

Revolution Review



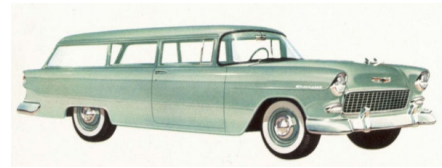
March 2018

Volume X

Issue 6

Upcoming Events

- 3/1-3/4 **Midnight at the Oasis (Yuma, Az)**
- 3/11 Daylight Saving (spring forward)**
- 3/11 TrueLine Car Show (El Cajon)
- 3/15 **T5R Meeting - Hamburger Factory (Rindskopf)**
- 4/6-8 **18th Annual Meguiar's Goodguys Nationals (Del Mar Fairgrounds)**
- 4/6 Cruisn' Grand (opening night/every Friday - Escondido)
- 4/15 Cadillac & LaSalle Club Car Show (Deer Park)
- 4/18 Cajon Classic Cruise (opening night/every Wednesday - El Cajon)
- 4/19 **T5R Meeting - Hamburger Factory (Need a volunteer)**
- 4/19 Ramona American Graffiti Cruise (Ramona opening Night - every Thursday)
- 4/25 Hamburger Factory Cruiser Night (opening night/4th Wednesday - Poway)
- 4/28 "All GM Beach Classic" (Ruby's Diner Redondo Beach)
- 5/11-13 **OTHG "Streak 45" (Campland on the Bay)**
- 5/17 **T5R Meeting - Hamburger Factory (Correia)**
- 5/19 Run to the Hills (Pine Valley)
- 5/20 Plastic Fantastic XXXXI (Embarcadero North) Corvettes only
- 5/28 (Monday) San Diego Auto Swap Cool Expo (Qualcomm/SDCCU Stadium)
- 5/28 T5R after Swapmeet Lunch (Islands)
- 6/17 **T5R Meeting - Hamburger Factory (Geiman)**



Red Font is a 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>



Happy 
St. Patrick's Day

Let Ava know if we missed your event at: Ava@Tri-FiveRevolution.com



In N Out Burger Scripps Poway Parkway February 3, 2018



Spur of the moment decision, Tri-5ers decided to attend the monthly In N Out Burger Run. Beautiful day filled with lots of cars.

Big 3 Swapmeet - February 23-25, 2018

Even though it was a little cold in the morning with frost on the cars, this years Big 3 turned out to be three pretty nice days of sun and fun and a few cars parts (many of which came home with us). We were all ready to say farewell to this decades old event, when low and behold we found out the Big 3 had been sold and would happen again next year, great news. Big thank you to Wayne and Linda for again camping out and watching our merchandise not to mention hosting the Saturday Bar-B-Que along with Ron and Annette. Thanks to all for a great day. Ava



Tri-5 Upcoming Shows, Cruises and Partys



T5R Meeting Hamburger Factory in Poway 5:30pm

March 15th (Rindskopf)
April 19 (need a volunteer)
May 17(Corriea)
June 21 (Geiman)
July 19 (Brown)
August 16 (Foote)



Midnight at the Oasis

March 1 - 4, 2018

T5R Caravan - March 1st - 11:30am
(meet at Albertsons parking lot Alpine)

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



In N Out Burger Cruise

Scripps Poway
Parkway 11am

March 3
April 7
May 5
June 2

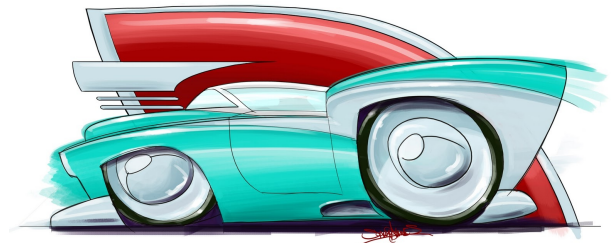
Goodguys 18th Meguiar's Del Mar Nationals

April 6-8, 2018

Del Mar Fairgrounds

2260 Jimmy Durante Blvd., Del Mar, CA 92014

<https://www.good-guys.com/dmn-2018>



Over the Hill Gang San Diego

STREAK 45

May 11-13, 2018

Campland by the Bay

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

Drag Racing in Hawaii

Submitted by Wayne Hartwig

In a previous story about my time in the Navy on Oahu, you heard about the fun we had with abandoned cars near the west loch of Pearl Harbor. This story is about drag racing on Oahu at Hawaii Raceway Park in the early 1970's. I met my friend John in boot camp and went to storekeeper school, Vietnam and eventually Hawaii with him. Although we were never assigned to the same unit, our assignments were always close to each other. I was assigned to the Pearl Harbor Public Affairs Office when John was assigned to a unit on Ford Island, where there was a Navy Automotive Hobby Shop. Of course we had to check it out and that is where we made friends with a few other Navy guys who were into drag racing. Dave had a red '67 Camaro, Les had a copper Plymouth Duster, Paul had a yellow '64 Impala 2-door hardtop and Wego had a blue flamed '55 Chevy 2-door hardtop, all very nice cars at the time.



