

# Revolution Review



Volume XII   Issue 10



## Upcoming Events, Cruises & Holidays

~~5/31 Moto Swap Shop & Car Show - SDCCU Stadium~~ CANCELLED

6/2 Sunset Cruise - SD Car Club Council

~~6/6 In N Out Cruise - Scripps Poway Parkway~~ CANCELLED

~~6/7 Pomona Swapmeet and Classic Car Show~~ CANCELLED

~~6/14 Long Beach High Performance Swapmeet~~ CANCELLED

~~6/18 T5R Meeting - Hamburger Factory, Poway~~ CANCELLED

6/21 Father's Day

7/4 Independence Day

7/12 Long Beach High Performance Swapmeet

7/16 T5R Meeting - Hamburger Factory, Poway (Clements)

7/26 Run to the Hills - Pine Valley rescheduled

8/1 In N Out Cruise - Scripps Poway Parkway

~~8/1 Greatest Show on Turf~~ CANCELLED

8/2 Long Beach High Performance Swapmeet

8/9 Pomona Swapmeet and Classic Car Show

8/20 T5R Meeting - Hamburger Factory, Poway (TBD)

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 (Rindskopf)

9/18-20 35th Annual Classic at Pismo Beach rescheduled

9/27 CCSD Picnic by the Bay - Embarcadero

10/2-4 20th Del Mar Nationals - Del Mar rescheduled

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

11/1 Daylight Savings Time

11/8 Long Beach High Performance Swapmeet



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/>





# '58 Impala

12 May, I get a call from Marsha, the distaff 1/2 of a husband/wife driving team saying we're outside with a delivery for you.



Biggest freakin transport I'd ever seen, and as for Marsha, I wasn't about to challenge her in arm wrestling.

The delivery was the last one on the truck so it was all the way forward on the bottom. After a lot of hydraulic maneuvers, my new car arrives at its new home:



I sure wasn't looking for another car to fill up garage space I don't have (the car is HUGE, almost a foot longer than my 57 Bel Air). It's a sad tale

really. The car belonged to Liz's brother back in Indiana, and a complete frame off, rotisserie restoration was completed in late Nov 17. The car has basically sat in his garage for 2 years and only had 260 miles on the odo when it arrived. Liz's brother has advanced Parkinsons, and then started suffering from severe dementia a few months ago. Finally, his wife was forced to have him put in an assisted living facility where he could get 24/7 care. To make a long story short, she needed to shed assets so she could qualify for assistance, and she asked me to take the car. She offered me a price I couldn't refuse so I took it.





It is a beautiful machine, wonderful paint & correct OEM interior, 348 with a 4 speed.



The 348 is presently sporting a single 4 bbl carb. The correct tripower setup is in the trunk and I will probably install that in the not too distant future.



My main bitch about the car is brother-in-law wanted everything original so he put a brand new set of Coker bias ply tires on it. What an absolute waste of more than \$1000. It is definitely a handful at speed on our grooved freeways.

Other than spending a little time doing some basic cleaning (the whitewalls required a ton of scrubbing to get at least semi-white), filling the tank with some California ethanol laced premium & a few ounces of Lucas Ethanol treatment, I've only driven the car on a couple of short trips. One was down to Wayne's shop, and of course Wayne promptly let the cat out of the bag, and the second was last week to the monthly Thursday night cruise-in at Ramona. Here's a couple shots I took of the car in Ramona:







That's my story and I'm sticking to it. Couldn't transfer the title at AAA this past week because it was titled in both their names, him and her. She correctly signed for him and listed a Power of Attorney. However, the DMV wants a certified copy of the POA so we called sis and she'll be sending one out. I guess it's no big deal anyway since AAA said they weren't allowed to leave the building and come outside to verify the VIN tag (because the governor said so; the DMV isn't doing verification yet so AAA can't....my aching a\$\$). Now has a huge red "8" in the rear window indicating we have until August to get all the paperwork done.

Liz really loves the car so it looks like we'll be hanging on to it for quite a while. Now we'll have to come up with a name for the new girl.

