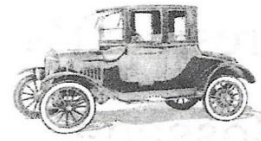


Band Chatter

www.centextinlizzies.org



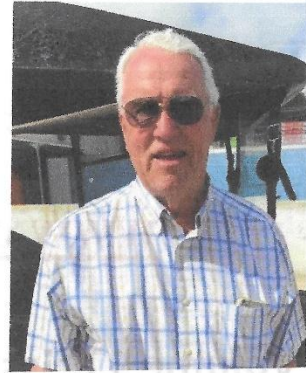
Volume 17, Issue 12

DECEMBER 2024



The club members at Henry & Cookie's Stable for the 2024 Christmas Party

President's Message



Well, Merry Christmas and a Happy Model T New Year!

Peace Be Yours and Good Will To All Persons!

How lucky I am to have a garage to work in, a healthy body to allow me to do so, and a wonderful wife to handle the seasonal stuff!

I have two Model T stories to share with you, maybe three.

Joe Pinnelli shares that someone was following him while he was driving Henry and noticed that one of his back wheels was wobbling. So, after getting back to his barndominium, a week later he had Pat and another friend come take the wheels off, wondering if he had a "Romberg event". Sure enough there were loose nuts on all four wheels including axle nuts! He is glad to have corrected all of that.

So, unless you want to have a Romberg event (collapsed wheel from totally unscrewed bolts) you should check your wheels.

Upon inspection of the collapsed wheel spokes and measuring the tenons on some, I concluded that the tenons were worn on at least that one wheel and made the decision to change the spokes on all 4 wheels. I have purchased the new spokes, sanded them smooth, and now have them stained ready for spar varnish. Yes, I know that replacing the old ones will ruin my "barn find" appearance motif, but it will be much more in line with my desire to have it mechanically sound and safe.

I am not quite sure where the itch came from, but I developed it wanting to have Britanie be able to drive Minnie Pearl herself with confidence and success safely. So, I volunteered to have her visit my garage for a few weeks.

The first item was the starting system. The battery was dead. It turned out that after jumpering with a 12 volt the engine started only to reveal that the generator was not

performing. Britanie had another generator and cut out which did that trick. Still, I was stumped for a while by the no start on 6 volts even after the battery was fully charged. Gary and others suggested checking and possibly redoing all the starter system wiring as well as verifying the correct sized start cable and making up the connections with dielectric grease. The starter switch was diagnosed with poor contacting and replaced. That finally did the trick even after I changed the starter to another that Britanie had did not do it.

Next, the brake pedal was sticking on the hogs head because, it turned out upon inspection that the cams were too worn on the pedal and the mate bolted to the hogs head even after I heated the pedal (a new one was not available from Snyder's) and bent it away from the hogshhead. Welded material on the pedal cam and filed and ground it to fit a new mate bolted on the hogshhead. Then had to heat and bend the pedal back to miss the floorboard. Gee, knowledge is slow for some of us!

Transmission band adjustments and clutch pedal adjustment came next. Now she goes, shifts well, stops well, and all clearances are correct.

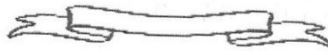
One of the right headlight wires was just inserted in the plug because the screw was missing. It's been replaced. The 12 volt horn was adjusted to at least make a noise. The steering was too loose so various combinations of gear arrangements was finally able to tighten it up to a satisfactory performance. The flasher on the turn signals was found to have a welded contact and was replaced. Still the rear turn signal lights are not functioning as they are 12 volt LEDs. The carburetor bowl was tightened up to stop the leak there and the fuel shut off valve needed a replaced o ring to stop the leak there. A strap was installed to keep the spark wires off of the engine head. The brake light switch was reinstalled and checked for function, but no brake light is working. The antifreeze level was corrected and confirmed. The two front fender brackets at the frame missing bolts were replaced and the left bracket loop tightened to specs. All of the wiring was verified and labeled. Daniel Bratcher answered questions and advised solutions.

I had Britanie come do a test drive of several times back and forth on Buckeye trail. She passed the 'driver's test', liked the braking, the steering, the starting, and is improving her shifting accelerator timing.

Through all of this I am struck by the willingness of club members to help with advice, parts, and encouragement. That is testimony to why the club exists.

May your hearts be filled with joy and love! Remember and be grateful that each day is a gift.

Tom Romberg



Dear CenTex Tin Lizzie friends,

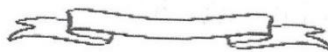
As we approach the end of another wonderful year, I want to take a moment to wish each of you and your families a very Merry Christmas and a Happy New Year! This season let's take the time to reflect on all we have to be grateful for—the friendships we've built, the memories we've made, and the roads we've traveled together.

