

HAPPY HALLOWEEN



11/24



Old Photos @ Older Members





PREZ SEZ Happy Valentines Day!

SAN DIEGO EARLY FORD V8 CLUB HOLIDAY & INSTALLATION PARTY

December 7, 2024 1:00—5:00
\$45 per person

Payment must be received by Thanksgiving
(11/28/2024)

Please bring a check to the November meeting, payable to:

Early Ford V8 Club
Or mail check to:

Susan Valentino
2229 Erie Street
San Diego CA 92110

Party Location: Marina Village—Terrace Room
1936 Quivera Way
San Diego, CA 92109

Menu:

Chicken Piccata or Grilled Salmon
Mashed Potatoes
Grilled Vegetables
Winter Blend Salad
Rolls & Butter
Cheesecake
Iced Tea, Spring Water & Coffee

Toys for Tots (Optional)
Bring New Unwrapped Toy

SDEFV8 CLUB — — — Page 2

President **Joe Valentino** 619-300 4281
V.P. **Dennis Bailey**- 619-954-8646
Secretary -**Brad Nelson** -571-357-8981
Treasurer—**Ken Burke** 619-469-7350
Directors— **Joe Valentino**- 619-275-1255
V8 Historian- **Susan Valentino** 619-275- 1255
Mike Petermann -916-479-3665
Bill Dorr-619-884 4188
Dennis Bailey- 619-954-8646
Bob Hargrave- 619-283-4111
Ken Burke-619-469-7350
Ray Brock- 619-993-9190
Fan Editor Tim Shortt- 619-435 9013—619-851-8927
Rick Carlton-619-512-7058
Pres Pro Tem- John Davison-619-729-7252 -
Paul Alvarado-619-741-9458
Other Chairperson-: **50/50**
Name Tag Drawing Volunteer
Monthly- Car Club Council
Paula Pifer-619-461-5445 Membership Programs
Volunteers- Tour Co-ordinator / Barbecue
Meetings Monthly- Car Club Council
Paul Alvarado 619-846-7012
Web Master- **Rick Carlton** 619-512-7058
Ford Fan **Tim Shortt** 619-435-9013-Cell
619-851-8927 tashortt@me.com
Volunteers
Sunshine **Judy Grobbel** 619-435-2932
V8 e-blast- **Sandy Shortt** shortsandy@mac.com
619-507-9205

The Ford FAN is published by the San Diego Regional Group of the Early Ford V8 Club of America. Materials submitted must be received by the 25th of the month to be considered for the following month's publication. Photos & article submissions are welcome, Please send materials to Ford Fan 56 Tim Shortt at 1211 5th st, Coronado, Ca 92118. The Ford Fan of the Early Ford V8 Club to use materials provided The Ford Fan is credited as the source. Send Change of address to Paula Pifer Membership Chair. 3558 Bentley Dr. Spring





The Food was good as usual, but the surprise was service was quick, focussed, friendly and organized. WOW





Joe kept us all awake with jokes



George, happy to Take Over ACCESSORIES



Bill Dorr thinking about lunch



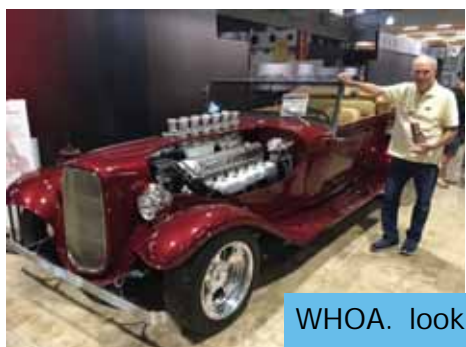
Judy forgot to invite Bill to lunch



Mike talking in his sleep



Lunch after at Golf Course-With Dennis Bailey's Daughter, Karen- "But" Where's Bill?



WHOA. look at this!