Bob Brown





# TECH TIME - Convertible Update

*submitted by Wayne Hartwig*

Last month ended with considerable progress on the convertible project. You may recall the last thing I was working on was installing the doors, but not the fenders or hood yet. What I thought was going to be a rather simple procedure turned into one of my worst nightmares. When the doors were aligned so all of the edges lined up with the body perfectly, the stainless trim on the doors where the vent wings meet the windshield was not properly aligned. The left door was off by approximately 1/8 inch and the passenger door was off by 3/8 of an inch. How does that happen? I know these cars were not all that perfect when new, and most came from the factory with a little alignment problem here and there, but this was far more than was acceptable under any circumstances.



Before doing anything, I decided some serious research would be needed. I started by looking at several other tri-five Chevys to see how things looked. Every one of them seemed to have the stainless trim lined up very close to the proper location in relation to the windshield post, even though some of the gaps between the doors and cowl were a bit wide as well as between the fender and the hood. So I made a template of the curvature of the door and the vent wing post from a car that fit well and compared it to my doors. Everything seemed to match up pretty good except the vent post on the passenger door seemed to be inward about a quarter inch from the template. So what was the problem? I began to think something got off a bit when the doors were re-skinned many years ago and I never thought about putting the stainless trim in place to see if everything lined up properly before having it all painted. The door shell gets pretty floppy without the skin attached and I began to think the door shells may have gotten a bit twisted during the re-skinning process. Time for more research.

I looked online to see if I could find anyone else encountering the same problem. I even considered buying new doors, but I wasn't really interested in spending money for something that may or may not fix the problem.



However, I was surfing through the website for Real-Deal Steel, a company that manufactures parts to build complete tri-five Chevy bodies. After reading about their doors, I learned that because these classic cars are not all created equal, sometimes you have to align the door to the vent post and then twist the door to align the door edges to the body. This information seemed to confirm my suspicion that my doors may be slightly twisted, and that may be the answer to my problem.

So, I started with the driver's door since it was only off by 1/8 inch. I adjusted the door hinges so the vent wing lined up properly at the top and the front lower edge of the door lined up with the rocker panel. Of course that meant the rear edge of the door no longer fit correctly. I then did my best Magilla Gorilla imitation and twisted the door in at the top until the edges lined up. Wow, I can't believe that worked! Even the gaps between the door, the cowl and the hood were still looking good.

Now on to the passenger door. Since this one was off by 3/8 of an inch, I knew the fix was going to be a bit more difficult. I re-aligned the hinges and did the Magilla Gorilla imitation again with Rod's help. It was a lot harder, but we were successful in making everything line up. However, the gap between the door and the cowl was way too big, about 3/8 of an inch. Installation of the fenders revealed that the gap was way too big between the fender and the hood too. I know the hood to fender gaps were pretty good before, and I know nothing was modified on the fender or the hood. So, now I know there has to be an issue with the door. I re-adjusted the fender to make the gap correct and did some measurements. I could clearly see the door was off by 1/4 inch at the top forward edge, just like the template showed.



So, my dilemma was what to do about that. Once again, I considered buying a new door, but what if it didn't fix the problem? Instead, I borrowed a door from Don that fit perfectly on the car and tried it on the convertible. It fit much better than mine, but it still had a similar gap problem. So after another day of thinking about what to do, I finally decided rather than buying a new door, I would take a chance on performing surgery on my existing door to see if I could make the adjustment without totally wasting the door.



Here comes the scary part. I removed the stainless trim along the top of the door and used my air disc cutter to slice the top of the door open about a quarter inch in from the edge of the door panel from the vent post to about 3 inches from the back edge of the door. I then removed the door and went inside the door jamb and made a cut down the front just inside where the door seal goes. Then I went back and opened the cuts to 1/4-inch wide at the front top part of the door and tapered them back until I could move the door skin inward the quarter inch needed to align it properly.

Once I was satisfied with the fit, I stitch welded the door back together in a few places before trying the door back on the car. I was amazed! It fit perfectly! With the stainless trim back in place, there was no evidence from the outside that the door had been modified. And all of the gaps were nearly perfect. So the next step was to weld the door back together and finish it off without warping anything. This was a big long job, stitching one spot weld at a time, cooling it off between stitches until it was put back together and then smoothing it out to make it look like it never happened.

