



**American Tri-Five:
Road Trip to the Ninth Tri-Five Nationals
Bowling Green, Kentucky** *Submitted by Wayne Hartwig*

For quite a few years, we have been wanting to participate in a road trip to the Tri-Five Nationals in Bowling Green, Kentucky. About a year ago, there was an ad in the American Tri-Five magazine about a five-day road trip from Lewisville (Dallas) Texas to Bowling Green for the ninth Tri-Five Nationals at Beech Bend Park. This seemed to be a golden opportunity to check this item off our bucket list. There was also interest from Tom & Nancy Geiman, Rod & Nancy Hildebrand, Jerry & Cappy Taylor and Steve Spirkoff with his good friend John Blau. So, we all made the decision to sign up for the event and sent in the \$1,957 entry fee. This fee included our entry for the road trip, nine nights of hotels, and entry to the show with VIP parking for the event. The road trip included numerous meals and stops at hot rod shops, manufacturing plants, museums and other fun activities along the way. The road trip was scheduled to start on August 3 in Lewisville, Texas, and we decided to leave home on July 30, giving us four days to get to Lewisville.



July 30, Travel Day 1: We met in the Albertson's parking lot in Alpine at 9 am for the first day of our trip. It would be our longest drive taking us to Benson, AZ. We all made the trip over the mountains through El Centro to Yuma for our first gas stop without any issues along the way. Despite temperatures over 100 degrees in the desert, we were able to make our way unscathed through Gila Bend, Casa Grande and Tucson on our way to Benson. We stayed at the Choice Hotel in Benson, an older one that was in need of some help, but it was quiet and had nice parking. They also served a really nice breakfast.

July 31, Travel Day 2: Steve Spirkoff had a battery cable issue in the morning, but it was quickly remedied, and we started our second day of driving with a gas fill-up across the street and making a stop a few miles down the road at the “Thing” museum, a roadside attraction at Bowlin’s Travel Center on the outskirts of Benson. We toured through the “Thing” museum where everything is based on “What If” and did a little shopping at this roadside tourist trap before moving on. I hope they are making enough money to fix their terrible driveway someday soon. Then it was on through Arizona and New Mexico with a stop



at the Cracker Barrel in Deming before making our way to the Hampton Inn in Van Horn, Texas. Thunderstorms were in the area, but we never saw any actual rain. Except for a bit of a vapor lock issue in the Cracker Barrel parking lot in Deming, it was so far, so good, just driving. We lost an hour due to a time zone change and we were now in Mountain Time Zone.

August 1, Travel Day 3: We were back on the road heading to Abilene, Texas to another Hampton Inn. It was still hot and humid, but we all cruised along with no issues. The Taylor’s and Spirkoff went all the way into the Dallas area to spend time overnight with Jerry’s relatives. We lost another hour due to a time zone change and we were now in Central Time Zone.

August 2, Travel Day 4: This would be the shortest drive of the 4-day trip to Lewisville. The Geiman’s left early ahead of us to visit the George W. Bush Library in Dallas. The Hildebrand’s cruised along with us, making our way to Lewisville by ourselves with a much appreciated stop at Dairy Queen along the way. Temperatures were still in the high 90’s and low 100’s, but we all made it without a hitch. Interestingly, all five cars in our group arrived at the Lewisville Hampton Inn within a few minutes of each other. This hotel is less than three miles from Golden Star Classic Auto Parts, where all of the road trip tri-fives were to meet at noon on August 3.

August 3, Road Trip Day 1: A thunderstorm came through overnight dumping quite a bit of rain, but by morning, it was like it never happened except for rain drops on the cars. We all wiped down our cars and by noon on August 3, we all arrived at Golden Star Classic Auto Parts where the 32 participants in the road trip were to assemble. There were a few no shows, but I think there were at least 25 Tri-Fives ready to



embark on the road trip. This year’s give-a-way car, a custom built blue 1957 Chevy two-door sedan was there and was the lead car driven by Matt & Paula Martinez, our tour leaders for the road trip.





The event kicked off with a tour of Golden Star Auto parts where they build and sell body panels and complete vehicle bodies of popular older vehicles. A '57 Chevy convertible body, three different VW Buses and a couple Mustang bodies were on display during the tour. After the tour, we all sat down to a nice BBQ lunch of sausage, ham, potato salad, baked beans and peach cobbler for dessert. After lunch, the swag bags for the show were handed out along with an additional bag from Golden Star. The bags were loaded with tee-shirts, hats and other fun goodies. Then our tour leader Matt,



introduced us to Brian Downard from Lokar, who would be following the group with a truck and trailer in case anyone should break down. We were briefed on the day's activities including the very hot 205 mile drive to Shreveport. Off we went, but directions were a bit confusing and heavy traffic caused the cars to get separated. But we all ended up together about 60 miles down the road at Buckee's where gas was a mere \$2.40 a gallon. Then we all hit the road to the Del-Mar Airport Inn & Suites for a pizza party. We couldn't help but notice the blue give-away '57 sedan arrived at the hotel on the trailer with a transmission issue. A coral and gray '55 four-door sedan also arrived with a fuel leak problem and was forced to leave the road trip at that point. The pizza party was just okay, not great pizza. The hotel was not exactly a great place to stay either. Non-working A/C, TV's and other issues with numerous rooms made for a lot of moving from one room to another for several people. We would not recommend choosing this hotel should you ever be in Shreveport.

