
THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE



Mark Wing unloading the 1911 Model T touring while Sue Wing and neighbor and Tin Lizzie member Bob Jackson watch. The Model T sedan in the background belongs to Tony & Dana Marchand, former Tin Lizzie members and was being moved from Kentucky to Flagstaff, AZ. Both Model Ts were transported by "Freighter Jim." See Cover Story, page 3.

Photo Courtesy of Paul Duncan taken at the Wing home on 05/21/2020

The Enchantment Flyer is the official publication of the Tin Lizzies of Albuquerque Model T Club. The purpose of the newsletter is to share written communication among the Club members that enhances content currently available on the Club website and circulated via member email. The Editor welcomes contributions by all Club members, especially Committee Chairs, Officers and Directors who manage the Club between General Membership meetings.

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The Tin Lizzies of Albuquerque is a Chapter of the Model T Ford Club of America. Membership in MTFCA is encouraged but not required. Contact the Tin Lizzie Membership Coordinator.



A Tale of Two Viruses

by Paul R. Duncan, President

President's Message

I want to share my thoughts about two viruses that are on my mind at the moment, COVID-19 and Curly Top Virus. First, COVID-19 has changed our daily routines and upended our Tin Lizzie schedule of events. The last official Club events were in early March that included the Rich Ford Car Show and the T n' Vittles at The Daily Grind. Since then, the NM Department of Health has issued a series of "Stay at Home" orders.

So, what have members been doing? The common denominator answer is: **we have been busy and productive mainly staying at home and completing projects put off for years.** For those of us who are "retired" we can continue this type of activity and interaction for a long period of time. However, we all know that it is not possible to shutter the economy. Club members who are still working or who will be returning to work have now been tested for COVID-19 one or more times.

New Mexico is now slowly opening up! Restaurants are again open for business under new rules of contact. There is still no word on when groups of more than 5 can assemble but I remain hopeful that we can resume at least some of the Club activities in June.

On Memorial Day, fifteen Tin Lizzie members gathered with their decorated cars for a short "drive-by" parade in the northeast heights. Stan & Janice Gauna shared more of the story in this issue. Larry Azevedo has submitted two new "Garage Gossip" stories about staying at home during the COVID restrictions. Finally, Mark Wing has shared the amazing story about

the recent trade of his MG sports car for a 1911 Model T touring. He agreed to be my first newsletter "Guest Editor" for what has become the May-June 2020 "COVID-19 Souvenir Issue." Not only did he write the main Cover Story and several other articles for this issue, he contributed many of the photos.

I also wanted to share my thoughts about another virus that is active at this time of year and important for home gardeners. Every year I plant tomatoes and hope that they will escape late frosts, high winds the Curly Top Virus (CTV). Dr. Alice Goldberg, a plant pathologist at NMSU describes this DNA virus is a major problem for both commercial and residential growers of tomatoes, chilis, sugar beets and other vegetables in New Mexico. The reservoir for the virus is in common winter and summer weeds including mustard (London rocket), kochia, and Russian thistle. Living in the North Valley, we have all of these weeds along the irrigation ditches and open spaces and controlling them is an annual battle. A tiny leaf hopper insect is the vector that picks up the virus from the weeds and then injects the CTV into the leaves of the tomato or other favorite vegetable. As the virus multiplies, the the leaves of the infected vegetable plant curl up the plant dies. In addition to weed control, protecting the new plants with a row cover provides shade and can prevent the leaf hopper from reaching the leaves. One important fact is that there is no plant to human transmission of the CTV!

Stay safe and healthy.

