

The Flivver Flash

The Official Newsletter of the Space City Ts of Houston, TX

2023 MTFCA Homecoming

By Doug Brough

Each year the Model T Museum, in Richmond, IN, holds a homecoming event in early June. We were needing to be in NY for a wedding on June 10, so we decided to make a family vacation out of it. We flew into Columbus, OH (close to my parents) on June 2 so we could attend the homecoming on June 3 and spend some time with my parents before heading to NY. It was a very nice and warm day for the homecoming. It got into the mid-80's there, which would be welcome relief compared to what's going on outside right now!

This year they had a collection of what they call "alphabet" cars. These are the cars BEFORE the Model T. They had a Model A, Model B, Model C, Model F, Model K, Model N, Model R, Model S and of course plenty of Model T's.



1903 Ford Model A



1905 Ford Model B



1905 Ford Model C

The Flivver Flash newsletter is published by the Space City Ts of Houston, Texas to keep the Ford Model T membership and similar organizations aware of club activities and articles of interest to the Model T family. Permission is given to copy the contents, with proper credit, unless otherwise restricted or specified.



1906 Ford Model F



Ford Model R and Model N



1907 Ford Model K



1908 Ford Model S

To make a gift to support the Model T Museum, [click here](#) or go here: www.MTFCA.com

These really early cars were all museum show pieces. I was especially amazed at the size of the Model K. The guy that owned the Model C took it out for a drive, and you definitely heard it coming!



Model Ts Galore!

It was well attended by what seemed to be folks from all over. The museum was open and free, so we took a look at that, too. We enjoyed seeing the snowmobiles, but there was no snow for them to play in that day. They also closed a street near the museum to host a swap meet. They had vendors there, too including GasLight and BirdHaven. Of course, there was food - sandwiches, chips, drinks and ice cream for sale.

If you ever want to attend, it's now a several day event with tours and talks. The museum is just a few miles south of I-70 and very close to the Ohio/Indiana border.



After our visit to OH and IN it was onto NY. Along the way we stopped at Tonawanda, NY,

where we met up with Space City members Skip & Betty Johnson.

They are doing fine and enjoying life in a smaller and less hectic town. No time for a ride in Skip's Model T this visit, but maybe NEXT time!

CAR SHOW LISTINGS & FLYERS

From Bob Wright at
<http://camarokid1967.com/>

July 16th Sunday:

Hot Rod-Heat in The Lone Star State
 By Champions Hot Rod Car Club
 of Spring, Texas
 TO MUCH TO LIST "READ FLYER"
[July 16th Hot Rod-Heat in Texas](#)

August 11th to 13th:

Moody Gardens Car Show
 Multiple Categories
 Custom Trophies To Be Will Be Awarded
[May 12-14 Classic Car Show Moody Gardens](#)
[Classic Car Show Entry form 1](#)
[Classic Car Show Entry form 2](#)

Sept. 10th Sunday: 11am To 5pm

Hot Rod Picnic at Carbide Park in La Marque, TX. Entry Fee, Your Hot Rod & Covered Dish. Yes, Ladies "We Heard You" Your Favorite Covered Dish Is back on the Menu. Hot Rods & Pre 1970 Muscle Cars Only! Pee Wee Bowen & Band Will Be Playing Your Favorite Music From 1PM To 3PM. Help us make this event The Best One Ever!
 God Bless America
[09-10-2023 Hot Rod Picnic Flyer](#)
[Carbide Park In La Marque, TX. Maps](#)



SPACE CITY T'S “Northern Bureau”

You saw the announcement from Dave Lucas—Grace Church threw a car show and offered \$25 cash per car, free BBQ and \$200 prizes for 3 different classes. Despite the 100 degree prediction, 4 of us decided to participate: Denny Irvine, Bill Severn, Tanner Grebe and Stephen Havemann (who thankfully brought a tent.)



