



Revolution Review

June 2024

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'55 '56 '57



Corn Feed Run Car Show and Cruise

Submitted by Wayne Hartwig

Over the last three years, Linda and I have been looking for and attending car show events we have not yet been to. These efforts have taken us to quite a few events to our north in Temecula, Murrieta, and other cities in Riverside and San Bernardino Counties. We recently were told about a show in Chino called the "Corn Feed Car

show and Cruise" sponsored by the Kiwanis Club of Chino. We heard it was a really fun show, so we decided to give it a try. It was the 22nd annual show and was held in downtown Chino on numerous streets in and around City Hall. All proceeds are going to Kiwanis Club charities.

Linda and I met up with Tim Huizenga and Jim & Tina Dickerson from the Drifters at the Chevron station at Clinton Keith Road and I-15 at 7 am, and we arrived in Chino around 8 am. As we entered the show on Central Avenue, we were given a choice to park on the surrounding streets or on the grass at City Hall. Parking on the street meant we could participate on the cruise route anytime during the show. Parking on the grass meant no cruising during the show. We decided to park on the grass, and we were directed to parking spaces in the middle of all of the show activities. It felt like we hit the jackpot as we were within a very short walk to all of the numerous vendors, the raffle, restrooms and food.





The show was open to all vehicles with special parking areas for big rigs, farm tractors and low riders. There were 1,022 paid entries, which is huge for a one-day show, as big or bigger than the Dr. George show in Palm Springs. There was an open header contest for those noisy car guys and a clockwise cruise route through the streets around City Hall about 15 blocks long. It was quite interesting to see so many cool classics, about a dozen big rig tractors with air horns blowing all the way, and antique farm tractors cruising the route together in groups.

The Kiwanis Club was selling breakfast burritos in the morning and burgers and hot dogs the rest of the day. The raffle had ten Harley Davidson items you could put your tickets in to win a specific item, and a general raffle drum for a bunch of nice random items with drawings throughout the day. A 50/50 raffle netted one lucky winner with over \$300. We were not lucky this day as we won nothing.

It took us quite a while to make our way up and down all of the streets and through all of the parking lots to get a look at each and every entry. There was a quite large number of Tri-Five Chevys at the show, some very nice and some not so much, but all fun to look at.

By the time we saw all the entries, checked our raffle tickets and had a hot dog for lunch, it was 2:00 pm and time for the trophy presentations. The awards were much like those at Midnight At The Oasis, where 20 winners were selected by sponsors, meaning it wasn't necessarily the best cars taking home the trophies. And other than one "Best of Show" trophy and a couple specialty awards for "Best Lowrider" and "Best Rat Rod", there were no other awards. It seemed like a very small number of awards for such a large group of cars.

We were certainly surprised to see just how big this show was, and the entertainment factor was very high. It has a lot of different ways to enjoy classic vehicles of all kinds and be entertained all day long. It would be difficult to not have a good time at this show.



Run to the Hills

Pine Valley Show May 18th



Congratulations Rod Hildebrand Award Winner!



WE MAY BE OLD BUT,, WE HAD THE
GREATEST MUSIC, THE BEST HAIR &
DROVE THE COOLEST CARS!

submitted by Joe Keller



submitted by Ann Harvey



The 2nd Classic on the Rez Car Show

by Sam Rindskopf

Rain rain go away... Wow, the car show gods were shining down on Harrah's Rincon Casino this day! This was one of the best days of 2024, clear skies, sunshine, good friends, and classic cars, what more can you ask for? This casino and resort hotel are constructed on the Rincon Band of Luiseno Native Americans Reservation. If you would like to read more on the history of the Rincon Band, click on the link: <https://rincon-nsn.gov/culture-history/history/>

Donna and I met up with fellow Tri-Five Revolutionary Dana in her beautiful 56 Nomad at the show. Once we got parked and the Nomads detailed, we set out to check out the vendors and the one-of-a-kind trophies that this show provides. This year the organizers added valve cover races and there were a lot of very cool valve cover racers competing. The show is relatively small with somewhere around 125 classics. The thing that makes this show different is that the 5150 Rat Rod Car Club co-hosts the show and as a result there are a lot of very cool and unique rat rods in attendance.

Since the show is in the parking lot of Harrah's Casino and Resort there are lots of options for lunch and I know some of the attendees chose to have a liquid lunch at the Rincon Brewery located on the property while others tried their luck at gambling. Donna and I lived in Las Vegas for 10 years, so we don't gamble! We chose to have fry bread from one of the vendors for lunch, it seemed very appropriate for a car show on a reservation.

As trophy time rolled around Donna and I began to fold our chairs and put our stuff in the Nomad when we heard our names being called, they had started the awards and ours was the first one handed out. We sprinted to the awards area, okay we hurried not much sprinting left in these old bones, LoL! We grabbed our very cool and unique trophy and posed for a couple of photos and then hung around until the rest of the awards were handed out. What a great ending to a beautiful day. We said goodbye to Dana, and we hit the road for home.