Supervising Editor: Paul Duncan

Guest Editor: Mark Wing

Content & Format Editing: Mark Wing, Paul Duncan, Marilyn Duncan

Issue Contributors: Mark Wing, Paul Duncan, Marilyn Duncan, Larry Azevedo, John Hayne, Bernice Young, Stan & Janice Gauna, Vern Willan

Wings Trade their 1946 MG-TC for a 1911 Touring!

by Mark Wing

In mid-April a posting in the MTFCA Classifieds caught my attention: *"1911 Touring, early open valve, 5-ball carb, new tires, top, side curtains. One-piece spindles, 2-piece timer, working gas lamps, 6-rivet rear end. Has one-piece converted pan and replacement square hole transmission cover. Has ring gear for someone who would like to add starter. Price \$37000 or possible trade for MG-TC. Located in Northern Cincinnati, Ohio"*

I've been collecting 1911 parts for years now with the intention of building both an early open-valve 1911 and a later one with a closed valve engine. In these Covid-19-induced recessionary times, I wasn't interested in buying an early 1911, but I did happen to have a very nice **1946 MGTC**. I could tell from the ad's photos that the touring car was restored to a very high standard from an original car. Trading my MG sports car for a 1911 Model T touring seemed like a long shot but it was worth a try.

MG stands for "Morris Garages" and the TC model is a registered "Classic Car." It is considered historically significant as American GIs were introduced to British cars during WWII and wanted them when they returned home. The MGTC started the American sports car craze after the war and provided much needed hard currency to the post-war British economy. MGTCs were built in from 1945-1949 (all with right-hand-drive) and only 1,700 were produced



Mark Wing's 1946 MGTC ready for transport to Ohio
Photo courtesy of Paul Duncan

in 1946. My TC, is no. 1,508 of 10,000 total production, making it a fairly early example of the marque. The TCs have a distinctive antique style with a long hood, sweeping fenders, 19-inch wire wheels, and with their modest 54 HP engines, are a lot of fun to drive. I had owned the MG for almost twenty years and had only driven it 1,570 miles.

The 1911 touring car (engine no. 40,013) belongs to a semi-retired metal fabrication company owner in Cincinnati, OH. He bought the touring car eight years ago and had only driven it 30 miles in that time! His name, Stuart Clipson, was familiar to me as he had posted many restoration questions on the MTFCA Forum. He is also well versed in British cars and owns a 1954 Jaguar XK120, a 1927 Rolls-Royce, and had enjoyed driving an early 1950s MGTD (the successor to the MGTC) several decades ago.

After contact was made, we traded photos and details for several days. We agreed that both the TC and his touring car were of similar value. Once we decided to move forward, the next question was

how to transport them? 1,400 miles separate Albuquerque and Cincinnati and, at the time of this article, New Mexico and other states are either in a "lock-down" mode or at least strongly discouraging travel.

We eventually contacted "Freighter Jim", a well-known figure in Model T circles as he has transported over 300 Model Ts and other antique cars. He's also a frequent poster on the MTFCA Forum. We were very lucky as he was in Arizona and driving eastward pulling a 30-ft-enclosed trailer. On May 6th, Paul Duncan joined me at the pickup point at Central and Tramway where we got a chance to talk to Jim as he was loading the MG. The MG was positioned behind a very nice depot hack built by Mark Chaffin (owner of Chaffin's Garage) and it's now on its way to Ohio. In a week or so, I expect to take delivery of the 1911 touring. I'm hoping that the car lives up to my expectations. At 109 years old, it will be among the earliest cars in our club and in the state of New Mexico.



Editorial follow-up to the original story: The MGTC was delivered to Stuart Clipson in Cincinnati, OH and exchanged for the 1911 Touring (Top Photo.) Freighter Jim returned to Albuquerque and arrived on May 21, 2020. Left to right Mark & Susan Wing, Paul & Marilyn Duncan, Bob Jackson.

Photos shared by "Freighter Jim" and Mark Wing

Evaluating the 1911 Touring Car in Ohio

by Mark Wing

How do you go about evaluating a 1911 Model T touring car for a potential trade that's 1,400 miles away? In this case, both the owner of the Model T in Cincinnati, OH, and I relied on numerous photographs and discussions to make our decisions. We realized that neither car was in perfect condition, but both the 1911 touring and my 1946 MGTC were at least in very good condition for their age.