Denny's '27 Pickup got put by a '39 Rolls Royce. Stephen had to compete with a gorgeous '65 Thunderbird. Bill drove his '13 widetrack Touring and Tanner brought the '16 touring (TWO BRASSIES!) But the real show winner was Stephen's dining fly tent which shaded us from the sun as we ate our barbecue lunch. Finally, the group retreated from the heat and reconvened in and air-conditioned Baskin Robbins for Ice Cream.



A Short History of the Automotive

TRANS- MISSION

By Bob Corio (a Facebook contributor)

Because the electric motors and steam engines of Brass-Era automobiles could deliver 100% of their rated torque from a standing start, there was no need to equip them with multiple-speed transmissions. That, however, wasn't true of the internal combustion engine and cars thus equipped were not only going to need some form of step-down gearing, but also a "neutral" which would allow the car to sit still while the engine was idling. And so, the automotive transmission came into being.

On January 29, 1886, a German engineer, Karl Benz, applied for a patent for a gas-powered vehicle, the "Benz Patent Motorwagen." It had three wheels, which begs the question of whether the first semi-practical motor vehicle design was a tricycle motorcycle or what we now refer to as a "car." It had no transmission to speak of, just a single-speed affair with a tension-adjustable leather belt-drive acting as a clutch. Its little one-horsepower engine ran flat-out all the

time and the driver operated a lever to vary the belt-drive's tension against a spinning disc, thus controlling the speed of the vehicle. By today's standards, it might be thought of as a powered wheelchair, especially in light of its 10-mph top speed, but Mr. Benz called it a "Motorwagen," which translates from German to English as "motorcar," and as he was the first to build one, he could name it whatever he pleased and be absolutely correct. So, ja, das ist ein motor-wagen.

Nine years later, two Frenchmen, Louis-Rene Panhard and Emile Levassor, invented what amounted to the 3-speed sliding gear transmission. If Germany could be considered the birthplace of the automobile, France was the cradle—and the playpen, kindergarten, and elementary-school. The Germans would eventually be venerated for their automotive engineering, but during the Brass-Era, it was the French engineers who were the very best of the very best. Panhard and Levassor's non-synchronous sliding-gear principle would

remain in general use into the 1930s and beyond, particularly in trucks (and even today, big-rig truckers are no strangers to double-clutching a completely non-synchronous gearbox).

Of course, the unsynchronized transmissions of Brass-Era automobiles were rather difficult to shift and that's part of the reason why engines of the day were designed with tall cylinders and long-stroke, slow-revving crankshafts (and I'll quote Jay Leno as having said, "Back in those days, 1600 rpm sounded like the end of the world"). Such long-legged engine configuration made for enough low-end torque that most of the time when steering around slow corners, a driver could simply lug the engine instead of down-shifting and thus avoid some unpleasant gear-clashing orchestration. A wonderful example of an extremely tall, extremely low-revving, extremely powerful engine would be that of the 1911 Fiat "Beast of Turin" S76 racer which churned out close to 300 horsepower at a ridiculously low 1,400 rpm. Now, that's a lot of low-end grunt!

Automobile races got a lot of press coverage during the Brass Era and the French, of course, would come to be known for their Grand Prix and the most grueling endurance competition of all, the 24-hour race at Le Mans. Well, two Panhard et Levassor cars did even better than that, holding together for an absolutely astounding 48 hours to take first and second place at the Paris-Bordeaux-Paris race of 1895.

One of those race cars was driven by Emile Levassor. Viva la France (and thank Heaven for little gears)!

The first synchronized-gear transmission was invented in 1918 by Earl A. Thompson, a genius American engineer out of Elgin, Oregon. This, of course, would be a game-changer, but initially, he couldn't sell the idea to Detroit carmakers. Thompson was persistent, though and the first cars to be manufactured with the Thompson "Synchromesh" transmission were the 1928 Cadillac and LaSalle. Buick would follow suit in 1931. Today, every car with a stick-shift features his invention and Thompson should have been as rich as Westinghouse, but he sold his synchromesh patent to General Motors for a paltry one-million dollars. In any case, the synchromesh gearbox made driving a car much, much easier, and now, anybody could do it—except a Millennial.