August 4, Road Trip Day 2: This day started at 7:30 am with driving 182 miles to Vicksburg National Military Park, location of a major battle along the Mississippi River during the Civil War. The 47-day Siege of Vicksburg eventually gave control of the Mississippi River to the Union and was part of the Union's successful "Anaconda" plan to cut off all trade to the Confederacy. A driving tour of 22 miles took us through the battlefield with many things to see. The remains of the ship "Cairo" are on display near the end of the tour. This is where I had the first issue with our '55 Delray 210. After we stopped and toured the museum and the ship, the battery in the car decided it wasn't going to play anymore. We were able to use a jumper to get it started and drove back into Vicksburg where we acquired a new die-hard battery at Advanced Auto Parts.



Then, it was on the road again for 137 miles to Mike Goldman Customs in Meridian Mississippi for dinner. Mike does Automotive Repair and Restoration Services, building top quality street rods, customs, classics, & muscle cars. There were several high-end build cars in the shop area for everyone to see. Photos were prohibited, because they don't want photos showing up online before the owner has a chance to see the build and before it makes its debut at an event. We all filled up on crawfish, chicken strips, French fries and dessert, all very tasty. After dinner we drove nine miles to Tru by Hilton for the night.

August 5, Road Trip Day 3: The give-away car had been repaired and was back with the group, but by the end of the day, it was back on the trailer with no A/C and a problem with the power steering. It was a 7:30 am start again and we drove 132 miles to Hueytown, Alabama for a tour of Goolsby Customs. Goolsby is a full-service hot rod shop that works to bring your visions to reality for your vehicle. Whether you're building a turn-key ride or just lending a hand where needed, they're here to help you realize your true vision for your project. Donuts and water were available as we toured the shop. This is when Linda's scooter decided it didn't want to play. It was just dead! We checked to see if a scooter repair shop was anywhere near. There was one about 20 miles away. We called and they said bring it by and they would get right on it. They did and they discovered the main power wire was broken at the connection plug. They fixed the problem with a new plug, and we were on our way in less than an hour.

Then it was 30 miles to Barber Motorsports Park and Museum in Birmingham Alabama. We were a bit later than the rest of the group, but we still had plenty of time to see it all. Barber Motorsports is an incredibly awesome place to visit, and we were glad the scooter was fixed, because this place is huge! Barber Motorsports Park is an 880 acre, multi-purpose racing facility located on the eastern fringes of Birmingham. It was built by George Barber and includes the Barber Vintage Motorsport Museum, which has been named “World’s Largest Motorcycle Museum” by the Guinness World Records. There are 1,000 motorcycles on display in this huge five story building. Some cars and a long line of outboard motors were on display too. They also have another 1,000 plus motorcycles in a warehouse, some restored and some needing restoration. A trip through this museum is a bit overwhelming and you can spend numerous hours here trying to see it all. After a few hours, we were on brain overload and were ready for the 21 mile drive to the Hampton Inn Pell City for the night.

August 6, Road Trip Day 4: Another busy day with four stops was on the agenda. We had to be ready to drive at 6:30 am. It started with a 27 mile drive to Auto Custom Carpets in Oxford, Alabama. Our big group was broken into smaller groups and escorted through the plant for a one-hour tour. We saw a huge warehouse with over 70 employees working in a very hot environment making beautiful carpets for all kinds of classic cars. Huge molds are used to shape the carpet sets after being heated on a large griddle like heater. There are hundreds of molds, and we were told they ship out about 1,000 carpets a day and sometimes up to 1,500. Workers all go home at 2:00 pm because of the hot environment.

We then drove another 30 miles to Johnson’s Rod Shop in Gadsden, Alabama where they are known throughout this industry for creating innovative one-of-a-kind rolling pieces of automotive art. The cars all have style and beauty, yet still have performance for those behind the wheel. They also manufacture custom parts for sale to those wanting to build their own dream ride. About a mile down the road is their Radiator Shop, where they build custom radiators, all out of copper. They have many rolls of copper in different widths, and many interesting machines that they use to build all of their radiators from scratch, all in copper!



