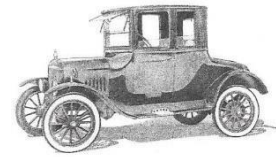


Band Chatter



www.centextinlizzies.org

Volume 16, Issue 3

MARCH 2023



A 1909 Model T Town Car

I would have to pity the driver in cold or rainy weather.

President's Message



CenTex Tin Lizzie Members

Hello Cen-Tex Tin Lizzie Club members. Spring is springing! The flowers and fruit trees are all abloom. The new leaves are all pretty and green. I love this time of the year.

The new left knee is healing very well thank you. I will join you at the meeting Tuesday evening, maybe using a cane, but able to move quite well with no pain and only an occasional throb when I move too much.

March Madness is a fun time for me.

This Saturday we have the Jeff Treadwell restoration clinic at his home, 12110 Fitzhugh Place, Dripping Springs, at 10:00 with lunch provided in exchange for our brilliant suggestions and perhaps laying on of hands to restore full function to his Model T.

I happened to receive and read some of my March/ April issue of Vintage Ford magazine from Model T Ford Club of America this past week. In it there is an article whose title is "Grandfather's Old Sedan". It is right on point for our visit to Jeff's this Saturday and as such is a good homework assignment before we get there. Rachel Hughes, the Executive Director of the Club helped me remember where it was and sent me a scan, which I will try to include for you.

I had a good conversation with Britanie concerning our communications activities. She is going to get us listed in the Model T International's magazine as a club with contact information. Please let us know if you are a I Club member. It will help get us listed. We also are going to try and have every Model T Club in Texas send Bob Ross a copy of their newsletters so that he can forward them on to each of our

members. That will hopefully give us the opportunity to read about the activities around the state in a timely manner.

While on the subject, we also would like to have each member have a copy of the current mailing list in a form that is easy to use so that they can send along anything of interest to the whole club. By everyone having an up to date copy we are better assured that any communication will reach everyone and that any such are not restricted by having anyone else send it out. The Jeff notice and the Drew car notice is a case in point. No fault is intended here, just a desire to make it easier to have more communication.

Along the same thinking line we ought to check and see that we have a schedule posted on our website with the calendar events noted as best we know them. A simple listing of future events can also be in each newsletter.

Have a wellness report, a show and tell, a car report, a tour idea, or an idea of how to serve and grow our membership?

Bring them all to the meeting to share.

I look forward to seeing you Tuesday evening, at 5:30 for supper and 7:00 for the meeting at the Catfish Parlor on Ben White, March 21.

Tom Romberg
President



[Model T Tip of the Month: A Forgotten Model T \(Episode 7\) Engine Disassembly - YouTube](#)

This is a series of 18 YouTube videos on restoring a Model T in England that hadn't been run in 30 years. Very interesting.

If you read this on your computer just click on the YouTube tip and it will take you to the YouTube program.

MINUTES OF THE January 17th, 2023 MEETING of THE CENTEX TIN LIZZIES



Called to order - 6:45 (early start)

Present roll call: 16 Present

Roll Call:

Steve Hadorn; Cynthia Hadorn; Randy Brown; Jeff Treadwell; Britanie Olvera; Joe Pinnelli; Bob Ross; John Anderson; Tom Romberg; Wayne Mimms * new # 512-995-6013; Vic & Jan Donnell; Gary & Barbara Baker; Richard Walker ; Glenn Schiller

