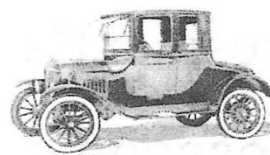


Band Chatter

www.centextinlizzies.org



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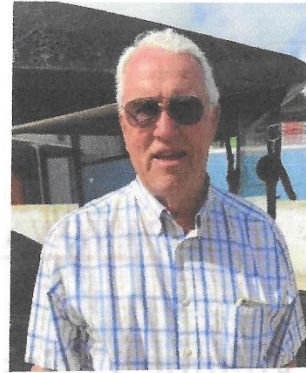
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President's Message



Cen-Tex Tin Lizzie Members

ACTION NEEDED:

The Texas T Party is coming up in October. The deadline for entering is this month. DO IT NOW if you want to go.

You may remember that I have 10 rooms reserved at the base hotel in Kerrville. They are spoken for as Romberg, J.C Carter, Joe Pinnelli, John Anderson, Jan and Vic Donnell, Gary and Barb Baker, Wayne Mims, Randy and Jody Brown, Pat and Jill Goodson, and Britanie Olvera. I have been told that Steve and Kathy Witt are going, but do not need a room. I am pleased to have a good group of our members going. It should be a fun time. I am pleased that the emphasis is on driving our Model Ts.

I have not quite figured out how to release those rooms and let the individual members take over the rental of them, but we can do that in September. Obviously please let me know if you are not planning to go.

ACTION NEEDED:

To be able to have our officers covered by insurance by the Model T Ford Club of America a majority of our members need to be members of MTFCA. If you are a member, please give us your membership number. If you are not a member, I would encourage you to join to support the hobby, receive the magazine, and enjoy the articles and stories therein.

Neither Steve Hadorn nor I will be at the August meeting. Britanie has agreed to be in charge.

Randy Brown has agreed to be our program person for August and share his antique car story with us. Last month's story of obtaining a partial Stanley Steamer and then searching for parts, researching the details, and then actually building it to become a functioning vehicle was quite interesting.

I have enjoyed (Ha, ha) working on obtaining a title for my Model A. We are about 3/4ths through the process to obtain a bonded title, which becomes clear in three years, FYI.

In the meantime I have enjoyed driving the 1921 to PT appointments for my knee and hardware and bank errands. Of course those trips have been in the mornings because it is too hot to drive an open car after noon.

Well, what has been going on in your Model T activity?

The hog trapping hobby has picked up on another ranch outside of Lampasas. We are up to 15 in the last two weeks.

It's hot out there. Stay hydrated and in the shade or in the air conditioning. Heat stroke is no joke.

We still need interesting program ideas for future meetings. I just heard from Drew Patterson who is to be gone in October on his fourth trip to southeast Asia. I will encourage him to share his stories at a future meeting.

This month's meeting is Tuesday evening, August 20, at 5:30 for supper and 7:00 for the meeting at the Catfish Parlor on Ben White for food, good company and conversations, and Randy Brown knowledge and stories.

Have Fun.

Tom Romberg



MEETING of THE CENTEX TIN LIZZIES

July 17, 2024

Members:

20 attendees, 19 members and 1 guest.

Meeting Notes:



Pat Goodson introduced his friend, Rusty Turner, who attended the meeting. Pat caught him at a weak movement at some point and introduced him to old cars. He's made a couple of T Parties and is interested in hearing about the Stanley Steamer (this month's program topic).

George introduced Todd, his son, as a guest. It was then noted that he was a member and George responded, "Well he never shows up!"

The meeting minutes were approved.

Treasurer Report:

Jan and Vic Donnell did not make the meeting, but Jan provided a report.

Wellness Report:

The preceding report flowed naturally into the wellness report.

Vic wasn't up for making the meeting and apparently he has a spot on his retina. There was some general rumbling about that and, despite all the knowledge of ailments within the group, all I heard was, "I'm not sure what to do about that". Which was quickly followed by a comment from JC Carter about Vic needing to "resolder a wire in his back". I'm pretty sure he could do it and it would look great!

