

October 2020



"T" DRIVER



SOUTHERN NEVADA MODEL T CLUB
A CHARTER MEMBER OF THE M.T.F.C.A.

October Celebrations

Gents Birthdays:

Thomas Reich 1st
Raymond Lindblom 6th
Albin Werner 23rd
Jim Sharpe 25th
Herb Mann 26th

Ladies Birthdays:

Judy Collett 1st
Karen Custer 10th
Patricia Pallante 13th
Cheryl Sago 25th
Melissa Ewing 25th
DeDe LaGrow 30th

Wedding Anniversaries

Libbey & Mike Sharpe 7th
Georgia & Jack Gannon 16th

Officers for 2020

President:
TERRY HANDY 702-370-2232

Vice President:
EUGENE RAMSEY 702-361-3926

Secretary/ Treasurer:
CHERYL SAGO 702-373-5150

Historian/ Newsletter:
TERRY SAGO 702-373-2321

Webmaster:
RON CUSTER 702-460-4474

Tour Masters:
JOHN WARREN 702-277-6444
DeDe LaGROW 702-498-6376

Membership:
GARY COOPER 702-494-8335

Committee Members

Junior Ambassador:
CARSON COMBS 702-373-0358

Sales & Drawings:
DIRICK VAN GORP 702-738-9607

OUR GOALS ARE:

- To Promote The Model T Ford
- To Promote the Preservation and Restoration of This National Treasure
- To Provide Information and Assistance to All Interested People



southernnevadamodeltclub.org

"T" DRIVER EVENTS

Saturday AM Tours

Cancelled for now!

Club Meetings

Meetings 2nd Tuesday of the month 7:00 PM

"Next Meeting October 13th"

Bros. Breakfast, Lunch & Dinner
4335 N. Rancho Dr.

•dinner 6:00 pm• •meeting 7:00 pm•

Breakfasts

Some of us are getting together for Saturday morning breakfasts. Be there by **8:00 am**. For now, the location is alternated between:

Sunshine & Tailwinds Café

@ the NLV Airport
&

Bros. Breakfast, Lunch & Dinner

@ 4335 N Rancho Dr.

(CHECK YOUR EMAIL FOR UPDATES)

Webmaster - Ron Custer

glocksterlv@aol.com

Newsletter Contributions

Terry Sago 702-373-2321 or email:

cherylsago@yahoo.com

SOUTHERN NEVADA MODEL T CLUB

Minutes of the September 8, 2020 Meeting

Meeting called to order at 6:55pm by Terry Handy, President

OFFICERS ROLL	PRESIDENT VICE PRESIDENT SECRETARY TREASURER MEMBERSHIP TOUR MASTERS JR. AMBASSADOR NEWSLETTER HISTORIAN WEBMASTER	TERRY HANDY EUGENE RAMSEY (absent) CHERYL SAGO CHERYL SAGO GARY COOPER (absent) JOHN WARREN and DE DE LAGROW (absent) CARSON COMBS TERRY SAGO TERRY SAGO RON CUSTER (absent)
JR AMBASSADOR REPORT	Carson needs parts for his project car, to include a Ruckstell, folding windshield, 6V horn, early style flat fenders, chrome bumper, connector to hang spare tire on side and a Moto Meter. Harold offered Carson a wooden truck bed at no charge.	
SECRETARY REPORT	Minutes of August 2020 meeting were approved. A get well card was sent to DeDe who was in the hospital recently, and flowers delivered.	
TREASURER REPORT	Cheryl reported the balance forward of \$2890.92, with a newsletter expense of \$73.20, flowers for DeDe at \$35.75, the 50/50 drawing (\$20) and donation of (\$20), for an ending total of \$2821.75.	
VP REPORT	None	
HISTORIAN REPORT	Terry reported that the 2020 Historian book is up to date.	
MEMBER REPORT	None	
TOUR MASTERS	John in Idaho	
NEWSLETTER	Terry mailed 87 newsletters. He discussed an upcoming article about Moto Meters, and his connection to Pace Connor.	
WEBMASTER REPORT	None	
OLD BUSINESS	None	
NEW BUSINESS	Ron Orr announced that he has his Model T back, title released and is working on it now.	
50/50 DRAWING	50/50 was not held, meeting was adjourned at 7:12pm.	
Next Meeting date	October 13, 2020	

Treasurer's Report

Previous Balance (Aug 10 th)	\$XXXX.XX
Donation (Terry's parts boxes)	\$XX.XX
50/50 Drawing (\$40)	\$XX.XX
Club Supplies(printing & stamps)	\$-XX.XX
Florist - get well	\$-XX.XX
Balance as of Sep 8 th 2020	\$XXXX.XX

