



# Gold Country Flyer

Monthly Newsletter Published By the El Dorado Early Ford V8 Car Club. Send Newsworthy Items to Sandy Barisic at [hapee2b@att.net](mailto:hapee2b@att.net)

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## Mission Statement

The El Dorado Early Ford V8 Car Club is based in El Dorado County, California and is dedicated to the restoration and preservation of Ford, Mercury, and Lincoln vehicles designed and built by the Ford Motor Company from 1932 to 1953. Meetings are held the first Thursday of each month. Locations change so check newsletter for location.

## President's Message

Hello V8er's

Happy Independence Day! It looks like things are starting to get back to normal. Stores are opening, restaurants are opening and I see several car shows and classic car and hot rod events are being sheduled. It definitely was a rough few months but all things considered I think we all came through it fairly well.



The annual picnic was fun and it was great seeing you all again. A huge thanks goes out to Judy for her work

in getting the caterer arranged. The food was delicious. In addition, thanks to Dean & Patty for getting to the park early and holding our spot.

I am really looking forward to getting back to business in regards to the Early Ford Club and actually knocking the dust off the old cars and thaking a cruise this coming season. Drive safe and I'll see you at the meeting Thursday July 2<sup>nd</sup> at the Forestor Restaurant in Camino. Rex



## Meeting Minutes

Here it is June 4th, 2020 and our Early Ford V8 Club was able to have our monthly meeting. April and May meetings were postponed due to the Covid 19 virus. The meeting was held at Colina de Oro in Diamond Springs at 5:30pm and was attended by 13 members.

President Rex Roden called the meeting to order at 6:10pm.

The minutes from the March meeting as stated in the newsletter were accepted and approved. Sandy gave the treasurer report, and all is flush, as she likes to say. Sandy also was in charge of collecting payment for the summer picnic scheduled for June 11th. Howard spoke for Judy (who was unable to attend) saying Dickey's BBQ caterers are all set for that date. Picnic will be held at Henningsen Park in Lotus at noon. Bring your chairs and drinks. Projected weather of 85 degrees, which is the perfect time to take the cars out for a ride.

Sunshine Barbara was unable to attend but did send a note for Rex to read with updates on club members health. Nadine is in good spirits, a little slow healing, but has an electric wheelchair to help her. Don's throat surgery went well, and Diane's shoulder is much improved after her surgery. Vince now has oxygen to help him. Jo has surgery pending for next week on her shoulder. Jim's kids have been helping him out. After some additional medication, Peggy is starting to feel improvement. Don Erb is still waiting for surgery date. Let's send good wishes and positive thoughts for all our members facing current health issues.

Sadly, we had both the Black Bart Tour and the Black Hawk museum cancelled due to the Covid 19 virus. Hopefully next year will be better. Rex brought up that we still have the possibility of day trips in July, August, September, October, and November.

Member birthdays in June are Diane Haynes, Nadine Adams, and Dean Plant. We also have anniversaries for the Adams, Keeler, Haynes, and Schwartz. Congrats! Motion was made to adjourn the meeting at 6:24pm. Submitted by Secretary, Patty Plant

## Meeting Thursday July 2, 2020

The meeting is scheduled for Thursday July 2nd at the Forestor Restaurant in Camino. Dinner at 5:30 PM with meeting to follow.

## Breakfast Saturday July 4th

The breakfast is scheduled for July 4th at Golden Waffle on Broadway in Placerville . 9:00 AM

## Breakfast Schedule 2020

August – Milo & Jo  
 September – Dean & Patty  
 October – Judy & Howard  
 November – Rex & Sue  
 December - No Breakfast



## Birthdays & Anniversaries



**Birthdays:** Gerry Schwartz 21st  
 \*\*\*\*\*

**Anniversaries:** Rex & Sue Roden  
 7th; Dean & Patty Plant 12th; Art &  
 Michelle Hardie 30<sup>th</sup>

## Sunshine



Living in this beautiful county, I am happy to be able to connect with you all. If your name does not appear below, you can kick up your heels

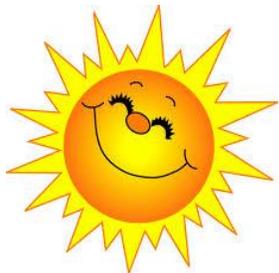
and clap your hands because you must be healthy! Always glad to know my friends are WELL!

