

---

# THE ENCHANTMENT FLYER

---

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE

---



Larry Azevedo's 1925 Model T Roadster that he drove in the 2022 "Montana 500" Endurance Run held in Glendive, Montana, June 19-24, 2022. *Photo by Paul Duncan, June 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.

Tin Lizzies of Albuquerque  
PO Box 30473  
Albuquerque, NM  
87190-0473  
email: [tinlizziesofabq@gmail.com](mailto:tinlizziesofabq@gmail.com)  
website: [www.tinlizziesofabq.com](http://www.tinlizziesofabq.com)



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.

## Greetings

by Mark Dominguez, President

President's Message



Tin Lizzie cars at the Father's Day car show at La Vida Llena Retirement Community in Albuquerque. Left-Right: Mark & Susan Wing Touring, Mark & Sharon Dominguez Touring, Stan & Janice Gauna Depot Hack, Don & Barbara Mitchell Sedan. Photo provided by Mark Dominguez

Hi All,

We are on the downhill of summer. I hope you were able to drive your Model T a time or two.

So sad that Sharon and I had to miss the Fourth of July barbecue and parade when we came down with the nasty virus that was going around (Covid). We recovered fine but were sorry to hear that Phil Lance was recently in the hospital because of Covid. I understand that he is now on the road to recovery. My thoughts and prayers go out to him for a speedy recovery. Please keep him as well as Susan Wing and Tom & Cathy Miles in your thoughts and prayers.

There are still a few fun events coming up before we have to put the cars away for the winter. We have the Rich Ford car show in

Edgewood, NM State Fair, Socorro Tour, the Vineyard car show, Christmas Parade and Party in December as well as the monthly *T'n Vittles*. Check your newsletter and emails for dates.

I hope all of you can attend at least one or more of these events. Remember that you don't have to have a Model T to come out and join us. The only requirement is that you love the cars and enjoy fun and fellowship with everyone. I hope to see you at our next event.

*Mark Dominguez*

**Supervising Editor:** Paul Duncan

**Co-Editors:** Paul & Marilyn Duncan

**Content, Format Editing, Website Integration:** Paul Duncan, Marilyn Duncan, Mark Wing, Sharon Dominguez.

**Issue Contributors:** Paul Duncan, Marilyn Duncan, Mark Dominguez, Fran Gurule, John Hayne, Don Neidigk, Larry Azevedo



## The Fastest Car Did Not Win

by Paul Duncan

Cover Story

On Wednesday June 15, 2022 we heard that **Larry Azevedo** had “won” the 2022 Montana 500 Endurance Run. I talked with Larry’s wife **Lorna** and we shared the excitement of the moment. I talked to Larry as well. He cautioned us to hold off the celebration until the winning cars had been inspected to ensure compliance with the strict Rules.

A few hours later we learned that although Larry had the “fastest” Model T entry, he was disqualified because his Holley NH carburetor neck was “too large.” The carburetor opening was measured by a “non-standardized 0.710 inch gauge.” The “standard gauge” turned out to measure 1/2

thousands of an inch less than the proscribed “Standard.” Several of the other top finishers also failed the inspection and finally a winner was declared who averaged 51.97 mph vs. Larry’s 54.25 mph over the 553 miles of the competition.

Larry accepted the disqualification. He believes that he can have a bigger impact on future races by educating the judging members of the race committee about how to perform proper measurements and use accurate standards. Also, at the present time the judges are other competitors and are not unbiased.

One year earlier in the 2021 Montana 500, Larry rode with **Kirk Peterson** in his 1924 Coupe, “Buster.” Larry realized that a Roadster body with a tight-fitting top and side curtains would have less wind resistance than Kirk’s coupe. During the time Kirk was building “Buster” into a Montana 500 competitor in Larry’s shop, there was plenty of opportunity for Larry to learn where modifications could be made to allow a stock Model T to run faster. On return from the 2021 Montana 500 and National MTFCA Tour in Spokane, Larry was ready to build his own Montana 500 entry.