Photographs of the 1911 taken circa 1998 showed an intact and original touring car resting on its rims. Features like the step-sided steel-skinned upper body and lower wood body, 6-rivet clamshell rear differential, brass windshield, one-piece spindles and early front axle are visible in these over 20 year old photos. At that time, the car still had its original upholstery and tattered top. This 1911 touring is among the cars listed in the "Model T Ford-The Car That Changed the World" by Bruce McCalley. In the shipping invoices section on page 492, it documents how the engine no. 40,013 car was configured, based on the build sheet on file at the Benson Ford Research Center in Dearborn, MI. For instance, the build date was **Feb. 27th, 1911**, body style is **touring**, color is **blue**, body manufacturer is P (**Pontiac**), windshield R (**Rands**), carburetor K (**Kingston**), coil is H (**Heinze**), speedometer is ST-26 (**Stuart Model 26**), gas lamps E&J (**Edmunds & Jones Model 666**), and NT (new transmission cover - wider style rectangular shape). All of these parts are present on this car today.

Contemporary photos of the car also show other telltale features of Model Ts of this time period including an early frame with cast rear body supports, tapered leaf springs, 2-piece firewall, 2-piece drive shaft housing, brass oilers, rounded felloe wheels with teardrop-shaped spokes, running boards with the Ford script running lengthwise, leather upholstery, brass steering wheel spider and gear case, low head, brass (non-"Made in the USA") radiator, roll up rear window, pin striping, and brass Murphy top fasteners. The data plate located on the front seat riser is stamped 40,013 and matches the number on the raised boss on the right side of the engine. Under the front seat springs, and stamped on the wood frame, is the Beaudette (Pontiac) body serial number. The open valve block, with removable valve guides, also looks correct for an early 1911.

Other potential areas of concern included a freeze cracked block, a cracked frame, and tapered or non-tapered rear axle shafts. I was assured by the owner that he saw no evidence of block or frame cracks and the rear axles were tapered. This February built car would have been one of the first Model Ts to have the factory installed, and much safer design, tapered rear axle shafts.

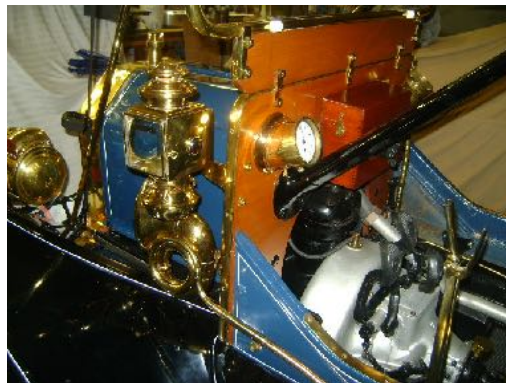
When the current owner acquired the touring car in 2012 all the firewall hardware and brake lever parts were painted black. He had these parts stripped and brass plated-a feature correct for this early car. It also came with a Kingston coil box when the build sheet said it should be Heinze. He traded the Kingston box to R.V. Anderson, the recognized authority on brass-era coils, and replaced it with a beautifully restored Heinze unit. He also added a new top, white tires, and new floor mats. The car had also come to him with a reproduction radiator installed but also included the original radiator with a leaking core. He found a much sounder radiator with an original core and replaced the upper tank with the one belonging to the 1911 so as to preserve the serialized data plate on the back of the upper tank! The car also came

with a later style hogs head, oil pan, and later transmission with starter ring gear. The original parts would have had the wider rectangular inspection cover and one-piece pan a design only used for approximately two months. The early wider-style aluminum hogs heads are very rare so he tracked down a reproduction casting in Canada and had it machined to the Ford factory specifications. The reproduction one-piece pan was located at the Hershey Antique Car Swap Meet. It was created by taking a 7-rivet circa 1912 pan and

cutting out the inspection cover

area. The one-piece sump section is available in the parts catalogues and one was welded in place. In the future, should I want to add a starter, the hogs head could be replaced with a later one without having to remove the engine. The engine was restored approximately 20 years ago and driven less than 100 miles since then. I've been told that the engine is still very tight, but can be started quickly and without having to jack up a rear wheel.

I'm really looking forward to taking delivery of this 1911 touring car to examine it in person!



