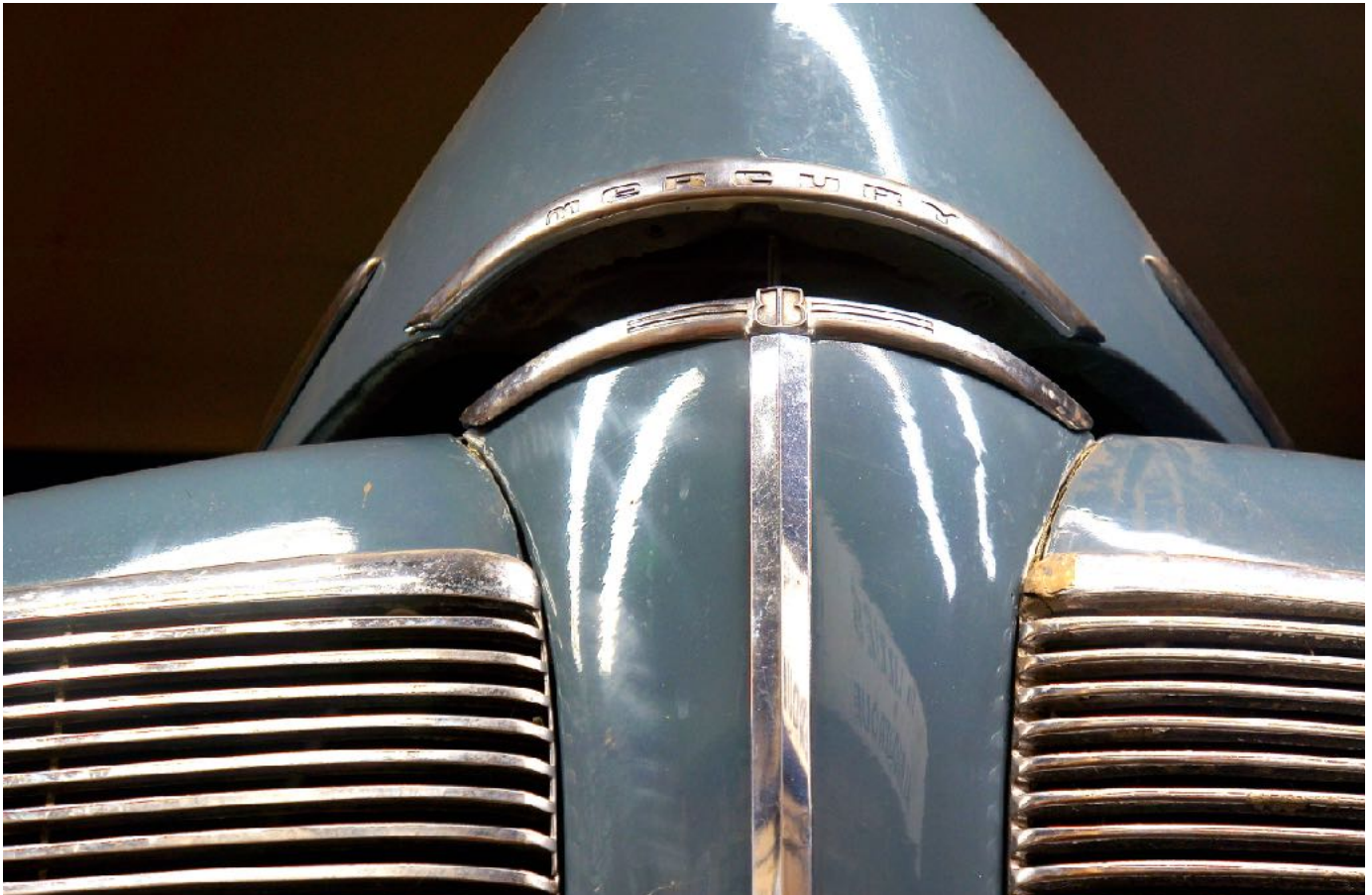

THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE



Front grill and hood of Larry & Lorna Azevedo's 1941 Ford Mercury Eight Sedan that they purchased in 1999. Why would Tin Lizzie Club members want to own a Mercury Eight? Read the Cover Story on page 3. Why did Ford Motor Company discontinue production of the Mercury brand after 70 years? Read the Book Review on page 8. *Photo by Paul Duncan, February, 2022.*

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.



Starting the Club New Year

by Mark Dominguez, President

Mark Dominguez and grandson Hunter Sanchez. Photo provided by Mark Dominguez

Hi All,

What a great time we had at the meeting. I was very happy with the response to my "What You Did in 2021" program. Just a little fun to have at a meeting. I will keep thinking of more ways to keep you on your toes.

As we start the new year out with the Club, I hope we will be able to get out and socialize in person and with our Model Ts. I know that this past year (2021) was a little better than the previous year (2020) and maybe this year will be better for us. We all need to do our part to keep us safe and healthy. I would love to see members who have stopped coming to meetings and Club functions feel safe enough to be able to come back. Remember that this is your Club. We cannot run it without you. Plus, we miss you and want to see you!