Larry has rebuilt over 50 Model T engines in his Corrales shop and has learned the importance of balancing all components and giving strict attention to detail. The Montana 500 Rules specify “Stock Model Ts” but allow some variation in camshaft choice and a slight reduction in the cylinder head volume of each cylinder. In addition, the competition

Ts must have a 6-volt electrical system with a magneto, stock Model T coils and a Model T timer. A stock Holley NH swayback or Ford “F” swayback carburetor is required. The Chaffin-improved aluminum intake manifold is allowed. Stock transmissions and differentials are required. Shock absorbers are allowed as a safety feature. Larry

methodically looked at the areas where horsepower was lost due to rolling friction, wind resistance, turbulence in engine oil, turning the fan belt and inefficient engine timing.

He started with his 1925 Roadster. This Model T body style is one of the lightest and most aerodynamic. New tires fully inflated, balanced wire wheels and a tight-fitting top with streamlined side curtains were all completed. He also investigated the effect of oil turbulence.

In the recent May-June 2022 issue of *The Vintage Ford* magazine, Larry authored an article titled: “Minimizing Drag

in the Model T Transmission,” Vol.57, No.3, pages 28-31. He determined from measurements using his ‘minidyno’ that it takes about 1 horse power to turn the magneto with magnets at a standard gap and 4 quarts of oil at high speed. Reducing the amount of oil in the engine drops the horsepower requirement in half. For this reason, Montana 500 cars routinely run with only 1.75 to 2.5 quarts of oil. This maneuver carries some risk of engine damage due to inadequate lubrication.

Turning the radiator fan also drains power. Drivers on the 500 Run routinely eliminate the fan belt. This requires the driver to be watching the engine temperature and avoid long periods of idling.

Larry and Kirk Peterson spent hours measuring coil performance and timing. The difference in performance between their Montana 500 Ts relates to weight, mechanical stability, wind resistance, driver variability and road conditions.

During the 2022 Run, Larry Azevedo was battling extreme weather conditions when his floor boards caught fire. He managed to deploy the fire extinguisher while driving. The fire extinguished and the smoke and powder cleared out of the T. See more details on page 8 of this newsletter.

Congratulations to both Larry and Kirk for completing the 2022 Montana 500 run and to **Dave Ferro** for riding as a passenger with Kirk. We look forward to the 2023 event and may the fastest T take home the trophy!



Kirk Peterson and Larry Azevedo with their Montana 500 cars. Photo by Paul Duncan, June, 2022

## Montana 500 Observations

by Paul Duncan

Montana 500

A year ago in 2021, **Kirk Peterson** finished the 2021 Montana 500 Endurance Run in Kalispell, MT in 10<sup>th</sup> place. He and **Larry Azevedo** who rode as a passenger with him averaged 43.31 mph over 480 miles. Of the 20 cars that started in 2021 only 11 finished the total planned 480 miles. The winner achieved an average speed of 52.09 mph. Kirk thoroughly enjoys participating in the annual Montana 500 event. This year in the 2022 Endurance Run, Kirk improved his finish to 7<sup>th</sup> place with an average speed of 47.19 mph over 553 miles. He enjoys the travel and the Montana scenery. Kirk is aware that his racing T, a 1924 coupe, "Buster," is heavier and has more wind resistance than other competitors who drive Roadsters with side-curtains. He is not running in the event to win but to finish without a mechanical problem. He is a careful and skilled Model T driver. In 2022, he and his passenger, **Dave Ferro** completed an "event free competition."

I anticipate that many Tin Lizzie of Albuquerque members will benefit from Larry's measurements and the techniques he has perfected in building his and Kirk's racers. We should not be misled into "false

thinking" that the automobile design engineers of 1910 were not sophisticated. They were but with increased effort in 2022 it is possible to slightly improve the performance of the 1910-era engine while adhering to the underlying basic design. These are considered "low-speed" engines where the maximum horsepower occurs at around 1600 rpm. I asked Larry what was his top speed during the recent Montana 500. He said 70 mph! This speed was achieved with stock gears and 21 inch wire wheels. In Larry's car the conversion factor from mph to rpm is .0245 and this works out to 2857 rpm. He said that he passed last year's winner driving a 1927 Roadster on a slight uphill at 55 mph. This might have been the effect of a better tuned timer. Both T's were using "stock timers." The other factor that limits a Model T's speed is the amount of air that can pass through the carburetor. The engine will literally run out of air as rpm increases and power falls.

