TIN LIZZIE GAZETTE

Volume XVIII

February 2022

ISSUE No. 2

For Many of us this is reality, …….However, Marty, Linda, Ed and his grandson don't let a bit of cold weather slow them down. It looks like they had a nice drive around the Lebanon Town Green on January second




Martin took Herbs T for a ride around the Lebanon Green. Fairly good day for it. Then took the back roads home



Boy does this look familiar!!!! Hahahaha

Heard about Town

-Or-

Upcoming Events

Marty has something he has been working on to share with us when we start meeting in person again……

Breakfast of Champions

February will be another stay home and stay warm month!

Did I mention seven weeks to our next meeting?

Tin Lizzie Gazette
February 2022

President Report 2022

Hello fellow Members,

I hope you had a good Holiday, It is always good to be with the family and friends on these special occasions.

Also on a happy and sad note, as you all know the drawing was held on January first 2022. Only one member got the free membership to the MTFCA, for a year. That is a $40.00 value. The winner was ---Mike Kolar, from Colchester Ct. A new member of all things. Congratulations to Mike. That was the happy side.

Now on the sad side we have to wait till next year to enter in the drawing,if the MTFCA has one.

It sure has been cold can't wait for the temperature to get above 40 degrees. So I can start roaming around the block.

It was above 30 so I thought I would go for a ride. But the "T" had better ideas. After 2 hours of killing the battery and jacking the rear up, [like the old timers suggest] the "T" finely started! But you guessed it ,,it was to late so I left it in the shed.

As I was walking to the house I met Marge and broke the news to her. She wasn't to happy because she was looking forward to getting cold. By now the temperature was in the low 20's. Maybe another day.

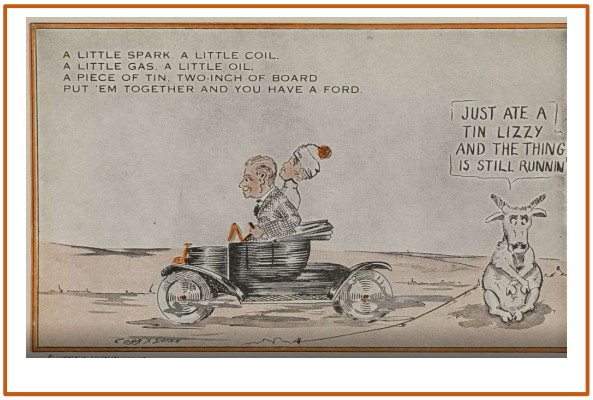
There isn't much going on so stay warm and look for pictures of your car and send them to any one of us and the Vintage Ford magazine . They are still looking for them. You could make the mag! Or in the Tin Lizzie Gazette

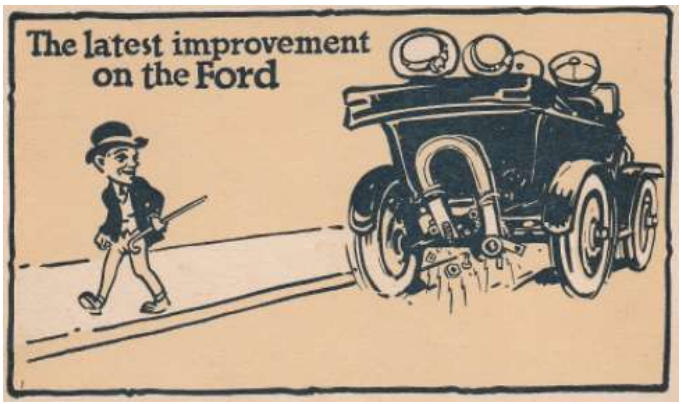
Marty has been working on another Spark Plug Display. Can't wait to see that! Anybody else doing some thing? Let Marty or Ed know .

Hope to see you all on March,9th At Johns.

Jack -President of FSMTA our model "T" club

PS== The picture is my 1927 Tudor





Remember, seven weeks to our first in person meeting of 2022!!

If anyone has a place to go just let Marty and Ed know (or here) and we will pass it on.