Joe Pinelli had got a new hip and promptly used it to throw out his back!

Membership Report:

Joyce Shierlow did not make the meeting because Covid was running through her community (she was not sick).

Tom mentioned the need to find some new members which the group clarified to include only those younger than 85 years old. George reminisced about the old tours that occurred 35-40 years ago and how much fun they were. Others mentioned less traffic!

Old Business:

There was no old business. I have my suspicion there was plenty of it discussed over dinner before the meeting.

New Business:

Britanie Olvera reminded everyone that items with our logo could be ordered from the National Model T Club website. They have all sort of items available. The logo is not embroidered but still looks nice as a silk screened image.

Show and Tell:

Britanie stumbled onto a tool that was identified as being for a Model T. She then held it up and asked if anyone knew what it was. In any other environment that question would have landed with blank stares and no comment as it looked like a screwdriver with a hook at the end. Of course, this group knew exactly what it was and then collectively described their individual collections and experience with a babbitt scraper. This led to Gary Baker to describe his experience using a similar but larger tool to clean babbitts on a ship's motor. This included a description of him getting into a cylinder on one of those ships...he's a bug guy!

Britanie also had a copy of a 1925 Ford Owners Supply Book. Included wheels for \$2.90.

Car Reports:

Gary didn't so much mention anything new about his car but did mention he would be taking one of his T's to the filming in Lockhart. Sounds like they have located 25-30 cars but would like 40-45.

Britanie dropped her engine and while it is out, she is looking to refurbish it. She has asked the group to comment on what they suggest being done.

She described a sheared bolt on the pedal assembly which sounded fairly common and then the discussion moved onto her work on her new Corvettes which included the tongue in cheek comment that "She was fixin' a lousy car." and the clearly true comment that "She had a bad case of the car!".

Future Events:

The Bastrop Corvette Show will be held on Saturday, July 20, 2024.

Program:

Britanie introduced the guest, Jay Matthews whom she met at one of Mike Bandy's meet ups in Plum where he was giving rides in his Stanley Steamer. He lives in Bellville and would welcome a visit.

Jay has had a number of horseless carriages to include Models T's and a 1908 Buick but apparently that sort of restoration didn't challenge him enough!

Jay gave an interesting history of the Stanley Steamer which included the selling of the company for a profit and then buying it back for another profit, the association with the Stanley Hotel in Estes Park, and the early success the cars had in racing.

Jay has a coffin nose steamer and was fortunate to make the acquaintance of a gentleman from Pennsylvania who restores these cars for a living. He provided indispensable photographs, advice, parts, and repairs. The presentation was fascinating, and I'll provide a few of the bullet points I jotted down.

The unit operated at 600 lbs. of steam pressure.

You had to hand prime it to get started and then it took another 30 minutes to get to operating temperature/pressure. If you were in a hurry, you could get it done in 45 minutes.

The car is a plumber's nightmare, and he is on his 5th roll of 5/16 copper tube.

The car runs on kerosene. He described it as a gas grill with a pot on top. His car has a fire hole boiler which means the fire goes through the holes in the boiler. Other models had a different arrangement that allowed for quicker starting.

He had a new boiler made for the car. It's wrapped in piano wire. You don't take chances with an old boiler.

The car runs at 740 revolutions/mile.

He lovingly described the restoration as involving "lots of cussing and alcohol".

He ran his unit out of water once and it cost him 8 months and \$4k to get a new boiler. This was caused by a faulty gauge and that has been fixed by introducing a clean out in the gauge.

His mentor is Bill Barnes from Lewistown, Pennsylvania who is apparently well known in the steam engine world.

The car carries 40 gallons of water and uses a gallon of water per mile. Kerosene runs at about 10-15 miles/gallon.

Apparently catching one of these on fires is routine and no big deal!

The car uses hexane for the pilot light.

It took him 4-5 years to restore the car. He's driven about 1900 miles total. 130 miles in a day is his best. He's never been refused water for a fill up, even in a yard!