Congratulations Sam & Donna award winners

[Click here for a link to our Facebook page to see more pics of the day](#)





Over the Hill Gang 51st Annual Streak Car Show

Submitted by Wayne Hartwig

The Over the Hill Gang (OTHG) held their 51st Streak Car Show at Campland on the Bay on May 11-12. This has always been a nice car show with lots of added activities. A

few of us like to go early and camp at Campland by the Bay for several days. Tom & Nancy Geiman arrived at Campland on Tuesday and Linda & I arrived on Wednesday. Rich Correia came in on Thursday. After setting up camp, we went to lunch and did a little grocery shopping before getting in a couple games of Five Crowns and eating tacos for dinner.

Suzanne Stephens hosted Bingo Thursday evening in the big tent with about 30 people competing for prizes. It was also an opportunity to get early pick up of registration packets. Friday was the day to park our cars on the grass and have an early opportunity to purchase raffle tickets while the odds of winning are better than Saturday when thousands of tickets are in the big yellow drum.

There was a bake sale Friday and Saturday mornings. Paul Palombo was playing tunes both days and giving away small prizes to those who could answer his music trivia questions. Paul also played tunes for the Friday night beach bonfire and street dance from 7 pm to 10 pm, although it seemed to be poorly attended by adults.

Ticket sales continued Saturday morning and tee-shirts were being sold inside the tent. The annual poker walk started things off and the Little Miss Streak and Little Mr. Hotrod contest was held for kids four to eight years old and hosted by Roy from the Broken Yolk restaurant in Santee. Lunch on Saturday was the same as in years past with the usual pulled pork, chicken, beans, coleslaw and rolls.

An interesting twist this year was a Corn Hole Tournament. It was put on by a few Corn Hole experts who play all the time and it cost \$10 per person to play. What no one knew was that these experts had two teams in the tournament, and no one ever really had a chance to win one of their Corn Hole trophies. I think they scammed us all for \$10 each, lining their own pockets. I have to admit, it was fun to play.

We do BBQ lunch and dinner at our campsites and invite our classic friends to join us when they can. This year on Saturday, we had an abundance of our classic friends stop by to enjoy a meal and spend time with us, making for a really fun weekend.

We do BBQ lunch and dinner at our campsites and invite our classic friends to join us when they can. This year on Saturday, we had an abundance of our classic friends stop by to enjoy a meal and spend time with us, making for a really fun weekend.

While The OTHG judges were making their way around the car show area looking for the Top Ten trophy winners, Lady's Choice and Chairman's Pick. A representative from the Warrior Foundation was making presentations about their Wounded Warrior Program. Awards were announced at 2 pm, beginning with sponsors of the show being recognized individually for their generosity in support of the show. After the awards came the last round of raffle ticket draws before getting to the big ticket items. A short time later, a live band played songs for the dance.

As always, we look forward to this show every year and it's here and gone way too fast. We did have a lot of fun with our classic friends. However, it is unknown at this time if there will be a Streak 52. This year for the first time, OTHG did not take registration for next year's show. OTHG membership has dwindled over the last few years due to the passing of numerous members, members no longer able to volunteer and members who have moved away, making it difficult to get enough volunteers to put on the show. Additionally, Campland is increasing camping rates by 18% next year which will add about \$40 to camp. OTHG membership is going to have to make a tough decision on whether to continue this long tradition of the Streak. We really enjoy this show, so we hope they find a way to continue the tradition.



Upcoming Events, Cruises, Partys and Holidays



- 6/1 In N Out Cruise - *Scripps Poway Parkway*
- 6/1 Western Days Car Corral & Parade - *Valley Center*
- 6/2 Steve McQueen Car Show - *Chino, Ca*
- 6/8 Fords & Friends Car Show - *El Monte Park, Lakeside*
- 6/9 Long Beach Swapmeet
- 6/15 VANC Car Show - *Oceanside*
- 6/15 53rd Annual Murrietas Father's Day Show
- 6/16 Fathers Day
- 6/16 Mission Beach Father's Day Cruise - *Belmont Park*
- 6/20 Summer Solstice - Summer Begins
- 6/20 T5R Meeting - *Hamburger Factory – Poway*
- 6/23 Pomona Swapmeet and Classic Car Show
- 6/23 9th Annual Garden of Innocence Car Show - *San Diego*
- 7/4 Independence Day
- 7-4 Wheels of Freedom Car Show - *Rancho Bernardo*
- 7/6 In N Out Cruise - *Scripps Poway Parkway*
- 7/14 Long Beach Swapmeet
- 7/18 T5R Meeting - *Hamburger Factory – Poway*
- 7/22-25 35th Nomad Convention - *Boise, Idaho*
- 7/31 Caravan to Tri-Five Nationals to Texas
- 8/3-8/7 Tri-Five Nationals or Bust - *Starts Lewisville, Texas*
- 8/3 In N Out Cruise - *Scripps Poway Parkway*
- 8/3 All American Car Show - *Seaport Village*
- 8/4-11 37th Hot August Nights - *Reno/Sparks*
- 8/9-11 Big Bear Fun Run - *Big Bear Lake, Ca*
- 8/8-10 Tri-Five Nationals - *Beech Bend Park Bowling Green, KY*
- 8/15 ?? T5R Meeting - *Hamburger Factory – Poway*
- 8/17 Car Show Tri-Celebration - *Lions Automobilia, Rancho Dominguez, Ca*
- 8/24 Christian Rods and Custom Car Show - *Spring Valley*
- 9/2 Labor Day
- 9/7 In N Out Cruise - *Scripps Poway Parkway*
- 9/8 Long Beach Swapmeet
- 9/19 T5R Meeting - *Hamburger Factory – Poway*
- 9/14 Greatest Show on Turf - *Clairemont*
- 9/21 Cornerstone's 1st Annual Wildomar Car & Bike Show - *Wildomar*
- 10/5 In N Out Cruise - *Scripps Poway Parkway*
- 10/5 Palm Springs Car Show & Festival – *Downtown*
- 10/6 Long Beach Swapmeet
- 10/12 AutoFest - *Ramona*
- 10/11-12 Murrieta Rod Run
- 10/13 Pomona Swapmeet and Classic Car Show
- 10/17 T5R Meeting - *Hamburger Factory – Poway*
- 10/31 Halloween