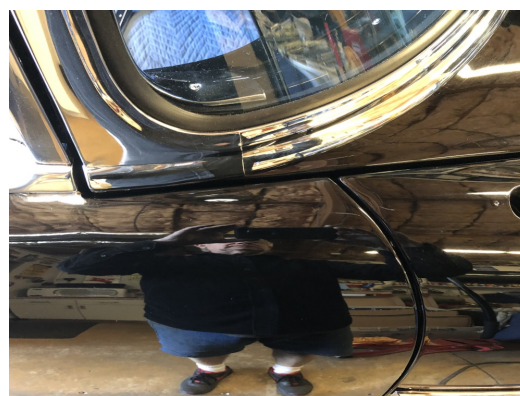


The modification is now done and the door is ready for the painter to make it look all pretty again. This was just about the most stressful and worrisome thing I have ever had to do to make something right on a car, and I hope I never ever have to do a job like this again.

I also decided I wasn't happy with the stainless spears on the front fenders. They were original pieces that had some dings and were straightened and polished. Unfortunately, they were still a little too wavy and not acceptable for this project. I decided I needed to make a trip to the Car and Truck Shop in Orange to acquire new ones along with a few other small parts I still needed. This was certainly an interesting experience. I called to see if they were open for walk in customers and to see if the parts were in stock. They were open, but they were so busy they would not check stock on parts. They also said a mask would be required. I decided to make the trip and I arrived at 7:30, an hour before the store opened. There were 15 people already in line and by the time they opened at 8:30, there were about 40 people in line. When the doors opened, an employee went down the line giving a number to each customer and each was told to social distance outside until their number was called. I waited about an hour for my number to be called. Once inside, I saw there were five people working the counter about ten feet apart. There was a blue "X" six feet back from each counter employee and that is as close as customers were allowed to get. Customers were instructed to provide a list of the parts wanted along with the part number and page number in the catalog. The counter person then disappeared into the back to collect the items. Once everything was located and brought to the counter, payment was collected and I was out the door. I suppose this is the new normal, at least for a while.

I also got my rear bumper back from the chrome shop. It looks awesome! It is the nicest chrome I have ever had done. There is still a lot of work to be done before this project will be completed, but it is definitely coming along. As always “

To Be Continued.”



# ***Classics Escape Garages, Head To Informal Drive In***

It was a long couple of months closed up in the garage, never going out. Even for a classic car it's one thing not to go out too often — as long as you know you can if you want. It's totally another to be told you should stay at home. I am a social car; I was not made to Self Quarantine or Social Distance.

So I was pleased when, in early-ish May, Florida began to relax those guidelines and started the slow process of 'reopening'. I'd already lost a couple of my most favorite car shows due to Covid-19 including the spring Gamble Plantation show and the long running Kaiser-Deveraux. And, of course, there had been none of the monthly more casual drive-ins. Admittedly, I had been becoming anxious. Soon hot weather would end my car show season until the cooler months of autumn. I wanted, no, I needed to get out!

It was a real thrill when I was moved to the center of the garage and given a clean up. Even though I looked okay, I always enjoy being fussed over a bit, and, I knew what it meant. I was going out! Into the world!

The event was an impromptu get together of classics at one of my favorite monthly spots, Shake Station in the rural area of Ellington. No DJ, no door prizes, no 50-50. Just cars and car friends. The responsible humans wore masks; I did, too. Love bug season was in full force. And, for once, I didn't mind. It was the perfect thing to do on a sunny Saturday afternoon!

***Goldie***





# Claudia's Corner

*Since we have been housebound for 2 months now, I have been trying several new recipes and thought you might like to try a few of our favorites.*

*Claudia*



## **CHICKEN ENCHILADAS**

- 4 cups shredded cooked chicken  
(one of those deli roasted chickens is perfect)
- 1 cup Salsa Verde (green salsa)
- 1-4 ounce can chopped green chilies
- 2 tablespoons chopped chipotles in sauce  
(more if you like it hotter)
- 8 - 8 inch flour tortillas [I used the low carb]
- 1-2 cups whipping cream
- 1.5 cups Monterey Jack cheese, shredded
- Chorizo crema (optional, see recipe)
- 1/4 cup chopped fresh green onions for garnish

### **DIRECTIONS**

Mix first 4 ingredients in bowl.

Pour 1/2 the whipping cream in the bottom of a 9x13-baking dish.

Place approximately 1/8 chicken mixture in each wet tortilla and roll up.

Place all 8 side by side in dish, sprinkle with cheese, and pour remaining whipping cream over top.

Bake at 350 for 30 minutes. [Needed an additional 10-15 minutes to start browning slightly]

Optional: top with chorizo crema and garnish with chopped green onions on top.