November Anniversaries
 11/08 Jim & Cindy Hallsted
 11/20 Cal & Cheryl Westra
 11/21 Dan & Lani Prager
 11/25 Norm & Phyllis
 Burke
 Jerry & Sidney Windle

November Birthdays
 11/02 Vincent Geroche
 11/03 Brenda Mullen
 11/05 Donald Gladden
 11/12 Calvin King
 11/12 Tiffany Murrell
 11/16 Barbara Martin
 11/17 John Dow
 11/21 Walter Andersen
 11/29 David Huhn

November # years in club
 Bob&Raphael Hargrave-39 yrs
 Dan Prager 38 yrs
 Jim Hallsted 32 yrs
 Ric & Billie Bonnoront-24yrs
 Jake & Tiffany Murrello-18 yrs
 Judy Grobbel -16 yrs
 Ken & JoAnne Burke-16 yrs
 Carl Atkinson -15 yrs
 Bill & Sue Dorr - 14 yrs

Joe & Susan Valentino 12 yrs
 John & Maria Jarecki 5 yrs
 Paul Mears&TaylorMiller 5 yrs
 Janet Voinov 5 yrs
 John Davison 5 yrs
 Brad Nelson &
 Heather Wiggins 3 yrs

San Diego Early Ford VB Club General Meeting Minutes, October 16, 2024

President Joe Valentino called the meeting to order and led the club in the pledge of allegiance.
Presidents report: VP Dennis Bailey's daughter Karen, aka the "Ghia Girl*" was welcomed as a visitor.

The president reviewed a list of club members' birthdays, wedding anniversaries, and club membership anniversaries. It's 52 days until the Christmas party, 1:00 pm December 7 at Marina Village the same location and caterer as last year. The ticket price is \$45 and the dinner options are chicken and salmon. Checks should be made payable to the Early Ford V8 Club and sent to Susan Valentino. There will be a tree and collection for "Toys for Tots."

No plan has been made to take them to a military base but we'll get them to a local fire station.

Joe solicited candidates for the SD EFV8 club Board of Directors. Please donate to "Wreaths across America" for wreaths at Miramar using the internet link on the club's website under "Friends of the Club." Using this special link will ensure the club receives credit for wreaths purchase by club members. "Wreaths", not the EFV8 club, is organizing placement at Miramar and Rosecrans. October 26 is "Trunk or Treat" at the SD Automotive Museum, Wednesday November 13th is the club breakfast. December 14th is wreath placement.

There is no general club meeting in December, only the Christmas party.

Vice Presidents report: Dennis's grandson is getting married on Sunday. Last Sunday his Nova had its maiden voyage. Several members participated in the tour of the Helicopter Museum

They had two excellent guides.

Secretary report: The minutes from the September meeting were published in the Fan. No corrections were requested.

A motion was made, seconded and approved to accept the published minutes.

Treasurer report: The treasurer's report was presented, a motion was made and seconded and approved.

Accessories: The club is looking for a volunteer to take over the accessories job. Rick will keep the website.

Before the end of the meeting George Lusk volunteered for the job.

Sunshine: Nothing to report.

Fan editor report: Last month's FAN didn't go out the way it should.

The problem appears to be resolved; this month's fan is in progress.

Car Club Council: Paul Alvarez was not present, no report.

Program: Joe Valentino will pick up the video where we left off last month.

Thanks to Liz and John Dow for refreshments.

Tours: Trunk or Treat at the SD Automotive Museum October 26. Russ Reis is putting together a tour of the Chuck Spielman's private museum. The exact date is TBD.

Hard Luck Trophy: Tim Shortt was awarded custody of the trophy for having to get jump started at the Helicopter Museum after leaving his lights on.

Tech Issues: Joe Valentino is looking for a rear mount for his 1949 transmission.

Membership: No change from last month.

50/50 drawing: "Ghia Girl*" won \$52. **"Ghia Girl:"** received her nickname for the car she restored at age 18 with her father Dennis Bailey's help.

It was a Volkswagen Karmann Ghia which she still owns.

Name tag drawing: No winner. Meeting Adjourned: 11:41 a.m.

Minutes submitted by Brad Nelson.



It's Halloween- anybody seen You Know Who?

