



# TIN LIZZIE GAZETTE



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ISSUE No. 3

Someone else must have gotten out to enjoy this winter that we almost didn't have. This past week has reminded us of what winter is supposed to be, so our T's may be off the road for a while now.

During the nice spell, I popped the radiator out of my '24 mutt and repaired the spot where I had to plant that maple sapling (haha). Now the leaks are back to just a manageable dripping.



The question of the month, ..... Has Jack gotten his repairs underway again? We all hope this isn't getting to be a familiar feeling for you



Heard about town.

Or

Upcoming events.

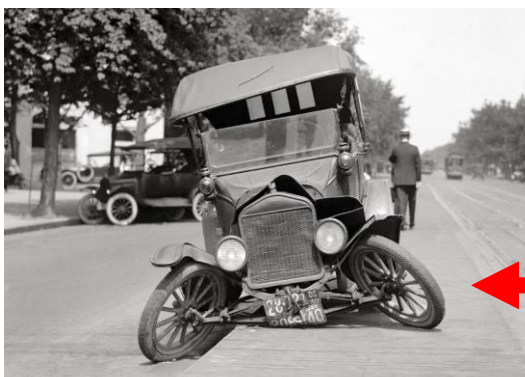
As a reminder, our next meeting is March 8<sup>th</sup> at John's house.

Everyone must have been too busy enjoying the nice weather to stir up some activities or news????

News for our club family. George King is reported to be recovering well and making tremendous progress!. He is currently at Bride Brook Rehab, 23 Liberty Way Center, Niantic CT 06357, Room 123

Jack and Pete went to visit him and report that in lieu of cards and flowers he would like a set of connecting rods, modern style, for a model T.

.... Seriously, the message is that George is looking for a "new style" set of connecting rods. Sooo, ..... if someone has a lead on some George would be interested.





## Presidents Report march,2023

Hello Fellow Members :

And I do mean members. Thanks to our discussion, we now have 52% belonging to the MTFCA [national]. In return we, the club, are eligible for free insurance for the club in case of a law suit.

As we all know, this year is our 25<sup>th</sup> anniversary. It is not too late to start thinking of a place or gathering place to celebrate. There was talk about a picnic or a cook out at a state park or Jacks house. But wherever we gather the club can have a cook out and have hot dogs and hamburgers or just bring your own lunch.

So take the time and let Marty or Jack know your thoughts.

At the February meeting it was agreed to see if the Tech schools were interested in our cut away like we did 3 years ago, maybe even lunch. So Pete and I will go to Norwich Tech, Windham Tech, and Ellis Tech to find a good date and time.

A famous word of wisdom man {Marty} claims the phrase plug nickel came from sticking a nickel in the freeze plug hole to stop a leak.

Did you also know that Firestone embossed the words non skid on the tire and discovered the tire held the road better in wet and snow covered roads. This tidbit of information and more is available in the Vintage Ford Magazine.

Hope to see you all at the March 8<sup>th</sup> meeting.

JACK

being engaged at a time. A single operating lever was usually employed for high and low speed, while a second lever was used for the reverse. Two to four pinions were employed instead of one, which gave added strength without requiring additional room, and thus permitted the gears to be of much narrower face for a given duty than would have been possible with a single form. Modifications of this device employing two or more sets of gears are largely used because

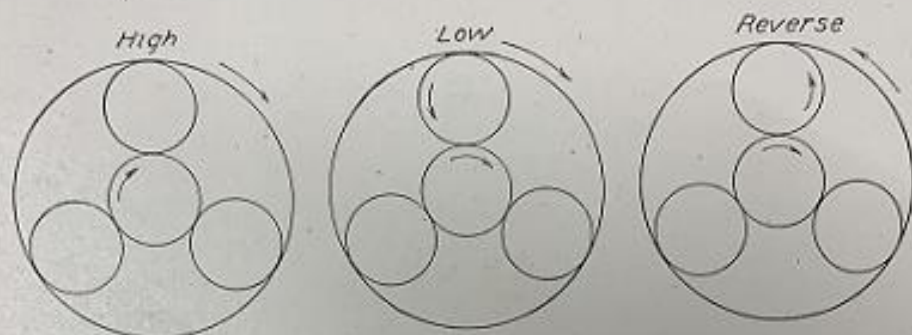


Fig. 25. Planetary Gear Diagram.

