

# Revolution Review



'55 '56 '57



July 2018

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## Classic Malt Shop

*submitted by Wayne & Rod*

When Good Guys was here in April, The Over the Hill Gang organized and put on a poker run that took us to some scenic locations around San Diego. The stops included a trip to the Classic Malt Shop on Midway Drive in the Sports Arena area. The Malt shop has been around for a lot of years and for all those years they have had a cruise night on the second Saturday of each month. When the shopping mall where they are located remodeled and moved things around, the Malt Shop moved into a new building, but they kept the same 50's style look on the inside and kept the cruise night too.



A couple weeks ago on a spur of the moment decision, Wayne & Linda and Rod & Nancy decided to cruise on down and check it out. The parking lot is a bit congested, but they put out cones to reserve enough spaces to park classic cars. It is not a huge car show by any means. They will get anywhere from ten to thirty cars at any given cruise. This time there were about twenty cars.

We arrived around 3:30 in the afternoon and quite a few cars were already there. We soon discovered the South Bay Cruisers helped put the event on by assisting with parking and running a small raffle. We parked next to the building and went inside to see the old time look and old time food and drinks being prepared. The booths and counters are 50's style with the expected condiments and napkin holders.

The floor is checkered black & white and there are 45-rpm records on the walls as well as a few other 50's style things. There were three girls with bright colored hair, body jewelry and tattoos on roller skates zipping back and forth with the food and drink. We soon discovered they were part of the San Diego Roller Derby Girls. It made for a very interesting afternoon.

We ordered our burgers, fries, onion rings, malts and root beer floats and then took over the corner booth. The hamburgers were really good and so was everything else. While we were waiting for our food, Vince (wax-on, wax-off) from South Bay Cruisers came by selling raffle tickets for what we thought was a typical 50/50 raffle, so Rod & Wayne each bought five dollars worth.

After we ate, we decided to get ice cream and then wandered outside to look at the classics cars. Around 5 pm, they were ready to do the raffle, but it was not just a 50/50 raffle where one winner takes all. They took 50% of the money and put it in a deep metal bucket. Inside were two twenties, two tens, four fives and ten ones. When the first number was drawn the winning ticket holder reached into the bucket to pull out one bill. If more than one bill was drawn, you would be an automatic loser and get nothing, so it was important to make sure you only had one bill. If a one was drawn, you got a buddy one to go with it for a total of two bucks. Any other bill drawn netted just that one bill. So there were thirteen numbers drawn. Wayne won a five-dollar bill and Rod won a ten-dollar bill. There were a couple of double winners and overall it was more fun than one winner taking all. Soon after that, we were ready to go and so we did.

The Classic Malt Shop Saturday Cruise Night is not a big event, but it is a fun way to spend an afternoon driving our classics, having some really good food, seeing a few other classics and spending some time with good friends.





# ***My 1951 Plymouth 5 Cylinder Car***

*Submitted by Wayne Hartwig*

By now, you all know I grew up on a farm in rural Montana and you know about all of the cars my dad bought over the years. You also know my dad was a pretty thrifty sort of guy, unwilling to spend money on much of anything if there was a cheaper way to make do. One of the cars my dad had was a 1951 Plymouth two-door station wagon with a flathead in-line 6 cylinder engine. My dad drove this car a lot and it lasted longer than most of the other cars my dad had.



It was during the time when my dad married my first stepmom who came to live with us on the farm along with her four boys. Her oldest boy was three years older than I was and he was old enough to drive about that time. His first car was a 1952 Plymouth four-door sedan he got from his grandfather and it had the same engine as my dad's Plymouth. He was hard on his cars and things always needed work. It was not long before his abusive driving habits resulted in a spun rod bearing in his Plymouth and this car was automatically delegated to sit next to all of the others cars in the car graveyard on the farm.

One day not too long after that, my dad's Plymouth spun a rod bearing too, and it too seemed destined to reside in the car graveyard. I was 13 at the time and had watched my dad work on a lot of his cars and I had learned quite a bit about engines from him. My dad seemed to really like this car and I thought maybe he would fix it, but after the 1953 Cadillac disaster, I think he decided against it. I wanted to learn more about engines, so I asked him if I could take it apart myself, knowing I probably couldn't revive it without parts we could not afford.

I was surprised when dad said yes and actually encouraged me to take it apart to see just how bad the damage was. So I did. With a little help from my brothers, I pushed the Plymouth into the garage over the work pit. I drained the oil, took out all of the bolts holding the oil pan in place and dropped it down. I soon determined the #4 rod was the culprit making that knock-knock-knock noise. After pulling the rod end cap off, I could see the crankshaft journal was severely damaged and there was no way it was going to be fixed without repairing or replacing the crankshaft. For my dad it was just not an option, too expensive. I thought that would be the end of it, but my dad then suggested that I just take out that #4 piston and rod and make it into a five-cylinder engine. Wow, you can do that? How do you do that?