1911 Model T Touring photo studied by the author during car trade negotiation.
Photo provided by Stuart Clipson

by Marilyn Duncan, Membership

Membership

New Family Members: One new family joined the Club in April. Total Active memberships remain at 107. They are **Spike & Teri** of El Paso TX. Spike discovered us at the March Rich Ford car show event. He was there coordinating the

Bigfoot Monster Truck show and was recruited by Larry Azevedo. Spike owns a 1926 Coupe and is looking forward to participating in Tin Lizzies club events. He has also joined the MTFCA as a new member!

In Memory: Molly Cunningham, a long-time Life Member passed away on 04/01/20 just short of her 91st birthday.



May Birthdays: JoAn Armstrong; Lillian Azevedo; Roger Burton; Ken Carpenter; Steven Chase; Jim Glover; Sherri Jackson; Barbara Mitchell; Fred Kammerer; Rita Ortega; Carmen Otero; Bill Robinson; Marilyn Schwanke; Irene Sena; Barbara Wright

June Birthdays: Paul Beck; Laura Campbell; Lee Chase (91!); Frank Ferri; Don Gaines; Jessica Lance; Frank Lewark; Duane Nicholson; Nita Nicholson; Tim O'Brien; Robbi Ross; Joe Vandenburg; Rebecca Wiegand; Vern Willan; Brendan Wing

May Anniversaries: Gene Barnhouse & Carmen Otero; Russell & Julie Dilts; Don & Medora Gaines; John Gibbs & Vicky Lujan-Gibbs; Tim & Amy O'Brien, Joe & Yvonne Ortega, Gabe & Samantha Sanchez

June Anniversaries: Lillian Azevedo & Brendan Burke; Paul & Margie Beck; Gerald & Linda Hash; Dave & Ann Merewether; Paul & Nancy Musgrave; Duane & Nita Nicholson; Tony & Patti Schroeder

Joe Fellin's 85th Birthday Model T Club Celebration

by Bernice Young

Thought you might like to see this. Was a fun day and good to see friends even though at a distance. Joe Fellin recently celebrated his 85th birthday. Due to the Corona Virus lockdown, and having limited contact with their Model T friends it was impossible to have a planned large party with relatives and friends. So instead, I arranged for a "Birthday Celebration Drive By" with our Model T friends from the East Valley Model T Ford Club.

I called him to his garage's open door, and he was surprised by the numerous

decorated Model T's and modern cars and even a large Fire Department Engine (with it's sirens blaring) driving by our rural home. The group, keeping their social distances, paused in front of our home and sang "Happy Birthday." This demonstrates how Model T friends stick

together and can "make a silk purse out of a sow's ear" and refuse to let anything keep them from having fun, enjoying and driving their Model T's.



Joe Fellin, left, celebrates his 85th birthday with Model T Drive-By in Apache Junction, Arizona, April, 2020.
Photo courtesy of Bernice Young

Waiting it Out *by Larry Azevedo*

COVID Garage Gossip

The cessation of workdays has been disastrous for me and a real plus for Lorna. On a normal week I spend as much time in the shop playing w/ T's as possible- unless I'm driving a T or sleeping. This typically involves several of our club members coming over two or three times a week to work on their Model T projects plus a Saturday workday a few times per month. Since our governor put in place a 'stay at home' guidance, the periodic 'fun' days with our club members have temporarily stopped. Here comes the bad news for me and the good news for my spouse: Lorna has resurrected all those "honey do's" that I have kept on the back burner. Some of those "honey do's" have been put off for years.

First "honey do's" were not too bad. Lorna got me started on reorganizing the pantry which took a couple of days. It took this long because I would sneak into the shop and work on Kirk's Montana 500 project to maintain my sanity while Lorna was distracted. Next came draining the hot tub and cleaning it out. Lorna's next project was to clean up her Jeep garage space which was a little stressful for me because we had 6 backpacks with full gear stored in there. I managed to avoid tough

decisions by moving the backpacks to the small barn.

I did get some retribution, however, by having Lorna help me plant a lot of new grass seed. She responded by getting me to tackle the small barn! Now this was getting serious! Oops! The backpacks were on the front burner again along with tons of camping gear, water ski gear, snow ski gear, a million Model T parts scattered everywhere, Ford flathead parts, Jeep parts, Model A parts, hardware, nuts, bolts, paint supplies, etc. etc.

