



TIN LIZZIE GAZETTE



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ISSUE No. 8

Tim Kenney was out and about having a great time!



Heard about town.

Or

Upcoming events.

REMEMMBER!!!!!! Our next meeting is Wednesday August 10th

July 29th – July 31st The Lebanon Country Fair, 122 Mack Road Lebanon CT

August 25 – 28 Brooklyn Fair, Brooklyn Fairgrounds, Brooklyn

Sept 2, 3, 4 & 5 The Woodstock Fair "Always Labor Day Weekend". Woodstock Fairgrounds South Woodstock

Sept 23rd, -- By Land and By Sea – 25th annual Antique Motor Vehicle Show, Mystic Seaport (letter and entry form at the end of the newsletter)

The best kind of a great time!!!!



FOUR SEASONS MODEL 'T' ASSOC



July 2022 President Report



Hello fellow members,

These past few weeks have been busy. I will try to recap what went on but there was so much so don't forget to read the next page, and look at the pictures. I may not have them in order but I will try.

The boy in the picture with the trophy is Tim's grandson, Andrew. He got the trophy for entering Tim's truck and Marty got his trophy for entering in class F truck .



August is not busy. So if you have a ride planed and like some company let us know.



JULY 9-2022- LYMAN HIGH SCHOOL CAR SHOW

That was the place Marty and Tim got first place trophy in there class. Good work.



JULY 10 MARTY'S TOUR



We gathered at Johns and left at 10:30 hoping others will show up. We had a good ride To the Kirby Mill, all six cars and one truck, and 13 people this includes a new member Christopher Paulin and our honorary member Jesse. The mill was converted to a school Of Fine Arts and ware house space. The building itself was beautiful. The dam was at our back and Ed saw something special and was taking a picture. Marty took some good pictures of our cars and truck in front of the Mill.

We headed out to have lunch at the Mansfield Hollow picnic area, that is where we ate a year ago . If you remember that is the place when Marty sat on a log to eat. Well this time he sat on a tree stump. You would think he will bring a chair !

We had a story session and headed to the Grist Mill. The roads that Marty knows through the woods is a thrill. We went on some up and down dirt roads . The road that took us to the Gurleyville Grist Mill was down hill for what seamed to last forever but at the end was the mill.

Arriving at the mill , we looked around and a volunteer came and showed us around. The Mill is being renovating, but there was a lot done already. There was a small gift store also. From The Gurleyville Grist Mill we headed back to Johns house.

JULY 15 ---- Meeting at Johns. There were 15 members came. That was a good turn out which means the covid is lifting.

JULY 16-17-- Zag Ray Farm Swap Meet

It was a HOT week end. But 12 members show up and said Hello. No rain, was different from past years, that is good.

July 17—Sunday-Anne & Johns mystery tour

We left a little after 10am hoping more members will show. Well nine showed up and one guest Eds grand son DJ [could be Eds body guard]. The first stop was in the Natchaug State forest. Next to a brook it was nice and relaxing. Anne brought along a pot of hot coffee, that hit the spot, then she took out some home made cookies- you could not ask for better.

We then left and again down some back roads and stopped at the Ashford Academy were Anne said she graduated in 1948. She told us she sat in that very seat that is in the picture ---the pictures are at the end of the write up – Would you believe she told us of going to the necessary room out back and Anne took us out to see the three hole. Ron, Anne and John demonstrated the seat arrangement !!!! That was some thing to see !!

We ate on the other side of the Academy and went on our way. After a run on back roads we ended up at the Ashford Mem. Park. Where we had some ice tea that Anne took along. Yes she had more home made cookies. After a story or two we left for Johns.



Pictures for August 2022

Marty's tour to Kirby Mill & Grist Mill



Meeting at John's-Pictures to come



ZagRay Farms



ANNE & JOHN'S MYSTERY TOUR NEXT PAGE



---Anne & John's Tour---
PART TWO OF TOUR PICTURES



Anne drew this map of Ashford. For the centennial



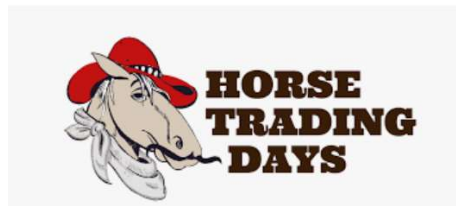
Could not get to turn.
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Tea brake on the way home



