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# THE ENCHANTMENT FLYER

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OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE

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Jahn Wright with his grandfather's 1925 Model T coupe pictured in his home garage shop. See Cover Story Pages 3-4. The Model T shares home shop space with Jahn's 1979 Corvette that he has owned since 1981.  
*Photo by Paul Duncan, October, 2020*

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*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 posted on the Club website and/or circulated via email. The Editor welcomes contributions by all Club members, especially Officers and Directors who manage the Club between General Membership meetings and Committee Chairs.

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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 for more information.



## Tin Lizzies Zoom Meeting

*by Paul R. Duncan, President*

The Tin Lizzies' Zoom virtual meeting held on December 10, 2020 was a first for the Club. This meeting represented an example of "**good governance.**" The Holiday virtual meeting was initiated by two Club members, Kirk Peterson and Philip Lance. They encouraged me to schedule a virtual electronic "gathering" during this dark season of COVID-19 shutdowns. I knew the Board had conducted most of the necessary Club business via email and telephone calls.

Initially, I did not appreciate what they were feeling and observing. The Club had not previously conducted "virtual" meetings. I discussed with Larry Azevedo what the policy was within the *Model T Ford Club of America*. He indicated that they had held virtual meetings of the MTFCA Board and encouraged me to proceed with a virtual Tin Lizzie Membership meeting. The day before the actual Club meeting Phil & Jessica Lance organized a training and practice Zoom session with Larry, Kirk and the Board of Director members.

The Tin Lizzie virtual membership meeting was a success with around 50 "in attendance" at some point over the 1-hour meeting. Members looked "relaxed" in their home settings. There were about 10 members who experienced various technical issues and we have contacted them to learn more about their situation. The membership re-elected our current Board of Directors for 2021 and approved

## President's Message

the minutes of the last membership meeting 10 months before. Several members expressed enthusiasm for the potential that virtual meeting technology could offer Tin Lizzie out-of-town members. There could be an opportunity for them to participate more in future Club meetings, even after the COVID threat has passed. I am planning to call a virtual Tin Lizzie Board of Directors Meeting in early January, 2021. Board meetings are open to members and further details for this meeting will be forthcoming.

Our recent Tin Lizzie virtual meeting experience confirms that human gatherings are an important part of our societal equilibrium, especially during a major pandemic. Public health guidelines limiting the size of in-person gatherings during a pandemic, in my opinion, are appropriate and sensible. Part of the Tin Lizzie Mission, however is to promote "good will and fellowship among the members." This is what members were missing when the Regular Meetings were completely cancelled. I look forward to resuming more Club meetings during 2021 utilizing virtual technology when appropriate.

Be safe over the upcoming *Holiday Season* and we all look forward to resuming more of our normal Club activities during the summer after we have been vaccinated.

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**Supervising Editor:** Paul Duncan  
**Content & Format Editing:** Paul Duncan, Marilyn Duncan

**Issue Contributors:** Paul Duncan, Marilyn Duncan, Jahn Wright, Larry Azevedo, Fran Gurule, Dave Ferro

## Wright Family '25 Coupe Restoration

by Jahn Wright

Cover Story

Way back in the fall of 1924, a Ford Model T coupe was born. The engine was born in May 1924, but it wasn't until late in the year that the car was assembled. A few features mark it as a 1925; the doors are all steel and the carburetor choke/mixture control terminates in a U-joint at the carburetor the same as the 1926-1927 models. Would I attempt a complete restoration like this again—in a word “NO”, but history weighed heavily in this situation. History also outweighed finances; the cost of the restoration is undoubtedly well above the value of the vehicle now. No, I don't have a good accounting of what was spent over the last 20+ years nor do I have an expert appraisal of the current value.

With that background, the history which influenced me to take on the project was, in fact, family history. This vehicle was originally owned by my maternal grandfather, at least as far back as 1935 and I have a registration slip with his signature that verifies this. During this time of his ownership, he was a farmer and a rural mail carrier in Iowa with three daughters in college during the Depression. As you may know, in the 1930s through 1950s, the roads in the rural Midwest were mostly dirt surfaces with some main routes receiving gravel. A few were even paved, but not in the town or surrounding areas where my family lived.