The third stop was Coker Tire and the Coker Museum 98 miles away in Chattanooga, Tennessee. Lunch was served when we arrived, and we all heard the Coker tire story. Then we went out and around the corner into the Coker Museum where a bunch of classic and antique cars are on display including a '55 Belair hardtop and a '55 Belair convertible. Some were nicely restored and some not so much. There was also some cool neon signs hanging around everywhere and other antique items from the past.

Stop number four was at Lokar, 105 miles away in Knoxville, Tennessee. All the road trip cars were lined up in a row in the parking lot making for a nice photo op. We were given a nice tour of their manufacturing plant and saw how so many of their items are made. It was interesting to know they don’t stock a lot of their shifters and some other more complex parts. When they receive an order for a shifter or other assembled part they don’t stock, it is built, packaged and shipped the same day. This keeps from having to stock parts on a shelf until needed and makes for lower overhead expenses. After the tour, we sat down to a lasagna dinner catered by Olive Garden. After Lokar, we made our way to the Holiday Inn Express in Pigeon Forge, Tennessee for the evening.



August 7, Road Trip Day 5: This was the last day of the road trip, and we didn't have to leave until 9:00 am, but we did have to travel 246 miles to Advanced Plating in Portland Tennessee and be there by 1:00 pm. Somewhere along the way we traveled into in Eastern Time Zone and fortunately Lokar was back in Central Time Zone, so we gained an hour back making it a bit easier drive. Weather became a bit cooler and cloudy and there was a threat of rain, but we only got an occasional few drops. We had about an hour to spare, so we all stopped at Hardee's for lunch before arriving at Advanced Plating. When we arrived, we had to wait outside the gate until all road trip cars were on site. They opened the gate and had everyone drive into the building to park. We were welcomed to the business and offered drinks and Moon Pies for snacks. Once again we were divided into smaller groups and toured through the facility to see their highly technical process of chroming.

After the Advanced Plating tour, we drove 30 miles to the Hilton Garden Inn in Bowling Green to check in for the next four nights. There was construction going on and a part of the hotel parking lot was unavailable. Some late comers had to park next door.

After Checking into the hotel, we drove about 30 miles to the Hot Rod Motor-Tel, a privately owned property on 220 acres of countryside in Little Muddy, Kentucky for the welcoming party. There is a 10,000-square-foot event space, car showroom, and mechanic shop modeled after a vintage Shell Gas station and a refurbished home that is being converting into an Airbnb. The inside has a dining area and a bar, complete with a "pickup" bar, and fun antiques from the past. A huge canvas painting on one wall depicts a drag race between a Willys coupe and '55 Chevy sedan with the time of 9.13 written in white shoe polish on the back window. The hosts treated us to country style steak dinner with salad, rolls and yummy desserts. It was awesome! It was also dark by the time we headed back to the hotel.

August 8, Tri-Five Nationals Day 1: It was only a short six mile drive from the hotel to Beech Bend Park where the Ninth Tri-Five Nationals were getting underway. The weather had cooled down into the mid 80's and the humidity was down too. It was way better than we had hoped for. As we entered the show area, we saw Tri-Five Chevys everywhere. The give-away car was back again and sitting in the vendor aisle. Road trip cars had a special VIP parking area for the day, which is the same area the "Top 25" would be parked on Saturday. It was pretty much in the center of all the activities. Once parked, we picked up our six passenger golf car from Saylor's and began cruising around to see what all there was to see. There was over 2,500 entries of Tri-Fives and it was so cool to cruise around to check them out. We cruised through the big swap meet area and saw lots of Tri-Five parts and cars for sale. Then through the vendors with lots of Tri-Five parts and of course, food vendors, tee-shirt vendors, photographers and souvenir vendors. The drag strip was a big draw for us. We made our way



to the bleachers to the Road Trip VIP section to watch for a while. Turned out, those seats were not the best for watching the drags. They started things off with the debut of Jeff Lutz's new build yellow '57 Chevy with 2,000 HP making a five-second solo run. It was an awesome site to see so many Tri-Five Chevys making runs up the strip.

August 9, Tri-Five Nationals Day 2: This was judging day and I'm sure the judges had a difficult time making their choices for the Top 25 cars. Competition was fierce to get picked for one of those awards, especially since only 1% of the entries would be selected. We had covered the entire area on Day 1, so we decided to do it all over again starting with the swap meet area, this time a bit slower and a little more methodical. This allowed us to see a lot of things we missed the first time around. We then cruised around on the golf car to look at cars up closer. With over 2,500 entries this took up quite a bit of time. But it was so fun to see so many different ways the cars were built. We also spent some more time watching drag racing, which is always a fun way to spend some time. Shopping at the vendors was interesting, as there were a lot of choices for tee-shirts, hats and other treasures to commemorate our trip. In the blink of an eye, the day was almost over, and cars were making their way to the exit. This was also quite a site to see with tri-five Chevys lined up as far as you could see parading past spectators sitting along the road in chairs with their favorite beverages.