11/2 In N Out Cruise - Scripps Poway Parkway
 11/3 Daylight Savings Time (Fall Back)
 11/10 Long Beach Swapmeet
 11/11 Veterans' Day
 11/21 T5R Meeting - Hamburger Factory – Poway
 11/28 Thanksgiving
 12/1 Long Beach Swapmeet
 12/7 In N Out Cruise – Poway
 12/8 Pomona Swapmeet and Classic Car Show
No Meeting in December
 TBD T5R Christmas Party
 1/1/2025 New Years & T5R Cruise TBD



Red Font is a club attending event

Green Font is a club member submitted event

Blue Font are Holidays and Observances

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

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



In N Out Cruise

Scripps Poway Parkway



2024

June 1
 July 6
 August 3
 September 7
 October 5
 November 2
 December 7



<http://powaycruisers.com/in-n-out-burger-cruise-nite/>



**T5R Meeting
 Hamburger
 Factory**

in Poway-5:30pm

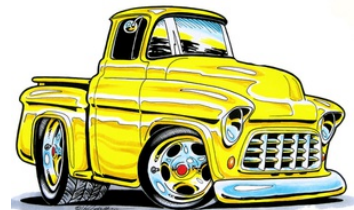
14122 Midland Rd

Poway, CA 92064

858-486-4575

2024

June 20
 July 18
 August TBD
 September 19
 October 17
 November 21
 NO meeting in December



<https://www.hamburgerfactory.com/>



The Temecula Rod Run 2024

by Sam Rindskopf



We had a spectacular day for the Classics on the Rez Car Show a week ago, so Donna and I figured spring was here, boy, were we wrong. The sun peeked out for a short time before deciding to depart us for the day. Here in SoCal, we call this overcast May Gray, which then gives way to June Gloom. The good news is that the skies were only overcast in Temecula, not the case for those driving up from San Diego County, they hit rain. We were not able to attend the Friday Cruise, we heard there were a lot of classics participating and a big crowd of spectators.

This is a great venue for a car show with all the streets in Old Town blocked off. This show brings tens of thousands of spectators to Old Town Temecula to see the over 500 classic cars and hot rods and visit the local shops and restaurants. The show also has a lot of vendors.

We were parked next to fellow Tri-Fiver Dana and her beautiful yellow 56 Nomad. Dana always has that car detailed beautifully! We were fortunate to have 2 very good parking spots on Main St. with lots of space between our cars.



Wayne and Linda were parked up the street from us with their beautiful black and silver 55 Chevy Convertible. According to Wayne black cars look better under overcast skies, I believe him because our 57 Nomad was looking very nice. Our hours of detailing seemed to pay off.



Donna and I wandered up and down Front St. which is the main drag in Old Town. There were lots of great looking classics from near and far. We love this show because we have lots of friends who attend some of whom we don't see very often. I have said this before and I will say it again, these car shows are more about the people than the cars for Donna and me. All this walking created an appetite for us, so we popped into the newly opened Crafted Scones shop for some delicious scones and fresh hot coffee, perfect for a cool overcast day.

Donna had to leave the show early as she had a guide dog charity event to attend in Laguna Beach. Donna always goes to these shows with me and enjoys them almost as much as I do.

The city of Temecula puts on this show, they hand out 22 class awards and 10 judges choice awards along with a best paint, under construction, and best of show awards. A friend and fellow Nomader Al won the woodies and wagons class with his 57 Nomad and we won a judges choice award with our 57 Nomad. We had several other friends win awards too. With award in hand, I headed for home, all in all it was a great day even though the sun barely made an appearance.





A couple of years ago Bob was asked to write up a couple of paragraphs about our '56 Chevy "The Project That Shall Not Be Mentioned" and of course he wrote a novel. I guess our adventures can not be said in only a few lines. Some of you may have read this before so this is for the ones who haven't.