In those days, a rural mail carrier abided by the famous mottos “the mail must go through” or “neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds”. Well, the climate in Iowa included frequent rain, snow, heat, cold, humidity, mud, thawing mud, and other fun aspects that served to stir up road surfaces. During restoration, I found that the trunk area of the car had been the recipient of muddy tire chains on numerous occasions. The tire chains weren't included but some of the dried mud was still in the car when I acquired it in 1996. Needless to say, the Iowa humidity

facilitated the formation of rust in these areas! Fortunately, the rust was mostly restricted to the fenders and trunk. I was also able to secure a new trunk floor and replace the fenders with newly manufactured ones much cheaper than the cost of body work to straighten and

refurbish the originals. The gentleman who painted the car also patched up the few small rust holes in the body.

During my youth (yes long, long ago—in the 1950's), I remember playing in this car which was housed in the barn on our property in Iowa. My parents inherited it when my grandfather died in the late 1940's. I vaguely remember riding with my father when he used it to travel to our nearby property to tend the livestock. For

several years, he used it on the same rural mail route as my grandfather had served. Dad also used it for farm chores when the weather was bad as he only had this vehicle, a family car, and a tractor—until several years later when he acquired a pickup and the Model T was relegated to static display in the barn.

When our family moved from Iowa to Arizona in 1961, we stored the Model T in Iowa for a year or so until Dad could get it moved to Arizona. It lived in our Arizona carport for a few years and I actually drove it around the block once or twice while in college in 1962 or 1963. I used paint remover to start the restoration process. This was well prior to the era of easy replacement parts availability that we have now. And some of the primer I applied in the mid-1960's (probably no longer available thanks to EPA regulations) stayed firmly attached until I removed it in 2005-2006.

When my Dad passed away in 1995, I inherited the Model T. After several years in my garage in Albuquerque with little real progress, in 2003 several members of the Club (3 of them no longer with us) helped with the disassembly.



Wright family 1925 Model T coupe prior to restoration. The T had rear disc wheels and 6.00-16 tires from when Jahn's father used the T for several years on the same rural Iowa mail route as his grandfather.  
*Photo provided by Jahn Wright*

(Wright Coupe story continues on Page 4)

*Wright Coupe Story continued from page 3*

We transported the body to a storage facility and I arranged with Clarence Schritter to rebuild the engine and transmission. George Azevedo rebuilt the rear axle during one of his visits to Corrales. Meanwhile, I worked on getting some parts cleaned, sandblasted, and painted.

In 2004, we decided to move to a newer home so I was forced to move many parts to the new home and some to a storage facility on the West side. Moving this car around, either whole or in pieces, seems to be a pattern—Iowa to Mesa, Arizona to Albuquerque to Rio Rancho. Anyway, our new house in Rio Rancho had a 3-car garage with enough space to work on the vehicle so I finally got started on the restoration in earnest—about nine years after transporting the vehicle from Arizona to Albuquerque.

One of the first tasks was to replace the wood surrounding the roof—it was damaged by being parked for a time in a shed with a leaky roof (yes, rain in Arizona!) and my Dad had attempted to repair it, but I was able to purchase a complete wood kit to fix it correctly. I also spent a lot of time fitting new front door pillars since they were also damaged. I definitely don't recommend that exercise as a fun way to spend garage time.

Eventually, my son and I managed to get the wood fitted and installed to our satisfaction. I also replaced some wood pieces under the floor and perhaps should have done a complete re-wood, but I decided that was too extensive and expensive a project for me to undertake. Advice to would-be restorers: choose a year and body style with not too much wood unless you already have skills as a cabinet maker.

I elected not to have the body sand or media-blasted for rust and paint removal because of the danger of warping the sheet metal. Anyway, I used

various abrasive means to remove from the body Henry Ford's rather stubborn paint as well as the primer I had added during my college years. It was a slow process aided by my bead blasting cabinet for small parts but eventually I deemed everything ready to be painted.

After investigating various painters, most of whom wanted to do it "their way or else" at a high price, I settled upon a painter in Los Lunas recommended by a fellow Corvette owner. He was happy to take it, we agreed on a price (still pretty high), and I transported the body to him in late 2013. About two months later, he called for me to pick it up. He did a great job although I've managed to add a couple of scratches here and

there during assembly. Recently I installed the upholstery—aided by a video produced by the gentlemen who sewed up the various pieces of the puzzle.