August 10, Tri-Five Nationals Day 3: By the time we arrived, Beech Bend park was filled with tri-fives again and it didn't look like any entries had left early. The Top 25 trophy winners were all parked in the Top 25 parking area, and it was so crowded with spectators, it was difficult to see the cars or get a decent photo of them. As you might expect, a huge portion of the winners were trailer queens, just like in Bakersfield in 2021. There were fourteen 55's, four 56's and seven 57's among the Top 25. Among the winners were five Nomads, two convertibles, three pickups, one Corvette and one sedan delivery. The rest were two sedans and hardtops. Photographers were on hand each day snapping photos of the entrants, but somehow we seemed to miss them. We drove the car down to the photographer trailer and asked if they could take one of our Little Brownie. They said yes and had us put the car in a photogenic location where they took nine photos. The first one was the best. They printed it up with the Tri-Five Nationals background and framed it, ready to pick up by noon. It looks great! Awards were to be announced at 5 pm, but since we had tickets for the Saturday Night Grand Ole Opry, we left early for Nashville. We also missed the drawing for the give-away car, but we heard the first name called was the winner who was present and more than ready to take possession of it.



Despite a lot of hot and humid days and a fast-paced agenda, we couldn't help but have a good time. We met a lot of people, made more new friends, saw a lot of things we would never have seen without being on this road trip, and most importantly, we saw a whole lot of Tri-Five Chevys. It really was an awesome experience and we would consider doing it again.

After the show, our group broke up and went a couple different ways. The Geiman's and the Hildebrand's went with Linda and me to the Grand Ole Opry, a downtown Trolley tour of Nashville, a tour of the Jack Daniel's Distillery, Ruby Falls, Lookout Mountain, Graceland in Memphis, and Branson Missouri. The Geiman's then went to visit relatives while the Hildebrand's went with us to the Buddy Holly Museum in Lubbock, Texas before making the long hot trip back home. Wow, what a blast!

For more pics of the Tri-Five Nationals Trip go to our websites calendar at

<https://trifiverevolution.com/calendar>

Click on the days from July 30th through August 10th to see pics of that day

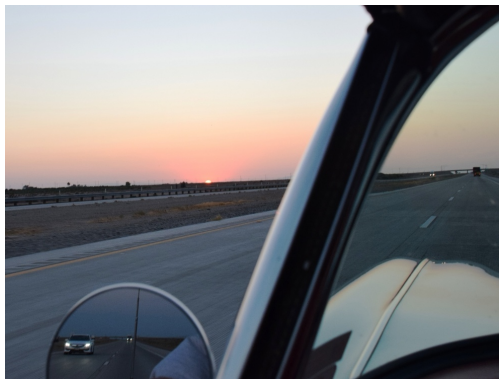
Pics can also be found on our Facebook page at

<https://www.facebook.com/profile.php?id=100070256910285>

7400 Miles to the East Coast and Return

I've owned my 1959 for 35 years. Being the second "caretaker", I finished a complete body off restoration in 2000, and received the coveted Top Flight award from the National Corvette Restoration Society (NCRS) in 2002. Since that time I've made many modifications to the car and made many, many road trips. Recently the NCRS started a new category of judging called "Concours" for cars that are no longer "original" per se, but still look stock. Last October I drove to Dallas for the NCRS Texas Regional meet and received the Concours Blue Ribbon award. This past April I drove to Arroyo Grande for a chapter meet and won another Concours Blue Ribbon. That's when I decided to attend the NCRS National Convention in Hampton, VA, and try for a national Blue Ribbon to complete the trifecta.

The weather was scorching hot all across the country so my tactic was to rise at 0300 and be on the road by 0400 to try and beat the heat for the majority of daily 500+ mile drives. I saw many sunrises during the trip:



I was in a hurry so there was little time to get on Route 66, but one "must" stop is the midpoint of the Mother Road in Adrian, TX.



As I said, it was hot, and during a very hot night in Texarkana, TX, I fried my charging system because I overloaded the poor little 30 amp generator. I continued the next day on the battery, but ran out of juice in Crossett, AR. A fellow gear head came to the rescue, and gave me a full charge along with a glass of southern sweet tea. You meet the nicest people on the road when you are driving an old car.