We have had the following conversation (with different items) over and over:

Lorna: What's this?

Me: That's a carburetor.

Lorna: What does it go to?

Me: A Model T.

Lorna: Why do you have more than 20?

Me: I may need them someday.

Proposed Plan to Reopen the Shop:

We have been grounded at home for the last 7 weeks and Lorna has been happy as a clam. She pulled out all the honey dos I have put off for years and I have been working on them! We have reorganized the small barn, planted lots of veggies, seeded grass and repaired lot of things. I have managed to putter on Model T projects a little when Lorna is distracted with her exercise videos or gourd work. Anyway, it's been OK here but we are looking forward to getting back together in the near future with work days. On that note, the following are some thoughts about future work days:

We are about ready to restart work days at Azevedo's shop. We have made a few changes to ensure the safety of everyone. First, ladies will be required to wear hoop dresses which will help to enforce social distancing. Since we cannot ensure the cleanliness of the bathroom

if everyone is using it please wear Depends so you won't have to go while at the work party.

Men: please refrain from using deodorant or taking a shower for a minimum of 4 days before the work party. That way no one will get too close to you. Please plan on working only on greasy jobs so you will therefore avoid sticking your fingers in your mouth, picking your nose or rubbing your eyes. For hand cleaning we will use solvent, matches and optional fire extinguisher. Finally, we could not find any thermometers to measure your temperature but were able to get a good rectal thermometer so we will use it to monitor your temperature when you arrive. Make sure your Depends have a trap door. Looking forward to the work day!

Larry

April, 2020

Memorial Day Parade

by Stan & Janice Gauna

May 25th is a special day for our veterans. It was especially special for one veteran that turned 98 on the same day. Ken Littell is a member of the local Elks Lodge 461 in Albuquerque. He had prepared a Memorial Day remembrance for the men and women that died serving our country so they could be honored. He has done this remembrance for decades.

This year he was not able to do that due to the Corona virus. Instead the Elks club decided to bring that ceremony to him. The Elks honored him with a special presentation and a very unexpected drive by parade. The Tin Lizzies were asked to participate in a drive by parade to help celebrate him as a WWII veteran and his birthday. We had eight Model T's participating in the very small parade in front of his assisted living home.



Left to right, Neil O'Brien, Stan Gauna, and MaryAnn O'Brien with the Gauna's 1917 Depot Hack and the O'Brien's 1920 Luverne Firetruck.
Photo Courtesy of Paul Duncan

Neil and Mary Ann led the parade with their Fire Truck with the siren sounding. We also had Mark and Sharon Dominguez, Don and Barbara Mitchell, Paul Beck, Stan and Janice Gauna, Paul and Marilyn Duncan, Larry and Lorna Azevedo and Dave Ferro. Linda Riel also participated with her modern car.

Ken really enjoyed the cars. He told Channel 13 news that he would like to have every one of the cars. The smile on his face said it all. Thanks to all that participated.

If you missed Channel 4 or Channel 13 news on the 25th you can view it on the channel's web sites.

Editor's note: Check out the Tin Lizzies website for more pictures of the event.

Update on Mark Wing's 1915 Coupelet Restoration

by Mark Wing

My 1915 Coupelet body was ready for pickup and I didn't have any pictures of the body as Ray Wells (*the Craftsman*) doesn't use computers. I've been relying on verbal descriptions. I have a pretty good idea of his craftsmanship as he was working on both 1915 and 1916 Coupelet bodies when I visited him in December. I understand that I'll have to do some additional work myself, especially around one of the door hinges, and general body finishing and painting prior to upholstery. There's a guy in the El Cajon area named Ernie Romero who's an antique car upholstery expert and has been teaching and doing upholstery for 40 years. He has all the Coupelet patterns, has done several, and

finished Russ Furstnow's 1915 within the past year. (May 16, 2020)

Editor's Note: Mark and his son Brendan who is also a Tin Lizzie member made a quick road trip to California over Memorial Day weekend to pick up the coupelet body from Ray Wells. They hauled it back on their flat bed trailer and had an uneventful trip. In the meantime, Mark had located an original 1915/16 Model T frame in Tucumcari. See story on page 9. He is currently working in his home shop to restore the frame and fenders.