Our club members, the MTFCA videos, Google, the various vendors, and the MTFCA Forum are great restoration resources—just try to filter the facts vs. opinions on the Forum. I used up one air compressor. I've added a drill press, die grinders, electric grinders, a bead blasting

cabinet, a rivet gun, bucking bars and other rivet tools, sheet metal dollies, air stapler, tack

hammer, staple remover, lots of various chemicals, and parts. I've found one tool to cure almost everything—credit cards. Although still not quite complete, I'll pass the car on to my son and am sure this Model T will continue its history in our family.



Wright family 1925 Model T coupe after restoration.  
*Photo provided by Jahn Wright*

by Marilyn Duncan, Membership Coordinator

## Membership

**Membership:** Since the last newsletter we currently have 111 Active Memberships. Thirteen new "Memberships" have joined in 2020.

**New Tin Lizzie Life Members:** Four Club members became eligible for Life Membership during 2020 by reaching a minimum age of 80 and having 4 years of Tin Lizzie membership. The new Life Members for 2021 are Andy Andrews, Durango, CO; Paul & June Bird, Rio Rancho, NM; John Hayne (also a Founding Member), Albuquerque, NM; and Rita-Loy Simmons, Albuquerque, NM. Congratulations! There are currently 33 Life Memberships in the Club, both Single and Family.

**NEW Family Membership:** Tom Wilson and his wife Sarah Norris from Tijeras, NM joined the Club in late November, 2020. Tom is currently working as the mechanic who maintains the 3 Model T's "starring" in the movie, *Canyon Del Muerto*. being filmed in New Mexico by Club members, Coerte and John Voorhees. Tom is a trained mechanic who is learning a lot about Model Ts during his film assignment. His main mechanical expertise and experience is more "modern" classic cars but he is looking forward to spending time at Larry's shop work days. He was recruited by Tin Lizzie member, Paul Beck who has also been working in the movie with his 1918 T Truck.

## In Memory:

**Donald Scott Lauritsen** passed away on October 14, 2020 at age 71 in Santa Fe, NM. He had retired after 30 years as a science teacher and coach in Santa Fe public schools. Don was a member of the Tin Lizzies since 2005. He enjoyed driving the 1926 Model T Tudor sedan that had been in his family for over 50 years. Following his death, his mother, Agnes Lauritsen donated their Model T to be sold to benefit the Tin Lizzies Club. See separate story about the auction on Page 7.

**Life Member, Vern. W. Harvey** of Truth or Consequences, NM passed away on October 17, 2020 at age 90 in Oakwood, OH. He retired from General Motors, Defiance, OH and was an Air Force veteran having served as a B-29 pilot during the Korean War. His beloved yellow Model T Speedster (No. 70) was always a crowd pleasure at Club car shows.

**Freddie B. Cox Evrage**, wife of James Ray Evrage of Pinon, NM passed away at age 92 on December 8, 2020. James & Freddie joined the Club in 2018. James owns 5 Model Ts, a 1926 Studebaker and a recently-acquired 1928 Dodge Brothers sedan.

**MTFCA Museum Memorial Donations:** The Tin Lizzies of Albuquerque has made a Memorial Donation to the Model T Ford Club of America Museum in the name of each Club member who passed away during 2020: Molly Cunningham, William T. Barnhouse, Donald S. Lauritsen, Vern W. Harvey and Freddie C. Evrage.



**January Birthdays:** T. Daniel Barnhouse; Teri Clapper; Paul Duncan; Doyle Gaines; Janice Gauna; Fran Gurule; Donna Hansen; Betty Housholder; Ann Merewether; Nancy Musgrave; Joe Ortega; Susan Peterson; Nicki Pilcher

**February Birthdays:** John Bauer; Luke Berglund; Brian Dean; Mark Dominguez; Les Haley; Betty Houston; Jean Langdon; Ron Martinez; Terry Mathson; James Mooney; Don Neidigk; Pat Padgett; Rita-Loy Simmons

**January Anniversaries:** Tom & Cathy Miles; Nino & Rita Ortega; Bob & Robbi Ross; Jahn & Barbara Wright

**February Anniversaries:** Skip & Hedy Dunn; Bob & Sherri Jackson

**Minutes of December 10, 2020 Virtual (Zoom) Meeting***Dave Ferro, Secretary***Minutes**

Phil Lance welcomed participants to our first virtual meeting and Jessica Lance covered virtual meeting etiquette and housekeeping. President Paul Duncan called the meeting to order at 7:15pm and led the Pledge of Allegiance. We established that there was a quorum (15) present with at least 37 members signed in during the meeting.