The steamer was perfected by 1904 and stayed essentially the same until 1925. They did add a condenser which improved the use of water - 4-5 mpg of water.

The car cruises at 30-35mph and he's gotten it to 55mph.

The steam cars have huge amounts of power but the term “run out of steam” is also in our vocabulary because of these cars.

He drops a little laundry detergent in the water to manage hard water deposits.

We went a bit long and had to hurry out of the Catfish Parlor! Not even sure if the meeting was adjourned!

Old Action Items:

Consider updating membership list and information and developing better communication tools.

Consider securing the Martindale location of this year’s Christmas party. **DONE.**

The website needs updated with new officers, member photos, etc.

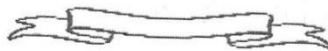
J Pinnelli has a lot of photos that need to be archived. Needs thumb drives. Could be sold to members as well.

Consider the use of Treasury funds to pay for speaker meals and gifts.

Consider a donation from the club to the Lone Star Santas or some other sort of supportive gesture, perhaps ordering a Santa or providing a car at an event.

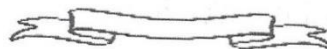
Contact the schools in the fall to discuss a day to bring in the old cars.

Respectively submitted by
Glen Gillman, Secretary

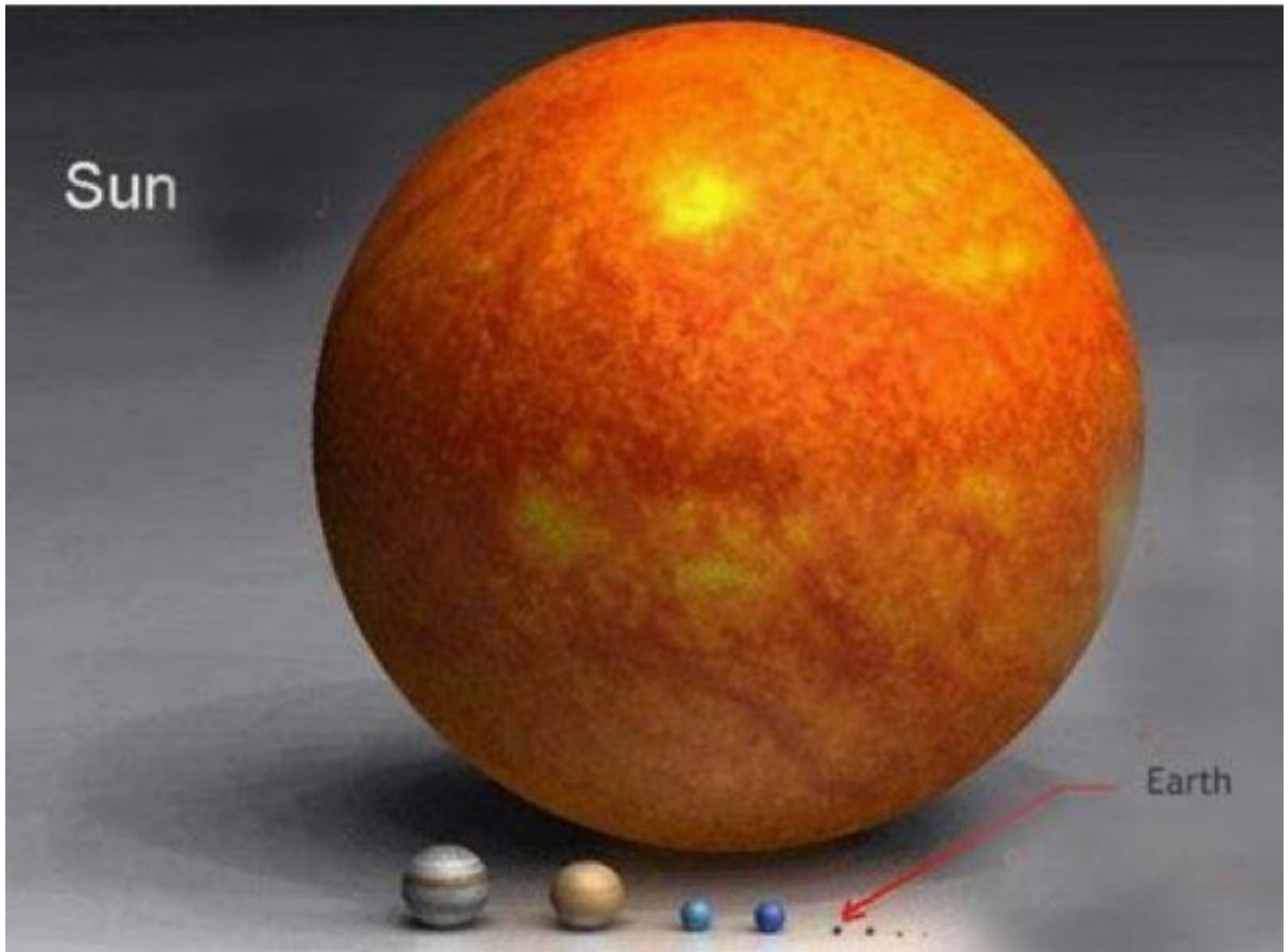


Coming Events:

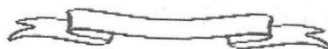
1. Sept 17 Next Meeting at South Catfish Parlour
2. Oct 3 the Lyons Club Golf Club 100th Birthday Bash, at 2901 Enfield Rd Austin, TX .
3. Oct 15-18 the 2024 Texas Tour in Kerrville, Texas
4. Oct 15 Next Meeting at South Catfish Parlour
5. Nov 19 Last meeting for the year - Elections
6. Dec ? Christmas Party at Martindale



A Comparison of the size of the planets in our solar system



If that don't make you feel insignificant?



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: The human body is capable of amazing things. For instance, when your brain sends messages via your nerves, the signals travel along billions of nerve cells (neurons), synapses, and neurotransmitters in a process that can be as speedy as 200 miles an hour.



Automotive Firsts

This will be a series of automotive firsts like the first car maker becoming standard the following accessories: Keys, Brakes, Power Steering, Self-Starter, Power Assist Brakes, Radio, Two Wheel Brakes and other accessories that we take advantage of on today's cars and trucks.

