

Revolution Review



May 2020

Volume XII Issue 9 '55

'56

57



Upcoming Events, Cruises & Holidays

- ~~5/1 - 5/3 American Tri-Five Western Invasion~~ postponed
5/2 In N Out Cruise - Scripps Poway Parkway canceled
~~5/8-9 OTHG Streak 47 - Campland by the Bay San Diego~~ canceled
5/10 Long Beach High Performance Swapmeet canceled
5/16 Run to the Hills - Pine Valley postponed
~~5/17 Plastic Fantastic All Corvette Car Show~~ canceled
~~5/21 T5R Meeting - Hamburger Factory, Poway~~ canceled
5/25 Memorial Day
5/31 Moto Swap - Shop & Car Show - SDCCU Stadium
6/6 In N Out Cruise - Scripps Poway Parkway
6/7 Pomona Swapmeet and Classic Car Show
6/14 Long Beach High Performance Swapmeet
6/18 T5R Meeting - Hamburger Factory, Poway (Geiman)
7/4 Independence Day
7/12 Long Beach High Performance Swapmeet
7/16 T5R Meeting - Hamburger Factory, Poway (Clements)
8/1 In N Out Cruise - Scripps Poway Parkway
8/1 Greatest Show on Turf
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
9/7 Moto Swap - Shop & Car Show - SDCCU Stadium
9/13 Long Beach High Performance Swapmeet
9/17 T5R Meeting - Hamburger Factory, Poway (Rindskopf)
9/27 CCSD Picnic by the Bay - Embarcadero
10/2-4 20th Del Mar Nationals - Del Mar - rescheduled from April
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
11/8 Long Beach High Performance Swapmeet
12/6 Pomona Swapmeet and Classic Car Show
12/13 Long Beach High Performance Swapmeet

Red Font is an all club attending event.

Green Font is a club member submitted event.

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

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

**TRI-FIVE
REVOLUTION**



The Story of the 1951 Plates

When my 1957 Chevy was built, I thought it would be cool to have a set of original license plates on it. After researching on Ebay, I found an original set of the plates that were never on a car. I purchased them and when the car was done I went to DMV and had them registered to the vin number of the 57. As many of you know I have had my 1955 Chevy for years now. Nancy and I were at an auction 5 years ago and they had a set of 1951 plates which are the style which would have gone on the 1955 with the proper metal 1955 tag. I managed to win the bid on the 1951 plates and at the next big 3 I found and bought a 1955 metal tag. Now I was ready to get them assigned to the 55 Chevy. Well time passes by and other things came up and after 4 years Nancy would ask, "Are you ever going to do anything with those plates that you paid a lot of money for?" So last year I went to a tag shop so I would not have to stand in long lines at the DMV. After a couple trips to the office they said they had everything they needed to get them transferred. I did that before Nancy and I went on our 6 week trip in our new 5th wheel. When we got back from the trip there was an envelop from the DMV. When I opened it the letter said I was missing some information to complete the transaction. When I read the letter everything needed was done. Another trip to the tag shop and they said we will take it to another DMV office they should approve it. About a month later I got the approval and the tags to make the transfer on to my 55 Chevy. It was the holidays so I kept putting it off. Finally during the stay at home ordeal with COVID-19 I made time and put them on! So the 5 year ordeal was finally coming to an end and the original plates are on the 55 Chevy. So now Nancy won't ask me about that project. But alas due to COVID-19 our car shows have been cancelled and the 55 hasn't gone anywhere.

Rod Hildebrand



Tech Time-Convertible Update

Submitted by Wayne Hartwig

It seems as though our entire world has been turned upside down since the Corona Virus pandemic started earlier this year. With exception of the Big 3 Parts Exchange and Midnight at the Oasis, we have not been able to attend a single car show or any car related function. No Good Guys Del Mar show and we should just now be on our way home from Bakersfield and the Western Invasion. We should be getting ready for the Streak. The way things stand now, it is questionable if we will be able to attend any events in the usual fashion for the rest of the year. That's certainly a depressing thought. Most of all, I miss being able to spend time with my good friends in our Tri-Five Revolution group. But nevertheless, I am enduring well and keeping the faith that this will soon be behind us and we will be able to get back to some similarity of the life we once knew.

