



Revolution Review



Volume XIII
Issue 1



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- 9/3 SDPD North Eastern & Poway Sheriff Cruise - *Start in Mira Mesa*
 9/5 In N Out Cruise - *Scripps Poway Parkway*
 9/7 Labor Day
 9/13 Long Beach High Performance Swapmeet
~~9/17 T5R Meeting - Hamburger Factory, Poway *CANCELLED*~~
~~9/18-20 35th Annual Classic at Pismo Beach *CANCELLED*~~
 9/20 The Strip Show - *Barona*
~~9/26 21st Annual Cruisin' for a Cure *CANCELLED*~~
~~9/27 CGSD Picnic by the Bay *CANCELLED*~~
 10/2-4 20th Del Mar Nationals - *Del Mar* NEW DATE
~~10/7 10 Hershey AACA Eastern Fall Nationals - *Pennsylvania* *CANCELLED*~~
~~10/10 AutoFest Main St. Car Show - *Ramona* *CANCELLED*~~
 10/11 Long Beach High Performance Swapmeet
 10/11 Cops & Rodders Fall Pow Wow - *Embarcadero*
 10/15 T5R Meeting - *Hamburger Factory, Poway* TBD
 10/18 Pomona Swapmeet and Classic Car Show
 10/18 Best Darn Car Show in Town - *San Diego*
 10/31 Halloween
 11/1 Daylight Savings Time
 11/7 East County Cruisers Holiday Toy Drive - *Valley Center*
 11/8 4th Annual "Saluting Our Soldiers & Veterans" Car Show - *El Cajon*
 11/8 Long Beach High Performance Swapmeet
 11/11 Veterans' Day
 11/19 T5R Meeting - *Hamburger Factory, Poway* TBD
 11/26 Thanksgiving
 12/? T5R Christmas Party (TBD)
 12/6 Pomona Swapmeet and Classic Car Show
 12/13 Long Beach High Performance Swapmeet
 12/17 NO T5R MEETINGS IN DEC.
 12/25 Christmas
 12/31 New Years Eve

2021

- 1/1 New Years Day
 1/1 New Years Day Cruise (TBD)
 1/21 T5R Meeting - *Hamburger Factory, Poway* TBD

Red Font is an club attending event
 Green Font is a club member submitted event
 For site links, information, details &
 event flyers visit our we site at:
<https://tri-fiverevolution.com/>

Tech Time - Convertible Update

Submitted by Wayne Hartwig

Thanks to Rod Hildebrand for the Photos

This month, I have been trying to take care of the last few items on the convertible that need to be finished up before it goes to upholstery. There was one big annoying issue I had yet to resolve. That was the issue about why the engine would start and run perfectly, but only for 30 seconds to two minutes. I had been working diligently to finish up all of the big items and sort of left that issue for later. A couple of Saturdays ago, I decided I wanted to drive little brownie which was in the back of the shop. I had to move the convertible out to get brownie out. It started just fine and I backed it out and shut it off. After moving brownie out, I went to put the convertible back in. This time, the car would not start and there was no power to the fuel injection system. So I thought AHA! Maybe now I could locate the culprit causing the problem. However, the car was still out in the parking lot on a very hot day. And of course, it was a day when there was no one else around at all. It is just too heavy to push by myself, so before calling for help, I decided to try using a come along and a strap to coerce it one click at a time back inside the garage. I had moved it about halfway when Aaron from La Jolla Mobile came by and offered to help push it back in. Whew! I was glad that was over.

So, I got out my testing equipment and started to see if I could figure this thing out. I turned the key on and began following the electronic trail from the ignition switch to the injection harness. Everything was testing okay so far, but still nothing worked. Then I moved the wiring with the inline fuse and suddenly the system came alive. Aha, I think this could be the problem! I checked the fuse and the holder and everything checked out okay. So I started the engine and let it run to see what would happen. As I was wiggling the wire, I happened to touch the connector from the fuse holder to the injection system and it was so hot it burned me. Wow! This has to be it! I unplugged the connector for inspection. Both sides looked perfect. What the heck is going on? I now know this has to be the problem and decided to totally remove that connector as it isn't really necessary. I used a crimped and soldered butt connector to replace the plug and guess what? It now runs perfectly all the time!

Then I thought it would be nice to drive it around a little bit to see how it drove. But Those wide white tires on stock wheels were only held on by a couple lug nut threads because of the spacers I had to use to clear the calipers. I needed some tires and wheels that would bolt on correctly. Since I haven't purchased the new wheels and tires yet, the answer was to borrow the wheels back from brownie. Rod came by that day and he helped me switch wheels and clean them up in the process. Changing the wheels and tires completely changed the look of the car. It looks great! Time to take it for a test drive.