My conclusion is that most of us should be happy if our T runs smoothly at 40 mph at 1600 rpm, starts easily and doesn't overheat.

## Tin Lizzie Events, Some Comments

by Paul Duncan

Events

*Editor Comment: Please see our website: [tinlizziesofabq.com](http://tinlizziesofabq.com) for pictures and the stories of these events.*

**June 4, 2022:** Annual breakfast at the Vineyard. Twelve Tin Lizzies with 4 Model T's attended. The T drivers gave rides to the Vineyard residents.

**July 4, 2022:** Annual Corrales Parade and potluck at the Azevedo home. We welcomed participating in the Corrales 4<sup>th</sup> of July Parade this year again after a 3 year break. There seemed to be a much larger crowd in attendance along the parade route than previous parades. **Vern and Pat Willan** drove their 1938 Model A Ford Pickup from their home in the East Mountain. **Larry & Lorna Azevedo** again welcomed both Model A and Model T folks at their Corrales home. One big change this year was the absence of one of their large shade cottonwood tree. It had fallen a few nights before the picnic and was lying on the ground. We all enjoyed the potluck. Larry was chief hamburger chef while **Jessica Lance** grilled hotdogs. I counted 30 cars: A's, T's and a few others on the soccer field and sensed everyone was glad to return to our "normal summer" car activities.

**July 9, 2022:** T n Vittles brunch at Jerry Cline Tennis Complex. I liked the change in time and we may have more of these later-morning events brunch events.

**July 18, 2022:** Marilyn and I helped **Jim Glover** upholster the seat cushions for his 1924 Touring. He has new springs from Snyders and upholstery from Classtique. We will meet him at his garage to install new upholstery on the seat back rests and top.



Paul Duncan (L) and Jim Glover (R) using the seat cushion compression table to install upholstery. Photo by Marilyn Duncan, July, 2022



## Socorro Fall Tour Preview

by Paul & Marilyn Duncan

Fall Tour 2022

The Tin Lizzie Fall Tour will take place September 14-18, 2022 in and around Socorro, NM. The main Tour Coordinator is **Frank Lewark**. **Leonard Scarborough** is assisting him. Both are long time members of the Socorro Old Car Club as well as being Tin Lizzie members who live in Socorro. **Paul & Marilyn Duncan** and **Dave Ferro** from Albuquerque are assisting the Socorro coordinators. The Tour Committee has planned a variety of Model T driving activities in the Socorro area. Since Socorro is only a 75-mile drive south of Albuquerque, travel will be convenient for most participants. Three full days of driving and an optional 4th driving day is planned. The tour motel will be the Comfort Inn and Suites, 1259 Frontage Rd NW, Socorro, NM 87801. Reservations: (575) 858-4400. Ask for reservations under the Tin Lizzie rate. Hot breakfast is included. Convenient trailer parking is available at the motel and at a nearby private secure lot (1261 E Frontage Rd). Socorro has many other motels and several RV parks where participants can stay if they prefer.

### Tentative Schedule:

**Wednesday September 14:** This will be an Optional Day. Those who can get away a day early can check into the motel, park their trailer and drive around the town. This would be a good day to plan to visit the Mineral Museum on the New Mexico Tech Campus at 1005 Bullock Blvd. Visitor materials will be distributed by the Tour Coordinators at the time of Registration with maps and other visitor information. The purpose of the day is to make sure your T is running well and to get familiar with the lay out of the community. More suggestions for driving will be available.

**Thursday September 15:** Breakfast at the motel and leave at 9AM. First we will drive to Lemitar, NM located 8 miles north of Socorro. From there we will drive to San Lorenzo Canyon and have a picnic lunch. The route

will leave Socorro through the NM Tech campus to to Lemitar on back roads to avoiding I-25. The group will make a stop to visit Frank and Leonard's newly-acquired Sale Barn garage where they store and work on their old cars. We will pick up a picnic lunch the nearby gas station/truck stop. The trouble truck will have a cooler with ice and water where participants can store perishable items. Then, we will drive to the

entrance to San Lorenzo Canyon and travel in the sandy wash to the end of the canyon. We will stop in a shady cottonwood grove for a picnic lunch. After lunch, there will be time to explore the area. Frank Lewark worked for BLM in the Canyon for many years restoring the native trees and vegetation. Then, we return to Lemitar and continue on to the East side Frontage Road and back to Socorro. We will hold a group dinner at the **Jackson Ranch Steakhouse** (1123 Frontage Rd NW) near to the Comfort Inn. We plan to reserve their private

room and participants will order off the menu. This event is instead of a Saturday final banquet.