In life, much like in our beloved Model T's, it's all about the journey. So, let's continue to enjoy every mile, even at a modest 35 mph! Every turn of the wheel reminds us to savor the ride, cherish the camaraderie, and appreciate the simple joys that come with our shared passion for these incredible cars.

I'm excited for what 2025 has in store for our club. Together, we'll embark on new adventures, explore fresh roads, and create even more lasting memories as a community of Model T and old car enthusiasts.

Wishing you all happiness, health, and safe travels this holiday season. See you on the Model T roads in the New Year!

Warm regards (Elf Britanie)



MEETING of THE CENTEX TIN LIZZIES



For November 19th, 2024

Members:

19 attendees, all members.

Meeting Notes:

Tom Rhomberg, our President, brought the gavel down hard enough to elicit a “Heard That!” and then apologized for forgetting his notes and warning the group that he’d be lucky to properly manage the sequence of the meeting.

The October meeting minutes were approved.

Treasurer Report:

The Report was read by Jan Donnell and approved.

Jeff Treadwell said, “Spend it!” to the group and then, directly to Joe Pinelli, said “I said it for you!”.

Wellness Report:

There were no clear updates but a general statement about “Feeling OK, sometimes.” and a recognition that “Some members families were having a tough time.”

Membership Report:

There was no report.

Car Report:

Wayne Mimms is putting the miles on his new 1909 Hupmobile and highlighted that it was real “sparkly” and had more brass than a....”. He also put a new top on his 1912 Model T.

George Brunner says the Depot Hack is finished. The group pressed him on a coming out ceremony but he didn’t have any plans. He’s thinks it turned out as nicely as his 1912 Model T.

Joe Pinelli had a car report but made it clear it was not regarding a Ford. He continues to work on his Chevy and feels like maybe the literature describing it was not actually correct. It runs, sometimes. He’s made it to Staples twice now and believes the vehicle is not interested in running long-term. He did say it would be fun, eventually, and that maybe getting into it was not going to be as easy as he thought. He wrapped up the car report with the term “Jug Butt!”.

Bob Ross is looking to get his 1937 Chevy Hot Rod into the shop for a brake problem. He will be using Old School Performance and Restoration. It was suggested that he ask them to come in and present to the group sometime. His Studebaker is running good.

Britanie Olvera brought her car to Tom Rhomberg for some additional work. Minnie Pearl has been a fussy little girl but both her and Tom are not in a hurry. Tom is having a good time with the repairs. There was a general agreement from the membership that, “It’ll finally shake out.” and that repairs were, “Part of being in the Model T Club.

Gary Baker’s new Model T is still in the trailer after seizing up unexpectedly at the last Texas T Party. Gary went on to describe the brush clearing being done at his place and said he discovered 16 old cars and that he actually lives on a hill!

The group asked about Alex Gillman in Italy. He doesn’t have a Model T there but has managed to secure three cars in the short time he’s been in Italy. He has a mid 90’s Mercedes Benz that he keeps running to get around, a 1971 Fiat 500 that he is completely restoring, and he and Sahian recently bought an early 1970’s VW Beetle.

Old Business:

No old business reported.

New Business:

The fun car reports faded into memory as the club members started on new business, namely improved communication. the discussion drifted and was not always clear or focused but, in the end, it was determined that communication within the group needs to be improved and the new board will identify possible solutions. The initial efforts will be to revisit the roster and capture all the pertinent information and then establish a yearly calendar. Multiple communication avenues will be identified and used moving forward. We will plan to have the roster updated during the Christmas Party.

The communication and calendar issues were apparent in a follow up discussion about the Kingsbury Fly-in and the Bastrop Car show. These events were on the same day and information was provided to the group for both events, although some folks did not get information or got it late. The Kingsbury Fly-in has traditionally been a significant club event but that may not have been conveyed to all members. This conversation led into discussion about future events, which included the SA Model T Clubs 50th Anniversary in March, and the need to populate a calendar and promote events well before they are to take place. This may even include the assignment of coordinators for certain events.

The Christmas Party discussions followed. There was some involved discussion about costs that make little sense in my notes and likely made little sense at the time, but the outcome was a motion for the Christmas Party to be paid for out of the club funds for this year. The motion

was approved. To which Joe Pinelli, replied “Now I have unlimited funds for the Christmas Party!”

The Party will be At Joe Pinelli’s New Garage (near the Catholic Church on HY 80...where Vic Parks?!?). The dinner will be on December 14 at 11:00. The Martindale Cafe opens at 0900 if folks arrive early. Joe will send out more information including an RSVP and members are reminded to bring new potential new members, an unwrapped toy, and cookies to share.