Over the past few weeks, I have been practicing my social distancing by spending my time at the shop working towards the completion of the convertible project. With so many non-essential businesses closed right now, there has been very few people and very little activity around there. Weekends are especially quiet and last Sunday, I didn't see another person in the complex all day, which is a little on the creepy side.

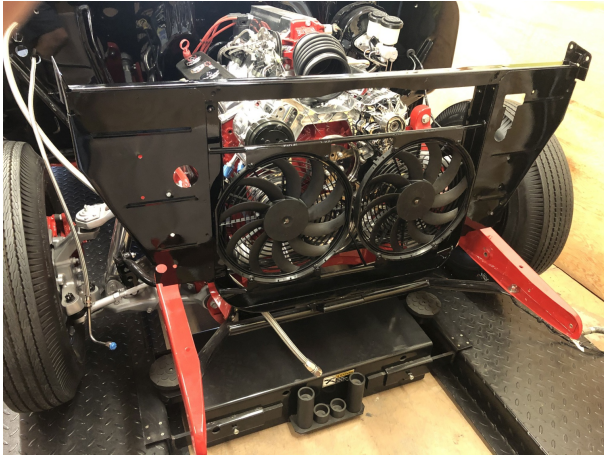


On the brighter side, I have made some significant progress on the convertible. First of all, I was able to get all of my stainless trim back from Romero's and it looks great. I have also acquired another rear bumper from Don Perkins and sent it out for re-chroming. I should have it back sometime next week.



For those of you who were around in December 1998 when I purchased this car, you may remember it was already mostly disassembled and a large portion of it came in boxes. And of course, over the next three years, the entire chassis and engine compartment went through massive modifications with all Corvette suspension and brakes, and a fuel injected ramjet with a 700R4 transmission. Couple that with almost 17 years waiting for me to get back to it, I have had a few issues with remembering just where all the parts were stored and sometimes wondering if I ever really had some of them at all. Since last month, I have spent quite some time trying to find a lot of different parts needed to continue on. After locating most of them, I spent a lot of time in front of the bead blaster stripping them bare, repairing them in some cases, and painting them. All of the parts for installing doors, fenders,

windows, top bows, dash parts and everything else I could think of, are now ready. Or maybe not. Every day, I discover a little part here or there that I can't find or just didn't think to acquire ahead of time. I was able to borrow a few parts from the '56 Sport Sedan Project and a few I just had to order online from a vendor.



Since last month, I have spent a lot of time getting all the wiring correctly routed and tested, starting with the flip out taillight to access the gas filler. Electrically it was fine, but it took the best part of three hours to get it properly adjusted. Then there was the raingear wiper issue. I know the wires from the motor to the switch fit fine before, but for some reason they seemed to have shrunk about an inch. After coming to the realization they were never going to reach, I took it apart and lengthened the wires. Then there was the headlight switch issue. I know it worked just fine before, but not now. Headlights - check, taillights - check, dash lights - check, turn signals - check, courtesy lights - not so fast! Turns out the rivet that attaches the brass prong to the housing had no continuity through it. Really, how does that happen? After trying to rebuild the switch to my satisfaction, I eventually replaced the entire switch with another one to get past the issues.

And do you remember seeing those really cool custom A/C vents in the dash? They look great, but there was simply no way to ever get the duct hoses attached, requiring several more hours of modification to make installation of the hoses much easier. And oh yeah, one more issue. Because



the A/C vents are now located up high in the dash, by the time I got all six hoses attached and in place, there was no room for the glove box. Who needs one of those anyway? Then, when I attempted to finish installing the right-side fresh air vent cable, I discovered there was no good way to route it where it looked good and still functioned correctly. I have decided it would fit better and look good if I shorten the cable about 8 inches, so that will be

happening soon. And the water drain hose from the evaporator which would normally go through the firewall had to be re-routed to the side to keep from messing up the clean look of the firewall. That required an order from Vintage Air to get the correct pieces. Then there is the speaker grille with the clock in it. I purchased the clock, but it seems I forgot to acquire the power and light harness for it, which will be much easier to install before putting the grille in place. That's on hold for now too.

The windshield was next in line. I was pleasantly surprised to see it go in with no issues at all. All the stainless trim is in place along with the sunvisors and top latches. Wiper arms and blades went in place after that.



