



Attention

This will be the last news letter from Four Seasons Model "T" Association



Do to the lack of interest ,we will no longer take the time to prepare the lies that are made up. Or the jokes !! here is one for you.. .

Knowledge is knowing a tomato is a fruit; Wisdom is not putting it in a fruit salad.

Then I found out that when someone hugs you and you fart, it makes them feel that they are strong.



The president left the building.

Why can't your nose be 12in. Long??

Because it would be a foot!

What is the difference between a hippo and a zippo?

One is heavy and the other is a little lighter



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Yes it's that time of the year. The first of APRIL
And this news will go on and on and on. So enjoy !

THE TIN LIZZIE GAZETTE



A - You are Attractive,
B - You are the Best,
C - You are Cute,
D - You are Dear to Me,
E - You are Excellent,
F - You are Funny,
G - You are Good-Looking,
H - Hehehe,
I - I'm,
J - JOKING.

Happy April Fool Day!





TIN LIZZIE GAZETTE

April--2021

President's Note - April

As mentioned in last month's note, there has been much progress made in the fight against Covid -19. I'm convinced that the key to protecting others & ourselves lies with the CDC guidelines regarding, masking, hand washing and & vaccinations. I have now completed both shots and I hope all of you have as well.

Jack & Marge have reported that there are a number of events which we have enjoyed in the past and may now be happening again. I just received a registration form for the Mystic Seaport, By Land & By Sea. Anyway we are cautiously moving forward with our activity planning, the first of which will be a Dust Off Tour in April. We also plan on holding our first monthly meeting of the year in May. We are looking for suggestions so tell us what you would like to do this year as well as what concerns you may have. We will try to address both.

As long as there isn't a "surge" we will continue to make plans. I look forward to seeing many of you soon as we once again tour some old country roads.

Pete

Ps: Please let either Jack & Marge or myself know whether or not you will be attending the Dust-Off Ride



Dust off your car { new or old } and see what is under all that dust.



This is a sad tour or ride page.

Do you think we can change that on APRIL 18

APRIL 4th -----Easter Sunday

APRIL 14th----- should be a meeting at Johns.....

APRIL-12th—National grilled Cheese day

APRIL ----18th---- Dust off ride----- bring a lunch and chairs

Will meet at Johns and leave around 10:30 AM.

**APRIL--- 24TH---SATURDAY, NIGHT CRUISE, LOOS and CO.
Jct 169 & 101, 3pm till dark!**

APRIL -30---Arbor Day

**MAY ---sat.1st & sun. 2nd----- ZAGRAY FARMS ENGINE
SHOW & Swap Meet**

Early to late---- come as you are

PS—let me know if you can go on the DUST OFF RIDE
And remember you can use old or new car.

Cal ---Jack---860--818--0762

Greetings all ---- February was a short month but a good one. The best news was the arrival of the flywheels, shafts, and connect rod/pistons from the machine shop (read motorcycle shop) that balanced and aligned them.



When we got the parts back with the crankcase, we had a number of little jobs we needed to complete to assemble everything.

I had to put a couple of screws in the lower crankcase to stop two oil leaks from old taped holes. I have no knowledge of what the screw holes are for. The bronze bushing that you can see behind the gear and one on the other size had to be drilled a little (but not through) the bushing sleeve. This had to align with a similar hole in the bottom of the crankcase holder for the bearing. The two holes were filled with a pin to hold the bushing in place.

On the top, I made a gasket for the cylinder fitting to the case.

This engine has a connecting rod that does not have a bearing cap on the bottom of the rod. It is fit by sliding it onto the crank pin when assembling flywheels. As a result, you cannot push the piston, on the rod, into the cylinder and put the cap on the bottom of the rod. To install the piston in the cylinder, you need to put the rings on the piston, hold them with a ring compressor, and lower the cylinder over the piston. This was a totally new skill I had to apply for the Aster. I was very fortunate to have Charlie with me. He has done this several times on his antique motorcycles.



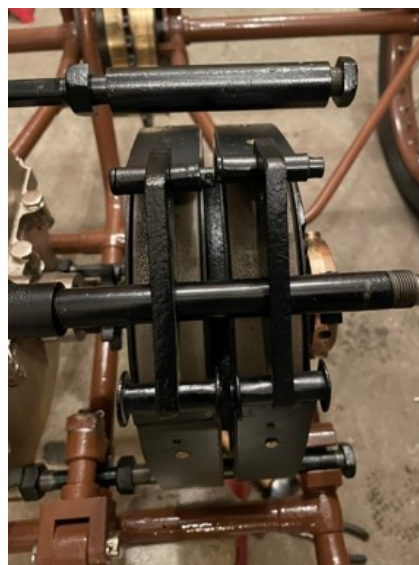
These photos show the piston mounted on the rod but before we placed the cylinder on it. In the first picture, I have mounted the drum that holds the gear from the crankcase and the gear (twice the diameter) that holds the cam and the push rod guide on top. The second photo shows the timer mounted to the cover of the drum. The small black piece of iron that is on top of the timer is what the spark lever attaches to from the steering column.



In the photo to left, I have attached the cover on the timer. This completes this end of this engine. The picture on the right was taken the day that Charlie came over and helped me put the cylinder on. We then put the head on which makes it look pretty good.



After the engine was assembled, but not ready to run, I began working on the transmission.



The photo to the left shows the transmission on the long shaft. Outside of the transmission you can see that bronze clutch control. To the left of that is a silver part which is a new bearing that I am currently working on to support the long shaft when the engine is running. To the left of the bearing is a cast iron ratchet which is attached to the shaft to start the engine with the starting crank that is outside of it.

On the right, you can see the bands for the transmission drums in place. In addition to these bands I am working on the connection links between the pedal on the floor boards that control the clutch. There will be more about this next month. We are missing parts on how these go together more difficult is the fact that there are no examples of this transmission that we know about.

Oh well, I guess we will just have to be inventive.

---- George