



Volume XVI

Issue 12



# TIN LIZZIE GAZETTE

2020

# DECEMBER

AND YET ANOTHER YEAR HAS PASSED



MERRY  
CHRISTMAS  
TO ALL



Don't forget to wear your face mask and to wash after going out. We want to see you next year.



## **Presidents Note – December 2020**

This year has been an incredibly wild ride, the likes of which none of us have ever experienced before. Yet the good news is our club has made it through all the chaos relatively unscathed. As I noted during the Annual Meeting, we have been fortunate and hopefully 2021 will be even less traumatic.

And speaking of our Annual Meeting (11/11/2020), here's a very limited synopsis: Announcements: various items were touched upon but emphasis was placed on making sure that our membership with *National* does not erode. We discussed the various perks and support that *National* provides to its Chapters. Also, a vote was taken (and passed) to contribute once again to the Matching Gift Program.

Business Reports were read and accepted; Under New Business we discussed the future of our website vs. using a social media such as *Facebook* as our primary means for communicating with the general public and marketing ourselves. I am asking everyone to become familiar with Facebook or other media so that we can better discuss pros and cons next year.

In closing I wish to thank John P not only for the space he provides us every year but also for this year's specially *ventilated* room used for our Annual Meeting. Additionally, many thanks to our Officers for volunteering for yet another tour of duty, it's much appreciated. Finally a special salute to Jack & Marge for their exceptional planning of a number of fun "covid free" tours held this year.

I wish all of you a very Merry Christmas and a Healthy New Year!

Pete

# SECRETARY'S REPORT

## November 11, 2020

### 22<sup>nd</sup> Annual Meeting and NO Christmas Party

Last year we indulged in a wonderful feast of varied and delicious Foods, after which our annual meeting was called to order @ 1:07 Thirty three people attended.

Highlights were the following:

- No new members
- George King not present but improving
- Xmas cards and hat sales
- National liability & magazine
- Cut away being top draw
- New Vice-pres. & events planner Jack LaRoche

Sec. & Treas. Reports read and accepted.

Gifts given: Clock to Pete  
To Ed a truck  
To Jack a MAKE MY DAY sign

Election of officers resulted in all people remaining in place.

Motion to close made at 1:45

This year our calendar was surprisingly restricted. We were Able to have all of our (food free) meetings out doors in John's Driveway. Our entire repertoire consisted of 3 wonderful Caravan tours with our own lunch.

- 1<sup>st</sup> one ending at Mansfield Hollow Dam
- 2<sup>nd</sup> one ending at Mashamoquet State Park
- 3<sup>rd</sup> ending at Stafford Green

4<sup>th</sup> a ride/tour through Lebanon and Columbia, ending at Lebanon Historical Museum for a picnic lunch

This meeting will be our last until April 2021. By consent of all Present because of the CO-VID pandemic. It was also decided NO dues will be collected for this year.

Anne

## Notes for annual meeting 2020

Jan 2020;::::: At the meeting, we were looking for places to go. Like the up and down saw mill, Clyde's Cider Mill or even a picnic area to go to. That's how cooped up we were. The February meeting came and the members were sent home to find a picnic area that was going to have an outhouse and parking and out in the wilderness. According to Punxsutawney Phil, spring is coming early so lets get ready to roll. We were getting ready to visit one of the trade schools or at least call and set a time and location.

Then March came and the virus was making headlines. Openings were put on hold. And the virus was taking over. Just about everything was canceled June came and we tried to have Zoom on the computer. That was more confusing, but we tried. Some of the members sent in notes on what was going on during their time at home.

In July the club went on a picnic lunch. And that turned out to be a big hit. We went to the Mansfield Hollow Dam, stayed a good distance apart. Even Marty sat on a log by himself. When we got to the (dam picnic) we told some stories and had a cake for John's 87<sup>th</sup> birthday. In July we resumed meetings at John's but staying apart but no food. Boy I miss the goodies. Tried an ice cream run but the weather did not co-operate. So that was canceled.

August the meetings were still outside. And the air is cooler. We had a ride/tour picnic lunch again. This time at the Lebanon Historical Museum, thanks to Ed we had the use of the restrooms, also we went into a cornfield and had a great time taking pictures, thanks to Ed.

In September, we went on one ride with lunch at Mashamoquet State Park in Pomfret, Ct.

In October, Another ride took us through dirt roads that were bumpy and curvy. Had a pit stop at Ann's house then continued to the common in Stafford Springs. Although there was a rainy mist, it was a good time.

Now we are having our last meeting for this year. For all we know it might not be till April before we can have a normal meeting.

