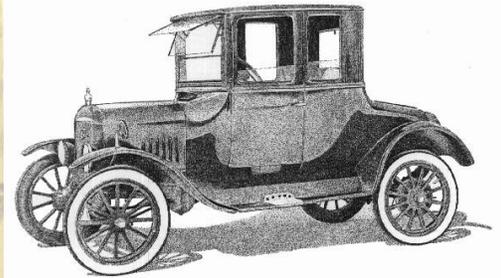




Centex Tin Lizzies, Model T Ford Club of America

Special Points of Interest:

- *Next Meeting will be January 20, 2015*
- *Program—Joe Pinnelli*
- *Refreshments – Hadorns, Temples*



EARLY MODEL T FORD MOTORISTS HAD TO “ROUGH IT” ON THE “ROAD”

Roads, Ruts, and Lodging

Because I want to get the experience of how it feels to drive an early automobile, I have purposely kept my antique autos original as much as I can and still have reliable operation on tours and shows. As I research these articles on early motoring in America, I am getting a much better understanding of what it was like for people to “motor” in the early decades of the twentieth century. Roads were primitive and poorly marked and those early motorists had to rely on farmers, ranchers, and other sources pretty much. Road maps were unwieldy and inaccurate. Those who could afford one used the “Automobile Blue Book” which at the time was the most reliable road guide available. The adventure had to be as much a lure for early motor-

ists as the need to be in a different place.

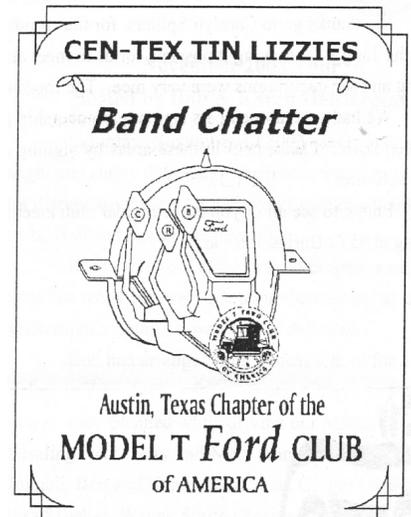
Auto camps and courts

The first camp grounds for automobile tourists were constructed in the late 1910s. Before that, tourists who couldn't afford to stay in a hotel either slept in their cars or pitched their tents in fields alongside the road. These were called auto camps. The modern campgrounds of the 1920s

See cover story on Page 4

Next Month: February

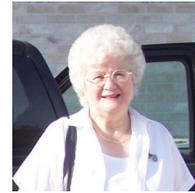
Program—Randy Brown
Refreshments—Joe Pinnelli



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Minutes of the October Meeting
By Joyce Shierlow, Secretary



MINUTES OF THE NOVEMBER 2014 MEETING

The regular monthly meeting of the Cen-Tex Tin Lizzies was called to order by Pres. John Anderson at 7 pm on Nov. 18, 2014. There are 20 members and 1 guest present. The guest is Bill Kerndt . John welcomed everyone.

WELLNESS REPORT: Jan Donnell told us that Corky Stanley is again in the hospital. At this time the doctors are not sure what the diagnosis is, but they are leaning toward some kind of infection somewhere in her body.

MEMBERSHIP REPORT was given by Carolyn Spillers. She said that Bill and Lynn Stevens and Dan LePore have joined.

John asked if there are any corrections or additions to the MINUTES as written in the BAND CHATTER. There are none, so Bob Ross made a motion to accept the minutes as written and Joe Pinnelli seconded the motion. Motion carried.

Jan Donnell gave the TREASURER'S REPORT and stated that the bank balance as of Oct.31, 2014 is sufficient for our club needs. George Brunner made a motion to accept the report as given and Jeff Treadwell seconded the motion. Motion carried.

There is only one event on the CALENDAR for 2014 and that is the annual Christmas Party to be held at THE COUNTY LINE ON THE HILL on Dec. 6, from 11 am until 2 pm. Each person is to bring an unwrapped gift for the BLUE SANTA PROJECT.

Carolyn Spillers asked everyone to please sign the 2015 PARTICIPATION CALENDAR in 2 places so that she can get it printed in the club roster booklet.

