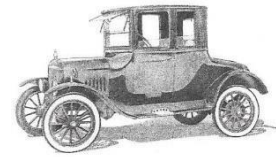


# Band Chatter



[www.centextinlizzies.org](http://www.centextinlizzies.org)

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A photo of the Texas Vintage Motorcycle Museum, a stop on our October 22 Tour

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# President's Message



The 45th Texas T Party was fun and quite successful for all concerned, I believe. Based out of Hallettsville, Texas we drove 284 miles over 4 days. The venues were interesting and fun to visit. Peggy and I tolerated the gravel roads. Of course, there were more than we would have liked, but that was what was available. There was something like 92 cars signed up. Peggy navigated for me and after we got the hang of the way the instructions were written, we did fine with them. The Vulture wagons were not needed in all but a very few cases. The weather, the food, and for the most part the people were all good.

Joe Pinnelli, Pat Goodson, two of his brothers in law, and even his father in law for one day, Wayne Mimms, plus Jim Ferguson all were along. Next year the plan is to go to Rockport.

Our minitour is planned for Saturday, October 22<sup>nd</sup>. It will give you a chance to see Steve Witt's toys, cars, and shop. Plan on being there and driving to Johnson City for good food and the Motorcycle Museum. See the details of the notice in this letter.

Pat Goodson has volunteered to cook on another minitour when we put it together. You surely will want to attend that one too.

The nominating committee will give its report at the meeting.

By next month's meeting the general election will have occurred. The democratic form of government we have is a participatory one. Every citizen may vote and should, to make the result truly reflect the will of the majority. Please Vote! Then accept and support the winners.

This month John Anderson has the program and will enlighten us upon the 50 millionth Model T that was manufactured.

On my 1921 Touring, I lost the voltage from the magneto during the tour. I don't know of an efficient way to get it back other than take the engine out. Looks like I will run on the battery for a while. Probably because of the rough roads my muffler twisted out and let the tailpipe come loose from it. Fortunately, I was able to twist it back together and drive on quietly. When I got home, I redid the connection and the mount of the muffler, which I trust will be better. I also tightened the clutch pressure fingers midway through the tour per instruction from Ross Lilliker, without breaking or dropping a cotter key into the transmission. The clutch is good and firm now. Jim Ferguson gave me some advice on the adjustment of the hi/lo pedal position, which I was able to accomplish after getting back home. In addition, I backed off of the low band setting and now neutral is quite happy to sit there. The neutral arm was a little loose so I have fully bolted it to the shaft for a much steadier mounting.

I suppose that you have concluded along with me that one of the reasons we drive these cars is to see what is wrong with them, and with the drivers!

I look forward to seeing you at the supper/meeting on Tuesday evening.

Tom Romberg



Model T Tip of the Month: [A Forgotten Model T \(Episode 5\) Engine Removal - 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.

Did You Know: Ninety percent of all species that have become extinct have been birds.

# MINUTES OF THE SEPTEMBER 20<sup>th</sup>, 2022 MEETING of THE CENTEX TIN LIZZIES



Meeting was convened at 7:00 PM by President Tom Romberg, at the Catfish Parlour, Big Cat Room. There were 23 members participating in the meeting. The minutes from the August meeting were approved with JC Carter making the motion and Bob Ross seconding.

## TREASURER'S REPORT BY JAN DONNELL:

Jan reported income to the club of \$92.71 and no expenditures.

## MEMBERSHIP REPORT BY JOYCE SHIERLOW:

- No new members this month.

## WELLNESS REPORT:

- George Bruner is not feeling well. Hope you are feeling better soon, George!
- Joe Pinnelli reported his hip is feeling great, but his back is not.
- Bob Ross reported that Karen is better and getting around well now.

## OLD BUSINESS:

- None

## SHOW AND TELL:

- New member, Britanie Olvera, brought a parts catalog from 1922.

## RAFFLE DRAWING BY GLEN SCHILLER:

- No raffle this month.

## NEW BUSINESS:

- Nominating committee announced: Joe Pinnelli (chair). Members – JC Carter and Pat Stevens
- Next Tour is on October 22, to begin at Steve and Kathy Witt's house at 9:00 AM, leave at 10 AM. Drive to Johnson City and visit the Motorcycle Museum.
- Taylor Car Show will be on October 29<sup>th</sup>.
- T-Party coming up. 5 members have indicated they will attend.
- Kingsbury is on November 12, 2022. Meet at Martindale at 9:30 and leave at 10:30.

- Bastrop Car Show – November 12<sup>th</sup>.

### CAR REPORT:

- Glen reported that he needs some parts for Alex's car.
- Richard Walker said that he is working on his T.

