

---

OCTOBER 2004

EDITOR: Carolyn Williams

Larry & I were in an accident on the Trace tour and I can only type with one hand. Some of the regular features of the Newsletter may be left out this month. If you sent info and I don't have it in this newsletter I will get it in next one.

Thanks to Gary Tillstrom for the day drive & technical article & Darrel & Ann Carter for sharing their daily journal of the Trace tour.

GET WELL WISHES TO:

Maria" Sumerall.....Maria is recuperating well. Continue to remember Maria.'

Pat Asher.....Pat is home healing from stomach surgery. On the road to recovery but requests our continued prayers.

Remember Larry & Carolyn Williams as their bones and bruises mend and heal.

SYMPATHY TO:

Bob Harris in the loss of his brother, Dr. Richard Harris.

John Strickland in the loss of his sister, Karen Cain.

William Johnson in the loss of his aunt.

WELCOME NEW TENNESSEE T'S MEMBERS:

Richard (Nick) & Connie Nicholas 467 W. Pin High Drive Pueblo West, CO 81007

WILLIAMSON COUNTY CORN LIGHT BREAD.....Jana Swann

- 3 cups cornmeal
- 3/4 cup sifted all purpose flour
- 1 teaspoon salt
- 1 teaspoon baking powder
- 1/2 teaspoon baking soda
- 1 cup sugar
- 3 cups buttermilk
- 1/2 cup cooking oil

Preheat oven to 300 degrees.

Lightly grease 2 loaf pans.

Combine dry ingredients.

Mix butter milk and oil. Add to dry ingredients. Mix well. Pour into prepared pans.

Bake about an hour or until done. Makes about 24 slices.

NOVEMBER BIRTHDAYS

Walter Longworth.....15th  
Kenneth Jack.....15th  
Ken Swan.....23rd

NOVEMBER ANNIVERSARIES

Jack & Betty Van Bruggen.....28th  
Monty & Mary Monteith.....29th

DECEMBER BIRTHDAYS

Tony Verschoore.....1st  
Charlotte Brown.....7th  
Charles Swann.....20th  
Diane Waller.....21st  
Ewell Hall.....26th  
Bill Eden.....28th  
Brenda Verschoore.....28th  
Susan Harrington.....29th

DECEMBER ANNIVERSARIES

Tom & Pat Rowe.....21st  
Mike & Maria' Sumerall.....15th  
Darrel & Ann Carter.....26th

---

2005 CHAPTER DUES PAYABLE BY JANUARY 1, 2005

The following are already paid for 2005

Bud Scudder  
John Strickland  
Nick Nicholas  
Julian Side

---

Mike Sumerall.....only owes \$10.00  
Charles Thomas ....only owes \$8.00

HOPE TO SEE ALL OF ON DECEMBER 4TH FOR THE  
CHRISTMAS PARTY. LOOK FOR DETAILS ON THE LAST  
PAGE OF THE NEWSLETTER



## Day Drive - Sept 11th

Western TN was blessed with a perfect day on Saturday, Sept 11<sup>th</sup> as seven Model T's gathered for a day of driving and just goofing off.

Our first stop was to the Millington Goat Days Festival. Some of the members ate a pancake breakfast to fuel up for the remainder of the day (more on fueling up later).



**What a Good Looking Group of People!**

The event this year was a good bit smaller as for some reason they weren't having the tractor pulling contest which always draws a large crowd.

Ralph Williams showed his son Kenny that he was still the "toughest bear in the cave" by climbing the rock wall and beating Kenny twice! Larry Williams commented that it was really impressive to watch Ralph as Ralph climbs the wall almost as fast as Larry. We all missed seeing Larry do it but we believe him nonetheless.



**The Winner**

**Sorry Son, But I WON!**

After leaving the goat days festival, we drove to the Millington Airport to see the

Memphis Belle which is undergoing restoration. The tour of the Belle was informative. If you ever thought model T folks could talk you ain't seen nothing! The folks working on the Belle are **VERY** into it and would keep you captive for the whole day (and then some) if you let them.



**The "Belle"**

They are as excited to find a spent bullet, as we would be to find a 09 two-lever coupe.



**1300 HP each! built by Studebaker of South Bend IN**

A short ride later and we were eating lunch at an old store that also had the post office boxes in the back from the days when the storeowner was also the postmaster. Needless to say, they call the place the "Post Office BBQ".

After lunch we were off towards the river. We had a leisurely drive along the bluff road and even managed to find a hill or two that only a good T can pull in high. We did have one bit of excitement, Tom Rowe was having trouble getting his car up the hill but Ken Swan came to his aid and got it to the

top. About five miles later Tom was having problems again and Ken thought the gas line was stopped up as no gas was flowing through it. We all quickly learned a stopped up gas line looks exactly like the gas line on a car that's out of gas!

Ralph Williams has been waiting to unload the catfish award ever since he "won" it at Pickwick a couple of years ago. Nobody realized that Teresa wanted to be shed of it worse than Ralph! I hear the "official presentation" went like this:

**Teresa:** "You did what? Here, I think this belongs to you now". Poor Ralph didn't even get a chance to properly present the "award" with the honor and dignity it deserves (which is zero).

Once we got to the state park we were headed towards the river bottom but the mosquitos were becoming thick so we turned around to the Rangers station. Once we were at the Rangers station it was time to fill the manifold cookers with our desert experiments for the drive back to Millington.



