



# TIN LIZZIE GAZETTE



Volume XIX

February 2023

ISSUE No. 2

## New Year's outings, .... We had a few!

Here are a few pics of the New Years Day Ride Ed & his Grandson Jesse & Martin went on 2day around the Green in Lebanon



Our president Jack was sadly out of service for a New Year's ride as in his words, ...." I have a good excuse car broke!!".

How are the repairs going Jack? Will you be back on the road again soon?

Heard about town.

Or

Upcoming events.

If you haven't had a chance to renew your 4SMT membership please take a moment to fill out the last page and send it to Peter, or bring it to the February meeting

Marty realized that 2023 is the 25<sup>th</sup> anniversary of the FSMTA. Any thoughts on it??

Should we plan a special celebration?

Speaking of our president, Jack announced we will have a monthly meeting February 8th, 2023 at Johns House. Hope to see everyone there. "A lot of stories to tell." Jack



President's report

(Due to technical difficulties the President's  
Report will be sent separately.)



Ned got out on the first for a little New Year's Day touring of quiet eastern CT in his '24 mutt. There is often an adventure tied in with traveling in a T, isn't there?

Well, this time was no exception. When stopping for a photo op. it was noticed that the radiator was really sprouting a gusher from the bottom tank! Well, that's why we bring extra water isn't it? Lol



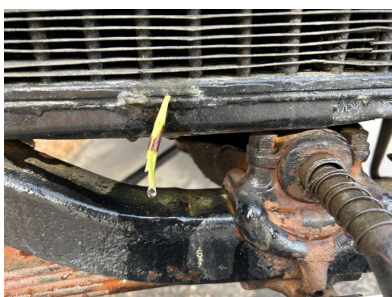
This little gusher was going to take more water to remedy than the gallon that was brought along. As it turned out, It was a good thing we had just finished up a good number of days of rain as there was plenty of "clean enough" water in every gutter alongside the road.



In short order the radiator was full again with fresh "roadside water". Just as we were topping off the radiator a farmer came down the road checking on me and asking if I needed help. After a short conversation and reassuring him we were fine he headed off back home. He was the only to stop and check on me!



It was however clear that even the full radiator was going to be empty again in short order, so it was time to think..... A suitable twig from a maple sapling was found and whittled into an adequate plug. We were again ready to go again with barely a drip!



Soon enough we came across a generous supply of nice clean water! Filled up that gallon jug, topped off the radiator and off we were, getting home just about dark.





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

### AUTOMOBILES

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sity more difficult to cool than small ones, and that air cooling, while applicable to small powers, is not suitable for larger ones. Others maintain, while admitting the above statement as to the total amount of heat, that the heat received by the wall from the gases in the engine must come from the gases adjacent thereto, and that on this account the wall will be little, if any, hotter in the one case, than in the other, and that large auto engines can be cooled just as readily and practically as small ones.

Since, however, the size of engines used in auto work is limited by the weight of the parts and the intensity of the vibrations set up by the explosive charge, it seems quite likely that the latter contention is practically true. It is now no longer common to increase power by increasing the bore of the cylinders, but the accepted method is to increase the number of cylinders, and it was quite thoroughly demonstrated by Knox and others, that cylinders up to 5 inches bore, of varying strokes, can be successfully air cooled.

The most common forms of air-cooled cylinders are either cast with flanges encircling them or machined out of a solid body of stock or forced on by pressure after the cylinder is machined. Other forms have the cooling flanges cast lengthwise of the cylinder. If the engine is horizontal the encircling flange permits the hot air to pass freely away, which is not the case when the engine is placed vertically, unless a fan or some means for moving the air horizontally is provided. For vertical engines using natural air circulation, the lengthwise flanges are undoubtedly best.

Many air-cooled engines are fitted with special forms of cooling surfaces such as threaded pins having one end screwed into the cylinder wall, which pins not only carry the heat outward, but because of the screw threads on their surfaces, are in contact with a large volume of air. Grooves are frequently machined into the cylinder surface, in which are chalked combs or strips of radiating metal having large radiating surface.

In all the larger motors, fans are used to direct a current of air past the radiating surfaces to insure effective cooling.

