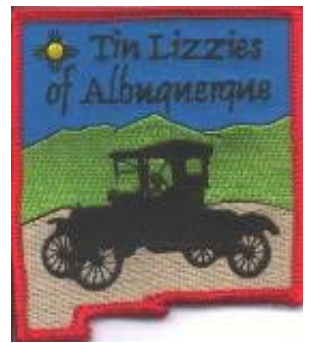


# *The Enchantment Flyer*

Official Publication of the

## *Tin Lizzies of Albuquerque*



Volume 36 No. 06

June 2014



Michael & Betty Housholder in front of Betty's 1921 Coupe, Miss Marple, while staying at the Blue Swallow Motel on the "Road to Neon Tour" in Tucumcari, NM. The Tour was held May 1-4. We enjoyed seeing the neon lights of Tucumcari, the 66 memorabilia, & meeting all of the friendly folks that welcomed us so warmly! We had the best time, & saw so many interesting sights!

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The Tin Lizzies of Albuquerque is an official chapter of the Model T Ford Club of America. Individual membership is strongly encouraged, & available \$40 per year which includes the Vintage Ford Magazine. Send your membership to:

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Centerville, Indiana 47330

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**We Welcome New Members!!**

**We are thrilled to welcome our newest members, Dana & Tony Marchand & their children, Sydney, Morgan, & Kinsey!**

We invite you to join us at our meetings, breakfasts, & other events. Keep the newsletter handy to make sure you don't miss out on anything!! Welcome!

***Hospitality Corner***

*by Bernice Young*

***"Get Well" cards were sent to Ernie (Blue) Sena & Steve Suttle***

**If you know of anyone who is ill, or needs a note of cheer, contact Bernice at modeltdoctor@centurylink.net, or 294-7450.**

## President's Corner

What a great Tucumcari tour! Orlando Ortega did a great job! If you did not go, you missed a fun time. We have lots of activities going on! We had a great breakfast in May hosted by Neil and Mary Ann, & don't forget breakfast at the Vineyard on June 7! We also continue to have fun work days. We have had several new members sign up recently, be sure to introduce yourself when you see a new face! We will be doing another Youth Day in the summer months—this time to check out Russell's engine and find out the source of the ominous knocking. Don't forget July 4th!

We had a great time on our Alb tour with the Furstnow family on May 23! See next month's newsletter for the story!

Larry



## Three Months at a Glance

June 7...T'n Vittles at the Vineyard..(see below)  
June 26...Monthly meeting at the Vineyard..pg 5

July 4...Parade & Picnic @ the Azevedo's in Corrales...details next month

July 12..T'n Vittles...see below

July 24...Monthly meeting at the Vineyard...pg 5

Aug 9 ..T 'Vittles...Vern & Pat Willan's home, Sandia Park, 9AM...see pg 5

Aug 28...Monthly meeting at the Vineyard..pg 5  
Ice Cream Social

### July 12 T'n Vittles

Mark your calendar to make sure you don't miss our T'nVittles in June!

We will travel on our own (or get together with others) to Bernalillo & have breakfast at the Range Café.

After we gorge on breakfast, we will take a tour out to Coronado Historic Site. Ethan Ortega, a Lizzie member, works at the Historic Site, & will give us the grand tour of the area!

Sounds like we are in for an interesting tour, & not only will we have fun driving our T's, we will also enrich our minds with all the historical knowledge Ethan & his co-workers can impart to us!

Let's make this a well attended event!

Take extra water, sunscreen, & hats!

### T'n Vittles at the Vineyard

Our yearly breakfast at the Vineyard will take place June 7, & is hosted by Betty Housholder starting at 8:00 AM.

Bring your Model T, & have a wonderful breakfast of biscuits, gravy, & scrambled eggs, prepared by residents of the Vineyard at a very affordable cost. We will then tour around the area, giving residents rides in our T's, if they like.

We always have a wonderful time, so plan on attending this event!

RSVP ASAP so Betty will have a head count.



