

Tin Lizzie Gazette



NOVEMBER



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Four Seasons Model "T" Association

From The desk of the President of F S M T A
Mr. Peter Smith

Good Evening Members,,

I would like to start by saying there will be **NO DUES** collected for the year of 2021. But in order to keep track of our members I must ask you to fill out the membership form enclosed, and send it to me. The address is on the form.

Also I am enclosing a note of what our plans are for the next 6 months or so.

Pete.



10/18/2020

Hi Folks,

I hope this note finds everyone warm & well. The purpose of my note is to let everyone know our plans for approximately the next 6 months. .

Monthly Meeting- As you know, after the expiration of CT's *lock down* period, we began to hold monthly "open air" meetings for any one who felt comfortable to attend. We found that maintaining a 6-foot distance was fairly easy when meeting outdoors. Now however, cold weather is upon us thus making "open air" socializing impossible. Additionally, the virus has been spiking recently, thus increasing our health risks. Therefore, we will suspend our monthly meetings until further notice. Our last meeting will be Wednesday Nov 11th; we will hopefully resume meetings in early Spring.

Annual Meeting & Christmas Party Our by-laws require 1 (one) official business meeting each year. We will use Nov 11th meeting at John's as our official Annual Meeting. Business reports will be submitted and the election of officers will be held along with any other necessary business. And speaking of officers, I am very grateful to Anne, Ed and Jack & Marge as they have volunteered to remain in their positions for another yr. This is very much appreciated! However, if you wish to serve the club in any capacity, please let me know prior to November 8th.

There is no expectation for anyone to attend this meeting but of course all are welcome. John P has graciously made arrangements to pipe-in "fresh air" with a fan via the back door and let it vent out through the front. We may be a little chilly but after all, we are the Four Seasons!

Obviously this year's Christmas Party has been cancelled.

Dues. In recognition of the unique year 2020 has been, (and 2021 most likely will be) dues for the upcoming year are being waived. Our financial situation is good. We voted on this at the Sept 9th 2020 meeting at which all officers were present as well as a number of members, it passed unanimously.

Important. In order to renew your membership for 2021, you still must complete an application and mail or e-mail it to me no later than January 31st. I still must submit our official *Membership Roster* to National for

insurance qualification purposes. The *2021 Application Form* will be emailed to everyone as well as attached to upcoming newsletters.

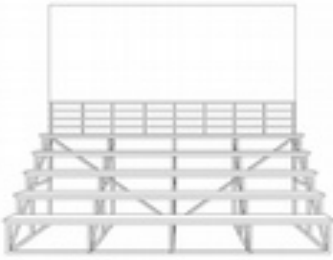
Newsletters Our monthly newsletter will continue but we do need to hear from all of you from time to time. Let Jack and Marge know what you are working on, where you've been, etc. Anything newsy! It's a great way for all of us to stay in touch.

In closing, some folks have mentioned they have felt badly missing the few club events that we have had. Let me assure you no one should feel guilty. These times are unique and you should do whatever makes you feel safe and secure. Hopefully this situation will pass next year. Until then, take all the precautions you can to remain safe & healthy and let's hope for a better 2121.

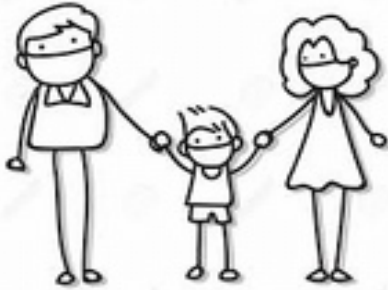
Sincerely
Pete



Things to do out side NOVEMBER ?

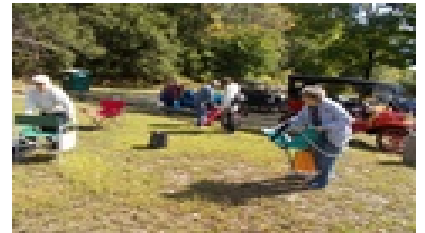


On November 6th to 8th There might be the swap Meet at Thompson Speedway. So far it is going on. But who knows if it does not go on I will send a message out. Till then. ITS ON .



November, 11th ---- There is a Club Meeting at Johns. It is for electing officers for next year. This might be the last meeting of the year. So please try to attend. You bring your mask and we will supply the resting place for your butt.

November 15th ,, This would be the date for the Christmas Party but that is a NO



October 3rd Sat. Fall foliage ride..

Got to John's and John was out side getting his car in order. We took our car off the trailer. Checked a few things also and picked horse chestnuts. Marge and I enjoyed them very much when we went to Vermont.

The other members arrived and we left at 10am. It was a nice day and the sun was out just enough to keep us warm.

I missed a turn but you could not really know because no one knew where we were going . After about one hour we got to our first stop. The McDonald's in Brooklyn. We had our stay and left for unknown territory.