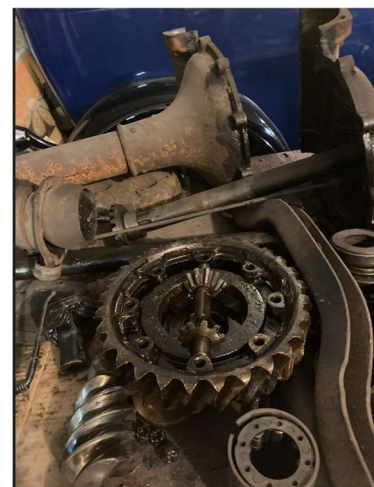
We will go back soon, Pete
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Mac has some Model A parts for sale, and is looking for a left front door for a 30 – 31 Model A pickup. Mac can be reached at (860) 928-5613

Harold Bishop still has the following excess inventory of parts that are believed to be for a TT. He is asking Best Reasonable Offer, and for now inquiring calls can be made to Jack at (860) 818-0672

TT wheels, a Warford transmission and a TT rear end.



Continuing 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

advantage of having the inlet valve in the same pocket is that the incoming charge cools the exhaust valve and also the sparking parts, which are frequently located in the same pocket entering through the side thereof, or as in the Duryea, through the exhaust valve stem. It is evident that one pocket requires less cylinder wall than two and therefore loses less heat to the cooling system.

The size of the valves depends much upon the speed required and should be quite large if a high speed is desired. Very satisfactory practical results are obtained by making the exhaust valve one third the piston diameter and the inlet valve one fourth, although to save variety of parts, some designers use the same size valves in both instances, but do not lift the inlet valve so high. Variable lift valves are much in favor because this prevents unnecessary valve movement with consequent wear and noise. In some cases this variable lift is secured by introducing a wedge between two parts of the lifting mechanism, and in other cases by holding the valve against more than a limited lift in response to the suction of the piston, as in the variable lift inlet valves of the Duryea.

Auxiliary Exhaust. In order to get rid of the excess heat, and relieve the regular exhaust valve of part of its duty, some engines are provided with an auxiliary exhaust, consisting of a port through the cylinder wall uncovered by the piston at the end of the working stroke, as in the Fredonia and Franklin machines. It is considered advisable to provide this port with a check valve to prevent back pressure from the muffler from re-entering and lessening or possibly igniting the new charge; although this is probably not so necessary in single or double cylinder engines. Many designers consider the auxiliary valve as an unnecessary complication, used only where the regular valve is inadequate.

Muffler. Connected with the exhaust opening by piping of convenient length, is the muffler, consisting usually of several chambers generally cylindrical, and having walls of sheet iron. This device has usually several times the capacity of the cylinders, which permits the exhaust gases to expand considerably and exposes them to the cool walls, thus reducing their volume by cooling, so that as they escape to the atmosphere they make much less noise than if permitted to escape without the intervention of the muffler. Multiple passages as well as multiple chambers are usually provided, and the silencing

effect seems to be largely derived from interference of the sound waves and gaseous impulses.

Most mufflers offer some back pressure, but if of sufficient size, and provided with three to six chambers, the exhaust of the ordinary auto engine can be silenced as effectually as other noises about the vehicle, with so little back pressure as to not be perceptible in the propulsion of the vehicle if a cut-out is used. Mufflers sometimes clog with soot and

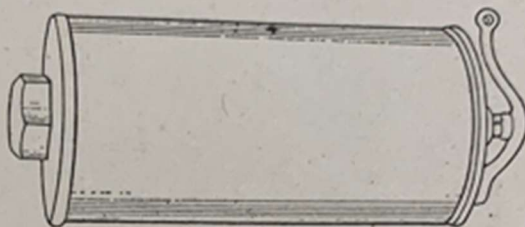


Fig. 16. Muffler and Cut-Out.

and do not permit free escape of the gases, particularly at high speed. The large part of the burnt charge remains in the cylinder and prevents the entrance of a new charge, with consequent failure to produce power. Muffler explosions are due to missed fires in the cylinders, which allow the unburned charge to pass to the muffler, where it is ignited by the next exhaust and explodes quite noisily, and sometimes to the damage of the muffler. Muffler cut-outs are often used on hills or where great power is needed, and they avoid any back pressure from the muffler.

