

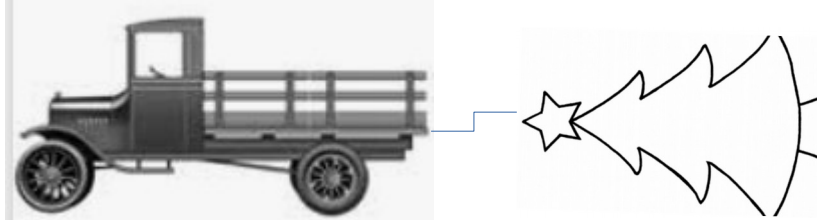


TIN LIZZIE GAZETTE

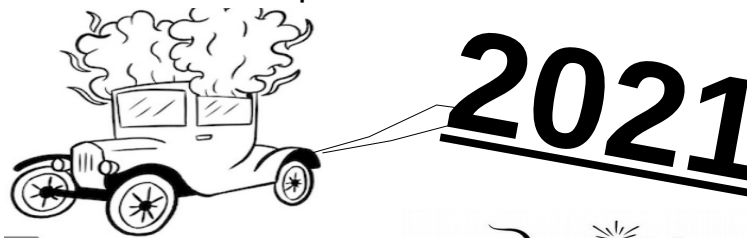


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When you read this the Christmas season will be over.



The year 2021 is just around the corner. Lets hope it will be more active, and less frightening,



President's Note –Jan 2021

I hope everyone is ready for Christmas and importantly Looking **optimistically** to 2021. After all, progress **is** being made! The creation of the vaccine is fantastic news although we won't bounce back overnight,so please continue to play it safe. We are still hopeful that we may be able to do some club activities safely around the April/May time frame Yes these months are a complete guess on our part but we can always hope. Time will tell.



Meanwhile we have to keep our sanity somehow & experts say that staying busy is a good way. I've tried to follow this advice. Earlier this fall I completed building a large shelter for keeping my firewood dry. Currently my most recent undertaking has been to install on my truck before the first snow storm. While I made a good effort, it wasn't good enough... I won't be retiring my snow thrower just yet.... But at least my wood is dry! I am batting 500.

So how about you? What's keeping you busy? Please share your projects with Jack.

Here's to a much better NEW YEAR !
Pete



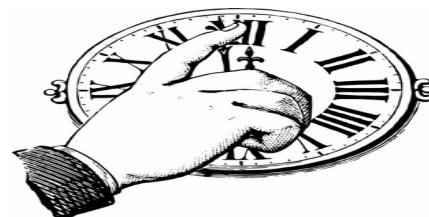


TOURS?

January 2021



Wouldn't it be nice time to go fast forward and get this virus in back of us.



Some people say no news is good news. Well in the predicament we are in now, with nothing scheduled for next year that is bad news. Maybe in the next months it will turn to the better. Then we can get out and go places and do things together.

In the meantime we can think of the things we or you did in the past..

As the story goes John O's father got the "CAR" a model "A" in the 50's. For \$25.00. Of course his father already had a car, so like many others he did the manly thing to do and took a saw to the back and made it into a truck. So he could use it to do dump runs and taking the kids to the garden down the street.



Then when the gardening was done he would take the kids to the town pond in Mansfield, to go swimming.

When John was just a little guy and his legs could hardly reach the peddles his father would let him learn to drive in the fields.

Now Johns grand son is learning the same way. But his legs are a little longer then John's back in the day.

John takes the truck to some cruises and has fun doing it.



Tin Lizzie Gazette

Jan.,2021

I would like to take this opportunity say thanks to Jim Naumec for inviting the members to his garage for anything you might need or want to take home. We all enjoy scavenging through barns and garages. I found something I didn't know I wanted. I was happy to take it home. Marge thought it was pretty cool too. ...boy was I glad!...Maybe something to show at future shows and fairs?. A little support from friends and hunting for missing parts, I should have it running by spring.

If anyone has some thing to sell send a description and I Will get it in the next news letter.