Henry Ford's Plastic Car 1941



Henry Ford built a car out of hemp plastic that ran on hemp fuel almost a century ago. Ford's 1941 bioplastic Model was made of hemp, flax, wheat, and spruce pulp, which made the car lighter than fiberglass and ten times tougher than steel, wrote the New York Times on February 2, 1941. The car ran on ethanol made from hemp or other agricultural waste. Production put on hold for WWII.

Chevrolet's Plastic Car -Corvette 1953

ENGINE: 235.5 cid, ohv, 150 hp, 6 cyl

Fiberglass body tended to crack at stress points as it aged

Styling made it Popular





V8ers met up at the former MACY's Parking lot and left for Ramona about 9:30 with Ray Brock leading. No traffic problems, no breakdowns, just smooth

sailing. As we headed up and over the mountain. The road narrows and I noticed the signs for 'Turn On Headlights or get a \$200 Fine.. So I did. In Ramona we turned left on Montecito Rd and arrived at CLASSIC ROTORS a few minutes later. We were met at the Gate by two former Helicopter Pilots, Chip and Mark Diciero. After a few minutes of introduction we were separated into two groups and led to the huge hanger. One group went upstairs, the other stayed on the ground floor. The Hanger was packed with Helicopters of every kind, shape and style. What made this tour so fascinating, besides the extensive knowledge and dedication of our docents, was the vast array of helicopters from un-flown prototypes to experimental to actual rare and unique flying machines from the 1930's to the present.

The industry owes it development and innovation to two primary individuals. And the museum had numerous versions of their inventions through the years on display.

First was Russian-American aviation pioneer Igor Sikorsky considered to be the "father" of helicopters, not because he was the first to invent it, but because he invented the first successful helicopter upon which further designs were based.

....Contd....Next Page



.....Contd

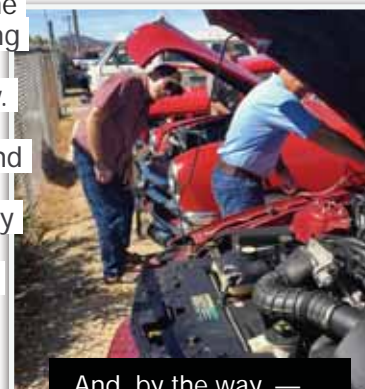
....Sikorsky began work on helicopters as early as 1910. By 1940, Sikorsky's successful VS-300 had become the model for all modern single-rotor helicopters. He also designed and built the first military helicopter, the XR-4, in 1941. Then in the 1930's at the young age of 16, Stanley Hiller Jr built his first helicopter in Berkeley, CA. He went on to develop innovations in the technology of vertical flight included the first helicopter flown in the western United States – the XH-44 the unique "Hornet" helicopter, powered by rotor-tip-mounted ramjet engines, and the first high-speed vertical take-off-and-landing tilt-wing troop transport – the X-18.

From the very beginning, stability and control were the Achilles heel of helicopters. As a teenager, Hiller came up with a design that he felt would work for a stable, co-axial, craft, one with two rotors turning in opposite directions. The contrasting rotors would keep the body of the helicopter from itself spinning in the opposite direction, without the need for elaborate tail assemblies to counteract the torque. Then in 1948, Hiller invented the Hiller 360 which used the innovative "Rotomatic" stabilizing paddles, allowing the aircraft to be controlled easily, even hovering hands-off, a remarkable feat in 1948. Sikorsky's helicopters had the control capabilities to fly safely forwards and backward, up and down and sideways. In 1958, Sikorsky's rotorcraft company made the world's first helicopter that had a boat hull. It could land and take off from the water; and floated on water as well. The museum had one of these on display as well.

On the lighter side, it was interesting to see some of the the prototypes that never made it. One was Hiller's famed Flying Platform, the one-man foldable "Rotorcycle,". Military commanders began looking for new uses of the technology. One of the biggest pushes was to create a "one-man helicopters" that would allow individual soldiers to fly around the battlefield. Most of these outlandish and dangerous helicopters were discontinued. Some of these are on display as well.

So all in all, the tour amazed and impressed everyone who was able to withstand the unfortunate 90 degree day in a large metal building.

But this is a museum worth seeing and **V8'ers unanimously agreed this was another Rousing Ray Brock Tour.**



And, by the way, — don't forget to shut off your lights when you park at the gate...