All parts locked together, gives high gear and carries the sprocket at same speed as crank shaft without friction or moving parts.

Holding the large internal gear causes the intermediates to roll forward slowly and carry the sprocket with them, giving low gear, one-third to one-fourth the crank shaft speed.

Holding the spindles of the intermediates drives the internal gear in a reverse direction, giving the reverse speed.

the original form was protected by patent, but the principle is much the same in all. The diagram herewith illustrates the action more fully. As usually constructed, the planetary system provides two speeds forward and a reverse, but some forms provide for three speeds forward together with a reverse.

**Individual Clutch.** The individual clutch transmission is still an older form, having been used by Duryea in '93, Haynes in '95 and by several foreign makers fully as early. This consisted usually of two parallel shafts on which were two or more sets of spur gears of different sizes but of a common distance between centers. Each set of gears was provided with a clutch adapted to cause that set of gears to transmit power at its proportionate speed when desired by the operator. For reversing purposes, sprockets and chain instead of gears were used, or one set of gears small enough not to mesh, but provided with an intermediate, were employed. The individual clutch system permits a wide variety of speeds, smooth and noiseless engagement of any speed, and is a very satisfactory system, its principal objection being the large number of clutches and the fact that all sets of gears are in

motion at all speeds. To avoid clutches some designs employ a single friction clutch and a movable key or pawl by which any gear can be locked to the shaft, and speed changes are made by sliding this key from one set of gears to the next. The strain on the small key results in its rapid destruction and forms the principal objection to