Approval of previous minutes: Joe P 2nd by Gary - approved

1. Treasurer new dues / Joyce sold jackets and donated money; raffle
2. Wellness Report: Joe P (brother is sick) ; George sick – pneumonia
3. Membership – NO new members
4. Old Business:
 - a. Rogers Estate still pending (Jeff T will keep club posted)
5. Raffle was done and won by Randy Brown and he donated the winnings back to the club
6. Car reports
 - a. Jeff Treadwell needs some help – car club meet up his house MARCH 18th 10am
 - i. 12110 Fitzhugh Road Dripping Springs
 - b. March 28th MARTINDALE RIDE to BBQ in Lockhart
7. Repairs
 - a. Tom R- technical FYI - IRONTITE can possible seal cracked blocks (that was confirmed by Gary baker yes it does work)
8. OTHER
 - a. Texas T Party Rockport - Hotel Full OCT 18 – OCT 21
 - i. LINK HERE: <https://www.samodelt.com/2023-ttp-registration-form.pdf>
 - ii. Model T inspection report must be with you when you show up link Here <https://www.samodelt.com/2021--mtfca-safety-inspection-release.pdf>
 - iii. INCLUDED INFORMATION ATTACHED (see 2nd page)
 - b. OUTREACH AND OTHER
 - i. Glen has some ideas to share about growing the group what's needed
 1. Marketing
 2. Calendar of Events/ located online so everyone can see
 - a. (More drives)/ events with other chapters etc
 - b. Brit volunteered to reach out to the Model A club and get their lists so we don't overlap – and also start inviting them to join us if they would like (cross share Chapter events etc)
 3. HELPER – ASSIST partnering – helping create a list and people who can HELP TO LOAD and get you and your car to events – maybe even people who don't have their own

MODEL T – btw will come help you (a courtesy seat in the back for them to ride and participate maybe)

4. Education – Scholarship fund - create one as a means to get younger generation involved – partner with a school
 5. CARE TEAM – teams of 2 who call on those in need, deliver food etc
- ii. Presentation _ Glen was sick – so britanie showed a video and played a Model T song (to everyone’s delight and enjoyment – (not really) but it worked in a pinch
- c. Reminder – Next month – GREAT SPEAKER coming and a great time to invite guests!

Closure 640 pm ended meeting

Submitted by: Britanie O



Programs set up For This Year:

March:

Tweed Scott, Author, Podcaster, Texas history guru

Author of "*Texas in Her own Words*", Texas history with a twist. Regionally well-known podcaster, author, retired KVET radio personality, presenting on Texas history with a kick. (He has presented to other T clubs too!) To follow him and learn more - you will be laughing through Texas History!

[Tweed Scott, All things Texas](#)

April: *Mike Bandy*, CMB Classic Cars.

Fellow Classic car collector, restorer. Some of us met him during the Texas T tour. We'll be coming to present And discuss. "Classics" and brining some fascinating stories with him!

May :*Jim Easterday* Lone Star Santa's,

A 501 C 3 non-profit. Members do Events, parades, hospital ls, children Events with Santa Claus and Christmas lovers who come in period costume. (Members join. Who love Christmas and love playing Mr. or Mrs. Claus) Classic Cars with Santa in them make great treats for towns parades and kids!! *This group might be a great connection for Model T Christmas lovers..*

June: Bob Ross will have a program on the Model Ts and their Advertisements.



Members:?? Do you have a speaker or topic you want to hear about...contact Britanie 512-848-8503 brit@btsjobs.com. we need to full July- November months!



Events Coming Up:

1. MODEL As are having a tour late March. Around the time of Antiques week festival In. Warrenton / Round Top, TX. CMB Classics in Plum Tx will host them on Friday March 31st. If you care to drive out and mingle or see your fellow "A" brothers and sisters. (Time TBD).
2. Pending March Tin Lizzie meet up and ride (Glen will discuss options). Possible: "*March in Martindale*" bring our cars and ride. (TBD)... discuss In Open forum Feb meeting
3. **2023 TEXAS T PARTY - ROCKPORT, TX** starts Wednesday, October 18, 2023, at 9 AM in Rockport, TX. As soon as I get more information I will put it into the newsletter.



What country was the first to introduce license plates?

- A. Germany
- B. France
- C. England
- D. USA
- E. Italy

The answer will be on another page in this newsletter.



Did You Know?

1901 The first Grand Prix race was won with an average speed of 46 mph.

Super Gasoline and WW II

By: Ken Carter

It has always puzzled me as to why the German Luftwaffe kept on using 87 Octane Aviation Gasoline while the Americans and British used 100 Octane Gasoline in their Spitfire Fighters and Americans used 130 Octane in our P-51 and other fighters.

This is a declassified article by the British Society of Chemists (Declassified in 2014)

It seems that the German and British aircraft both used 87 Octane Gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, It was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick, And made frequent engine repair problems.