The next phase was getting the A/C and heater hoses routed through the firewall and inner fender and attached to their respective locations. The radiator support with fans was set in place along with all the inner fender panels, after which all the hoses were secured in place. All forward wiring was then routed to the appropriate location.

Okay, so then I saw no reason why the doors couldn't be installed and maybe the front fenders too. While the doors will require a little more buffing at some point, it was time. Thanks to some expert help from Don Perkins and Rod Hildebrand, the doors are now in place. After taking a good look at the front fenders, I realized there are just too many paint issues that need to be corrected before they can be installed. I'm working on it. However, after inspecting the front fenders

In the meantime, I had the radiator, A/C condenser and both upper and lower radiator hose tubes polished up to look good. I then installed the radiator/condenser into the car along with the overflow tank, radiator hoses, transmission cooling lines, the remaining A/C lines and the custom air filter assembly to complete everything in that area of the car.

That meant all I needed to do was to add fluids to start the engine. So I did. And the engine did start right up. The valve lifters clattered for a few seconds until the oil filled them up. It ran great, for about 35 seconds, then it just quit. I turned it off and waited a minute, then turned the key back on. The fuel pump ran for the normal eight seconds and I started it again. It started right up again and ran great for another 35 seconds before the fuel pump turned off and the engine quit again. After several attempts to figure this out, I only know the fuel pump stops after 35 seconds every time. I think the computer is stopping the fuel pump after 35 seconds, but don't know why yet. Time to do some research to see if there is a sensor or something in the system that is telling the computer there is a problem and shuts it down. Working on that issue now.

All in all, the project is starting to take shape and it is almost as much together as it ever has been since I purchased it. It actually looks like it may become a reality sometime soon.

As always
"to be continued."



What Tri-5ers Have Been Up To For The Last Two Months

I got a note from my friend Fred. He's the one who followed me in his 98 Corvette last summer when I drove the 59 Vette to Detroit for the Straight Axle National Convention and the Woodward Cruise. It was Fred's first taste of Route 66 and he loved it. He said that his wife is in a group that is sewing cotton masks for hospitals and care centers. To date they have made more than 4000. He went on to say that she had just got some Route 66 theme material in, and would I like a couple. Of course!



They are reversible and there is a different Route 66 pic on the reverse side. Pretty neat.

Fred came by in his 1961 Corvette to drop off the masks, so I uncovered the 59 and we took the old C1's for a drive to wring out the cobwebs after sitting for so long. Fred's 61 is pretty neat; it was his dad's car. First stop was the corner of East Valley Pkwy & Juniper in Escondido.

Notice the Joor Muffler Man is sporting a new mask.



From there, it was over to Freddie's for a milk shake, then a spirited run to Ramona via east 78. Finally, we headed south on 67 and home via Poway. A pretty hot drive in the warm afternoon sun, but fun.

That's about it. Liz & I celebrated our 53rd anniversary on 16 April with a quiet, stay at home affair (just like the 14th, 15th, 17th, 18th, etc). I can report that it went pretty well and that there were no fistfights.

That's it. All the best to everyone. Stay safe, and lavese las manos.

Bob Brown

Geiman's '57 Belair Hardtop Power Steering

Submitted by Wayne Hartwig



Most of you are familiar with Tom and Nancy Geiman's stock turquoise '57 Belair two-door hardtop with a 235 cubic inch six-cylinder engine. This car came with manual steering and a few months ago we entertained the idea of installing the correct factory power steering in the car. We did a little homework and discovered that it was an option and that it could be done with relative ease, providing you have all the correct parts. Between what Tom already had and what I had, we were able to make the installation. However, control valves for

these cars have become pretty rare and very expensive. So we found an aftermarket one for sale on e-bay and used it to complete the installation, long story short, it works great to the left, but not so much to the right. And we learned there is a difference between non-power steering pitman arms and idler arms and power steering pitman arms and idler arms. The power steering versions of both items are about 5/8 inch longer. So we acquired the needed parts from Don Perkins to complete the project with all the correct original parts. There is one exception and that is we installed a bearing kit in the idler arm to eliminate the bushing issues. During the process of all of this, Tom also installed new power steering hoses to and from the pump, and also replaced the oil lines to the remote mounted oil filter. We will be changing the control valve and the two shorter hoses to the ram in the very near future.