### **CHORIZO CREMA**

10 ounces pork chorizo

1 1/2 cups whipping cream

### **DIRECTIONS**

Cook chorizo in a small sized saucepan until chorizo is done, about 5-10 minutes

Add cream and let simmer on low heat until sauce thickens, about 10-15 minutes

## **CHEESEBURGER CASSEROLE**

8 slices bacon(I used precooked)  
3 lb ground beef  
(I season w/McCormick's Montreal Steak seasoning and Worcestershire)  
1 cup chopped onion  
3 cup shredded Cheddar cheese, divided  
1 jar dill pickle spears, chopped  
1 1/2 cup tomato, chopped  
8 slices Cheddar cheese  
1 head iceberg lettuce, shredded



Preheat oven to 350°F. Cook bacon according to package directions.

Meanwhile, cook beef and onion in a large pot over medium-high heat; drain. Stir in 2 cups Cheddar cheese, bacon, pickle, and tomato.

Spoon into a 9"x 11" casserole dish. Sprinkle with 1 cup Cheddar; top with Cheddar cheese slices.

Bake 20 minutes or until cheese is melted and browned. Serve with shredded lettuce.

Note:

Top with additional chopped tomatoes and pickles, if on hand.



## **Flourless Fudge Cookies**

3 cups confectioners' sugar  
2/3 cup dark cocoa powder  
1/8 tsp salt  
2 egg whites, or more as needed  
1 Tbsp pure vanilla extract  
1 1/2 cups chocolate chips (60% cacao)

Preheat oven to 350 degrees F (175 degrees C). Line 2 baking sheets with silicone mats or parchment paper.

Mix confectioners' sugar, cocoa powder, and salt in a large bowl. Beat egg whites and vanilla extract into the sugar mixture until thick and batter-like; add chocolate chips and stir.

Scoop batter by tablespoonful onto the prepared baking sheets.

Bake in preheated oven until the tops are glossy and lightly cracked, 12 to 14 minutes. Let the cookies cool completely on the baking sheet and store in an airtight container for up to 3 days.





## PERKINS' PROJECTS

SUBMITTED BY WAYNE HARTWIG

Last month, Don Perkins started putting his 1939 Ford COE together after getting the cab back from the painter. After the cab was installed back on the 1989 Chevy C3500 dually truck chassis, the real work was just beginning. Some adjustments had to be made to get the cab properly aligned on the frame. Then there were some big issues with the steering column, requiring numerous modifications before it was finally installed and everything was working correctly.

The wiring Don used is an aftermarket harness kit designed to easily install into a GM vehicle. It was quite a task routing all the wires to the correct location into a Cab Over Engine truck from 1939. Wire by wire, each one was routed to its proper location and connected. There were some additional items requiring wiring too. A trailer brake controller, a seven-circuit trailer plug, a power cable for running the winch on the trailer, and an electric parking brake controller were added to complete the wiring process. When installation was completed, the engine started right up and ran well with the Holley Sniper fuel injection. Everything worked as designed except for the left turn signals, which turned out to be a problem with the original wiring plug on the steering column. Replacing that plug with a couple weather-tech plugs took care of that problem.

It was then time to start installing the sheet metal engine cover, floor panels, gear shift selector, gas pedal, etc. Clearances around the 454 cubic inch big block engine weren't quite enough in a few places, so a few more modifications were in order. Soon those panels were all in place.

It was time to make sure everything was still in proper working order, everything worked properly, however the engine would not start. Initially Don thought it was out of gas. Five gallons of fresh gas did not resolve the problem. We could hear the electric fuel pump running, so initially, we did not think that was the problem. Testing the power to the ignition and fuel injection didn't reveal a problem. The next easiest check was to disconnect the fuel line to the injection unit to confirm it was receiving the fuel. Interestingly enough, we discovered the fuel pump was running, but no fuel was being pumped.

Okay, so now we knew what was causing the problem. Of course, the fuel tank had to be dropped down out of the truck to get to the pump. We pulled the pump and retested it outside the tank. Apparently, the pump impeller was no longer attached to the electric motor shaft and a new pump was in order. We acquired a new replacement pump specifically for the 1989 C3500, tested it to be sure it worked, installed it in the tank and installed the tank back into the truck. Lo and behold, the engine started, but was still starving for fuel. It would idle nicely but wouldn't accelerate without major hesitation.