**Reports:**

**President Paul Duncan** reported that the club website continued to be updated and 6 issues of the *Enchantment Flyer* newsletter have been published to date. The 7<sup>th</sup> and final newsletter for 2020 will be published later this month. He reviewed the membership of the current elected board for 2020 including the following: Paul Duncan, President; Mark Dominguez, Vice President; Dave Ferro, Secretary; Marilyn Duncan, Treasurer; and Directors, Philip Lance, Jeff Richards and Al Schwanke. He reported that the current Board has agreed to extend their terms for the 2021 year since we were unable to have the November 2020 election due to NM state-wide COVID-19 restrictions regarding in person meetings. President Duncan reported that the club had successfully auctioned the Lauritsen family 1926 Tudor T for \$4,520 and the successful bidder was Jessica Lance. Agnes Lauritsen, mother of member Don Lauritsen who died in October, 2020, donated the T to the Club and her wish was for the club to sell the T for the benefit of the Cub.

**Treasurer & Membership Coordinator Marilyn Duncan** reported that the club was in good financial condition. Our Income and Expenses so far for 2020, including the Lauritsen donation, is Income \$6,286 and Expenses \$1,390. She also reported that

during 2020 we had 13 new Tin Lizzie Memberships and 4 new Life Memberships: Andy Andrews, Paul & June Bird, John Hayne and Rita-Loy Simmons. She reported that 2/3s of members have paid their 2021 dues or have a dues waiver.

**MTFCA Report:** MTFCA President Larry Azevedo reported that the annual matching campaign fundraiser for the museum received donations totaling \$57,000. The Tin Lizzies and our members contributed \$2,700 of that amount, roughly 5%, a generous contribution given our club represents only 2% of the MTFCA membership. Larry also reported that he was reelected President for a second term and a new Executive Director, Rachel Hughes, was hired during the October MTFCA Board Meeting in Richmond IN.

**Past Minutes Approval:** The minutes of the February 27, 2020 meeting as printed in the March 2020 newsletter were approved as written.

**New Business:**

Larry Azevedo moved to accept the current slate of officers as named above to serve for 2021. The motion was seconded by Jessica Lance and passed unanimously.

**Wrap Up:**

President Duncan indicated that we will likely attempt another virtual meeting in January. The meeting was adjourned at 7:40 pm.

Members continued with the Zoom social meeting following adjournment.

Thanks to Phil and Jessica Lance for shepherding us through our first virtual meeting.

Respectfully submitted by David Ferro, Secretary

*by Paul Duncan*

**Member Shop Projects**

**O'Brien '23 TT Firetruck:** MaryAnn recently finished upholstering the seat cushion in a black and gold diamond pattern vinyl. Neil has also run the firetruck outside the shop.

**Duncan '18 Touring Cut-Off & Neidigk '26 Coupe:** The engines for both Ts are in Larry's shop where babbitting of the connecting rods is completed. Paul has been working in his shop to fit the Cut-Off body back onto a new wood frame using Jahn Wright's dolly.

**Wright '25 Coupe:** See Cover Story pages 3-4

**Nicholson '22 Coupe:** Duane recently reported from Rochester, WI, that "Nita and I took the T out for the last trip of the year for lunch last Thursday as it was near 60 out. Never made it home. Engine broke! New winter project."

**Stuart '25 Roadster:** Scott recently worked in Larry's shop to rebuild his carburetor.

**Wing '15 Coupelet:** Mark reports that the bodywork on the cab is nearly completed. Recently

he has been acquiring parts and restoring subassemblies, including ball-bearing style front hubs, rear hubs, Jones speedometer gear, 1:1 speedometer pinion drive gear, speedometer cable, Jones (Ford Special) speedometer, engine splash pans, front and rear clincher rims, Rubes single-twist horn, running board, and a correct coil box. He has discovered that many "correct" parts for his coupelet restoration are specific to the late 1914-early 1915 time period. For example, there are extra holes in the running boards to mount a carbide generator, even though by 1915 Ts had electric lights. Also, the coil box is unique. Mark comments that the "Coupelet project is making slow but steady progress and it's been an interesting and challenging task to do a restoration commensurate to the rarity of the car!"