I managed to join up with the NCRS Texas Road Tour group and spent a day with them:



We drove from Cleveland, TN down to the border of eastern TN and N. Carolina to run the "Tail of the Dragon", Hwy 129 which is 318 switchback curves in 11 miles:



It is difficult to see in the above photo, but there is a battery jumper cable running from under the hood into my passenger foot well. I had purchased an emergency battery backup that I placed in the foot well and had it ready to go if my regular battery were to run out of juice again. I never had to use it.

After spending the night in Ashville, NC, I left the group and continued solo to Hampton, VA. I had called ahead to an old Navy shipmate and he suggested a good shop to fix my ailing generator. One night in the shop and I was all set for the road again the next morning.



Then it was a day of changing the oil & a lube job, followed by some serious cleaning and prepping the car for the convention. On the convention floor:



Lots of beautiful cars at the convention. Again, the 59 judged very well (5 teams of 2 judges each doing Operations checks, Interior, Exterior, Chassis & Mechanical/Engine Compartment). I think the judges were probably pretty lenient when they found out I had just driven nearly 3000 miles...Getting the Concours Blue Ribbon at the awards banquet:



As you might imagine, I also received a ribbon for the longest driven.

On the way to the convention I received word that my old college roommate's wife had died about 2 weeks prior to the convention. I immediately shelved my plans of returning directly home and plotted a new route via a detour to the Boston area where he lives. Wanting to avoid DC & NYC, I took the Chesapeake Bay Bridge/Tunnel to Lewes, DE, where I boarded the Cape May Ferry to Cape May, NJ.



Note the wide silver tape completely surrounding the windshield. Hurricane Debbie was wreaking havoc all along the East Coast with tremendous storms and horrendous downpours. The tape did the job and kept the inside of the 59 Vette dry and toasty.

From Cape May, I took the Garden State Freeway which avoided NYC and spent the night at an old shipmate's in Clinton, CT. Then it was on to Boston to spend a couple of days with my old roomie before heading west. First day was to Buffalo, NY (more rain!) via Rome, NY where I had lunch with my nephew and family. Next day was a long 600+ mile run to my home town in Southern Indiana where I stayed with a HS classmate. The next morning we hosted a number of family members and old high school friends at breakfast before I departed for Tulsa, OK, another 600+ mile run (a long day in an old car in very hot/humid Midwest weather). This is a photo of the house where I grew up:



And the church where Liz & I were married more than 57 years ago:



From Tulsa, it was westward to Santa Rosa, NM & it was hot!



Once again, not thinking about what I was doing, I overloaded the generator and fried it. I limped to Albuquerque the next morning where a good friend found me another reputable shop to rebuild my generator. It finally dawned on me I can't run headlights, taillights, dash lights, GPS, radar detector & an electric cooling fan (that draws 17-19 amps) on a 30 amp generator...duh!



On the road once again the next morning about 1030 and spent the night in Flagstaff. The next day it was another 0400 start for the last day on the road and glad to finally see California.



Grand totals were 23 days, 22 states, 7380 miles (most at 75+mph), 19.64 mpg, 1 oil change & lube plus added 1 qt of oil during the return trip, 2 rebuilt generators, lots of old friends, and a number of new friends. Can't beat a good road trip!

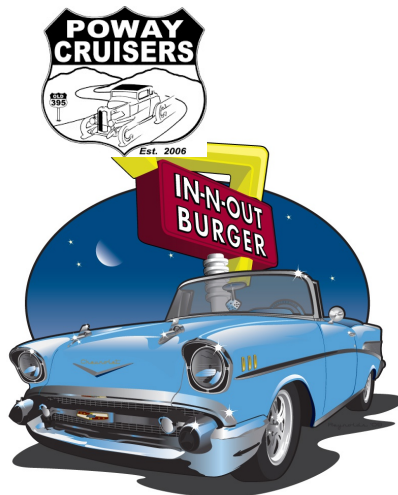
Bob Brown

Ps: The Trifecta:



In N Out Cruise
Scripps Poway Parkway

- October 5
- November 2
- December 7
- 2025**
- January 4
- February 1
- March 1
- April 5
- May 3
- June 7
- July 5
- August 2
- September 6



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

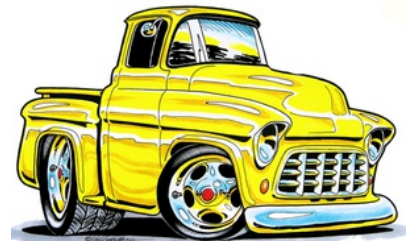


T5R Meeting
Hamburger
Factory

in Poway-5:30pm

14122 Midland Rd
Poway, CA 92064
858-486-4575

- October 17
- November 21
- NO MEETING in December
- 2025**
- January 16
- February 20
- March 20
- April 17
- May 15
- June 19
- July 17
- August 21
- September 18



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





Road Trip to Tri Five Nationals Through the windshield of The Geimans

submitted by Nancy Geiman

A few days before we left for Bowling Green, Tom and I were having lunch at Panda Express. One of our fortune cookies read "You will take a road trip with friends." How did they know that we were about to do that very thing!