Ava

The "Project That Shall Not Be Mentioned"

by Bob Bishop

I need to preface this story by saying I did not need another car and I REALLY did not need another project car. I already had a 1926 model T Ford coupe I inherited in 1969 in need of complete restoration, a 1936 Ford 5-window coupe I purchased in 1972 needing paint and minor mechanical work, and a 1956 Chevy sedan delivery that was undergoing reassembly but still requiring a ton of work to get on the road. Additionally, my daughter Melissa and I were turning a 1957 Belair four door sedan into a mild custom with a 1957 Buick grill and Roadmaster side trim, a nosed hood and frenched rear license plate. So why did I buy it and undertake another long project? Rather than me searching for and finding this car, it pursued me.

This story starts in 2006 when I received a phone call one Saturday afternoon from a young man named Kevin. Many years before I had wired a 1962 Chevy short bed step side pick up that he and his dad were building. Since then I would occasionally run into Kevin at car events and the Big 3 Swap Meet and in that way we would randomly keep in touch. The reason for his call was he knew that I was into Tri-Five Chevys and he had a 1956 Belair two door sedan he wanted to sell and he asked me to look at it and tell him what I thought it was worth. He had bought the car several years before at the BIG 3 and had grand plans for it but the reality of a first baby on the way had set in and it had to go. Since he only lived a few miles away, I agreed to look at it the next day. At this point I need to mention that purely by coincidence Kevin is the son-in-law of a former co-worker named Al. This comes into play later.

Upon seeing the car my first impression was that it was a typical 1956 Chevy 2-Dr sedan in need of complete restoration. It sat in primer gray with all the stainless trim, bumpers and front chrome removed. All of the glass was serviceable except a cracked driver side door window and wind wing. The interior of the car was packed with the stainless trim, bumpers, and front grill. Then I noticed there were a number of Danchuk boxes of new parts. These included new parking light assemblies, fender extensions, headlight trim, hood and fender emblems and numerous other pieces. On a positive note, other than some light surface rust the floor pans looked really good. Moving to the engine compartment I found a 350 coupled to a turbo 350. It looked like the typical junkyard engine and transmission combo, but it did run and move under its own power. The core support had been cut as is so common and the radiator had been moved forward to accommodate a long water pump and clutch fan. The inner fender panels were missing and the wiring looked like a first grade cut and paste project with wire segments joined together with wire nuts and tape. The front suspension looked like it could use a complete rebuild but it did have front disc brakes.

Moving to the rear of the car, I noticed it seemed to have some pretty wide tires on the rear. I was about to find out just how wide. At the back of the car I was greeted by the usual rust through in the panel below the deck lid. Opening the deck lid, there was a huge surprise. The entire trunk floor and rear inner wheel wells had been torched out exposing two ridiculously wide tires straddling a ladder bar and coilover shock suspended narrowed Ford 9 inch rear end. It was at this exact moment that what had been a run of the mill '56 Chevy project morphed into a '56 Chevy project with POTENTIAL and I'm a sucker for cars with POTENTIAL. It was clear that the back half was a professionally manufactured kit and that whoever had installed it knew what they were doing with very well done welds. The tires turned out to be 15" wide Mickey Thompson's mounted on Weld Wheels Draglights.



Well I just went from an impartial observer to an interested party. Here was the opportunity to build the street/strip car of my dreams. The hard part of backhalving the car was done and it already had wheels and tires. Hell, I told myself, all I would have to do was freshen up the engine, throw in some bucket seats and maybe a roll bar, do just enough to make it safe and street legal and I could have a car I could drive to Barona Dragstrip, race and then drive home. I had done a little drag racing in the late 70's at Orange County International Raceway and had always thought it would be fun to get back into it at a local level. Here, maybe, was an opportunity to do that without spending a huge chunk of money.

At this point I asked Kevin what he wanted to accomplish. He said that he had paid \$5,000 for the car just as it sat and that he would be happy if he could just get his money back out of it. I told him it would take finding someone who wanted to build a pro-street style of car, but to the right person the car was easily worth what he wanted. The rear tires and wheels alone were worth more than \$1,000, not to mention the labor, parts and materials to install the narrowed Ford 9" rear end. At this point Kevin said he was glad that I thought it was worth the \$5,000 as he believed he had someone already lined up to purchase the car for that price. Well, I was a little disappointed that it was already as good as sold but it was just as well because I already had a bunch of projects and I didn't need another one and maybe even more important, I didn't have \$5,000 to spend. So are you thinking "end of story"? Remember at the start of this I said this car pursued me. The story was really just beginning.