### PROGRAM PRESENTED BY JC CARTER:

JC showed a video history of early Texas T Parties taken from 18 mm film. We saw pictures of the second T Party June 10-12, 1955, from Houston to Galveston. Also, included was the Waco Parade on October 1, 1955. Members enjoyed talking about those they remember and things that happened. Thanks, JC, for a blast from the past!

A motion was made by JC Carter and Joe Pinnelli to adjourn.

President Romberg adjourned the meeting at 7:53 PM.

Respectfully submitted,  
Steve Hadorn, Secretary



Howdy all

You all are invited to a Model T Tour Saturday October 22<sup>nd</sup>, 2022, at 9 am. Plan is to arrive at 9 am and ride out at 10 am. We will have cinnamon rolls and coffee to start the day before leaving.

Route from our place at 309 Live Oak Lane Spicewood Texas 78669 to Johnson City Texas town square using all back roads expect for just few Miles on HWY 281

While in Johnson City, lunch at Pecan Street Brewery (great menu, great food, and excellent Beer) , then Texas Vintage motorcycle museum .

Vintage or modern car we hope to see all of you and enjoy some Model T Fellowship.

Thank you  
Steve

Steve and Cathie Witt  
309 Live Oak Lane  
Spicewood, Texas 78669



Steve:512-422-4800

Cathie:512-422-9800

Information about: **Pecan Street Brewing** is a family owned brewpub, who honors the heritage of our “presidential hometown” with TEXAS SIZE HOSPITALITY!

At Pecan Street Brewing, we celebrate the art of Craft by featuring brewed on-site craft beer, hand-crafted and Texas Wines and a great selection of food offerings.

## **Texas Vintage Motorcycle Museum**

Gordon Massie, the owner of the Texas Vintage Motorcycle Museum, has been a lifelong restorer, collector, and rider of new and vintage motorcycles. His collection is housed in an historic building in Johnson City Texas, formerly a Ford Dealership selling Ford Model A's. This massive collection features motorcycles from the 1950's,60's and 70's. This is a great stop with lots of rare unique memorabilia and motorcycles in a great relaxing setting.



Did You Know: More people are killed annually by donkeys than airplane crashes.



**This Month's Program!:** John Anderson will present a video of the 50 millionth Model T that was manufactured.

Did You Know: The average person spends 6 months of their life sitting at red lights.

## Members Rides



Bill & Lynn Stevens' 1926 TT Truck





## Dues Time

Hi Folks,

October is the month we pay our dues to the Cen-Tex Tin Lizzies. They are still 415.00 per year and it is for your **entire family**. Please remember that they are due to be paid by December 31<sup>st</sup>. That gives us the time to pay our club dues to MTFCA by the end of January.

If you have a change of address, phone number, email address, or if you no longer wish to pay your National club I can remove your MTFCA number from our rosters. Please let us know when you pay your National dues.

However, a certain percentage of the dues to MTFCA are paid for insurance, so that if you are in accident while at a National Club function you are partially covered besides your own insurance coverage that you buy on your own.

So, either mail your dues to Jan Donnell at 1801 Woods Loop, Driftwood, TX 78619-8061 or to me (Joyce Shierlow) at PO Box 70, Manchaca, TX, 78652-0070. You may also bring your dues to the next meeting on October 18<sup>th</sup>, 2022.

Thank you for remembering and for reading my note.

Joyce Shierlow



1917 Ford Model T Ambulance in wartime condition



# The Model T Engine

From Wikipedia, the free encyclopedia

The Ford Model T used a 177 cu in (2.9 L) side valve, reverse-flow cylinder head inline 4-cylinder engine. It was primarily a gasoline engine. It produced 20 hp (14.9 kW) for a top speed of 45 mph (72 km/h). It was built in-unit with the Model T's novel transmission (a planetary design), sharing the same lubricating oil.

The T engine was known for its simplicity, reliability, and economy. The engine remained in production for many years, and millions of units were produced. The engine design's lifespan exceeded that of the Model T vehicle itself, with industrial, marine, and military applications extending its production run from 1908 to 1941. The T engine is on the Ward's 10 Best Engines of the 20th Century list.

The T engine was produced continuously from September 27, 1908, through August 4, 1941, exactly 12,000 days. This makes it one of the longest engines in series production, especially considering that the specifications remained mostly unchanged for this entire duration. Its production run for the U.S. consumer market for passenger cars and pickups was shorter, being the 19 years' production run of the Model T itself for that market (1908 to 1927). But the engine continued to be produced and sold to various consumer, industrial, military, and marine markets throughout the world until 1941.