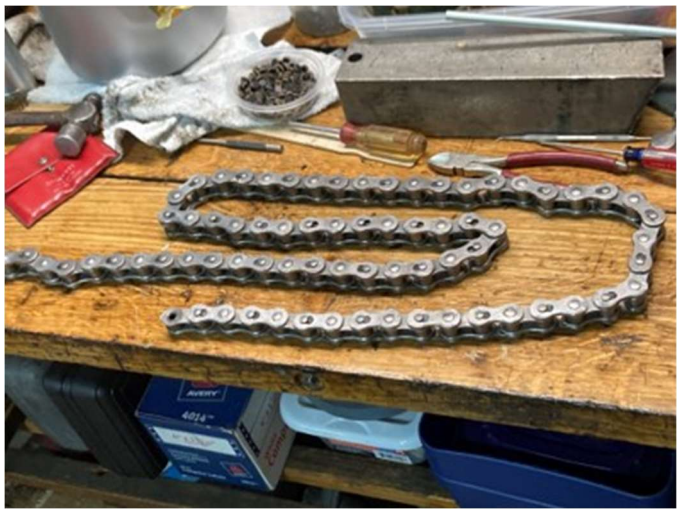
I ran into a dilemma with my '24 coupe that came out of a Connecticut valley tobacco barn. All four tires were, …. completely shot. The sidewalls were beyond rotted, you could look right inside the tires and see the blown out inner tubes. I didn't want to simply roll the car around on the metal rims and ruin the rims, and I didn't want to invest in a set of new tires simply to be able to move the car in the yard, and trip to "Hersey" didn't yield a set of "roller tires".

Then I had the idea, …… could I repair the ties?, …. At least well enough so they would hold air and let me move the car? After some thinking, and trial and error I came up with a plan. I first sewed the two sides of the split sidewalls together with some twine and a baseball stitch. (This was just to hold things where they belonged temporarily.) Then I used regular Weldwood "Contact Cement" and brushed it on the inside of the tire, then laid in a layer of fiberglass cloth. Repeating this on both the inside and outside of the tire allowed me to build up and repair the blown out section of the tire. I also did this where the sidewalls were particularly rotted.

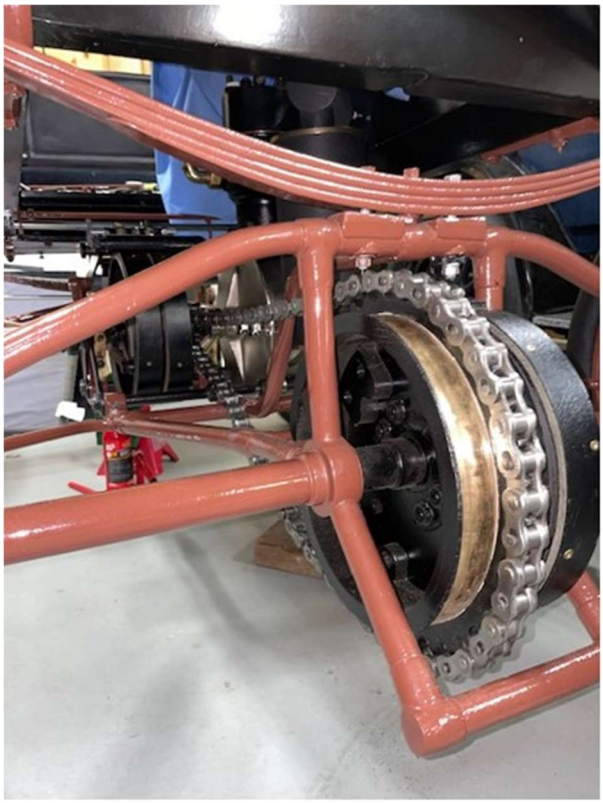
So far this has given me a set of "roller" tires that hold air for about $30.

George King has provided an update on his wonderful Orient car restoration. Thank you George!

So, I will now bring you up to date with the Orient project.



The main focus on the Orient was the chain that is used to connect the transmission to thee differential.



This photo shows the chain on the car and also shows our two problems with this. If you look at the bottom of the sprocket on the differential, you will see that the chain does not fit tightly as it should. The other problem is that the chain is not straight. In fact, the chain struck a part of the chassis. The vertically positioned chassis rod was actually damaged by the chain hitting it.

In this photo, Charlie and I are removing the small sprocket for the transmission drum. Charlie would machine the face of this sprocket to make it fit closer to the drum.

The reason that the chain did not fit properly on the sprockets is because the rollers are .625 in OD. We have determined that the proper size is .5625. Charlie made a tool to disassemble the chain links so we could remove the rollers and replace them with those of the correct size.

I was able to purchase tubing with the correct ID and OD. The problem was that the tubing came in three foot long sections. Frank made a cutter that fit on his lathe and could always be reset to cut the came length piece of tubing. He made 80 rollers for our chain.

While working on the chain by passing it on from one to the other, we went to work on creating rods and pivot plates to move the parts on the transmission for the low speed and reverse drums of the transmission. Here you can see Charlie and Frank working on one of the test plates. The plate will tighten the transmission bands on the drums. The plate has several holes in it so we can test a variety of control rod lengths to we what works best. These parts were not with the car when I bought it. We have had to invent ways to control our car.