## Lauritsen Family '26 Tudor Sedan

by Paul & Marilyn Duncan

Model T Auction

Tin Lizzie member Don Lauritsen of Santa Fe died in October 2020. His 102-year-old mother, Agnes Lauritsen, of Albuquerque donated the family T to the Tin Lizzies of Albuquerque. She wanted the Club to sell the car and use the proceeds for the benefit of the club.

Agnes was born in 1918 on the same day, July 30, as Henry Ford and her mother initially wanted to name her after him. Her family lived in Highland Park, MI where the Ford Plant had opened in 1910. Her father was a stone mason and helped construct masonry bases for the Ford factory smoke stacks. Her mother drove the family Model T Tudor sedan and her father used a Model TT flatbed truck for his work. Agnes has vivid memories of riding with her mother in the T sedan as a young girl.

During World War II, Agnes worked at the Vickers hydraulic factory in Highland Park. She met her husband, Marvin Lauritsen at Vickers. They married in 1946 and their son Don was born in 1949. They also had a daughter Jan born several years later. The family lived in Clawson, MI, part of the Detroit metropolitan area, where Agnes and Marvin owned a convenience store.

In the late 1960's, Marvin mentioned to Agnes that he had noticed a Model T sedan For Sale in nearby Rochester, MI. She told him that he should go back and "buy it" and he did. Although Agnes thought that owning a Model T was a "good idea," she never drove the car herself. When her son Don was in high school, he enjoyed driving it and even drove the T to his high school graduation. Don played high school and college baseball and was a team mate of the well known baseball manager, Terry Collins at Eastern Michigan University (Kalamazoo.)

In the early 1970's, Agnes and Marvin retired, moved from Michigan to Deming, NM and brought the T with them. A few years later they moved to Albuquerque and bought a home where Agnes still lives in the NE heights. Her husband passed away in 1992. Don claimed the family Model T and joined the Tin Lizzies in 2005.

Kirk Peterson and Don were the only Tin Lizzies members who lived in Santa Fe. After Don moved to a long-term care facility, Kirk visited with him there over a number of years and stayed in touch with Agnes. Following Don's recent death, Agnes asked Kirk to help get the T to the Club for a fund raiser.

In early November, Kirk and Larry Azevedo moved the T from Don's home garage to a storage facility in Santa Fe. They documented the condition of the T but did not try to start it. After consulting the "2020 Collector Car Price Guide" they estimated a "fair market value" was \$4,000+, considering that there were

many "unknowns" about whether the T would run. Kirk posted cell phone pictures of the T, made sure that there was enough antifreeze in the radiator and organized the Title and other documents. Marilyn Duncan, Tin Lizzie Treasurer had communicated with Agnes over a number of years relating to Don's Tin Lizzie membership and the Club newsletter that she enjoyed reading. Marilyn and Director, Phil Lance volunteered to help organize the auction.

An auction flyer was circulated to the Club membership via email. There were 2 bidders who participated. President, Paul Duncan stepped in to handle the final round of bidding and Jessica Lance, was declared the winner with a high bid of \$4,520.

On December 12, 2020 Jessica, husband Phil, daughter Danielle and 2 other friends picked up the T in Santa Fe. Jessica plans to give us an update once they have had a chance to assess the T's condition. She also is planning to drive "her T" in future Club events. Agnes was thrilled to learn that a woman will own and continue to drive their beloved family sedan.



The Lauritsen 1926 Tudor sedan picked up in Santa Fe. December 12, 2020. Left to Right Denise, Liam (friends), Danielle, Jessica and Phil Lance.