**HAPPY BIRTHDAY TO YOU!!***June**6/1 Shawn Welch**6/3 Doris White**6/5 Tim O'Brien**6/10 Don Gaines**6/17 Robbi Ross**6/18 Bruce Collins**6/19 Vern Willan**6/21 Dannie King**6/26 Brendon Wing**6/30 Audrey Johnson***HAPPY ANNIVERSARY!***June**6/8 Gerald & Linda Hash**6/12 Dave & Anne Merewether**6/29 Dave Ferro & Laura Kammerer***Road to Neon Tour May 1-4**

**Thank You to Orlando, Melody & Ethan Ortega for putting on this wonderful tour to Tucumcari!**

**We enjoyed our pot luck Welcome Party on the patio of the Safari Motel. There we welcomed our members from Alb & our Amarillo friends. There were 15 Alb cars & 7 Texas cars on the tour! We even had a few Tucumcari dignitaries in attendance! We then traveled in our T's & A's to the Photography Museum, which had many interesting photos of Route 66. . So interesting!**

**Fri morning we traveled together to Conchas Lake, where we visited their museum, & many of us took the tour inside the Dam. Can you say "stairs"? After that, we had a picnic at the Dam!**

**On Sat we traveled E on old 66 . After stopping in San Jon for homemade donuts at their Community Center, we gave rides to many of the residents . We continued E to the Rt 66 Russell's Travel Center, & visited their Museum. It was fabulous, with so many pieces of memorabilia from the 50's. We had lunch there, & then we made our way back to Tucumcari. Some cars stopped at an old wrecker yard outside of town, & saw lots of rust! We visited some antique stores & got ready to eat again!**

**We had our banquet at Del's Restaurant, & celebrated the end of our Tour. There was a special presentation to Russell & Julie Dilts who are moving to New Orleans.**

**We had a few car problems on the Tour, some got fixed, & some cars were put on the trailers with drivers finding other rides. The Dilts' received their very own rubber chicken to take with them.**

**Time to eat at our Welcome Party on the patio of the Safari Motel!**



**Linda, Jeff, ..., Will, & Vern enjoying our Welcome Party**



**See pages 7, 8, & 9 for more pictures.....**

If you would like to sponsor a breakfast, or bring snacks to one of our meetings, call Linda Riel @ 459-5897, or email lmrlubell@juno.com. **Those signed up, please contact Linda ASAP when you've chosen the location! The following dates are subject to change! Breakfasts usually start at 800AM, but please check for any changes!!**

### *Meeting Refreshments 2014*

| Date                 | Provided By             | Provided By                                       |            |
|----------------------|-------------------------|---|------------|
| <b>Jan 23, 2014</b>  | Larry & Lorna Azevedo   | Kirk & Susan Peterson                             | Thank You! |
| <b>Feb 20, 2014</b>  | Betty Housholder        | Julie Dilts                                       | Thank You! |
| <b>Mar 27, 2014</b>  | Mark & Susan Wing       | Surprise for Tom Miles' 70th Birthday!!!          | Thank You! |
| <b>Apr 24, 2014</b>  | Tom & Cathy Miles       | Don & Barbara Souther                             | Thank You! |
| <b>May 22, 2014</b>  | Mark & Sharon Dominguez | (no volunteer, Linda Riel filled in)              | Thank You! |
| <b>June 26, 2014</b> | Gerald Hash             |   |            |
| <b>July 24, 2014</b> | Fran Gurule             | Dave Ferro & Laura Kammerer                       |            |
| <b>Aug 28, 2014</b>  | Ice Cream Social        | Ice Cream Social                                  |            |
| <b>Sep 25, 2014</b>  | Kirk & Susan Peterson   | Stan & Janice Gauna                               |            |
| <b>Oct 23, 2014</b>  | Bill & Donna Hansen     | Irene Navarre                                     |            |
| <b>Nov 21, 2014</b>  | Guys With Pies          | Guys With Pies (one wk early due to Thanksgiving) |            |
| <b>Dec, 2014</b>     | No Meeting              | No Meeting  |            |



