

THE TIN LIZZIE GAZETTE



September 2020

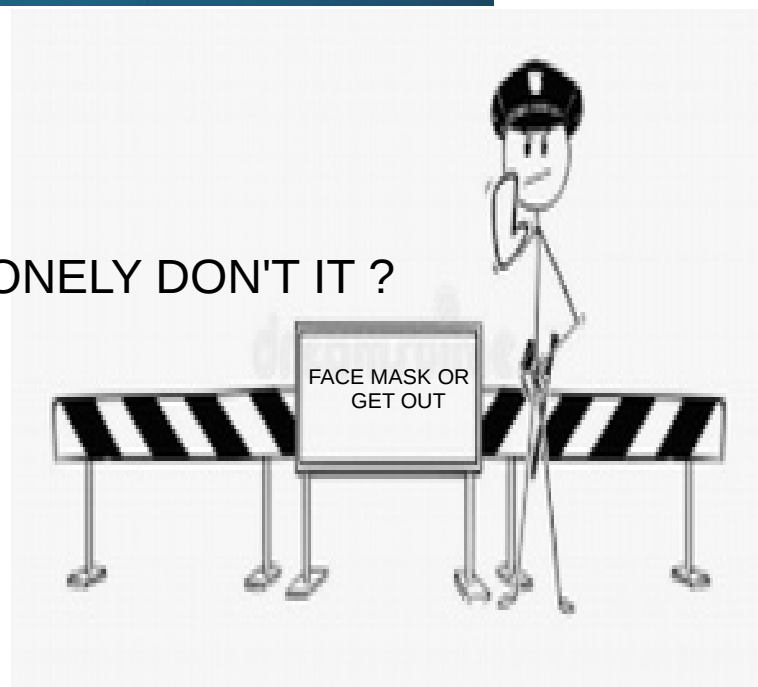


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LOOKS LONELY DON'T IT ?



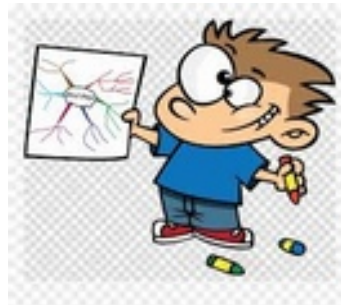
President's Note - September

Traditionally September has been a great month for us, i.e., Woodstock Fair, Big E and Mystic to name several fun events. Mystic is the only one which did not cancel this year, yet it's decision to stay open came with certain "changes" which has made the trip less inviting for many of our members. As such, our club will not be attending this year.

We do however want to embark on a Fall Run (or maybe two?).

Jack is currently working on the details.

Watch for announcements shortly



Hope all of you are enjoying summer!

Stay Safe

Pete



TOURS



September 2020

TOURS ?? Not yet [this year sucks] but here are some of the projects that are started and are coming to a close

Well we came up with a tour on August 29,2020. It will start out at Johns at 9:30am. Go on some back roads and some mite be dirt –we can not help that-- and end up at the Lebanon History Museum, where we will have lunch that you brought with you. Maybe we will go on another ride or go back to Johns and then go home. Rain date? There is no rain in the future so don't even think of it.

Now for what is going on in your neck of the woods.

Marty finished the truck. And what I heard he sold it. That was fast.



Went swimming today.
Took a pee in the deep
end. Lifeguard noticed.
Blew his frikking whistle
so loud I almost fell in.

Jim is looking for seat springs if you have some let him know

I have a picture of Andres 62 all done up, but I can't find it. But when I do it will be in the news letter. It really looks good!

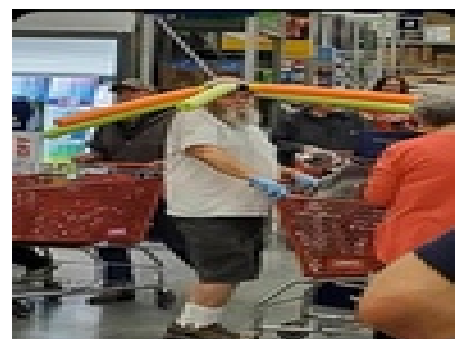
Did you wash your paws?



