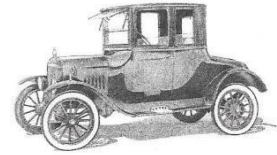


Band Chatter

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FROM THIS TO THIS IN ONE MONTH



THERE WILL BE A MEETING THIS MONTH

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President's Message



CenTex Tin Lizzie Members

Well, it is interesting to observe that I had a blossom or two on a pear tree in our yard a week ago. Obviously, it was premature, but it portends that spring is not too far away. That means it's time to go touring.

Our program this month is the postponed one from last month, Steve Witt sharing about his Santa Claus activities and old cars. It should be interesting.

Joe Pinnelli may be the opening act sharing about the status with his barndominium in Martindale.

There are other activities on the coming calendar.

A date for a one-day drive starting at the Home Depot in Marble Falls is set for March 24, a Sunday, to drive to Burnet on country roads, have a picnic lunch, and return.

A tentative date for Henry's 100th Birthday Bash is May 4th in Martindale. It is also designed to show off Model Ts of all ages and may have some or many that are not ordinarily driven. Some significant publicity is being talked about as well as some fun cooking from Pat and Jill Goodson as well as Steve Witt.

The Mason overnight tour on April 12,13,14 is coming up. We may have more information yet to include with this meeting.

The 2024 Texas T Party information is now out on the Space City T web site I am told. The base hotel is The Inn of The Hills in Kerrville on October 16 through 19. I wanted a great group of us to attend and have taken the liberty to reserve 10 king bed ground floor rooms for us so far. If you would like to have your name on one of those rooms, please let me know. The rate is \$109. I have reserved them for the 15th through the 19th so we can arrive on Tuesday and

leave on Sunday. I know that probably none of us knows for sure that we will be able to go, but I wanted to snag some rooms so that we could have them when we do know for sure. So far those that have said to tag them are Rombergs, Andersons, Pinnelli, Carter, Goodson. Steve Witt is planning to go but will bring his own room. That leaves 5 more rooms available that I have reserved. Of course, you may cancel later, if necessary, since the reservation doesn't cost anything now.

I have had a good conversation with Drew Patterson. He is looking forward to getting back to active status later in the year, but now is concentrating on his health issues.

I am told that Joyce is now in an assisted living arrangement and was somewhat the precipitator for the car sales that have now gone nicely.

We had a Board meeting on Wednesday, February 14 at which we wished each other a Happy Valentines Day, talked of many subjects and plans. Tours, membership expansion, communications within our club and with other clubs, Henry's Birthday Bash, and other ideas were some of what occurred. One bit of knowledge we learned was that the genesis of our club came about because at other clubs, people were not quite so friendly and inclusive. We certainly want to have everyone feel included and listen to their T stories.

Bring a 'show and tell' to the meeting to share with the group.

Have you got an idea for a program for our club meetings? The working thought that I use is to think of something that I would like to hear about and someone from whom I would like to hear from and ask them if they would share it with us. Let your thinking cap work and bring us interesting ideas.

On a car note, I have finally gotten the '29 Model A back together having replaced all the guts of the transmission. It only took me three times of taking the rear end back in order to get it right. I think that I have it correct now and have driven it to the service station and back successively. I next need to replace (and already have it in hand) the gasoline shut off valve under the gas tank. The old one is leaking from me taking too much material off of the valve plug trying to loosen it up.

I took the '21 to my PT session out at Bee Cave the other day (9 miles away) and enjoyed it. After returning, I noticed a small pool of oil under the starter the next day. I have ordered and received the replacement oil seal and gaskets for the starter. Any of you who have made that change to the new seal is free to share your thoughts with me so that I may do it right the first time.

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

Tom Romberg



Model T Tip of the Month: [A Forgotten Model T \(Episode 16\) New Door Panels and Window Seals - 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 16th, 2024



MEETING of THE CENTEX TIN LIZZIES

There was no meeting last month due to the weather.