The first step was to drain the coolant and remove the cylinder head which was really easy with this flathead engine, nothing but head bolts and spark plug wires. I then pushed the #4 piston and rod assembly up and out of the cylinder. The next step was to find a way to block the oil delivery hole in the crankshaft to the #4 journal.



My dad suggested I use two piston rod end caps to make a clamp to cap off the journal. So I took a rod cap from my stepbrother's 1952 Plymouth engine and bolted the two caps together over the journal, creating a clamp. But it was too loose over the journal because of the damage to the crank and bearings. It needed to be shimmed tighter, so I took an empty STP oil additive can and cut strips to shim around the crank journal and then put the rod end clamp around it. It worked great, creating a tight fit. However, when I turned the engine over, the

rod ends did not totally clear the sides of the block. With a little strategic positioning of the rod ends on the crank, I was able to achieve just enough clearance to make it work.

Now on to the next step, disabling the intake and exhaust valves to prevent fuel from entering the open cylinder. Since it was a flathead, the valves were located in the cylinder block. There were no push rods to remove, so I removed the valves, cut a couple inches off each one and glued them back in the block with some Permatex gasket sealer. Once that was completed, I put the cylinder head back on reusing the original head gasket and some gasket sealer. Then the oil pan went on and it was filled with the same oil I drained out of it earlier. I used the original coolant too. But then my dad told me there was one more detail I had to take care of. We did not want the spark plug firing into an empty cylinder, so I just removed the spark plug wire to that cylinder.

It was time to see if the engine would run. This car had a six-volt electrical system and the battery was not the best. The engine would turn over, but even with the big shop battery charger, it would not start. Since the car had a stick shift transmission, my dad suggested we try to pull start it with our old military jeep. We chained the Plymouth up to the jeep and started pulling it up the road. We pulled it about 10 mph and let the clutch out and low and behold, it came to life! Wow did it ever shake a lot at idle! Just a little out of balance you see. But once the rpm's were up, it was actually pretty smooth. It was not something anyone would want to actually drive on public roads, but we definitely had some fun with it on the farm for a while. Later, my dad used it to carry a portable water pump for a farming sprinkler system. For me, it was a great learning experience and it didn't cost anything except for a little Permatex sealer and some of my time.

We had a neighbor not too far away who had a bunch of kids our age and one of their boys had a 1947 Chevrolet that also spun a rod bearing. When he saw what I did with our Plymouth, he decided to do the same with his Chevrolet. Except that he didn't remove the spark plug wire. After it was running a while it would ignite internally and blow the dipstick out of the hole and smoke everywhere. It looked like a keystone cop caper a couple times before he finally got the idea. He didn't want to remove the spark plug wire, so he just grounded it. He actually drove it that way for a while. We didn't have a lot of money growing up on the farm, but we sure did have a lot of fun making do with what we had.





# Upcoming Events



- 6/30 In N Out Cruise - *Scripps Poway Parkway*  
7/4 Independence Day  
7/4 Rancho Bernardo Wheels of Freedom Car Show (*Rindskopf*)  
7/8 Long Beach Swapmeet  
7/19 T5R Meeting - Hamburger Factory (*Keller*)  
7/22 Summer Fling It's a Car Show Thing (*Santee*)  
7/28 Main Street America - Embarcadero (*Rindskopf*)  
8/4 In N Out Cruise - *Scripps Poway Parkway*  
8/4 Greatest Show on Turf - *South Clairemont Park*  
8/5 Vista Rod Run  
8/5 Long Beach Swapmeet  
8/10 -12 Big Bear Fun Run - *Big Bear Lake, Ca (Hartwig/Hildebrand)*  
8/11 National City Heritage Days  
8/12 Pomona Swapmeet  
8/16 T5R Meeting - Hamburger Factory (*Foote*)  
8/21 T5R 10th Anniversary  
8/24 - 26 Big 3 Summer Swapmeet - *SDCCU Stadium (Hartwig/Bishop/Perkins)*  
8/25 Christian Rods & Customs Car Show - *Spring Valley*  
9/3 (Monday/Labor Day) San Diego Auto Swap Cool Expo - *SDCCU Stadium*  
9/3 T5R after Swapmeet Lunch - *Islands*  
9/8 Ramona Rod Roundup - *Restoration Ranch Ramona*  
9/20 T5R 10th Birthday  
9/20 T5R Meeting - Hamburger Factory (*Correia*)  
10/6 In N Out Cruise - *Scripps Poway Parkway*  
10/7 Long Beach Swapmeet  
10/14 Pomona Swapmeet  
10/14 10th Annual "Best Damn Car Show in Town" - *San Diego*  
10/18 T5R Meeting - Hamburger Factory (*TBD*)  
10/21 Cops & Rodders Fall Pow Wow - *San Diego*  
11/4 DAYLIGHT SAVING TIME ENDS (*Fall Back*)  
11/15 T5R Meeting - Hamburger Factory (*TBD*)  
12/9 32nd Annual Street Masters Christmas Cruise for the Kids - *San Diego*

Red Font is an all club attending event

Green Font is a club member submitted event

(contact them for more info)

For site links, information, details, event flyers visit our website at:

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



Let Ava know if we missed your event at: [Ava@Tri-FiveRevolution.com](mailto:Ava@Tri-FiveRevolution.com)



# Tri-5 Upcoming Shows, Cruises and Partys



## In N Out Burger Cruise

Scripps Poway Parkway 11am

June 30  
August 4  
September 1  
October 6  
November 3  
December 1



San Diego Auto Swap  
(the Last Cool Expo)  
Monday Sept. 3rd  
at SDCCU (Qualcomm) Stadium  
T5R members Lunch following  
11am at Islands.