The youth is very important to keep this hobby going. We need more of the younger generation to be involved in vintage cars; to keep them on the road and not be a faint memory. Thank you **Paul & Marilyn Duncan** for helping out with the kids at Valencia High School in Los Lunas, NM. Parts are needed for the '27 Touring Model T that **Tom & Cathy Miles**

donated to them. So, if you have extra parts that you do not need, keep them in mind. I bet they would love to have them. Check with Paul to see if it will work for them.

If you have something you would like to see as a program at a meeting or that you would like to share with the Club, please let me know. I hope to see you at the next meeting or future Club function.

Sincerely,
Mark Dominguez

Editorial Note: Mark Domingue is starting his 4th term as Club President. His first term was twenty years ago in 2002 and most recently in 2015 and 2016. Welcome back Mark. The Club is fortunate to have his leadership experience and "hands-on" knowledge about Model Ts.

Supervising Editor: Paul Duncan
Co-Editors: Paul & Marilyn Duncan
Content, Format Editing, Website Integration: Paul Duncan, Marilyn Duncan, Mark Wing

Issue Contributors: Paul Duncan, Marilyn Duncan, Mark Dominguez, Fran Gurule, Larry Azevedo, Lorna Azevedo, Don Neidigk, Diane Kina, Bob Smiley, Linda Riel

1941 Azevedo Ford Mercury Story

by Paul & Marilyn Duncan

At one point **Larry & Lorna Azevedo** owned four 1941 Ford Mercury's. Larry explained that he and Lorna purchased their first partially-restored 1941 Mercury in 1999 from another Tin Lizzie Model T club member, Warren Bentley who lived in Bernalillo. They planned to drive the Mercury sedan during colder weather. The Mercury engine ran well enough to drive, except for burning some oil and did not need anything major. The metal in the floor was rusty, the door pillars were degrading and the car needed new upholstery. Larry & Lorna fixed those problems. Several years later, Larry also bought two additional 1941 Mercury Sedans and a 1941 Mercury coupe from a junkyard in Gallup, NM. In 2003, he wrote a "Garage Gossip" column for the *Enchantment Flyer* and the column is reprinted in this issue. (page 7). He has now sold the 3 "junkyard" Mercury's. One of the '41 Mercury's was sold to the **Phil Lance** family who then became Tin Lizzie members in 2015 after they came to Corrales to pick up the Mercury.

Tin Lizzie member, **Frank Lewark** from Socorro, NM has a large collection of antique cars including Model T's, Model T parts and other vintage vehicles. He also has his father's 1940 Plymouth. In 1928, Chrysler Corporation launched the Plymouth brand as a lower-price brand to compete with Ford and Chevrolet. Frank and his friend Lizzie member, **Leonard Scarborough**, recently purchased a large former livestock auction building that they are currently renovating to store their car collection, parts and provide shop space. We will have an opportunity to inspect the building and his auto collection during our September Tin Lizzie Tour to Socorro. When Frank was asked why he decided to purchase Larry's 1941 Mercury he told us, "I really like the styling of the pre-war Fords and I plan to drive it around Socorro."

At the recent February 5, 2022 Tin Lizzie workday Larry's 1941 Mercury was up on the lift in his shop to finish some work on the car prior to Frank moving it to Socorro. Tin Lizzie members working under the car noted that the front and rear springs and the wishbone suspension was similar to what is found in a Ford Model T.

Mercury was a new brand introduced by Ford Motor Company (FMC) in 1938. The Mercury Eight (1939-1951) series had a 95-hp flathead V-8 engine and was slightly larger with some distinct more

luxurious styling changes than the standard Ford. It was not as luxurious as their Lincoln brand. For the 1941 model year, Mercury had several different models including 2 sedans, a sedan-coupe, 2 coupes, a convertible and a station wagon. According to a FMC Mercury advertising brochure, "...the Mercury-defying all precedent-is both a big car and an unusually economical car. A smooth-cruising 'car of action' with all the advantages of roominess, comfort and confident power..." For Model T owners, how can they possibly resist buying a classic Mercury?

Unfortunately for FMC, production of their 1941 models was disrupted by a labor strike in April 1941 and Ford was forced to sign a contract with the UAW union. Their brief 1942 model year was interrupted by war escalating in Europe and then in December, 1941, Japan attacked the US Naval Base at Pearl Harbor, HI. The US entered WWII and in January, 1942, all civilian automobile production was halted. American automobile manufacturers, including FMC switched to production of military vehicles, airplanes, engines and tanks. Civilian vehicle production did not restart again until 1946 and at FMC new models were not introduced until the 1949 model year. Many Tin Lizzie members may have childhood memories of their family driving the same car during the WWII years and even longer. Paul Duncan's family in Denver had a 1941 Ford sedan that is pictured in a 1946 photo. Ford's Mercury brand continued until it was phased out in 2010 when FMC reorganized under CEO Alan Mullaly (Book Review, page 8).