Went through some nice scenery, beautiful farm country, and some big houses many homes were redecorated for fall. We went up and down hills and no dirt roads. We got to our lunch destination. The Mashmucket State Forest. We all sat at social distance, told story's and laughed. There wasn't much water in the streams- we could use some rain.

We headed out and saw more farms and more hills. We went nonstop back to John's and some members went on there own way home.

All in all it was a good trip and we all enjoyed each other's company.

Hope everyone had a pleasant ride and will come again. Those of you who did not make it will try to go on the next ride or tour. We miss your company. That we're 11, tourist in all. And 6 vehicles.

Marge and I recently went on a road trip up north and seen some great treasures. in the woods. Marge was looking for animals and I treasures.
No animals, but some treasure !!



The boards you are looking at are for a canoe Ray is rebuilding. The plane you see ia from his Farther.



We also crossed over some covered bridges



Remember when ????



Photos from Joan Naumec's post in Friends of the FOUR SEASON MODEL T ASSOCIATION

This note is from George King

Good evening all --- This is the second September that I have worked on the Orient. It was a much better than the one I experienced last year. A year ago today, I had not been home from the hospital for a week and I could barely walk. I am much better now do the help and support of so many friends who worked on the Orient as my therapy vehicle.

We have gotten a lot done on the car and you will see the finally of part-one of the car this month.

We left off in August, by finding that we had enough of the proper size chain to get our car moving. The best news, was that we had long enough length. Most chains have one master link to hold each end together. In this chain, each link is a master. In order to hold each link in place, the pins are held in their final location by fitting it with a leather plug to keep them from coming apart.

When I first got the car, I saw a part on the drivers side of the outer body that I thought was part of the former ignition switch. I later learned th

at it was a very simple complete ignition switch. My friend Jason made the key and I added a Waltham Clock key handle to rotate it.

I did work on a few parts for the engine and one that was well needed, was an aluminum drum that covers the ignition timer. It holds the points and can be turned to set the timing.

One of the time consuming missions in September was trying to figure out what missing parts should do, The first one that demanded some resolution involved the chassis and the body. On the chassis, there were two parts of tubing that each had a perpendicular short piece of tubing attached to its end. These are located on the front end of the rear part of chassis and lie forward of the motor when it is mounted.

Another part of the unknown parts are T-shaped hangers that mount of the sill of the wooden body. This sill is a 2 x 4 beam that run fore and aft. There is one hanger on each side of the car and it hangs down below the sill and displays a hole with nothing in it. Well, we started trying to figure out what these did and what they needed. Charlie and I worked on it and mounted a shaft through all of the four holes. To do this we had to pull the chassis up higher to make it align. Amy looked at it and found that if we mounted the T-shaped hanger on the bottom of the sill that the holes would align nicely and that the chassis would be lower. Plan three was to mount the hanger back on top of the sill and machine two steel arms that could be mounted of shafts between the sill hangers and the chassis holes. The application of plans A, B, and finally C resulted in the correct operation.

Frank machined wooden models of the arms and they worked well so we immediately went to steel and soon had the chassis suspended levelly with the ground below it. When Charlie pushed up and down on the front or rear springs, the body moved up and down but our chassis stayed level because the steel arms pivoted on the two mounted shafts.

When I had been making the ignition timer, I noticed that the points were pretty worn; especially the ones on the adjustable screw. I decided that I would attempt to restore them. I asked Jason if he had any points that I could use in his tractor or one-lunger parts. He brought some over and I did make progress. He noticed that there was some lettering stamped on the spring steel used to hold one of the points. I looked at it under a magnifying glass and found that it was French and translated to, "pure platinum." I did some research and found that platinum was used for point contacts in 1900. They now will be tungsten.

While working on engine part, I undertook replacing the push rod (lifter) that connects the motion of the cam to the exhaust valve. In most flat head cars, these consist of a hardened rod with a larger round surface on it that is moved by the cam. This one is (of course) different in that when the cam rotates, it pushes up on a pivot arm that intern moves the rod up to the valve. Thus there is not need for an enlarged surface to contact the cam. It is simply a hard steel rod.

I have learned after several errors that I should ask Frank if he has something before I buy it. I did this in the correct order this time. Frank handed me a box full of valves that I brought home and found an old valve with just the right diameter. I cut the head off with a Dremel tool and installed it in the cam drum.

The last major part we had to install in the body was the restored seat. This work was done by an upholsterer from New York who is a true expert. He restored my seat and my leather dash board as well.

The last part we had to make to complete the body was the Pitman arm. Frank just finished the steel part and all it needs now is a good paint job.

The last photo is one that many of you have seen. It is the 1901 Orient with the completed body.

Our next step will be to take the body off the chassis, put it in the trailer and put the trailer in the barn for the winter. The chassis will go into my shop (with good baseboard heat) and we will mount the engine on it for the test run.