Working in the Yard

We've been busy clearing the land all by hand, just like in the olden days. One buckwheat bush at a time, only 5 acres to go.

Bob & Ava



Before



After

Perkin's Project

Submitted by Wayne & Rod

Don Perkins has a lot of cool vehicles and he has been working on four different ones over the last few months. His grey primed '55 hardtop was first in line to get Holley Sniper fuel injection. That was a bit of a learning experience and after taking care of a couple small issues, it runs pretty nice. We were impressed by how well a stock 283 engine could perform with fuel injection.

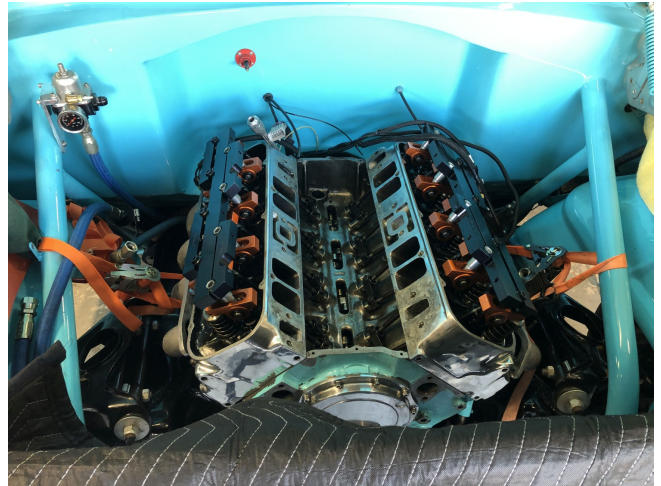
Then it was on to the '58 Buick station wagon with the big block 454. It started and ran pretty well and had a very quick throttle response, but at idle, the engine rpm kind of hunts up and down. Couple that with a power steering issue or two, let's just say that one has not yet been completed.

The '39 Ford COE was next in line, but the cab was out being painted. We decide to wire everything temporary to make that big block 454 run with the Holley Sniper fuel injection and we decided to let the fuel injection control the distributor timing on this one too. It started right up and ran and idled perfectly. That made two out of three that run nice.



The turquoise Promadd was the one Don really wanted to get running right for the Bakersfield Western Nationals. He did all the Alky Digger Fuel injection and wiring, and it did start right up, but had a similar idle issue as the Buick. After a few weeks in the fuel injection shop in Santee, it was running pretty well, but needed a couple of additional sensors to make it run better. That required pulling the blower and intake manifold to drill and tap entry holes for the sensors. By the time it was that far apart, he decided to pull the engine out to clean everything and install new gaskets and seals to shore up all the leaks. The engine is back in the car and just about finished.





But then the cab for the COE came back from the paint shop and Don's attention suddenly diverted from the Promadd to the COE. The cab has been installed and lots of work has been done to assemble the pieces and make up all the wiring harnesses. Everything is custom one of a kind, so there is plenty of work to be done. About half the wiring is done and the rest should be completed in the next couple days. The steering column has been a major issue and has consumed a lot more of Don's time, but it is coming together nicely. It could be ready for a test drive by next month's newsletter.





Claudia's Corner

Greetings from Arizona! Hope you are all doing well and the virus has not entered your home. I think I may have had it in early February (before we knew much about it) but now Danny & I are doing fine. We have been eating very well since there is so much more time for cooking and baking (if you can find flour and sugar, that is!) We are OK on toilet paper but you can't cook with it.

My cousin from Tucson spent some post-surgery time with us from March 31 to April 19. His surgery was performed in Phoenix and he wasn't allowed to go home for 3 weeks. Very interesting times with 3 adults and a dog locked in quarantine. We made the best of it. I tried out nursing as a second career by administering to his wound care, taking care of his feeding tube and medications, provide shuttle service to and from hospital/doctor, etc... I've decided that I don't want to go back to work – especially nursing. Thank God for the nurses and doctors who have given their time during this crisis. I have a new appreciation for all of them.