Michelle and Vince both took nasty falls...but not with each other ;) Both are gradually recovering. Yeah 😊

Peggy's surgery appears to have been a great success. She can eat w/o pain or other actions I won't mention:)

Jo is still jailed in with the brace, but the appt. on 6/25 found happiness in the Dr. day! Healing going well, but still has to wear the brace for 2 more weeks. She says, "pain free and able to even use the hand a bit!"

My Don is finally scheduled again for in/out surgery on 7/6. The Haynes are wearing out tires trying to keep up with the moving. Karen Waddell who missed the picnic while at the DR. is in good health now.



I sincerely hope that those of you that I couldn't reach are in good health! I don't want to hear about anyone else right now. 🙏 😊

## Ladies Luncheon

### Ladies' Luncheon June 17th Danette's Brick Oven Pub



There were five ladies who braved the social climate and met at Danette's Brick Oven Pub for lunch. The service was great, and everyone enjoyed their meal. Everyone took food home with them. One can never complain about two meals for the price of one. Lots of laughs were shared and many stories. It was a nice time and a good outing

## Men's Luncheon

### Men's Luncheon June 16th at Danette's Brick Oven Pub



Eight of the probably best-looking car guys in El Dorado county had lunch at Danette's and enjoyed every minute of it!

**Get out from under your car and check to make sure your Harbor Freight jack stands aren't part of this recall!**

Harbor Freight has issued a massive recall of 3-ton and 6-ton jack stands because they could drop suddenly. Usually the advice when working on a car is to always use jack stands, and never rely on a jack to put the car in the air. If your stands are from Harbor Freight, however, don't use them at all until you can make sure they're not one of the 1.75 million units covered in the recall (and still do not rely on a floor jack alone). We cannot stress this enough because when things go wrong with a jack stand failure, it's very bad. The recall applies to item numbers 56371, 61196, and 61197. A copy of Harbor Freight's recall notice, shown below, explains where to find the item number on each one.

What's wrong is that "there is a potential, while under load and with a shift in weight, for the pawl to disengage from the extension lifting post, allowing the stand to drop suddenly." Not all of the jack stands that Harbor Freight sells under the Pittsburgh brand are covered, as it uses several suppliers and states that it had no reports of defect in those made by other manufacturers. Harbor Freight's safety recall report, filed with the National Highway Traffic Safety Administration (NHTSA), explains that it believes the problem only affects the most recent five percent produced, but because failure these part numbers will be recalled: The two recall reports, available here and here, are written identically except for the specific item numbers. The good news is you get your money back so you can buy new jack stands. (Or if you'd rather get your next set of jack stands elsewhere, you can buy something else.) Simply bring your recalled jack stands into any Harbor Freight store and they'll issue a gift card for the retail value and any applicable sales tax. See recallionfo below.

**SAFETY RECALL**

**3 Ton and 6 Ton Heavy Duty Steel Jack Stands item numbers 56371, 61196, and 61197**

*For certain units of the Pittsburgh Automotive 3 Ton and 6 Ton Heavy Duty Steel Jack Stands there is a potential, while under load and with a shift in weight, for the pawl to disengage from the extension lifting post, allowing the stand to drop suddenly. This condition could cause serious injury for people near or under a lifted vehicle, and/or damage to property.*

**STOP USING THESE JACK STANDS IMMEDIATELY**

<p><b>ITEM #: 56371</b></p> <p>56371 jack stands can be identified by checking the item number found on the top of each jack stand</p> 	<p><b>ITEM #: 61196, 61197</b></p> <p>61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.</p> 
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**THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS #61196, 61197, or 56371**

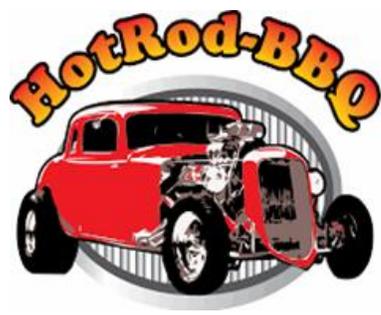
The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand. The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

Following the lifting of any applicable "Shelter At Home Orders", please bring your 3 Ton and/or 6 Ton Heavy Duty Steel Jack Stands, item numbers 61196, 61197, and 56371 to your local Harbor Freight Tools store to receive a Harbor Freight Tools gift card equal to the retail price of the jack stands you originally purchased (plus applicable tax).

