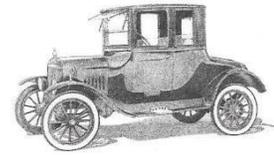


Band Chatter



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A Photo of the Tech Session at Alex Gillman's on Saturday, February 19th. Many braved the cold to help out a young member that has a bunch of boxes of parts and not sure where everything goes.

President's Message



CenTex Tin Lizzie Members,

Well Spring is busting out slowly with the Redbuds blooming and even a few fruit trees. Time to go touring in our Model Ts!

I have had some grumbling from some of us about moving the meeting a week. It seems that us older folks get set in our ways and do not care for anything that disturbs our routines. OK, I promise that I will not move the meeting date again.

The reason for the move was to accommodate Jill and Pat's float trip down the Rio Grande. I planned the beautiful weather for them after I made them cold on the first Friday.

I hope that they are having a great time as this is written. I also hope that one or both of them will come to the meeting and share some of the highlights of this year's trip with us.

John Anderson has a good program set for us with a look back at the Brunner ice cream social from 10 years ago and a story on the first public road built 100 years ago. I bet that you will enjoy what he brings to share.

The Tech Session, or Restoration Clinic that we held at Alex's Oma's home getting acquainted with and assisting upon the project of his 1921 Center Door was from my point of view a great success. Besides getting acquainted with the status of the project and the inventory of parts, we helped with a start upon assessing the engine state and beginning to reassemble it.

Randy brought some parts that were greatly appreciated. If Alex will provide us a list of other parts that are needed, I bet that some or all of them will show up.

It was nice to see so many club members attend also.

We are still pursuing a program upon the Lake Austin river boat Commodore. I have recently discovered a path to communicate with both a once upon a time captain and also the owner. I hope that in the future we can be graced by that program.

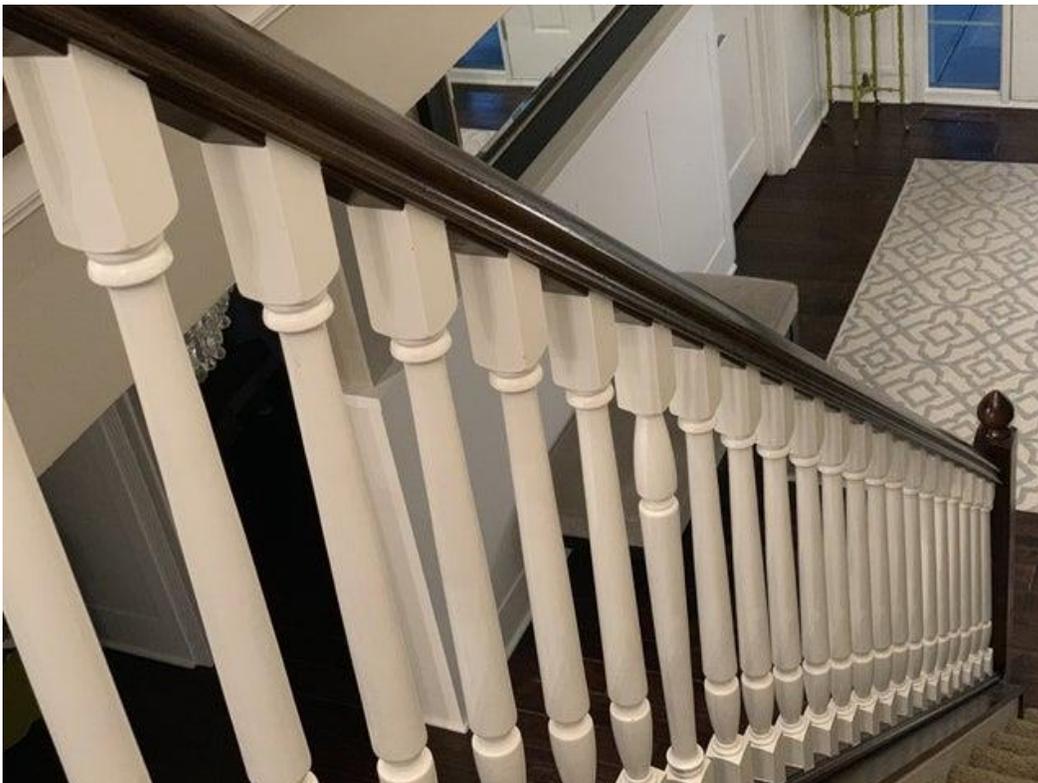
Model T Tip of the Month: [A Forgotten Model T \(Episode 2\) Painting The Wheels - YouTube](#)

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.

~

What is wrong with this picture?



MINUTES OF THE February 15th 2022 MEETING of THE CENTEX TIN LIZZIES



President, Tom Romberg opened the meeting at 7:00pm at the South Austin Catfish Parlour.

There were 2 guests to be recognized: Sanian Soni, a friend of Alex Gillman; and Richard Walker, a past member who has now retired and wanted to rejoin the club. Richard has a 1924 Roadster but it is not in running condition and needs new tires. There were 12 members present.

The **Minutes** were approved as published by a motion made by Joe Pinnelli and seconded by Randy Brown. The motion passed.

Treasurer's Report was read by Tom Romberg and accepted as read.