Then came lend- lease and American aircraft began to enter British service in great numbers. If British engines hated 87 Octane gasoline, American, General Motors Built, Allison 1710 engines loathed and despised it. Something had to be done!

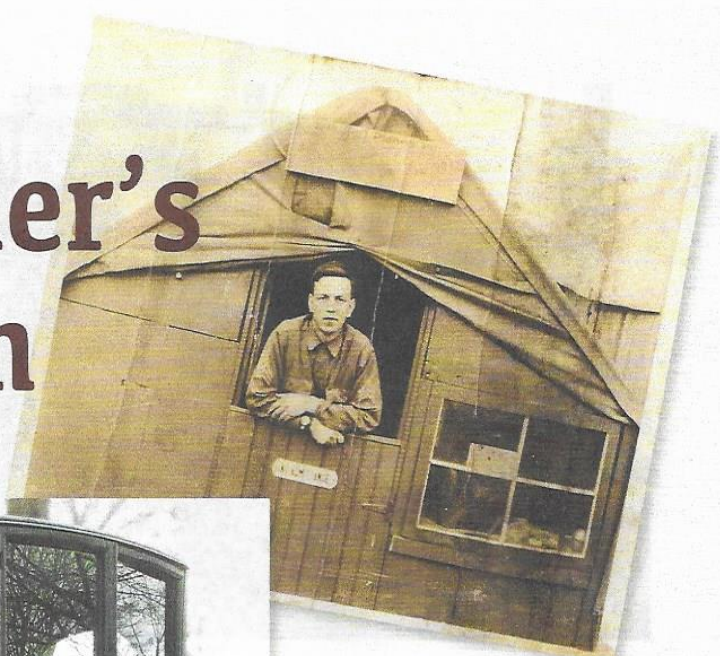
Along came an American named Tim Palucka, a chemist for Sun Oil in their South East Texas Refinery. Never heard of him? Small wonder, very few people have. He took a French formula for enhancing the octane of gasoline and invented the "Cracking Tower" and produced 100 octane aviation Gasoline. This discovery led to great joy among our English Cousins and great distress among the Germans.

A Spitfire fueled with 100 Octane gasoline was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours. Which reduced the cost of British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers. The Germans couldn't believe it when Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky.

Of course, the matter had to be kept secret. If the Germans found out that it was a French Invention, they'd simply copy the original French patents. If any of you have ever wondered what they were doing in that 3-story white brick building in front of the Sun Oil Refinery on Old Highway 90, that was it. They were re-inventing gasoline. The American Allison engines improved remarkably with 100 Octane gasoline but did much better when 130 octane gasoline came along in 1944. The 130 Octane also improved the Radial Engine Bombers we produced. The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians. 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline". And it all was invented just a few miles west of Beaumont, TX and we never knew a thing about it.

Grandfather's OLD Sedan

By Dr. Bruce Dockstader of Kent, Ohio



William Warren Collins continued working for the postal service, even after he joined the Army. He is manning the 5th Regiment Pioneer Infantry Post Office for the military in this photo.



Though Bruce Dockstader never got to meet his Grandfather, William Collin's 1918 Model T Sedan provided a lasting connection for his grandson. As a young lad, Bruce would go out to the barn and sit behind the wheel of the broken down relic. He imagined driving all around the globe, possibly seeing some of the places his grandfather had visited during World War I.

