

about 10 MPH, and the temperature gauge at about 200. I told Blake we would stop after we had crested the top, and got over so he could cool off a bit. Well, after we crested the top, it was clear sailing, no more problem all the rest of the way home. Consensus of the problem is that it is dirt in the carburetor, which was my suspicion at the time. IT WAS A GREAT TRIP. I would turn around and do it again tomorrow. Thank You MAFCA for a job well done!

June 27, 2010 - Day Twelve, Day Four of the Return Home - Final. We are Home, safe and sound!! We didn't leave Bridgeport quite as early as we have been leaving because it was very cool in the early morning. After all, only about 300 miles to go. As we left Bridgeport, I could hear the wheel bearing squealing a little. Decided to see if it would stop after it got warmed up a bit, and it did. I stopped every ten or twenty miles at first to check the temperature of the wheel, but it was cool every time, and remained cool the entire trip home. We drove to Bishop and had breakfast, splurged a little, eating at Whiskey Creek.



Blake made the best of the stop at Whiskey Creek!

From Bishop on, the heat was on, it was VERY HOT, the first really hot day we had on the entire trip. I had to get the bumper seat out for Blake to put his feet on, because the floorboard on the passenger side was so hot. We traveled without incident the rest of our way on 395, until we made the turnoff to go into Lake Isabella, over Walker Pass. I told Blake, that if we got over Walker Pass, we would have it made for the rest of the trip home, as it turned out, we almost didn't. Although the raise in elevation is only about 1500 feet, relatively low compared to what we had been doing, Hank had a problem. About a third of the way up the grade, he started back-firing, popping, and nearly stalling. He also got hotter than he had been the entire trip. I didn't want to stop, because he was so hot, he would have lost all of his water. We made it to the top in low gear,