Linda Riel, Chairman, Contact at (505) 459-5897

Refreshments & T'n Vittles

Meeting Refreshments 2020

Date	Provided By	Provided By	Notes
05/28			CANCELLED
06/25	Dave & Ann Merewether		
07/23	Mark & Susan Wing	Phil & Jessica Lance	
08/27	Ice Cream Social	Group Event	
09/17	Rita-Loy Simmons	Sharron Geilenfeldt	1 week early due to Tour
10/22	Kirk & Susan Peterson		
11/19	Guys with Pies	Group Event	1 week early due to Thanksgiving

T'n Vittles Breakfasts 2020

Date	Hosted By	Starts @8:00am or as noted
07/11	Dave Ferro	TBA
08/09		TBA
09/12	Rita-Loy Simmons & Sharron Geilenfeldt	TBA
10/10	Phil & Jessica Lance	TBA
11/14		



2020 Donor Recognition

8601 Lomas Blvd NE, Albuquerque, NM Sales: 1-800 950-6529—Service: 1-800 917-6016

Editorial Comment: So far in 2020, we have received one donation. That came from the March Rich Ford Car Show. We tentatively have an August car show scheduled at Rich Ford in Edgewood. There has been no response from Power Ford regarding whether they plan to have their Labor Day car show.

by Marilyn Duncan

For Sale & Wanted Ads

MODEL T PARTS for SALE	PRICE
2 1/2" Drop front axle	\$225
3-dip Motor pans with bottom plate.....	\$45
Brake lever with cross shaft	\$135
1929/25 Motor front plate #3009C.....	\$26
1926/27 Knock-off transmission band set.....	\$76
1919/27 Starter motors.....	\$110 & \$125
1919/27 Generator.....	\$110
Super six steel case Warford transmission.....	\$225
Tapered leaf rear spring.....	\$195
1919/27 Original cylinder heads.....	\$90
Call John (505) 294-4434	

Mark Wing & John Hayne Pick up Model T Parts in Tucumcari

by Mark Wing

A couple of days ago (May14, 2020), John Hayne and I took our flatbed trailers to Danny Ellis' "Mother Road" facility in Tucumcari off of Old Route 66. The Club had visited Danny's place as part of our Tucumcari Tour in 2014. Some of you may recall a couple of large piles of rusty Model T parts. After reviewing past tour photos recently, I saw that the frame that I needed for the Coupelet project was among one of the piles. You can see the distinctive 1915/16 style fenders still attached to the frame in the 2014 photo. Unfortunately, when I contacted Danny, he wouldn't sell the frame only and that's where John comes in. We wound up splitting the cost for all the T stuff and I got the frame, a later differential but

with tapered-leaf springs, and John got everything else. I will have to replace the front cross member but I already have a good one in my inventory and had replaced the one on the 1925 touring car

during its restoration. If I had tried to use a slightly later frame, say 1917, I would have had to fill or drill 42 holes and it still wouldn't be authentic! The frame is in generally good condition which is amazing considering it's been outside for almost 100 years. I'm disassembling it now in preparation for replacing that cross member and

straightening a dip in the frame rails.



John Hayne loading T parts in Tucumcari, NM
Photo courtesy of Mark Wing



MTFCA Contact Information: PO Box 996, 309 N 8th St, Richmond, IN 47375-0996, Phone (765) 373-3106, join or renew (\$40/year) online link: <https://www.mtfca.com/clubpages/joinamember.htm>. The member dues renewal date is printed on the mailing label of your *Vintage Ford* magazine.

MTFCA Major Events: See *The Vintage Ford* magazine for more information.