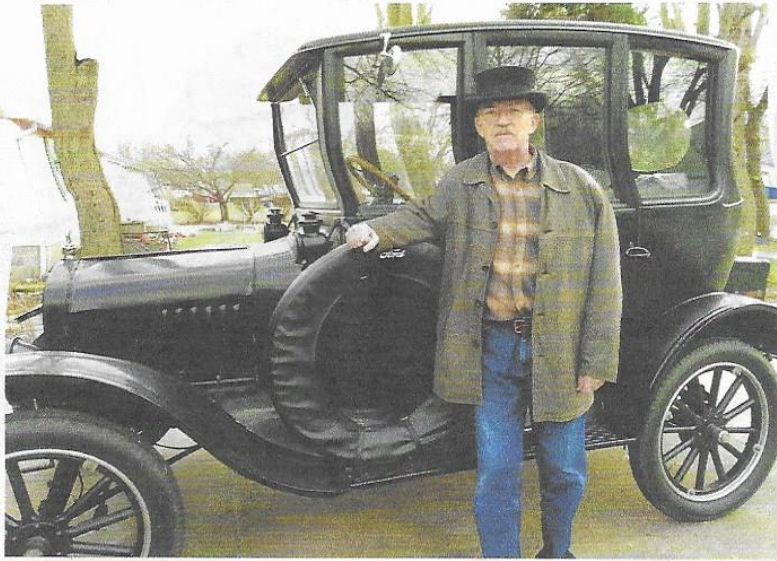
I only have a few photographs of my Grandfather, William Warren Collins. He was a letter carrier in Gloucester, Massachusetts and served as First Sergeant of his Army Company from Gloucester, Massachusetts. He passed away in 1937 (ten years before I was born), so I never got to know him. One of my favorite photos of him was taken in a training camp in South Carolina during WWI. His company had previously served in the Mexico War against Pancho Villa.

Fortunately for me, Grandma Edna was a “keeper”. Even after Granpa’s passing she hung on to many

of his things, including his old Model T car. It was stored out in their barn.

I would beg for the key to the barn every time we visited, and would sit in the car and “drive” all over the world. The car had actually broken down in 1926 with a transmission failure caused by a lost bolt in the flywheel that broke most of the magnets. I of course found this out when I finally took the engine apart 48 years later. I really loved that car.

In 1965, before I went to college, I removed the car from the barn and stored it in Hopkinton, Massachusetts. When it came out of the barn, there was still



Bruce looks dapper in his chapeau. Maybe he should offer a vintage Model T Uber® service once he works the kinks out of the cranky car and the roar becomes a nice even chug-chug.

Sure, I could get it purring at idle in the driveway, but get a mile away from home and it would cough and sputter as I tried to accelerate. I just couldn't hold on to anything faster than 25 mph. I was starting to think maybe I should accept reality and just tell people, it's VERY OLD.

I really love the Akron-area Model T Club's philosophy of being a "driving" club. But I just

one original tire on it. It held air for almost 100 feet before it blew out. I kept the tire.

I formally inherited the Model T in the early-1970s while I was a pilot in the US Navy, stationed in Rhode Island. By 1974 I got the engine rebuilt and drove it around town. Another transfer, and the tires and running gear were renovated two years later in Jacksonville, Florida.

In the mid-1970s, I worked more on its mechanics. Then, out of the Navy and living in Mt. Pleasant, Iowa, in the early 1980s, I further refined how it ran. The Sedan still had its original rust patina. I finally finished the restoration on the Model T in the late 1980s in Kent, Ohio. Our family had many great outings and parades in the shiny, comfy Sedan.

Remember the original tire I kept? Turns out it was a Mason brand tire, made in Kent, Ohio. The T must have known it would end up here.

As vintage car owners are apt to do, I sought out others who shared the old car affliction. Fortunately I was in good company and soon joined up with the local Akron Model T group. They welcomed my wife and I quite warmly and encouraged us to go on tours and adventures with them.

By the 2000s, there was one distressing problem, Grandfather's Center Door Model T Sedan was acting old. You would have thought the 1918 Sedan was from a prior century or something.

could not keep up in Grandfather's T. On tours, everyone was kind and no one complained, but it was frustrating. Our Sedan was always holding up the procession.

My wife kept acting as if the thing was about to fly apart. Talk about nervous tension. (But I secretly felt the same.) Driving any distance took all my energy just trying to figure out what was wrong. This problem was really spoiling everyone's fun.

I know there generally are only three things to think about in an internal combustion engine: Fuel, Air, and Spark.

Fuel? I rebuilt the carburetor, replaced the float, and adjusted the needle valve and seat – slight improvement. About the same time, I swapped the carburetor out, checked the fuel line, and replaced the gas in the tank – not the problem.

Air? I couldn't believe it was possible, but I took the intake manifold off and checked for obstructions – it was totally clear.