Ignition Keys

What connotations come to mind with the words "car keys?" Bad thoughts, like frantically ransacking your house, bags and pockets in search of them? Good thoughts, like being handed them for the first time at a dealership or flicking your wrist and hearing the engine come alive?

Either way, these experiences are likely to soon be stowed-away memories of a different time: The truth is, the history of car keys as we know them is quickly coming to a close.

Ignition keys came later to lock that system (some cite Cadillac's V-16 of 1930, others say it arrived here and there earlier in the '20s), but the familiar combination ignition/starter switch using a key you'd twist to engage the starter and release afterward? That didn't show up until after World War II (Chrysler, 1949). Now we walk up to the car, it senses the key fob in our pocket or handbag, the doors unlock, we hop in, push a button, and drive off. Firsts upon firsts along the way.

Just about every other aspect of automotive technology has drastically evolved over the past century, and the keys we use to open and start our cars are no different. But car key history is unique in that instead of simply improving the feature, current technology has rendered traditional car keys obsolete, sending them the way of the dodo, car ashtrays and crank windows.

That renders the age-old question: How did we get here? Let's take a look back.

Car key history can be traced back to 1910, but these early versions didn't start the engine or ignition. Instead, the first car keys controlled the ignition's electrical circuit. Using the key, car owners could switch off the flow of electrical current, making it impossible to start the vehicle. Once the switch was on, the ignition could be activated, although drivers still had to then crank up the engine.

Soon after, keys that could lock and unlock both the electrical circuit and the ignition became more common.

Because it was still impossible to start the engine without a key, car theft was not a concern, and "locking" a car wasn't a practice. In fact, most early automobiles were roofless and some were even door less.

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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