
ROGUE SPOTLIGHT

Volume 61 - Issue No. 2 - Our 68TH Year - February 2026

Rogue Valley Old Timer Car Club, Inc. is dedicated to the restoration, preservation and enjoyment of vehicles that are 30 years old or older.

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MEETING on MARCH 1ST – 1:30 PM



Location: **Odd Fellows Lodge, 1130 Hazel Street, Central Point OR**

2026 RVOTCC OFFICERS AND DIRECTORS

Officers

President Joe Dworkin
Vice President Herb Fariss
Secretary Penney Reed
Treasurer Penney Reed
Sergeant-at-Arms Phyllis Pfaff

Directors

2025-2027 Calvin Pfaff
2025-2027 Burl Fennell
2024-2026 Sonny Leffler
2024-2026 Keith Millette

2026 Committee Chairs

Historian Burl Fennell
Meetings Donna Fennell
Membership Burl Fennell
Mercy Flights Michelle Millette

Social Coy Reed
Spotlight Editor Joe Dworkin
Sunshine Kendra Louks
Tours Kendra Louks
Keith Millette

Safety Herb Fariss

Wardrobe [Open]
Webmaster John Ruth

MEETINGS The time and location of the upcoming club meeting will be published in the Rogue Spotlight for the current month. You may verify that info by contacting the RVOTCC Secretary or the Rogue Spotlight Editor.

CLUB NEWSLETTER Material for publication in the Rogue Spotlight should reach the Editor by the 15th of the month. Email articles to joe.dworkin@yahoo.com. Format in .txt, .rtf, .docx. "Snail Mail"? Send articles to *Editor RVOTCC, 2810 Payne Rd., Medford OR 97504-9414*. Articles of interest to the club are welcome, as are photos of member vehicles (Formats: .jpg, .png, or PDF please).

From the Editor

After years of lamenting that members have not been sending vignettes about their "old timer car", Larry Harris emailed this update on the restoration of his Saxon:

"Hi Joe,

The car had been stored outside under a tarp for at least a couple of years. It is now in my garage where it will stay protected from the elements. It looks better now that I've cleaned it up some, but it presently is in pieces so it does not present well.

So far, I've cleaned everything and leatherette). The car and seats I repacked the front ball bearings and grease had the consistency of supposed to have 13 balls each. Both owner superstitious?) On the left, they four smaller balls presumably used as 14 balls of the right size, jammed in so wheel was turning on the balls, but them. I replaced all balls—both inside and outside—with new chromium steels balls. The old ones were pitted. The races were also somewhat pitted, but given the light weight of the car, it should not be an issue. I had to buy far more balls than I needed so if anyone wants some new 3/8" or 7/16" balls, please let me know. The rear roller bearings simply cleaned them and wheels off was very difficult taper spindles. I was able to pull puller that Burl found for me. The available, I could have made it, without. Here is a picture



restored the leather (probably looks much better now. the rear roller bearings. The old clay. The front-inner bearings are had 14! (Was some previous were 10 balls of the right size and spacers. On the right, they were tight that I don't think that the rather on the races that held were in excellent condition—I regreased them. Getting the rear because they were jammed onto them off by jury-rigging a wheel proper tool for the job is not but I managed to get it done showing how I did it:

- I restored the steering wheel; probably would have been better trying to preserve as much of the original car as I can.
- I'm in the process or restoring the emergency brake (interior drum brake). Shoes on one side were completely missing (hopefully the Ford Model T shoes that I ordered will fit seamlessly or can be modified to fit). The brake is actuated by a cam that spreads the shoes. I spent a whole day breaking and cleaning the rust out of this mechanism; it was total frozen. I also spent a day cleaning rust out of the brake lever in the cockpit. The button that releases it was frozen, and the lever itself was largely stuck. The service brake (rear wheels only) tighten straps around the same drums. I may put a new linings on them; the ones I have probably have asbestos in them.
- I cleaned and rebuilt the carburetor. The cork float looks to be in good condition, but I understand the 10% ethanol in our normal gasoline will eat it up. Someone told me I can get 100% gasoline at one of the stations at the I-5 ramps at the southern end of Ashland."

the wood had delaminated. I off buying a new wooden rim, but I'm

Editor: Thank you, Larry. From the photos I can tell there's lots more to do but I think you'll have a real winner when you've completed the work. BTW, the Chevron station at the Talent exit sells 100% gas, too.

