

Classy Chassis

Volume 55

Westerly-Pawcatuck Region AACA

October, 2021

Speakers to Entertain you at October and November Meetings

We will have guest presentations at our **October 26** and **November 30** meetings. **Elizabeth Gardner Carr** will make a Zoom™ appearance on Oct. 26. Her topic will be period fashion for women throughout the decades. **George King III** and his team will visit us for the Nov. 30 meeting. He will discuss the restoration of his 1901 Orient that you have

previously read about. We asked each person to send us a short autobiography and photo.



Liz Gardner Carr - Liz Gardner is an art museum educator with a decade of experience developing creative, inclusive, and accessible gallery

experiences for visitors of all ages. She is currently the Director of Interpretation at the Isabella Stewart Gardner Museum in Boston. Liz graduated from Vassar College with a BA in art history and earned her MA in Teaching + Learning in Art + Design, Museum Education track, from the Rhode Island School of Design. She has formerly held positions in interpretation and programming at the Peabody Essex Museum, the Davis Museum at Wellesley College, and the Cincinnati Art Museum. Liz is also an avid vintage clothing collector and co-owner of [Mayflower Vintage](#), an online and pop-up vintage shop founded with her mother, Rebecca Gardner in 2015. They sell beautiful, eclectic vintage clothing, accessories, and home goods from the 1920s - 1990s.

George King III - George King III has been described as “one who lives in the past” -- and he likes it that way. He grew up in a 1778 house in Walpole, Massachusetts and most recently lived in a 1754 house that he and his wife restored in North Franklin, Connecticut. For many years he went to work each day to a century old steamboat at Mystic Seaport. He has been driving Model T Fords since he was 16. He restored a [World War One Ford ambulance](#) and brought it to France for a six month tour during which he met the President Francois Hollande.

George was educated at Paul Smiths College with a degree in management and has completed additional studies at



George (I) with French Pres. Hollande

the University of Connecticut for history and French language. He has served twenty-two years in the United States Coast Guard and then achieved a Chief Engineers License and a Captains License for the United State Merchant Marine. Following his seagoing years, he opened the Connecticut Antique Engine Restoration Company where he restored over 300 engines until 2017. In addition to his 1924 Franklin he owns a 1901 Orient which will be the topic of his presentation.

Old Orchard Beach Car Show



About six cars travelled to Maine for the 2021 Old Orchard Beach Show. All reports are that it was up to its usual quality. There was a slight transportation problem though when one of our members had an automotive breakdown. Friends and local services came

to the rescue and all was well.



1910 Orient Progress ... George King III

I have been very busy since I am still moving. The Orient is lucky if it receives two hours of work in a day. I have cancelled my trip to Hershey. A major setback is the main story of what I worked on this past month but, I will open with a couple of other successes. You may remember that I made a "faux battery" for the car. I made the top of it look like a box of six

1.5 volt dry cells which is what the car would have had originally. I did not use any original cells but rather made phonies that look right. Under the false cells I left an open space into which I have installed four 6 volt batteries that are sealed, gel storage batteries. The final result is seen above.



When I bought the Orient, there was a gas tank lying under the car. Since there was the only one, I assumed that it was for the car. It appears that it is not. It is too big to fit in the Orient, so I bought new one.

With a new gas tank it had a large modern cap on it. Well, this looked wrong so I had a piece of $\frac{3}{4}$ " aluminum



pipe welded into it. I then made a brass cap to mount on it and I think it looks pretty good.

The main project for the month was to work on the mechanism that controls the transmission. On the transmission shaft from the engine, there are two mounted drums. There is a band on each that is used to stop the rotation of the drum. Stopping one makes the car move forward in low gear and the other is for reverse. The way to close these bands is what has been a big problem. The only archival photo I have shows a lever coming off the top

of the steering tiller (see last month newsletter). The upper lever is pointing toward the chest of the driver. The handle is up a bit higher than the top of the tiller. This is the transmission lever used on this, first car, of 1901. The 1900 car had the same system. The photo to the right is of a 1902. The transmission lever is now mounted through a hole in the left side of the car which has a nickel plated plate around it. Although either of these systems would work on my car, it appears to have neither. Below is a photo of the top of the steering column on my car. As you can see, there is a plug that has two holes in it. There is also another plug in the bottom of steering column. These plugs were not screwed in and were about $\frac{3}{4}$ " long. My car does not have a hole in it or



a nickel plated plate. Soooooooo . . . It appears that my car has neither of the levers as seen in the early photos.



When I picked up the car, I found a lever underneath it that I thought was from the Orient. Seen below is the lever mounted on

test supports. Locating it like this would allow me to use the lever from a point inside the car which would support the findings of no hole in the tiller column and no hole in the side of the car. After I figured out where I wanted to put it I

mounted the body on the car and climbed into the seat.



This educated me to the fact that this lever was way too short to move parts on the transmission. This photo shows my hand on the top of the lever.

With no evidence of what was used on my car in 1901, I decided to attempt making it like the one in the original photo.