The six of us spent a lot of time at the hobby shop, the rented house in Waipahu and at Hawaii Raceway Park, a quarter-mile drag strip next to the Industrial Park near the west loch of Pearl Harbor. The drag strip was typical for the time with very nice paved racing lanes, a long shut down stretch and a paved return lane back to the pit area. The pit area, however, was pretty crude, just a flat partially paved area to park. But there was a water spigot available to aid in cooling down a hot engine after a run down the strip. There was a control tower, a bench seating area for spectators and a food vendor where you could get Hawaiian fast food, meaning beans and white rice, hamburgers, French fries and a choice of drinks.

Every Friday and Saturday night, Hawaii Raceway Park held bracket races where racers declared how fast their car would run, writing it on the right side of the windshield in white shoe polish. Each car would then be paired up with another car in the same one-second time bracket. The car with the slowest declared time would get a head start over the car with the faster declared time by the difference in the declared times. Theoretically, if both cars left on the green and ran exactly the time declared, it would be a tie. However, that never happened. If your time was faster than your declared time, you broke out and were an automatic loser. If you ran any slower than your declared time or had a slow reaction time at the lights, your opponent would likely be the winner. It was a lot of fun and anyone could win with any car as long as they consistently got off the line fast and ran close to the declared time without breaking out. After each one-second bracket was completed, the different brackets



competed against each other for the overall winner. I once saw a seventeen second car beat a ten second car in the final race and it was always fun to see a car get a seven second head start and still lose.

There were also NHRA sanctioned drag races once a month on Sunday where based on your car, options and engine, you were placed in a class and competed head to head with other cars in your class. Drag racing was very popular on Oahu at that time and on any given race day, there would be well over 100 cars competing for the big prizes.



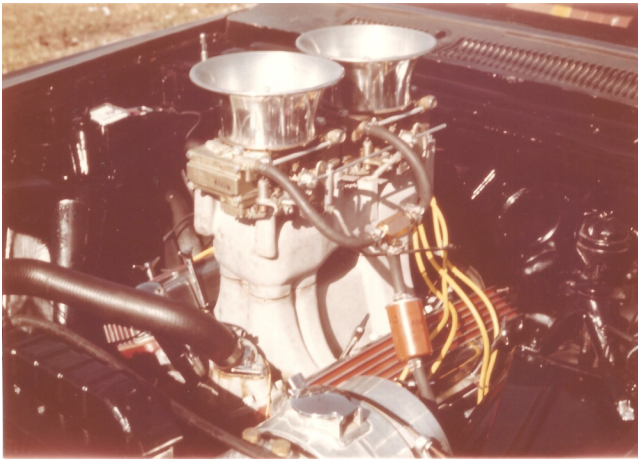
As I mentioned earlier, my job in the Navy was as a Storekeeper, which everyone told me would earn a lot of friends because I would have access to a lot of supplies. Actually, I never really performed Storekeeper duties except for a short 2-week period in Vietnam in 1970. When I arrived in Hawaii, I was informed my orders had been cancelled a couple months before I arrived, which was a surprise to me because it had not even been two months since I received the orders. They told me I would have to get new orders somewhere else, probably not on Oahu. I was in a bit of a panic, because I had shipped my '61 Impala bubble top from the mainland and it would be

arriving in a few days. When I explained the problem, they agreed to find a place for me on the island. Whew! That was scary! Apparently, there were no Storekeeper billets open, so they put me to work in the Public Affairs Office taking reservations for the free Navy sponsored tours of Pearl Harbor and the USS Arizona Memorial. A short time after that they put me to work being a narrator on the USS Aloha, a Navy tour boat used to transport visitors on a tour of Pearl Harbor and the Arizona Memorial. What a great job! It only lasted six months before they advised me I needed to be put in a real Storekeeper job. Panic again! But at that time all transportation fell under the Storekeeper umbrella of responsibility. So what did that mean? Remember back then when all branches of the military had someone assigned at major airports to assist military people arriving and leaving the area? Yep, that was my new assignment, assisting Navy personnel at Honolulu International Airport!