**Nail Salons = Closed
Lash Salons = Closed
Hair Salons = Closed
It's about to get ugly
out here!**

**THAT MOMENT WHEN
YOU'RE WORRIED
ABOUT THE ELDERLY
AND REALIZE THAT YOU
ARE THE ELDERLY. 😊**

Keep your distance



This is what George is doing

The main exercise for the month was to get the paint on the Orient body looking the way I wanted. The problem I have been having is caused by the new chemicals used in what is still called "enamel" paint but it is really quite different. The main difference is that it is thick and it dries very fast. The primer is especially difficult to work with. The second time I used it, which was for the seat, I mixed it with 50% lacquer thinner just to make it spreadable.

I have gone through three quarts of black paint for a body that is four feet long and 27" wide. The original plan was to use 20% Penetrol, no additional thinner, and black paint from the can. This always resulted in paint with brush strokes showing. I would then sand down all the paint and try again. The final solution was 66% Penetrol, 20% thinner and black from the can. I brushed on the paint with the best and finest natural bristle brush I could by. This was followed by two coats, rolled on with a 6" roller of 3/16 nap. The paint was heated with a hot air drier aimed by my grandson, Sean, while I rolled it. That did it. The final paint job was then allowed to dry for ten days and then compounded with a buffer followed by polish. The first photo shows the final body paint.

One of the red-letter days was shortly after the body had been painted and polished. I was finally able to start assembling the car. The look of the crimson chassis parts looked good on the black body. I now feel that we are on the down hill part of the journey.

One of the biggest accomplishments of July was the finale of wheel construction. Parts had been purchased from three companies from California to Massachusetts. It had the hubs machined in CT. It was assembled in CA and then painted in CT. The last step was to build the wheels by a professional in Auburn, Massachusetts. I still have to mount the wheels but these should be in the August report.

Continuing with the parts as they came from Long Island, I began work on the transmission. This required a lot of photos so I can reassemble it later. I had it blasted and polished the bronze parts for the clutch. I also replace the lining on the four bands and saved some of the same material for the clutch pads.

In addition to the larger jobs I usually keep a small job around. This includes such things that need short work such as priming or painting. A good example is the bands for the transmission or the steps for driver and passenger to get in the car. Some of the smaller jobs are not so small. A case in point was the number of ten days that we needed to let the car dry before polishing. The replacement job was the painting of the walls and floor of the trailer.

One of the jobs that took more work than one could have figured was the seat compared to the body. The body of the car has basically eight parts while the seat has 33. I stripped the paint, and did more sanding than one would usually anticipate. In addition to a lot of pieces to strip and sand was a number of repairs. There were six spindles that need to be epoxied and one in particular that needed multiple techniques. There was also a steel support rod that needed a weld repair as well and new holes.

While working on attaching parts to the body and restoring the seat, I also worked on the steering tiller. One of the missing parts from the tiller is the Pitman arm that transfers the movement of the tiller to the steering rods on the front end. Frank made a wooden Pitman arm for me to use once we have the car together enough to get the necessary measurements to complete the steering. This cannot be completed until the wheels are done.

Meanwhile, back at the ranch, work is still being completed on the engine. Frank and I have changed the dimensions of the connecting rod and he is currently making the final aluminum rod with the bronze bushings. Frank has also made the test Pitman arm as mentioned before but he has also made a plastic test packing gland nut for the transmission shaft.

Charlie has made a new bearing for the transmission shaft as well a many nuts for the connecting rod pin and the main shafts that from the crank shaft through the fly wheels. He has also machined the tapered end of the transmission shaft into the flywheel.

I am currently reaming the diameter of the crankcase to install the new bushing that Charlie has made.

I think that the next main focus for the Orient will be to mount the tires. Then we can assemble the front and rear ends of the car and place them together. We can work on the steering parts. We will continue with the engine and hopefully get the head repaired and mounted.

We shall keep you informed toward the end of August. Until then, the last two photos are the car today.

--- George