For more information email: [recall@harborfreight.com](mailto:recall@harborfreight.com).

In cooperation with the National Highway Traffic Safety Administration Post until December 31, 2021

**Hot Rod Bar-B-Que**



**Save The Date!  
Saturday  
October 17,  
2020**

**What type of battery should I choose? How lead-acid, gel, AGM, and other batteries compare**

With stay-at-home orders currently issued all over the country, people may have not considered the fact that many classic vehicles, boats, RVs, and motorcycles have



been sitting dormant for even longer periods of time than normal this year and many will require a new battery, or at least some battery maintenance, before we fire them up again. These days, though, there's more than just the standard parts

store lead-acid battery to choose from, so let's break down the differences between lead acid, gel, AGM, and other battery types now on the market to see which is best for your needs. For almost 100 years, the lead-acid battery was the basis for any automotive electrical system to provide an energy boost for starting, as well as long-lasting amperage to power ignition systems and dozens of electrical accessories. Initially offered in 6-volt form, batteries used a series of lead-based plates (with other ingredients), bathed in 25-percent water and 75-percent sulfuric acid, encased in an acid-resistant rubber box. The acid (or electrolyte) allowed charged ions to move between the lead plates, which resulted in an electrical charge either being drawn from the battery or returned to the battery via the car's charging system. These 6-volt batteries have three "cells," and 12-volt batteries have six. Each cell of a battery contains a series of positively and negatively charged lead plates. The amount of plates varies and determines the amount of amperes the cells can store and deliver when needed. Every stacked cell produces 2.11 volts, which is why a 6-volt battery should measure 6.33 volts when fully charged and a 12-volt battery should be measure at 12.66 volts when brand new. The movement of the electrolyte and discharge and recharge cycling often lead to a chemical reaction within the battery that results in evaporation and loss of some of the water content. This explains why most batteries had (and in many cases, still have) caps over each cell. The evaporation is vented through the caps, and these same caps allow us to inspect the battery's condition with the

use of a hydrometer and refill escaped water content to maintain the proper 75/25 mixture. This is why you should never add acid to an old battery, as the acid content never diminishes, only the water.

Maintenance of the level of water has always been an important factor in battery health because the less liquid in the battery, the less likely it is to recharge or to take a jump from another power source. Batteries can also freeze when subjected to constant cold temperatures without being maintained. The water and acid tend to separate in a dormant battery, and the water content is higher at the top of the fluid than at the bottom; eventually, this water freezes. Even though the acid is still potent enough and may not freeze towards the bottom of the cells, once the water freezes in a battery there is little chance of it ever regenerating despite recharges. (Important footnote here: Frozen batteries are not a warranty issue and no new battery manufacturer will warranty one, as these are deemed "unmaintained"). Historically, rubber-cased batteries could often discharge on their own if stored on a concrete floor, so improvements in design led to a change in the casing during the 1960s, when rubber was phased out in favor of polyethylene outer cases. Inner technology also changed, with improvements to the shape and the amount of lead plates that could be stacked into each cell, and changes to the grid design and connection between cells. The addition of more lead plates led to still higher ampere ratings and longer warranties.

Lowering the amount of antimony within the lead-based plates and substituting calcium, selenium, and strontium reduced the amount of gassing that occurs within the battery and virtually eliminated the need for battery caps. New buzz words for batteries were marketed because of this change; the improved batteries were then sold as "low maintenance" or "maintenance-free." These innovations have also led to "sealed lead-acid" batteries, or SLAs, which are used extensively in computer power backups, battery booster boxes, kids' electric vehicles, and emergency exit signs in municipal buildings. SLAs offer less fuss and muss to maintain, but because the cells were often no longer accessible, these batteries could not be checked with a hydrometer or refilled should water content decline. Many were still vented in inconspicuous places, but there was no cap to remove to test or refill. Hand-held battery load testers and electronic charging system analyzers grew from the need to find a better way to test their condition and state of charge. Driven by the marine industry, battery manufacturers created the next generation of battery, the gel cell. These batteries were safer in marine applications, wheelchairs, jet skis, RVs, and other special use vehicles, because the electrolyte solution was changed to a paste consistency by adding silica. The thicker acid mixture further reduced evaporation and spillage, and these batteries provide a more consistent available amperage than a conventional lead-acid unit. On average, a "flooded," or conventional lead-acid battery can be charged to as much as 14.5 volts

