

Tom Marshall's Weekly News, May 3, 2010

Harbor Island in San Diego: Millard Newman's Transcontinental Reliability Tour of 1972 was advertised from "Montreal to Tijuana," but it actually ended on Harbor Island in San Diego on July 16. We drove to and from Tijuana the last day. We were members of the tour with our 1912 Stanley Model 87. It was the culmination (with a perfect score) of the greatest tour of my life in an antique car. From Harbor Island, the car was driven over the road back to Auburn Heights, and when it arrived on August 9, it had covered 8,328 miles on its own power since June 13, had evaporated 12,500 gallons of water, and burned 1,250 gallons of kerosene.

Harbor Island was a scenic place with two Sheraton Inns in 1972. We stayed in one of them and had our final banquet overlooking the harbor. The U.S. Navy's North Island Navy Yard and Naval Air Station were directly opposite our inn. Tied up and in moth balls within full sight was the Cruiser *Bunker Hill*, which had an illustrious history in the South Pacific during World War II. Howard Henry of North East, Maryland, on the tour with his wife, Judy, in their 1913 Packard, had served as paymaster on the *Bunker Hill* nearly 30 years before.

There had been only 21 cars on our "Trans-Con" tour of cars made before 1915, and all of them completed the trip, some with no trouble, and some with a lot of trouble. Like a successful athletic team, everyone was pulling for everyone else to make it. Since ours was the only steamer, we had more than our share of well-wishers. We said goodbye with heavy hearts, but thinking we would meet again on similar tours. Although I went on three subsequent "Trans-Cons" with the Model 87, there was never another quite like that first one (see editions of 1/2/06, 3/20/06, and 5/8/06).