Mac taste testing on the official "stir stop"

Once back at our starting place we all had ice cream, and some warm stuff that resembled desert.

One promising T cooker recipe was for cooked apples. Ours didn't quite get done but I'm guessing another 30 minutes would have taken care of that. We all agreed that these should be called "Road Apples" since they were cooked on the manifold. I plan to try them again soon and will provide the recipe to all.

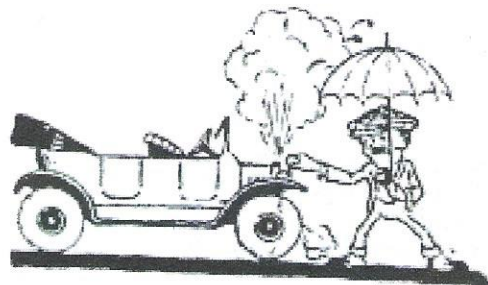


Tom Rowe receives the official "Catfish Award". Just look at him smile, he just doesn't realize how much BS will he will get until he can pawn this off on someone else. Right Ralph?

All in all, it was a fun day and a reminder of how great it is to live in a free country. **Gary**

*Approximately one week ago, the city of Memphis learned that the U.S. Air Force is exercising their right to take the Belle back.*

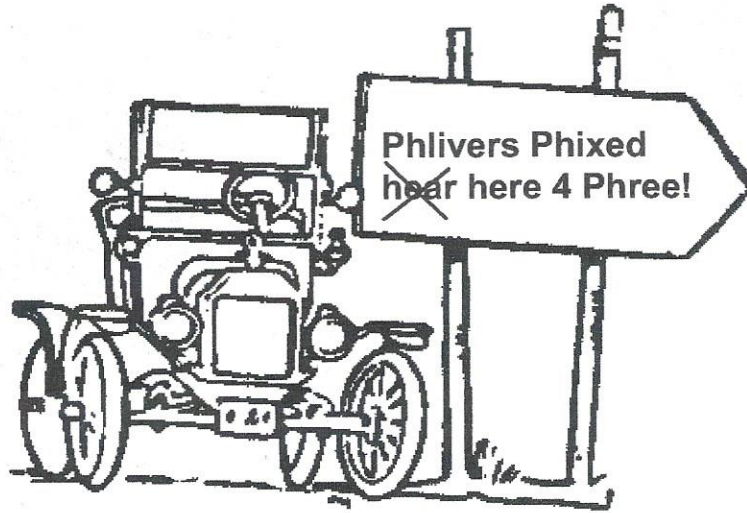
*The restoration will be completed in Dayton Ohio and the Belle will be on display at the Air Force Museum along with the "Enola Gay", the B-29 that carried the bomb dropped on Hiroshima.*



I hate when that happens!



## Putting the Spark Back in Lizzy



There are many options available today to "light the fire" for your Model T. There have been distributor conversions available for a long time and now, one can even choose to go fully electronic.

The purpose of this column is to assist those who wish to retain the original ignition system in their car yet gain the optimum performance and reliability from that system as it was designed.

The largest improvement that can be made to any original coil is the replacement of the capacitor (or condenser). These are now 80 years old and they ***all leak!*** You may have a coil that appears to work fine but when you check the charge rate of an original condenser it becomes obvious that there is leakage. That coil will benefit greatly from the installation of a new condenser. With good condensers, many T's will start using the hand crank on 'MAG'.

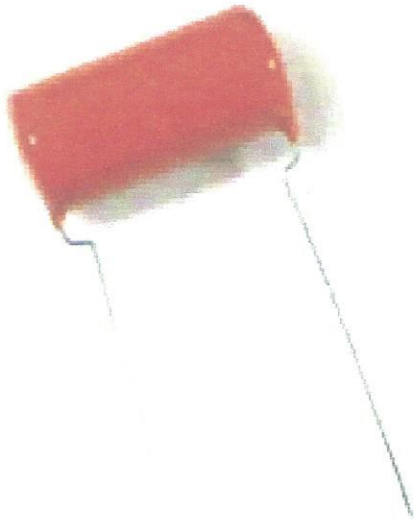
Changing the condenser is a dirty job (but not overly hard) as these things are potted in tar. You must first slide off the cover, which is usually held on with two small nails. After you have carefully dug the old tar away you will need to remove the old condenser and solder in a new one.

Not everyone solders the new ones, I guess you could get by with just twisting the wires together but the best practice would be make the joint electrically sound by soldering it. *Actually, if your going to all this trouble, it would be foolish not to solder them in.*

Not all condensers being sold today by various T vendors are the proper type. Many vendors today are selling the metallized Mylar type capacitors. What is needed in this application is the film foil type. The proper condensers are available from Lang's and Fun Projects.

The basic rule of thumb is this; if you can fit the new condenser in the coil easily it is the wrong type. The large orange drop condenser that is best suited for the T's magneto will not fit without first removing the glass insulator that was located next to the original condenser.

After replacement is complete, re-pot the coil by filling with melted tar. Don't get the tar too hot as it can melt your new solder job! You can use poster board as an insulator in place of the removed glass if you wish. *Just a little marital advice here, do not use the kitchen stove to melt tar! Melt the tar outside in an old coffee can. Nuff Said!*



### **Proper Condenser for Model T Coils**

Now that the messy part is over with, obtain a new set of points and install them. Before installing however, the limiting rivet needs to be reset to only allow roughly .007-.010 travel on the upper point. As received from the vendors these are all way off to the tune of being about .035. I have a special tool to set these and if you're in my neck of the woods I'll gladly reset the rivet for you.