Here are a few new Quarantine Recipes I've made during the past month. I'd love to try some of yours, too. This thing may go on longer than we know and I'll need some new cooking material. Stay well and 'wash your hands!' Claudia

HAM AND POTATO SOUP

3 1/2 cups peeled and diced potatoes
1/3 cup diced celery
1/3 cup finely chopped onion
3/4 cup diced cooked ham
3 1/4 cups water
2 tablespoons chicken bouillon granules
1/2 teaspoon salt, or to taste
1 teaspoon ground white or black pepper
5 tablespoons butter
5 tablespoons all-purpose flour
2 cups milk



Combine the potatoes, celery, onion, ham and water in a stockpot. Bring to a boil, then cook over medium heat until potatoes are tender, about 10 to 15 minutes. Stir in the chicken bouillon, salt and pepper.

In a separate saucepan, melt butter over medium-low heat. Whisk in flour with a fork, and cook, stirring constantly until thick, about 1 minute. Slowly stir in milk as not to allow lumps to form until all of the milk has been added. Continue stirring over medium-low heat until thick, 4 to 5 minutes.

Stir the milk mixture into the stockpot, and cook soup until heated through. Serve immediately.

OATRAGEOUS CHOCOLATE CHIP COOKIES

1/2 cup butter

1/2 cup white sugar

1/3 cup packed brown sugar

1/2 cup peanut butter

1/2 teaspoon vanilla extract

1 egg

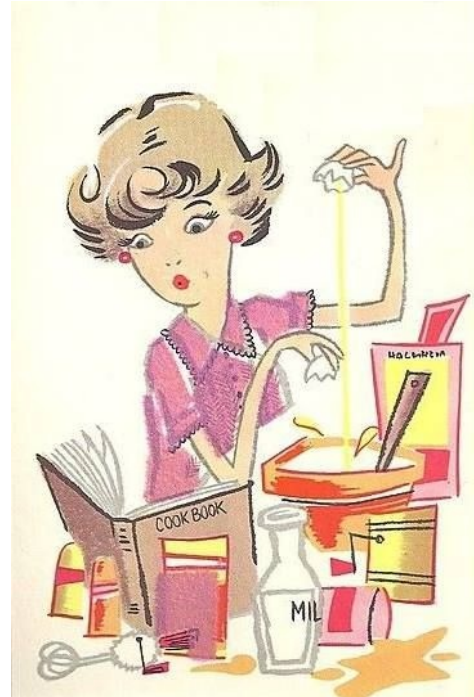
1 cup all-purpose flour

1 teaspoon baking soda

1/4 teaspoon salt

1/2 cup rolled oats

1 cup semisweet chocolate chips



Preheat oven to 350 degrees F (175 degrees C).

In a medium bowl, cream together the butter, white sugar and brown sugar until smooth. Stir in the peanut butter, vanilla and egg until well blended. Combine the flour, baking soda and salt; stir into the batter just until moistened. Mix in the oats and chocolate chips until evenly distributed. Drop by tablespoonfuls on to lightly greased cookie sheets. Bake for 10 to 12 minutes in the preheated oven, until the edges start to brown. Cool on cookie sheets for about 5 minutes before transferring to wire racks to cool completely.

Cruise Nights return COVID-style



<https://www.sandiegouniontribune.com/ramona-sentinel/lifestyle/story/2020-04-29/cruise-nights-return-covid-style>

Thank you Sam and Donna for sharing this, really like the first car.



Kitchen Scoop on the Most Moist Chocolate Cake Ever

Here's a delicious, easy cake recipe you can make from scratch. You'll feel especially accomplished and get bragging rights to boot. It's honestly better than any cake mix cake touted as moist, and it stays moist. Harvey and I took a week to devour the cake I made. It was still moist on the last day as we enjoyed a final slice and then took a spoon to the crumbs in the pan. This cake is so rich and chocolate-y it doesn't need frosting, unless you feel no cake is complete without. *Ann Goldberg*

Best Moist Chocolate Cake

Serves 12

Preheat oven to 350 degrees

Coat sides and bottom of a 9x13 inch pan with baking spray, or grease and flour pan.