In the above photo you can also see a three foot aluminum measuring tool. This tool is lying against the points on the sprocket to check our alignment changes.

This is one of the transmission drums which are made of cast iron. The bronze shaft that passes through the drum is attached to a bronze plate that is turned by the gears. The shaft firmly holds the sprocket which is press fit into the bottom of the shaft hub. It turns in whatever direction the bronze plate is moved by the gears. The sprocket then moves the differential which then moves the wheels.

You can see the outside surface of the sprocket that Charlie faced in his lathe. I used a die to cut threads lower on the shaft. I pressed the sprocket onto the shaft and hold it down with the nut seen to the right. The threaded end of the bronze, which now protruded from the nut, was reduced in height by Frank on his milling machine.

The two links that are shown below, connect the T-shaped plate shown above to the bands mounted on the transmission drums. When the diver pulls or pushes the transmission control lever, which is above the steering tiller, it turns the T-plate which pulls one of the band tightly around the drum. This makes the car move forward or backward depending which drum is stopped.

Now, here is some new information for you.

I am a member of the AACA and the Westerly (RI) / Pawcatuck (CT) Region. Most of the members of this chapter buy a car and enjoy it by driving it to club events. They are a nice group of people but I don't think that many of them restore cars. The president of the chapter ask me if I would make a presentation about the Orient and invite the Orient Crew to join me. I accepted and asked four of the crew to join me and present their own experiences with the car. We were well received by an enthusiastic audience. We were also join by Gregg Anderson who is a member of the Metz organization in Waltham Mass. He video taped the event.

Now, here is a bit of new news that will be especially appreciated by George Albright. Since the Orient is getting close to completion, I have been looking for a new project. Since it was built so close to where my family lived, I decided to buy another car built by Charles H. Metz. I have purchased a 1915 Metz 22. Now all I have to do is run out to Michigan and pick it up.

So, this is where we are today. We are still working on the chain and making a new packing gland for the transmission shaft.

--- George

I Thought I would continue to share some excerpts from this early “Cyclopedia”. I think it is an interesting perspective from the time when the Model T Ford was truly cutting edge technology and just starting to roll out of the factory as the latest in modern technology.

Cyclopedia of Engineering

Editor-in-Chief
LOUIS DERR, A. M., S. B.
ASSOCIATE PROFESSOR, MASSACHUSETTS INSTITUTE OF TECHNOLOGY

CHICAGO
AMERICAN SCHOOL OF CORRESPONDENCE
1908

HISTORY

Nearly three centuries ago a German at Nuremberg proposed to drive vehicles “2000 paces an hour by means of springs,” and similar carriages were proposed by others. In 1759 Dr. Robinson called the attention of Watt to the possibilities of steam vehicles. In 1763 to 1769 Cugnot, a Frenchman, designed and built with the assistance of the French War Department, a steam-propelled gun-carriage and in 1797 a four-passenger tricycle capable of four miles per hour. In England a practical result was shown in 1781 by Murdock and in America by Oliver Evans in 1804. These were mostly steam vehicles, although gunpowder engines much resembling gas engines were among the earliest proposed. Compressed air was also used, notably by Mann in 1822 and others.

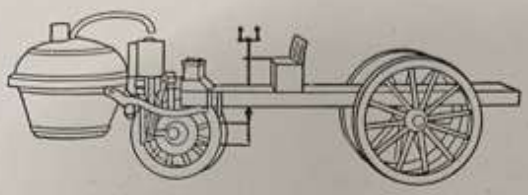


Fig. 1. Cugnot’s Steam Carriage, 1769.

The first half of the 19th century was marked by many attempts at motor road-locomotion and many vehicles, particularly omnibuses for public hire, were made and operated between 1820 and 1844 by Hancock, Gurney, Church, Fisher, James, Squire, Russell (constructor of the Great Eastern Steamship) and others. These vehicles were operated with success on regular schedules over regular routes, were much liked by travelers and were crowded with passengers, and they bade fair to inaugurate the horseless age and bring in an era of cheap transportation.

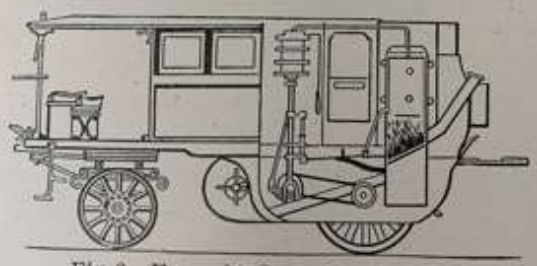


Fig. 2. Hancock’s Steam Carriage, 1835.

