



T5R DESERT WEEKEND

By Ann Goldberg

On a January Friday they trekked eastward, approaching from two different directions. Revolutionaries setting out for Cibola, AZ and a few days of desert fun. Their goal, to converge at Bishop Ranch. Together they became Cibola Weekend 2012.



The group traveling south out of San Diego arrived first, before Ann and Harvey. Hosts Ava and Bob took Wayne and Linda, Nancy and Rod and Pat and Mike for a tour of the family property, including the original Cibola post office, the wonderful big tree that's been the backdrop for generations of Bishop photos and their private family cemetery. Some set their encampments on site; others stayed in nearby Blythe.

Friday supper, our first cookout, was just the start of what would be a weekend of delicious eats featuring outdoor grilling that was definitely not for the feint of heart. No sissy charcoal or gas fire here. Bob cooked Ava's handmade beef patties to juicy burger perfection over a mesquite wood fire. In T5R fashion, food was followed by rousing games of Apples-to-Apples, and plans were made to meet in the morning so we could caravan in mass to Quartzsite's famous swap meets.



From experience, we've learned the numerous Quartzsite swap sites offer too many fascinations to be tackled in a single day. Saturday came to be designated 'Antiques Day'. Booth after booth of finds - some fabulous, some interesting and some just plain odd. We scored on treasures -- small oil cans, a clock, jewelry, hair clippers, a metal bank and more. All brought to the desert by vendors from New York, Michigan, Ohio and points untold. People who choose to lead a nomadic, gypsy-like existence every year. Buying things in the summer months to bring to Quartzsite's November through February swap meet season.

Saturday evening, our group grew by two. Claudia and Danny, who had just arrived in Quartzsite for a week of camping with friends from home, joined us back at the property for a delicious mesquite grilled steak barbeque. This is one of only two times a year we usually have to enjoy their company - the other, February's upcoming Big 3 Swap Meet.



After dinner, a big bon fire initiated Bob's washer-drum fireplace and leaving meteor-like shiny flecks on the ground after the exterior enamel coating exploded in spectacular fashion interrupting the deep, dark Cibola sky where the usual illumination is the moon, seemingly thousands of stars and the far away glow of city lights on the horizon.

Our group tackled the Rice Ranch and Tyson Wells swap areas Sunday morning. Here you find mostly a mixed bag of craft items and ultra-large booths of Harbor Freight-style merchandise as well as a couple equally big ones with things for the kitchen and home.



For the most part, we're old stuff buffs and before the end of the day the Harvey's and Hildebrand's were headed back to San Diego County. The rest of us, energies waning and too tired for even much conversation, were off to bed soon after supper. On Monday morning we broke camp, said our goodbyes and were on our different ways -- already looking forward to next January's Cibola/Quartzsite adventure.



Big 3 Auto Parts Exchange



Claudia's Corner

Bet You Didn't Know This...

It's that time of year again, the Big 3 is almost here. Hopefully we are due for a nice weekend, unlike last year when the torrential rain nearly had us evacuated.

On February 24th - 26th Qualcomm Stadium will be filled with all those greasy old car parts that the men (or at least my man) drools over. Hopefully we will be selling some of those treasures this year and if you haven't already seen it the "PTSNBM" will be making its way there on Saturday.

Speaking of Saturday, that will be our annual potluck around 11:30am. This year Wayne and Linda have volunteered to bring their Bar-B-Que (BIG THANK YOU) for us to have hamburgers and hot dogs. Let me know if you haven't already what you plan to contribute.

Danny and Claudia will once again be sharing the front of their spaces for us to sell our wares and Bob and I have our spaces that you can use to display you classics. Don't forget to bring your own drinks, chairs, sun block or slicker whatever the case may be.

We are really looking forward to a great time, seeing old friends and making new ones.



Ava

The English language is unique in the number of collective nouns it possesses. For instance, a group of frogs is known as an "army" and a group of crows is called a "murder". We have a "shrewdness" of apes, a "wisdom" of wombats, a "congregation" of crocodiles, a "smack" of jelly fish, a "wiggle" of worms, a "crash" of rhinoceroses, a "waddle" of penguins and a "scourge" of mosquitoes (Hmmm, wonder why they chose *scourge* for those nasty little buggers). Geese flock together in "gaggles" unless they're in flight, in which case they're known as a "skein".

