



Revolution Review



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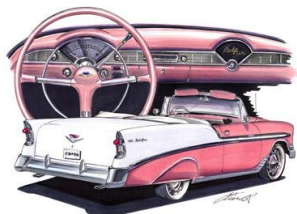


August 2020

Volume XII
Issue 12

Upcoming Events Cruises & Holidays

- 8/1 In N Out Cruise - Scripps Poway Parkway **CANCELLED**
- 8/1 Greatest Show on Turf **CANCELLED**
- 8/2 Long Beach High Performance Swapmeet
- 8/4 Charger Steve's Trophy Dash - Downtown El Cajon
- 8/9 Pomona Swapmeet and Classic Car Show
- 8/23 55th Annual Fallbrook Vintage Car Show
- 8/28-29 Temecula Rod Run - Downtown Temecula **NEW DATE**
- ~~8/20 T5R Meeting - Hamburger Factory, Poway CANCELLED~~
- 9/5 In N Out Cruise - Scripps Poway Parkway
- 9/7 Labor Day
- 9/13 Long Beach High Performance Swapmeet
- ~~9/17 T5R Meeting - Hamburger Factory, Poway CANCELLED~~
- ~~9/18-20 35th Annual Classic at Pismo Beach CANCELLED~~
- 9/26 21st Annual Cruisin' for a Cure **CANCELLED**
- ~~9/27 CGSD Picnic by the Bay CANCELLED~~
- 10/2-4 20th Del Mar Nationals - Del Mar **NEW DATE**
- 10/10 AutoFest Main St. Car Show - Ramona
- 10/11 Long Beach High Performance Swapmeet
- 10/11 Cops & Rodders Fall Pow Wow - Embarcadero
- 10/18 Pomona Swapmeet and Classic Car Show
- 10/18 Best Darn Car Show in Town - San Diego
- 10/31 Halloween
- 11/1 Daylight Savings Time
- 11/8 Long Beach High Performance Swapmeet
- 11/11 Veterans' Day
- 11/26 Thanksgiving
- 12/? T5R Christmas Party (TBD)
- 12/25 Christmas



Red Font is an club attending event
Green Font is a club member submitted event
 For site links, information, details & event
 flyers visit our we site at:
<https://tri-fiverevolution.com/>



Tech Time - Convertible Update

Submitted by Wayne Hartwig

Over the last month, progress was a bit on the slow side when it came to work on the convertible. That was partially because I had quite a few other things I needed to do and partly due to not being able to make up my mind about a couple things.

The biggest issue was whether or not to install power windows. I had pretty much made up my mind to put the original crank mechanisms back in because I was not comfortable with any of the power window options. But then again, I realized this car really needs power windows. So, it was back to the computer for more research. I finally found some reviews of the NU-Relics power windows and things started to look up. I talked to one of their technicians and got a very positive vibe. Their products are made in the USA and are based on the original mechanical mechanisms. They assured me that their products are top notch quality and will bolt into the factory mounting holes without the need to elongate the holes or modify anything. Their products also have a lifetime guarantee, so it sounds like they will stand behind them. The complete kit comes with two door mechanisms, two quarter window mechanisms, high quality switches and a very nicely pre-made wiring harness for easy installation. They offer wiring for factory switch locations or for custom installation into a console. I ordered the tri-five Chevy convertible kit and I chose the option for the original factory switch location.

In the meantime, while waiting for the power window kit to arrive, I assembled the glass into the frames and made sure I had all of the window hardware ready for installation. Then, I decided I could assemble the top frame, rebuild the top motor pump, and get the top frame assembled into the car.





I ran into a problem right away. As you will recall, when I purchased the car, it was already mostly disassembled. The top assembly had already been removed from the car. It looked good, so I disassembled the whole thing and had the individual parts painted. What I didn't know was that two of the rear bars had been bent out of shape, probably from someone trying to force the top down when still attached to the rams. After comparing them to one of Don's convertible tops, the problem was obvious. I was able to see how they were supposed to look and used a hydraulic press to get the parts returned to their proper shape without doing any serious damage to the paint. Soon thereafter, I was able to completely assemble the top frame into the car where it could be raised and lowered by hand.



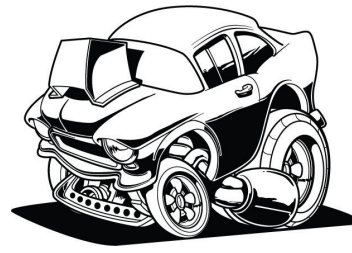
The next step was to rebuild the top motor pump and I noticed the hoses I had purchased 20 some years ago, just didn't look too good, so I decided to acquire a new set of those. Once I had them, I was able to assemble the top motor, hoses and rams, and bleed the system. Once that was done, I installed the hydraulic assembly into the car and hooked the rams to the top frame.