<http://sandiegoautoswap.com/>



T5R Meeting  
Hamburger  
Factory  
in Poway  
5:30pm

July 19 (Keller for Brown)  
August 16 (Foote)  
September 20 (Correia)



29th Annual Big Bear  
2018 Fun Run  
August 10th 11th and 12th.

<http://www.antiquecarclub.org/funrun2018.php>



Big 3 Summer Auto Swapmeet  
SDCCU Stadium  
August 24th, 25th and 26th  
FLASH! Ignore the email out Monday  
June 25, 2018 Cancelling the Swap  
Meet. That was a Spoof! August  
Swap Meet is confirmed, so please  
join us for a great weekend!

<http://www.big3partsexchange.com/>







# Claudia's Corner

Some refreshing drinks & treats for summer parties.

## GRAPEFRUIT BASIL MARTINI

2 oz Vodka

2 oz grapefruit juice

1 – 2 oz simple syrup (equal parts sugar & water)

2 – 3 basil leaves

Muddle basil leaves with the simple syrup in the bottom of a shaker

Add the other ingredients and ice

Shake until very cold and pour into a martini glass

Place a basil leaf in the drink

5.8 grams carbs



## SUMMER BREW

Mix together:

1 (12 fluid ounce) can frozen limeade concentrate, thawed

3 (12 fluid ounce) bottles Mexican beer (such as Corona®)

1/2 cup vodka (optional)

6 lime wedges, for garnish

Chill and serve over ice.

## VINTAGE LEMONADE

5 lemons

1 1/4 cups white sugar

1 1/4 quarts water

1. Peel the rinds from the 5 lemons and cut them into 1/2 inch slices. Set the lemons aside.
2. Place the rinds in a bowl and sprinkle the sugar over them. Let this stand for about one hour, so that the sugar begins to soak up the oils from the lemons.
3. Bring water to a boil in a covered saucepan and then pour the hot water over the sugared lemon rinds. Allow this mixture to cool for 20 minutes and then remove the rinds.
4. Squeeze the lemons into another bowl. Pour the juice through a strainer into the sugar mixture. Stir well, pour into pitcher and pop it in the fridge! Serve with ice cubes.



## Spinach-Cheese Swirls

1/2 pkg. Pepperidge Farm® Frozen Puff Pastry Sheets (1 sheet)

1 egg

1 tbsp. water

1/2 cup shredded Muenster OR Monterey Jack cheese

1/4 cup grated Parmesan cheese

1 green onion , chopped

1/8 tsp. garlic powder

1 pkg. (about 10 oz.) frozen chopped spinach , thawed and well drained

THAW pastry sheet at room temperature 30 min. Preheat oven to 400°F. Mix egg and water. Set aside.

Mix Muenster cheese, Parmesan cheese, onion and garlic powder.

UNFOLD pastry on lightly floured surface. Brush with egg mixture. Top with cheese mixture and spinach.

Starting at short side, roll up like a jelly roll. Cut into 20 (1/2") slices. Place on baking sheet. Brush with egg mixture.

BAKE 15 min. or until golden. Serve warm or at room temperature. Makes 20 appetizers.



## Note from the Editor

*Big thank you to all our classic friends for your gracious words about last months newsletter. It's always nice to know that your hard work is much appreciated. Of course it could not happen without all our fantastic club members who take the time to send in articles, comments, pics and yummy recipes. I really enjoy doing it and as long as the articles keep coming in I will continue to keep "the presses running".*

*Ava*

## Get Well Soon Wishes



Wishing Rich Correia a speedy recovery from his recent surgery. We hope you feel better soon.

T5R

## Editors Pic of the Month

## Great Big Thank You



Thank you to Sam for taking care of all the arrangements for the hotel for MATO. If you haven't made your reservations yet, be sure to do that asap. Any questions contact Sam directley.



Rod found the golden ticket and was invited to Willy Wonka's Workshop.





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# Happy Birthday



Therese Correia 7/16

# Happy Anniversary



Joe & Donna Keller 7/13

## Tri-Five Online

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## Contact Us At

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

go to the calender, click on the day of the event.  
(if multiple events fall on the same day, click on the # next to the  
magnifying glass to see the listing of all events and pictures )



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

Send to [Ava@Tri-FiveRevolution.com](mailto: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.

Visit us online at <http://www.tri-fiverevolution.com/newsletter> to upload past newsletters. Also for you convenience event pics are in past events and the gallery at <http://www.tri-fiverevolution.com/gallery>