### *T'n Vittles 2014*

| Date                 | Hosted By               | Place  |            |
|----------------------|-------------------------|--|------------|
| <b>Jan 11, 2014</b>  | Don & Barbara Mitchell  | I Hop @ 8100 Wyoming NE & Paseo  | Thank You! |
| <b>Feb 8, 2014</b>   | Dave & Ann Merewether   | Mimi's Café. 4316 The 25 Way NE  | Thank You! |
| <b>Mar 8, 2014</b>   | Bob & Robbi Ross        | '66 Diner@ 1405 Central NE   | Thank You! |
| <b>Apr 12, 2014</b>  | Tom & Cathy Miles       | Vic's Daily Café @3600 Osuna Rd NE   | Thank You! |
| <b>May 10, 2014</b>  | Neil & Mary Ann O'Brien | The Saucy Italian Bistro, 2912 Juan Tabo NE )  | Thank You! |
| <b>June 7, 2014</b>  | Betty Housholder        | The Vineyard (our meeting place)   |            |
| <b>July 12, 2014</b> | Ethan Ortega            | Range Café, Bernalillo <b>9:00AM</b> ..tour to Coronado Historic Site                |            |
| <b>Aug 9, 2014</b>   | Vern & Pat Willan       | <b>9:00AM</b> at their house 10 Conquest Ct, Sandia Park                             |            |
| <b>Sept 13, 2014</b> | Russell & Julie Dilts   | Daily Grind @ 4360 Cutler NE, Ste C (Menaul & Washington/ San Mateo, just S of I/40. |            |
| <b>Oct 11, 2014</b>  | TBA                     |  |            |
| <b>Nov 8, 2014</b>   | Stan & Janice Gauna     |  |            |
| <b>Dec, 2014</b>     | No Breakfast            | No Breakfast   |            |

## TIN LIZZIES CLUB MEETING MINUTES FOR MAY 22, 2014

The meeting was called to order by president Larry Azevedo. Members stood and recited the "Pledge of Allegiance". There were no guests present at this meeting.

Minutes were approved as corrected. Neil and Mary Ann O'Brien were added as hosts for the T n Vittles May breakfast.

Larry Azevedo gave a Treasurer's report for Julie Dilts who was unable to attend. Expenditures for the period were donations as memorials for past members and raffle prizes and for newsletter printing.

Secretary Ann Merewether read a thank you note from Peggy Morris, thanking the Tin Lizzies for their kindnesses shown for her late husband, Rossie Morris.

Dave Merewether was appointed to be the new representative for the Tin Lizzies to the New Mexico Council of car clubs to replace John Hayne. Kirk Peterson says if you are not getting your e-mails, check your spam box because e-mails are going out. Linda Riel reminded members to add or delete names for personal telephone call reminders. Lorna Azevedo needs items for the newsletter by the middle of next week. Mark Wing reported website updates to include the youth work day, the Tucumcari Tour, and the May 12 and 17 work days. Visits to the website soared to 3,159, with 2,138 Unique visitors. Bernice Young sent a card to Ernie Sena, who is improving. Linda Riel requests an additional volunteer to assist with the June and July meeting refreshments. T n Vittles sign-up is needed for the October 11 breakfast. The June 7 breakfast will be at the Vineyard with Betty Householder as hostess. Ethan Ortega reports that he is now employed at Coronado Monument and invited the group to be his guest for a tour of the Monument following our July 12 breakfast, site to be announced. Vern and Pat Willem will host the August 9 breakfast at their home in Sandia Park. Librarian, quartermaster, and historian reports all is present and accounted for and ready for use.

T n Vittles breakfast in May with Neil and Mary Ann O'Brien as hosts had 8 cars and 31 people in attendance.

Our Youth work days have had good participation, with a total of 18 youths attending to work on and ride in Model Ts. The youth worked on Betty Householder's car for The April 26 work day.

