



TIN LIZZIE GAZETTE



Volume XVIII

April 2022

ISSUE No. 4

We finally crossed the line over to springtime last weekend! I hope it was a good winter for everyone. It seemed to be a good one that passed pretty quickly here, but I will say I am glad that warmer weather and outdoor activities are on their way again and it looks like at least one T got out to celebrate spring for a bit, A sign of good things to come.



"Do you have to drive in town today, Ma? I was planning on using the car for plowin' the north twenty."



Would she keep running?

Heard about town.

Or

Upcoming events.

April 9, Sat. - Haul of Fame Swap Meet, Handcraft Building, Rt. 12, Plainfield, CT. 7am - 'till ??

April 24, Sun. - Belltown Show & Swap Meet. Back at old location, Firemens Field, Rt. 16, East Hampton / Colchester line. 7am - 'till ??

May 7 & 8, Sat & Sun , Zagrays Spring Show & Swap Meet. Rt. 85 , Colchester/ Hebron town line. 7am - 'till ?? both days.

This may be a bit far for most of us, but the brass era enthusiasts may be interested in a get together.

HCCA National Pre-1916 Brass Era Car Tour starts May 15th with a Pre-1916 car display and Brass Era Flea Market

Time: **May 15, 2022** from 8am to 3pm

Location: **Gettysburg Outlet Shops**

Street: **Just Off Of Rte 15**

City/Town: **Gettysburg, PA**

Phone: **717-383-0360CA**



Presidents note

April, 2022



Hello Members,

The meeting on March 9 was postponed till March 16, and I would to thank the 17 members that attended. Every one looked great and happy to see each other.

We talked about a lot of things such as the starting time of the meeting from 5pm to 5:30pm so the working man can attend more often . We all agreed on the 5:30 pm start. **The NEXT MEETING APRIL,13, WILL BE AT 5:30 not 5**

We talked about when the Club was founded and came up with 1998. If you remember when you started or any pictures from back then send them to me or Ned. With the year they were taken or close. Now that the weather is better and you are out riding take some pictures and send them in.

Ed & Marty are doing a good job and have a lot of places to tour or just go. I can't wait for the schedule to be prepared.

John and Ann were talking about setting up a ride/tour. They will get back to us when they are ready.

It is a lot of work to set something up then it rains, so if that happens the ride or tour will take place the next day or the next week rather then forgetting it all together.

Getting back to the news letter, I would like a For Sale,Wanted, or a How To column in the news letter. If anyone something in that category send it to Ned or Myself #860-818-0762. A big THANK YOU to Ned for the interesting newsletters. I know it is a time consuming job.

Save the date **OCT,16,2022** George King is planing his **TOUR DE BARNYARD** at his home in Franklin,Ct. Stay tune for more info

It was brought up about Windham Tech and the Cut-A-Way and if they asked, we all were in favor of going. That will be discussed if they get back to Pete.

Jack Pres. FSMTA

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Car Clocks

I know some people are looking to 'modernize' their T's with all the latest accessories, some even add USB charging hubs to keep their electronics going! I got to thinking about accessories that are a bit more period appropriate and came up with the idea that a fun little accessory that can be added to our T's is a period car clock.

It turns out that some regular perusing of eBay can serve a couple of helpful purposes. First off, fairly quickly one can start to see the variety of car clocks that were available in the 20's, 30's and 40's, before clocks were actually factory installed. Second, by checking "completed items" one can see what the items actually sell for. Not the prices that one might find in an antique store or the wishful "buy it now" prices that some items are listed for, but the actual prices that the public is willing to pay. And third, with some perseverance one can occasionally stumble on one that catches the eye of only you, and can be "won" for quite reasonable prices.

I came across two such interesting clocks recently. The first, a "Watford" was made in England and is a substantial clock with an interesting front wind and set key.

When I received it, this clock was running only sporadically, so it was treated to a complete disassembly, careful cleaning, reassembling and a proper oiling. (Another interesting 'hobby'.)

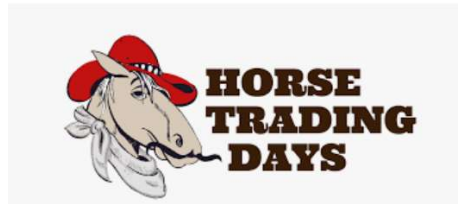
As nice a clock as it is, it didn't seem quite right for a lowly T. It just seemed a bit to 'uptown'.



A little bit more looking turned up another candidate, a 20's or 30's Westclock car clock. Hmm,..."Westclock", ... the king of \$3 pocket watches, and that seemed just about right for a lowly T. It too turned out to be had for a very reasonable price, and in addition to just the right amount of 'art deco' styling, this one was running!