The 2-speed planetary transmission, so popular during the Brass-Era, had a history that went way back. I mean way, way back—like around 500 B.C. Known back then as "Epicyclic Gearing," the ancient Greeks used the principle to create mechanisms which kept track of the orbit of the planets. The famous "Antikythera Mechanism," the function of which confounded archeologists for quite some time, was later determined to have been used to predict, years in advance, the positions of the planets and the Moon along its orbit around the Earth, even compensating for its elliptical track!

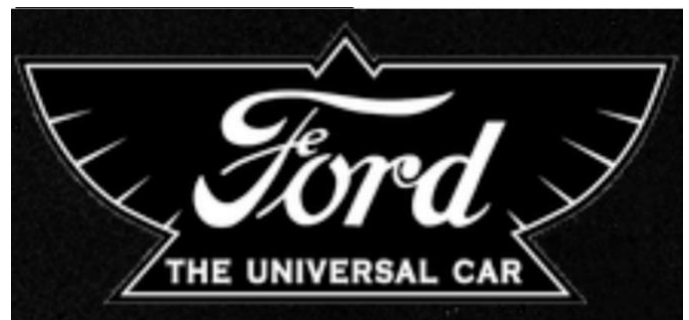
In automotive applications, planetary transmissions were used in the earlier, more lightweight horseless carriages like the 1901 Curved Dash Oldsmobile, the 1904 Franklin Type A, the 1905 Buick Model B and most famously, the 1909 Ford Model T. These basic planetary units were the ancestors of the first 2-speed automatic transmissions like Chevrolet's "Powerglide," which first appeared in 1950, Chrysler's "Powerflite," which came out in 1954 and Ford's Borg-Warner designed "Ford-O-Matic" of 1959. So, it might have turned out that Henry Ford got the planetary transmission through József A. *Galamb*, who might have gotten it through Leonardo Da Vinci, but apparently a toga-partier by the name of Archimedes hit on the idea first. A funny thing happened on the way to the Parthenon.

Remember Earl A. Thompson, the guy who had invented Synchromesh and then sold the patent to General Motors? Well, in 1934, GM put him in charge of the team which would create and develop the automatic transmission. Its first incarnation, the "Automatic Safety Transmission," which first appeared in 1937, was a planetary semi-automatic which did shift itself, but still required a clutch pedal. Now, you might think that the first fully automatic would be an outgrowth of the basic 2-speed design, but it wasn't. Instead, the "Hydramatic" was quite sophisticated, featuring four (Count 'em, four!) self-shifting forward gears and a fluid-coupling replacing the familiar friction-clutch.

First appearing in the 1939 Oldsmobile, it was the most significant automotive development since the electric self-starter. Nevertheless, it still used the epicyclic gearing system invented by the ancient Greeks—and our story might have come full circle at that point except for the fact that this same basic planetary gear set-up is still being used in automatic transmissions to this very day.

As an aside, it's kinda humorous that there's no shortage of automotive historians who feel that back in the days of tailfins and whitewall tires, it was the automatic transmission which enabled countless women to drive cars.

Apparently, those dudes are unaware of how the Arsenal of Democracy—including 297,000 aircraft, 86,000 tanks, 560,000 trucks and over 700,000 jeeps had only just been built by twenty million "Rosie the Riveters." I think it's safe to say those women were okay with manual transmissions. In any case, it was my own mother, Angela Coiro, who gave that little automatic transmission thingy on top of the steering column its name. She called it a "Prndlo."