Vaporizers. Connected to the inlet ports is the device for mixing the liquid fuel, commonly gasolene, with the proper proportion of air to make an explosive mixture. Formerly this was done by a device for passing the air through the liquid contained in the tank, termed a carburettor, and while good results were obtained therefrom, it was more delicate and not so satisfactory to adjust for varying weather conditions as the devices now used. Present-day devices are modifications of the well-known atomizer used for perfume and medicine sprays, and might better be termed mixers or atomizers than carburettors. Since, however, the liquid after being sprayed, is intended to be vaporized before ignition, a common and correct term for this device is vaporizer. There are many modifications of this device but in general it consists of a small gasolene chamber in which the level of the liquid is controlled more or less perfectly, by a float, the chamber being vented so as to permit admission or abstraction of liquid without establishing a compression or vacuum.

From the float chamber a small passage, usually controlled by a needle valve, leads to the spraying tube, which is so placed that the air

drawn in by the suction stroke of the engine must pass the point of the tube, and in passing, suck out and spray the gasolene in the required manner. In order to give the air greater speed and a more powerful

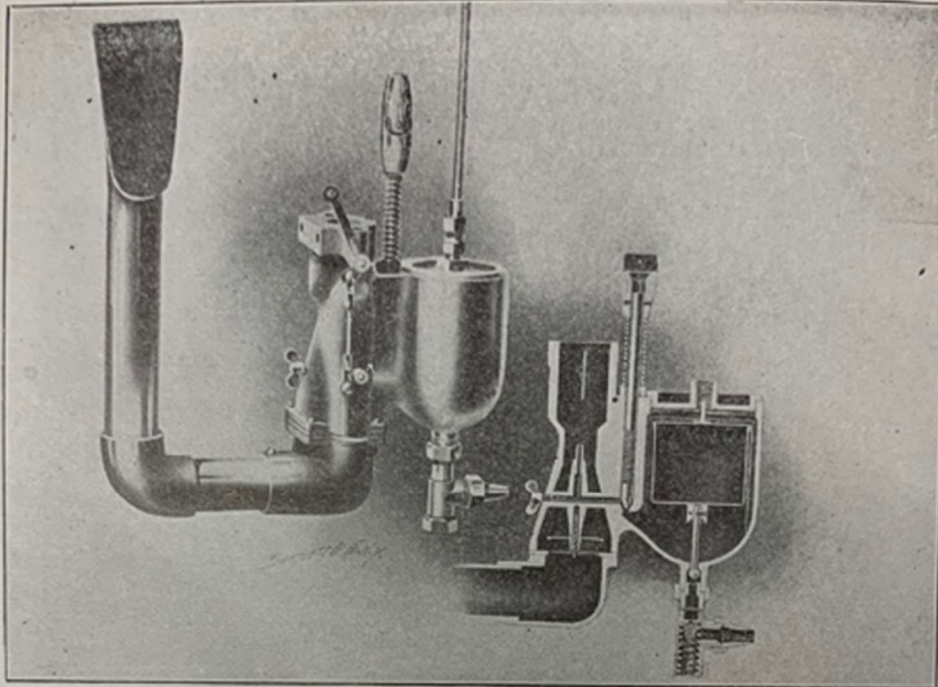


Fig. 17. Carburettor.

effect, it is customary to make the air tube contracted at the point where it passes the spray tube, although very satisfactory vaporizers have been produced without this modification. Since at high speeds the liquid gasolene flows more than proportionately fast as compared

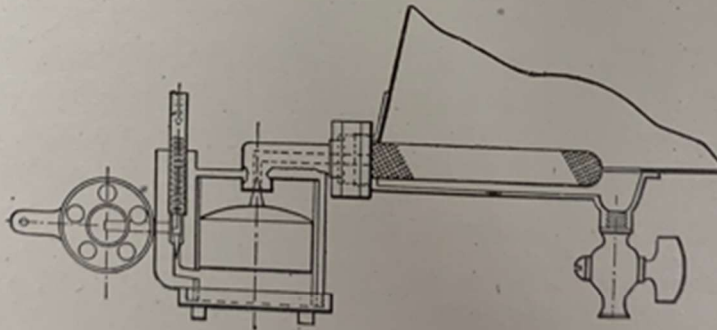


Fig. 18. Sectional View of Carburettor.

with the air, it is quite common to provide a light valve, spring closed, to be opened by the increased suction as the speeds increase and to admit air in proper quantity to compensate for the increased amount of gasolene. This valve in some forms is actuated by a large dia-

Jim Naumec is organizing an Auto Polo team and is looking for interested team members. Sign up forms will be available at the upcoming August 8th meeting. This promises to have some exciting moments and Jim has promised he has some stiff competition interested in challenging our Four Seasons Team, so let's sign up, get out there and make a good showing of it!