I tried the dash switch, but nobody was home. I checked the fuse and it was blown. Once replaced, the switch worked and the top would raise and lower just like it is supposed to. Of course, it will need some final adjustments after the windows are installed, but that is one more big item checked off the list. I have installed the rear bumper assembly and finished everything on the exterior of the car. Everything left to do is inside the car, which is mostly windows and a few dash related items. The power window kit has arrived and I started the wiring install and have completed the driver door window installation. This power window works awesome! I didn't have to modify a thing and it goes up and down perfectly. Nu-Relics is definitely the best way to go! I hope to complete the window installation in the next week or so.

So now, I am looking ahead to getting the upholstery and the convertible top installed. I contacted the upholstery shop of choice to see what their schedule looks like. It appears I can take it in around the middle of September and it will take four to five weeks for them to complete everything. That sounds really good to me. I also need to make a decision on wheels. I have it narrowed down to a couple of options, but don't know which way I will go yet. I look forward to completing the last few tasks in the next few weeks which will make me very happy.

As always “

To Be Continued.”



Tri-5ers enjoy a leisurely back country cruise through Ramona on the 4th of July.



Our deepest condolences to classic friend Dick Knutson. He lost his wife Patti on March 13, 2020. They were married for 53 years and a big part of our local car community. She was a wonderful lady and will be greatly missed.

T5R





Perkin's Projects

submitted by Wayne Hartwig

Since the last edition of Perkin's Projects, a lot of work has been done on his Ford COE project. After the fuel pump issue was resolved, the doors and fenders were installed along with headlights and windows. The biggest issue was finding rubber seals to properly fit the doors, windows and fresh air vents. There just aren't a lot of these COE trucks in existence and therefore, aftermarket parts providers just don't reproduce these items. Even regular pickup trucks used different parts than were used on the COE trucks, making the parts even harder to come by. But Don was relentless in his pursuit of finding items that could be adapted to work on this project. It took some time, but he eventually came up with universal rubber products that fit well and look very close to the original rubber products.

There were other issues too. Door handles, latches and locks from other vehicles had to be purchased and, in some cases, modified to work on the COE. Eventually, the doors were complete. The doors opened and closed and the windows went up and down. The fresh air vent doors had issues too. The latch parts were missing and Don had to design and build new latches that would securely hold the vent doors in the closed position. It took three tries to get a proper seal for them, but they now work great too. The last big issue was the windshield frames that are designed to swing open from the bottom to let air flow through the cab. It was somewhat difficult to get them installed in the proper position to look right and seal at the same time. That too has been accomplished. With registration and Insurance acquired, the COE is now ready to hit the road.

Sunday, July 19 was a really nice day in Alpine. The temperature was about 85 degrees and there was a nice breeze. It seemed like a really good day to go for a drive in a classic. So We decided it was a perfect day to take the COE out on its maiden voyage to see how it drove. It started right up and a safety check revealed all lights were working, the brakes seemed to be good and it steered good. We couldn't see anything to preclude taking it out for a cruise.

So, off we went up Denova Drive! It ran great, had good power and seemed to shift really nice too. We turned right onto Alpine Heights and cruised up to 45 mph down to the stop sign at South Grade Road. Wow, so far, really good! Rides smooth, steers good, but brakes were just a bit hard to apply, but not too bad. We turned right onto South Grade and cruised on up to Tavern Road where we turned left and cruised on into Alpine. It was hard to believe we were riding in a COE. It rode more like a cushy car than a truck. We did hit a chuck hole where the front end seemed to have bottomed out. We turned around in the parking lot at NAPA and cruised on back to the house to check things out.



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After taking a look at everything, we discovered the Control Arm rubber bumpers were too tall after the suspension had been lowered and needed to be shortened. We shortened them up about $\frac{3}{4}$ inch and took it back out for another drive along the same route. What a difference! Everything was working great! So we ventured out onto the freeway going west and in no time, were cruising along at 70 mph. We got off at the Harbison Canyon exit and cruised back to the house via Alpine Blvd and South Grade Road.

As we pulled into the driveway, we noticed the smell of hot brakes. Apparently, there is a problem with the rear brake self-adjusters or something causing the rear axle brake shoes to drag on the drums. The front shocks are just a bit too soft allowing the front end to porpoise up and down too easy, so a stiffer shock is in order. So a few minor adjustments or changes are needed, but this truck is really awesome and a blast to go cruising around in. You'll probably have to get in line and buy a ticket for your turn to get a ride, but it will be worth it! It is awesome!

Don Perkins is a really big Tri-Five Chevy guy, but for most of his life he has wanted to build a COE truck that he could use cruise around in and to tow his Tri-Fives with. It's been quite a few years since he started his Ford COE project. But over the last year, everything came together to complete the build of this truck. I am truly lucky and honored to have been involved in the completion of this project. Good job Don!





Claudia's Corner

I'm not sure of the validity of all of these; but also can't challenge the accuracy.

'A SHOT OF WHISKEY'

In the old west a .45 cartridge for a six-gun cost 12 cents and so did a glass of whiskey. If a cowhand was low on cash he would often give the bartender a cartridge in exchange for a drink. This became known as a "shot" of whiskey.