Often the top of the coil needs some attention from years of over tightening of the hardware for the points. You can cut the tabs off of the old points and use them to shim the point under the spacer.

Ensure when setting the point gap that the points contact each other squarely and evenly.

When checking the gap on the points, it is very important that the upper point "follow" the lower point until reaching the limit set by the rivet. If this does not happen the coil will give double sparks on the tester and an early (weaker) spark in the car resulting in uneven timing between cylinders. Ensure the point is tensioned to allow the cushion spring to follow the lower point. When released, the lower point (vibrator) should push the upper point all the way back up.



### **Typical T Magneto Type Coil Tester**

Place the coil into a coil tester and turn the crank approximately 60-90 RPM. Bend the lower point as necessary so the coil draws between 1.2-1.4 amps. There are a couple of things you're looking for here. Look at the sparks occurring between the pointer needle and the test ring. Ideally, you should be seeing sixteen single sparks. Double sparks are an indication that the coil is firing before reaching peak magnetic flux saturation. You will need to add tension to ensure the cushion spring stays in contact just a bit longer with the lower point.

The amperage needle should be steady and not moving. Should the needle be jumping around, the tension still isn't quite right.

Once you have four coils all set to perform identically, it is time to focus attention to other often overlooked items.

You must have a good timer. There are plenty of excellent timers that give wonderful service without having to be cleaned all the time. I like the Anderson as well as an original New Day, others have had good luck with the recently discovered stash of Crystal timers. Choose your poison.

To aid the engine in running smoothly, ensure the front plate is concentric with the cam. If it's off even slightly the cylinders won't fire at an even number of degrees from one another. Three degrees offset at the cam equals six degrees at the crankshaft!



There is a centering tool available for sale and many club members own one. This only takes a few minutes to correct if needed. Borrow a centering tool if you need one as it makes a difference in how well the car runs.

Now that the front plate is centered up, toss the brass shield and felt washers that Ford put in at the cam in the trash and install a modern oil seal.

Finally, turn your attention to the coil box itself. Often a source of trouble as the original wood can allow carbon tracking of the spark behind the thin veneer layer. If your coilbox has the original wood, consider replacing it with either plastic type material or solid hardwood. Most wood kits sold by vendors are B-C grade plywood and tend to cause more problems than they are worth (especially should they ever get wet).

Inspect the wiring harness from the timer to the coilbox for any evidence of chaffing, frayed or broken wires. Replace/repair defective timer harness as necessary. Ensure that the mag post is clean and in good shape.

If you choose to keep your T's ignition original then you owe it to yourself to make it as smooth as can be. It's not that hard to get one right, which is probably better than most of them were within six months after leaving the dealership.

A T running smoothly on coils is something to swear by; one running poorly on coils is usually just sworn at!

If you're going to run coils, make them work for you rather than against. You will enjoy the car more when it runs reliably and smoothly.

*Gary*

## Natchez Trace Daily Journal

Hello y'all,

Sunday Morning , 17 Oct 04

The big adventure has begun. We got up to Nashville yesterday just after lunch, unloaded the Model T & signed in with 44 other Model Ters (5 couldn't make it). We got in touch with some cousins who recently moved into an assisted living facility about 10 miles from where we were staying. They seem to be doing all right. Being a coward, we took the truck over to see them as I didn't want to drive the Model T through 10 miles of Nashville.

We will drive 190 miles today from Nashville to Tupelo along the very scenic Natchez Trace. Well, gotta go have breakfast & get going. Take care.

Darrel & Ann



There are a lot of finely restored vehicles here but I had to get a picture of this whoopti (pronounced hoop-tee) car. It was an inadvertent ebay purchase (he says he hit the wrong button). It has some of the finer touches, including duct tape on the left front fender. They did have their priorities straight—the two front seats were newly upholstered. He was bragging that his car went almost as fast down hill as it did uphill!!!

### Day one

Greetings Y'all,

Sunday evening, 17 Oct 04

We made the 190 miles from Nashville to Tupelo without too much incident. I don't think I've ever driven a Model T a total of 190 miles--much less all in one day. The morning started out cool but clear and beautiful. The car drove nicely but later developed a leak in the radiator. The Bars-Leak I put in at the lunchtime refueling stop had no effect and by the time we got to Tupelo we were getting 15 miles to the gallon (of water). The prevailing wisdom is that black pepper should fix the leak so I put some in and will see if it works tomorrow.

It started drizzling right after lunch and gradually increased to intermittent downpours which lasted until we crossed the Tombigbee waterway just north of Tupelo. Fortunately we had side curtains (and they were installed) but some of the people didn't and were really soaked. I also had Rain-X on the windshield which works a whole lot better than the stock windshield wiper. Miss Annie was busy chasing down leaks, mostly successfully, with duct tape.

There was only one casualty for the day. One of the cars developed an unusual knock (that puzzles me--I don't think I've ever heard a Model T that didn't have an unusual knock) and the driver surrendered it to the vulture wagon to be towed back to Nashville. This experience gives me a whole new insight to the expression "a herd of turtles."