Fast forward a year and a half to November 2007. Much of San Diego County is in flames and as an outside plant design engineer for AT&T I'm working twelve hour days, seven days a week out in Campo and Dulzura surveying all the destroyed telephone poles and cable and then going back to the office to create the engineering design jobs to replace it all. One day, out of the blue, I get a phone call from former co-worker, Al. Remember Al? He asked how I was doing dealing with all the plant damage the fire had caused and then got down to the primary reason for the call. He called to let me know that Kevin still hadn't sold the '56 sedan and knowing that I had a lot of contacts with car people, could I put the word out that it was still for sale. Now, I had written the car off as long gone over a year earlier and here it was entering my life again. I started to recall all that POTENTIAL. I told Al I would put the word out, but all the time plotting to keep this information to myself. In the intervening year and a half I had managed to stash away \$4,000 to spend on the other project cars, but here was opportunity knocking. It wasn't just knocking, it was pounding. This was meant to be. Fate had willed that I should have the street/strip car of my dreams. I had most of the cash on hand and with all the overtime I was working the last grand would not be a problem when I got paid. I contacted Kevin and made arrangements to look at the car again on my first day off. The car was exactly as when I first saw it. Additionally, Kevin showed me some additional parts that were included such as rear wheel tubs, a Ron Francis one size fits all wiring kit and a tall stack of old DMV paperwork and parts sales receipts. I verified that the price was still \$5,000 and the deal was done. I had just agreed to buy another project with POTENTIAL.

Now you may have wondered how the title of this article, "The Project That Shall Not Be Mentioned", fits in. Here is where I tell you. My wife Ava and I met at an ARCO station in La Mesa I worked at nights while I was going to San Diego State. I already had three cars; a 1972 El Camino, the '36 coupe and '26 T. Our first date was in the '36 to Baskin Robbins. By the time we were married in 1977 Ava was well aware that I was a car guy and that was never going to change.



While she did not embrace the idea she at least accepted it. After we were married, many cars came and went, too many to list. A number of them were purchased because Ava wanted them. They all had one thing in common. I always conferred with Ava and got her at least reluctant blessing before entering into a purchase agreement with the seller. This time was different, however. Ava knew I was going to look at the car again, but she did not know I was planning on buying it. I guess I thought that if I told Ava that it was a street legal race car that I planned to race occasionally that she would say no. She is not someone who can always appreciate POTENTIAL, but after 45 years of marriage, she is coming around. I decided to beg forgiveness rather than ask permission and gave Kevin \$500 in earnest money. I knew Ava would not be pleased I bought another project, but I figured she would soon come around. This was my first mistake. The only problem was that Kevin needed the balance in short order. Now, I had \$4,000 in cash, but I was not going to have a payday with all the overtime pay to cover the rest before Kevin needed it. No problem. Ava and I had a signature loan account at our credit union that we rarely used but was there for emergencies. We kept a zero balance in it most of the time. I figured I could tap this account for the needed \$1,000 and get the balance paid off before Ava ever knew I committed the sin of borrowing money to buy a project. I thought the plan was fool proof. This was my second mistake. I went home and told Ava I had decided to buy the car and had given Kevin a \$500 deposit. To say that Ava was not pleased is a gross understatement. The other projects were brought up and how was I paying for it? I told a couple of tiny little falsehoods. I said the car would be a quick build and I had the money covered (well I did). She was not happy, but she realized the deal was sealed with the \$500 deposit. I was nearly home free. Now all I had to do was get the signature loan paid off before Ava saw a bank statement. It was not to be. Within days, Ava accessed the account to help cover our kids' college tuition and saw the outstanding balance and confronted me about it. Let me just say there were fireworks. At this point I had two strikes; one for buying the car without discussing it first and the second being borrowing money to pay for it without telling her. I deserved both strikes and decided the only way to avoid the dreaded third strike was to park the car, put a cover on it, not work on it, not look at it and not even mention it. This is how it became the "Project That Shall Not Be Mentioned". In the rare instances the car was talked about, even with our friends, that was how the car was referred. I was to remain in the doghouse for two long years. Finally, early in 2010 I sensed there was a thaw beginning concerning to car. Then one day Ava said, "I think you should paint the 'Project That Shall Not Be Mentioned' Hot Rod Satin Black." It was like the dark clouds parted and there was a brilliant ray of golden sunshine. I was no longer in the doghouse and it was all systems go to begin working on the car.

While I planned to do the majority of the work myself, I knew I did not have the tools necessary to install the wheel tubs, fabricate a new truck floor and replace the panel below the deck lid. The car made a trip out to Spirit Ranch where Steve Spirkoff and crew performed sheet metal surgery making the trunk whole again and covering those crazy wide tires. When the car came home I went though and used a sealer on every seam inside and outside the trunk. I molded the new wheel tubs to the remains of the original wheel wells and when everything was sanded smooth, I primed and sanded the entire trunk and then finished it off with multiple coats of black and gray Zolatone.

Next, I completely removed the rear end and suspension to allow clear access to the wheel wells and trunk floor underside. Everything was treated with Metal Prep and then primed with self etching primer. It was then painted with several coats of satin black acrylic enamel. With the rear axle out, I disassembled it to inspect the differential and axles.



I found it had a Detroit Locker carrier with a 3.55 ratio gear set. I was a little disappointed to find they were just 28 spline axles but they did have the big Torino bearings. I went ahead and replace the bearings and seals while I had it apart as it is easier to do it in your garage rather than out on the road a long way from home. All the suspension components were inspected and found to be like new and so were thoroughly cleaned, primed; painted and reinstalled. While I was at it I installed rear disc brakes. I later found paperwork that came with the car that indicated all the rear suspension components and backhalf fabrication were installed in 1989 and the car was then stored until 2004 when Kevin purchased it. I would love to know what the story is there.