Legacy Membership A *Legacy Membership* application form is available upon request from Membership Chair Burl Fennell. Those interested in changing their member classification should fill out the form and bring it to a meeting for review. *Legacy Membership* dues are \$15/yr.

CLUB FACEBOOK PAGE LINK

<https://www.facebook.com/groups/203653956909037/>

RVOTCC web master John Ruth has already posted some photos of members' vehicles to the Facebook page, and he'd like to put more photos of vehicles and of vehicle-related activities members may have participated in recently.

Please email photos of your vehicle(s) to John (j762538@aol.com). Include your name and the year, make, and model for each vehicle so they can be added to the web album accurately.

The RVOTCC WEB SITE

The URL for the RVOTCC website is www.RVOTCC.org. It is there for our enjoyment and for the enjoyment of potential RVOTCC members. John Ruth is the club webmaster. Go to the club's Facebook page for lots of current information about the many vehicle-related events in and around southern Oregon or click on **Calendar** on the web page.

MINUTES of the February 1st, 2026 MEETING

Call to Order: 1:38pm. Quorum present.

Barbara Halvorsen led the pledge. President Joe noted that during the month of December club membership declined by two. He asked those present to promote RVOTCC when possible and keep a few club business cards on hand.

Induction President Joe inducted Penney Reed as Secretary and Treasurer for calendar year 2026.

Website/Facebook Not much activity show-wise. John Ruth will update sites as news on shows is received. April 18th is the Rod & Custom Show at Rogue X.

Minutes of January 4, 2025 Meeting published in January 2026 issue of *The Rogue Spotlight: M/S/C* to accept *Minutes* as published.

Treasurer's Report: Treasurer Reed reported the club is solvent and 2026 dues of \$15 are due. Joy Community sent the club a Thank You for our donation.

Committee Reports

Meetings Donna Fennell was home taking care of her health. Joe thanked those who contributed goodies for the refreshment table.

Tours May is when the tour to retirement/assisted living happens. Larry Harris' idea of a "progressive [meal] tour" was discussed. 4 hours is a reasonable estimate of elapsed time with 4 stops, and as a potluck. Or as a "garage tour". July was seen as good target month.

Safety Herb Fariss read from a triple-A article about vehicle batteries and how they lose cold cranking power in cold weather. You may need 2X amperage to get cranking in really cold weather. New, batteries have an effective service life of 3 to 5 years. An older battery may not be able to crank when temps drop. Remember, It's winter so pack a small shovel and small hand saw just in case.

Social Coy Reed asked attendees to report on their amaryllis' growth progress. President Joe showed pictures of the double crimson blooms his plant put out, in time for the holidays.

Sunshine Kendra Louks - A sympathy card was sent to the Leffler family and a "Get Well Soon" card will go out to Donna Fennell.

Old Business

Insurance Certificate President Joe said he mailed the updated certificate to the Lodge .

New Business

1. The idea of improving the condition of the parking lot Larry Harris said Knife River may have "grindings". Maybe let's gather more information and continue discussion at a future meeting.
2. "Looking Forward" In addition to fund raising several ideas were mentioned:
 - a. Speaker Topics for Meetings, like "Removing a rust frozen part"

"Carburetion" "Choosing correct tires" "Adjusting Brakes" etc.

- b. Outreach to Grants Pass HS auto mechanics class was mentioned.
- c. **April meeting is traditionally when the White Elephant auction happens.**

3. Upcoming Meetings

March 1st - Regular meeting 1:30pm.

April 12th - Regular meeting 1:30pm

50-50 Raffle \$15.50/\$15.50 split

Adjourn 2:53pm.

(Minutes by Editor)

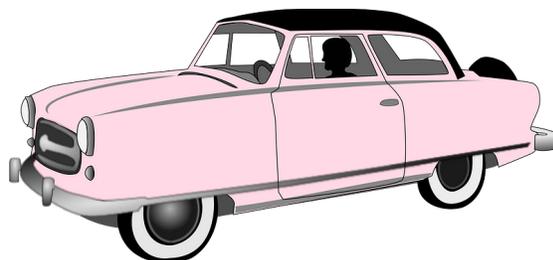
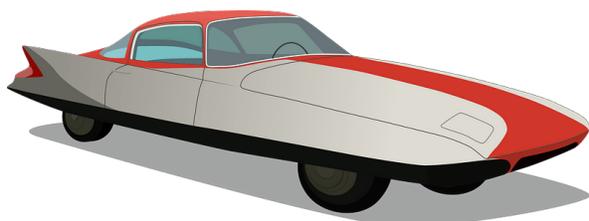
\$15 dues are due. Please see that your payment gets to Penney Reed, RVOTCC Treasurer