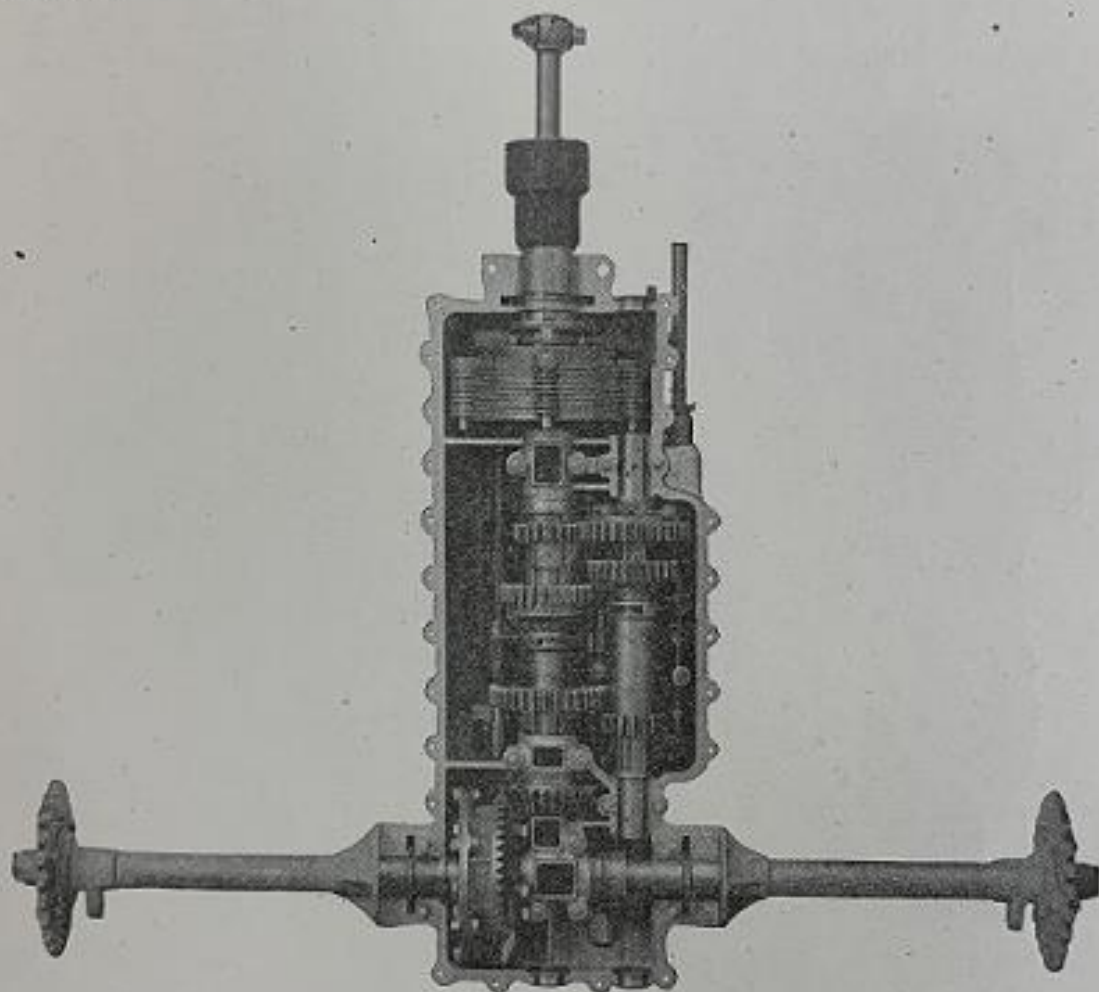


Fig. 26. Clutch, Sliding Gear and Counter Shaft.

this arrangement. Similar results are obtained by sliding the gears themselves, which although not so compact, is considered a stronger and more desirable device.

**Sliding Gear.** Possibly the most used form to-day is the sliding gear. This, like the other forms, is made in a number of varieties but, in general, consists of parallel shafts, and multiple sets of gears of differing proportions. On one shaft the gears are fixed, while on the other they are commonly attached to a sliding sleeve, which is either fitted to a square shaft or provided with a spline and key-way to prevent rotation of the gears without rotating the shaft, and yet permit

free movement of the gears along the shaft. The gears are placed at such intervals that when one is engaged, the others are disengaged. In operation, a single clutch, generally located in the fly-wheel, is withdrawn while the gears are being shifted, after which the clutch is allowed to engage and propel the vehicle. The ends of the gear teeth are sharpened so that they will engage each other easily and thus permit shifting from one set to another without difficulty. If the