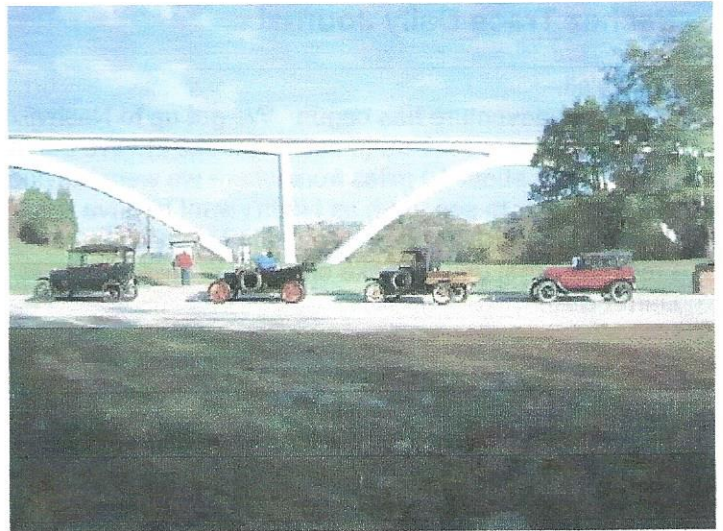
Later,

Darrel & Ann





The 26-27 touring car seems to be one of the more popular models. Ours is the maroon one with the side curtains.



Bridge span on the Natchez Trace viewed from below. Our machine is on the right.



Another whoopti car. One of the whoopti cars has a sticker on the back that says "She's 80 years old, drinks like a fish, smokes like a fiend--and still gets hot."



Taking over a local cafe for lunch.

## Day Two

Greetings again y'all,

The second day of the great adventure was a great success. We left Tupelo at 7:30 in a pouring rain and headed for Jackson, MS, 160 miles away. The rain abated within the hour and it turned into a beautiful sunny day (and much warmer). The pepper stopped the leaks in our radiator but we continued to get 10-15 miles per gallon of water. Must be boiling out. Since adding water was a lot easier than removing the thermostat on the road, we decided to defer the maintenance until we reached Jackson. Overall the car ran like a top today.

There seemed to be a few more maintenance problems with the cars today. One car had contamination in the gas tank, another had a retaining pin wear through a valve keeper. The most serious had a generator seize up which chewed up the fiber cam gear thus earning a free ride to Jackson, courtesy of the vulture wagon. Most of the cars are 80+ years old so the question is not "if" but "when" they will break. The back parking lot of the hotel was a real hub of activity for a couple of hours after our arrival. Lots of minor repairs, preventive maintenance, refilling water bottles and oiling all the joints. I removed the thermostat and took a shim out of the #1 connecting rod that was making a little more noise than it should. Finished up in time for the social hour where the main topic of discussion was, amazingly enough, Model Ts. It still gives me goose bumps to see a herd of Model Ts drive by.

## Monday Evening, 18 October





The guy on the left is a Brit named Ross. He was the primary mechanic on the 73 day Texas to Prudhoe Bay, Alaska and back to Texas tour a couple of years back. The guy on the right is Ben, the owner of "Texas Ts" and he planned the Alaskan tour. There is a day by day description of the incredible tour on the Texas Model T club web site. Ross is a real handy guy to have on any tour. He goes from car to car until everything is fixed. They are driving a real flashy '27 roadster.



A hot babe & a convertible--It just don't get any better than that!!!

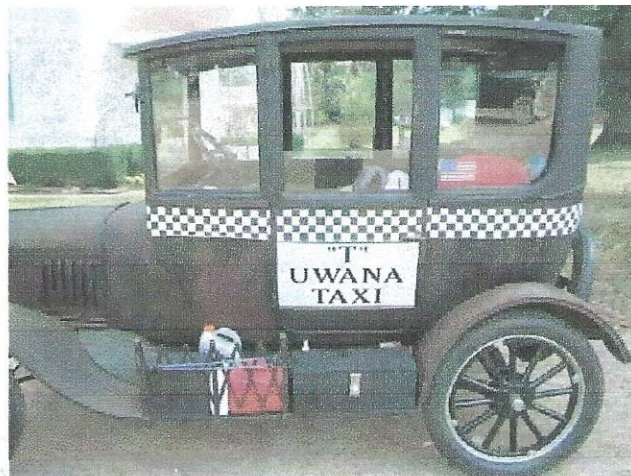


This was the lunch stop at French Camp. Great food & lots of it.

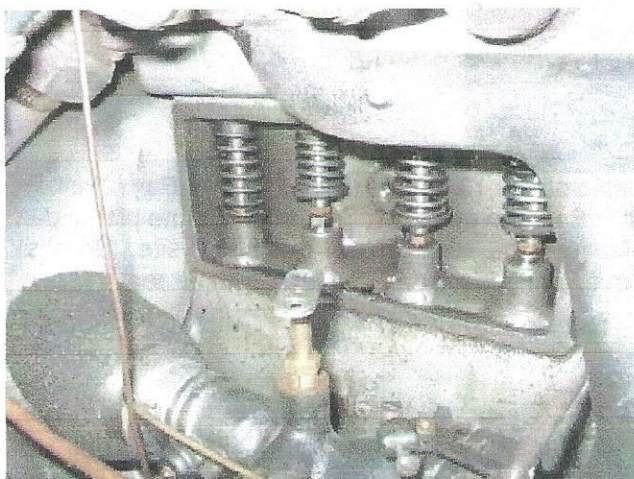




This car, nicknamed "the postage stamp" is driven by two ladies from Texas. There are 44 cars from 12 different Model T clubs and 17 states.