Paul Duncan gave a report on the Road to Neon Tour. Fifteen Model T and Model A cars from Albuquerque and Amarillo, Texas were present. Members stayed in Vintage 1950s motels that are remodeled and comfortable. The visit to Conchas Dam was enjoyed as we toured the reclamation project built in 1935 for irrigation for the area. The trip to the car museum at Russel's Truck Stop with a stop at the San Jon Community Center who served the group coffee and fresh donuts was a highlight. The Dinosaur Museum was very well done. A tremendous thanks to Orlando and Melody Ortega for a great job on arranging this trip. The club voted to send a \$100.00 donation to the San Jon Community center in appreciation for their hospitality.

A reminder of the Flagstaff Model T Tour that will be in town this weekend. Members are invited to participate.

Orlando Ortega is interested in organizing a fall tour if interest is sufficient. 6 to 7 people said that they would be interested in attending.

July 4<sup>th</sup> will be the Corrales Parade with Larry and Lorna hosting. The parade line-up should begin at 9:00 am with the parade starting at 10:00.

The member appreciation dinner will possibly be combined with the Christmas Party/Light Parade on the first Saturday in December. We discussed having the meal catered. Sharon Dominguez will work on that.

Mark and Sharon Dominguez provided the refreshments for the evening. A big thank you to them. Gerald Hash showed a video of his project to make wooden spokes for the T. The meeting was adjourned at the completion of the drawing for raffle prizes.

Respectfully submitted: Ann Merewether, Secretary

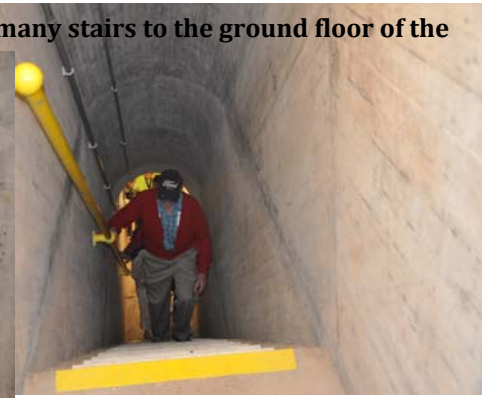
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Dave & Ann in their 1917 T Pickup leading us across Conchas Dam.



Orlando, Mark, & Billy make their way up many stairs to the ground floor of the Dam.



Vern Harvey with our Texas buddies having lunch at the Dam.

>>>>



Hungry Lizzies!!



Billy, Mary Jo, Jerry & Vickie...time to eat

More hungry Lizzies!



Dave Ferro, Laura Kammerer, & Ann, & Dave Merewether at Del's. >>>



Texas Fords in their cute little garages at the Blue Swallow!

<<



A nice dinner at Del's on Friday night! ^^  
Seems like we are always eating!!





The Duncan's with their 1920 T at the Blue Swallow.



We were thrilled to have our friends from Amarillo bring their beautiful cars!



Cars all lined up at breakfast at the La Tiendita Antique Shop!



Lots of folks wanted a ride in the Gauna's Depot Hack at the Community Center in San Jon!



Buying raffle tickets at the antique store. What a wonderful place!!



Ann, Fran, Lorna, Betty & Linda all dressed up to at Russel's Rt 66 stop on Saturday!



Michael Housholder stands in front of the San Jon Community Center on Sat...Homemade donuts!!!



Lots of children enjoyed rides in San Jon!