Paul Duncan (sitting) on the fender of their 1941 Ford sedan. His father and brother are standing. Photo provided by Paul Duncan, taken in 1946.



Larry & Lorna Azevedo's 1941 Ford Mercury Eight sedan. Their grandson, Tin Lizzie member Cole Wedekind standing. Photo provided by Larry Azevedo, taken in 2005.

Story of the Ford Mercury Name & Logo

by Marilyn Duncan

Mercury Logo

What is the story of the Ford Mercury Logo?

Mercury was a brand of Ford Motor Company (FMC) from 1938-2010. Henry Ford's son Edsel Ford was in charge of the Mercury project and decided to give their new medium-priced car a brand that was separate from the regular line of Ford cars. Mercurys provided more luxury than regular Ford cars but less than their most luxurious Lincolns. Edsel chose the name Ford-Mercury and Ford designers originally came up with a classic oval shape of the Ford badge with "MERCURY" in capital letters. When Ford decided to make Mercury its own brand they acquired the rights to use the image of the Winged-Roman god, Mercury from Kissel Motor Car Company. Kissel had been founded in Wisconsin in 1906 and made high quality vehicles but developed financial problems in the early-1930s. FMC released their first Mercurys in late 1938. The "Mercury" name was written on the chrome grill. Later the Ford designers developed a logo depicting Mercury that was used in advertising brochures. The logo was not placed on the vehicle until 1949 when it appeared on the radiator grill. The Ford logo version of Mercury evolved over time. At one point from 1960-1985 some Mercury models also had a cougar inspired by the Mercury Cougar line. In the 1970s Mercury Monarch hoods had a large "M" in a ring. In 1985 the emblem became 3 arched lines in a black circle that was later simplified to a light-colored ring.



Ford Mercury 8 Brochure Cover with winged Mercury logo. Image grabbed from eBay listing by Marilyn Duncan.

by Marilyn Duncan

Membership

Membership:

By mid-January 2022, 96 Tin Lizzie Memberships that planned to renew for 2022 had paid their dues or had a waiver. This is the first time since I took over the Treasurer position in 2015 that 98% of the memberships had paid renewal dues by the end of the calendar year! This made the transition to a new Treasurer and Membership Coordinator go smoothly. Since the last Membership update published in the mid-December newsletter, new members, **Gus &**

Debbie Van de Velde joined the Club. Gus was helping at the Corrales Light Parade and asked a lot of questions about our Model Ts and his wife Debbie was driving a vintage Ford 9 N farm tractor in the parade. They are both active in the Corrales Tractor Club and are also both retired from a career in the Navy Seabees. They do not have a Model T (yet) but have toured Larry's shop and car collection and also decided to join the Club.



March Birthdays: Vernon Armstrong, Larry Azevedo, Faith Carmody, Spike Clapper, Hedy Dunn, Medora Gaines, Stan Gauna, Bob Hawk, Chris Otto, Tony Schroeder, Liz Scott, Ben Telfer, Jahn Wright.

April Birthdays: Larry Azevedo, Jocelyn Bauer, Brendan Burke, Joe Fellin, Gerald Hash, Bob Jackson, Tom Miles, Scott Stuart, Christopher Telfer, Bernice Young.

March Anniversaries: Bill & Donna Hansen, Mark & Susan Wing.

April Anniversaries: None in DB

by Fran Gurule

Hospitality

Cards sent in December, 2021/January, 2022: Cathy Miles, Get Well; JoAnn Armstrong, Get Well; Pat Willan, Get Well.

Our Family's Model T

by **Diane Kina & Bob Smiley**
assisted by the newsletter Editors

Model T Memory

Editor's Note: This story was written by a friend, Diane Kina who lives in Poulsbo, WA and her brother Bob Smiley from Kingston, WA. Diane knows of our restoration efforts with Model Ts and recently shared this story about her family's 1926 Model T pickup. In 1948 their parents, Bob & Mary Smiley moved to Kingston, WA on the Kitsap Peninsula and owned a gas station, garage, tow truck and wrecking yard along with many other businesses.



1926 Model T roadster pickup parked at the Smiley family used car lot in Kingston, WA. The family owned a wrecking business located behind the fence. Family photo provided by Diane Kina, taken in the early 1950s.

Bob Smiley recalls that their 1926 Ford Model T pickup came into his family's possession about 1953 in exchange for a new battery. The Smiley's had a Richfield gas station at that time. The Model T was painted blue and yellow per Richfield colors. It had a small box with wood sides and no top. We drove it around town to get the mail and run small errands and it was on display. I would drive it around the local community hall that contained a stage, basketball court, meeting room, kitchen and bath. After a couple months of running that dirt track, the turns were nicely banked and the track was smooth. I was in a race with myself pushing it to the limit of courage. Fortunately, it never rolled over! It was a lot of fun.