Another Whoopti car, a '21 center door sedan



The retaining pin wore through the valve keeper on the left, causing a real interesting tinkling sound when it ran.



Another of the Whoopti cars suffering the indignity of being loaded onto the vulture wagon.

### Day Three

Greetings,

The 100 mile trip from Jackson, MS to Natchez, MS went without incident for us. The weather was sunny, warm and humid, the pepper sealed the leak in the radiator and we used only one gallon of water for the whole distance. The car seems to run better and better every day. Maybe it just needed to be broken in. I don't think I had 100 miles on the car before we left Nashville (it doesn't have an odometer).

Unfortunately, there was an accident today. While entering Natchez, a large SUV coming the other way turned right in front of Larry & Carolyn Williams 1926 Roadster, causing a head on collision. Carolyn broke her wrist, Larry had a broken knee and the car suffered extensive damage. They are at the hotel tonight but I think they are going to be very sore tomorrow. Thank God the injuries were not more severe--the Model T is not a very safe car to have an accident in. Fortunately the rule about having safety glass in the windshield is universally enforced and adhered to. The injuries would have been much worse if they had the original plate glass windshields. Larry is the president of the Tennessee T's and he and Carolyn are running the tour. Although the tour will continue, their cheerful presence will be greatly missed. Our prayers are with them for a speedy recovery.

We didn't see much of Natchez today but will try to take the bus tour of the place tomorrow morning before driving up to Vicksburg tomorrow afternoon.

Until tomorrow,  
Darrel & Ann

Tuesday evening 18 October



## Day Four

Hello Again,

Wednesday Evening 19 October

Today was an easy day from Natchez to Vicksburg, MS (65 miles), so we spent the morning seeing the local sights. One of the more interesting items was the Longwood House. It was a huge 30,000 (seems a little big but that's what they said) square foot antebellum house that didn't quite get completed before the Civil War started. Only the basement was completed and the rest of the house remained unfinished, as the builders left it 140 years ago. One of the tour guides, an elderly lady, was excited to see the Model T and told us that her husband had an early 1940s Lincoln that had "a 12 caliber engine" in it (I wonder how that converts to cylinders). Is that what they mean when they say an engine is completely shot?

Larry & Carolyn Williams, who were in the accident yesterday, drove a rental car to Nashville to see Doctors there. Hopefully they will rejoin us on Friday in Tupelo for the banquet if everything goes well.

We left Natchez about 1pm and made it to Vicksburg about 3:30. The weather has been hot and humid--not the most comfortable weather for driving a car without air conditioning (boy, are we spoiled). The car ran like a top and the only maintenance issue in the group was a 1914 with a blowout enroute. We hope to get an early start to see the museum and Civil War battlefield here before leaving for Jackson tomorrow afternoon.



Yours truly standing in front of the huge octagonal Longwood house.



Standing in the middle of the first floor, looking up at the unfinished upper floors.



Typical maintenance on the Model Ts--One guy working and 5 people supervising. If you want to start a party just open the hood of your car and in fifteen minutes you'll have a small crowd.



One of the Texas ladies, Sylvia, in her "postage stamp" car. Her husband didn't want to go on the tour so she grabbed a friend, brought the Model T and here she is. The car has a bright red interior that she says the people in her club describe as being "bordello red". This tour doesn't lack for interesting characters.





Another picture of the hot babe and the convertible at a rest stop on the Natchez Trace.



The hotel in Natchez is on a bluff overlooking the Mississippi River. I just can't think of a more scenic place to do maintenance on your Model T. "Old Blue", is a 1921 touring car belonging to a couple of retired engineers from South Carolina (Glenn Storck and Susan Harrington) and is in the process of getting her connecting rods tightened.



Tony & Yvonne Cook by their beautifully restored 1915 touring car. Tony flies for Delta & he used to fly their MD-11s (he's now on the B767). It's nice to have somebody else our age on the tour.



Car with the seized generator from yesterday. I didn't troubleshoot this car but if I had, my guess would have been a cannon ball to the starboard bow.



Decontaminating the gas tank & dodging fire ants





Facie & Faye Weeks from North Carolina in their great looking '26 touring car. We were suffering mightily in the heat and humidity so he showed us that by pushing the lower windshield aft (like his in the picture) it acts like a giant air scoop. It was just like turning on the air conditioning--made the rest of the drive very pleasant. I learn something new every day. I didn't think it would go that way.



Lynn Cook replacing a clincher tire on the road. The 1914 (This one isn't Lynn's) has 30" X 3" wheels in front and 30" x 3 1/2" wheels in back. He didn't have an extra front tire when the sidewall blew out of the old one so he put a rear tire on the front, making an already difficult job even worse. After lots of talcum powder and 2 pinched tubes, the air compressor quit (and nobody had an old fashioned tire pump) so the carcass was loaded on the vulture wagon and taken to the hotel. The saga continued in the hotel parking lot and we finished the job using the hotel's air compressor (a good hotel will have one of those, you know).