Jack

# Four Seasons Model T Association 2021 Membership Registration Form

Please return this form by Jan 15<sup>th</sup> 2021 to:

**Peter Smith**  
**167 Daleville Road**  
**Willington, CT 06279**

Name:

Address\*:

Town\* :

Zip:

Phone\*:

Email Address\*

(\*complete only if there are changes from last year)

Note: Are you a member of *The Model T Ford Club of America*?

**Please circle one:** Yes No

2021 FSMTA Chapter Dues \$0.00

Please List Your Vehicles Below\*

Make \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Year \_\_\_\_\_

Number of Cylinders \_\_\_\_\_ HP \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Year \_\_\_\_\_

Number of Cylinders \_\_\_\_\_ HP \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_

Body Style \_\_\_\_\_ Year \_\_\_\_\_

## So how is George King doing ?

Once again I am having computer trouble. However, I will attempt to send you an email of what we did in the last month. The photos may be strange and I appreciate it if you let me know what you receive.



We started out the month by putting the body in the trailer and the trailer in the big barn. We then moved the chassis into the back room of the shop, where the boiler and steam engine used to be.



One of the parts that Frank was working on is a packing gland that attaches over the rear shaft and threads onto the crankcase.

The original is a bronze ring that is threaded on the inside for the crankcase and with an octagonal nut on the outside so it can be adjusted. The problem is that it is cracked through the bronze and as a result, it can not be tightened.

To make a new one, Frank used his Magic Milling Machine. The first thing he did, was make a tool for cutting 60 degree internal threads. When cutting internal threads on a lathe, you make a similar tool and make several cuts on the inside of the bronze and keep cutting until the thread is deep enough. In this process only the bronze would turn and the tool stays moves slowly into it to make the cuts.

With the milling machine the tool turns and rotates within the bronze. With the tool turning fast and the diameter turning slow and lowering, it can cut the internal thread in one single cut. This was of a deep appreciation when we realized that the thread should be left hand and not right hand. This was not observed because the packing gland was not on the engine when I got it.

Currently Frank is making models of the finished part with some modifications to hold a seal against the shaft to prevent an oil leak. When he makes the final cut on bronze, I will try to get a video of the cut



In this photo, the bronze ring (nickle plated) is on top of a plastic model that Frank made. He has also made one out of iron and the milling machine worked just as wanted

When working on the crankcase and shafts, we made new bushings for the shafts. There was some ware in the crankcase that required a rounder hole. To accomplish this, I used an adjustable reamer to improve the hole.

As you may remember, Charlie and Frank made a new long crank from the back of the engine. I mounted the new one and the older, small one in the flywheels. Then I mounted the two flywheels together with the crank pin. I brought them to Charlie's shop to see how the alignment was.



After test one, we found it necessary to face off each flywheel on both side and the outboard surface of the flywheels. We tested them again and although they looked good we could not get the read out for what we wanted

I have been able to contact a shop in Branford that has a large machine for balancing flywheels. I have an appointment there on Wednesday

# Progress on the Orient by George King III Part two

Mean while, back at the Franklin ranch, I have been working of what needs to be done to test run the engine. One of the weakest parts of the engine is the carb. It is the only Orient known carb know to exist. However, it has two design issues that make it worse than better. First is the fact that there is no venturi in the carb. Seocnd is the fact that although to intake valve is in the top of the head while to intake manifold extends to the bottom of the engine. So, the whole thing will make a poor vapor that travels vertically for a long distance.



One thing that Frank suggested is that we use a modern carburetor with short, horizontal manifold. It just so happens that Frank has several boxes of carburetors. Not suprising, Frank is skilled at making manifold. That is because he drove race cars for many years.

This is the carb that I have decided to try. After we get it running, I plan to insert an aluminum venturi into the original aluminum carb. I hope I can get the original carb to work well.

With getting to a point of good progress on the engine, I have started setting up the testing equipment for the first run.

This is the gas tank that I made from one in the garage.



This is the ignition system. The coil is one of the two that I have. The points are the ones that I rebuilt installing new tunsten buttons. In the switch plate you see a SPST togle switch that is the rest ignition key. On the black disk you can see a strong spark jumping in the spark plug. I was very fortunate to find an original plug made in France for the Aster engine. The good news is that I can use a Model A Ford spark plug, like the one in the photo, when I install one in the engine.



The next item for the test is the cooling system. I am using the type of pump that is used on a hot water, baseborad heating system in a house. These have worked well for me in the past.

So, that is where we are today. I expect that we will have experienced more snow by the next report but even the one day we had is enough for me.

---- George