1 cup (2 sticks) butter or margarine, softened
1-3/4 cups sugar
3 eggs
1-1/2 teaspoons vanilla extract
1-1/2 cups milk
2-1/2 cups flour
6 Tablespoons unsweetened cocoa powder
1-1/2 teaspoons baking soda
1 teaspoon salt



Beat butter and sugar until fluffy. Add eggs and vanilla, mix well.

In a small bowl whisk all dry ingredients.

Starting and ending with the dry ingredients, alternately add the milk and dry mixture, mixing well after each addition.

Pour batter into pan and bake 35-40 minutes



Tri-Five Happenings



Get Well Joe Keller !!
We hope you are up and
about soon, wishing you a
very speedy recovery.
We are all with you in spirit.

T5R

*Condolences
to Annette
Foote. She
lost her
brother last
month. Our
sincere
sympathies to
you and your
family.*

T5R



Run to the Hills Postponed



Due to the Coronavirus, The Monday Nite Car Club has decided to postpone our May 16th, "Run to the Hills" car show in Pine Valley.

We are hoping things will settle down and we will be back to normal by July. We are re-scheduling for July 26th which is the Sunday after Pine Valley Days in Pine Valley.

Due to the uncertainty of our times, this is a tentative date and we may have to reschedule or cancel this years show at a later date.

FYI: If you have already sent your registration in, we will gladly refund your money or we can put it towards the show in July.

We will keep you updated as time goes by. Stay safe!!!

Thank you,
Bob Holden - President
Cindy D'Ambrosia - Show Chair/Vice President
Monday Nite Car Club

THE ALL
NEW

MOTO

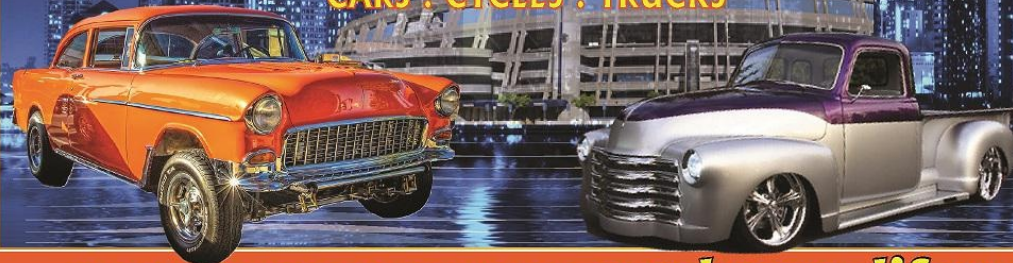
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NEW DATE

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& Car Show

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Tri-5 Upcoming Shows, Cruises, Partys & Events



In N Out Cruise
Scripps Poway
Parkway 11am

May 2 - Cancelled

June 6

July 4

August 1

September 5



T5R
Meeting
Hamburger
Factory
in Poway
5:30pm

2020

May 21 Cancelled

June 18 (Geiman)

July 16 (Clements)

August 20 (TBD)

September 17 (Rindskopf)



Over the Hill Gang
Steak 47
Campana by the Bay
CANCELLED
May 8-9, 2020



Tri-5 Western Invasion
Famoso Raceway
POSTPONED
April 30, May 1-2, 2020

Swap-N-Shop
Sunday May 31, 2020
SDCCU Stadium

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

don't forget to print out your 2 for 1 coupon



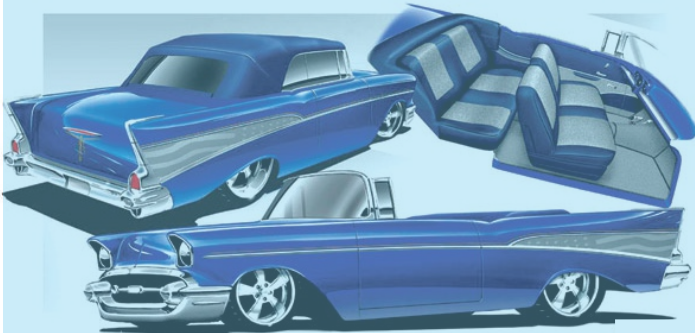
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memorial DAY

May 25th

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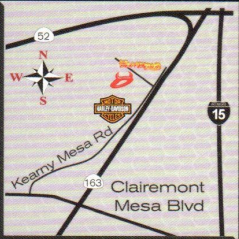
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May Birthday



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*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.*



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

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