And finally, the recommendations of the Nominating Committee were recorded, and the new Officers will be installed at the December Meeting.

Program:

Randy Brown shared a presentation about “How I got the Model T Bug”. His family is from San Marcos and his Great Aunt had a photo studio next to the fire station and he shared some great old photos of Model T’s that she had taken. He then described growing up in Taylor on a farm where there wasn’t much to do. He discovered a lot of old Model T’s in the gullies and decided he wanted to build one. When he approached a neighbor about a frame he had seen, his neighbor took him into their garage expecting that he wanted their old 1936 Ford but in fact he wanted the old frame that was in the pasture! That was an old Model T that had been converted into a farm wagon and he thought if I was possible to convert a Model T into a wagon then he could convert a wagon onto a Model T! That eventually became the Speedster he built in 1974 and still has.

He described being at some of the early Horseless Carriage Meetings in north Austin and how there were Model T parts everywhere at the time. There were then photos of him and his car in “The Best Little Whorehouse in Texas”, reminiscences about the Beau Franks, his brother, and other members of the club, the original Pate Swap Meet in 1972, the club forming in 1990, and the filming of the “Newton Boys” in 1997.

All these adventures, and many more, were shared with his original speedster as well as his other cars, a 1924 roadster, a second speedster, a boattail speedster (ready to be put together) and a TT Truck with a newly acquired cab!

And that’s how the “Bug” got Randy!

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.

Glen Gillman,
Secretary



Glen & Randy



Peggy, Carlton, Pat & Tom



The Chow Line

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.

Automatic Transmission – Oldsmobile

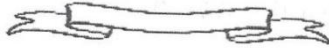
Modern automatic transmissions trace their origins to an early "horseless carriage" gearbox that was developed in 1904 by the Sturtevant brothers of Boston, Massachusetts.

However, Oldsmobile was dedicated to the introduction of new technologies in GM's nomenclature. And automatic gearboxes were one of their greatest hits. They introduced them on their 1940 models in late 1939. However, the Hydra-Matic automatic was slow, complicated and heavy. But, it revolutionized the industry. Today, almost half the cars offered each year has an automatic transmission, thanks to those innovative Oldsmobile engineers.

The most common type of automatic transmission is the hydraulic automatic, which uses a planetary (epicyclic) gearset, hydraulic controls, and a torque converter. Other types of automatic transmissions include continuously variable transmissions (CVT), automated manual transmissions (AMT), and dual-clutch transmissions (DCT).

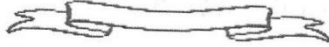
Another Automatic Transmission innovation was Chrysler's Fluid Drive. The fluid coupling and torque converter was invented by the German engineer Foettinger in the early 1900s. For non-marine applications he licensed the development of the fluid coupling to the British engineer Harold Sinclair and his Fluidrive Engineering Co Ltd (now part of [Voith](#) AG). Following the development of the fluid coupling, Sinclair in turn licensed the fluid coupling, now also known as "Fluidrive Coupling" to many companies including the Chrysler Corporation.

Many automobile historians confuse Chrysler's Fluid Drive with the Corporation's so-called semi-automatic M5/M6 transmissions, which were marketed under various names as "Simplimatic" (Chrysler), "Tip-Toe Shift" (DeSoto), and "Gyro-Matic" (Dodge). Chrysler contributed to the confusion by referring to both the standard-shift fluid drive and M6 installations indiscriminately as "Fluid Drive" in much of their marketing and sales literature. General Motors also used a fluid coupling for the full-automatic Hydramatic transmission, introduced for 1939 Oldsmobile.



Coming Events:

1. January 21 – First Meeting of the Year



Famous Quote: "Adults are always asking children what they want to be when they grow up because they're looking for ideas." —*Paula Poundstone*

Did You Know: The last letter to be added to our alphabet was J.



Our Plate Full

Cen-Tex Tin Lizzies Model T Ford Club – Send mail to: Glenn Gillman: at 3309 Plantation Rd.
Austin, TX 78745-7426

The Cen-Tex Tin Lizzies meet monthly (except December) on the third Tuesday of the month at 7:00pm at the South Catfish Parlour on Ben White Blvd, Austin, TX. Visitors are welcome! New Members are even more welcome!!

President: - Britanie Olvera

Vice President: - Glenn Gillman

Treasurer: - Jan Donnell

Secretary: - Richard Walker

Program Chair: - Joe Pinnelli

Membership Chair: - Joyce Shierlow (jshierlow@gmail.com)

Web Master: - Juan Barraza

Newsletter Editor: - Bob Ross

50/50: - Glenn Shiller

Send Items for the Website to Juan at: jbarraza08@gmail.com and items for the newsletter to Bob Ross at barneyr70@gmail.com

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