**Friday September 16: The Bosque del Apache, San Antonio, Ft Craig:** A full day of driving with a group lunch in San Antonio at the Original Owl Bar & Cafe. Dinner on your own.

**Saturday September 17:** Drive to Magdalena and have lunch. There may be an optional drive to the ghost town of Kelly. The group will return to Socorro by 4pm and park on the Socorro Plaza for the SocorroFest. Dinner on your own. There will be music, spirits and food available at the Festival.

**Sunday September 18:** Pack up, check out and head home.



View of wash in San Lorenzo Canyon, near Socorro, NM.  
Photo by Paul Duncan, July, 2022.

## Another Vintage Ford Cover by Joe Fellin

by Marilyn Duncan &  
Bernice Young

Vintage Ford Covers

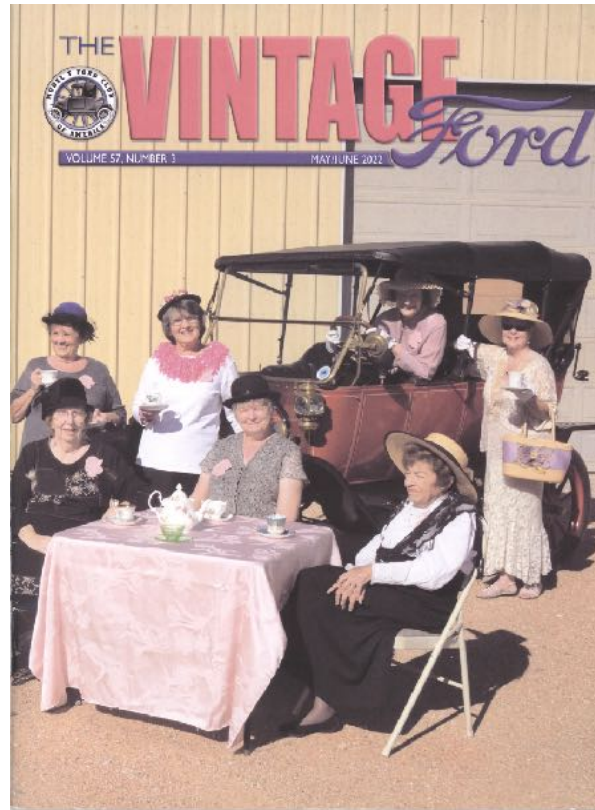
The recent May/June issue of the MTFCA *The Vintage Ford* magazine cover was photographed by Tin Lizzie member **Joe Fellin**. The photo depicts a recent Arizona East Valley Model T Ladies High Tea party. Seated at the left side of the table is **Bernice Young**, long time and Life Member of our Tin Lizzies Club in Albuquerque. Joe Fellin took both the cover picture and other photos included in the issue. Bernice co-authored a story about their recent local chapter Ladies Tea Party event. In the story she mentioned that **Lorna Azevedo** drives her own "beloved Model T Speedster" and "Albuquerque Tin Lizzie ladies can assemble a Model T faster than the all-male team" (at the NM State Fair Take-apart event). See *The Vintage Ford*, May/June, Vol 57, No3, page 34. Her message was to encourage all ladies to get more involved in their local and national Model T Club events.