We decided to put a pressure gauge in line to check fuel pressure. It was then we discovered we had only 15 psi delivered to the injection unit. We were supposed to have 60 psi. More research revealed that all 1989 models came with Throttle Body Injection (TBI) needing only 12 psi at the injection unit to run properly. Since the Holley Sniper unit requires 60 psi, we realized the factory in-tank pump would not suffice for use with the Holley Sniper. So, out came the fuel tank again. Don will be purchasing a new pump with the proper psi rating that will slide right into place where the original pump was mounted. We are pretty sure that will fix the problem. Once we are satisfied everything is okay again, it will be time to hang doors and fenders.

# A Parade for the Graduates

by Ann Goldberg



All across the country Covid-19 social distancing guidelines have forced schools to cancel traditional graduation ceremonies leaving them to do their best to find alternate ways to honor their graduating seniors. Virtual graduations and drive-thru graduations have been in the news. In the rural area of Parrish, FL the area's Civic Association chose the grass routes approach, arranging a community parade to honor their graduates. Led by a collection of fire trucks and emergency vehicles, a smattering of classics joined the more than 100 participating vehicles, many family cars decorated to honor a specific senior. Definitely a 'feel good' evening! By the way. That big blue truck has an interesting back story. It was born a flat bed. The current owner shortened the vehicle, added the side and back panels and now refer to it as their 'Tonka truck'.







# ***Kitchen Scoop on the Soft Chocolate Cookies***

*These chocolate cookies are easy to make, delicious to eat. Bake a batch and enjoy! If you're feeling self-indulgent, and personally social distancing makes me more self-indulgent than usual, make the cookies larger. Once they're cool put a scoop of softened ice cream on one, top with another and freeze. Individually wrap frozen cookies for when you're feeling deserving of a special treat! **Ann***

Soft Chocolate Cookies

Yield: 5-1/2 dozen

Preheat oven to 350 degrees

1 cup (2 sticks) butter or margarine, softened

1-1/2 cups sugar

2 large eggs, room temperature

2 teaspoons vanilla extract

2 cups flour

2/3 cup unsweetened cocoa powder

3/4 teaspoons baking soda

Confectioners' sugar

Beat butter and sugar until fluffy. Add eggs, one at a time, beating well after each addition.

Beat in vanilla. In a separate bowl combine flour, baking soda and salt. Whisk dry ingredients to mix then add gradually to creamed mixture and mix well.

Cover and refrigerate for 1 hour.

Roll chilled dough into 1-inch balls. Place 2 inches apart on ungreased baking sheets.

Dip tines of a fork into confectioners' sugar and flatten each cookie.

Bake at 350 degrees for 8-10 minutes or until edges are firm. Remove to wire racks.



## **SDACC's first Sunset cruise**

Tuesday June 2nd 2020

at STP Bar & Grill

5487 Clairemont Mesa Blvd, San Diego 92117

6pm - 7pm

The San Diego Association of Car Clubs (aka the Car Club Council) has been an integral part of the Automotive community for many decades and continues to assist and help promote local clubs and car shows.

This is a FREE meet up and open to all clubs, club members or individuals.

We hope you will join us for an evening of hope and camaraderie.

A suggested cruise that takes you past the SDFD station 27 Clairemont to salute first responders and ends at Mission Bay

### **IMPORTANT REQUIREMENT**

We ask that everyone in attendance please follow all of the current regulations in regards to social distancing and always wear a mask in public if you exit your vehicle. We are celebrating vehicles and not making political statements in regards to the current stipulations so please respect your fellow attendees and practice these measures. We want everyone to feel they are in a safe environment so please respect our fellow enthusiasts by complying and also so we can do this again next month.

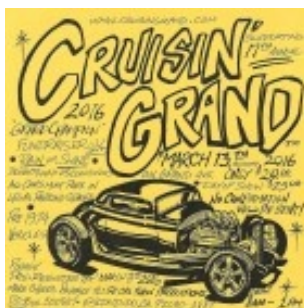
NOTE: STP Will be Open for Dine in and Take Out as will other restaurants in that shopping center. Please show your support

Hope to see everyone there. Bring a ride and a smile

Be safe San Diego



Go to <http://carclubcouncilofsandiego.com/> for route directions and more info.



**UPDATE May 22, 2020** The organizers of Cruisin' Grand are awaiting the green light to open the event. We are optimistic that we may open Mid-June. You can help by contacting the San Diego county board of supervisors, K. Gaspar & J. Desmond. (please open Cruisin' Grand™)

We will update the site / schedule as we have more information.  
Thank you for your understanding.