Public opinion, however, was not with these vehicles. Horse users and stage drivers were very bitter against them. The Road

Trustees imposed unjust and discriminating tolls and the ill feeling and prejudice finally resulted in restrictive laws prohibiting a speed faster than three or four miles per hour and compelling a man to precede the vehicle with a red flag. The result was that the industry died and did not again exist in England until the passage of the "Light Locomotives Act" in 1896, a loss of more than 50 years and of millions of dollars that would otherwise have gone to the English nation. In the meantime the locomotive was developed to run on special rights of way and the traction engine plodded at a snail's pace whenever it used the highways.

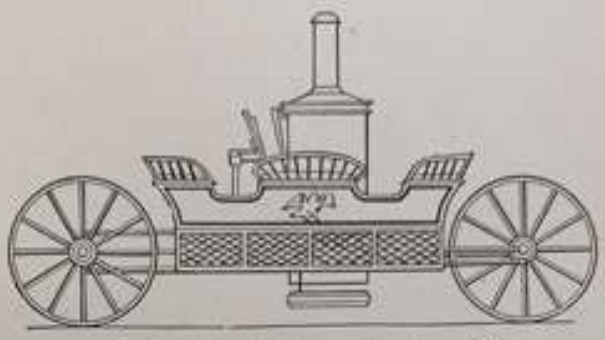


Fig. 3. Fisher's Steam Carriage, 1840.

Occasional Experiments. Occasional inventors made experiments from time to time in France, Germany and America, but for one reason or another none of these found favor In 1860 to '62 Lenoir, a Frenchman, designed a gas engine of the four stroke cycle type and applied it to a motor vehicle. Ten years later the elder Bollee built one or more steam vehicles which received some use on French roads. About 1876 Fawcett, at Pittsburg, built an omnibus using a Brayton internally fired engine burning liquid fuel. Ten years later Copeland in America fitted small, light steam motors to bicycles and tricycles with some degree of success, while Daimler and Benz in Germany about the same time applied gas engines of the four cycle type successfully to motor vehicles.

The next ten years marks the beginning of the present motor vehicle industry. In Germany, Daimler developed the small high speed motor which is admittedly the predecessor of present day practice. Benz, his countryman, confined himself more to the application of engines resembling stationary engines, and while very successful, so far as quantity of vehicles made and service rendered is considered, did not influence the industry as did Daimler whose inventions were taken up in France about 1892 or '93. In America, occasionally experimenting since 1886, the Duryea Bros. began continuous work

on gasolene vehicles in 1891, which work unlike many experiments, has been carried forth continually since. In 1893 Sturgess, of Chicago, exhibited an electric vehicle at the Columbian Exposition.

In 1894 and 1895 very successful road contests were held in France and attracted the attention of the civilized world. These were followed by several automobile events in America, the first of which was the Times-Herald contest at Chicago.

Fig. 4. Five Horse-Power Runabout, 1896 Model.

Pioneers. It is difficult in a historical account, to set a proper value on the various experiments and attempts made in different parts of the world, for no one can say what bearing or influence any particular experiment may have had on the work of later builders. It is eminently proper, however, to give credit to work that has continued with little or no interruption into the present period; to work that showed marked pre-eminence either by the results accomplished or by the means and mechanism used, and to work that has in any way stamped itself upon present practice to a noticeable extent. Judged by these standards the pioneers in the electric vehicle field were Sturgess, 1893, Morris & Salom, 1894 and '95, Woods, 1895 and Riker, 1896. In steam vehicles the work of Copeland was followed about 1896 and '97 by the successful steam carriage of Whitney, which was the direct predecessor of the product of the Stanley Bros., first introduced to the public at Charles River Park, Boston, Mass., in the fall of 1898. In gasolene vehicles, the

Fig. 5. Two and One-Half Horse-Power Phaeton, 1896 Model.

…….To be continued……..

Four Seasons Model T Association
2021 Membership Registration Form

Please return this form to:

Peter Smith
167 Daleville Road
Willington, CT 06279

Name:

Address:

Town: Zip:

Phone:

Email Address
Note: Are you a member of *The Model T Ford Club of America*? **Please circle one**:
Yes No

2022 FSMTA Chapter Dues **$15.00**

Please List Your Vintage Vehicle(s) Below

Make _____ Model _____

Body Style _____ Year _____

Number of Cylinders _____ HP _____

Make _____ Model _____

Body Style _____ Year _____

Number of Cylinders _____ HP _____

Make _____ Model _____

Body Style _____ Year _____

Number of Cylinders _____ HP _____