Do You Know?

More people are killed annually by donkeys than airplane crashes.

Do You Know?

Babies are born without kneecaps. They don't appear until the child reaches 2-6 years of age.



Programs set up For This Year:

February 2024: Steve Witt will have a program bout his Santa duties during the holidays.

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!



How to Recognize what Year Model T You See

Here are the changes in the body styles by year

1909–1914 – Characterized by a nearly straight, five-sided hood, with a flat top containing a center hinge and two side sloping sections containing the folding hinges. The firewall is flat from the windshield down with no distinct cowl. For these years, acetylene gas flame headlights were used because the flame is resistant to wind and rain. Thick concave mirrors combined with magnifying lenses projected the acetylene flame light. The fuel tank is placed under the front seat.

Models made were: 2 passenger open coupe, 2 pass. open runabout, 5 pass. open touring, 7 pass. town car, 2 door Runabout, and 7 pass. landaulet, as well as 10,927 just chassis.

1915–1916 – The hood design is nearly the same five-sided design with the only obvious change being the addition of louvers to the vertical sides. A significant change to the cowl area occurred with the windshield relocated significantly behind the firewall and joined with a compound-contoured cowl panel. In these years electric headlights replaced carbide headlights.

Models made were: 2 pass. open coupe, 3 door touring, 2 door sedan, 2 pass. open ambulance, 2-door runabout, 7 pass. town car, and 13,578 chassis only.

1917–1923 – The hood design was changed to a tapered design with a curved top. The folding hinges were now located at the joint between the flat sides and the curved top. This is sometimes referred to as the "low hood" to distinguish it from the later hoods. The back edge of the hood now met the front edge of the cowl panel so that no part of the flat firewall was visible

outside of the hood. This design was used the longest and during the highest production years, accounting for about half of the total number of Model Ts built.

Models made were: 2 pass. open coupe, 7 pass. town car, 2 pass. delivery car, 3 door touring, 2 door sedan, open ambulance, 2 door runabout, 4 door sedan (beginning in 1922), model T chassis, and T and TT truck chassis

1923–1925 – This change was made during the 1923 calendar year, so models built earlier in the year have the older design, while later vehicles have the newer design. The taper of the hood was increased and the rear section at the firewall is about an inch taller and several inches wider than the previous design. While this is a relatively minor change, the parts between the third and fourth generations are not interchangeable.

Models made were: 2 pass. open coupe, 3 door touring, 2 door sedan, 4 door sedan, 2 door runabout, the first TT trucks with full bodies, the first 2 door pickups, plus many T and TT chassis.

1926–1927 – This design change made the greatest difference in the appearance of the car. The hood was again enlarged, with the cowl panel no longer a compound curve and blended much more with the line of the hood. The distance between the firewall and the windshield also increased significantly. This style is sometimes referred to as the "high hood".

Models made were: 2 pass. open coupe (1926 was the last one), 2 door sedan, 2 door runabout, 4 door sedan, 2 door pickup, TT Truck with bodies by Ford, and lots of T and TT truck chassis.

From 1910 until 1927, 510,304 Model T chassis, 350,125 T Truck chassis, and 1,249,659 TT Truck chassis were built with no bodies for customers to put their own bodies on them.



Do You Know Why?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Do You Know Why?

If electricity comes from electrons, does morality come from morons?



Events Coming Up:

1. **March 15,16,17** – the San Antonio club will be having a Model T Olympics in Kingbury.
2. **April 12,13,14** – The San Antonio club will have an overnight tour in Mason.
3. **??** – Tour around Marble Falls by Bill and Lynn Stephens

2024 Texas T Party October 16-19, 2024, Kerrville, Texas

Hosted by The Space City Ts of Houston, Texas

All model T enthusiasts are invited to bring their Model Ts and attend the 2024 annual Texas T Party. This four-day driving tour will be based in the Texas Hill Country town of Kerrville, Texas. The primary lodging will be the INN of the HILLS Hotel & Conference Center in Kerrville. Daily trips will usually not exceed 100 miles, will go in every direction, and will travel to interesting destinations to see interesting things: museums, pumpkin patches, cowboys, horses, and long horn cattle. There will be fun for everyone. Come on folks, I can't tell you how many people I have talked to who wanted to attend, but never did. Here is your chance.