Photo by Kirk Peterson

by *Fran Gurule, Hospitality Chairman*

Hospitality March-December 2020

**March:** Tom & Cathy Miles, Get Well; Vern Harvey, Happy (90) Birthday; Don & Kathy Neidigk, Sympathy Don's mother passed away

**April:** Family of Molly Cunningham, Sympathy; Lena Schritter, Get Well

**May:** Jeff Richards, Get Well; Lena Schritter, Thinking of you/Get Well

**July:** Tom Miles, Get Well, heart procedure; Bob & Bobbi Ross, Sympathy, son-in-law passed (cancer); Russell & Julie Dilts, Get Well, Coronavirus; Marilyn Schwanke, Get Well; Dilts family, Sympathy, death of Julie's mother; Bruce Daniels, Get Well

**August:** Russell Dilts, Get Well, knee surgery; Neil O'Brien, Get Well broken foot; Nita & Duane Nicholson, Sympathy, death of Nita's mother; Family of Bill Barnhouse, Sympathy, death of member

**September:** Pat Willan, surgery shoulder; Vern Harvey, Thinking of you, family, Sympathy, death of member

Marilyn Schwanke, Get Well, Thinking of you

**October:** Don Neidigk family, Sympathy, death of grandson; Don Lauritsen, Family, Sympathy death of member

**December:** Betty Housholder, Get Well, fall; James Evrage, Sympathy, wife Freddie passed

## The Doctor and His Car

by Ford Motor Company, Detroit

by *Paul Duncan, M.D.*

Model T Booklet Review

This short booklet was published by the Ford Motor Company around 1912.

In the opening paragraph the subject is introduced: "In this high-gear, competitive age, to be professionally efficient the physician must own a motor car. There is no other way. The car is as necessary a part of the doctor's equipment as the stethoscope". The authors contend: "The Ford car enables the Doctor to 'get there' be it far or near, by night or day, over good roads or bad, in the briefest possible time". The authors comment that the Ford Torpedo model is a most desired car for Doctor's use. The Torpedo was only produced for the years 1911 and 1912, however.

The authors comment on the Vanadium steel used in Model T's that was twice as strong and half as heavy as ordinary steel. They call the Ford

ignition-"a distinct Ford device. It avoids the complicated troublesome feature of other makes

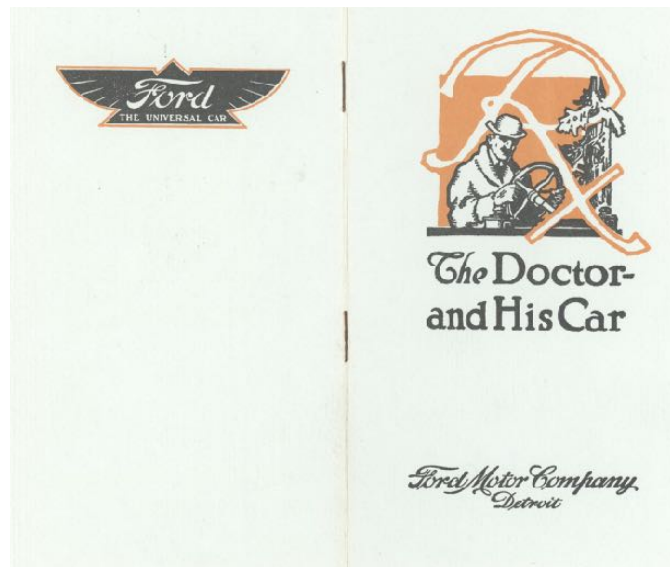
and is a remarkable adaption of the alternating current, direct-connected dynamo. It is an integral part of the fly wheel of the engine."

Furthermore, the Ford owner does not require the services of a chauffeur.

Here is the important selling point for me as a physician. "The doctor who drives a Ford starts his engine in ten seconds, steps into a warm comfortable car, finishes his home

visit and is back before he could have reached his patient with a horse."

**I am sold on it. I will order two of them!!**



*Marilyn Duncan, Membership Coordinator*

2021 Dues Renewals

**Attention Tin Lizzies:** As of mid-December, about third of the club membership still have not paid their 2021 dues renewals. Annual Family Memberships are \$15 and Single Memberships are \$12. No paperwork required but please recheck that your current listing in the Active Roster is accurate.

Mail a check made out to "Tin Lizzies of Albuquerque". Do not send Cash to the following address. Dues renewals must be received by **January 31, 2021** at the latest, to remain Active in the Club.