Wellness: Cynthia Hadorn had an operation on the 15th (today). Joe Pinnelli has a bad hip that needs to be replaced and Janis Pinnelli has just had hip surgery. The other mentioned was that Roger Spillers is not good right now and not operating on all 4 cylinders.

Alex Gillman asked if we could meet at his mom's house on Saturday, the 19th of February at 9:00am to help him figure out what he is missing to complete his 1921 Center Door. He would be furnishing food and chairs.

The March Tour would be to Lampasas with a date TBD and the **March Meeting is Postponed to March 22.**

The April Program will be about Elgin's Sesquicentennial Celebration.

The May tour will be the 7th and be a tour from Martindale to Lockhart to eat BBQ.

The program was given by Pat & Jill Goodson, about their annul trip to the Lower Canyons of the Rio Grande River by canoes. This was a very informative and awe-inspiring presentation. They will be going next month (March).

Alex Made the motion to adjourn and Joe Pinnelli seconded the motion and it passed unanimously.

Submitted by Bob Ross for
Steve Hadorn, Secretary

This Month's Program!

John Anderson has a good program set for us with a look back at the Brunner ice cream social from 10 years ago and a story on the first public road built 100 years ago. I bet that you will enjoy what he brings to share.

Amazing Home Remedies

(PLEASE Don't try these at Home, we're professionals)

A mouse trap on top of your alarm clock will prevent you from rolling over and going back to sleep after you hit the snooze button.

If you have a bad cough, take a large dose of laxatives. Then you will be afraid to cough.



Ford Model TT Truck

From Wikipedia, the free encyclopedia by Bob Ross

The Ford Model TT is a truck made by Ford. It was based on the Ford Model T, but with a longer wheelbase, and a heavier frame and rear axle, giving it a rating of 1 short ton (0.91 t).

Production

When the first three units were produced in 1917, the Model TT was sold as a chassis with the buyer supplying a body. The price was \$600. Starting in 1924, the truck was available with a factory-produced body. By 1926 the price had dropped to \$325. In 1925, a hand-operated windshield wiper was added.

Military Production

In his World Encyclopedia of Military Vehicles, author Pat Ware writes that: "During World War I, the Model T was .. standardized in the "light" class. The first truck, using a long-wheelbase chassis designated Model TT, was launched in 1917. Although Ford was a pacifist, he was happy to supply the US Army with more than 12,000 of these vehicles," and "there was no civilian production of the Model Ts between 1917 and 1918."

Further on, Ware writes: "The Model T was widely used by the US and British armies during World War I as a staff car, ambulance, van and cargo truck, even as an artillery tractor, for which application the truck was fitted with twinned rear tires." Many remained in service into the 1930s.

Below are the numbers of Model T trucks produced each year, not including Canadian production.

1917 – 3; 1918 – 41,105; 1919 – 70,816; 1920 – 53,787; 1921 – 64,796; 1922 – 154,039; 1923 – 246,817; 1924 – 259,118; 1925 – 306,434; 1926 – 213,914; 1927 – 74,335.

The rear axle of the TT has a worm drive and crown wheel, unlike the Model T's crown wheel and pinion. The worm is located at the end of the drive shaft and above the crown wheel. The wheelbase of the Model TT is 125 inches (3,175 mm), compared to 100 inches (2,540 mm) for the Model T. It was often equipped with an accessory gearbox, such as the Ruckstell or Jumbo gearboxes, which allow the truck to have intermediate gears between low and high, useful for hill climbing.

The Model TT was very durable for the time, but slow when compared to other trucks. With standard gearing, a speed of not more than 15 mph was recommended, and with special gearing, a speed of not more than 22 mph was recommended. Standard worm gear ratio is 7.25:1, and special gearing gives a ratio of 5.17:1. Because of this, accessory catalogs offered items to help give the Model TT more power.

It was replaced by the Ford Model AA truck in 1928.



Tech Session at Alex Gillman's Oma's House

By: Tom Romberg and Jim Ferguson – Photos by Joe Pinnelli

On February 19 the club had what the Model A Club calls a Restoration Clinic at Alex's Oma's house. She had coffee and pastries and Alex has his '21 Center Door in her garage. Bob Ross was instrumental in suggesting the clinic but wasn't able to attend. It was fun to see and somewhat daunting to see lots of parts in boxes, a new shipment of parts, and all the rest of the project up close.

The focus of the clinic turned quickly to the engine which had obviously been cleaned, planed, and had a crank with bearing caps loosely in place.

Looking at Alex's engine and rotating assembly, Tom checked the crank journals with a micrometer and cylinder walls with a gage and the consensus was crank, cylinders, babbitts, and pistons were all serviceable. Referring to the "Model T Ford Service" book "Taking up main bearings" and with a new shim pack we started.

We set the shims, draw cap nut down tightly lining up with cotter pin hole. Test tightness by turning engine over slowly to feel resistance. Back then no dimensional clearance or torque specs were given it was all by feel.

We had modern help with plastigauge and torque wrench to set thrust and bearing clearance. Club attendants were Tom, Jim, Randy with a guest, Pat, George, Joe, Al, Richard and Alex with his father.

Some Photos of the Tech Session



Alex's 1921 Center Door Model T

More Photos of the Tech Session



We need to do this more often and we could have a bigger crowd on tour days.



It appears as though everyone had a good time and Alex was extremely thankful for all the help and expertise.

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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