It had an electric starter but we liked to crank it over sometimes. The pedals for the planetary gear transmission for "Lo-Hi" speed, reverse and brakes were interesting. There was also the throttle and spark control levers on the steering column by the steering wheel. Our Model T was an amazing vehicle and a lot of fun to drive. After we stopped driving the T, it became a stationary sign. Around 1957, Dad sold it to a man who lived in Keyport, WA where Bob had worked at the Naval Torpedo Station as a civilian

during WWII. We dove the T in the woods on old logging roads. The time we got stuck was memorable and we all had a great experience.

Bob's younger sister, **Diane Kina** recalls learning to drive the Model T. Our Model T was an "open air, two person pickup" with both the hand crank in the front and the battery starter. It had a 'Ahoogah' horn, which we all loved and the throttle on the steering wheel. My older brother, Bob, would drive the Model T around the baseball field next to the old school house. Often, the open back would be filed with kids for our joy ride. Bob would head up the logging road behind the wrecking yard, driving through the woods to the delight of us all. Once he drove to the side of the road and got stuck. We all walked out back to our family service station. Bob told our dad that we were stuck in the woods. Dad responded, "I'll get the tow truck to get you out after I finish with this customer." Never a word of chastisement, always the attitude of we are learning and we can do this. Bob showed me how to drive the Model T around the school yard. That was my first driving lesson taken on a Model T when I was eight years old.

Obtaining NM Title for a T without a Title— Update

by Paul Duncan

Surety Bond for NM Title

In 2014, Marilyn's aunt gifted her a 1918 Model T Touring Cut-Off that had been in their family since 1950 when it was purchased at a farm auction. We trailered the T from Kansas to Albuquerque and finally, in 2020, decided to restore it back to "running condition." There had never been a Title for the 1918 T similar to our 1920 Touring that was also purchased at the same auction in the '50s. Ten years ago, we rebuilt the 1920 and went through the process to get it titled and registered in NM. We had a VIN inspection done through MVD and an insurance agent wrote us a Surety Bond for the value of the Bill of Sale from Kansas. We took the VIN inspection report, the Surety Bond form and the Bill of Sale to an MVD office. They issued us a Title and Registration at the office that day plus we also paid gross receipts tax on the sale price.

What is a Surety Bond relating to a vehicle? This is a type of insurance that involves a 3-party agreement: (1) the person who purchases the bond (vehicle owner) who is financially responsible for verifying that the vehicle is free of liens; (2) an insurance company (surety) that guarantees a bond dollar value; and (3) a third party, NM MVD.

In November, 2018, NM MVD revised the process for obtaining a NM Title on an out-of-state vehicle without a title. We understand that certain individuals took advantage of NM Title and Lien laws that led to the changes.

We wanted to share our recent experience with other Tin Lizzie members who want to Title and Register their Model T but do not have a Title. This situation might arise in estate or family transfers of Ts that were never titled in the past. It is also a "heads up" that individuals should think twice about buying any car without a Title. After an online search about the requirement to obtain a NM Title for our T, we emailed the Dealer Licensing Bureau-MVD at:

SuretyBond@state.nm.us

Their staff responded quickly and gave us helpful information.

The current process for obtaining a New Mexico Title for an out of state vehicle with no title is the following: <https://www.mvd.newmexico.gov/chapter-10-bonds-and-liens/>, Section F.



Marilyn & Paul Duncan starting their 1918 T in Larry Azevedo's Corrales shop. Photo by Lorna Azevedo, January, 2022

Steps required by MVD to review a request for NM Title and Registration include the following:

- (1) Obtain an Affidavit of VIN from a Certified VIN Inspector. This is available through MVD and other commercial MVD sites. We set up an appointment and trailered the T to the inspection. A NM driver's license is required to show proof of NM residency. If a Model T does not have a Title, consider using the body number (if numbered) as the VIN rather than the engine number since Model T engines come and go over the years. Cost for the VIN inspection was \$40
- (2) Purchase a Surety Bond for 2X the value of the vehicle as determined by the National Automobile Dealers Association (NADA) average retail price. If there is no NADA value, then the owner will be required to present a certified appraisal. A problem for Model T owners is that currently the NADA only covers 1926 and 1927 Model Ts. So, we were required to get an appraisal on the 1918 Model T before we could obtain the Surety Bond. The appraisal value is necessary to determine the amount to write

for the bond. The Surety Bond agent gave us the names of two qualified appraisers in Albuquerque. The first appraiser who returned our phone call was Paul Ortiz (505) 263-3077. He was familiar with various classic cars but did

not know much about Model Ts. He used published values for Model Ts from classic car insurer hagerty.com. Our 1918 Model T touring appraised for \$4,400 for a vehicle in Fair Condition. Cost \$80 if we trailered the T to his restoration business in the Heights.