Bernice had also shared a story regarding the 19 *Vintage Ford* magazine covers that Joe Fellin has taken over the years. Joe's first *Vintage Ford* cover was published in 1996 (Nov/Dec) and showed his 2 sons with a Model T replica that Joe had built as well as his 1922 Center Door. Six of his covers have featured the Tin Lizzies of Albuquerque and were taken in New Mexico at Club events. These covers are as follows: (1)2006, Vol.41, No. 3 May/June taken during the 2006 MTFCA Business meeting at the Albuquerque Balloon Park showing a hot air balloon and 3 Club T's including **Don & Barbara Mitchell's** 1927 Sedan; (2)2012, Vol. 47, No.3, Mar/April of 4 Tin Lizzie T's taken at **Larry & Lorna Azevedo's** Corrales home during the 2012 MTFCA Business Meeting; (3)2014, Vol. 49, No. 2, Mar/April group photo taken at Casa Rondeña Winery in Albuquerque with Tin Lizzie Club members and T's including **Paul & Marilyn Duncan, Kirk & Susan Peterson, Larry & Lorna Azevedo, Neil & MaryAnn O'Brien** and **Fran Gurule**;

(4)2015, Vol. 50, No. 3, May/June taken during the Club Fall Tour and shows the Tour T's parked in front of Abo Mission (Salinas Pueblo Missions National Monument) at the historical park west of Mountainair, NM.;

(5)2016, Vol. 51, No.5, Sept/Oct taken at Jemez Pueblo, NM during the MTFCA National Tour and includes 2 National Tour T's and Tin Lizzie members **Neil & MaryAnn O'Brien** and **Russell & Julie Dilt**s in their T's on the back cover;

(6)2017, Vol 52, No 3, May/June taken at the National Atomic Museum in Albuquerque with a WWII-era Boeing B-29 Superfortress. Tin Lizzie Model T's parked in front of the plane belonged to **Mark & Susan Wing, Brian Dean, Tony & Dana Marchand, Don & Barbara Mitchell, Stan & Janice Gauna, Dave & Ann Merewether** along with the **Tin Lizzie** telephone truck. All of Joe's photos document significant MTFCA gatherings and local Chapter events in the Southwest.



The Vintage Ford Cover May/June 2022, Vol. 57, No. 3. Tin Lizzie member, Bernice Young seated Left at the table. Photo by Tin Lizzie member Joe Fellin, 2022.

### Editors Comment:

*The Tin Lizzies of Albuquerque send our Greetings to Joe and Bernice who live in Apache Junction, AZ. Thank you for*

*sharing this story about Joe's 19 Vintage Ford magazine covers taken over the past 25 years.*

*All of Joe's photos document significant MTFCA gatherings and local Chapter events in the Southwest. Joe is now 87 years old and has many Model T awards to his credit including the coveted MTFCA Rosenthal and the Ben Yumori Driving award. Joe served on the MTFCA Board for many years and as President for 2 years (2009-2010).*



## Rosie the Riveter/WWII Home Front National Historic Park

by Paul & Marilyn Duncan

WW II Home Front Park

Recently we visited the Rosie the Riveter/WWII Home Front National Historic Park located in Richmond, California. We were visiting friends in the San

Francisco Bay area and while crossing the San Raphael Bridge on the 580 noticed a sign to the Rosie the Riveter Park. We returned for a visit. The Historic Park Visitor and Education Center is located at a building complex that was originally built in 1931 as a Ford Motor Company Assembly plant. During WWII, the building was converted to the Richmond Tank Depot and is the only surviving military tank depot building still in existence. Military vehicles were transported to the plant in California where last minute "improvements" were installed prior to shipping them out to war zones around the world.

At the same site, in August, 1941, Henry J. Kaiser's shipbuilding Company launched its first ocean going ship-the *Ocean Vanguard*. Over the next 4 years nearly 800 ships would be built in the

Kaiser Richmond shipyards. Ninety thousand workers worked at the site every day.

Many female defense workers were riveters and the **Rosie the Riveter** icon and song were a central part of the campaign to recruit women and persuade men to accept them in the work force during WWII.



Ford Assembly Plant (500,000 square feet), Richmond, CA. Built in 1931 as a Ford Motor Company automobile assembly plant currently part of Rosie the Riveter/WWII Home Front National Historical Park. Photo by Paul Duncan,



Photograph of Ford Motor Company Richmond Tank Depot, 1943. Source *The Henry Ford*, reprinted by NPS.

