



TIN LIZZIE GAZETTE



Volume XVIII

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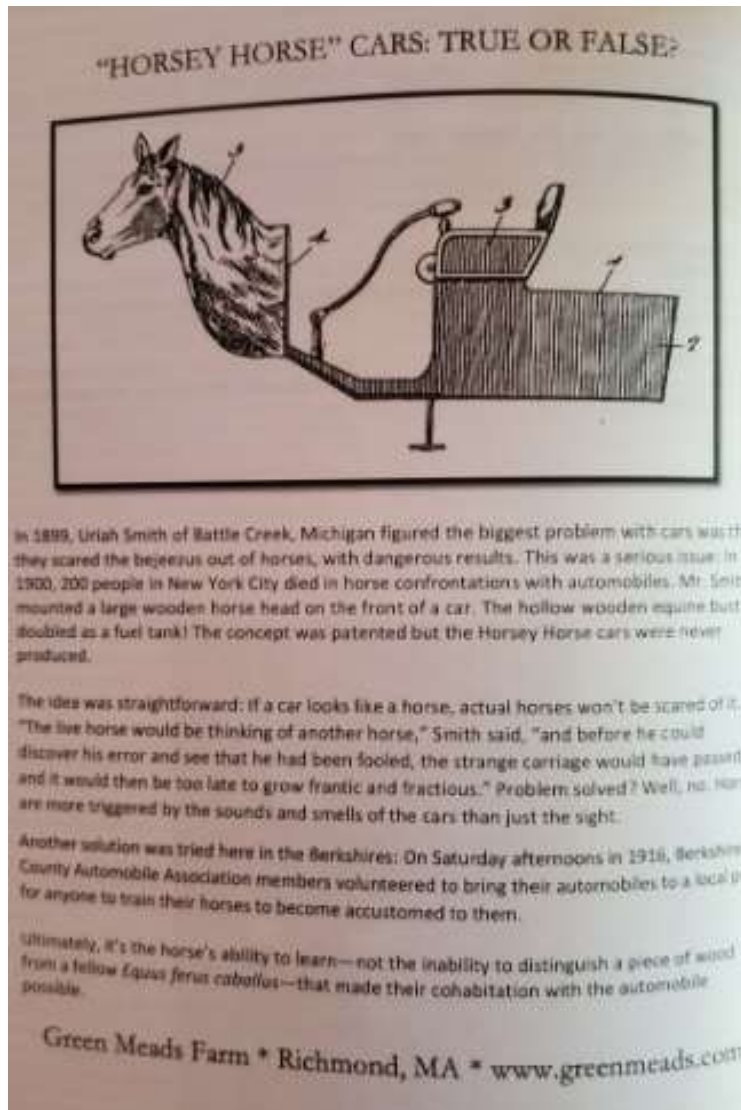
ISSUE No. 9

Ray and Laura Gravelin attended an event in Lennox Massachusetts called "Horsepower meets Horse Power".

It was held at Orleton Farm by the Colonial Carriage & Driving Society. Besides several horses with carriages there was about 70+ automobiles from the brass era to 1980. Free admission for autos.

Inside the program was an interesting article about a patented invention from 1899 to help prevent horses from being frightened by motorcars.⁹

Don't bother looking for one, as they were never produced.



Heard about town.

Or

Upcoming events.

REMEMBER!!!!!! Our next meeting is Wednesday September 14th

August 25 – 28 Brooklyn Fair, Brooklyn Fairgrounds, Brooklyn

Sept 2, 3, 4 & 5 The Woodstock Fair "Always Labor Day Weekend". Woodstock Fairgrounds South Woodstock

Sept 23rd, -- By Land and By Sea – 25th annual Antique Motor Vehicle Show, Mystic Seaport (letter and entry form at the end of the newsletter)



FOUR SEASONS MODEL 'T' ASSOC



SEPTEMBER
2022

PRESIDENTS REPORT;



Hello Fellow members:

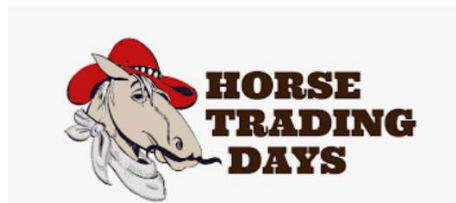
The August meeting at John's was enlightening on the past and upcoming future for all of us. If you recall, Marty took us on a tour to the up and down sawmill and there was a man taking pictures of us. Well he asked Ed if we were interested in a presentation of a sawmill back in the day. Ed will get the facts before the next meeting.