Not bad for a years work but I did not do it. My friends Frank, Charlie, Mark, Craig & Amy and Greg have all helped me for the past year to make this project so far advanced. It is going so fast, it might be called an "Orient Express." (sorry)

--- George

It's Herb's car to a T, and he makes sure to enjoy it, not to coddle it

Herb Savage's Model T isn't a show car. It's what he drives to town, to the dump, to visit friends. It's his car, or rather, his pick-up. It was built in 1924, four years after Savage himself was built.

Savage invited me to go visit a guy named Gumbs up in Canterbury. I was glad to go. I'd never ridden in a T before and never met a guy named Gumbs.

Savage and his best friend Suzie picked me up in Hanover on the first day of November. Suzie rode in back for the elbow room; I rode in front for the full T experience, which in Savage's T includes a lot of fresh air. Bombing down Canterbury's Walker Road, a woody shortcut with grass down the middle and puddles deeper than they look, the experience comes to include water splashing up over the windshield.

Savage doesn't coddle his T. Walker Road's nothing to a car that's been around since Calvin Coolidge was president and Babe Ruth was king.

Sitting shoulder-to-shoulder with Savage, I realize that driving



PHOTO SUBMITTED

Herb Savage and his Model T.

a T is a lot like riding a horse. It depends more on feel and persuasion than on gauges and control.

It's also a lot like knitting while doing the foxtrot. You shift from low to high with a pedal on the left, brake with a pedal on the right, throw it into reverse with the pedal in the middle, accelerate with the fingers of your right hand

while tending to the timing with the fingers of your left while your hands in the middle keep the car dancing in a pretty straight line.

Thirty miles an hour is plenty fast in a car like this. You can exchange words with bicyclists as you pull around them. You can notice the color of a falling leaf. You can give a squirrel a chance to

change its mind. You can honk to people raking in the yard, and the people have time to take a hand at their rakes and wave.

People love to wave at a Model T, and Savage loves to honk. It's a good honk, a honk that goes way back.

Savage doesn't just have a Model T. He practically is a Model T. He drove his first at the age of 9, when he used his father's to spread manure on a field off Savage Road in Preston. He bought his own for \$2 at the age of 12.

He was 23 when he joined the army, 24 when he found himself standing on the radioactive rubble of Hiroshima, a flat desert with a few scorched skeletons of buildings. It was quite a sight for a kid from the fields of eastern Connecticut.

He remembers the burnt wheels of trolleys that had been blown apart. He doesn't remember thinking that maybe technology had gone too far.

We sputter past the hay fields of Woodchuck Hill and the woods of Bates Pond, around the switchbacks of Gooseneck Hill, over the Quinebaug at Butts Bridge, and into the embrace of the yellow maples that arch over Barstow.

Marty Gumbs has a farm and welding shop there. Savage drops the tailgate so Suzie can hop down.

Gumbs has a new 1926 pick-up out of Wisconsin Rapids. An old timer had traded it in on something a little newer, and the used car dealer put it up to auction on eBay.

On the basis of six pictures and testimony that the thing ran, Gumbs took it with a bid of \$5,000. For \$900 he got it trucked to Canterbury.

Savage puts his lanky fingers to the black paint and says, "I'd say you've got a nice car here."

Nice but not perfect. The oil filter leaks a little, and one tire looks too busted for hope. It went flat up in Plainfield on Gumbs' first ride. Now it's off the rim and he can't get it back on.

That's the main reason Savage's here. A person can change a Model T tire with just a couple of screwdrivers if a person knows how, but Gumbs isn't one of those people. He apologizes, says he's just a beginner at this. Savage says, "We

all were once. We all had to learn. That's why I'm here."

So he's here to fix a flat and teach somebody how. But he's also here for mysterious reasons that relate to Suzie, Hiroshima, knitting, leaf rakes, the good honk, and the way the world's going.

Savage says Gumbs' car is a rare case of an original motor on its original chassis. At some point in the last 80 years the floor of the truck bed was replaced with plywood, but Gumbs is going to pull it out, put in "something more authentic."

He's going to get some spare condensers, too. Savage tells him to look for old ones. They aren't so flimsy.

It takes four hands to start Gumb's T: one for the timing lever, one for the gas lever, one for the choke, one for something under the hood.

Gumbs tries it twice. The motor coughs a few times but doesn't catch. Savage sets the choke just so and says to try it again. At a precise moment between the second and third cough, his

hand darts from the engine to the choke, snaps it in, darts back to the engine. It clears its throat, mutters something that sounds like yes, and settles into the quiet, confident sputter of a good car ready to go somewhere.

Savage has his bones down to pick up Suzie and ease her into the back of his T. She's a little gray at the muzzle but has a lot of miles left in her.

Savage pulls the wooden stopper from the milk can he keeps on his running board, tilts it to Suzie so she can lap up a little water. She sticks half her head in there and laps a lot, her tail steady with concentration.

Her lapping echoes in the half-empty can. Savage holds it till she's done.

Glenn Cheney is the author of "Thanksgiving: The Pilgrims' First Year in America." He lives in Hanover.



Model T as seen from the