Peter the Great was known during his reign in the late 17th and early 18th centuries as "Emperor and Autocrat of All the Russias". In order to raise money, he taxed just about anything he could think of, including births, burials, chimneys and even beards.

By law, if you are planning to build in Washington, D.C., the edifice must be no taller than the Capitol building.

Those who study such things say that the immortal bard, William Shakespeare, used a grand total of 17,677 words in his works. They also say that fully one-tenth of those words had never been used in writing before.

If you're like the average American, you eat approximately 10 pounds of chocolate every year. WOW!

High-quality opals can be more valuable than diamonds.

In 1811 and again in 1812, earthquakes caused the Mississippi River to temporarily reverse course.

Barrett Jackson 2012

On a rational level I realize I'm more than pushing the upper boundary of middle age. I do, after all, proudly bear all the outward trappings of my 1956 birth date. None the less, right now I'm experiencing a wonderful surge of youthfully exuberant, light headed glee.

Maturing often isn't easy. From time to time, many of us have moments of self doubt; times when we feel a bit forgotten tucked in our comfy garages. It isn't "season" after all, and cruises, runs, car shows and other outings where we get special attention are few, far between. Self esteem suffers. Whether you're aware of it or not, if you're a Tri-5 like me, you just got a big boost of confidence, the result of Scottsdale's recently completed 41st annual Barrett-Jackson Collector Car Auction.

Activity at the event -- both in sales (a total of more than \$92million over six days) and attendance (more than 270,000, a 16% increase over 2011) -- far surpassed expectations based on recent years showings. And Tri-5's placed in the top sales of each auction day with a 1957 Bel Air Convertible the 24th overall highest seller at \$264,000. Four others were hammered "sold" at over \$100,000 each: a '55 Nomad (\$181,500), '55 Bel Air 2-door (\$148,500), '56 Bel Air Convertible (\$132,000) and '57 Bel Air Convertible (\$123,200). Many more brought good, though more realistic prices.

Rejoice ladies! We still have what it takes! And, better yet, there are people out there willing to pay for it!

Goldie





Upcoming Events

- 2/4** Rotary - CARE Car Show - San Juan Capistrano
- 2/4 In-N-Out Burger - Poway
- 2/11 Dr George Car Show - Indian Wells, Ca
- 2/12 Long Beach Swapmeet
- 2/14** Valentine's day
- 2/16** T5R Get Together - Coco's, Poway - Brown
- 2/19** Cruisin' Grand Fund Raiser Run
- 2/24-26** 46th Annual Big 3 Auto Parts Exchange - Qualcomm
- 2/25** T5R Bar-B-Que Pot Luck - Qualcomm
- 2/26 Long Beach Swapmeet
- 3/1** Caravan Cruise to Midnight at the Oasis
- 3/2-4** Midnight at the Oasis - Yuma, Az
- 3/3 In-N-Out Burger - Poway
- 3/4 Pomona Swapmeet
- 3/9-10 Spring Rod Run - Temecula
- 3/11** Daylight Saving Time Begins - Spring Forward
- 3/11 Long Beach Swapmeet
- 3/15** T5R Get Together - Coco's, Poway - Mayer
- 3/30-4/1** Goodguys 12th Del Mar Nationals - Del Mar
- 4/7 In-N-Out Burger - Poway
- 4/8** Easter
- 4/8 Long Beach Swapmeet
- 4/15 Pomona Swapmeet
- 4/19** T5R Get Together - Coco's, Poway - Hildebrand
- 5/3 In-N-Out Burger - Poway (back to 1 Thur. night)
- 5/28 SD Cool Expo, aka Cars Swapmeet - Qualcomm



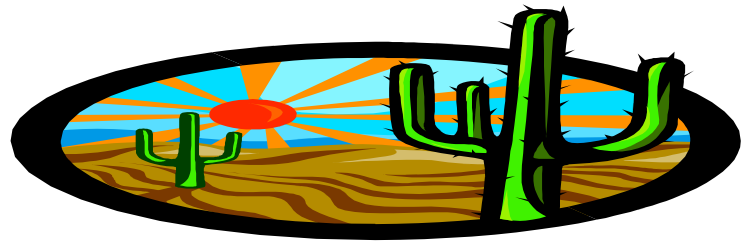
Red Font is a club attending event

Green Font is a club supported event

Visit our website at: <http://www.tri-fiverevolution.com>

for more information, details and links to their sites.