## Day Five

Hello everyone,

Thursday Evening

Hope this isn't boring for you. We're really having a great time (even Miss Annie is enjoying the Model T traveling). The car has been running better every day. Think it's just getting broken in. The foggy morning started with a drive through the Vicksburg Civil War National Park. I'm always amazed at how huge the Civil War battlefields were. We drove through part of the front lines and it was about 5 miles long. The Ironclad USS Cairo, sunk by a torpedo (mine) during the battle of Vicksburg was raised in the early 60s and is on display in the park. We didn't have time to see the museum in the old courthouse but will save that for next time.

Leaving Vicksburg about noon, we drove to Raymond, MS, for a late lunch and a tour through the mayor's house. We got to Jackson about 4 PM and had enough daylight to do a little maintenance on the car. Had to repair an inoperative stop light (bad ground), tighten the bands (too much aggressive city driving with cotton bands), and adjust the throttle rod (couldn't get full throttle).

Tomorrow will be a long day--160 mile drive to Tupelo so we need to get an early start. We need to wash clothes at Ann's sister's place in Tupelo before the banquet tomorrow night. Until then, be safe.

Darrel & Ann

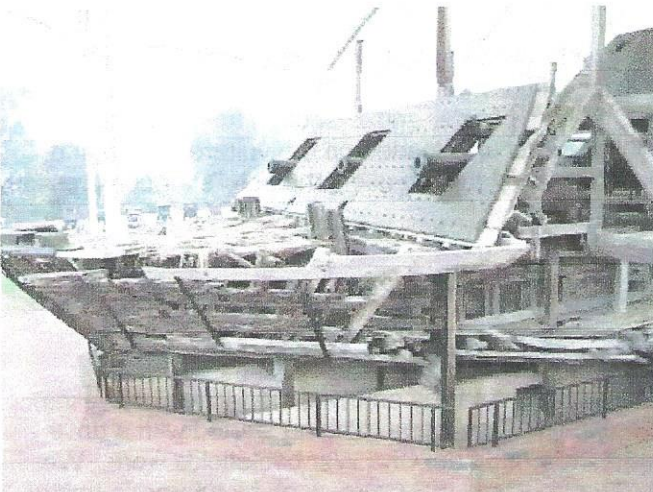




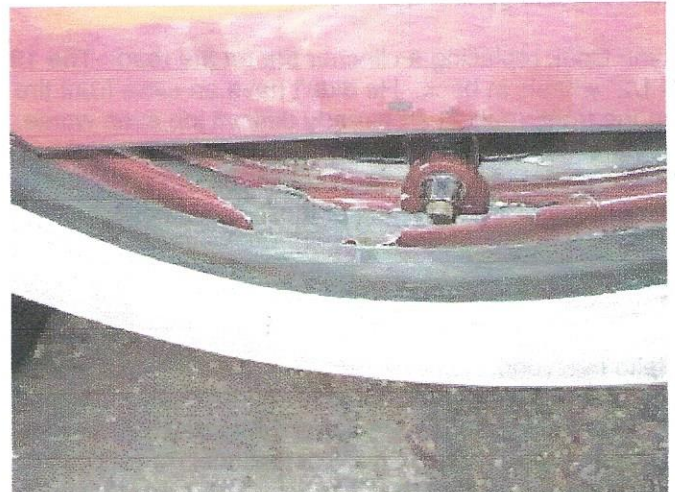
Each state has a memorial at the battle field. This one is for the Illinois boys. The tour guide was telling a story that mature looking kids, wishing to join the fight would write an "18" on a piece of paper and put it in their shoe. Then they could go down to the local recruiter and honestly swear that they were "over 18". Not sure about the veracity of such but it makes for a good story.



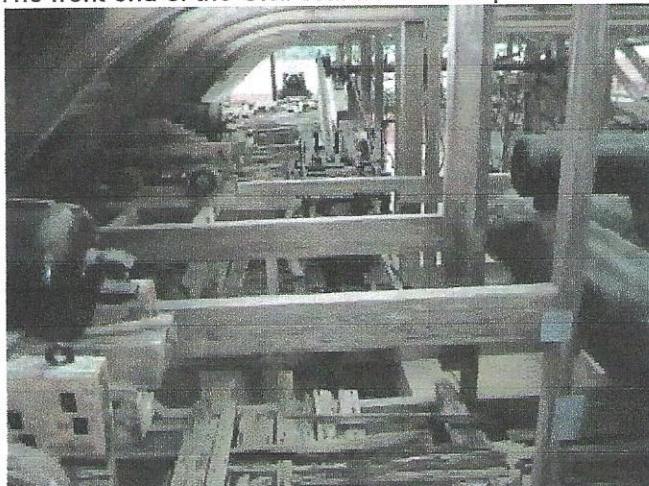
The mayor of Raymond's house is the brick structure in the center of the picture. It was built in 1830 as the Chancellery (sp?) clerks office. Later it served as a newspaper office. The inside of the building was gutted and a very modern interior was built in the early 1990s. Pretty neat to keep the old exterior and have a very livable interior. Beautiful job and she (the mayor) was a very gracious host.



The front end of the Civil War ironclad ship USS Cairo.



The only maintenance problem today (other than 3 generator failures) was a blowout on Sylvia's "postage stamp" car. The rim split but the tire wasn't damaged. Don't think I've ever seen a wheel fail like this.



Even the steam engines and boilers were intact. A lot of the wood bracing that you see is new but I believe the cannon, cannon carriages & planking are original.