I backed the car out and all appeared good. But as soon as I turned the corner, the posi-traction unit in the differential began making a lot of clunking noise and it just didn't go away even after driving a little bit. When I rebuilt the differential, I decided not to mess with the posi unit, as everything inside looked good. Out came the differential with the help of Don Perkins and we noticed there were a lot of metal flakes in the oil. So everything was disassembled and checked. There were absolutely no signs of anything wrong that could cause the metal flakes. I had

everything looked at By Dave Meyer, the Corvette Specialist guy, and he agreed everything looked good. The posi discs are all steel with no friction material. The discs were carboned up quite a bit filling up the grooves and that may have prevented the oil from lubricating properly and therefore may have caused the posi to clunk when turning. So the whole differential was cleaned, reassembled with great care, and reinstalled with Don's help. Okay, ready for another test drive. Okay, there was no noise from the differential, but there was a new clunking sound in driveshaft rhythm under acceleration. Back on the hoist! We discovered when the driveshaft was shortened, they balanced it and put a weight in the worst possible location, right where the driveshaft goes through the "X" in the frame and the weight was just hitting the right side enough on acceleration to make a very loud clunking noise. The cure was to remove that weight and to move the back of the transmission to the left about 3/16 of an inch. Okay, test drive again. Now we're talking, it drives just like it did before I took it all apart 2 ½ years ago.

I have completed the installation of the power windows and I am impressed with the Nu-Relic power window kit. There were no modifications required and all four work perfectly. I have completed the four-wheel alignment, and I have finished cleaning up the interior sheet metal arm rest panels.

I still have to do some final adjustments to the top frame and maybe to the quarter windows, but otherwise that task is completed. There is still a little work to do under the dash with wiring and vent hoses. Once I clean up the rear seat spring assemblies, the car will be ready for the upholstery shop. I still need to make a decision on wheels, and that will soon become my number one priority.

As always “

To Be Continued.”





What Tri-5ers Are Up To

Just a Story and Note

My a/c went out the 15th, the house is 85-90 degrees! Been miserable. I signed up with American Home Shield last september 20th. Cost \$600.00 something covers a lot, more money if u want to cover stereos, tvs. I called them. \$100.00 service fee. They came out and said r22 is outlawed, so darn! They can't fix my heat pump/ac I'm getting all new setup. More cost out of pocket \$2200.00.

So u know... \$300.00 for copper pipe RUBBER foam covering \$350.00 for a piece, 3 foot maybe of ducting. It goes on and on . BUT in the end I will have a new unit for \$3000.00.

Darn, the old one if charged it would last another 22 years. haha

You guys might think of it as good insurance. Excuse me 4 how I write or type.

Perkins

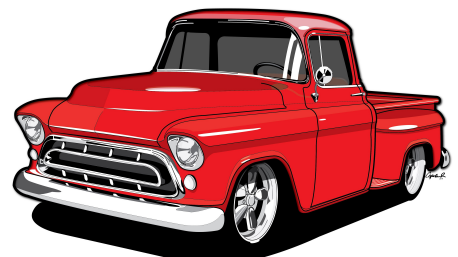


Bishop Barn Raising

We have been spending most of our quarantine time clearing and prepping the property for our new mini Barns. One down and the 2nd one will be delivered next week. After a short break, so Bob can work on his '36 Ford Coupe that he hopes to get it back on the road in the very near future. We will start clearing the land again for the 3rd barn that will become Brooks' woodworking shop.



Bob & Ava





TECH TIME Keeping My Cool (Vintage Air)

submitted by Wayne Hartwig

There is no doubt about it, it has been hot this month! During these hot summer months, it is important to keep the engine in our classics cool and it's also important to keep the drivers and passengers cool too. In my younger years, we never had air conditioning in any car, and back then most manufacturers didn't offer many cars with air conditioning as a standard item, it was usually an elected option or an aftermarket installation. Today, I don't think you can buy a new car without air conditioning. In our younger days, we just toughed it out on hot days and some people I knew refused to even consider having air conditioning, as they considered it an unnecessary expense. I can remember riding in cars with all the windows down. The wing vents would be open to direct the air across your body, but only when the car was actually moving of course. It wasn't the best by any means, but it seemed to make the heat tolerable. Over the years, air conditioning became more common and people started to realize it was pretty nice to ride in an air-conditioned car on a hot day. Today, most people would never even consider having a car without good working air conditioning.