'THE WHOLE NINE YARDS'

American fighter planes in WW2 had machine guns that were fed by a belt of cartridges. The average plane held belts that were 27 feet (9 yards) long. If the pilot used up all his ammo he was said to have given it the whole nine yards.

'BUYING THE FARM'

This is synonymous with dying. During WW1 soldiers were given life insurance policies worth \$5,000. This was about the price of an average farm so if you died you "bought the farm" for your survivors.

'IRON-CLAD CONTRACT'

This came about from the iron-clad ships of the Civil War. It meant something so strong it could not be broken.

'PASSING THE BUCK / THE BUCK STOPS HERE'

Most men in the early west carried a jackknife made by the Buck Knife Co. When playing poker it was common to place one of these Buck knives in front of the dealer so that everyone knew who he was. When it was time for a new dealer the deck of cards and the knife were given to the new dealer. If this person didn't want to deal he would "pass the buck" to the next player. If that player accepted then "the buck stopped here".

'RIFF RAFF'

The Mississippi River was the main way of travelling from north to south. Riverboats carried passengers and freight but they were expensive so most people used rafts. Everything had the right of way over rafts which were considered cheap. The steering oar on the rafts was called a "riff" and this transposed into riff-raft – or riff-raff, meaning low class.

'COBWEB'

The Old English word for "spider" was "cob".

'SHIPS' 'STATE ROOMS'

Travelling by steamboat was considered the height of comfort. Passenger cabins on the boats were not numbered.

Instead they were named after states. To this day cabins on ships are called staterooms.

'SLEEP TIGHT'

Early beds were made with a wooden frame. Ropes were tied across the frame in a criss-cross pattern. A straw mattress was then put on top of the ropes. Over time the ropes stretched, causing the bed to sag. The owner would then tighten the ropes to get a better night's sleep.

'SHOWBOAT'

These were floating theatres built on a barge that was pushed by a steamboat. These played the small towns along the Mississippi River. Unlike the boat shown in the movie "Showboat", these did not have an engine. They were gaudy and attention-grabbing which is why we say someone who is being the life of the party is "showboating".

'OVER A BARREL'

In the days before CPR a drowning victim would be placed face down over a barrel and the barrel would be rolled back and forth in a effort to empty the lungs of water. It was rarely effective. If you are over a barrel you are in deep trouble.

'BARGE IN'

Heavy freight was moved along the Mississippi in large barges pushed by steamboats. These were hard to control and would sometimes swing into piers or other boats. People would say they "barged in".

'HOGWASH'

Steamboats carried both people and animals. Since pigs smelled so bad they would be washed before being put on board. The mud and other filth that was washed off was considered useless "hog wash".

'CURFEW'

The word "curfew" comes from the French phrase "couvre-feu", which means "cover the fire". It was used to describe the time of blowing out all lamps and candles before sleeping for the night. It was later adopted into Middle English as "curfeu", which later became the modern "curfew". In the early American colonies homes had no real fireplaces so a fire was built in the center of the room. In order to make sure a fire did not get out of control during the night it was required that, by an agreed upon time, all fires would be covered with a clay pot called a "curfew".

'BARRELS OF OIL'

When the first oil wells were drilled they had made no provision for storing the liquid, so they used water barrels. That is why, to this day, we speak of barrels of oil, rather than gallons.

'HOT OFF THE PRESS'

As the paper goes through the rotary printing press, friction causes it to heat up.... therefore, if you grab the paper right off the press, it's hot. The expression means to get immediate information.

...And now you know most everything !!!!!



August Anniversaries



Tri- Five Revolution 8/21/2008



Ann & Harvey Goldberg 8/17



Pat & Mike Harvey 8/2

Happy Birthdays



Marilyn Clements 8/15

Please let Ava know if we missed your special day:

Ava@Tri-FiveRevolution



Doug Clements 8/21



Linda Holton 8/23

Charger Steve's Trophy Dash's

Wednesday, August 5th, 2020

Downtown El Cajon

On Main Street

5pm - 6pm

**50/50
RAFFLE**

**Music By
All Pro DJ
Services**



S & S Trophies



S & S Trophies

Please wear your mask and maintain social distancing



**A short car show in an effort to assist our local Downtown
El Cajon Restaurants! Please come grab a bite to eat!**

**We will have a few awards
courtesy of S&S Trophies**

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**T5R Meeting
Hamburger
Factory in
Poway
5:30pm**

August 20 **CANCELLED**
September 16 **CANCELLED**
October 15 TBD
November 19 TBD
NO MEETING IN DECEMBER



*Newsletter submissions are due by the
25th of each month.*

Send to Ava@Tri-FiveRevolution.com

*Classic friends are welcome to send
information about your upcoming events.*

*Revolutionaries please let me know if I
missed your special day.*

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Facebook



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<http://www.tri-fiverevolution.com>

Tri-Five Web Designer - Brooks Bishop
brooks.bishop@gmail.com

In N Out Cruise Scripps Poway Parkway 11am

August 4-
CANCELLED
September 5
CANCELLED
October 3 TBD
November 7 TBD
December 5 TBD