We had an amazing trip!! Over 5,500 miles traveled, 10 states, and all in the comfort of our 2004 Lexus LS430 with a super air conditioner, as the temps were well over 100 for many of the days. Due to the lack of parts and time our 1955 Chevy Bel Air Wagon did not make the trip, even though Tom and Wayne Hartwig made a valid effort. Thank you Wayne for all of your help!

Our first stop was Benson AZ where we got to visit with my cousin, Carl. Carl visited with us all in Yuma this past year. The next day we had brunch in Deming NM with his mother and my aunt Dolly, and his sister Tana whom I have not seen since we were about 8 years old. They moved to Albuquerque NM when I was young. We had a wonderful visit! Our fellow tri-fivers met up with us there. We all traveled on to the Dallas area to meet up with the Road Trip group. We got there early enough that Tom and I were able to tour the George W Bush Presidential Center (library) - it was awesome!

The next day we all met the Road Tour group at Golden Star Classic Auto Parts in Lewisville TX for a welcome lunch and tour of their facility. This was the start of the Road Tour and what a tour it was! Five days of non-stop adventure and fun!



We toured Vicksburg National Military Park a Civil War Battlefield. We especially enjoyed that as we grew up near Gettysburg PA. We had an evening BBQ at Mike Goldman Customs and tour of his shops, a tour of Goolsby Customs, a museum tour of Barber Motorsports Park – we have never seen so many motorcycles in one place, manufacturer tour of Auto Custom Carpets, a tour of Johnson's Hot Rod Shop and Johnson's Radiator Shop, lunch at Coker Tires and toured The Coker Museum, a manufacturer tour of Lokar Performance Products, and the last day of the Road Trip a manufacturer tour of Advanced Plating. We cruised into the Hilton Garden Inn in Bowling Green KY tired



and exhausted but LOVED every minute! That night was a VIP Welcome Party and Dinner at the HotRod MotorTel where we received a delicious dinner prepared by our hosts.

The next three days, August 8-9-10, we got the VIP Experience at the 9th Tri-Five Nationals at the Beech Bend Park! Drags, drags, drags and cars, cars, cars – we had a great time cruising the grounds in our six-seater golf cart. Tom especially enjoyed the drag racing. It took him back to his racing days on Saturdays and Sundays at the local quarter-mile and eighth-mile strips in Pennsylvania! One morning before heading to the Nationals, Tom and I toured the Corvette Museum. Really cool!!



Our fun at the Nationals was now over - Saturday, August 10 – Linda Holton, Wayne Hartwig, Nanci and Rod Hildebrand, Tom, and I headed south to Nashville TN for two nights. We all had tickets for the Grand Ole Opry that night - great show! The next day we all went into downtown Nashville on the Old Town Trolley tour to see the city and toured the Ryman Auditorium. Nashville is a

happening place. We continued driving south on our slow journey back to California on the two-lane back roads of Tennessee through Franklin, the Natchez Trace Parkway and stopped at the bridge, Leipers Fork to Lynchburg and a tour of the Jack Daniel's Distillery. We got to taste some fine Tennessee whiskey too! The next day we went to Lookout Mountain near Chattanooga Tennessee and toured Ruby Falls inside the mountain - so beautiful, then on to Rock City Gardens where you can see seven states from one spot. The



next morning we headed west to Memphis and Graceland! Graceland was on my bucket list and it didn't disappoint - love, love loved it! From there we continued northwest to Branson MO, spent two days checking out the area. Linda, Wayne, Tom and I took in The SIX Show – a cappella group. Nanci and Rod went zip lining - those crazy kids.

Early the next day Tom and I headed west on our own through the back roads of Northwest Arkansas to Bentonville - the home of Walmart and HGTV's 'Fixer to Fabulous' show with Dave and Jenny Marrs. We continued west toward Tulsa OK and stopped for the night in Shamrock TX. Shamrock is located on old Route 66. We left

Texas and headed to our next stop Las Cruces NM. We were going to spend the whole next day with my Aunt Dolly and Uncle Wayne. They are both 89 years old, doing well, and just a joy to be around. They live in the Mimbres River Preserve area near Silver City, NM - definitely God's country!

We spent our last night of the trip in Lordsburg, New Mexico. After 22 days on the road we were home safe and sound. And it is worth saying again - What an amazing trip!!