Cheryl Sago

If you have any dues to pay or financial business with the club,
please contact Cheryl at: (702) 373-5150

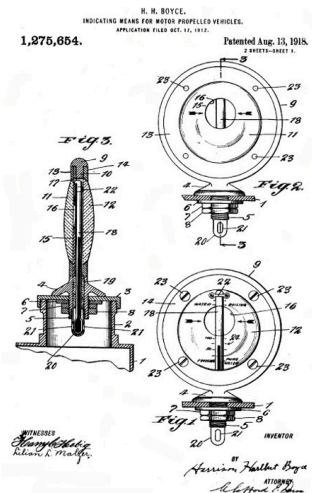


The Boyce Moto-Meter



Antique automobile enthusiasts are usually familiar with a lollipop-shaped device that adorns most radiators on autos built in the 1920's and before. Most engines of the day did not have a pressurized cooling system or a water pump like today's, but were cooled by the thermo-siphon principle. The engine had an inlet toward the bottom of the block for cool water to enter and the heated water would rise and exit the head or top of the block and then recirculate through the radiator. Engines frequently fell victim to overheating. Inventor Harrison Hurlbert Boyce noticed an abundance of automobiles that overheated and thought that the operator needed to know when the temperature of the engine coolant was becoming too hot before any damage would occur to the engine. Boyce was already a noted individual in the automotive industry for patenting the Hartford Shock, the Sireno Horn and the demountable rim. He devised a plan to replace the radiator cap with a thermometer visible from the driver's seat. In 1912 he applied for a patent for his "automobile internal-combustion engine temperature system and apparatus." It soon became known as the "Moto-Meter."

Racecar drivers were the first to embrace Boyce's Moto-Meter. George Townsend, a noted hill climbing racer, entered into an agreement with Boyce to manufacture, market and sell Boyce's Moto-Meter. Townsend promised to have product within 90 days of Boyce receiving his patent which occurred in 1914. Boyce would initially receive \$5,000 and then a ten percent royalty for all units sold. At that time Townsend had no manufacturing facility set up and contracted with the Taylor Instrument Company of Rochester, NY to make the first run. Thus the early Moto-Meters will have the "Taylor" name on them.



To ramp up production, pay off creditors and purchase equipment for their new factory in Long Island City, NY, Paul Lansing Veeder, a New York City attorney and former Yale classmate of Townsend, invested \$50,000 into the company and became the vice-president in charge of manufacturing. Veeder became an integral part of the company as he was also their international sales representative. Veeder had previous fame as a member of the 1906 All American College Football Team and was known for completing the first forward pass during a major game.

Boyce Moto-Meters were first offered as an aftermarket modification, but soon automobile manufacturers recognized their need and offered them as optional equipment. Dealerships also offered them as incentive items. Boyce even produced Moto-Meters specifically for different brands of autos and incorporated their names and marques into the design. After producing over 10 million Moto-Meters, Boyce applied for a patent for a dash-mounted version. Other companies were already tinkering with dash mounted temperature gauges making Moto-Meters obsolete and Motometer Company would eventually close its doors.

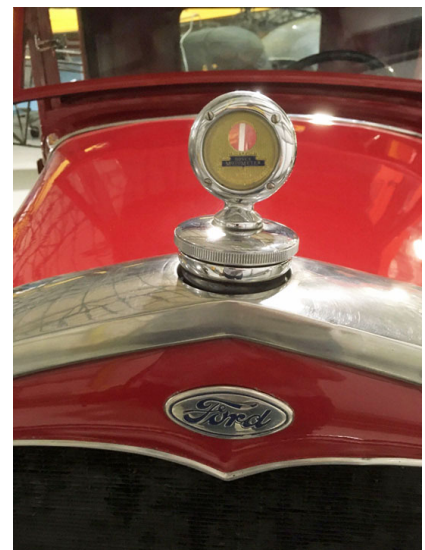


No one knows how many engines were saved by the Moto-Meter, but it also started a whole new trend. Remember, we are talking about the roaring-twenties just around the corner and the style is becoming art deco. Automobile owners of the day wanted to dress-up their “pride and joy” and what better way than to hang something on your radiator cap. Items could be hung on top of the Moto-Meter or put between the radiator and Moto-Meter. They even custom made sculptures and lights that included a Moto-Meter. The stylistic hood ornament was born. These metal castings and lights were known as “toppers.” Novelty companies produced toppers in every avenue imaginable, sports, politics, ethnicity, professions or just decorations. Moto-Meters and toppers are some of today’s biggest collectables.

