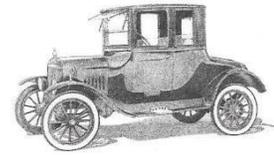




Band Chatter



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A picture of the lineup at Martindale for the tour to Kingsbury Aerodrome, November 13, 2021

President's Message



CenTex Tin Lizzie Members,

Because we are all vaccinated and boosted and the infection levels are dropping, I have decided that we will have an in person meeting this month, Tuesday, February 15th, at the Ben White Catfish Parlor as usual.

It is interesting to me to notice that the days are getting longer, the temperatures are showing some spring signs, and the itch to drive our Model T's is showing up again.

Andy Fish has sent some ideas for a tour in and around the Lampasas area that we will explore. The San Antonio Club is planning an overnight tour to Hunt Texas in the spring. Should we plan to join them?

Pat, Joe, and I met for lunch to talk about responsibilities, programs, and perhaps an annual schedule of activities. We will work on those some more.

Tech sessions are still on my mind as a way to learn, share, accomplish improvement or repair for a member car, and another way to enjoy each other's company. Let me know if you have a suggestion for one or more.

Because of a few nice days, I took my Model A top down and drove it for an errand or two and enjoyed it. One fellow even came back inside at the hardware store to have a conversation about it and ask more questions as well as relate some of his family's history with Model A cars. This is just another example that driving our cars gives others a chance to see them and comment or ask about the hobby.

It was also fun to come back home and not have to put the top up or cover the car with a tarp but could just drive it into the garage. No, the 3rd window is not here

yet, but it is supposedly on the truck being shipped today. The roofing metal is in Spicewood and ready for me to fetch it. So, the project is very slowly making progress. It has certainly been nice having a clean dry place to house two of the cars and the tractor.

We survived this winter's freeze with only one pipe repair necessity. The truth is that a coupling that I had installed some time ago was not properly solvent welded and was pushed out where a short area was not properly insulated. The repair was promptly made the next morning after the leak was discovered at dark the evening before when it thawed. Could not blame it on anyone but myself. Fortunately, no damage was done. How did you fare in the weather?

We have survived the Covid with Peggy being the only one in our house who contracted it this past month. All three of the young grandsons got it just before then but are well.

Jan reports that the dues are paid by nearly everyone. There are just 2 or 3 that have yet to renew. Thank you for promptly paying the modest dues.

I hope to see you all Tuesday.

Tom Romberg
President

[Model T Tip of the Month: A Forgotten Model T \(Episode 1\) Parked Over 30 Years Ago - 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 18, 2022 MEETING of THE CENTEX TIN LIZZIES



The meeting was convened at 7:02 PM by President, Tom Romberg, using Zoom due to stage 5 of Covid. There were 22 members present online for the meeting. The minutes were approved by a motion from Joe Pinnelli and seconded by George Bruner.

Treasurer's Report by Jan Donnell: Jan reported dues were deposited and payment for expenses. She reported the resulting a balance. 30 members have paid dues currently.

Membership Report by Joyce Shierlow: No membership report.

New Business/Upcoming Events:

- Juan asked per Rob if we wanted to renew the web site hosting which Jan reported was approximately \$300. Joe Pinnelli moved to pay the web hosting service for the next 3 years and Bob seconded it.
- Kathy Taggart reported on the National MTFCA tour. It is on June 19 in Wisconsin and will be a covered bridge tour.

Program:

Bob Ross presented the program of Weird War Machines. He showed pictures and gave details of odd and interesting vehicles/war machines through the years from different centuries and different countries. Some never made it into use and others survived for a while. Thank you, Bob! It was quite interesting.

George Bruner made a motion to adjourn with Kathy Taggart seconding at 8:10 PM.

Respectfully submitted,
Steve Hadorn, Secretary

This Month's Program!

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.