John Anderson told the membership that the Board of Directors have decided to make a sizeable donation to the MTFCA MUSEUM FUND. At this time there are 2 anonymous donors that are going to double the amount that is given within a certain time frame. If the money is sent in a timely fashion, the MUSEUM FUND stands to receive a very generous donation from our club due to the generosity of these two donors.

SHOW AND TELL: John Anderson brought a magneto light bulb for a 1910 WHITE AUTO. Bill Stevens brought an original Model T Parts List. Robert Norberg brought a sales poster for the Ford Steering Control, J.C.Carter brought an advertisement for the Stewart Auto School for repair of the 1917 Autos. Randy Brown brought some Early Ford dash plaques. Robert Norberg won the prize for the best SHOW AND TELL.

Jeff Treadwell won the 50/50 DRAWING.

After enjoying REFRESHMENTS brought by John Anderson, Andy Fish gave a PROGRAM about, TECHNOLOGY CHANGES FOR FORMULA ONE CARS. Andy said that the old style formula one cars had 2.4 liter V8 engines, today they are 1.6 liter V6 engines making the cars lighter, but faster and more energy efficient and they have 15,000 HP.

John Anderson requested volunteers to write a cover story for the monthly BAND CHATTER.

The meeting adjourned at 8:15 pm.

WORDS OF WISDOM FROM
THE JOHN



Another new year of opportunity just waiting for us! We were a busy club last year with meetings, parties, tours, and car shows. Perhaps in 2015 we can be even busier with things we like to do and enjoy.

Thanks to the 2015 Officers and Board Members who agreed to serve for another year. Without the “do’ers” we would be a dull club indeed. Remember, those who provide support for our activities also serve as well as those who man the shovels and bail out the floodwater.

We are blessed with a great meeting place and last week I got to have a conversation with Denise Conway and thank her and Jerry for letting us use this meeting room and their facilities.

In reflection, it was a great year last year with some new places to tour and the standard places we try to visit each year.

It’s not too early to start planning to make the 2015 Texas T Party that will be held in Uvalde this year. Uvalde is closer than San Angelo was. Our tour host held the T party in 2007 and are very familiar with the area.

Looks like it’s going to be a good one! See you guys Tuesday night!

John

Show and Tell Winner

Robert Norberg



11/18/2014



**WHO WILL BE THE
WINNER IN JANUARY**

(Continued from Page 1)

and 1930s provided running water, picnic grounds and bathroom facilities. They also kept those pesky "tin can tourists" out of the farmer's fields.

Auto camps predated motels by a few years, established in the 1920s as primitive municipal camp sites where travelers pitched their own tents. As demand increased, for-profit commercial camps gradually displaced public camp grounds. Until the first travel trailers became available in the 1930s, auto tourists adapted their cars by adding beds, makeshift kitchens and roof decks. The next step up from the travel trailer was the cabin camp, a primitive but permanent group of structures. During the Great Depression, landholders facing onto roads in United States or provincial highway systems built cabins to convert unprofitable land to income; some opened "tourist homes". The (usually single-story) buildings for a roadside motel or cabin court were quick and simple to construct, with plans and instructions readily available in how-to and builder's magazines. Expansion of highway networks would continue unabated through the depression as governments attempted to create jobs and employment opportunities but the roadside cabin camps were primitive, basically just auto camps with small cabins instead of tents.

The 1935 City Directory for San Diego, California, lists "motel"-type accommodations under tourist camps. One initially could

stay in the Depression-era cabin camps for less than a dollar per night but small comforts were few and far between.

Travelers in search of modern amenities soon would find them at cottage courts and tourist courts. The price was higher but the cabins had electricity, indoor bathrooms and occasionally a private garage or carport. They were arranged in attractive clusters or a U-shape. Often, these camps were part of a larger complex containing a gasoline filling station, a café and sometimes a small general store. Facilities like the Rising Sun Auto Camp in Glacier National Park and Blue Bonnet Court in Texas were "Mom and Pop" facilities on the outskirts of towns that were as quirky as their owners. The **Blue Bonnet Court**, originally called the Bluebonnet Tourist Camp, is a historic motor court-style motel in north-central Austin, Texas. Built in 1928-1929 by Joe and Elizabeth Lucas, the motel is situated on the northwestern corner of the Hyde Park subdivision along what was then the main road out of town. In the 1930s it featured Austin's first neon sign, which still hangs from the front (though in a dilapidated condition).