The Model T engine was built as a gasoline engine. While not engineered specifically for multifuel ability, its simple, robust design allowed it to successfully run on a variety of combustible fuels including benzene, ethanol, or, with various available after-market attachments, kerosene. According to Ford Motor Company, the Model T had fuel economy on the order of 13–21 mpg-US

The T engine was an inline-four, with all four cylinders cast into one engine block. Such monobloc design was an uncommon practice when T production started in 1908. It lent itself to mass production, showing the Ford company's prescient focus on design for manufacturability. The head, however, was detachable, which not only aided Ford in manufacturing but also made valve jobs (cleaning, grinding, or replacement of the poppet valves) easier. The block and head were both of cast iron.

## Engine Specs

The engine's bore was 3+3/4 inches (95.25 mm) and its stroke was 4 inches (101.6 mm) even, for a total displacement of 177 cu in (2.9 L). The compression ratio was 3.98 for most engines;

early engines were slightly greater. This value is low by modern standards but was typical for the era, making the engine forgiving of poor-quality, low-octane fuel and minimizing cranking effort at starting.

The valvetrain was a side valve (flathead) design.

The crankshaft had 3 main bearings.

## **Carburation**

The Ford Model T engine had one carburetor, a side-draft, single-venturi unit. Its choke and throttle valves were controlled manually; the latter was with a hand lever rather than a foot pedal. The carburetor had no accelerator pump, in fact since the engine in its original specification had no fuel pump, being gravity fed from the rear along very long line with the tank barely above the carburetor itself, installing an after-market fuel pump was a necessity if you wanted to ascend any sort of a gradient. Even a mild one. Various vendors supplied Ford with carburetors for the T engine, including Holley, Zenith, and Kingston.

See Fuel System Diagram (Next Newsletter)

During most of the T's production run, its 10 US gal. fuel tank was mounted to the frame beneath the front seat. Because Ford relied on gravity to feed fuel to the carburetor rather than a fuel pump, a Model T could not climb a steep hill when the fuel level was low. The immediate solution was to climb steep hills in reverse. In 1926, the fuel tank was moved forward and upward, under the cowl, behind the dashboard on most models, which improved the gravity feed. Less than surprisingly installing an after-market fuel pump was a near ubiquitous modification made to the Ford's original, extremely spartan, engine design. The engine is in many ways a half-manufacture even by the standards of its day when it came to internal combustion engine thermal efficiency and refined running characteristics, which are necessary to elongate the unit's life span of any reciprocating mass like that. And, also to make the most of resources used to manufacture the entire car. The Model T components were over both made to wide tolerances to accommodate manufacturing techniques of the day to produce reliable devices, and in making these components the Ford Motor Company engineers used, from a modern perspective, literally insane levels of over tolerance to assure endurance of the end product. The use of materials in component construction was over engineered to such a degree that they could withstand most common firearms calibers available to the general public and law enforcement during the prohibition from less than 82ft (25 meters).

Since effectively it was up to the end-user to finish what Ford's assembly line left unfinished, while ingratiating him with munificent amounts of material to work with, the Ford Model T gave birth to the modern after-market performance engineering market and later, with the introduction of the V8 in the early 30's for the Model A and their ease of availability in the post-war 1940's and early 1950's at a price that was within the reach of teenagers, mating one to a salvageable example of a Model T chassis and body or a Model A lacking this eight cylinder wonder, gave birth to Hot Rod culture in the early 40's.

## **Electrical System**

When electric headlights were introduced in 1915, the magneto was upgraded to supply enough power for the lights and horn.

In the early years of Model T production, all Ts were started with a hand crank. A battery could be used to supply ignition current for starting, since it could be difficult to hand-crank a very cold engine fast enough for the magneto to produce sufficient current. However, although all T's had a "BAT" position ("battery") on the coil box switch and a corresponding terminal on the box, Ford did not supply or even encourage the use of a battery before 1919, when it introduced a battery-driven electric starter. Even this was not standard equipment for all models until sometime in 1926, the last year of production.

Most cars sold after 1919 were equipped with this starter, which was engaged by a small round foot-operated button switch on the floor. These cars included a battery and a generator for recharging it, and this system also powered the lights. (Cars sold without the system continued to use magneto-powered lights.) In keeping with the goal of ultimate reliability and simplicity, the trembler coil and magneto ignition system was retained even on cars with the starter system.

## **Engine Modification or Changes**

- The following major changes were made (listed by year):
  - 1909 — First model year - Water pump was discontinued; subsequent Model T engines used thermosyphoning to circulate the coolant.
  - 1911 — Valve covers were added
  - 1917 — Higher head with larger water jacket
  - 1919 — Engine starter introduced as an option
  - 1920 — Lighter-weight rods and pistons
  - 1922 — The cylinder casting was changed so a single valve cover could be used
  - 1926 — An extra boss was added at the rear for two additional bolts stiffening the transmission
  - 1927 — The carburetor throttle rod was re-routed over the engine



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

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