Texas T Party 2023

Wednesday October 18 - Saturday October 21

Rockport, Texas

PLEASE CLICK HERE FOR THE CURRENT INFO: [2023 Texas T Party web page](#)

2023 TEXAS T PARTY TOUR REGISTRATION

CLICK : [2023 Texas T Party Registration Form](#)

**PLEASE FILL OUT THE FORM ON YOUR
COMPUTER BEFORE PRINTING IT OUT**

DON'T FORGET TO MAIL YOUR CHECK WITH THE APPLICATION

The address is at the bottom of the [Registration Form](#)

HOTEL INFORMATION

Two of the best hotels in Rockport have rooms available both with the same high quality and at the same rate of \$94 per night including breakfast: The Fairfield Inn and the Hampton Inn. (More expensive suites are available at the Fairfield if you wish.) The Fairfield has a business suite, so it is the base hotel. Only the Hampton Inn is pet friendly, with a small deposit. The hotels are about a half a mile apart. Both hotels are near gas stations and major grocery stores: HEB and Walmart. Lots of chain and independent restaurants are nearby, as well. **You will get the best service if you use the web sites to book your rooms. You will be sent a confirmation e-mail. *Reservation by phone is available from 9 AM - 5 PM, Monday through Friday only.***

Fairfield Inn & Suites (base hotel)
2950 Hwy 35 North Business
Rockport, Texas 78382
Phone :(361) 727-9007

CLICK HERE TO BOOK YOUR ROOM AT THE: [Fairfield Inn](#)

Hampton Inn Inn & Suites (pet friendly)
3677 Hwy 35 N Business
Rockport, TX 78382
Phone :(361) 727-2228

CLICK HERE TO BOOK YOUR ROOM AT THE: [Hampton Inn](#)

TOUR QUESTIONS

To ask a question by e-mail, click: [2023 Texas T Party Questions](#). To ask a question by telephone, text (preferably) or call Hugh Hemphill at (210) 394 0483. To ask a question about registration only, call the number provided at the bottom of the [Registration Form](#).

The Flivver Flash is published by the Space City T's chapter of the Model T Ford Club of America in Houston, Texas twelve times per year. This newsletter is produced for the education and enjoyment of members and those expressing interest in joining the Space City T's. Said education and enjoyment is as it pertains to the Model T Ford automobile. The Flivver Flash is also shared with other antique auto clubs. Other clubs may use articles from this publication with credit to this newsletter or the original source. News, articles, ads or anything of interest to the club must be submitted to the editor by the 27th of the month preceding the month of publication. E-mailing occurs the last day of the month. Annual club dues are \$25 per year.

2023 Space City Club Officers and Board Members
 President Dave Lucas 281-388-0761
 Vice President David Carter 713-875-1049
 Secretary Rosie Stokley 832-444-9927
 Treasurer Craig Neuman 346-855-0544
 Board Member David Veir 713-823-2359
 Board Member Jerry Smith 281-455-9765
 Board Member Anthony J. Marino 281-482-4156

The FLIVVER FLASH

Anthony J. Marino
 302 Torrey Court
 League City, TX 77573
 281-482-4156

email: modelt@spacecityts.org

website: www.spacecityts.org

For Sale: 1929 Model A Boat-Tail Speedster



2016 Keels & Wheels photo

'Boat-Tail' is from two 1947 International pickup hoods, 4 cylinder Model A engine with Stromberg downdraft carburetor, & modern intake manifold, Kelsey 16" 'bent spoke' wheels, and rebuilt electrical system.

\$8995 OBO ([more photos](#))

Please leave message or email:

Anthony J. Marino

832-607-8528

topkick7@comcast.net

FOR SALE

1925 DOCTORS COUPE



PRETTY RED WITH BLACK TRIM. SHE HAS A FEW NICKS BECAUSE I DRIVE HER. RUNS REALLY GOOD, POWERFUL, ENGINE DOES 45MPH WITH EASE. GARAGED, NO RUST. MOSTLY ORIGINAL, EXCEPT DISTRIBUTOR AND INSIDE KIT. HAS LEATHER AND WOOD PANELS. FOR MORE INFO ON ENGINE CALL ROSS AT LILLEKER

AUTO. **\$12,000**

ROSEMARY STOKLEY

KATY, TX 1-832-444-9927

New Members Wanted

Please visit our [Space City T's of Houston Texas web site](#). If interested in becoming a member, please provide your name, address, mobile phone, & email, and make a \$25 check payable to the:

Space City T's

Please mail your [information form](#) and check to the Treasurer at:

Craig Neuman
2302 Lord Nelson Drive
Seabrook, TX 77586

A special "Thank You" to all club members who paid their 2023 dues!