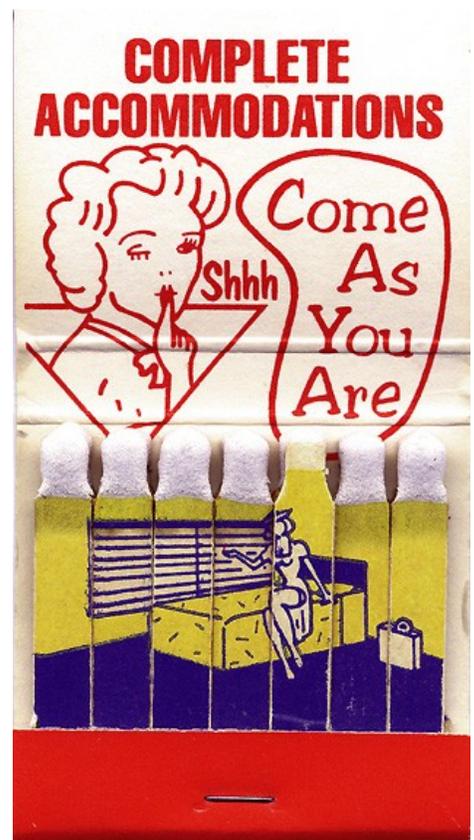
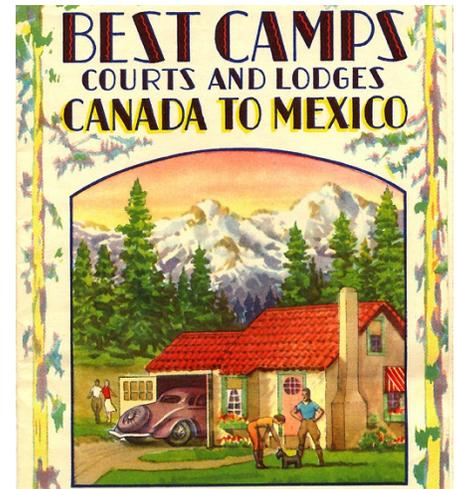
Blue Bonnet Court features a stone wall in front with 11 basic rooms and attached covered parking. The rooms are rented today as efficiency apartments.

The motel is located at 4407 Guadalupe Street. It was added to the National Register of Historic Places in 1990.

Auto camps continued in popularity through the Depression years and after World War II, their popularity finally starting to diminish with in-

creasing land costs and changes in consumer demands.

In contrast, though they remained small independent operations, motels quickly adopted a more homogenized appearance and were designed from the start to cater purely to motorists.