With the certified appraisal in hand we obtained the Surety Bond from insurance agent, Bob Hunter (505) 344-7894. Cost for an \$8,800 Bond was \$230.

- (3) Proof of New Mexico residency. This was a copy of a valid Driver's License.

- (4) Bill of Sale and other supporting documents.

- (5) Send the packet to the following:

Motor Vehicle Division-Dealer Licensing Bureau
Attn: Surety Bonds
505 Marquette NW Ste 1501
Albuquerque, NM 87102

Note: We were informed that this review can take up to 6-7 months for "processing." We will then be required to pay 4% GRT taxes on the appraised (or NADA) value once the bond is approved. Then we need to take the paperwork to a MVD office to obtain a NM Title and complete the Registration process.

by **Larry Azevedo**

Garage Gossip

"Resurrecting the Dead" This Garage Gossip story was written about **Larry Azevedo's** 1941 Mercurys. The column was originally published in *The Enchantment Flyer*, Vol. 24, No. 2 February, 2003 when Russell Dilts was President and Sharon Dominguez was newsletter editor. Digitized by Historian Marilyn Duncan and newsletter editorial staff.

As most of you know, I discovered not one, not two, but THREE 1941 Mercurys in Gallup last year. First task was to convince my lovely spouse that we could use three more *derelicts* (her term, not mine). Therefore, I thought a little and came up with several reasons why we should have a total of four 1941 Mercurys (I already had one nearly restored). Among my reasons were: I need the spare parts, one or more would serve as a Halloween prop nicely, I need to keep up with the neighbors. After sufficient groveling I got my wish. Next task was to bring the cars home.

First car (September): We (Max Glover and myself) went out to Gallup towing my 24' trailer. I had already prepped the first '41 sedan by taking an earlier trip to Gallup and freeing up the wheels. All the cars in this great old junkyard had had their wheels removed back when Eisenhower was still President. Therefore, the brake drums had been sitting on the ground for all those years. For the first trip we had an easy task; since I had already jacked up the car and got the wheels loose earlier, all we had to do was chase the threads on the hubs, install four wheels and tow the car out to the trailer and drive home. No problem. On this trip, thinking ahead, I jacked up the '41 Merc #2 and loosened the rusted hubs and brake shoes and made sure that the steering was free.

Second car (November): Merc #2 was a bit more of a challenge since it was buried way back between a bunch of other relics. Therefore, I also brought my Wrangler (which Ron Gigger was nice enough to drive back to Albuquerque) and used the winch to

pull Merc #2 out of the car boneyard. I was also quick to point out to my spouse that this was one of the reasons I talked her into a winch for the Jeep. This trip was rather uneventful with the exception of one minor (at the time) detail: I forgot to jack up Merc #3 and free up the wheels.

Third car (late December): On my way out to pick up the third car I remembered that I had forgotten to free up the wheels on Merc #3. Oh, oh. When we (Don Souther, Vaughn Rockafellow and my Dad) arrived we found 6 inches of snow and frozen tundra. After clearing the snow, we proceeded to jack up the car. It's unbelievable how a car which is sitting in the sand can manage to stick itself to earth when frozen. We finally managed to break loose the car and lift it up. Out with hammers, pry bars, and penetrating oil. No luck; we could not free up any of the wheels (should have brought a cutting torch). With no other options we installed all four wheels and started to tow the car out of the junkyard up the hill to the trailer. First the right front started to turn, then the left front! Things were going well. Well, almost. By the time we towed the car up to the trailer the rear wheels were still stuck. We towed it up to the pavement and proceeded to pull it forward, then backward with everyone standing on the rear bumper. Aha! Left rear came loose, only one to go! We tried everything on the right rear including putting snow chains on it! We never got it loose. Finally, we winched the car in the trailer with it still frozen. It's still in the trailer and probably will stay there until a few days before I need the trailer again!

Current Projects in Larry's Garage

by **Paul Duncan**

Shop Projects

Larry Azevedo and **Kirk Peterson** both are entering the June 2022 Montana 500 and each is working on their own engine. **Art Gebeau** and **Mark Dominguez** joined the January 5, 2022 workday to remove Larry Azevedo's 1925 Roadster body from the chassis that is part of his Montana 500 project. **Sharron Geilenfeldt** and **Al Ahlrich** frequently come by the shop with questions as they refurbish Sharron's 1924 Fire Truck. **Frank Lewark** is getting Larry and Lorna's 1941 Mercury ready to drive back to Socorro (See Cover Story,

page 3). He drove it around Corrales on February 7, 2022 and it was running smoothly but the gear shifter needed adjustment. **Jim Glover** is restoring a 1925 T engine. **Paul Duncan** is rebuilding a period wood pickup bed for his 1918 Touring Cut-Off. Larry Azevedo welded new bolts onto the deteriorated vintage brackets. **David Ferro** continues to assemble his late-model Model T speedster. **Mark Wing** has been cleaning several early Model T front axles.