Opening Day 2020  
Cajon Classic Cruise  
Car Shows  
The opening day for the Cajon Classic Cruise  
Car Shows has been postponed.

Our latest information and discussions are  
pointing to mid June 2020.





# Picnic by the Bay

## 2020

Open to all 1972 & older American Cars & Trucks  
Sanctioned by the San Diego Association of Car Clubs.

**Sunday, September 27, 2020**

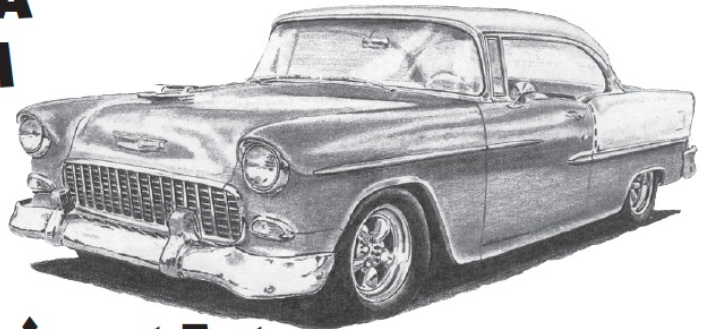
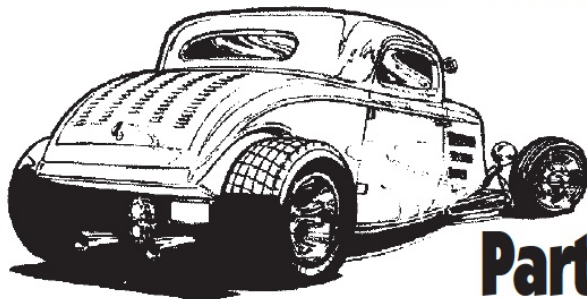
**Embarcadero Marine Park North**

**(Foot of Kettner Blvd. at Harbor Drive)**

**Next to Seaport Village**

**San Diego, CA**

**9 AM - 3 PM**



**Participant Entry**  
**\$30 Pre-Registered**  
(with event t-shirt)  
**\$30 At Event**  
(no event t-shirt)

**Raffles!**  
**Food!**  
**Music!**  
**T-shirts!**  
**Awards!**

Event Proceeds to benefit



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Thank you for pre-registering. You will  
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**Gates Open at 7 a.m.**

For Information, call Leon (858) 569-0738

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Website at [www.classicchevysofsandiego.com](http://www.classicchevysofsandiego.com)

**Note: If you want to park together -  
arrive together**

SEAPORT  
VILLAGE



# Tri-5 Upcoming Shows, Cruises, Partys & Events



T5R Meeting  
Hamburger  
Factory in  
Poway  
5:30pm

~~June 18~~ **CANCELLED**

July 16 - Clements

August 20 - TBD

September 17 - Rindskopf

October 15

November 19

No Meetings in December

In N Out  
Cruise  
Scripps Poway  
Parkway 11am

~~June 6~~

**CANCELLED**

July 4 TBD

August 1

September 5

October 3

November 7

December 5



CCSD Picnic by the Bay Sunday,  
Seaport Village/Embarcadero North  
Sunday September 27th - 9am to 3pm

<https://classicchevysofsandiego.com/>





# Tri-Five Revolutionaries Business Cards

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Dana Stevens 6/1



Sandy Mayer 6/8



Claudia Gayhart 6/9



Don Perkins 6/10



Nancy Geiman 6/22



Harvey Goldberg 6/25



Donna Rindskopf 6/28

## June Anniversaries



Marilyn & Doug Clements 6/24



Lynn & Sandy Mayer 6/25



Donna & Sam Rindskopf 6/28

Please let Ava know if we missed your special day: [Ava@Tri-FiveRevolution](mailto:Ava@Tri-FiveRevolution)





# Tri-Five Online

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



Check out our new and improved website.

Now Iphone and Ipad friendly.

To see past event pics go to

<https://tri-fiverevolution.com/events>

**Tri-Five Web Designer - Brooks Bishop**

**[brooks.bishop@gmail.com](mailto:brooks.bishop@gmail.com)**



**Contact Us at**

[club@tri-fiverevolution.com](mailto:club@tri-fiverevolution.com)



*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.*



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