Upcoming Events, Cruises, Partys and Holidays



- 10/5 In N Out Cruise - *Scripps Poway Parkway*
- 10/5 Mustangs by the Bay - *Embarcadero*
- 10/5 Octobers Best - II Car Show - *Sycuan*
- 10/5 Palm Springs Car Show & Festival – *Downtown*
- 10/6 Long Beach Swapmeet
- 10/11-12 *Murrieta Rod Run*
- 10/12 AutoFest - *Ramona*
- 10/13 Pomona Swapmeet and Classic Car Show
- 10/18 **Columbus Day**
- 10/17 **T5R Meeting - Hamburger Factory – Poway**
- 10/19 Lion Custom Celebration Car Show – *Rancho Dominguez*
- 10/20 Elks Lodge Car Show - *El Cajon*
- 10/27 Belmont Park Fall Car Show – *Belmont Park*
- 10/31 **Halloween**
- 11/2 In N Out Cruise - *Scripps Poway Parkway*
- 11/3 **Daylight Savings Time (Fall Back)**
- 11/3 *ECC 22nd Annual Car Show & Toy Drive - Bates Nut Farm*
- 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**
- 12/15 **T5R Christmas Party**
- 12/22 **Christmas**
- 11/1/2025 **New Years & T5R Cruise TBD**
- 1/20 *Auto Swap & Car Show - Pechanga Arena*
- 3/6 **T5R Cruise to Yuma – Meet Alpine Albertsons**
- 3/7-9 **Midnight at the Oasis – Yuma, Az**



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

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



Vista Rod Run 2024

Submitted by Wayne Hartwig

The Vista Rod Run has been a very popular car show, and this year's show had a ton of entries. We signed up early and we arrived early enough to get a good parking space. We reached the entry point around 7:15 and were able to score a space on the street across from the curbside café, which happened to be the same space as last year's "Best of Show" winner.

This year's show was contracted out to an LA Event planner who apparently had never done planning for a car show. Along with that came plenty of changes, but not all were for the good. We were originally told we had to enter a specific gate depending on our last name initial. That caused a lot of uproar with people, and they quickly abandoned that idea. Judging classes also changed from previous year and was not real popular with a lot of people. Then we heard People's Choice was out and instead, there were 10 judges walking around, each picking their favorite top ten. Each judge put a colored dot on the headlight of each car they picked. By the end of the day, that must have changed too, as there were no where near 100 colored dots. In fact, there were four cars each with three dots, two cars with 2 dots and a few with one dot.

Our convertible was show ready and we went to the registration booth to get our window placard and tee-shirt. Instead of putting the show logo on the back of the tee-shirt like everyone else, they put it on the front, and it was on a low quality white shirt. What the heck were they thinking?

We were getting hungry, so we went to the Curbside Café with some Drifter friends for breakfast. It was busy as usual, but we were seated right away, and we had a really nice breakfast. After breakfast we made our way up and down every street looking at every entry in the show. We then checked out the raffle and that was another disappointment. There were only 4 or 5 prizes, and no 50/50. We moved on to make a second pass around to all of the entries before the awards were to be announced at 1:00 pm. At that time, our convertible had three dots on the headlight, the same as three other cars. It seemed like that was pretty good odds of being a top ten choice.





Announcement of the awards came with another problem, they announced winners by entry number only and had no names or car description to go with them, drawing a lot of negative comments from the crowd. Additionally, winners had to show their window placard in order to claim the award. The “Top Ten” awards were announced last and in no particular order except the last one would be “Best of Show.” One by one, numbers were called. After the ninth number was called and none was ours, I knew we were either “Best of Show” or going home empty handed. But then they called number 70, and I was awarded the “Best of Show” trophy! When the crowd saw that the award was a cheap \$8 plaster award just like all the others, there was a whole lot more grumbling. Two ladies then came up to me and introduced themselves as part of the show organizers. They asked why everyone was complaining, so I told them what was happening.

They apologized and said they would have a new trophy made up that was more fitting of a “Best of Show” award and mail it to me. They also said the convertible would be on next year’s tee-shirt and they heard all of the complaints about this year’s shirts. They said next year’s tee-shirt would have the show logo on the back and it would be on a black, blue or gray shirt, hopefully better quality too. We’ll see.

These event planners obviously have never put on a car show before and they certainly didn’t do their homework before planning this event. They are in business to make money, and they probably did that, but they cheated out on the raffle and the quality of the awards, and they made a lot of poor decisions. But more importantly they forgot to take care of the people paying their hard earned dollars to bring their beautiful classic cars to this show. Yes, our convertible was chosen for “Best of Show”, and that is always fun. But car shows can’t only be about making money for the event contractor. They have to plan the event so people are happy and will want to come back. It will be interesting to see what next year’s show brings.



Tri-Five Messages, Info, News & Correspondence



With Deepest Sympathy

Our dear friend Mickey DeSoto passed away on September 16. Please keep Gerald and his family in your thoughts and prayers during this difficult time. God Bless.