Hey, is that Ethan behind the wheel of Larry's '26 Speedster? VV



**Lots of nice flat roads to drive on to Tucumcari!  
The McDougal's 1930 Model A...**



**"Mother Road Memory Iron" had lots of rust!!**



**Vern & Orlando  
working on Or-  
lando's T.**



**Joe Fellin &  
Bernice  
Young in  
the shade at  
the Safari!**



**Our thanks to Ethan, Orlando, & Melody Ortega for a wonder-  
ful Tour! As usual, they planned a GREAT event!**



**Those Rowdy Texans from Amarillo....Vickie, Jerry, & E.J.  
Michael, Betty, Billy & Mary Jo in the background.**



**We miss Julie & Russell Dilts already!!!**



**"The Von Rattle Trapp Family" sang their goodbyes at Saturday's banquet! Singers: Ber-  
nice, Sharon, Lorna, Janice & Stan ! I can tell Tom, Cathy, Russell & Julie were all impressed!**



Farewell My Lovely, by E. B. White

*The New Yorker*, May 16, 1936, submitted by Steve Suttle

### Last Installment:

Tires were 30 x 3 1/2, cost about twelve dollars, and punctured readily. Everybody carried a Jiffy patching set, with a nutmeg grater to roughen the tube before the goo was spread on. Everybody was capable of putting on a patch, expected to have to, and did have to.

During my association with Model T's, self-starters were not a prevalent accessory. They were expensive and under suspicion. Your car came equipped with a serviceable crank, and the first thing you learned was how to Get Results. It was a special trick, and until you learned it (usually from another Ford owner, but sometimes by a period of appalling experimentation) you might as well have been winding up an awning. The trick was to leave the ignition switch off, proceed to the animal's head, pull the choke (which was a little wire protruding through the radiator), and give the crank two or three nonchalant upward lifts. Then, whistling as though thinking about something else, you would saunter back to the driver's cabin, turn the ignition on, return to the crank, and this time, catching it on the down stroke, give it a quick spin with plenty of That. If this procedure was followed, the engine almost always responded—first with a few scattered explosions, then with a tumultuous gunfire, which you checked by racing around to the driver's seat and retarding the throttle. Often, if the emergency brake hadn't been pulled all the way back, the car advanced on you the instant the first explosion occurred and you would hold it back by leaning your weight against it. I can still feel my old Ford nuzzling me at the curb, as though looking for an apple in my pocket.

In zero weather, ordinary cranking became an impossibility, except for giants. The oil thickened, and it became necessary to jack up the rear wheels, which, for some planetary reason, eased the throw.

The lore and legend that governed the Ford were boundless. Owners had their own theories about everything; they discussed mutual problems in that wise, infinitely resourceful way old women discuss rheumatism. Exact knowledge was pretty scarce, and often proved less effective than superstition. Dropping a camphor ball into the gas tank was a popular expedient; it seemed to have a tonic effect on both man and machine. There wasn't much to base exact knowledge on. The Ford driver flew blind. He didn't know the temperature of his engine, the speed of his car, the amount of his fuel or the pressure of his oil (the old Ford lubricated itself by what was amiably described as the "splash system"). A speedometer cost money and was an extra, like a windshield-wiper. The dashboard of the early models was bare save for an ignition key; later models, grown effete, boasted an ammeter which pulsated alarmingly with the throbbing of the car. Under the dash was a box of coils, with vibrators which you adjusted, or thought you adjusted. Whatever the driver learned of his motor, he learned not through instruments but through sudden developments. I remember that the timer was one of the vital organs about which there was ample doctrine. When everything else had been checked, you "had a look" at the timer. It was an extravagantly odd little device, simple in construction, mysterious in function. It contained a roller, held by a spring, and there were four contact points on the inside of the case against which, many people believed, the roller rolled. I have had a timer apart on a sick Ford many times, but I never really knew what I was up to—I was just showing off before God. There were almost as many schools of thought as there were timers. Some people, when things went wrong, just clenched their teeth and gave the timer a smart crack with a wrench. Other people opened it up and blew on it. There was a school that held that the timer needed large amounts of oil; they fixed it by frequent baptism. And there was a school that was positive it was meant to run dry as a bone; these people were continually taking it off and wiping it. I remember once spitting into a timer; not in anger, but in a spirit of research. You see, the Model T driver moved in the realm of metaphysics. He believed his car could be hexed. One reason the Ford anatomy was never reduced to an exact science was that, having "fixed" it, the owner couldn't honestly claim that the treatment had brought about the cure. There were too many authenticated cases of Fords fixing themselves—restored naturally to health after a short rest. Farmers soon discovered this, and it fitted nicely with their draft-horse philosophy: "Let 'er cool off and she'll snap into it again."