Back in the beginning of the Pandemic, everyone masked up and stopped doing anything with anybody. Ray Brock does not like doing nothing so he figured out a secret route that had vistas, country roads and scenic beauty. And where we could stay clear of each other and still share an experience. Hence the 100 mile tour, with masks..



Ray Leads....100 mile Tour 7/1

Hi Everyone, Ray and I just want to thank you all for coming on the tour Wednesday, from starting out with overcast and drizzle and up over the Ortega Hwy with sunshine and great views over Lake Elsinore area and down into the valley on past Murrietta and Temecula on south to Fallbrook for lunch at the Rainbow Oaks Restaurant (way too much food!) and on down the old 395. So nice to reminisce about earlier times on the that highway.

It was a good day out and fun for all of us to get together and have some fun and relaxation! Ray is already starting to work on another tour!! Stay tuned.....
Cheers- Ray and Judy





A few years ago John Dow heard there was a '55 T BIRD hidden for years in a neighbor's back yard home made canvas shed.

John investigated and brought some old tires along to get it rolling. He dragged it out of it's canvas tomb.

He was inspired to do this one right.

With the help of Roger Kerr, He pulled the body off and restored the frame and running gear. All new rubber on the body, new Tires, and rebuilt the motor, transmission, Rear end, paint, all chrome, Top and dash.

It was a beautiful TBird, but once on the road, he and Liz decided they didn't like driving it.

So, on the block it goes...



1955 FORD T BIRD

Fresh Restoration on local car with interesting history. 292 V8 automatic, PS, New everything, inside and out.

—Gone to first buyer...



1949 Ford Woody.

20 years driven and 14 years stored in a Barn somewhere in Michigan. The owner had started it occasionally, so it still ran. He also kept a diary from it's birth. Every repair and gallon of gas noted. The buyer had not cleaned it at all. Just put a Sale sign on and towed it to the famous Hershey Pennsylvania. Car Show in 1983.

I arrived at the same show with \$2,200 in my pocket looking for a bargain. I walked the whole show for 3 Days.

Last Day, Last Field, last corner,-I was tired and headed for home. But there she was. Dirty but complete, including all three seats. AND it did run!

Tires had air so it could roll. The owner was all packed up, Woody hooked to a Tow. Bar—ready to go.

"The Deal" I offered: Two grand, Cash. Delivery to my house in NY. And Include the Diary and spare parts . Later that evening it was in my NY back yard.

In three days, it was sanded, primed tuned up and drivable, except brakes -had to wait a week for parts. I found a boat maker in Maine, shipped the car to him and he did a great job matching new wood to old. New wiring, new interior and Paint! Six years later we had moved to SD. And went to Washington State on a V8 Tour. On the way home, coming down-Grant's Pass at 60 mph the left rear wheel came off. We slid about a hundre feet sending up a 80 foot shower of

sparks stopping the V8ers behind us, Several got out with their Fire extinguishers. But no flames, only smoke.



Luckily Jay Harris had an address book of V8ers in the area. It was Sunday.-We called and he opened his garage, put the woody on his lift . Welded up the damage. Monday I got a new tire & headed home.



Hot Rodders Invade L.A. High School

The metallic-blue foursome voted Best Exhibit by L.A. High School students would've been hard to beat at any auto show, anywhere, in 1954 (or 2024, for that matter). Sparks & Bonney Automotive sponsored white crew uniforms and professional paint with lettering, all rarities for race cars that operated on dirt. These flathead-powered 1934 and '32 Ford coupes (each chopped four inches) and 1929 and '32 roadsters helped keep the Glendale Headers at or near the top of all-important SCTA car-club standings at El Mirage Dry Lake. - Hemmings



October 2024
Happy Halloween



Ford's Flathead V-8 Gave Power to the People

In the early 1900s, horsepower was almost exclusively for the

Gatsbys of

the world. Ford's flathead V-8, introduced in the depths of the Great Depression, changed all that. But it needed some help from [car obsessives](#), who went on to invent what we now know as hot-rodding. [Preston Lerner](#) tells their story.