and maintain 13.6 volts in "float phase," whereas gel-cell batteries can only be charged to 14.1 volts but maintain a higher float at 13.8 volts. Gel batteries are still very popular in special use applications, but their warranties are not as long as lead-acid batteries because they are used in conditions that require less cold cranking amps and more amp/hour or deep-cycle usage. The plates in deep-cycle batteries are thicker and, as a result, provide more reserve capacity over long periods of time. Both gel and deep-cycle batteries should also be recharged at a slower rate to get the most life out of them. AGM or "absorbed glass mat" batteries are the newest innovation, and their use has been adopted by OE manufacturers such as BMW, Mercedes, Audi, Volvo, and Volkswagen. American manufacturers are also heading towards their use; Cadillac, among others, recently adopted AGM units. AGM batteries have even more plates packed into each cell, leading to an increased active surface area within each cell. Each stack of plates is put together with a series of fiberglass separator mats, which are soaked in the acid mix. The matting reduces battery failures due to spillage or vibrations that occur due to vehicle suspension or within the engine compartment. Although AGM batteries do vent gasses, most are re-absorbed by the mat and require only a small side vent attached to a drain tube for any gasses they may expel. AGM batteries can be recharged as much as 15 percent faster than a lead-acid or gel battery, and peak voltage can be as high as 14.7 volts. Float phase voltage is in between the gel and lead-acid units, at 13.6 volts.

One last mention of AGM batteries are the Optima series performance batteries used in many muscle car, racing, marine, and aftermarket car applications. Optima batteries are virtually the same as the new AGM batteries, however, each of their 2.11-volt cells have their tightly stacked plates rolled into cylinders, with additional grid reinforcement applied to the outside of each stack. This explains their odd-shaped cases that look like three or six separate cylindrical batteries bolted to each other. Several vintage battery suppliers who offer reproduction rubbercased batteries to replicate the OE design have discovered they can use Optima units within the classic battery cases and provide excellent starting power and reserve capacity for classic cars. With the innovation of fuel-saving stop/start ignition systems, we foresee all new vehicles converting to AGM batteries within the next few years.

Things to consider with these different types of battery: The rate and duration of charge for each type of battery is important to battery health. Gel batteries need to be recharged at a slower rate than lead-acid or AGM batteries. AGM batteries can be charged at a faster rate than lead-acid batteries but can be overcharged more easily. Look for battery chargers that have a selector switch, so that you can charge both types: These chargers are designed so that you cannot overcharge an AGM battery or charge a non-AGM unit too quickly.

The need for low-ampere battery maintainers, especially during extended storage. This is a good idea for all types of batteries but more importantly for any special applications that require amp/hour rates over cold cranking amps and units you know will be in storage longer than a few weeks. Even a 1/2-amp unit is fine, but many two- to four-amp units with automatic shut-off and auto-sensing re-start are very popular and functional on all types of batteries. With the many new electronic sub-systems in your car constantly drawing milliamps of charge to keep them functioning, this is especially important for cars that see limited use.

**Load testing.** The easiest way to check any type of battery is with a load tester. New smart testers typically ask what type of battery is being tested and the battery cold cranking amp rating (stated on the label) before testing. They simulate a 50 percent draw of the battery's CCA to test the recovery period to determine if the battery should be replaced or recharged.

**Terminal sizing.** Many new European AGM top-terminal batteries now have smaller battery cable posts than lead-acid or American AGM units. This means they may not be a direct interchange for the conventional batteries. You can still elect to upgrade to one of these AGM batteries in most applications, but you will need to purchase a battery terminal post shim for the original battery cables to retrofit properly. Conversely, attempting to substitute a European AGM battery with a lead-acid unit requires you to use battery cables with a larger post diameter.

### **How old cars help find meaning in a world of progress and represent a thorn in the side of the future!**

*By Mathew Crawford*

Once, in the grassy parking area of Virginia International Raceway, I spotted what appeared to be an AC Cobra from the mid- 1960s. Usually these turn out, on closer inspection, to be kit-car reproductions. But this thing was ratty looking, like it had been living outdoors for fifty years and driven hard for just as long. It turned out to be the real McCoy. I talked to the owner, who'd had the car since the 1980s.