George attempting to reach lever

I cut the plugs out of each end of the steering column. I installed a bronze bushing, and put a hollow steel rod inside the column to function as the control rod for the drums. I then designed two pieces of flat stock. The one on the left mounts to the end of the transmission control rod and the T-shaped piece pivots at hold "P" pulling the bands tight from holes "F" and "R" when it is rotated by a rod between the control and the plate. (See series of photos below)



Plugs removed (left) and bronze bushings installed (right)

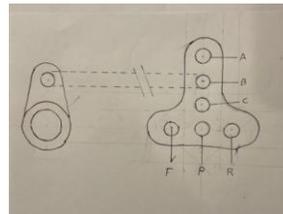


1Hollow steel rod inserted

I then designed two pieces of flat stock. The one on the left mounts to the end of the transmission control rod and the T-shaped piece pivots at hole "P" pulling the bands tight from holes "F" and "R" when it is rotated by a rod between the control and the plate. (see below)

On the top of the rod, I needed to use a lever that looked like what is seen in the 1901 photo. I bought

an antique meat grinder that seemed to have the correct length and shape. What it did not have was the right finish. I brought it to the auto paint shop and had them smooth the casting and fill it so it looks very good.



I machined a piece of steel to mount the handle to the rod and attached an antique handle to the end. The shaft of the handle, seen



gray here, will be painted the same brown that is on the chassis. On the bottom section of the piece at the lower end of the lever you can see a hole. This is the hole for the mounting pin that holds the handle in the shaft.

This is where the first plate is mounted. Seen below is a photo of the T-piece made by Frank for testing the transmission control. You can see that it is mounted through the pivot point of the T shown in the drawing shown above. The black coupling to which the plate is bolted, has a hole as seen from the near end. This coupling will be attached to the larger cross-chassis round

rod and held in place with set screws. So, that is were we are today. If I can finally get everything moved I can spend some time on the Orient. There is only one more big project to figure out and that is the operation of the clutch.



Hershey Heroes Return



The first reports out of Hershey consisted of crazy photographs taken by our resident prankster, Bob DeGoursey. Some showed fellow members fast asleep during the day. We will pass on those pic's but

bring you this amazing collection of culinary delights that Bob saw at [Detrich's Country Meats](#). Cars, where are the cars? Bob also sent a video of a rubber chicken smoking a cigar. Tom Link was the chicken handler. This masterpiece will eventually appear on our website just as soon as we finish royalty negotiations with the chicken.



One report did come in from our leader, Merrill Moone. "Everyone had a good time and sold and/or

bought a few items. It was cloudy but no rain, perfect weather for being out in a field. Unfortunately, due to our brilliant government's decision to ban visitors from Europe and Canada, business was off. Talk was going around that 250 vendors were blocked at the Canadian border. Probably a few vendors and shoppers were victims of Covid. However, the Hershey store was a zoo. I was going to bring some goodies home but changed my mind when I saw the crowd inside."

And then we got this from Bob DeGoursey: "Yea, what light through yonder window breaks? "Wake up you dummy I tell myself" pay attention to your driving as we crest the hill and see the entire Hershey swap meet before us, much like previous years with hundreds of vendors and thousands of people, and cars, old cars everywhere. Somehow the security folks are deftly able to direct all of this vehicular madness with great skill to where we all need to go.

We arrive at our old familiar spot at 0830. It's actually the day before the swap meet officially starts but we have people coming by to look as we are unloading the trucks and setting up our tents. Maybe not as many as in past years but still a lot of people. The Hershey park improvements are done and now the upper field behind us is open, allowing people to enter the show by walking from town, right by our booth.

On day two (Wed.) the pace picks up and we see good crowds swarming around our booth. Bob sells a speedo, I

sell a rocket ship lamp, Tom sells a tranny and so it goes. We agree that sales a pretty good considering this is post pandemic.

After much discussion (and several naps, check out the photos), we all agree that there may not be as many vendors and there may not be as many people but Hershey is still one hell of an event. Rumor has it that ~200 or so Canadian vendors were turned away at the border and the number of European folks attending was way down. In spite of that Hershey was still one hell of an event!

Did we see cars we seldom if ever see? Did we eat great food? Did we laugh and joke and have a great time? Did we see old friends and talk cars, cars, cars? YES to all the above. Only at HERSHEY!!!"

Steam-Up a Smoking Success



We had a turnout of about 6 vehicles for the New England Wireless & Steam Museum Steam-Up. There were also some 10 or 12 cool cars driven by other participants. There were some real nice cars but I did not get to see many of



them since I was working indoors all day. Ask anyone who attended and I am sure you will get a good report. The place was full of steam and radio activity. Charlie Nash took some photos and you can see them above.

Club Officers

President: Merrill Moone
Vice President: Charlie Nash
Secretary: Ken Carr
Treasurer: Dave Calabrese

Volunteers

Newsletter: Ken Carr & Gerry Lynn
Sunshine: Camille Carr
Trip Coordinator: Don Oster
Webmaster: Ken Carr

Meetings:

Executive Meeting, Wednesday, October 20, 6:30 PM, Westerly Burger King on Franklin St.

Club Meeting, Tuesday, October 26, 7:00 PM, Westerly Senior Center. Our guest speaker will be **Elizabeth Gardner Carr** and she will talk about women's clothing fashions throughout the decades. This topic is of interest to many antique car owners who like to dress in period attire when out in their antique car. Liz works at the Gardner Museum in Boston, MA.