In some engines, as in the Frayer-Miller, the cylinder is enclosed in a jacket, through which air is forced and by which the air is caused to come in close contact with the heated surface with the result that the cooling is positive, is certain to be effective where needed, and is

largely proportioned to the needs of the engine, because the blower which supplies the air is driven by the engine. In air cooling, however, unlike water cooling, there is no fixed temperature point and there is, therefore, much more variation in the walls of the cylinder, with con-

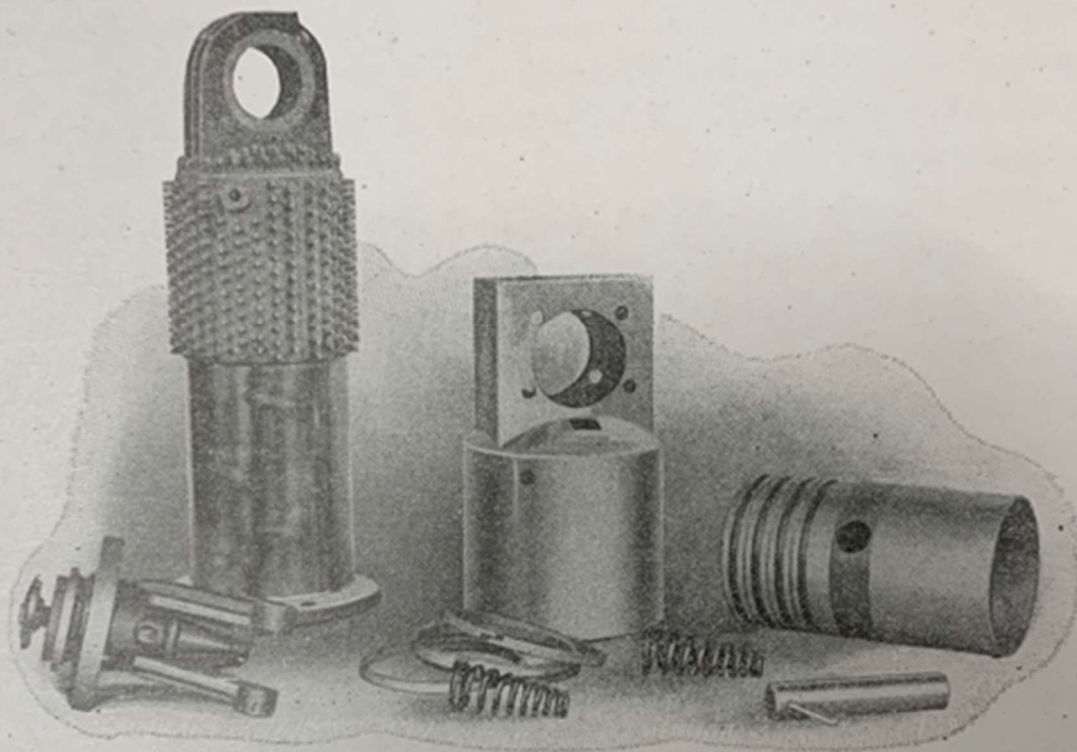


Fig. 23. Frayer-Miller Engine Parts.

The aluminum jacket slips down over the cylinder head, the valves being put in from opposite sides. Air is forced down from the top of the jacket passing equally to all sides, cooling the cylinder without warping.

sequent possible warping, than is found in a water-cooled motor. This variation is believed by many to shorten the life of the engine and increase its troubles, while others argue that the avoidance of the water system more than makes up for the lack in this respect.

### CHANGE-SPEED DEVICES

Second in importance only to the motor is the mechanism for conveying its power to the rear axle, or to the propelling wheels. This mechanism consists usually of first, a change-speed device by which the ratio of motor revolutions to rear-wheel revolutions is varied to meet the varying road conditions, such as hills, mud, sand, snow, crowded traffic or clear level roads; second, of a transmitting device such as a shaft, chain, or chains, or belts between the change-speed gear and the rear wheels; and third, of a balance gear often called a



differential, or its equivalent, by which the power is divided and caused to drive both wheels, while permitting freedom for the purpose of turning corners.

Change-speed gears are of many varieties, of which the most common are planetary, sliding gear, individual clutch, friction, automatic and several others, combining more or less of the various features found in these forms with possibly slight variations, such as magnetic, pneumatic or hydraulic clutches. Few subjects offer a greater field for ingenuity than change-speed devices, and many forms not worthy of description in the limited space available, have been tried and found reasonably satisfactory.

**Planetary Gear.** The planetary gear was the first form to be largely used in America, being first regularly employed on Duryea vehicles in 1898 and afterward adopted in the Olds runabout and by its many imitators, as

well as in the Cadillac and Ford machines, in all of which it is still found, as well as in many others. In its original form it employed a spur driving gear attached to the crank shaft. Meshing into this was a planetary pinion carried by a stud

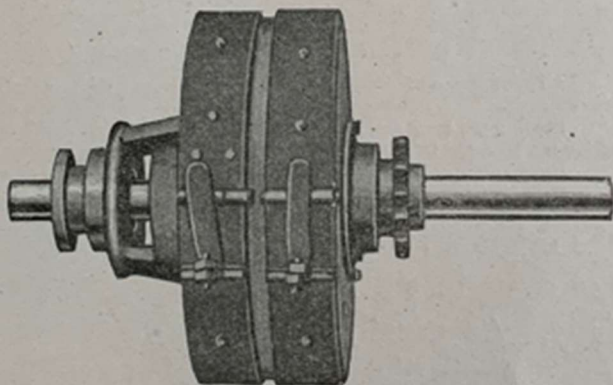


Fig. 24. General View of Planetary Gear.

projecting from a frame journaled on the crank shaft end, which frame carried the driving sprocket. Meshing into the pinion, was an internal gear concentric with the crank shaft, and the device was provided with three clutches, one for locking the parts together, so that all would revolve with the crank shaft, forming direct drive on the high gear; another for holding the internal gear stationary while the pinion rolls around inside it, carrying the sprocket forward at low speed; and a third for holding the pinion frame and causing the sprocket to be carried by the internal gear in a reverse direction as the pinion revolves. (The sprocket having been first released from the pinion frame.)

These clutches were operated separately, only one, as a rule,



**FOUR SEASONS MODEL 'T' ASSOCIATION**  
**2023 MEMBERSHIP REGISTRATION**



**MAKE CHECKS PAYABLE TO PETER SMITH**

MAIL TO; Peter Smith  
 167 Daleville Road  
 Willington, Ct. 06279

NAME;

ADDRESS;

TOWN;

ZIP;

EMAIL ADDRESS;

If your email address is on file enter same.

**NOTE Are you a member of THE MODEL T FORD CLUB of AMERICA**

PLEASE circle one-----YES-----No---Member #

**2023 FSMTA Chapter Dues \$15.00**



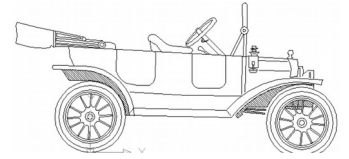
Please List Your Vintage Vehicle (S) Below

Make \_\_\_\_\_ Model \_\_\_\_\_  
 Body \_\_\_\_\_  
 Style \_\_\_\_\_ Year \_\_\_\_\_  
 Number of \_\_\_\_\_  
 Cylinder \_\_\_\_\_ HP. \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_  
 Body Style \_\_\_\_\_ Year \_\_\_\_\_  
 Number of \_\_\_\_\_  
 Cylinder \_\_\_\_\_ HP. \_\_\_\_\_



# FOUR SEASONS MODEL 'T' ASSOC



## President Report February 2023

Hello Fellow Members;

January has been an up and down weather trend. Dark and rainy, then warm, but at night it closes in and turns cold. Makes you want to be in the garage or basement, not outside riding in your T. But the car calls and you answer. Down the road and back again. After putting the T away, you feel glad you answered the call. That is why we enjoy the Four Seasons.

My car is in the garage waiting to get a few things done. In the meantime I got word that Marty and Ed went out on New Years Day. Christopher also sent me an EMAIL about what he was up to. I would like to hear about what you are doing with a note or a picture.

I talked to a few members and we discussed starting the meetings in February instead of waiting until March or April. The covid is not as bad as predicted and we are looking forward to a February meeting.

This year, 2023, is the 25<sup>th</sup> Anniversary of FSMTA. We will be discussing the options of some way to celebrate at the February meeting. We would like your input. You are all a part of this club that made it 25 years.

Anyone who has not yet paid their membership dues, please do so now, as we need to make a membership roster for 2023 and forward it to National. Send a check to Peter Smith or bring it to the Feb. Meeting. There is a membership form enclosed.

There are two frames in Hebron for sale if you are interested call Russ 860-228-1110. They are said to be in excellent condition.

Also got a thank you letter from the Executive Director of the Model T Ford Club of America, Rachel Hughes, Thanking the club for the one hundred dollar donation Ed sent in the name of the FSMTA.



## Jack LaRoche, President of the FSMTA

Dear Jack,

This is my first newsletter. I bought a black 1926 Ford Model TT truck to match

my black 1925 Ford Model T Roadster pickup truck. It has a long bed, about 8 feet long, for doing construction work. I have to look up the statistics. I received the title and bills of sales after I received the truck. It is 12-volt

and has an aluminum engine head, but I want to restore it to the original factory design, including coil boxes and 6-volt. It has black plastic coil boxes that are not connected. It starts well. The body is very original, including the grain (no holes) stake sides.

Christopher Paulin





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Make \_\_\_\_\_ Model \_\_\_\_\_

Body

Style \_\_\_\_\_ Year \_\_\_\_\_

Number of

Cylinder \_\_\_\_\_ HP. \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Year \_\_\_\_\_

Number of

Cylinder \_\_\_\_\_ HP. \_\_\_\_\_