American Icon: Alan Mulally and the Fight to Save Ford

Motor Company by Bryce G. Hoffman

Published: 2012 (Hardcover) and 2013 (Paperback) by Crown Business, 422 pages

by Paul R. Duncan

Book Review

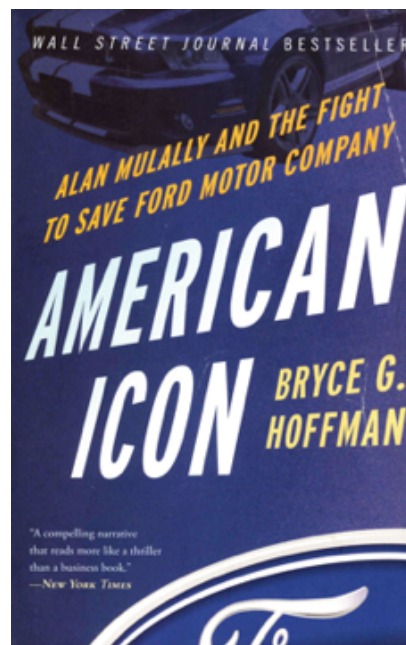
Author Bryce Hoffman, a Detroit News journalist when he wrote this book, carries the reader along in a fast-paced narrative of the events surrounding Ford Motor Company's (FMC) successful reorganization during the 2008-2009 financial crisis. Both General Motors and Chrysler were forced into bankruptcy and I remember thinking that the entire Detroit auto industry would collapse like Lehman Brothers. Their combined indebtedness was in the multibillions and no one except the Federal Government was capable of lending.

The author recalls that he met Alan Mulally on September 5, 2006 when the FMC CEO William Clay Ford, Jr., great-grandson of the company founder Henry Ford, introduced Mulally as the newly appointed CEO. Hoffman hoped for Mulally's success. At that time, FMC was in serious financial trouble and Mulally was being brought in to 'turn things around' as he had done with Boeing. Around 2010, Hoffman was aware that FMC had accomplished an amazing turn around and approached CEO Mulally and chairman of the board Bill Ford, Jr. about telling the FMC story. Hoffman, an outside journalist became a "partner" with FMC executives to tell this remarkable story. How was it possible that one of America's stellar "brand name" companies was in financial trouble? Ford was an industrial giant that had introduced the Model T and later turned its efforts during WWII into leading the US Government's "Arsenal for Democracy" that won the war.

In 1999, Bill Ford, Jr., became chairman of the board of FMC and in 2001 became CEO. He knew FMC had too many employees, too much debt, too many products, too many factories and non-competitive union wage and health benefit contracts. They were also burdened with strict new federal fuel efficiency regulations. Bill Ford began the process of down-sizing and losses were decreased for a few years. However, his efforts were too little too late. There was talk of bankruptcy, selling or parting out the company to other automakers or private equity firms but Bill Ford held firm that FMC was not for sale. He believed that FMC needed new leadership from outside the

company. He recommended that FMC hire Alan Mulally, an aerospace engineer and executive at Boeing.

Mulally had recently been bypassed as CEO of Boeing. He liked what he saw at FMC and agreed to take over as CEO with a total compensation of \$28 million. Hoffman opines "*This would be the best investment Ford Motor Company made in its 103-year history.*"



The author details the steps of the FMC recovery including an analysis of the US financial lending climate in the years preceding the lending market crash in late 2008. During this period FMC sold Volvo, Range Rover and Jaguar. and in 2010 discontinued their Mercury brand ending a 70-year production run. Ford then had a \$6.7 billion profit, retired \$14.5 billion in debt and ended the year with more cash than debt. Hoffman writes: "Mulally and his team globalized product development, shared platforms and introduced new vehicles that looked better, drive better and cost less than the ones they replaced."

This 2012 book gives the reader important historical and financial information regarding the US automobile industry. A Prologue sets the stage for the needed solution. Chapters 1-20 brings FMC back to profitability. In Chapter 21-The Road Ahead, the author emphasizes the uniqueness of the Ford family ownership, Bill Ford's strength in asking Alan Mulally for his help and the Mulally team effort demonstrating that a "company can still succeed by building a good product and selling at a fair price."

Editor's Note: Alan Mulally retired from FMC in 2014. The current CEO of FMC, James Farley was a Toyota executive who was recruited by Alan Mulally in late 2007. He was named the 2022 MotorTrend Person of the Year. Farley has now positioned FMC with new electric vehicles in the pipeline including the Mustang Mach-E, the Ford Bronco Sport and the Ford F-150 Lightning. Bill Ford remains as chairman of the board in his twenty-third year. Henry Ford would approve of the current FMC focus and leadership.

Minutes of January 27, 2022 Meetingby *Linda Riel, Secretary***January Minutes**

President Mark Dominguez called the meeting to order at 6:34 p.m. with the Pledge of Allegiance. Officers present were President Mark Dominguez; Vice-President Vaughn Rockafellow; Treasurer, Kirk Peterson and Secretary, Linda Riel. Directors present were Jeff Richards, Mark Wing, and Phil Lance (via Zoom).