I was one of those people who thought air conditioning was not a big deal. But after driving my little brownie '55 on a few long trips around the country during summer months, I began to think sitting in a hot car for hours while driving was making the trip a lot more uncomfortable than it needed to be. In 1989, I finally made the decision to purchase a Vintage Air unit for my little brownie.

Under the dash, the new heater/evaporator unit totally replaced the original factory heater assembly. There was no modification needed to the factory heater control unit in the dash. All that was needed was to replace the existing fan switch with the new switch and to connect the new control cables to the control levers. A new a/c wiring harness was installed to make it all work. Vintage Air units come with vents and hoses that could be installed on the bottom side of the dash on both sides and in the middle. The problem with that is that the cold air has a tendency to freeze your knee caps a little too much instead of the upper body. I installed the side vents in the dash in the location of the factory vents offered in 1955 and installed the middle vent under the dash in the center.

Installation under the hood was a little more difficult. Since there are so many variations of engines and configurations of how the alternator and power steering pump are mounted, there is no one single bracket setup that works for every car. The same issues apply to the condenser unit because different radiator configurations are being used. So this part of the installation is usually a custom arrangement designed to work for each particular car. Once the correct compressor mounting brackets were acquired and condenser mounting brackets were created to hold the condenser in place, it was a matter of making up the refrigerant lines. Once the refrigerant lines and drier unit were installed, the system was evacuated and refrigerant was added.

It worked great, blowing cold air through the vents around 40 degrees. However, a problem popped up right away. It worked great when turned on the first time of the day, but if it was turned off, even for a few minutes, it wouldn't work again until after the car got cold again, usually the next day. The problem was the expansion valve was defective and wouldn't open after it got hot. Vintage Air was not helpful with resolving the issue, claiming it was not possible to be a defective expansion valve. I finally told them to just sell me one and I would install it myself. They did and I did, and guess what? It has worked perfectly since then.

Travel forward 21 years in time. I have never had any real problems with this Vintage Air unit in the 21 years I've used it, until now that is. A couple weeks ago, a problem developed with the fan control switch. The switch became hard to move and would not turn the system off. It was running on low or high depending on where the lever was positioned. I took the switch out and discovered it had been damaged from getting very hot and was in serious need of replacement. So I called Vintage Air and told them what had happened and that I needed to order a replacement switch. They said no problem, the replacement switch was \$12.50 and would be sent. It arrived a couple days later and it was definitely the wrong switch for a '55 Chevrolet. I called them back and explained the problem. The man said he didn't know it was for a '55 Chevrolet, even though it was the first thing I told him. So, he said no problem, I'll send the correct switch, however, the design has been changed and it will require some additional modification to the lever control unit. Okay, I can handle that. When the switch arrived, I was surprised to see that they sent the new style switch along with a complete wiring harness with circuit breaker and relays. No instructions were included. I wasn't sure if they wanted me to replace the wiring harness along with the switch. Before going to all that trouble, I checked it out and discovered they sent me everything for a new installation for a '55 Chevrolet and that the wiring harness was the same as the one I had. I just plugged the switch into the existing wiring and the A/C worked perfectly.

The switch that came with the original unit simply screwed in place where the factory switch was originally located. That was an easy install. The new switch requires that the factory switch mounting tabs be removed to make room for the new oversized switch. One 7/64-inch hole needs to be drilled in the back of the control unit bezel to secure the switch in place. The new switch also interferes with the control unit upper securement screws. Their fix for that is to replace the factory Phillips head screws with a set screw with a small hex keyhole on the end.

Installation of the new switch requires removal of the entire control unit, meaning I had to disconnect the three control cables to get it out. Once the unit was out on the bench, the bezel needed to be removed to perform the modifications, but the whole process took only a few minutes. Once the control unit was reinstalled, the a/c worked just like new. I can now keep my cool and that makes me a happy camper!



Midnight at the Oasis



Yuma, Arizona - March 5-7, 2021

contingent on health department approvals

Tri-Five members will meet at Albertsons in Alpine

to caravan on March 4th - 10am



It is with great regret that the AACA Hershey Region Executive Board informs you that the 2020 Hershey Fall Meet has been cancelled. This decision was not arrived at lightly. Our Club prides itself on producing a world-class event that thousands of people anticipate every year, so we felt the heaviest of burdens when faced with this decision.