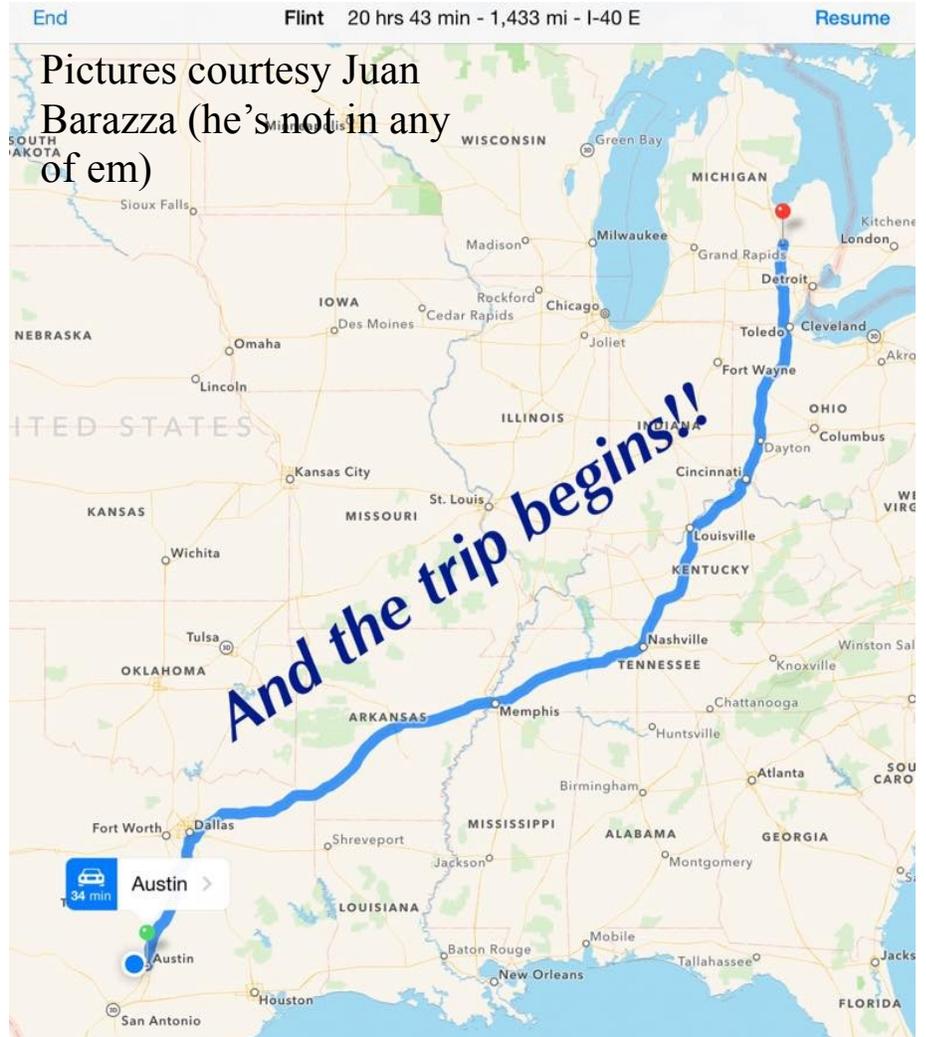
OUR NEWER MEMBERS BRAVE SNOW AND ICE TO BRING A MODEL T TO TEXAS

Robert Norberg and Juan Barazza, our two newer members just got back from a whirlwind trip to Michigan to retrieve a Model T Depot Hack and get it safely back to Austin. Robert has some relatives that had custody of two cars that were part of the family and didn't have space to store them anymore and told Robert if he wanted them to "come get 'em".

Robert asked if I knew of anyone that had a trailer he could borrow and I told him I have one he could use. He picked up my trailer last week and off they went!



Robert Norberg and Juan Barazza





Dixie Diner



Robert in his Eskimo gear!



Snow!



Waco on the way home

ITEMS FOR SALE

2 Model T engines with Transmissions

One 1915, One 1920

2 Frames

1 Oval Gas Tank

1 Round Gas Tank

2 early firewalls

1 Front end

1 Rear End

\$950 for all

Contact George Brunner

gabrunner@sbcglobal.net

Or 512-497-7741 cell

1972 Olds Cutlass

Excellent Condition

Yellow 2 door hardtop

Contact John Anderson



Centex Tin Lizzies
Model T Ford Club of
America

Send Mail to:
Joyce Shierlow
PO Box 70,
Manchaca, TX 78652



Send items for the newsletter to:
John Anderson
2920 Jan Drive, Pflugerville, TX 78660
Or jcanders@swbell.net

www.centextinlizzies.org

The Centex Tin Lizzies meet monthly (except December) on the third Tuesday at 7:00 PM at the Sonic Building, 4513 Burlson Road, Austin, Texas. Refreshments and a program follow the meeting. Visitors are Welcome! New members are even more welcome!

President—John Anderson

Vice President—Steve Hadorn

Secretary—Joyce Shierlow

Treasurer—Jan Donnell

2013 Board Of Directors: Dick Wilfong, Vic Donnell, Tony Temple, J. C. Carter, George Brunner.

2015 Calendar

January 20—Meeting
February 17—Meeting
March 17—Meeting
March 19-20 Chickasha Pre War Swap Meet
April 21—Meeting
April 30-May 3 Pate Swap Meet
May 19—Meeting
May 23/24—San Antonio Model T Ford Show
June 16—Meeting
June 20—Father's Day Car Show
July 21—Meeting
July 24-26 Fredericksburg Swap Meet
August 18—Meeting
September 15—Meeting
September ? - Joint Tour with San Antonio T Club
September 30-October 3 Texas T Party
October 20—Meeting
November 17—Meeting
December 5—Christmas Party