T5R



**1894
Hildebrand & Wolfmuller**

- Country:** Germany
- Engine:** Air-cooled, horizontal twin cylinder four-stroke
- Ignition:** Hot tube, heated by gasoline burners
- Power Rating:** 2.5 bhp @ 240 rpm
- Displacement:** 1,500 cc
- Valves:** Atmospheric inlet, mechanical exhaust
- Fuel System:** Vapor from surface carburetor
- Transmission:** Single-speed
- Brakes:** Wood brake blocks acting on front tire

The Hildebrand & Wolfmuller was the first mass produced motorcycle: the first time anyone had seen such a vehicle in countries such as Australia and China. The power unit was based on steam engine principles but was powered by gasoline. The long connecting rods are attached to the rear wheel which is actually the crankshaft, so final drive ratios can be changed by varying rear wheel diameter. The rubber bands are to assist starting, no kickstart or pedals, just a good push.



BMC-1308

Hildebrand Motorcycle at Motorsports Barber
Vintage Museum ~ Birmingham, Alabama

submitted by Nanci Hildebrand

5150 Rat-Rods Hot Rod & Customs
at Bates Nut Farm September 15, 2024
Congratulations Dana ~ Top Ten pick Winner.



*Get Well Wishes
to Revolutionaries
Rod Hildebrand,
Rich Correia
and Linda Holton.
They are all going through
some health issues and we wish
them a very speedy recovery.*

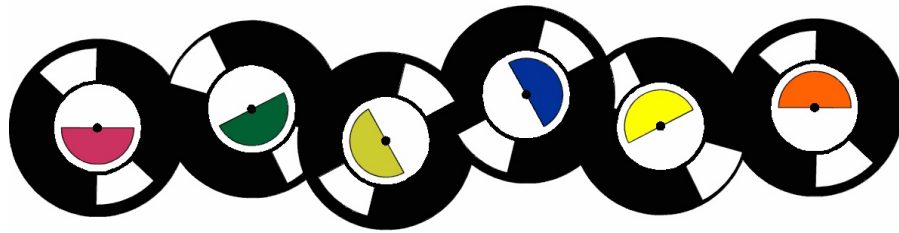
T5R

Blast From The Past



Last month no one guessed it was Tri-Five Revolutionary Liz Brown. Thank you to Bob for sharing the pic.

Can you guess who this is?



Yes, that is Liz (Wines) on her summer vacation in 66 I think (either 65 or 66). She came out to San Diego both summers for vacation. Behind her is the very first car I ever owned. It is a 57 Chevy Bel Air 2 door hardtop Sport Coupe, 283 power pack. I bought it for \$700 in the late spring of 1965 from a young lady on Rosecrans St. Liz became Mrs Elizabeth (Wines) Brown in April 1967. I sold the 57 Bel Air for \$750 in January 67 because I was soon to be headed to Nam for a year and I had nowhere to keep it.

Bob Brown

If you have a Blast from the Past photo we would love to see it. With a car would be a bonus but not necessary.

Ava



Bob's "What The Hell Is It?"



I'm sure you are familiar with a simpler version of this tool.

Bob



No one guessed that this was a hand saw blade set for offsetting the blade teeth.



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T5B Event

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Through July 31st
 \$30
 August 1st to September 14th
 T-Shirts - \$15



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2024

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OCT 11-12

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Car Show
8am - 2pm
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additional lunches will be \$8

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The Mission of the Elks National Foundation is to help Elks build stronger communities. We fulfill this pledge by investing in communities where Elks live and work. We help youth develop lifelong skills, send students to college, meet the needs of today's veterans, support the charitable work of the state Elks associations, and fund projects that improve the quality of life in local Elks communities.

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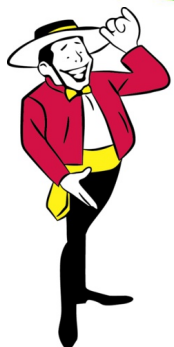





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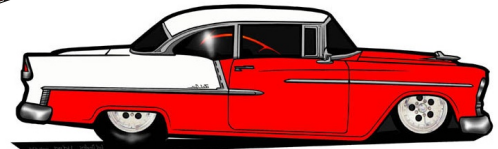


Midnight At The Oasis

Yuma, Arizona
March 7-9, 2025
Member Caravan March 6th
Alpine Albertsons Parking Lot

<https://www.caballeros.org/midnight-at-the-oasis/>

T5R Club Event



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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



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

Tri-Five Web Designer - Brooks Bishop

brooks.bishop@gmail.com

Creaky Lantern Games

<https://creakylantern.com/>



HAPPY HALLOWEEN



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