Approval of Minutes: The minutes from the October and November, 2021 meetings were approved as published in the November-December, 2022 newsletter.

Officer Reports: **President Mark Dominguez** welcomed 5 members attending the meeting via Zoom and 19 in person. He thanked Larry and Lorna Azevedo for hosting the Holiday Dinner & Awards ceremony; Sharon Dominguez for organizing the food and 2021 President Paul Duncan for his recognition awards. Marilyn Duncan, David Ferro and Mark Wing shared the President's Award for 2021. Thank you to Art Gebeau for his generous donation to the Club to be used for whatever the club needs.

President Dominguez also summarized the Board of Directors Meeting held January 16, 2022. The Telephone Pioneers Model T truck stored at Larry Azevedo's is not being driven much. Also, the Club owns a mini-Model T that he is storing in his garage. He wanted members to use them more or even consider selling the telephone truck. He also discussed Absentee Voting for elections (Pros & Cons). According to the current Bylaws, the November Election is conducted by ballot. He suggested that the Club investigate the subject more before deciding what to do.

Vice-President Vaughn Rockafellow showed the raffle items for this meeting.

Treasurer Kirk Peterson gave the January Treasurer report. Previous Treasurer, Marilyn Duncan summarized the financial report from 2021 that will be submitted for audit.

Secretary Linda Riel reported that she has received various materials from both the current Treasurer Kirk Peterson and former Treasurer and Membership Coordinator Marilyn Duncan.

Standing Committee Reports:

President Dominguez reported that Janice Gauna will perform the 2021 audit in February.

Email coordinator, Jessica Lance reported that "all is good" and that she worked with Marilyn Duncan to update member emails. She reminded Club members that when she sends out a group email from the Club and a reply is requested, respond to the appropriate person rather than automatically reply to the Club email.

Telephone coordinator, Linda Riel reported that she is currently calling 3 people.

Newsletter Editor, Paul Duncan reported that the next Club newsletter issue should be out the end of the first week in February.

NM Car Council member Steve Kranz reported the 01/26/22 meeting that they are planning the Museum Car Show, May 15, 2022; Collector Car Appreciation in July; and a Swap Meet, September 24 & 25, 2022 in Moriarty. They are also interested in helping with the

Valencia High School project. Paul Duncan will coordinate.

Hospitality, Fran Gurule sent cards to JoAn Armstrong and Cathy Miles.

Librarian, Mark Dominguez has materials available.

Historian, Marilyn Duncan reported she is getting various materials into the Club notebooks.

Quartermaster, Larry Azevedo reported that a set of bushings is out and that Neil O'Brien owes a Bendix. Paul Duncan completed the Club inventory in January.

Webmasters, Phil Lance and Elizabeth Lake were asked to update Club member information removing personal telephone numbers and email addresses on the website. Phil Lance noted that the tinlizziesboard@gmail.com address can be used. The webmasters asked for member participation to write stories and submit photos for the website.

Fall Tour: Paul Duncan reported that the Socorro tour is rescheduled for September, 2022.

T'n Vittles Breakfast & Meeting Refreshments Linda Riel and Mark Dominguez noted that a later start time may be necessary for the breakfasts since some restaurants are serving brunch rather than breakfast. The January 8, 2022 breakfast at Milly's was hosted by Mark & Sharon Dominguez with 18 attending and 1 Model T driven by Don Mitchell.

Work Days, Larry Azevedo reported that Dave Ferro is working on his speedster, Larry and Kirk Peterson are working on Montana 500 projects, Jim Glover is working on an engine, and Les Haley's engine is in progress.

Old Business: None

New Business:

2022 Budget: Treasurer Kirk Peterson proposed a Budget for this year. The Board of Directors had previously reviewed it. Vern Willan moved to accept the proposed Budget, motion was seconded and passed.

Announcements:

(1) Wedding Ride Request: In September, a couple has requested a Model T ride from Corrales to Los Poblanos Farm. Mark Dominguez volunteered to contact them for more details.

(2) Rich Ford Car Show in Albuquerque: Linda Riel reported that the event is scheduled for Saturday, March 26 at 10am; the Mustang Cafe onsite will be open.

(3) Parliamentarians for the Club will be Paul & Marilyn Duncan

(4) State Fair Coordinator is still Mark Dominguez
Raffle: Raffle winners were Steve Kranz, Jeff Richards and Dave Ferro and took in \$27.

Program: President Dominguez asked Club members to write down "What They Did in 2021?" Then the members guessed who had submitted each list.

The meeting adjourned at 8:00 p.m.