Harrison Boyce and Paul Veeder continued as the Boyce-Veeder Corp. to produce fire extinguishers, engine lubricants and fuel additive products. Their claim-to-fame, Boyce-ite was sold world wide as a gas treatment additive to de-carbon engines, a forerunner to today’s STP fuel products. Veeder passed away in 1942 and Boyce in 1953. Townsend followed in 1957.



During my research of Moto-Meters, I reached out to Susan Yeager at the MTFCA and she turned me on to Pace Conner. Pace has an extensive collection of Moto-Meters and has authored his own website. If you have an original Moto-Meter and want to know more about it, Pace is your source. If you have any further curiosity on Moto-Meters head to Pace’s website “motometercollector.com.” He is always looking for additions to his collection and the website is very informative.





The Simplest Most Durable Strongest

Workmanship and material high grade. With high power, 100 pounds per horse power. No more transmission gear troubles. No equalizing gears used. No cog gears and no noise. Five dollars will cover the repairs on our transmission for five years. Manufactured by

The Marble-Swift Automobile Co., Aldine Square, Chicago, Ill.

CVT Many of today's automobiles are built with a "continuously variable transmission." Gear ratios are continuously changed while driving thus maximizing horsepower and fuel mileage. *Not a new idea!* In 1903 mechanic George Swift teamed up with George Marble, a manufacturer of wood rims, to form the Marble-Swift Automobile Co. In Chicago the pair produced two styles of automobiles, a two-seater roadster and a touring car. Each used the same platform. They were powered by a 12 horsepower engine with two opposing cylinders. The big difference in the Marble-Swift was its transmission. It was gearless. The gearless transmission was seen as a major cost cutting advantage in manufacturing. Their system was a double disk friction drive transferring power to the rear wheels with side chains. The friction drive provided an infinite variable speed to the rear wheels including in reverse.

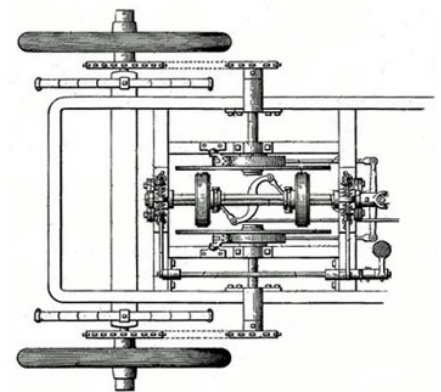
Other friction drive systems took power from the disc, but Marble's design is the opposite. He drives the two friction wheels from the engine and transfers the power to the double discs. The friction wheels are controlled by a speed-changing lever, which causes both wheels to move a uniform distance from the center of the discs so that each disc will be driven at the same speed. The discs, in turn, are then connected to the sprockets for the chain-drive system. To achieve reverse the friction wheels operate the opposite disc. The system eliminated gears and there was no need for a clutch. Throwing the transmission into reverse also worked well to slow the vehicle.

There are Marble-Swift automobiles out there with a three cylinder upright engine but the production Marble-Swifts sported the twin cylinder water-cooled engine with the friction-drive transmission. Production of Marble-Swifts ended in 1905 but the Marble's friction-drive transmission designs lived on in the Windsor-Evansville-Simplicity automobile that remained on the market until 1911 and in the Milwaukee-based Stephenson truck which became Case in 1912.

Marble had initially envisioned his friction-drive transmission as a standalone product, but with George Swift they built an entire car based around the transmission.

Marble-Swift's ads read:

- No more transmission gear troubles.**
- No equalizing gears used.**
- No cog gears and no noise.**
- Five dollars will cover the repairs on our transmission for five years.**



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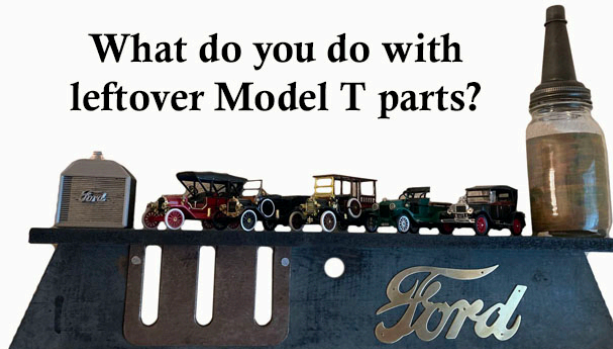
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What do you do with
leftover Model T parts?



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Please list your Model T and/ or any other vintage vehicles owned:

Year	Make	Model	Body Style
_____	_____	_____	_____
_____	_____	_____	_____
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