The front suspension was completely disassembled, powder coated black, new ball joints and bushings installed and then reinstalled. While everything was off, the frame was thoroughly cleaned, primed and painted. On a side note, after I had the car on the road and has put on about 1,000 miles, I replaced the stock upper control arms with Hiedt's tubular control arms in order to get the additional 5 degrees of camber they offer for improved steering. It was money well spent.

I left the engine that came in the car in so that it could be moved as necessary and instead rebuilt a 350 engine I found abandoned in a Toys R Us parking in 2001. Its a long story I won't go into here. I ended up putting in a forged crank, reconditioned steel rods, a Crane 272H10 grind cam, World Products SR heads with 2.02 stainless valves, hardened seats, pushrod guides, Competition Cams roller tip rockers and hardened push rods. The heads have 69 cc combustion chambers that combined with the flattop pistons provide a 9.9 to 1 combustion ratio. I also installed a Cloyes true roller timing set and Melling high volumn oil pump. The engine runs an Edelbrock RPM airgap manifold and 600cfm Edelbrock carburator. The exhaust leaves the engine by way of a set of ceramic coated fenderwell headers to glass pack mufflers. When the engine was done I bolted on a rebuilt turbo 350 and swapped out the old engine and tranny. The engine is easily cooled by a four row Desert Cooler radiator with a staggered seven blade fan providing plenty of air flow. The car runs all day at 185 degrees.

I rewired the entire car utilizing an American Autowire Classic Series kit. I had installed this kit in both JD and Dana Stevens' '56 Nomad and Leroy and Marcia Amundsons' '55 and was very impressed by the completeness and quality. I heartily recommend this kit to anyone who needs to rewire a car.

In the interior, I completely sanded down the dash and painted it two-tone black on red with Kustom Kolors hot rod satin paints. I installed Dynamat on the firewall and toe board and a similar product called Fatmat on the floor and wheel tubs. A molded ABS firewall cover with insulation was installed for a nice finished appearance. The door panels are two-tone red on pleated black vinyl to complement the dash colors. I originally installed lightweight racing seats, but after a few long road trips I swapped in a pair of power everything seats out an Audi A4. Not an easy swap requiring fabrication of custom mounts, but it was well worth it. The rear set has been deleted and in its place is a four point roll bar.

The car still wears the gray primer it had when it was purchased and the plan is still to paint it Hot Rod Satin black. I plan on painting it myself, but that will have to wait. I've installed smoothy bumpers front and rear.

I have raced it once at the Antique Drags at Barona Dragstrip. It is not very quick with the 3.55 gears and a 1800 rpm stall speed torque converter. I made four passes with my best time in the low nines and not quite 90 mph in the 1/8th mile. It may not be real fast but I had a blast racing similar cars. The car now has over 4,500 miles on it with multiple runs to Midnight at the Oasis in Yuma and the Big Bear Fun Run at Lake Big Bear as well any number of local cruises. Someday the car will be finished, but for the meantime we are enjoying in just as it is.



Pickups Limited
San Diego Club Events
T3R Club Presents



THE 35TH ANNUAL **FORDS & FRIENDS CAR SHOW** *OPEN TO ALL MAKES AND MODELS!*

Saturday, June 8, 2024 9:00 am to 2:00 pm
EL MONTE COUNTY PARK
15805 El Monte Road, Lakeside CA 92020

**Awesome Raffle Prizes - 50/50 - Trophies*
**Proceeds benefit: Meals on Wheels, Armed Services YMCA,
the Gary Sinise Foundation and other local charities.*

SAVE THE DATE - SAT. JUNE 8 2024

**SPONSORED
BY**

Village Carpets
FlooringAmerica.





BOYS REPUBLIC CAMPUS
CHINO HILLS, CA

WELCOME PARTY: FRIDAY, MAY 31, 2024

STEVE MCQUEEN CHARITY GALA:

SATURDAY, JUNE 01, 2024

CAR AND MOTORCYCLE SHOW: SUNDAY,
JUNE 02, 2024

The Friends of Steve McQueen Car and Motorcycle Show is an automotive gathering and a charity gala held every first weekend in June to raise funds for Boys Republic, a private, non-profit, nonsectarian community for at-risk boys and girls ages 13-17. Established in 2008 by members and friends of the (Porsche) 356 Club of Southern California, the event attracts automobile, motorcycle and off-road motorsports enthusiasts from throughout the world.

Join VANC for our Annual Car Show! We'll be featuring all sorts of extraordinary cars, trucks, and vehicles. Music and Fun! Parking limited to the first 110 Entries! Breakfast, Lunch, and Drinks available for purchase! Don't miss it!