(if multiple events fall on the same day, click on the # next to the magnifying glass to see the listing of all events)



Thank you to all our T5R family who shared the weekend with us at the Bishop Ranch in Cibola. We really enjoy spending time there, but it's even better when good friends share it with you. Quartzite this year seemed smaller than the years past, but we somehow still spent most of our cash and came home with some pretty fun items, and hopefully you did too. We're planning to do it again next year and of course you are all invited.

Bob and Ava

Vanilla-Frosted Fudge Cookies

from the Kitchen of Ann Goldberg

I haven't tried these yet, but they sound so to me yummy I'm seriously considering including a batch in the collection of cookies I bring to our Big 3 Swap Meet Saturday pot luck. This recipe appears in Diane Mott Davidson's mystery Killer Pancake.

Preheat oven to 350 degrees

Makes 4 dozen cookies

¼ cup flour

½ cup unsweetened cocoa powder

1 teaspoon baking powder

¼ teaspoon salt

¼ cup canola oil

1 cup sugar

1-½ teaspoons vanilla extract, divided use

4 egg whites, unbeaten

2 cups confectioners' sugar

2-3 Tablespoons (approx.) reduced fat milk

Additional unsweetened cocoa powder for tops of cookies



Preheat oven to 350 degrees. Spray a large cookie sheet with vegetable oil spray.

Sift flour, cocoa powder, baking powder and salt together; set aside. Mix together oil, sugar, 1 teaspoon vanilla and egg whites until well combined. Stir in flour mixture. Chill one hour. Using a ½ Tablespoon measure, scoop the dough onto the cookie sheet, leaving 2 inches between cookies. Bake for 8-10 minutes or until the cookies are puffed and cooked through. Do not overcook.

Transfer cookies to a rack and cook completely.

Mix together the confections' sugar, milk and remaining ½ teaspoon vanilla until paste. Add milk if necessary. Spread a small amount of vanilla frosting on each cookie. Put the cookies back on the rack, dust lightly with cocoa powder, and allow the frosting to dry.



T5R UPCOMING MEETINGS, PARTYS CRUISES & EVENTS



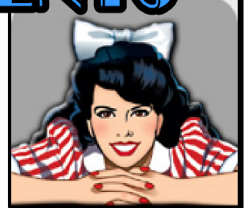
Cruisin' Grand Fundraiser Run

Sunday - February 19, 2012 - 8am to 1pm
Downtown Escondido on Grand

CARe Car Show

February 4, 2012 - 10am
San Juan Capistrano
contact Harvey and Ann if you would like
to join the T5R caravaan

<http://www.capoanimalrescue.com/>



Midnight at the Oasis

March 2 - 4, 2012

*Members will be leaving on Thursday the 1st from
the Interstate 8 Alpine Viewpoint 10am. Pick up
more member in El Centro IHop at noon..*

<http://www.midnightattheoasis.net/>



February 24 - 26, 2012

T5R Pot luck Bar-B-Que will be on
Saturday the 25th around 11:30am,
Bring your own chairs and drinks

Let Ava know if you plan to participate in the pot luck

Next T5R Get Together

Thursday - February 16, 2012
Coco's in Poway

<http://www.cocosbakery.com/locations.php?state=ca#>

arrive between 6:00 & 6:30pm for dinner



In-N-Out Burger Cruise

Sat. February 4, 2012

11:00am - 2pm

Scripps Poway Parkway
(moved to the 1st Saturday)



Go to www.Tri-FiveRevolution.com for more details

Car Tunes



submitted by Bob Brown

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a “battery eliminator” a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix “ola” for their names – Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems:

- When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)
- In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to “Motorola” in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

WHATEVER HAPPENED TO....

