

Now to fill in a little that didn't get posted yesterday.



Friday's motel with the T tucked under the car port.

As I had said yesterday, Saturday was a long day. The drive wasn't particularly long, only 316 miles, but some things slowed me down. I had gotten to the town of Quartzite when the car started dying for no apparent reason. That is where I pulled the carburetor and cleaned it out. My biggest concern was that there is literally nothing between there and Yuma. I didn't even know if there would be cell phone service out there. I called Susie to let her know what was going on and discuss the issue. We decided that I should call her when I get to Yuma, or along the way if I have more problems and can make a call. If I did not call her by 12:00 (an hour longer than it should take) then she would call the Arizona state patrol to have them find me. Fortunately, all went well after cleaning out the carb.

Along the drive from Quartzite to Yuma it was obvious that there had been rain storms through there recently. Debris was on the roads and washout on the sides and lots of water standing everywhere. I was just very blessed as I never ran into any of the storms, but they always went through just before me and cooled things off so I also never ran into any extreme heat. I think that the highest temperature that I saw on the drive was about 90.

It was on Friday when I was driving south out of Prescott around the hairpin turns that I heard the telltale clicking of loose spokes. I slowed down a bit and took it easy around the curves. When I got in on Friday evening I checked the wheels and found the right rear was very loose. It was really too loose to be driving on, but there was no way to work on it there. That is another reason the 316 miles took so long as I was driving slower, especially when I got into the winding roads.

Today (Sunday) I took the car over to Lee Pierce's to work on the wheel. Lee immediately said that it was too loose to try to use shims. I had already figured that. I was asking him about getting spokes shipped in and rebuilding the wheel. He said that Tony Bowker was bringing a transmission down to him, and maybe he would have a wheel. Lee called Tony, and he said that he did have a wheel and would bring it.



When Tony got there the wheel he brought was just the rim and spokes with no hub. We worked on getting the hub into the new wheel for quite a while with no luck so Tony said that he had the fixtures and such at home and would just take the wheel home and have it ready by tomorrow. Lee and I are going to an HCCA, San Diego Chapter lunch tomorrow and meeting Tony there to retrieve the wheel and I will get it back on the car probably on Tuesday.



Tony and Lee working on the wheel.

I won't be able to work on it after getting back from the lunch as it is my mother's 95th birthday and we have party plans. There will be time on Tuesday.

A big thank you to Lee Pierce and Tony Bowker for their help in getting things back into shape for my return trip. (Tony, sorry I misspelled your name when I posted this yesterday.)