## Day Six

Hello Everyone,

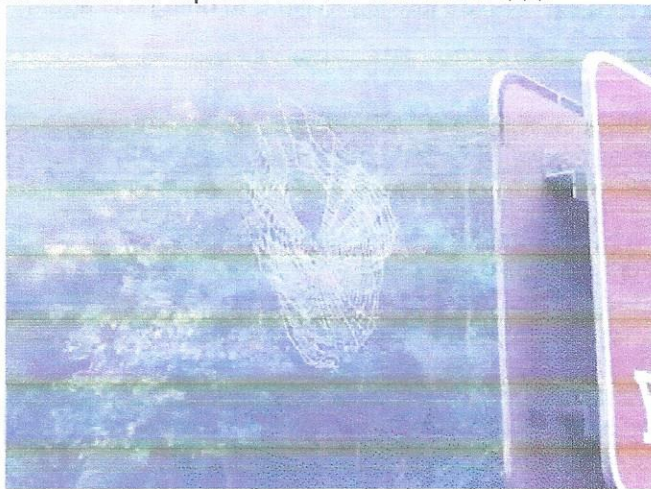
Long day today. We left Jackson this morning at 7:30 on our way to Tupelo. The weather started out very foggy but cleared up about noon. We pulled in to Tupelo about 3:30 in the afternoon, giving us enough time to wash six days of clothes at Ann's sisters place before the banquet in the evening. Other than a minor problem with the coils, the car continues to run like a sewing machine. One of the cylinders was intermittently missing at high speed so we took one of the spare coils (we have 4 spares) and started swapping them out one at a time. Fortunately we found the bad coil on the second attempt. The only other maintenance problem for the day was a seized front bearing on one of the cars. A spare was quickly procured and the problem greased and fixed. Larry and Carolyn, looking a little worse for wear in slings and braces, were able to make it to the banquet. Only one more day to go. What a great trip. We've met lots of great people from several different Model T clubs and visited a lot of interesting places. Tomorrow we should make it back to Nashville if everything holds up.

Until tomorrow.

Darrel & Ann



A picture of Larry & Carolyn Williams 1926 roadster after their accident on Tuesday. The frame is bent. I'm sure it can be repaired but will cost lots of \$\$\$.



About the only thing this spider is catching is a drink of water.



Morning break just north of the Ross Barnett reservoir near Jackson.



The fall colors are starting to show. The Natchez Trace is perfect for Model T cruising. The speed limit is 50 mph and no commercial traffic is allowed. Everybody else is in a big hurry so there's not much traffic on the road.





There were more 1926 touring cars (7) than any other model of car on the tour. Here are six of them--all different colors and none of them black. It's my favorite Model T body style. Mine is the one without a bumper or wire wheels (That Stuff was optional equipment).

### Last Day

Greetings,

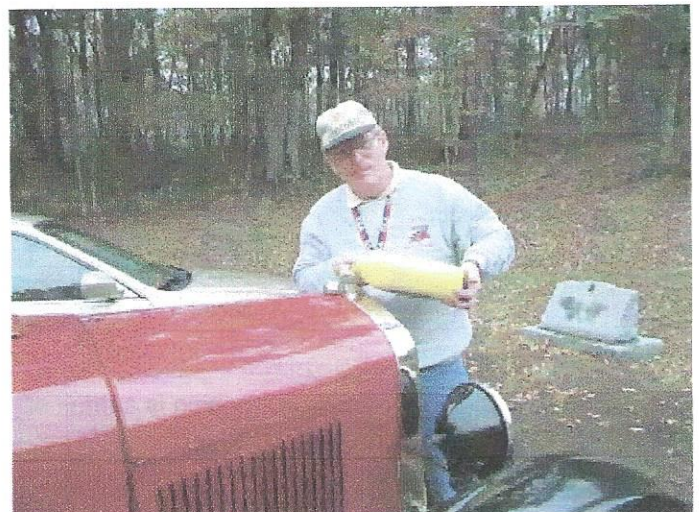
Today was the final 190 mile stretch back to Nashville. Didn't have time to see Elvis' birthplace in Tupelo for you Pressly fans, maybe some other time. We did manage to leave all my socks at Ann's sisters place when we did the laundry yesterday. We left Tupelo at 7:45 this morning and headed north. We had intermittent rain for the first hour or so then it dried out and got much cooler. The Model T continued to run like a sewing machine. It's amazing how reliable the car has become. I guess we just needed to drive it more. Most of the driving was done at about 35 miles an hour although on some of the downhill stretches we got close to 50. This car has the best steering of any Model T I've ever seen. I replaced all the worn parts when I rebuilt it instead of trying to salvage anything questionable. We made it in to Nashville around 3:30 this afternoon, just ahead of a pouring rain. No maintenance problems with anybody in the group that I know of.

I sure did feel sorry for those people who didn't have side curtains for their cars. My thanks again to our neighbors, Frank & Joyce Carter, for the outstanding job they did making the side curtains for our car--you have another free dinner coming. This has sure been a wonderful vacation. I would never have guessed that the Model T would have made it a thousand miles with as few problems as we had. The Model T was, and still is, a truly amazing machine. Hope you have enjoyed the travelogue. In case you hadn't noticed, I was really excited about the trip. Miss Annie, although not the old car nut that I am, also really seemed to enjoy herself. We are looking forward to doing this again next year.