CAR SHOW

JUNE 15

9:00AM-2:00PM

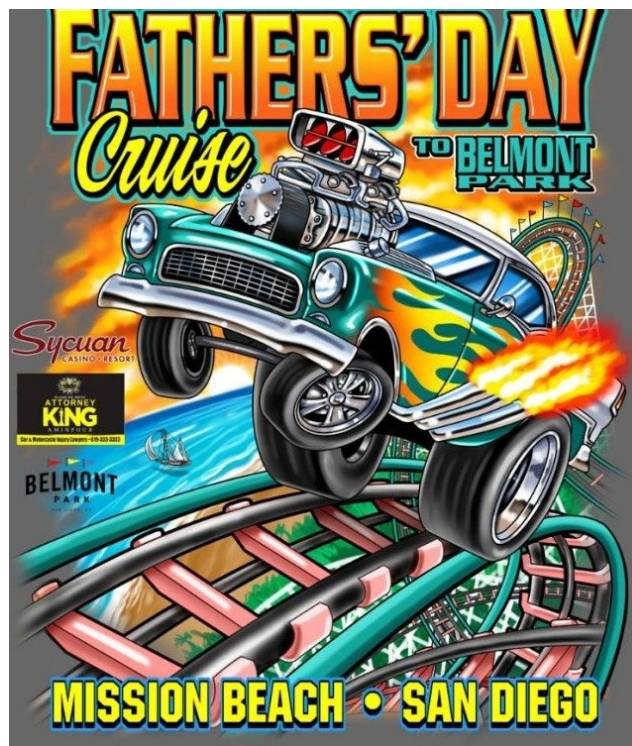
ALL PROCEEDS GO TO AMERICA'S VETERANS, MILITARY & FAMILY MEMBERS! FREE FOR SPECTATORS!

CLASSIC CARS AND TRUCKS TO NEW RIDES WITH MODERN TECHNOLOGY
RECOGNITION AND TROPHIES FOR BEST IN CLASS

ENTRY FEE
\$25
\$45 SAME DAY

REGISTER ONLINE
VANC.ME/CAR-SHOW

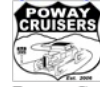
INFO@VANC.ME | 1617 MISSION AVENUE, OCEANSIDE CA 92058 | (760) 722-1277 | WWW.VANC.ME



Sun, June 16th, 2024 8am-3pm



An old-fashioned Independence Day Celebration!
Wheels of Freedom Motor Show
Thursday, July 4th, 2024



Hosted by the Poway Cruisers Car Club

Just a reminder that the Wheels of Freedom Motor Show, part of the Rancho Bernardo Spirit of the Fourth Celebration will once again be hosted by the Poway Cruisers Car Club. The show is open to all Makes, Models, and years of cars, trucks, and motorcycles. We hope you will be an active participant again this year.

Highlights of the car show:

- No entry fee
- Limited to 130 Cars, Trucks, & Motorcycles
- Award of Excellence Trophies
- Best Decorated Car or Truck Trophy
- Best of the Poway Cruisers Trophy
- Best of Show Trophy
- Lots of Fun, Music and

Vendors

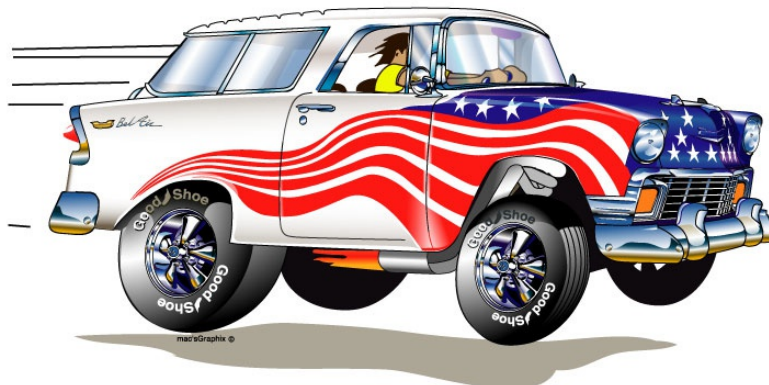
As in past years, the show will be held at Webb Park in RB along with all the other 4th of July festivities:

- Numerous food vendors on the grass along with other product vendors
- Veterans Memorial Service
- Entertainment on the main stage.
- Patriotic Pets Contest
- Parade to follow car show at 3:30 PM
- Fireworks display and live music at Bernardo Heights Middle School in the evening after 6:00 PM.

The Wheels of Freedom Car Show is from 9:00 AM to 2:00 PM (parking to start around 7:00 AM) Registration is free but space is limited to 130 entries so **you must be pre-registered!!**

To register please call (858-748-5346) or email the information listed below to:

cowge41@gmail.com or go to <https://spiritofthefourth.org/visitor-information/wheels-of-freedom>





Mopar Club of San Diego Presents
ALL-AMERICAN CAR SHOW
 8am-3pm Saturday, August 3, 2024
 Seaport Village (Embarcadero North)

- All Vehicles / All Years
- Domestic, Foreign, Exotic
- Judged Trophies
- People's Choice Trophies

Trophies • Music • Food • Vendors • Drawings • 50/50
DRIVE-IN: 7:30-9AM • NO DEPARTURES BEFORE SHOW ENDS!
 \$30 per car before July 26 / \$35 after (cash only day-of-show)

VENDORS' INFO: Deadline July 26, 2024
 Matt: 619-961-8038

MAIL-IN REGISTRATION FORM
 Registration form also on website: www.MoparClubSanDiego.net

\$30 per car before July 26 — \$35 after & day of show (CASH Only day-of-show)
 Sign up by **PayPal** at www.MoparClubSanDiego.net (no acct needed) or make check payable to Mopar Club SD & mail with form, **before July 26, 2024** to: Treas., Mopar Club SD, PO Box 420076 SD, CA 92142 (Include stamped, self-addressed envelope if your email is not provided below).