Where am I going with all of this you ask? Well, working at the airport came with a perk that was helpful in paying for the parts I needed to build a 1964 Chevy II Nova D/Gas drag car. You see, there was always someone leaving Hawaii wanting to sell a car, but wanting to keep it until the last day. So I would buy the car cheap and even take them to the airport in it on their last day. And, there was always someone arriving and wanting to know where they could buy a car. So, I would sell them one, for a lot more than I paid for it of course. I don't remember how many cars I bought and sold, but it was somewhere around thirty over a two-year period.

So, with the money I made buying and selling cars and a little help from my friends, we went to a wrecking yard in search of a Chevy II Nova to build into a drag car. The man at the wrecking yard did not have a complete car, but he had several in pieces. For sixty dollars, he agreed to sell us a complete body assembled from parts from four different cars. We took it to our Waipahu home where we gutted everything we could and put a rattle can gray primer finish on the part we kept. Next came a roll bar fabricated by a local welder along with a couple lightweight seats and smoked plexi-glass side windows. A rear differential out of a '57 Pontiac was fitted with a spool and 5:56-ratio gear set and installed with a pair of eleven-inch slicks. A mostly stock 283 Chevy small block was coupled to a Muncie close ratio 4-speed tranny with a Hurst shifter and installed with a set of Hooker fender well headers, scatter shield and driveshaft guard. A tachometer and a two-gallon Moon tank for fuel finished the job. Lets go racing!

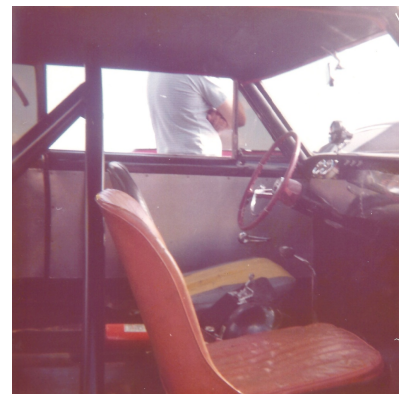
The Nova, dubbed "Nova Cain" by my friends, ran consistent low 15 and High 14 second runs, giving me some real drag racing experience while I was building a bigger and better engine for the car.



One of the cars I bought was a '66 Caprice with a high performance 327 that had blown head gaskets. For \$80, I had a nice car needing an engine and a great 327 to build. Another \$75 netted me a running 283 to make the Caprice run. I sold the Caprice for \$850, so I had money to start building the 327. The block was bored to 336 cubic inches and fit with 12.5 to 1 compression pistons. The 2.02 heads were ported to compliment a roller cam, a Weiland tunnel ram and two Holley 660 center squirt carbs. Excel ignition completed the package and I was ready to go racing again, only a little faster. It was exciting!

Thanks to my friends, I had access to a lot of knowledge on how to setup and tune the car to get the best performance out of it. First time out, it ran in the mid 12 second range. But after making adjustment and a buying new set of slicks, it ran consistent low 11's and dipped into the high 10's a couple times.

It is hard to describe the feeling one gets from sitting behind the wheel of a racecar like Nova Cain. The Hooker fender well headers gave it a very distinctive sound and people would know it was coming up to stage by that unique sound. And the difference between running mid 12's and high 10's is incredible, adding to the excitement. I remember it almost like yesterday. First, I would put on my safety helmet and buckle the Simpson racing seat belt just before firing up that incredible sounding engine. When it was my time to race, I would do a couple of wild water burnouts in front of the stands to heat up those big slicks. Then, I would carefully stage the car, letting it creep forward until the Christmas tree staging light just came on. Clutch was in and the rpm's were brought up to 6,000. Then the yellow lights started coming down and when the last yellow lit up, the clutch came out and the gas pedal went to the floor! Very quickly the car launched forward, thrusting me back into the driver's seat and almost picking the front wheels off the ground. In the blink of an eye, rpm was at 8,000 rpm and I power shifted into second gear and just as quickly into third and fourth heading for the finish line, crossing it at 125 plus mph! Wow, what a rush! There just isn't anything else like it! Nova Cain was definitely not the prettiest racecar you will ever see, but the fun factor was just about as good as it gets.



Later on, I did some bodywork on Nova Cain and put a nice blue paint job on it, but somehow the car just wasn't the same. When my time in the Navy was coming to an end in 1973, I decided to ship it back to California and I did a little racing at Carlsbad and Tecate for a couple years, but I soon realized drag racing for the little guy was getting harder and more expensive. The fun factor was slowly dwindling. I reluctantly sold the car in pieces instead of keeping it intact for later on in my life and my drag racing days came to an end. We tried to visit Hawaii Raceway Park in 2008 while vacationing in Hawaii, but we discovered the drag strip was closed and dismantled just like Nova Cain. It was a magical time and place in my life and it is all gone, but I will never forget my Nova Cain!