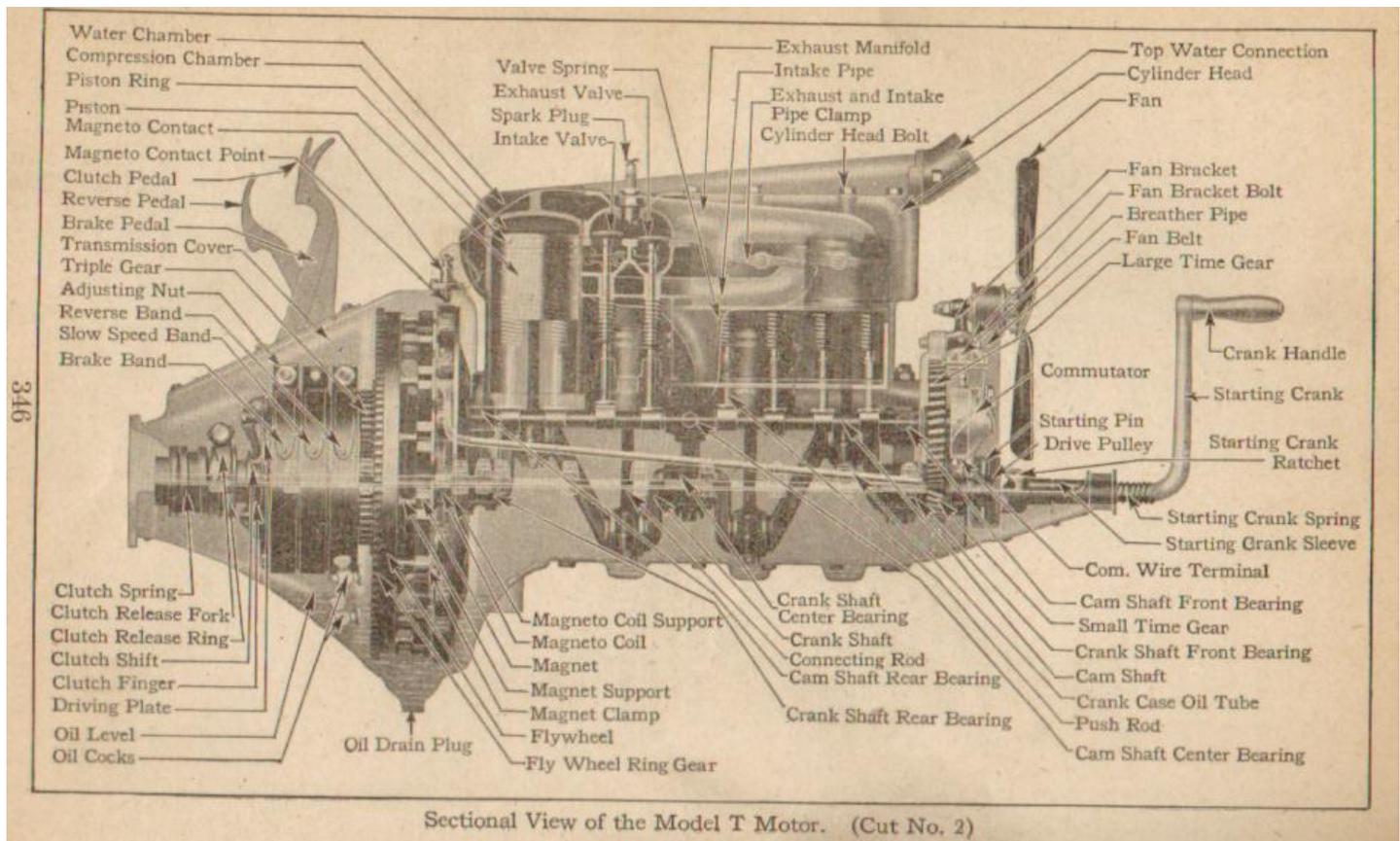
Engine Specs

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.

To be continued in the next newsletter.



On the next page is a comparison of a 1909 Coupe and a 1927 Coupe



1909 Ford Model T Coupe



1927 Ford Model T Coupe

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 - Drew Patterson

Board members: - Pat Goodson 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: js_barraza@yahoo.com and items for the newsletter to Bob Ross at: barneyr70@gmail.com

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