The Space City T's Club is the Houston, Texas chapter of the Model T Ford Club of America. All questions concerning membership, The Vintage Ford magazine, the MTFCA library, chapter insurance, purchase of manuals, back magazine issues, or store items can be directed to the following:

Model T Ford Club of America

309 N. 8th Street
 Richmond, IN 47374-3034
 Phone: 765-373-3106

Email: rachel@mtfca.com

\$50 annual dues includes six issues of the Vintage Ford
 Join or Renew at: [MTFCA Join or Renew](#)

FLIVVER FLASH INPUTS NEEDED

Do you have something to share? A barn find, funny or not so funny Model T stories? Tour photos, or articles about Model T's? Your Model T acquisition stories, restoration photos or swap meet finds? A special interest article?

Please email ads, articles, [photos](#), [stories](#), [videos](#), or [links](#) to: topkick7@outlook.com

CLUB MEETING MONTHLY SCHEDULE

- July 12th - Zoom only
- August 9th - Face to Face at LifeBrook Church with Zoom and Demeris BBQ
- Alternating monthly September 13th Zoom only and October 11th Face to Face with Zoom and Demeris BBQ



**Dine with Friends at
Demeris BBQ at 6:00 P.M.**

located at

**1702 West Loop North,
Suite A, Houston, TX 77008**



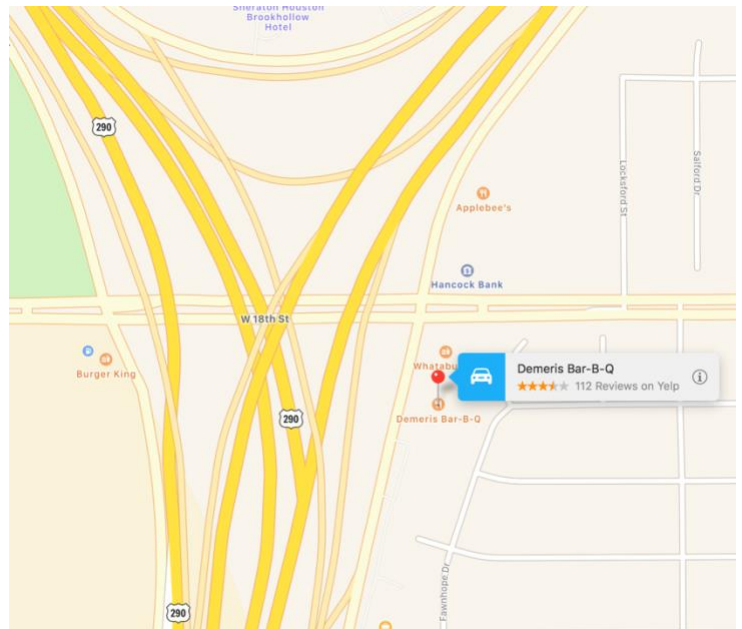
**Then attend the
Space City T's Meeting at 7:30 P.M.**

Place:

**Lifebrook Church
1822 West 18th Street in the Heights**

Website: www.spacecityts.org

Email: modelt@spacecityts.org



Directions to Demeris BBQ

From the east or west on I-10 or the south side of downtown, take the I-610 West Loop North and get off at the 18th Street Exit. Demeris BBQ will be immediately on the right after Houston Garden Nursery.

From the west on Highway 290, exit at Mangum and turn right to 18th Street. At 18th, turn left, cross under West Loop and turn into the Whataburger parking lot on the right. Proceed to Demeris BBQ after the Whataburger.

From the north on I-45, take the 610 North Loop West around to the I-610 West Loop South to the Hempstead Highway exit. Make a U-turn under I-610 and proceed north on the frontage road to just before 18th Street, Demeris BBQ will be on your right after Houston Garden Center.



First Class Mail



Space City T's of Houston
Anthony J. Marino
302 Torrey Court
League City, Texas 77573

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