Link for more Information: <https://www.nps.gov/rori/index.htm>

## Be Prepared—Fire in your Model T

by Paul & Marilyn Duncan and

Fire Story

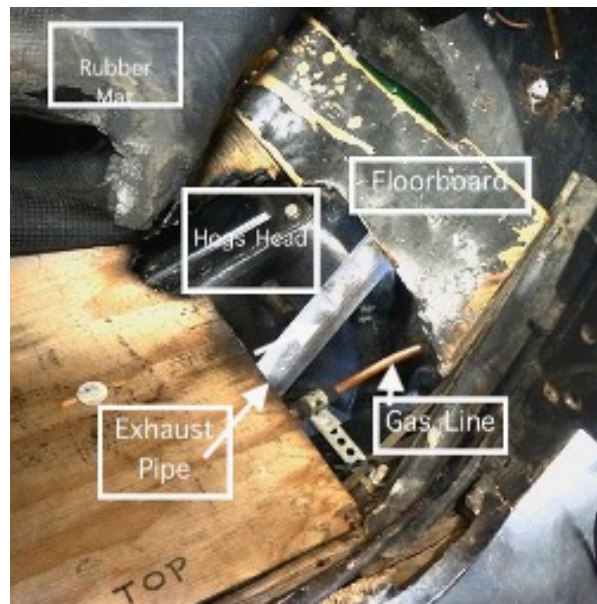
The Cover Story in this issue (page 3) describes the floorboard fire that broke out in **Larry Azevedo's** competition car during the recent Montana 500 Endurance Run. He was driving his Model T roadster around 50 mph while battling wind and nasty weather when he realized that smoke was rising from the floorboards on the passenger side of his T! The tailpipe had come loose from the manifold in spite of the use of a lock clamp on the tailpipe. The T was enclosed in tight-fitting side curtains to reduce wind resistance. In preparation for the competition, Larry had moved his fire extinguisher from the trunk to a place inside where he could reach it from the driver seat. During rebuild of the vehicle, he had installed an exhaust nut lock on the manifold to exhaust pipe but it was not designed with a metal clip that folded over the exhaust pipe nut. (See picture lower right)

When the fire broke out in his T, he elected not to stop and kept driving. He knew that the next scheduled rest stop was 35 miles down the road. After pulling the trigger on the fire extinguisher, he observed that the smoke and fire in the floorboards rapidly extinguished. Through the hole that had burned in the boards, he could see the glowing red of the engine exhaust. There was no smoke in the cab from the fire since the wind was pushing it down under the car. However, after pulling the trigger on the fire extinguisher 'white powder' filled the inside of the cab. Thankfully, when he first deployed the extinguisher the side curtain on the driver's side came loose in the wind and helped clear the cab from the white powder. After several uses of the extinguisher, the fire was finally totally stopped before the scheduled stop. He determined that his exhaust nut lock had loosened and the exhaust pipe had completely separated from the engine manifold.

The Club has focused on Model T fire safety in the past (2016) and information regarding Fire Prevention Tips were posted on the website: <http://www.tinlizziesofabq.com/fire-prevention-tips/>. We are planning an update this information at an upcoming general meeting. In the meantime, we encourage all

Club members with running Ts to review the information on the website and make sure that you have a working fire extinguisher accessible in your T. In our experience, overheating of Model T wood floorboards from a hot exhaust pipe is one of the most common fire emergencies we have observed in the Club. Check your T to make sure that the manifold exhaust pack nut is tight. This requires a special large exhaust wrench to tighten the nut. Also, a proper exhaust nut lock clamp should be installed. If the

exhaust pipe runs very close to the floorboards wrap it in heat shield material that is readily available in auto supply stores or Amazon.



Left: Larry Azevedo's Montana 500 Model T roadster floorboards following the fire. While driving at a high speed, the nut connecting the engine to the exhaust pipe separated and the floor boards caught fire. *Photo by Paul Duncan and edited by Marilyn Duncan, July, 2022*

Below: Manifold nut lock clamp. Source Lang's Old Car Parts. July, 2022

### Manifold nut lock clamp



Item Number: 30611.  
Year: 1909-1927  
Condition: New  
Price: \$5.45 each

Quantity:

[Add to Cart](#)

[Email To Friend](#)





**Ben Neidigk Working on the Family T***by Don Neidigk***Youth Update**

**Don Neidigk** shared this photo of his grandson, **Ben Neidigk** helping to put a new top on their 1927 coupe, Arty. Ben has been a member of the Tin Lizzies and participated in the restoration of the family Model T during the past several years.