INFORMATION: send email to mc-aacs@moparclubsandiego.net — or call 619-992-5345 and leave a message referencing "All American Car Show."

Name (PRINT) _____ E-mail (PRINT clearly): _____
 Address _____ City, State, Zip _____
 Phone _____ Vehicle Make & Model _____ Year _____ Car Club, if any _____

Eligible for Armed Forces Trophy? (Best car owned by Active Duty or Reserves service member — ID req'd) YES _____ NO _____

The undersigned hereby agrees to indemnify, defend & hold harmless Mopar Club of San Diego, its members, show vendors & sponsors, the San Diego Unified Port District & its agents and employees, from any and all liability, including attorney fees, arising by reason of personal injury, death or property damage pertaining to participant's involvement in the 2024 All American Car Show.

Participant's Signature _____ Date _____
 ENTRIES MUST INCLUDE SIGNATURE Downloaded from SoCalCarCulture.com



Hot August Nights

8/4-11, 2024
 The main event with
 5,500 officially
 registered classics
 taking over the
 streets of Reno-
 Sparks for a week of
 events.

<https://hotaugustnights.net/reno-sparks/>

Join us for T3R Club Event
2024 DALLAS TO BOWLING GREEN ROAD TRIP
Cruise Sold Out!

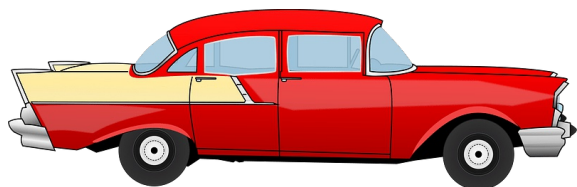
Monday, August 5
 Shop Tour
 Goolsby Customs Hueytown, Alabama
 Museum Tour
 Barber Motorsports Park Birmingham, Alabama

Tuesday, August 6
 Auto Custom Carpets Anniston, Alabama
 Shop Tour
 Johnson's Rod Shop Gadsden, Alabama
 Museum Tour
 Coker Museum Chattanooga, Tennessee

Wednesday, August 7
 Cruise through
 Smokey Mountain National Park Gatlinburg, Tennessee
 Manufacturer Tour
 Advanced Plating Portland, Tennessee
 Cruise into Bowling Green
 VIP Party and Dinner at the Hot Rod Motel Little Muddy, Kentucky

Thursday, August 8 - Saturday, August 10
 VIP Experience at the 9th Tri-Five Nationals!
 VIP Tent and Parking near main gate & VIP Seating in covered grandstands for the drag racing and awards
PLUS! Your hotels rooms, a Goodie Bag & MORE!

The trip's already half full! Sign up today! 855.567.1957



2024 Murrieta
OCT 11-12
ROD RUN

Hosted by
ROD BROTHERS
 Benefiting
 Oak Grove Center

Bob's "What The Hell Is It?"



Front



I doubt anyone has seen one of these, but I know everyone is familiar with the anticipation it creates. Good Luck!

Bob Bishop



Back



Congratulations Rod Hildebrand & Tom Geiman, the first ones to guess what the hell this was.





Tri-5ers Special Days Happy June Birthdays



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



Let me know
if I forgot
your special
day.

Ava

& Anniversaries



*Marilyn & Doug Clements
6/24*



*Lynn & Sandy Mayer
6/25*



*Donna & Sam Rindskopf
6/28*

Tri-Five Revolutionaries & Classic Friends Cards & Links

Buy * Sell * Trade

GEIMAN MOTORS
Quality Used Cars

Owner
Tom Geiman
Fax (760) 745-8713
WWW.GEIMANMOTORS.COM

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Escondido, CA 92025
(760) 745-4990

ROD HILDEBRAND

NEPTUNE SOCIETY
FD-1352

14066 Hwy. 8 Business / El Cajon, CA 92021 / 661-6400

Creathouse Screen-Printing

5644 Kearny Mesa Rd. suite E
San Diego, CA, 92111

office 858-279-4939
cell 858-774-8001
email office@gspstore.com

Jesse Creathouse



Contact Us



club@tri-fiverevolution.com



Tri-Five Newsletter

Newsletter submissions are due before the 25th of the month.

Send to:

Ava@Tri-FiveRevolution.com

Classic friends are welcome to send information about your upcoming events, we love hearing from you. Revolutionaries please let me know what events you are planning to attend.

Ava



Tri-Five Online



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

Tri-Five Web Designer - Brooks Bishop

brooks.bishop@gmail.com

Creaky Lantern Games

<https://creakylantern.com/>



<https://www.facebook.com/Tri-Five-Revolution-927228300728435/>