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

## Classified

**Editor Note:** John Hayne has provided the only classified ads published in the Newsletter during 2020. He has resold Model T parts to Tin Lizzie Club members for over 40 years. John was an original Founding Member of the Tin Lizzies of Albuquerque Chapter more than 40 years ago and was recently recognized as a Life Member for 2021. He has prepared a Special Full-Page **Speedster Parts** list ad for this newsletter issue. Thank you John for your long time support of the Model T hobby and the Tin Lizzies. In addition, for those interested in actually building a Model T Speedster, see the current MTFCA (Volume 55) *The Vintage Ford* magazine 6-part series by Rick Gurriel titled "Do It Yourself Speedster" that has step-by-step illustrations of how to make the body, hood and radiator shell. Then, you can find the rest of your parts from John's Model T Ford Parts in Albuquerque.



*John's*

**MODEL T FORD PARTS**  
**5313 John Thomas Dr. NE**  
**Albuquerque, NM 87111**  
**{ 505 } - 294 - 4434**

Suppose, you wanted to build a model T speedster but were not exactly sure as to how to go about it, where to find affordable parts and people, who at no cost could show you how to do things even how to drive one. The Tin Lizzies of Albuquerque members can help.

Add a part at a time when affordable towards completion. ( all parts are original unless marked with \*)  
**LOOK** like a Stutz Bear Cat Speedster Body plans, uses 3 pieces of 3/4" plywood. .... #3.00

To get started you will need a frame. Picture above is one that is painted with brackets ..... \$395.00

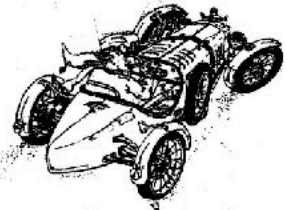
Cylinder head .....	99.00
Radiator and shell .....	425.00
Crank .....	95.00
Mains, bolts, nuts .....	175.00
Block front, side, & bottom plates .....	75.00
Restored fan assembly .....	60.00
Steering column .....	85.00
16" steering wheel .....	175.00
Drive shaft tube .....	80.00
Drive shaft with universal S pinion ....	195.00
Front axle .....	155.00
Front axle perches L & R .....	110.00
Pair L & R spindles with arms .....	65.00
Spindle nuts L & R threads .....	9.55
Coil box with lid .....	55.00
KW 4 coils new .....	220.00*
Spindle conn. rod .....	135.00
steering gear conn. Rod .....	90.00
2733B front radius rod .....	35.00
Pair rear radius rods .....	85.95
#2587/2583B drive shaft spool & bearing	75.95
2584B six drive shaft spool bolts .....	27.50
OHogs head trans. cover w pedals .....	75.00
trans. bands & linings .....	80.00
Flywheel and magnet ring starter type	70.00
Transmission .....	475.00
Gas tank sediment bulb .....	55.95
Starter motor .....	125.00
Generator .....	100.00
Intake & exhaust manifolds .....	62.50
I & R rear axle halves .....	60.00
Brake lever and cross shaft .....	135.00

Pair rear axles .....	60.60
pair rear brake drums .....	50.00
Crank .....	112.00
Rear axle spider with matching gears .....	24.95
Pair head light shells .....	100.00
Tail light in the box .....	30.00*
Fan bracket .....	12.95

#### SPEED PARTS

2 1/2' DROP FRONT AXLE .....	275.95
High compression aluminum Ricardo cylinder head w bolts .....	3.95.00
ZR4 Bosch magneto, gears, cross front mounting plate .....	695.00
Dual Bosch magneto NOS Bosch mounting support NOS .....	1,200.00
Aluminum 3 gear case, Bosch Magneto DU4 brass base .....	1 355.00
Bosh Magneto SU4 -ED18 white base open back .....	375.00
Fat man lockable steering wheel restored .....	400.00
Monometer and wing, brass NOS .....	105.00
Pair SU carburetors from MG Midget .....	250.00
Speedometer wood wheel front hub and NOS gear .....	195.00
Photo copy Bosh dealer manual .....	75.00
Original Eisman Service Manual , covers everything .....	1 25.00
Three to one high speed ring and pinion gear set NOS .....	36 00
Water pump .....	30.00
Exhaust cut out and pedal .....	65.00
Bolts with cotter pin holes and castellated nuts of various sizes .....	???
Forged counter balanced crank shaft .....	495.00
Crank shaft counter balanced weight set with bolts ....new.....	95.00
High performance crank shaft...new .....	375.00
Brass speedster oval windshield frame & mount .....	75.00
Adaptor plate to add mode A exhaust intake and carb.. to your T ..	55.00

Have many more parts too numerous to include here.  
 Pick up the part in Alb. and you pay no shipping.