While making the difficult choice to cancel, the Board took many obstacles into account, including but not limited to: the health and welfare of our volunteers, vendors, partners, and visitors; the unknown

restrictions and/or guidelines that may be in place at the time of our show; and the volunteer-only workforce we rely on to prepare for a show of our magnitude.

We appreciate you understanding how difficult this decision was for the Executive Board to make. We know that some people will be upset by the decision and others will applaud it. Either way, please know that the Hershey Region Executive Board has acted in what they believe are the best interests of the Club, and we ask for your continued support as we navigate these unprecedented times.

Refund information will be sent very soon in regards to all payments already received by the Hershey Region AACA.

Please know that we continue to explore ideas to benefit the hobby and are working toward the possibility of still hosting our usual car show on Saturday in October. While this may not be doable, AACA and the Hershey Region along with other constituencies are working hard to make this possible. Please visit our website and social media as often as possible for the latest news.

Hershey Region AACA

<http://hershey.aaca.com/>



T5R Meeting
Hamburger Factory
in Poway
5:30pm

~~September 16~~ **CANCELLED**

October 15 TBD

November 19 TBD

NO MEETING IN DECEMBER

In N Out
Cruise

Scripps Poway
Parkway 11am

September 5

CANCELLED

October 3 TBD

November 7 TBD

December 5 TBD





Twelve Years and Counting Do You Remember These Revolution Events

Guess the event title, location, month and year







Answers on last page.



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THURSDAY SEPTEMBER 3RD



EOW
8/21/2020


Please meet us 10am on Thursday September 3rd at
Mira Mesa Edwards Cinema
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CRUISE MAY TAKE 3 HOURS TOTAL**

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Happy Anniversary



Tom & Nancy Geiman 9/20



Liz Brown 9/7

September Birthdays



Bob Bishop 9/14



Joe Keller 9/16



Donna Keller 9/21



The Tri- Five Revolution name was created 9/20/2008



Please let Ava know if we missed your special day: Ava@Tri-FiveRevolution

Contact Us at
club@tri-fiverevolution.com



*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.*

Tri-Five Online



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

Tri-Five Web Designer - Brooks Bishop
brooks.bishop@gmail.com



Find us on
Facebook

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

Tri-5 Twelve Years and Counting Answers

- 1 Cruisin' Grand Fundraiser - February 23, 2020 - Escondido, Ca
- 2 T5R Leo Carrillo Movie Night - August 28, 2015 - Carlsbad, Ca
- 3 T5R Dinner and a Drive in - July 24, 2010 - Santee, Ca
- 4 In N Out Burger - May 4, 2013 - Poway, Ca
- 5 Goodguys 18th Meguiar's Nationals - April 7, 2018 - Del Mar, Ca
- 6 21st Cruisin' Morro Bay Car Show - May 4, 2017 - Morro Bay, Ca
- 7 T5R 3rd Anniversary Party - August 21, 2011 - Rindskopfs Home Ramona, Ca
- 8 Big 3 Swapmeet - February 28, 2009 - Qualcomm Stadium/San Diego, Ca
- 9 Chevy Madness - October 18, 2008 - Long Beach, Ca
- 10 New Years Day Cruise - January 1, 2009 - Wilson Creek Winery/Temecula, Ca
- 11 Holiday Toy Drive - December 1, 2012 - Alpine, Ca
- 12 Chicken Pie Diner Cruise Night - July 29, 2009 - Poway, Ca
- 13 Midnight at the Oasis Impromptu Tech Time - March 3, 2011 - Yuma, Az
- 14 T5R Cibola RV Trip to the Bishop Ranch - January 19, 2013 - Quartzite, Az
- 15 Big Bear Fun Run - August 8, 2014 - Big Bear Lake, Ca
- 16 CCI Western National Convention - September 29, 2010 - Galaxy Diner/Flagstaff, Az
- 17 T5R Fall Cruise - November 20, 2016 - Rainbow/Fallbrook, Ca
- 18 T5R Coastal Cruise - March 14, 2009 - TGIF/Carlsbad, Ca
- 19 T5R Night at Cruisin' Grand - May 20, 2011 - Escondido, Ca
- 20 Alpine Car Show and Chili Cookoff - September 29, 2012 - Alpine, Ca
- 21 Big Bear Fun Run Show & Shine - August 10, 2013 - Big Bear Lake, Ca
- 22 T5R Tech Day Foote's '56 - April 10, 2011 - Geimans Home in Valley Center, Ca
- 23 Revolution Rendezvous - April 16, 2010 - Pechanga/Temecula, Ca

Let us know how well you did! Go to <https://tri-fiverevolution.com/events> for more pics.