He said he had driven it to VIR from Pennsylvania. I felt happy, for some reason. Such iconic cars are usually removed from circulation and overrestored. They spend their dotage as trailer queens, to be trotted out and parked as touring conversation pieces. When a formidable car is reduced to this, you can't help but feel an injustice has been done, as when you see a once-magnificent predator moping around in the zoo. But here was a Cobra in the wild, oblivious to decades of marketing kitsch (images of the car are used to sell all kinds of stuff). Seeing it bruised, un-self-conscious, and happy in the muddy parking lot, the fog of cliché that hangs around this model lifted for me and revealed the thing-in-itself.

Old cars elicit a range of feelings. One of them is that elusive feeling that we sometimes try to name with the fraught word "authenticity." The car may bear visible

scars of a life fully lived, traces of a past that lend depth to the present. The Road and Track columnist Peter Egan related his reluctance to restore his Lotus that had taken some beatings on the racetrack, and shared the wisdom of a Jaguar enthusiast who told him never to replace anything he could save. "You see these old factory inspector's chalk marks on the back of a dash panel and you realize the whole car is full of English ghosts. If you let them escape . . . they never come back." Another enthusiast wrote, "Patina lends proof of life. . . . It tells a saturated story of age, of history absolutely unrevised. Its unique character of textures can't be bought for any price or fabricated with even a pretense of dignity." Most of us will never own a classic. It wasn't "patina" on the 1992 Camry I sold a few years ago, it was just oxidized paint. The interior's ratio of velour to dog hair had crossed some important threshold years earlier, but this was no spur to sentimentality. Still. We had been through many struggles together, beginning with the water pump and timing belt I had to replace a week after buying it in 2004, and this shared history gave rise to a certain loyalty. Distinguishing a classic from a car that is simply done is harder than you might think!

It would be easy to dismiss odes to old cars as the musings of nostalgic old farts. Or perhaps they express the connoisseurship of the aesthete who goes antiquing in the countryside, looking to appropriate other people's pasts as props to lend an ersatz depth to his life. But if we adopt a more charitable interpretation, we can note that for those who value them, old cars become the focal point for a way of orienting to the world and finding meaning in it.

As such, they enact a moral sensibility of stewardship, an outlook that values continuity. And this is true not just of the comfortable middle-aged guy with his old Jaguar, but also of the Vietnamese immigrant with his early '90s Civic, equally precious. He too is likely to tell you "they



don't make them like they used to." For that is the curious thing about cars and our love for them: today's uninspiring models become tomorrow's classics. Some of them

do, anyway. Which ones, one can't really know in advance. It seems to take about one generation, or a progression in one's own life from car-enthralled childhood to regret-burdened adulthood, for sentiment to attach to the material things of one's youth. Ironically, the design churn dictated by technological progress provides the raw material for retro fascination—quirks to be cherished by enthusiasts a generation later. Without progress, we would be denied the pleasures of nostalgia! Put the other way around, "retro" is a sensibility that has obvious appeal as a shelter from the relentless onslaught of the new.

## Ford V8 Club Picnic Pics

Great food, great friends, and great fun was had by all at the annual Ford Club Picnic. We had 16 total members in attendance. The park was a great venue and we may use this park again for future events.

A huge thank you goes out to Judy Madison who made all the arrangements for the food and also thanks to Dean & Patty Plant who got to site early to hold our spot. Rex recommended that the club re-imburse members the \$5.00 parking fee, a motion was made by Howard Madison, second by Jim Moore and the motion passed. Re-imbursements to be made at the July 2, 2020 meeting. Patty Plant was busy taking pics...see below





**Upcoming 2020 Car Shows & Events  
in the Greater Sacramento Area  
Be sure to confirm before you go**

**July 19 - Antique Trove Roseville**

**July 25 - Midnight Mass Woodland Ca**

**Sept 12 - Denio's 9-11 Car Show Roseville**

**Sept 19 - Mustangs and Fords at the Marriott Rancho Cordova**

**Sept 20 - Antique Trove Roseville**

**Sept 26 - Cops & Rodders Cameron Air Park**

**Oct 3 - CruiseFest on Fulton Ave Sacramento**

**Oct 17 - Plant's Rogers' and Roden's Hot Rod BBQ El Dorado**



Early Ford V8