Also the Belltown Vintage Motor Meet was August 7. There were 9 of the FSMTA members present. 25 to 30 Model "T's" were there also. The club was asked to present the cut-away. When we got there the people started to gather and did not let up until it was time to leave. It was a big hit. Because it was so hot, I did not expect to see Fran and Ron, John and Anne and Tim there with their "T's". Speaking of Tim, I want to thank him for taking the time to talk about the cut-away. It was a relief for me. Thank you again.

On August 25th will start the Brooklyn Fair. The cut away will be there all 4 days, 25 to 28. On the 27th, Saturday, the club will meet at Johns and leave at 9 A M and arrive at the fair by 10 A M. If you live close to the fair you can meet us there. Or come anytime, just drive to the gate on 169 and someone will let you in on all 4 days.

On Thursday, Sept.1 will start the Woodstock Fair. It will last until Sept. 5. Again the cut-away will be in the lower part of the barn. The club drives in on Sunday morning. You can meet at John's at 8 A M and get there for 9:30 or meet at the fair.

Hope to see everyone.



Mac has some Model A parts for sale, and is looking for a left front door for a 30 – 31 Model A pickup. Mac can be reached at (860) 928-5613

Harold Bishop still 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.



If anyone is looking for a rolling chassis with an engine and some sheet metal (fenders, splash skirts & running boards), contact Ned Lloyd

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

phragm, as in the Krebs, and is sometimes provided with a dash-pot.

In some vaporizers the air and gasolene openings are varied by the throttle, which is also varied to control the speed of the engine, and since the screw threads, or devices controlling the variation, may be made as desired, a fairly constant quality of mixture may be secured from vaporizers of this type, subject, however, to the fault that if the throttle is open wide but the engine running slowly, the adjustment intended for high speed will be in operation at low speed, and thus is not so satisfactory as an automatic suction-operated arrangement. The early Kingston carburettor was of the throttle-controlled type.

In still another type, of which the Duryea is an example, the air-flow passes through an opening fixed in size except for starting, but the gasolene-flow is varied by lowering the level in the float chamber at high speeds. This is accomplished by the use of a chamber slightly larger than the float, so that little or no reserve gasolene is carried, and this

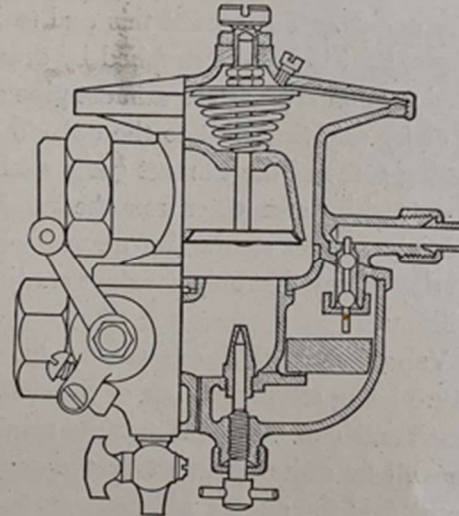


Fig. 19. Automatic Compensating Carburettor.

is drawn out immediately at high speed, causing the float to fall and open the passage into the float chamber. The float is provided with a long taper point which requires a considerable movement of the float, in obedience to the considerable variation of the gasolene level, in order to supply the amount of fuel needed at high speed.

In still another form, invented by Dunlop, of pneumatic tire fame, the gasolene passage is impeded by a saw-toothed wire, against which teeth the gasolene, at speed, impinges with such violence as to obstruct its flow and lessen the amount passing from the spray tube. Still another form of mixing device does not use the float chamber, but admits the air and gasolene through proportionate valves closed by a spring and opened by the suction of the motor with consequent

admission of proportionate amounts of liquid and air. The original Winton and the Lunkenheimer generator valves were of this kind.

Vaporization. The vaporization of a liquid requires heat, which, in the case of a gas engine vaporizer, is usually obtained from the air with the result that the temperature is decidedly lowered where the vaporization takes place, viz., between the spray tube and the engine, principally near the spray tube. If the atmosphere contains much moisture, this cooling effect causes a deposit on the walls of the vaporizer or its tubing, which is frequently frozen, forming slush or white frost, sometimes to such a degree as to actually close the passage and prevent further formation of proper mixture, with consequent stoppage of the engine. To prevent this and to insure a more homogeneous mixture, heat is usually supplied by drawing the air from near some heated portion such as the exhaust pipe or exterior walls of the cylinder, or by applying heat to the outside of the vaporizer or pipes by directing some of the exhaust gases against them, or by surrounding the parts with warm water from the water jacket. No method secures absolutely perfect results, for atmospheric conditions vary so widely from day to day that only constant readjustment can meet the varying conditions.