I know Harold has a rear end for a TT and he will let it go cheap. Call and talk to Harold.

THE HUNT IS ON

And he ate the peanut butter.
Anybody have more?



NOV. George King report on the Orient

Greeting all --- The accomplishments for the month of November are pretty short compared to others. The reason is because I have had to send two parts out to other shops to get work done. Nothing big . . . just the engine and the transmission.

With the engine we found that the long shaft from the back was not perfectly straight. It was .005 off center at each end and .010 in the center. This was a new shaft of 1043 steel that Charlie, Frank, and I worked on but it appears that we should have checked for a problem not often seen before we started . . . alignment of new steel.

We found out about the shaft when I brought the crank and flywheels to a motor cycle shop to get the flywheels balanced and everything to final alignment for installation.

We now have bought a shaft of chromoly steel which the motorcycle shop has machined. It is now in a precision centerless grinding shop that I have used for several years.

As for us, we have done no work on lower half of the engine here in November.

As for the transmission, I found that it was missing two interior gears. The planetary transmission has two different sets with three gears in each. One set is missing two gears. I have a friend in CT who owns a very high level gear making shop. (He also owns a very nice collection of pre 1909 cars) I have asked him to make three new gears for me. So far, he is one week late so we have made no progress on the transmission.

Since I did not have an engine or transmission to work on, progress was little at best.

However, I still have other things to do. One thing that has made working on the car difficult is the fact that I sold my lathe and milling machine when I sold the shop. I had a 9" South Bend lathe in the cellar for many years. It had gotten quite rusty. So, I saw this as a good time to get it working well so I could use it.



This is what it looked like when I started on it.

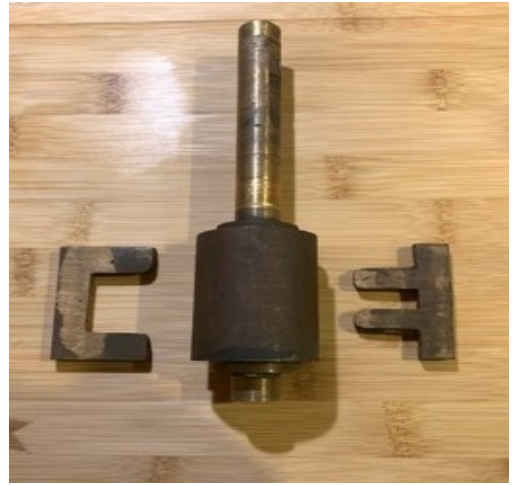
This is what it looks like now.

While I was working on that Frank kept working on other parts for the first test run. Frank gave me some new carburetors to use for the test run and then he make a manifold for the carb that attaches to the Aster engine.



Nov George King notes

I have also spent a lot of time this past month to redesign the water pump for the cooling system. The pump that came with the car has a patent date of 1898 and it is a very cool looking old bronze pump. The problem is that the initial design did not work well. In fact it stopped working all together.



This is the pump and the impeller for it. The impeller had two bronze blades that were forced against the interior wall of the pump. Many things has gone wrong with this starting with the spring that pushed the blades out had broken into several pieces. The blades move back and forth and reduced the ability to move water. These problems resulted in the pump turning but pumping no water. It is my opinion that these failures resulted in the engine over heating which caused the piston to seize. What happened after that was a broken piston, bent connecting rod, the transmission braking the long shaft etc. No good news in this story.



I had planned to replace the old pump with a modern bronze marine pump that I have used several times in my salt water life.

This is a Jabsco marine pump. In fact, this is the one that I bought for the Orient. One of our Orient crew teaches science in a Long Island high school. She looked at it and the original pump and came up with a proposal that we modify the interior of the old pump and fit in a modern plastic impeller. I spent several days changing dimensions and designing parts. Frank and I had a meeting this week and he will now begin machining a test piece to fit with both the old and the new parts.



I waited a couple of extra days to make this November report because I wanted to attach all of the current parts to the cylinder just for a nice ending photo. Here is how the top of the engine is getting ready for the test run.



.....George