President's Message - Joe Dworkin

Hemmings Motor News: an Apropos Article in the March 2026 Issue

I'm a fan of *Hemmings Motor News* and a subscriber to the print version of the venerable publication. I tried the digital version a couple of years ago and found it an unsatisfactory read. There's just something soulful about the feel of the onion skin-like paper on which hundreds of ads and vehicle descriptions are presented in each weighty issue, generally 280 or so pages. Those follow columns related to collectible vehicles by knowledgeable writers, coverage of popular vehicle auctions and much more. The columnists are top rate. In this issue is Mike McNessor's "Between the Lines" column, "Definitely a Keeper" which struck a chord with me. Wonder why? Read on. BTW: A 12 issue *Hemmings Motor News* subscription is \$31.95. Issues are delivered in a protective wrapper...www.hemmings.com/subscribe. Well worth it.





Mike McNessor
mmcnessor@hemmings.com
On Twitter: @MikeMcNessor

Definitely a Keeper?

This edition of *Between the Lines* is brought to you by The Letter U. As in: *Um, why are U holding on to so much Unnecessary, often Unidentifiable stuff? I don't have a problem getting rid of old things. I do seem to have a problem*

getting rid of the *correct* old things. If I let go of an item, that triggers a lifetime guarantee that I'll definitely need it. I'll then go looking for it later, only to realize that I knew, beyond a shadow of a doubt, that it was worthless. If I keep an item, that's the kiss of death, or the kiss of rust, topped by a layer of dust beneath a pile of all of the other worthless things I've saved.

Exhibit A is a plastic tote discovered while cleaning my office, because a 50-below windchill factor made the garage seem too far to walk. Inside said tote was a file folder filled, 3- or 4-inches thick, with window stickers from vehicles I had written about 20 or so years ago. Not actual window stickers, mind you — that might be interesting. These were *photocopies* of window stickers. Beneath those were copies of new car reviews and various forgettable articles I'd written prior to joining *Hemmings*. Then, the pièce de résistance: a photoshoot of a 1966 Chevelle SS rejected, in the '90s, by "Chevrolet High-Performance" magazine. That publication went belly-up years ago and my photos are all on 35-mm slides, which I have no way to scan. Holding those slides up to the light, I know *exactly* why they were rejected — I wouldn't pay for those mediocre shots either. So, toss all of this old stuff right? I mean, the Smithsonian isn't likely to come seeking artifacts for a new exhibit: "Unknown Automotive Publishing Rejects of the 1990s and 2000s." But I couldn't bear the thought of it. I moved the tote to the loft of my garage instead. Soon, I'll forget about it, find it in 10 years and think: Should I toss this crap?

Speaking of the garage, what is it with the containers of random bolts, screws, nuts, and obscure hardware cluttering my workbench? I seem especially fond of those pointy self-starting body bolts tucked away after disassembling old Chevrolets. I currently have enough of those to keep

GM's North Terrytown, New York, assembly plant stocked for a third shift or two, circa 1969 or '70. Too bad no one has invented a time machine capable of taking me back to when that plant was still standing, and those bolts were still being used.

But, come to think of it ... I do have this incredible stash of oddball springs: throttle return springs, brake springs, a handy "spring assortment" from the auto parts store, and what looks like a spring for a wooden screen door(?). If the lessons I've learned from "Star Trek" are accurate, I might be able to link all of those springs together — maybe using all of the odd lengths of mechanic's wire that I've saved — then I could use this "super spring" to launch myself toward the sun. By using the sun's gravitational pull to initiate a slingshot effect, I could get myself moving fast enough to travel back in time!

Man, the things I could do then ... being careful of course not to alter the timeline, thus inadvertently changing history.

First, I'd tell myself which of those pointy body bolts to keep and which not to. I'd prevent myself from keeping every free hex-key wrench ever included with something I bought requiring a hex-key wrench for assembly. Ditto for those free mini screwdrivers that businesses used to hand out — the ones with the pocket clip for us true fashionistas. I'd also beg myself *not* to sell the original exhaust manifolds from my Impala, or toss out the original radio from my truck. (All of which I had to replace at three times the price.)

I could tell myself that I'm never going to use any of the loose screws, washers, or random wingnuts that I keep throwing in coffee cans. Finally, I'd give myself photography lessons — sun at your back, car angled with wheels slightly turned — so in the future I wouldn't have stacks of rejected 35-mm slides lying around. ☹