T Party Tour planning is still on-going, so no details about registration or hotels are available right now. To place yourself on the notification list, email Bill Severn, the Tour Co-Chairman at wcsevern@earthlink.net.



Useless Facts:

Before the growth of the car industry, over 15,000 horses were left to rot on the streets of New York every year. Therefore, automobiles were welcomed as environmentally friendly.

Did You Know:

One-fourth of the world's population lives on less than \$200 a year. Ninety million people survive on less than \$75 a year.

Costs less to own because it costs more to build!

Packard Presents The Only Car
In The Medium-Price Field Built
In The True Fine-Car Tradition!

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Circle 10

If You're Going to Spend \$2500 for a Car—

• Like most car buyers today, you probably want a better automobile than you now own. The average factory delivered price of all 248 different models of automobiles offered today is over \$2500. When you are putting that kind of money into a car, you owe it to yourself to see if the Packard CLIPPER doesn't offer more of the things that really count than any other popular-priced make.

More Care, Craftsmanship And Quality Are Built Into The Packard CLIPPER Than Any Other Car In Its Price Class!

IF YOU WANT the full measure of satisfaction that goes with driving a truly fine car, be sure to test-drive the Packard CLIPPER!

The same Packard engineering and craftsmanship that literally created the *fine car* makes the CLIPPER the most outstanding popular-priced car ever produced.

From its smart advanced contour styling down to the smallest detail, the CLIPPER is built to Packard's traditional standards of quality. Every CLIPPER must pass 5,027 rigid inspections. It costs *more* to build, because Packard knows only how to build *quality*.

Get into a CLIPPER and see how it outcomforts them all . . . with big, wide doors, perfect-posture seats, extra head and leg room and a ride that is unsurpassed.

No other medium-priced car offers so many fine-car features . . . including Packard Ultramatic, acknowl-

edged the finest of all automatic drives . . . perfected power steering . . . power brakes . . . and power seat . . . outstanding optional conveniences developed by Packard engineers *exclusively* for Packard-built cars!

And remember, the CLIPPER is powered with a high-compression Packard engine—designed and built by the greatest motor-maker of all.

CLIPPER is styled and quality built for you who want *extra* years of service from the car you buy. Remember—53% of all cars ever built by Packard are still in use!

This year, buy with an open mind. Look at *one more* car. Compare CLIPPER with any other automobile . . . on any basis. Judge for yourself if Packard CLIPPER isn't the finest-performing quality car anywhere near its price. *Why be satisfied with less when you can own a Packard CLIPPER for the price of an ordinary car?*

PACKARD BUILDS QUALITY ONLY!



MASON Tour, April 12, 13 & 14 / Leon Valley parade

There are still a few loose ends to tie up before all the details of the tour, scheduled for April 12, 13 & 14, can be announced. A group went there yesterday to scope accommodation possibilities and check the routes and places of interest to visit. It looks like a wonderful event. Several T owners from the Austin club have expressed an interest. (If this kind of thing is not your cup of tea, the folks in Leon Valley are looking for Model Ts for an early Fiesta event – a parade, I think – on Saturday April 13. Contact Jennifer Mackechney if interested. Her number is 210-887-1079.

See also Tom's message for more information concerning accommodation.



‘Henry’ at Christmas in Martindale – Over 200 children were there in 2023.

Did You Know:

Only female mosquito's bite and most are attracted to the color blue twice as much as to any other color.

Did You Know:

Most lipstick contains fish scales.

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 – Britanie Olvera

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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