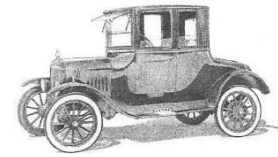


Band Chatter



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President's Message



This year's summer was so hot and lasted so long that maybe it was the excuse for why we did not do any tours. Now that the weather has changed we are so late in the fall that the calendars are loaded, and it seems that we do not have time to tour. Goodness what a conundrum!

We should plan more tours just for the FUN of it.

Here it is October and I have a new Nominating Committee for this next year's officers headed by Joe Pinnelli assisted by Randy Brown, and George Brunner.

Just a few of us are off to the Texas T Party this week after the monthly meeting. I wish that more of us were going. Maybe next year we can get the communications better so that everyone can be informed sooner.

This month's program should be a good one with my brother Arnold Romberg sharing his story about finding and restoring his 1930 Pierce-Arrow Convertible Sedan Model A. No, I am not wrong, even though you may be confused, just as I was when he told me that they made three models that year and his is a model A. To make it even more rare, it has a custom body made by Ray Dietrich. He has a power point presentation to share with us.

Last month's program by Bill Nalle was very interesting about all the data that today's cars have being collected onboard. It was also fun to see some of the boats in his collection.

My Model A transmission repair is now almost complete. I have only needed to do some things twice on three occasions!

I have only "lost" a part for over an hour, but finally found it hidden from myself. I bet that none of you have had that problem before!

One nice thing about that activity has been that aside from my initial push with Jim Ferguson's help, I have done all the work by myself. Of course, that meant that it has taken a long time. I am waiting for the replacement transmission shift tower to be returned from Snyder's. I inadvertently broke off a corner of the old one. They are replacing it with the internal parts from mine.

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, July 17.

Tom Romberg



Model T Tip of the Month: [A Forgotten Model T \(Episode 13\) FIRST START IN 30 YEARS! - 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 August 15th, 2023



MEETING of THE CENTEX TIN LIZZIES

Editor: I did not receive the minutes from the Secretary in Time to mail this out or to send by email.

The annual **Christmas Party** will be **Saturday,**
December the 9th in **Martindale, TX**

11:00am – 3:00pm



Programs set up For This Year:

October: Arnold Romberg will do a presentation on one of his restorations.

November: To Be Determined

December: Christmas Party



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 sparkplugs, 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.



Members:?? Do you have a speaker or topic you want to hear about...contact Britanie at 512-848-8503 or brit@btsjobs.com. We need to fill January thru November months in 2024!



Did You Know?

The English language is full of idiosyncrasies, and the word dreamt is one of them. According to Oxford Dictionaries, “dreamt” (and its variations, such as “undreamt”) is the only word in the English language that ends with the letters “mt.”



Did You Know?

Unless you live in the United Kingdom where it's proper to write 101 as “one hundred and one,” there is no number from 1 to 999 that includes the letter “a” in its word form. One, two, three, four, five, six ... twenty, thirty, forty, fifty, sixty ... you can keep going, but you won't find the first letter in the alphabet until you hit “one thousand.”



TIN LIZZIE MARKETPLACE

Well Randy has done it again, with Joyce Shierlow's help. Well, actually Joyce is selling her cars. She has left the 1915 Model T Coupelet, the 1909 Hupmobile and the 1927 Hupmobile are still available. See Pictures Below.



1915 Model T Ford Coupelet



1909 Hupmobile 20 Roadster



1927 Hupmobile Model 32 Touring Car



Events Coming Up:

1. **3rd Thursday, Monthly** **CMB Classic Cars hosts a potluck.** Bring your dish or antique car - 4:30 – 7PM – Plum, Texas – just west of La Grange, TX.
2. **Oct 18-21st** **Texas T Party 2023.** Based in Rockport, Texas. Largest annual gathering of Model Ts in Texas. Visit **2023 Texas T Party** for more information and the tour application form
3. **Sat Oct 28th** Taylor Car Show – Taylor, Texas – <https://www.ci.taylor.tx.us/959/Main-Street-Car-Show>
4. **Sat Nov 11th** **Antique Aircraft Fly-In** Kingsbury Aerodrome, 190 Pershing Lane, Kingsbury TX 78638

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 – Steve Hadorn

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

Treasurer – Jan Donnell

Secretary – Glenn Gillman

Program Chair-Britanie Olvera

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

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