By Larry Azevedo, MTFCA President

## Model T Ford Club of America Update

Our MTFCA Museum Challenge Match was a great success this year with more than \$57,000 collected so far. The MTFCA has continued to accept donations through the end of 2020 since we also had a Director's Match available to the end of the year. The success was essential this year since one of the main fund raisers for the MTFCA museum, the annual Homecoming event in Richmond, was canceled. Remember that your \$40 MTFCA membership fee does not support the Museum operations at all. The entire museum budget is supported by donations and fund raising events. If you have not

visited the MTFCA Museum you can do a virtual visit by going to <https://www.mtfca.com/museum/> and take the interactive Museum tour. You can 'walk' yourself through both the Museum and the Annex, tour the agricultural section and the vintage machine and repair shops. Our Executive Director, Susan Yaeger has retired and we have hired Rachel Hughes as the new Executive Director. She has a lot of experience with museums and fund raising, so the club is fortunate to have her on board.

As for me, I got re-elected this year for a second term as MTFCA President.

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

**2021 Annual Business Meeting:** February 26-27, St. Louis, MO

**2021 National Tour:** July 9-14, Spokane, WA. Online link: [spokanemodeltclub.com/2021-national-tour](http://spokanemodeltclub.com/2021-national-tour)

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**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/join-or-renew/>. The member dues renewal date is printed on the mailing label of your *Vintage Ford* magazine.

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**The Tin Lizzies of Albuquerque, a MTFCA Chapter offers a 1-year local dues waiver to members who join MTFCA as New members.** Contact Marilyn Duncan, Membership Coordinator for more information.

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## 2020 Donations

**During 2020**, we were fortunate to receive a March Rich Ford car show donation and several other individual member donations, mainly appreciation for shop assistance. Recently, we also received a designated-donation from Life Members **Orlando & Melody Ortega** of Portales, NM. They want the "funds to go toward any workday supplies such as grease rags, shop towels, cutting torch gas, oil, lubricants, drill bits, blades, anything of that sort that the Club may need."

At the end of the year we also received a major in-kind donation from **Agnes Lauritsen**. Their 1926 Tudor sedan was received by the Club and sold at auction in December with the proceeds designated to "benefit the Club". See Story Page 7.



## COVID-19NM Health Orders & 2021 Event Update

**Regular** (in person) Tin Lizzies Meetings were cancelled from March—November, 2020 due to NM Health COVID-19 restrictions on size of group gatherings. A special virtual “End of Year” Zoom Holiday meeting was held on December 10, 2020. The membership approved a motion to approve a slate of current Officers & Directors to serve an additional term through 2021.

Under current Tin Lizzie Bylaws, the **Board of Directors** manages the Club business. between Regular Meetings. The Board will hold their usual January organizational meeting virtually in early-January 2021. The Agenda will include reviewing the proposed Budget for 2021 as well as planning ahead for future Club events and meetings, etc. The date and time will be announced in advance and is Open to Club, members.

The monthly **T’n Vittles Breakfasts** are On Hold for now until outdoor dining reopens and the weather warms up. **Garage Work Days** with limited attendance may be scheduled directly with Larry Azevedo.

**General Membership Meetings:** Regular In Person Monthly meetings “On Hold.” future virtual meetings to be announced.

**T’n Vittles Breakfasts:** “On Hold” until better outdoor weather and outdoor dining.

**Limited Work Days at Larry’s Garage:** Individuals needing urgent shop assistance, contact Larry Azevedo directly.

**Board of Directors Meetings:** To be scheduled by the Board and announced to the membership. The first meeting of the New Year will be scheduled in early January, 2021.



***Holiday Greetings  
from the  
Tin Lizzies of Albuquerque  
Board of Directors***

**Tin Lizzies of Albuquerque-2021  
Officers and Directors**

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

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

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