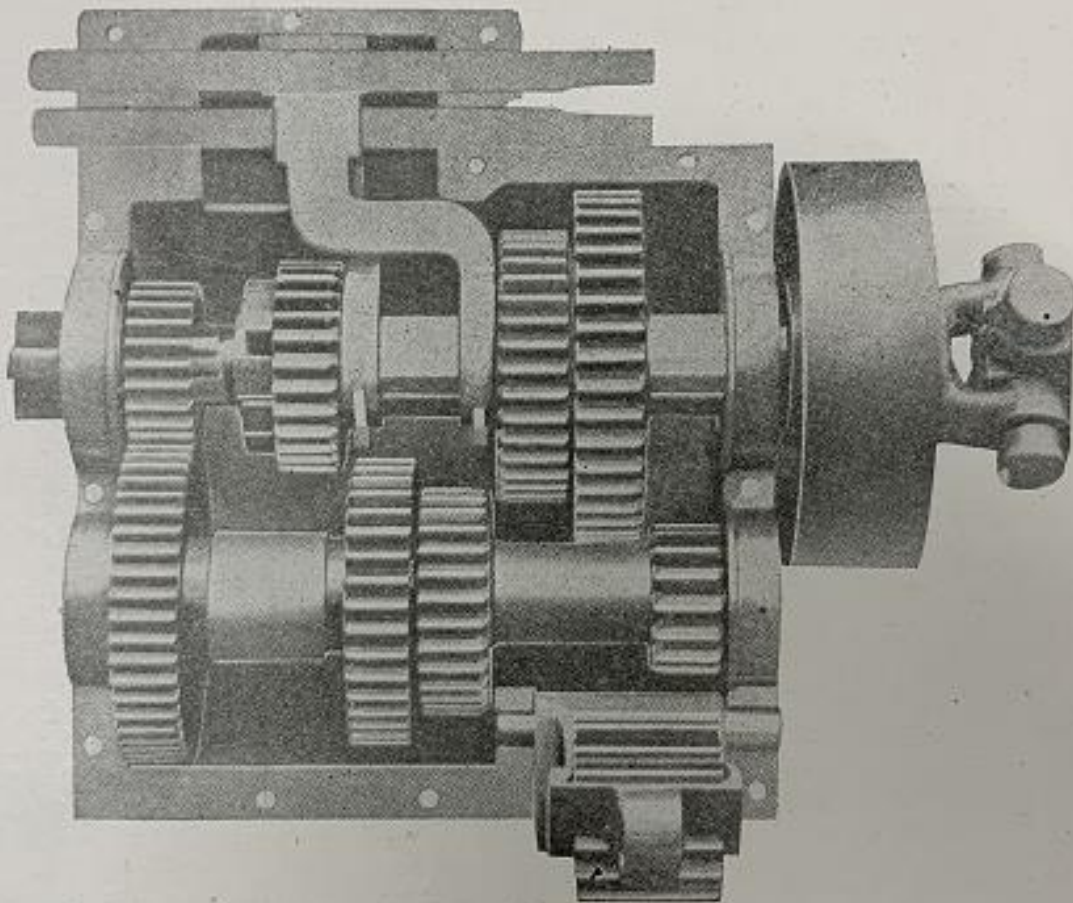


Fig. 27. Sliding Gear Set.

clutch is not fully withdrawn, the ends of the teeth about to engage, strike against each other, often making considerable noise and sometimes breaking the teeth.

In the better forms of sliding gear designs, the main shaft is divided in a gear box, and the power transmitted to the second shaft is, by an additional set of gears, returned to the second part of the main shaft and by it transmitted to the wheels. At one speed, usually the highest one, the two parts of the main shaft are connected by a clutch of the positive or jaw-clutch variety, while the parallel shaft with its gears is completely disengaged and stands idle. This gives a direct

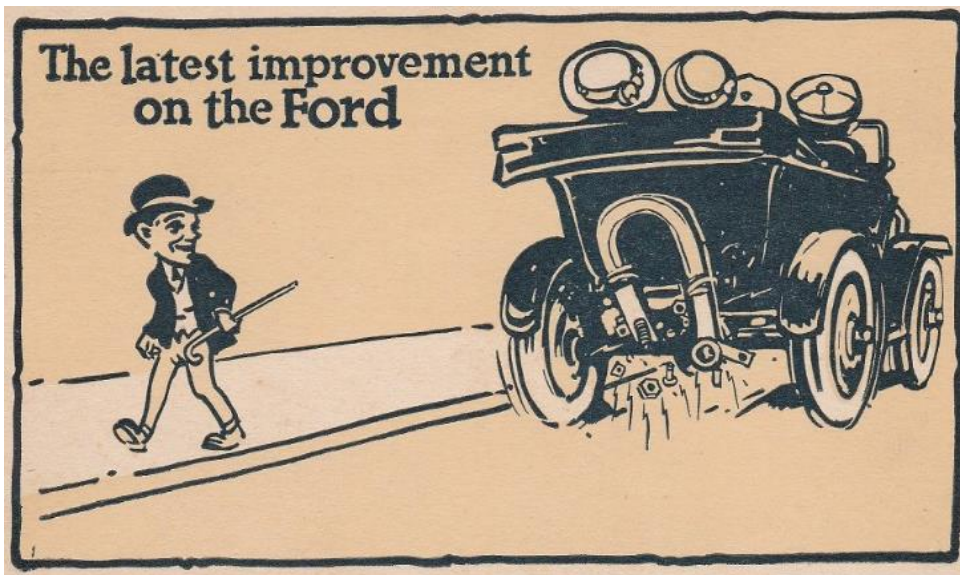
# Wanted dead or alive!

I thought everyone might like an assignment, or a bit of homework if you will. Your assignment is to send in a picture of your T (or whatever car you may have). Let's see how many members cars we can show for next month!

**This is the time to show off your T to everyone!**



I guess that's about it for this month..... THE END.





**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. \_\_\_\_\_