MTFCA 2020 National Tour: Cancelled due to COVID-19 concerns, rescheduled for 2021, Spokane, WA

MTFCA Begins Webinars on Model T Topics *by Paul & Marilyn Duncan*

Recently, the MTFCA Board of Directors announced that they would be sponsoring webinars on Model T topics of interest to their membership. The advantage of the webinar format is that it can allow interactions and questions among attendees. So far, there have been three MTFCA-sponsored webinars. The first held in April, 2020 was a Model T Garage Tour, the second on May 9, 2020 was about "Coil Testing/Tuning" by Mike Kossor and the third was in late May, 2020 and shared new T-owner stories. So far, the webinars have been hosted by Chris Brancaccio, MTFCA Webmaster and Forum Administrator and he is assisted by Jeff Stevenson. Information about upcoming webinars can be found on the MTFCA Forum website at <https://www.mtfca.com/phpBB3/> in

the "Live Video Webinars Section." Registration for a specific webinar ID (date and time) is required in advance and the webinar utilizes Zoom software for the video feature but audio only can also be accessed by phone. Registration for the webinars requires a MTFCA Forum User Name, Password and email address to receive the specific webinar link and password.

During the recent Coil Testing webinar, we had an excellent connection via our home desktop computer for both audio and video. The MTFCA webinar initiative is off to a good start and we look forward to joining future programs. MTFCA and local chapters need to find a way to inform members about upcoming webinar topics since not all MTFCA members use the Forum on a regular basis.

Organized by Vern Willan

Tin Lizzie Cabin Fever Game

During April, Vern Willan circulated an email that challenged club members to a game intended to reduce the **risk of cabin fever during this time of self-incarceration**. Players were instructed to send a fact about the player to Vern. He then scrambled the facts with the named player and challenged players to match all the players with the the correct fact.

The **winner** was Kirk Peterson and his prize is a gas gauge for his T. There were 14 members who submitted a fact plus 4 guests and 8 players completed the score card.

Thanks Vern for a wonderful game format and we know Kirk is a good listener who remembers many stories we all hear at our Model T gatherings. Refer to your April 25, 2020 email from Vern Willan to see the Answers.

Editorial Comment: Congratulations to Kirk Peterson who was the winner and thank you to Vern for organizing and scoring the game as well as all the Club members who submitted their Facts!

COVID-19 Closures

The Tin Lizzies General Membership Meetings for March, April and May, T'n Vittles breakfasts for April, May and June and all Work Days were CANCELLED or PUT ON HOLD due to New Mexico Statewide Coronavirus Public Health Orders. We will stay in touch with members via email and phone calls and are optimistic that Club events may resume in June. Online Link for NM Department of Health COVID-19 Updates: <https://cv.nmhealth.org>

Chapter Events 2020 Schedule

General Membership Meetings: The Vineyard +55, 6118 Edith Blvd NE, Albuquerque-

Held the 4th Thursday at 7pm, unless otherwise noted.

06/25/20; 07/23/20; 08/27/20; 09/17/20 (1 week early due to Tour); 10/22/20; 11/19/20 (1 week early due to Thanksgiving); No December meeting.

T'n Vittles Breakfasts: Held the 2nd Saturday of each month, start at 8:00 am unless otherwise noted. See List

07/11/20; 08/09/20; 09/12/20; 10/10/20; 11/14/20; No December breakfast.

Car Shows:

Rich Ford Edgewood: 19 Plaza Loop, Edgewood: 08/xx/20 exact date TBA: (Contact Linda Riel, (505) 459-589

NM State Fair: 09/13/20 (Contact, Mark Dominguez (505) 263-9970). Parking location

Work Days: Corrales at Larry's Garage, Dates TBA

Notification via email or phone reminder.

Parades:

Corrales 4th of July : 07/04/20

Corrales Holiday Light Parade: 12/05/20

Tin Lizzies of Albuquerque

Paul Duncan, President
Mark Dominguez, Vice-President
David Ferro, Secretary
Marilyn Duncan, Treasurer & Membership

Philip Lance, Director
Jeff Richards, Director
Al Schwanke, Director

Check out past Events & Other Postings on our Website

The Tin Lizzies of Albuquerque Website
<https://www.tinlizziesofabq.com/>