Cont'd on pg 11.....



## For Sale & Want Ads

**For Sale: Three 1925-26 license plates. Call Bob Ross 293-1676**

**For Sale: 1926 Tudor, very original. Contact Ted Harris. Home: 505-293-1640, cell: 505-249-3458.**

**For Sale: 1925 Tudor \$8500, 6 crank shafts \$85 each, 3 camshaft \$25 ea, 1 26-27 transmission cover (hogs head) \$75, 1 brake drum \$80, 1 exhaust brass whistle \$85. Call Clarence Schritter 505-896-5557 or 505-238-9896.**

**For Sale: Dean Van Doren's Model stuff. Call Linda 459-5897**

Cont'd from page 10...

A Ford owner had Number One Bearing constantly in mind. This bearing, being at the front end of the motor, was the one that always burned out, because the oil didn't reach it when the car was climbing hills. (That's what I was always told, anyway.) The oil used to recede and leave Number One dry as a clam flat; you had to watch that bearing like a hawk. It was like a weak heart—you could hear it start knocking, and that was when you stopped and let her cool off. Try as you would to keep the oil supply right, in the end Number One always went out. "Number One Bearing burned out on me and I had to have her replaced," you would say, wisely; and your companions always had a lot to tell about how to protect and pamper Number One to keep her alive.

Sprinkled not too liberally among the millions of amateur witch doctors who drove Fords and applied their own abominable cures were the heaven-sent mechanics who could really make the car talk. These professionals turned up in undreamed-of spots. One time, on the banks of the Columbia River in Washington, I heard the rear end go out of my Model T when I was trying to whip it up a steep incline onto the deck of a ferry. Something snapped; the car slid backward into the mud. It seemed to me like the end of the trail. But the captain of the ferry, observing the withered remnant, spoke up.

"What's got her?" he asked.

"I guess it's the rear end," I replied, listlessly. The captain leaned over the rail and stared. Then I saw that there was a hunger in his eyes that set him off from other men.

"Tell you what," he said, carelessly, trying to cover up his eagerness, "let's pull the son of a bitch up onto the boat, and I'll help you fix her while we're going back and forth on the river."

We did just this. All that day I plied between the towns of Pasco and Kennewick, while the skipper (who had once worked in a Ford garage) directed the amazing work of resetting the bones of my car.

Springtime in the heyday of the Model T was a delirious season. Owning a car was still a major excitement, roads were still wonderful and bad. The Fords were obviously conceived in madness: any car which was capable of going from forward into reverse without any perceptible mechanical hiatus was bound to be a mighty challenging thing to the human imagination. Boys used to veer them off the highway into a level pasture and run wild with them, as though they were cutting up with a girl. Most everybody used the reverse pedal quite as much as the regular foot brake—it distributed the wear over the bands and wore them all down evenly. That was the big trick, to wear all the bands down evenly, so that the final chattering would be total and the whole unit scream for renewal.

The days were golden, the nights were dim and strange. I still recall with trembling those loud, nocturnal crises when you drew up to a signpost and raced the engine so the lights would be bright enough to read destinations by. I have never been really planetary since. I suppose it's time to say goodbye.

Farewell, my lovely! ♦

**Tin Lizzies of Albuquerque**  
**PO Box 30473**  
**Albuquerque, NM 87190-0473**

## *The Enchantment Flyer*

### **ATTENTION:**

The Tin Lizzies  
will meet at  
The Vineyard  
6118 Edith Blvd NE  
7:00 PM on the  
4th Thursday  
of each month,  
unless otherwise noted.  
**Next meeting is June 26,  
2014**

**COME JOIN**

**THE FUN !**