—Ed.

They call [Ed Iskenderian](#) the Camfather. Now 103, the founder of Isky Racing Cams has been grinding camshafts for nearly eight decades. He has worked his magic on just about every engine you can imagine—big ones and small ones, race winners and boat anchors, motors that became legends and others destined for junkyards. But if you want to put a smile on his wide, grizzled face, ask him about the engine that put him on the map: the flathead Ford.

"I started off with the Model T, of course," he says. "That was simple and easy to understand. They made 15 million Model Ts, they say, and almost everybody could afford one. But then the flathead V-8 came out in 1932, and, by golly, Ford did a beautiful job with that engine. It looked like a

racing engine, and it was so well built! Man, they made that engine for almost 20 years. All I can say is, 'Wow!'"

We all know the basic story: The flathead came, the flathead saw, the flathead conquered. It introduced millions of car buyers to what eventually became a kind of American birthright: V-8 power. Immediately after World War II, it then powered the popularization of the hot rod. In fact, it's hard to imagine how hot-rodding would have developed if the flathead—affordable, widely available, and wonderfully receptive to high-performance modification—hadn't existed. "The flathead ruled," says automotive historian Ken Gross, who owns two hot rods motivated by venerable Ford V-8s. "I mean, it was the motor for hot-rodding.

Yet as much as the flathead spawned hot-rodding, hot-rodding undoubtedly helped shape the flathead and, more broadly, the all-American obsession with horsepower that still rules today. Contrary to the creation myth, the Ford V-8 didn't spring to life as an instant icon. It was born prematurely, and it suffered from all sorts of debilitating childhood diseases. Over the years, Ford implemented plenty of cures—so many that you almost need a shop manual to tell one model year from another. But the flathead was transformed into a masterpiece only after it was massaged by a coterie of brilliant self-taught machinists, fabricators, and engineers such as [Isky](#), [Ed Winfield](#), [Vic Edelbrock](#), and [Stu Hilborn](#).

These giants—and dozens more like them, some household names, others remembered now only by the cognoscenti—designed and built cylinder heads, intake manifolds, carburetors, camshafts, fuel-injection systems, and so on that doubled, tripled, and finally quadrupled the horsepower of the simple, relatively crude V-8. They also established the ethos that underpins hot-rodding to this day. As [Alex Xydias](#), the founder of the famed So-Cal Speed Shop who recently passed away at 102 years old, put it: "Once a hot rodder got ahold of something, he was determined to improve its performance. That's how the flathead became the king of hot-rodding.

Ford wanted an engine that was cheap, simple, robust, and reliable. His solution? Casting the block as a single unit. At the time, this was a daunting metallurgical challenge, and Ford engineers endured countless failures during months of secret experimentation. They finally got a prototype to live on a dyno in early 1932. When engines began rolling off the assembly line later that year, they became the world's first mass-produced monoblock V-8s.

1938 Fireball



Green paint's long-held connection to bad racing luck was dramatically reinforced by this 1938 fireball at Hollywood's Gilmore Stadium. Fred Friday had famously mocked superstition by driving Charlie Allen's apple-green Offy midget wearing a green sweater. Freddie either bailed out at speed or went on to win this race (published accounts vary), his clothing still burning. From the hospital, he credited the lucky sweater for preventing serious injury. (When he and the repaired midget returned weeks later, both wore green.) Freelance news photographer David Carroll's shot was published nationwide and around the world, exposing millions to a really hot American hot-rod roadster. Historians have also credited the photo for inspiring or popularizing flame jobs on street cars. ———Hemmings



And then: Bob Brown Cruising the Hallways....

This was in the convention center in Frisco, TX and was very easy. You should have seen me a few years ago trying to navigate the hallways of the Rancho Bernardo Inn; now that was a trick with narrow hallways, 90 deg turns, lots of backing and filling, etc.