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)



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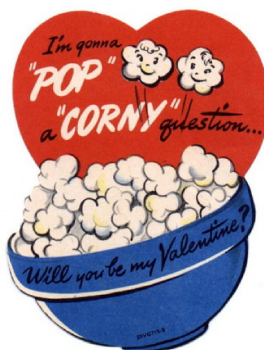
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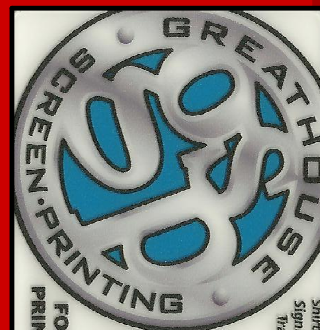


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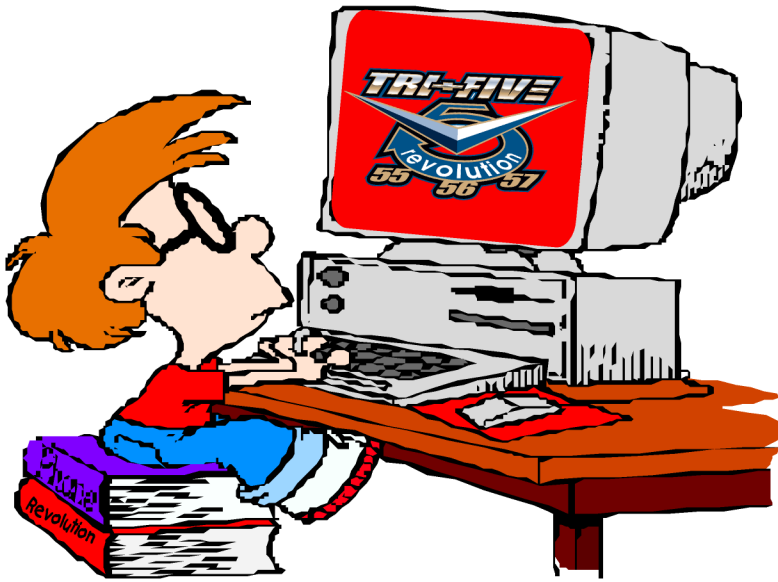
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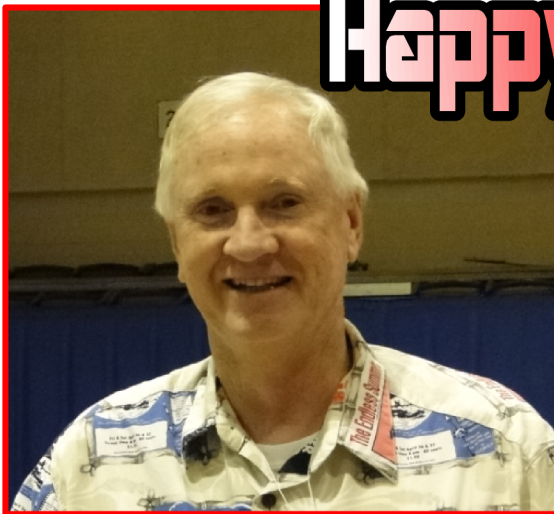


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Check out our calendar for past and upcoming events, to see all event pictures on a specific date (*click on the # next to the magnifying glass to see all the pics from each event*). Also for your convenience past pics are in events and gallery.



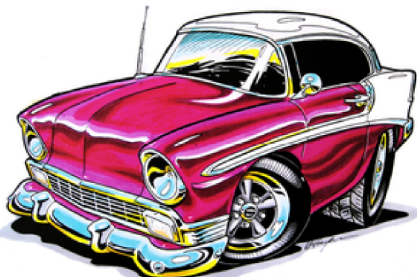
RE-OPEN



Rod Hildebrand 2/14



Sam Rindskopf 2/17



Happy Valentine's Day