Darrel & Ann Carter

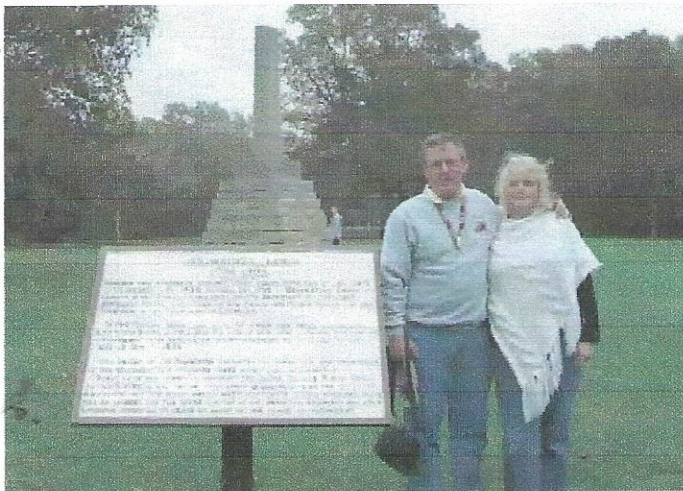


It is surprising how fast the scenery changed from summer to fall. In about a 20 mile stretch north of Tupelo the trees turned from mostly green to mostly brown.

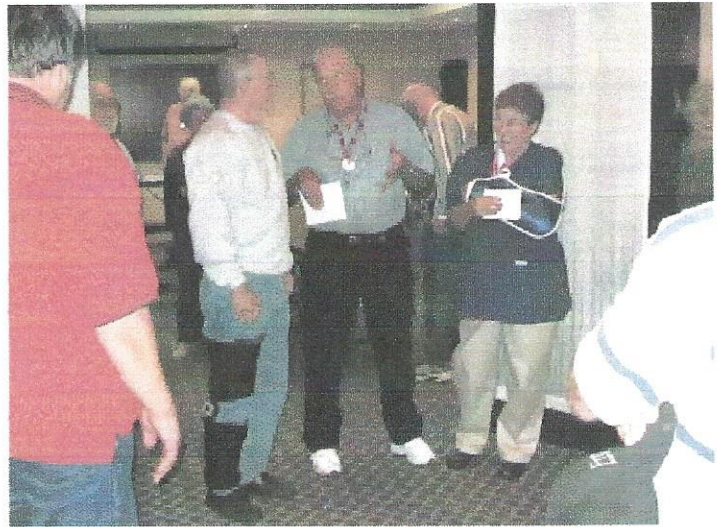


Watering the horses. Although there's only about 20, they sure do drink a lot of water. Think I'm going to have to hit Santa up for a new radiator before we do much more of this.





Meriwether Lewis is buried here, just off the Natchez Trace. Made for an interesting rest stop. I was telling my brother Dennis last week that I thought Lewis had died on the Natchez Trace. He said that he thought Lewis had problems with his Model T on the Trace too. I don't doubt it, you know those older Ts aren't as reliable as the newer ones.



Survivors. We took up a collection and presented Larry (with the broken knee cap) and Carolyn (with the broken wrist and black eyes) a \$250 gift certificate (towards new Model T parts of course) for all the hard work they did setting up the tour. They seemed to be in remarkably good spirits in spite of everything they have been through this last week. They are some really dedicated people.



An early Sunday morning tour through Don Meadows outstanding collection of Model Ts & Model As & old tractors. It's the biggest & best collection of Model Ts I've ever seen.



This 1909 Model T was one of the many spectacular restorations in Don Meadows collection.



**Larry Williams**

---

**From:** <Darcarter@aol.com>  
**To:** <barnbb@waverly.net>  
**Sent:** Thursday, October 28, 2004 3:49  
**Subject:** update invite

## The Tennessee T's Annual Christmas Party



Darrel and Ann Carter will be hosting the Christmas party this year. The party will be December 4, 2004, at 4:30 P.M.. Please bring 1 gift per person. Gift amount \$10.00 each. Corky's BBQ will be the main course (includes Baked beans and Cole slaw). Bring desserts and side dishes. RSVPs would be appreciated by November 28<sup>th</sup>.

Email: [Annie10413@aol.com](mailto:Annie10413@aol.com)  
[Darcarter@aol.com](mailto:Darcarter@aol.com)

or Call at: (901) 757-0051

Directions are from Nashville.

- Go west on US 40 to Memphis
- Get off on exit 16a and go south on Germantown Pky (S 177).
- Drive 4.3 miles until you come to the Walnut Grove overpass.
- At the Walnut Grove overpass turn left (East) onto Walnut Grove and drive to stoplight on hill (about ½ mile).
- At the stoplight, turn left (North) onto Walnut Bend.
- On Walnut Bend take the first right turn (after the Church on the right) onto Walnut Tree Drive.
- On Walnut Tree Drive, take the first left turn onto Walnut Tree Cove.



- Our address is 280 Walnut Tree Cove. Its not the corner house on the right but the second house. Parking in the Cove (a cul-de-sac) might be limited so you may have to park on Walnut Tree Drive.
- The maps from yahoo.com accurately depict the roads (use zip of 38018).
- For out of towners, Comfort Inn, 7787 Wolf River Blvd. Germantown. 901- 757-7800. Rate 69.99 plus tax. Just down the road from Carters home.