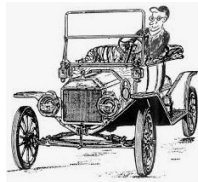


MARCH 2021



Just think **SPRING IS COMING**



Click on link

https://www.jacquielawson.com/ecard/pickup/rcec366e3d79a42758a3c9e2d6a5c9a21?source=jl999&utm_medium=pickup&utm_source=share&utm_campaign=receiver

If you can't go to this link, it's no big deal.



Presidents Note – March 2021



Even though Covid-19 is still a major part of our lives, I feel much more optimistic about the future in general. Just look at what has been accomplished over the past year. We have shown the discipline to stay home, cancelled vacations, worn masks, social distanced with one another... and, it has been working! Last year we learned that we could caravan safely and actually enjoy social distance picnics. Now, this year, we have a vaccine roll out working in our favor... So yes, I am optimistic about what we have done and what we can do with thoughtful actions and careful planning.

Regardless of what this year holds for us, we must still be comfortable about what we are doing and how we are doing it. We know that following the cautionary steps published by the CDC has worked well for us last year and we will continue following their guidance as we plan club activities.

I hope you can feel that progress is being made and share my optimism for even a better year for all of us.

Stay Well

Pete

PS: I still anticipate we will have a “dust off” tour sometime in April, if the weather permits. If it doesn’t, there’s always May. So start doing your safety check now so that you’ll be ready to roll.



TOURS

MARCH 2021

Hello Fellow Members.

There is nothing schedule for March—that is not new-- but we can change the clocks March 14th that will be making us feel better.

St.Patrick's Day-- March 17th

Then there is the first day of **SPRING** on March 20th



March 19th day is Red Nose Day



March 22nd National Goof Off Day --- like we are real busy---

March 29th is National Vietnam War Veterans day.

My hat is off for the Veterans



You may have heard the weather proverb, “If March comes in like a lion, it will go out like a lamb,” which means that if the month starts off stormy, it will end with mild weather. There is, however, a different interpretation: The constellation Leo, the lion, rises in the east at the beginning of March and thus the month “comes in like a lion,” while Aries, the ram, sets in the west at the end of the month, and hence, the month “will go out like a lamb.”

Here is a old picture I found lately. Does any one know were this was taken? The picture was taken in the 20s and it is in N.Grosvenordale





TOURS

MARCH 2021

It's vaccine time hope every one is doing it or going to.



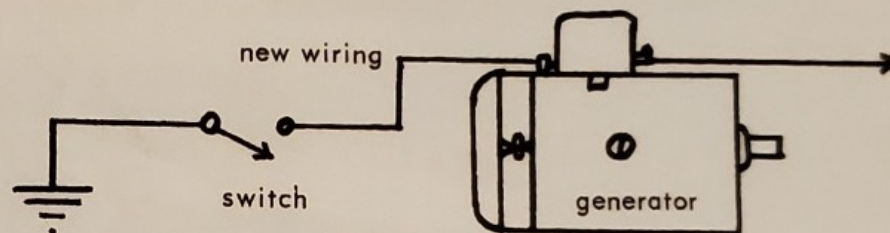
Looks like Marty has been out and about



Improving Power and Battery Life

With a Model T equipped with a generator, there are several occasions when it can be advantageous to be able to turn the generator off. "What?", you say. Yes, several instances come to mind immediately. With only twenty horsepower to work with, the generator, when working properly, produces ten to twelve amperages no matter what the battery requires. It takes three to five horsepower to run the generator. That is about twenty percent of the power that could be going to your wheels, helping you pull those hills. If you are running on the magneto and not using the power you are generating, and you are not running with your lights turned on, you are overcharging your battery. This is bad for the battery and will shorten its life.

You may have seen an extra switch under the front seat just behind the driver's left leg, or on the bottom of the dash, and wondered what it was. Quite possibly it is a generator cutout switch. It shorts the generator directly to ground. On my Coupe, the switch is to the left of the steering column on the dash. If you are driving down the road and flip this switch, the only thing you will immediately notice is that the ampmeter will show no charge. There is a long and scientific explanation of what is really happening when you ground out your generator. The above mentioned reasons are enough for me but you can ask an electrical engineer if you wish for a more complete explanation. I have had one of these switches on every generator-equipped car I have owned and they are a very useful 'old mechanic's modification'.



The Restoration of the Orient

Happy End of the Month ----

As you may remember from back in 2020, we were waiting for a couple of things to be completed. They were gears for the transmission and the long shaft for the Aster engine. We could not make progress on the engine or the transmission, until we got the parts. So, progress was slow but I had time to work on little parts that still needed attention.

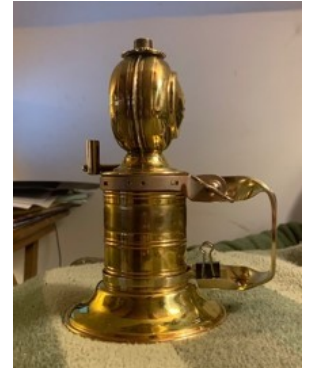
One of the things I made were rods that connect the gas lever and the timing lever to the carburetor and the timer.



I also made the two levers, which I may have shown you, but for the record I made them out of Model T Ford levers just because I could.



Another good thing to work on was the headlight. When I bought this lamp all of the nickel plating had been removed and it had been lacquered. The plating shop that I am going to use told me to disassemble the lamp and remove the lacquer. I also have to build parts by which I can mount the lamp onto the car. I have learned how to turn and bend brass. Believe me, it is very different than the process for steel.



While I was working in these parts, Frank was working on the pump for the cooling system. The original pump was patented in 1898. It did not work well mainly because it was bronze and bronze and it had worn badly and a spring had broken. The pump could turn but it could not pump water. I believe that this made the engine to overheat and seize causing all of our problems.



I had purchased a new Jabsco pump that I had used in maritime applications. I was going to install this pump in the car but one of our Orient crew, Amy, came up with an adaptation of the Jabsco to the original so we could keep the original bronze pump with a new interior.



Restoration of the Orient

This is the original pump on the left and a new Jabsco on the left and the modern pump on the right. Frank made a new cylinder that we could install in the original pump and turn a Jabsco impeller inside of it.



This is the new cylinder with the impeller. At this point, Frank tested the rotating the impeller and found it to be very difficult to turn. In fact, it would get more difficult to turn when we installed the cam to force the water out of the pump. This appeared to be a problem and my calculations proved that it was. The Jabsco pumps are used on marine engines over 300 horse power. They would have no trouble turning these pumps, but the loss of power from our 4.5 HP engine would not work.



Sooooo, we are replacing the Jabsco impeller with one that I will show you in a later month.

When I found that two of the gears in the transmission were missing, I had to have them replace. There were three gears in the set and I had one. I brought this to a company who said that they would have them done in three weeks. Three months later, I went and got them.



A week after getting the gears, I got the long shaft for the engine. We had a difficult time getting chomemoly steel for the shaft and than had to wait a long time to get it precision ground.



The three shiniest gears are the new ones. Try to figure out why the two arrows on the inner gears are facing in the opposite direction.

I hope that next month's report will be a lot more exciting than the past few have been. Either way, I shall keep you informed.