With a simple little block of wood and an existing hole just below the windshield I had a suitable mounding spot for the "new" car clock in my T.

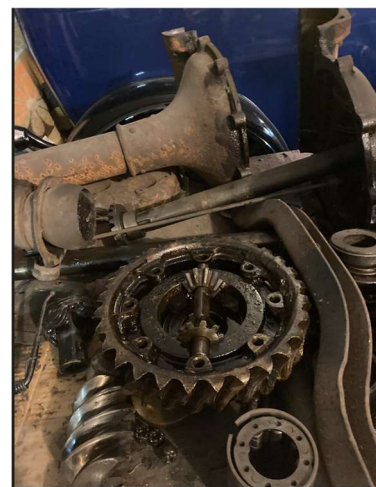




As a new addition to the monthly newsletter we (Jack's idea) will be offering a "for sale" section where members can offer up their excess T inventory, T parts and I suppose we might be able to expand it to "T-need" too. If anyone has something for sale, horse trade or needs a part they can contact Jack or myself and we will do our best to include it in the next newsletter.

Harold Bishop has the following excess inventory of parts that are believed to be for a TT. He is asking Best Reasonable Offer, and for now inquiring calls can be made to Jack at (860) 818-0672

TT wheels, a Warford transmission and a TT rear end.



Continuing to share some excerpts from this early "Cyclopedia"..... I think it is an interesting perspective from the time when the Model T Ford was truly cutting edge technology and just starting to roll out of the factory as the latest in modern technology.

Cyclopedia *of* Engineering

grades permitted the use of small wheels, of mechanism close to the ground and required so little traction that no great weight was needed upon the driving wheels; while favorable speed laws and road conditions permitted the use of high powers and the attainment of railroad speeds.

American Conditions. In America, where the majority of the roads are bad, the things demanded of a motor vehicle are considerably different, and they are not properly met by foreign designs so prevalent to-day. Rough roads require large wheels, ample clearance under the body, protection of the mechanism from mud and dust, great weight on the propelling wheels, large wheels that will roll over rough places easily, a simple and light mechanism that will stand the rough service with the minimum of repairs. Many other similar features are essential to meet the road conditions and also the needs of a thoroughly practical people, rather than those designed simply to serve as a sport of a leisure class. It seems evident, therefore, that many of the features first developed in America, to meet American conditions, and more or less largely abandoned in favor of foreign design, will eventually become standard American practice, because best suited to American needs. Fluctuations are, of course, apparent in the development of any new industry, for, in their inexperience, the buying public is apt to grasp at new designs as the solution of its difficulties, without really knowing whether the new is better or as good as the old, but as a wider variety of styles is seen in use, these fluctuations will become less pronounced until finally purchasers will have a large variety from which to select and particular needs rather than present fad will more largely influence the selection.

Present Types. Present-day autos can be divided into a wide number of classes in addition to the three general classes, electric, steam and gasolene, already considered. In electric vehicles, there is but little variation except in the shapes of the body, although some vehicles are equipped with two motors, others with but one, and batteries vary somewhat in arrangement, kind, and size, while controllers and fittings exhibit the designers' preferences.

The electric vehicle is of limited range and well adapted to city use for elderly people or ladies. Like the steamer, it seldom needs attention on the road and generally gets home if the batteries are not exhausted. The batteries, like the steam boiler, are the objectionable

feature, for they are quite complicated, heavy, subject to chemical change; also to physical change, such as buckling, loosening of the active matter from the plates and leakage, spilling or evaporation of the electrolyte. The density of the electrolyte needs watching to secure best results, and the batteries should always be kept charged.

Steam Vehicles. These are considered well-known because they employ steam engines and boilers and do not ordinarily use a speed changing device. The White steamer uses a tubular generator in which the water enters the top and is converted into superheated steam by contact with the hot metal. No water is carried in the boiler,