Claudia's Corner

Thoughtful Sayings

Kindness is in our power even when fondness is not. ~Henry James~

Compassion is language the deaf can hear and the blind can see. ~Mark Twain~

Carry a heart that never hates , a smile that never fades and a touch that never hurts.

Today I bent the truth to be kind, and I have no regret, for I am far surer of what is kind than I am of what is true. ~Robert Brault~

Treat everyone with politeness, even those who are rude to you, not because they are nice but because you are.

Never look down on anyone unless you are helping them up.

A good character is the best tombstone. Those who loved you will remember.

Carve your name on hearts, not on marble.

It's nice to be important but it's more important to be nice.

Today, give a stranger one of your smiles. It might be the only sunshine he sees all day.

If you want others to be happy, practice compassion.

I always prefer to believe the best of everybody, it saves so much trouble. ~Rudyard Kipling~

Don't be yourself — be someone nicer.

Never miss an opportunity to make others happy, even if you have to leave them alone in order to do it.

Love your enemies - it will confuse them greatly.

There is one word which may serve as a rule for all one's life — reciprocity. ~Confucius~

Grownups know that little things matter and that relationships are based on respect.

Don't wait for people to be friendly, show them how. ~Henry James~

The most important trip you may take in life is meeting people halfway. ~Henry Boyle~

When I was young, I admired clever people. Now that I am old, I admire kind people.~Abraham Heschel~

If we should deal out justice only in this world, who would escape? No, it is better to be generous for it gains us gratitude. ~Mark Twain~

Be tender with the young, compassionate with the aged, tolerant of the weak, because someday in your life you will be all of these. ~George Washington Carver~

You can't live a perfect day without doing something for someone who will never be able to repay you. ~John Wooden~

If those who owe us nothing gave us nothing, how poor we would be. ~Antonio Porchia~

You cannot do a kindness too soon for you never know how soon it will be too late.~Ralph Waldo Emerson~

By swallowing evil words unsaid, no one has ever harmed his stomach. ~Winston Churchill

Real generosity is doing something nice for someone who will never find out. ~Frank A. Clark~

We have two ears and one mouth so that we can listen twice as much as we speak. ~Epictetus~

Don't let those who take advantage of your generosity stop you from being generous.

Be a rainbow in someone else's cloud. ~Maya Angelou~

In a world full of people who couldn't care less, be someone who cares more.

Love thy neighbor and if that requires that you bend the truth, the truth will understand.



Found It! Devereaux-Kaiser Collector Car Meet The Perfect Car 'Show' *by Ann Goldberg*

Just like you, Harvey and I enjoy an opportunity to show our classic off to just about anybody willing to take a look. We're proud of the old girl. Goldie may not be trophy queen perfect anymore, but she's still a good lookin' Tri-5 Chevy worthy of being put on display. So we take her to car shows - get her parked and spruced up at bit, look at the other cars, chat with some people, sit in our chairs at the back of the car, walk around to judge other attendees, look at vendor booths, chat with some more people, wait for the awards ceremony - you know the drill. It's fun but could be just as good a time if the process was streamlined a bit.

Recently, here in Florida, we found what we've been looking for - the Devereaux-Kaiser Collector Car Meet. Tagged 'The kind of meet that started the hobby' it takes a car show down to the bare basics, classic cars parked in a recently mown empty field. Founded in 1970 by Tom Kaiser, a past president of the Florida Packard Club, and friend Maurice Devereaux, the event continues 49 years later in its original format. There's no registration form or entry fee, no charge for spectators, no judging, no awards, and cars are free to come and go as they please during the day. Devereaux-Kaiser is the largest car show in the state of Florida. This year, with threatening clouds and forecasts of rain it drew 1,200 cars. When weather's good 2,000 classics gather for the annual event that is spoken about almost reverently in these parts.



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Happy Birthdays



Annette Foote 3/19



Judy Ward 3/10



Wayne Hartwig 3/20



Ava Bishop 3/24

Happy Anniversary



Rod & Nancy Hildebrand 3/21



Contact Us At

club@tri-fiverevolution.com

Happy
St. Patrick's Day



Tri-Five Online

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

Tri-Five Webmaster - Brooks Bishop
brooks.bishop@gmail.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)



Find us on

Facebook

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



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

Send to Ava@Tri-FiveRevolution.com

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

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

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>