) 319-2172  
Email: [Assemblymember.Duvall@assembly.ca.gov](mailto:Assemblymember.Duvall@assembly.ca.gov)

Wilma Annina Carter  
Telephone: (916) 319-2062  
Fax: (916) 319-2162  
Email: [Assemblymember.Carter@assembly.ca.gov](mailto:Assemblymember.Carter@assembly.ca.gov)

Mike DeSaulnier  
Telephone: (916) 319-2011  
Fax: (916) 319-2111  
Email: [Assemblymember.DeSaulnier@assembly.ca.gov](mailto:Assemblymember.DeSaulnier@assembly.ca.gov)

Cathleen Galgiani  
Tel: (916) 319-2017  
Fax: (916) 319-2117  
Email: [Assemblymember.Galgiani@assembly.ca.gov](mailto:Assemblymember.Galgiani@assembly.ca.gov)

Martin Garrick  
Telephone: (916) 319-2074  
Fax: (916) 319-2174  
Email: [Assemblymember.Garrick@assembly.ca.gov](mailto:Assemblymember.Garrick@assembly.ca.gov)

Guy S. Houston  
Telephone: (916) 319-2015  
Fax: (916) 319-2115  
Email: [Assemblymember.Houston@assembly.ca.gov](mailto:Assemblymember.Houston@assembly.ca.gov)

If you are experiencing any difficulty in contacting your legislators, please contact Rory Carroll, Hagerty Plus Legislative Resource Director at [Advocacy@hagerty.com](mailto:Advocacy@hagerty.com) or 888-310-8020.

Please e-mail a copy of your letters to us at [Advocacy@hagerty.com](mailto:Advocacy@hagerty.com) or fax: 231-932-6887.

Thank you for your commitment to the future of the collector vehicle hobby.

Sincerely,

McKeel Hagerty

## Old Farts Passing Wind

What's up with this? Did you all hear about Brad S. sneakin' out to buy himself a ticket to Englebert Humperdink?

Word is Mike Arons is wearing te tread off the bottom of his feet; He drove 4 hours to Riverside from AZ to drop off his mother-in-law, and turned right around and drove 4 hours back to Parker - OUCH!

Speaking of the Arons - Probably should try to avoid starting an IV with a Gasket Scraper - OUCHAGAIN!

The question remains, how well do you have to know someone before you can call them hi-pockets without getting kicked in the jewels? Apparently Gene's timing was off...

Lesson learned; When you're on a road-trip with a number of other Rodders, and all stop for gas in the middle of the desert, you should probably fill-'er-up too instead of munching on a cheeseburger...

Larry goes to Daytona Speedweeks, Mark attends Bristol weekend NASCAR races - and not once is an Old Farts Racing Team banner seen on TV. Are you guys even trying???

The word around Midnight at the Oasis event in Yuma, Arizona was that a magazine guy was trying to track down Brad and the Copper Camaro for a possible feature - He wouldn't leave the car again for 6 hours waiting...

Short arm Jack's been having a little bit of difficulty with Jacks - Reports are that his car fell off not once, but twice...

The stories of da' Pollocks exploits just won't stop - Newest is he began hearing noises and thought he had a bent rod, but then realized he had used the wrong bolts on the torque converter, and they had simply backed out...

We guess the stories of Pnoor's arrest by Border Patrol Agents, subsequent Deportation by INS, "one phone call" being wasted by calling the Old Farts hotline, and last location seen was selling Chiclets may not necessarily be true...

Hensley's got over 500 miles on the new 502ci in the convertible '67 Camaro - we're not quite sure what to make of that. Must be the new blonde chick he picked up in Yuma giving him good luck.

We're still trying to get a clear answer as to how much air Godfrey got with his truck when he drove off with the engine hoist hook still in the bed of the truck... We bet it was like that scene in American Graffiti -

Now hold on, Echito reportedly finished the Ford Courier right before Show & Go, but nobody saw him in any kind of a little pickup truck the entire weekend... Was there some kind of confusion???

Watching the Flame throwin' cars duel was pretty neat - right up until the coil from Leatherman's rig exploded. Never seen anything like that before, but when you're running eight of 'em, it seems it's no big deal!!!

O.K., so Yuma's approximately 225 miles - but it took some Old Farts more than 8 hours to get there - Pace yourself guys!

Speaking of pacing yourself - Stanley E. started a simple door-jamming job on his Falcon at Brad's in 2005... We thinks it's hard to spray a quality job with it parked at the curb ---

File this under Do Yer Research... Rumour has it Gormo did a beautiful lettering job on the door of a brand new Chevy mid-size SUV - Put the heating light on it to cure while he had lunch - came back and the door looked like a birdbath - Seems it wasn't steel, and shrunk abit...

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# Old Farts Event Calendar

<u>Date</u>	<u>What</u>	<u>Where</u>	<u>Contact</u>
May 11	Tuxies	Riverside	
May 12	Highgrove Day Car Show	Highgrove	
May 12	Past Pleasures Car Show	Yucaipa	
May 12	Sunnymead Burger Cruise	Moreno Valley	
May 19	CSDR - Happy Days Reunion	Riverside	
May 19	Inland Car Club Council Show	Ontario	
May 20	Redlands Firefighters Show	Redlands	
May 26	Riverside Inland Chili Cook-off and Car Show	Riverside	
May 26	SoCal Mopars	CA Speedway	
Jun. 2	Ontario Car Show	Ontario	
Jun. 3	Hi-Performance Swap Meet	Pomona	
Jun. 6	Twilight Cruise/NHRA Museum	Pomona	
Jun. 8	Tuxies	Riverside	
Jun. 9	Sunnymead Burger Cruise	Moreno Valley	
Jun. 9	Run Whatcha Brung	Rialto	
Jun. 10	OFRT Reunion	Riverside	
Jun. 10	SCTA Land Speed Racing	El Mirage	
Jun. 16-17	L.A. Roadster Show	Pomona	
Jun. 23	Tom Bell Chevrolet DreamCruise	Redlands	
Jul. 8	5th Annual Simpsons Nursery Car Show	Jamul	
Jul. 8	10th Annual Chevelle Show	Yorba Linda	
Jul. 11	Twilight Cruise/NHRA Museum	Pomona	
Jul. 13	Tuxies	Riverside	
Jul. 14	Sunnymead Burger Cruise	Moreno Valley	
Jul. 14	Redlands Optimist Car Show	Redlands	
Jul. 15	Hi-Performance Swap Meet	Pomona	

Two email addresses to reach us: [ContactUs@OldFartsRacingTeam.us](mailto:ContactUs@OldFartsRacingTeam.us) or [richardm@earthlink.net](mailto:richardm@earthlink.net). Send us a message if you wish to receive notice of new newsletters available online by email and save us some money. Check out the website at [www.oldfartsracingteam.us](http://www.oldfartsracingteam.us). The site is updated sometimes within a week of the newsletter publication. The Old Farts Hot Line is 951-242-9575.

## Welcome All New Old Farts !!

Welcome all new members to the Old Farts Racing Team! Our sole purpose is to have old fashioned drag racing fun. You do not need a car to have fun, come with someone who is participating, be a spectator, or build your own car. Gatherings are held on the second Tuesday of every month, at the Elks Lodge on Brockton Avenue in Riverside. We have no dub officers. We have what we call "freeings", or bulshit sessions, for lack of a better term.

## Our list is growing.

These are the businesses that will honor your Club I.D. Card for a discount on parts and services  
Please let us know if you have any other businesses that would like to participate

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