Spark? This has to be the problem, but all the coils had been rebuilt two years ago. Three buzzed nicely, so I swapped the fourth – nothing improved. It must be something else.

Spark Plugs? I love the Champion X spark plugs - you can take them completely apart. So I did. I cleaned them, checked the gap, reinstalled them - very minor improvement. What else could it be? I

checked all the connections, they were all tight. Now what else?

We recently met up with our club at Munroe Falls Park for a tour. The car idled great in the driveway again. But it fought it's way every mile to the park. As we sat waiting for folks, I didn't dare shut it off. Sue could see my anxiety rising (hers had already peaked). Sue said, "Why don't you ask Tom Collier? He's right over there."

Me: "Hey, Tom, I'm having a problem..."

Tom: "T's are very sensitive to spark. It's weak to begin with and can dribble out at so many points. Start with the coil box. Clean and solder each connection and check the 'fingers.' They sometimes get bent down. Follow the system through to the timer end. If you need to, bring the coils over and we'll tune them on my tester. But, remember, no matter which end you start from, the answer will always be at the other end."

Sue and I struggled through the tour and limped home. I hate taking a running car down when I'm in the middle of trying to get another T up and running. But, all right, I'll do it.

I took the coil box out, cleaned and soldered every connection. Next I cleaned and tightened every connection down to the plugs. Then I took it for a test drive. It did run better, until I got over 25 mph. Back to the garage.

What else could it be? I've got a "new" New Day timer in the car. I put it in when I rebuilt the engine 48 years ago. What could have gone wrong? Better check it out. Wait! Where's the brush? The spring is broken and the brush is so worn it hardly sticks out of the rotor. Oh Ho! Looks like I may have found the problem.

Snyder's had a replacement rotor. When I put it in, the coils started roaring. Wow, are they loud! Now I know what Tom meant about "tuning the coils". Took the Sedan on a test drive to downtown Kent. What a trip! The car felt about 40 years younger. I felt younger too.

Lesson learned: Not only are clubs for fun, they are also for friends to help each other with mysterious "T" problems. Never underestimate the value of joining a local and national vintage car club, attending



The Sedan is running better. Bruce and Sue are enjoying it and have run it in parades. It looks like the next driver, Bruce's grandson, is ready to get behind the wheel.

events, and asking questions. Your fellow members were also new once upon a time. One of them may just have the answers you're looking for to bring your grandfather's car back to life.

Today is Friday; it's going to hit 56 degrees Fahrenheit this afternoon. Grandfather's Sedan and I are going for a joy ride. Wish us luck.

On the shakedown/joyride, to Cuyahoga Falls and back, the T ran like a charm, just like it did back in the Roaring Twenties. Now to visit Tom's workshop to fine tune those singing coils. □



Did You Know?

That you need a hunting license to buy a mousetrap in California



The first country to require registration plates was France. The Paris Police Ordinance was passed on August 14, 1893, and required drivers to add the markers to their vehicles. The United States didn't require identification plates until 1901 when New York became the first state to order drivers to put their initials on a unique tag. Other states slowly adopted the idea.



This is a 1904 Model C Touring Car -rear view.
Note the rear entrance.

Cen-Tex Tin Lizzies Model T Ford Club – Send mail to Steve Hadorn, 10312 Peekston Drive, Austin Tx 78726

The Cen-Tex Tin Lizzies meet monthly (except December) on the third Tuesday of the month at 7:00 PM Visitors are welcome! New Members are even more welcome!

President – Tom Romberg Vice President - Pat Goodson

Board members: - Drew Patterson J. C. Carter Vic Donnell George Brunner John Anderson

Treasurer – Jan Donnell

Secretary – Steve Hadorn

Program Chair-Joe Pinnelli

Membership-Joyce Shierlow (Jshierlow@gmail.com)

Web Master – Juan Barraza

Newsletter Editor – Bob Ross

50/50 - Glenn Schiller

Send items for the website to Juan at: jsbarraza08@gmail.com and items for the newsletter to Bob Ross at: barneyr70@gmail.com

www.centextinlizzies.org