1937 Buick Roadmaster. Twin Sidemounts.

NO Rust, Minor scratches on 10-yr-old paint job. New Chrome, Tires, Carb., Battery, Radiator, Exhaust, Brakes and Tune. Dash good original. New seats: Original door panels. **\$22,000--619-851-8927, Coronado, San Diego, Ca**

Used Car Lot



FOR SALE: 1950 Ford Custom Deluxe Convertible. Older restoration, nice paint, interior very good condition. Top is correct with red beating. engine and trans. good. White walls. Good driver. Have a rebuilt top valve. *Asking \$26,000 or best offer. George Zulas 630-362-4120. Chicago area.*



FOR SALE: 1938 Ford Deluxe Club Cabriolet The car features a High Speed Rear End, 6 Volt Alternator, Electronic Ignition and Electric Fuel Pump. The car is professionally maintained, and driven on a regular basis during the driving season. If you are looking for a turn key Ford Convertible that needs nothing to be pressed into immediate service. Here is your car! PLEASE! NOTE THIS CAR IS IN MONTREAL QUEBEC CANADA. *Asking \$55,000 offered by significant Cars call 317-636-9900*

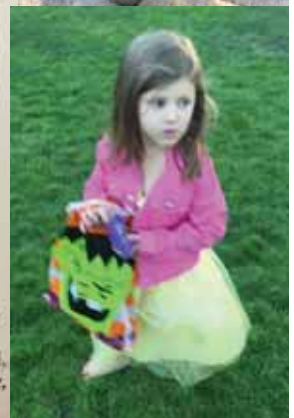
FOR SALE: 1947 Ford Super Deluxe Tudor. Well maintained. Grey cloth interior. AM FM Radio. *Asking \$27,000. Offered by Gateway Classics, Atlanta, GA. Call 678-894-4833*



FOR SALE: 1938 Ford Standard Tudor Restored to original condition. Nice interior. 8 hp V-8 engine. 3 speed transmission floor shift. Nice looking car for show or go. *Offered by Streetside Classics Concord, NC. Asking \$19,995. Call 888-312-7654*



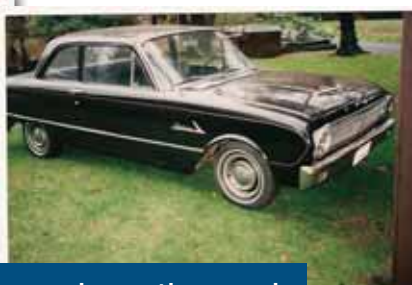
FOR SALE: 1947 Ford Super Deluxe Fordor V8, mostly original with Red's Headers, SS Exhaust, 6V Electric, Radio & Clock Work, Runs and Drives Well. 3 Speed Manual, Original Drum Brakes, etc. *Located in Okatie, SC. Asking \$13,900 Call 980-298-4786*



Tim Shortt, SDEFV8Club 1211 5th St, Coronado, Ca 92118



A Car I should have kept. '35 woody. New motor, Trans, Tires, Brakes,, and the missing wood. All ready to install—Just too busy with other projects and my real Job-as an Advertising Art Director in Manhattan, making Coca Cola commercials. And maybe you noticed my 3 yr old son, ready to play?This woman from L. A. knocked on my door. Asked about the car the neighbor had described. She had her husband on her phone. and described the car—they wanted it, no matter the price. ...I said, well, "it would be \$19k". She smiled and came back in 20 minutes with the cash and I thought , "Hey, I wanted to finish that car"**But** I found another, better woody, all done, 4 days later..



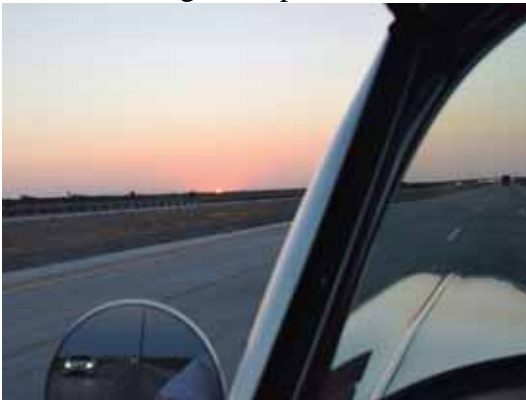
There's always another one down the road.



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

Ps: The Trifecta:

