



TIN LIZZIE GAZETTE



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It is nice to see that at least one of us is getting in some "T" time during the occasional warm(er) spells. Martin got in some time with Herb's T again enjoying our beautiful New England scenery.



Was Martin eyeing his next restoration project???



How many of us have been here, or somewhere quite similar!

Heard about town.

Or

Upcoming events.

The big news is , drum roll please!!!

Have you heard???????

Less than **two weeks** to our next in person meeting

At John's garage! (Big round of applause!!!!!!!)

So set the date. **Wednesday March 9th.**

And this concludes the news around town.

March 2022

Presidents report ;
Hello fellow members, I hope this finds every one in good health.



After having the temperature below freezing, it feels good to be in the twenty degree range. I did not think I would ever say that but it is a sign that the heat wave is on its way.

Just the other day I went to the car wash and there were other "T"s getting a wash job as well.

As I was looking to see anybody I know, I thought I recognized the Coupe. It was black all right, Wood wheels, the driver was wearing glasses, had a lost my soap look in his eyes, or was that tears? I think he saw me! That will explain the tears. And it wasn't Pete after all. So I got a wash and left.



We went to the picnic that was going to happen that day. But I think I had my dates wrong. So we went home. I still can't hear out of my right ear. Maybe the next time I will get it right.



Other than taking the "T" out [when I finally got it running] there is nothing to report.

The Virus is letting up and that is a good sign. The next meeting is at Johns garage on the 9th of march . I hope I will see you there.

Still no snack, but if you bring some we will not turn you away. Think of places to go, April may be warm. And the "T"s ready to go!!

Be safe on the ice, see you soon.--Jack



ICE SCULPTURES



On Feb.,12,2022 there was an ice sculpture display on main street in Putnam,Ct.. The traffic was diverted from the main st.

The weather did not agree being in the 50's when just the other day it was in the 20's and below.

Some of the more delicate sculptures were melting at a great rate. The pictures here are just some of the carvings that were lined up on both sides of the street just like the summer car show. And the rumor has it there will be the car show this year. I will keep you posted.

Getting back to the Ice Sculptures There was an appearance of Cinderella, Jasmine and Merida from the story book legend. For the younger crowd.

For the rest of us there was FOOD !! Marge and I had a sad time watching the ice melt and some of the sculptures tumble down.



This is what I did on the cold days. How about you ??



MotoMeters

I got to thinking it might be fun to have a MotoMeter on my model T. You know, those thermometer things that screw into the top of the radiator and are supposed to tell you the engine is hot when you see plums of steam coming out,..... or something like that.

After doing a bit of looking and a bit of reading I came to the conclusion that there were a number of ways one could come by one of these fancy radiator caps. 1) You could spend just about as much as a pretty decent T costs and just buy a gilded "flying wings" sort of an affair that may well disappear the first time you turn your back. 2) You could buy one of the reproductions from any one of the major "T" suppliers for, Oh, about \$100. 3) You could buy a broken one pretty inexpensively from a source like Ebay,..... and then likely find out the required parts to fix it are simply no longer available, which leaves you with a nice door stop, though bit on the small side. OR, There was a fourth option (number 4) which given some reading was looking like it had some promise.

So I took a gamble on #4 and bought one off Ebay that looked intact, but had the red liquid visible all the way to the top of the glass, and therefore obviously no good.



A real gem isn't it!

Ahhh, But what I had been reading, and finding out is that often times the red liquid will run up to the top of the glass tube simply from laying on its side for too long, and that there are ways to coax that liquid back down to the bottom of the tube where it belongs!

I had read about guys strapping them to a spoke of their T and going for a drive around the block in order to force the liquid back down to where it belonged. Then there were the guys who made elaborate wooden cradles to secure the MotoMeter in so that it could be spun in circles on the end of an electric motor. And then there were one or two guys I found who related it to the process of "shaking down a thermometer", like the ones "mom" used to take our temperatures when we were children. Well!!!,..... I figured "what could I lose", so I grabbed the MotoMeter securely and after trying a number of false attempts of swinging it in circles until I could feel it in my fingertips, I simply gave it a half dozen or so hard shakes down, and low and behold that red liquid was right back where it belonged!

Then with a toothbrush and some "Barkeepers Helper" I now have a MotoMeter that I think is quite presentable enough for my little mutt of a T, yet not so glamorous that it shouldn't disappear at the drop of a hat.

So, if you have ever thought about the idea of a MotoMeter for your T, but don't want to take out a second mortgage on your house you might consider looking for one that has the liquid all the way to the top.



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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first Duryea finished in 1892, and the second one finished in 1893, both of the single cylinder variety, were followed in 1894 by the double cylinder carriage which won the Chicago Times-Herald contest. The first single cylinder Haynes vehicle was finished in the summer of 1894, followed late in 1895 by the second Haynes, a two cylinder vehicle, the first of the opposed cylinder type. In 1896 the first Winton made its appearance, while in this same year more than a dozen Duryea vehicles were completed and the new industry was fairly started on its way.

Little Interest. Progress was at first slow both in America and England, although more rapid in Germany and France, due to the favorable roads, liberal laws and greater interest among experimenters and capitalists. In America, the downfall of the bicycle business destroyed much of the financial confidence necessary to the development of the new industry and interest lagged until the steam vehicle shown by the Stanleys in 1898, and offered to the public by many makers at a low price, began to be put on the market in a large way and extensively advertised. It met with an enthusiastic reception, was not protected by patents and was therefore largely copied by other makers, with the result that it seemed to have the field to itself. The steam vehicle, as then constructed, however, fell from popularity, even more rapidly than it attained it. The great complexity, the delicacy of the many parts, the small wheels, the inadequate tires, the short wheel base, together with many other features of similar character, all contributed to the downfall of this promising, popular carriage.

In the meantime, the electric vehicle was being exploited by large capitalists in the large cities for public service, and cab companies, overcapitalized, sprang up in many places, doomed to disappointment because of the lack of experience and the fact that their vehicles had not been proved by years of service to be what was needed for their work. This adverse experience did much toward holding back the adoption of the electric vehicle by many to whom it would have been of great value, and hurt the business generally.

Steady Growth. Across the ocean Serpollet, beginning about 1886, had been slowly developing a promising steam vehicle while one or more experimenters were developing the electric. The gasolene vehicle, pushed by many, made most rapid progress. In America also, it made progress conservatively but steadily. Fathered by mechanics,

rather than by capitalists and promoters, it was steadily improved, its defects and limitations were studied, it was sold at a price consistent with good quality, and although slow in coming to its recognition, the certainty of that recognition was made more sure by the very length of the period devoted to its development.

This slow growth gave opportunity for experimentation and brought into existence most of the valuable features of present day autos as well as some features that will undoubtedly be used in future years, although not recognized at their true value now. Thus the first Duryea vehicles, finished in 1892 and 1893, had front axles fitted with wheel pivots or steering heads as close to the wheels as possible, and these pivots were inclined, so as to strike the ground at the bottom at the point of contact of the wheel, which arrangement secures a steering that is practically irreversible, that steers very easily and permits running over obstructions with no shock on the steering parts or tendency to deviate from a straight line—facts which are not yet fully known by constructors and therefore not made use of to a large degree. They employed a three point rear frame with motor and transmission mounted closely together upon it, double side-chain drive with balance gear in the counter shaft, electric ignition, spray carburettor, motor lengthwise the body and many other devices that have since become standard practice.

This period of the history of the gasoline vehicle was not influenced by foreign practice and was more truly American and better suited to the American roads and conditions than many present-day constructions, although at that time the full importance of ample power was not recognized, mechanics were untrained, and many vehicles were incapable and unreliable.

Steam Decadence. About the time of the decadence of the steam vehicle fad, 1901, two vehicles of particular importance began to attract attention,—the Olds and the Knox. The Olds is interesting because of the distinctive shape of the body which resembled a toboggan at its forward end, the shape of the springs, which were fastened at one end to the body and at the other to the axles, and the generally light and simple appearance. This vehicle was put out in large numbers at a moderate price, was quite successfully imitated by many other concerns, and was for a time the representative American type, and recognized as such in many parts of the world. The Knox equally

deserves mention because of its system of air cooling, which was really the only successful form for a considerable period. Many attempts had been made at air cooling, but most of them had been failures for one reason or another; but Knox, by his firm belief in the efficiency of threaded pins screwed into the walls of the cylinder, including the head and valve chambers, demonstrated the practicability of this system, and although standing alone, after others had abandoned air cooling, for all except the smallest sizes, has been followed by a great variety of very efficient air cooling methods.

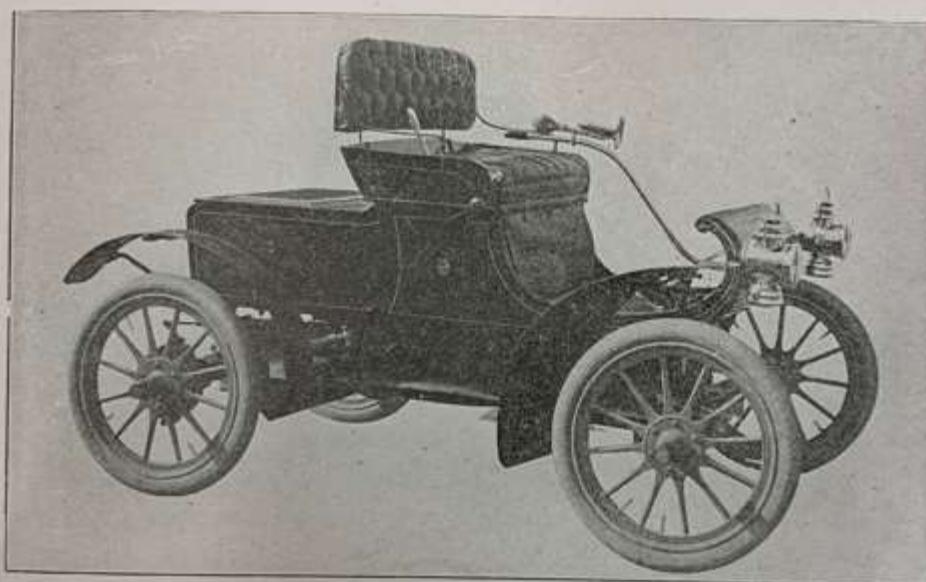


Fig. 6. Standard Oldsmobile Runabout.

Foreign Influence. Abroad, the gasoline vehicle was turned out in large numbers, and was seen, tried, admired, and purchased by the vast number of American tourists, who, too busy at home to even look at an auto, became willing converts abroad and spent their vacations enjoying the good roads of Europe and the new method of locomotion at the same time. The earliest vehicles of Daimler had been fitted with a motor under the seat, but in order to secure greater accessibility he soon transferred this to the front of the vehicle, where it was enclosed in a box, and this practice has prevailed abroad to the present day and has been followed very largely in America through the influence of the tourists.

The splendid foreign roads with their hard surfaces and easy