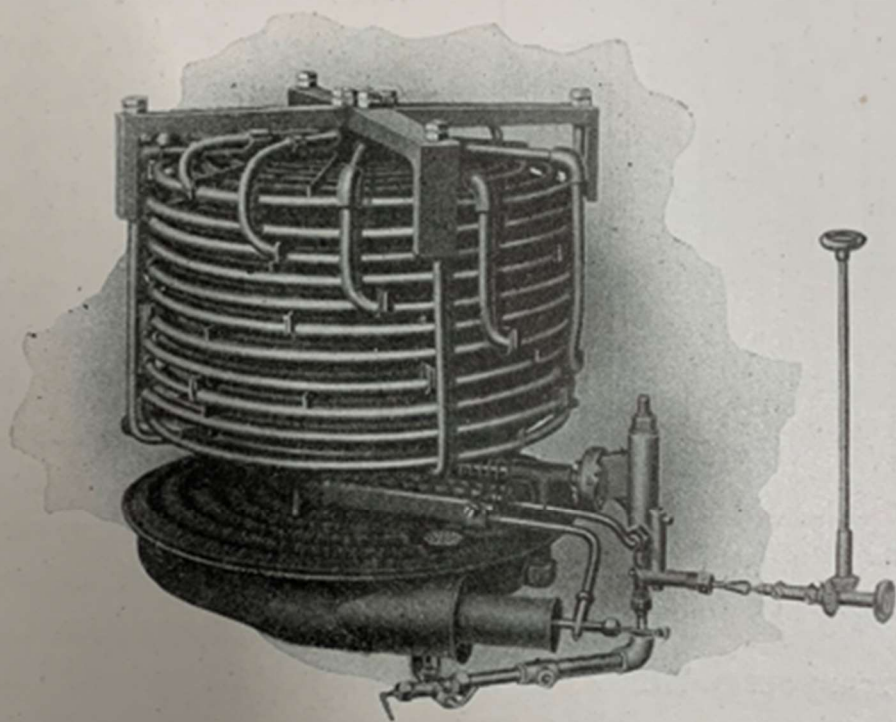


Fig. 7. White Tubular Generator.

so little time is required to get up steam, and an increased supply of water is met by an increased fuel supply, resulting in increased quantity of steam. With the steam vehicle, pressure is required to make the fuel mix with air, and the burner requires more or less attention. The piping, pumps and stuffing boxes must be known to be in good order, and loss of power is usually attributed to a leak or to improper fuel and water supply.

In the Stanley steamer, the motor is geared direct to the rear axle, instead of being connected by chain as in most other forms. The light weight of the Stanley steamer, and also the Baker electric vehicle contribute much to the high efficiency shown by these light carriages.

Steam vehicles differ principally in the type of boiler, there being two general kinds, the fire tube, of which the Stanley is best known, and the flash or generator, of which the White is the principal exponent.

Burners, engines and their arrangement vary also.

Variations. Since, however, the majority of present day autos are gasoline vehicles, it will suffice to describe in them, most of the details that enter the auto of to-day. Besides the variations in the body, such as single or double seat, folding seat or detachable, open, with top or enclosed, side or rear entrance and many similar variations, there are two kinds of motors, two-stroke cycle and four-stroke cycle; two varieties of cooling, air and water; three locations of the mechanism, front, mid-

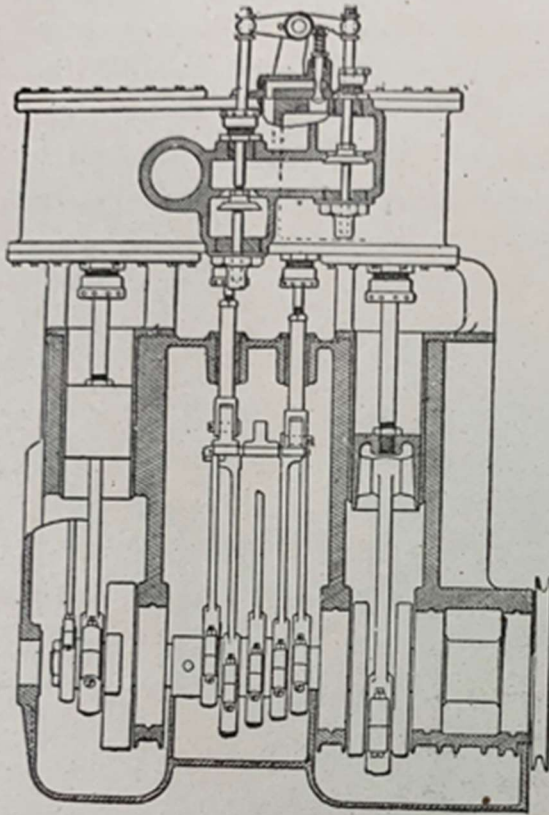


Fig. 8. Diagram of White Steam Engine.

way and rear; several forms of transmission, such as belt, friction, chain, planetary gear, sliding gear, individual clutch, and many variations including combinations of hydraulic and electric systems. There are two largely-used methods of ignition, with several accepted sources of electric current, viz., the jump and the contact spark; with primary batteries, storage batteries, magnetos and dynamos for supplying the electricity. Since, however, there are several hundred parts required to make up a motor vehicle, it seems best to describe these parts under various headings rather than attempt a general description which cannot be other than confusing.

The motor vehicle is commonly considered as a combination of a motor and vehicle with such other parts as are needed to make the combination operative, and in this connection the motor is described first. Since, however, vehicle motors are but modifications—usually