

1989 “Trans-Con” Tour, Galveston to Bar Harbor: The Weekly News editions of early 2006, February and March 2010, and May–July 2010 reported on three of the four long tours or “Trans-Cons” I made in our 1912 Stanley Model 87. Herewith is the story of the first portion of the last one Ruth and I made in June 1989. To be accepted on a Trans-Con, cars were supposed to be made in 1914 or earlier. Among the 40 plus cars that “came and went,” three steamers made the complete trip successfully, the other two being Brent and Martha Campbell in their Model 85 and Alex Joyce in his Model 85 (these Model 85s were described in Kelly Williams’s lead article in the *Herald*, Fall 2011 edition).

Along with two Packards owned by Howard Henry and Ernie Gill and a Pierce Arrow (or a Mercedes) owned by Whitney Snyder, our Stanley was shipped from Aiken, Maryland, to Galveston, where we picked it up after flying to Houston to begin our trip. We began in high spirits from our beachfront hotel for the first day’s uneventful run to Beaumont. Uneventful for us but not for the tour director, Millard Newman, who broke his arm while changing a tire on his 1911 Rolls Royce Silver Ghost. He continued the tour to the end but had to rely on friends to drive his car the entire distance. The second day’s run was to Alexandria, Louisiana, where we stayed at the historic Hotel Bentley, used by General Eisenhower and his staff when they were planning the invasion of North Africa in 1942. Again, this day was uneventful for us but not for the Campbells, whose motor home and trailer, operated by Martha, broke down, requiring a 36-hour repair, while Brent was far ahead in their Stanley until Martha caught up one and one-half days later. Late the third day, we crossed the Mississippi and settled in for the night at Natchez, where we had an excellent catfish dinner on the riverfront.

Traveling northeastward on the historic Natchez Trace, it was raining steadily as we stopped along the side of the road to see why the water pumps had failed temporarily. The tour marshal, Bill Davis of Charleston, West Virginia, stopped to help and got the biggest “kick” out of our water problem when it was raining so hard around us. We spent the afternoon in our motel room in Jackson, Mississippi, with the Stanley, top up, immediately outside. The next day, we continued up the Chase to Tupelo and the following day through the northwest corner of Alabama to the huge Opryland Hotel on the east side of Nashville, where we stayed two nights. Our dinner cruise on the “General Jackson” was shortened as high water on the Cumberland River prevented our boat from going under Nashville’s bridges. We saw Roy Acuff sing “Wabash Cannonball” at the Grand Ole Opry. Our next day’s trip took us to Louisville, which was uneventful except for a brief traffic tie-up near Lincoln’s Birthplace at Hodgenville, Kentucky. The Stanley was running flawlessly. As we picked up Tennessee and Kentucky in the travels of the 1912 Model 87, the car had been driven in 44 U.S. States (all but Alaska, Hawaii, Washington, Oregon, Missouri, and Rhode Island) and in four Canadian Provinces. (To be continued in an upcoming edition.)