Submitted by Linda Riel, Secretary

by Marilyn Duncan

CLASSIFIED—FOR SALE

John's

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

*Call John Hayne if you need Model T Parts. He is currently busy finishing his new parts catalog, **John's Model T Parts**, 20pages anticipated release in March, 2022.*



by Marilyn Duncan

Model T Ford Club of America

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

2022: 57th MTFCA Annual Winter Meeting: March 25-27, 2022, St. Louis, MO

2022: MTFCA Homecoming: June 4, 2022, Richmond, IN

2022: 62nd Annual Endurance Run "Montana 500", June 11-15, 2022, Glendive, MT.

2022: MTFCA National Tour: June 19-24, 2022, "Wonderful Wisconsin Tour" Fond du Lac, WI

2023: MTFCA National Tour TBA

2024: MTFCA National Tour: June 16-19, 2024, "Palm and Pine Trees Tour" San Diego, CA

MTFCA Contact Information: 309 N 8th St, Richmond, IN; phone (765) 373-3106, (\$40/year) online link: <https://www.mtfca.com/join-or-renew/>. A one year local chapter dues waiver is available for Tin Lizzie members who join MTFCA as new members. Contact the Tin Lizzie Membership Coordinator for more information.

SWAP Meets: and Car Shows: Upcoming Regional Events of Interest to Tin Lizzie Members

2022 Chickasha Pre-War Swap Meet, March 18-19, 2022 Chickasha, OK: Grady Co. Fairgrounds

2022 Bakersfield (Tulare) Swap Meet, April 23-24, 2022, Tulare, CA: International Agricultural Center.

2022 Southwestern Phoenix & Maricopa Classic Car Brass/Pre-War Event and Car Show, April 2-3, 2022:

Harrah's Ak-Chin Casino Resort, 15406 N. Maricopa Rd, Maricopa, AZ. Sponsored by Southwest Model T Club, contact southwestmodelt@gmail.com, Rich Huggins (520) 827-0295 for more information.

Ben Neidigk

by Marilyn Duncan

Tin Lizzie Youth News

Eleven year old Tin Lizzie member Ben has been helping his grandfather Don Neidigk to get their 1927 Model T Coupe back on the road after an engine rebuild and other major restoration work in 2021. In the photo, Ben recently helped install the recovered wind shield visor. Not only is Ben a member of our local Club, he is also a member of the MTFCA Model T Explorer Youth Club. Thank you for the shop progress update!

Ben Neidigk attaching the Coupe visor.
*Photo provided by Don Neidigk, taken
 January, 2022*



2022

Tin Lizzie 2022 Meetings & Events

Regular Meetings: In person at the Vineyard, 6118 Edith Blvd NE starting at 6:30 p.m. Remote Zoom connection information will be circulated via email. Meetings are held on the 4th Thursday of the month, except November.

Next Meeting: 02/24/22

Upcoming Meeting Dates: 03/24/22; 04/28/22; 05/26/22; 06/23/22; 07/28/22; 08/25/22; 09/22/22; 10/27/22; 11/17/22 (1 week early due to Thanksgiving); no December meeting.

T'n Vittles Breakfasts: Held the 2nd Saturday of the month, except December, Time & Location TBA.

02/12/22: Jimmy's Cafe, 7007 Jefferson St NE, Albuquerque, 8:00 a.m.; hosted by Mark & Susan Wing followed by tour of Mark's new car and parts storage space at 5620 Venice Ave NE, Ste. G.

Upcoming Breakfast Dates:

03/12/22; 04/09/22; 05/14/22; 06/11/22; 07/09/22; 08/13/22; 09/10/22; 10/08/22; 11/12/22; no December breakfast.

Work Days: Saturday work days in Corrales are announced via email. Contact Larry Azevedo in advance if you need to bring your T into the shop. All major shop projects must be scheduled in advance.

Car Shows: Rich Ford Albuquerque Car Show, 8601 Lomas Blvd NE, Saturday, March 26, 2022 at 10:00 a.m. The Mustang Cafe located inside the dealership (between showroom and service) will be open at 7:00 a.m.-2:00 p.m. Contact person, Linda Riel.

**Tin Lizzies of Albuquerque
2022
Officers & Directors**

Mark Dominguez, President
Vaughn Rockafellow, Vice-President
Linda Riel, Secretary
Kirk Peterson, Treasurer
Philip Lance, Director
Jeff Richards, Director
Mark Wing, Director

Contact: (505) 264-9970, Mark Dominguez

Contact: The Tin Lizzies of Albuquerque
Website: <https://www.tinlizziesofabq.com/> Email: tinlizziesofabq@gmail.com

Rich Ford Edgewood & Power Ford Albuquerque were Major Donors for 2021. See them for Ford Sales & Service.

Donations: Thank you to Tin Lizzie Life Member, Art Gebeau from Milan, NM who donated \$500 to the Club in December, 2021 to be used for whatever the Club decides. In February, 2022 Mark Wing donated 1927 Model T touring car parts to the auto mechanics students at Valencia High School in Los Lunas, NM. His gift included 1 fender, a complete set of headlights, steering column and a rear door. Thank you Mark!