Vaporizer troubles are usually due to improper adjustment, the mixture being either too poor or too rich. If the engine will run, the adjustments can be varied and the result noted, while over-rich mixtures will be quite apparent by the odor of carbon monoxide in the exhaust. If the engine will not run, test the mixture in the cylinder by removing a spark plug or peep cap and applying a flame, being careful not to get fingers or face in front of the opening. If the mixture burns bluish with little violence, it is too poor, but if it burns yellow and slow, it is too rich. A proper mixture explodes with a violent outrush of gas.

Frost in the air tube will so obstruct the passage as to prevent the entrance of a new charge and produce loss of power much like a choked muffler. A little hot water will quickly warm the pipe. Water or ice in the gasolene will cause trouble unless removed. The water frequently manifests its presence on rough roads, and a drop of water in a passage—which will not obstruct the flow—has, when frozen, completely shut off the gasolene. Dirt particles also must be guarded against.

Excess Cooling. Since the auto engine is a heat engine it is desirable that it be as hot as is permissible, in order that the heat may be utilized for work instead of passing into cold walls and being wasted. It is well known that a cold engine runs with little power until warmed up, and while part of this lack of power may be due to the stiffness of the lubricating oil,—since this is intended to resist a high heat and must be of high fire-test and of considerable body—much of the lack of power is due to the cooling effect of the cold walls, which absorb the heat from the burning explosive charge and reduce the pressure that, with hot walls, would be expended in doing active work against the piston. Tests have been made which show that a very perceptible increase of power results from the use of hot water for cooling instead of cold water, and stationary engineers who have permitted a flow of water through the water jacket so rapid as to keep the jacket and walls cool enough to not be uncomfortable to the hand, have found a very decided increase in power when the water was caused to flow more slowly and leave the jacket substantially at the boiling temperature.

It is now generally admitted that a temperature slightly below boiling is most satisfactory where water is used for cooling; for if the water does not boil, no steam is formed, and no parts in the water jacket are left without water, with possible danger of overheating. These facts, now well-known, prove the theory that a heat engine should be run hot in order to give most efficient results, and it is the aim of designers to so design their productions that no parts shall be over-hot but that all shall have as high a temperature as is permissible. The principal limitations are premature ignition and faulty lubrication.

Premature Ignition is objectionable because of the negative work done on the piston before it passes the dead center, which not only results in lost power, but usually in a decided knock or pound, annoying to the passengers and destructive to the bearings. Since a poor mixture ignites less easily than a rich one, premature ignition can be frequently lessened and sometimes avoided by varying the quality of the mixture—a proceeding which also adds to the economy. Since compression heats the explosive charge, nearly proportionate to the amount of the compression, an engine designed to run hot should have a large compression space with consequent low compression. The increased economy of the less rich mixture in conjunction with the

Ray Gravelin came across this treasure and thought it might be helpful to pass along for those struggling with the cost of maintaining their T's.

Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,

Bottineau, N. Dak.

C. R. GLEASON CO.



THIS SIDE OF CARD IS FOR ADDRESS

Chester Bjorngaard
Marlboro, N.H.

These are some great pictures Ray purchased a few years back during an Old Car Festival at Greenfield Village.



Photo Id. Number
B.112

Description
MODEL T

Hoisting the 1927 Model T Ford at the time of installation in the Ford Rooms in Feb. 1953.
(15th MILLIONTH FORD)

The Photographic Print is for Individual or Student for Private or Educational Purposes
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From the Collections of The Henry Ford
The Henry Ford
PO Box 1970,
Dearborn, MI 48121



Photo Date 1927
P.189.4336

Description
Henry and Edsel Ford seated in the 15th millionth (and last) Ford Model T automobile,
near the EEE Building in Dearborn, Michigan

The Photographic Print is for Individual or Student for Private or Educational Purposes
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From the Collections of The Henry Ford
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PO Box 1970,
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It looks like a very nice time was had at We Like It ice cream in Pomfret. Some nice cold ice cream would have been very welcome that day!



Hmmm, Who let that A sneak in ???

Hahahaha.....



I would like to call out a special THANK YOU!!! To both Ray Gravelin and Martin Peterson for their continuing contributions to the newsletter!

We welcome contributions from our club members! If you enjoy a day out and happen to take some pictures feel free to email them in and just let me know what you did and I will be glad to share your time with the group.