Right: Ben Neidigk working on the family coupe top. *Photo by Don Neidigk July, 2022.*

**Birthdays & Anniversaries**

**September Birthdays:** Gene Barnhouse; Paul Bird; Anthony Chavez; Julie Dilts; Marcie Kammerer; Elizabeth Lake; Jeff Richards; Mark Wing.

**October Birthdays:** John Burnett; Dave Campbell; Skip Dunn; Brenda Ferri; Linda Hash; Phil Lance; Steve Langdon; Tom MacGugan; Eddie Paquette; Linda Riel; Susan Wing.

**September Anniversaries:** Larry & Lorna Azevedo; Roger & Janie Burton; Dave & Laura Campbell; Spike & Teri Clapper; Larry & Jean Langdon; Kirk & Susan Peterson; Clyde & Barbara Stanfield; Brendan & Ashley Wing.

**October Anniversaries:** Stan & Janice Gauna.

*by Fran Gurule***Hospitality**

Since the last newsletter (May/June 2022) the following have been sent: **Get Well Card:** Phil Lance and **Sympathy:** Desiree Sena and family.

*by Marilyn Duncan***In Memory**

**Irene Sena**, Inactive Life Member of the Tin Lizzies, passed away at age 70 on May 31, 2022 in Albuquerque. Her husband, Ernest "Blue" T. Sena, Jr. passed away in 2015 at age 82. They were both long time members of the Tin Lizzies of Albuquerque Model T Club. We will be making a donation to the MTFCA Museum in Irene's memory.

by Marilyn Duncan

CLASSIFIED—FOR SALE

*John's*  
MODEL T FORD PARTS  
5313 John Thomas Dr. NE  
Albuquerque, NM 87111  
{ 505 } - 294 - 4434

***New Model T Parts Catalog Available***

Tin Lizzie member John Hayne, local reseller of Model T Ford parts now has his catalog available. The catalog is Free on request by contacting John.



by Marilyn Duncan

Model T Ford Club of America

---

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

**2023: MTFCA Homecoming at the Model T Museum,** June 3, 2023, Richmond, IN.

**2023: 63rd Annual Endurance Run "Montana 500",** Montana, June 2023.

**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.

---

**Major Tin Lizzie Donor for 2022: Rich Ford Albuquerque.** Consult Rich Ford for service and new and used car shopping. Thank you to Honorary Tin Lizzie Member Dennis Snyder, President of the dealership.



**2022****Tin Lizzie 2022 Meetings & Events**

**Regular Meetings:** In person at the Vineyard, 6118 Edith Blvd NE starting at 6:30 p.m. The Zoom meeting link will be circulated via email prior to the meeting. Regular meetings are held on the 4th Thursday of the month, except November when it is held on the 3rd Thursday.

**Next Meeting:** 08/25/22

**Future Meeting Dates:** 09/22/22; 10/27/22; 11/17/22 (1 week early due to Thanksgiving); no December meeting.

**T'n Vittles Breakfasts:** Scheduled on the 2nd Saturday of the month. No December breakfast.

**Next Breakfast:** 08/6/22/22 (one week early). Larry Azevedo home, Corrales; 9:00 am; potluck; Buster's Wedding event, RSVP, vintage attire for photo (optional).

**Future Breakfast Dates:** 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.

**Major Car Shows:** Rich Ford Edgewood, Saturday, 08/27/22

New Mexico State Fair, Ford Day: Sunday, 09/11/22

**Fall Tour:** Socorro, NM, 09/14-18, 2022 (Wednesday-Sunday).

**NMCCC 2022 September Swap Meet:** Cancelled

### **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: Mark Dominguez, (505) 264-9970

**Contact: The Tin Lizzies of Albuquerque**

**Website:** <https://www.tinlizziesofabq.com/>

**Email:** [tinlizziesofabq@gmail.com](mailto:tinlizziesofabq@gmail.com)