

## President's Message—

From the Desk of the President

As I sit here typing away on my HP Desktop Computer, it is hard for me to believe that 9 months have gone by since I accepted the CHVA Presidency. It has been a very interesting nine months to say the least. Some of the things that I have managed to complete are restoration of our second class mailing permit for the AEV magazine, my first board letter, and a developing sense of what it takes to be President of an organization like CHVA. Well, no one ever said it wouldn't be a challenge, but when I start to feel down, my love of cars gets me through it. Also, we are in the process of replacing our long time Office Manager, Gary Bossuot. For as far back as I can remember, Gary has been our very faithful office manager guru. I would like to personally thank him on behalf of CHVA for his many years of service.

I am pleased, excited, and looking forward to this year's National Tour in Tacoma and Port Angeles Washington in September. The Higday's and Beeby's have put a ton of work into organizing this. It couldn't be in a more interesting and beautiful area. If you haven't signed up, you are missing out on what promises to be a fantastic tour.

That brings me to another point. My love of cars has many fine hours of enjoyment working on them and solving problems with them. Our 1969 Lincoln MKIII is a good example. This particular car has Ford's fabulous 460 engine and features 10.5 to 1 compression ratio. It is the highest compression ratio engine I have ever owned. The owner's manual calls for *high octane premium* fuel. Having worked for Chevron Oil as a kid I knew what premium fuel really was. But in today's world (thanks to computer management systems that modern cars are equipped with) alas, this is no longer true. Today's 91 octane fuel, with ethanol, is not yesterday's high octane gas that we enjoyed when I was a kid. Well, I am here to tell you that I can get pinging at 4800 feet elevation where I live with no problems at all. Before you ask, the engine just runs too good to do a rebuild. More recently I have discovered that using the originally specified cold plug for this engine and a 4 row copper/brass heavy duty radiator from US Radiator (stock radiator's for this car were three row) in southern California, helps the car to run much cooler, thus staying out of the higher engine temperatures where I have experienced pinging (I also have manual alcohol/water injection installed on the car as a backup). I have nothing but good things to say about US Radiator. They cover older popular cars and also have available aluminum radiators as well. Simply type US Radiator into your favorite browser on the internet and they will come right up.

Well, that is enough from me for now. I have work to do on the car. Hope to see you in Tacoma on the National Tour.

Gordon Moseley  
CHVA President