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# THE ENCHANTMENT FLYER

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OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE

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Tin Lizzie Fall Socorro Tour Photo Contest photo winner of both First Place in the "Cars & Miscellaneous" category and tied for "Overall People's Choice." Pictured are cars on the road to Water Canyon with David Ferro's 1918 Depot Hack and roadside wild sunflowers in the foreground and the Magdalena Mountains in the background. See Cover story page 3. *Photo by Paul Duncan, September, 2022.*

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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.

**Happy Holidays Tin Lizzies***by Mark Dominguez, President***President's Message**

I want to thank the 2022 Officers and Directors for all their hard work this year and all the Committees for their work as well. As a Club we can't work without our volunteer's. Remember that this is your Club, and we all need to work together to make sure that we have a Club that we can be proud of.

I'm very proud to announce the President's award for 2022 going to **Jessica & Philip Lance**. They have stepped up this past year with excellence. Without them a lot of information would not have gotten out to us.

We had a great time at the Tin Lizzies Holiday party held at **Larry & Lorna**

**Azevedo's** barn. The parade was a little bit, can I say wet. The food was delicious and the company was great. Thank you again to Larry & Lorna for letting us use your facilities to host our event and to my wonderful wife, **Sharon**, for getting the food together. She could not have done it without the help of **Susan Peterson, Fran Gurule, Lorna Azevedo and Linda Riel**. I would like to wish everyone a **Happy & Safe Holiday**.

See you in 2023!

**Mark Dominguez**



Tin Lizzie members waiting for the Corrales Holiday parade to start, **L-R**, Jessica Lance, Fran Gurule, Susan Peterson, Sharon Dominguez and Mark Dominguez. *Photo by Lorna Azevedo, December, 2022.*

**Supervising Editor:** Paul Duncan  
**Co-Editors:** Paul & Marilyn Duncan  
**Content, Format Editing, Website Integration:** Paul Duncan, Marilyn Duncan, Sharon Dominguez.

**Issue Contributors:** Paul Duncan & Marilyn Duncan, Mark & Sharon Dominguez, Fran Gurule, John Hayne, Linda Riel, Larry & Lorna Azevedo. Sharron Geilenfeldt, Don Neidigk, Jessica Lance, Dave Ferro.

Editor's Note: Tin Lizzie member names are **Bolded** the first time they appear in a story.



## Socorro Tour Photo Contest Winners

by Marilyn Duncan

Cover Story



Tin Lizzie T's parked at Fort Craig National Historic Site. This photo tied for "Overall People's Choice." *Photo by Sharon Dominguez, September, 2022.*

The winners of the 2022 Socorro Fall Tour photo contest were selected at the November Club meeting. **David Ferro**, coordinated the photo contest again this year and provided prizes to the winners. Tin Lizzie members present at the meeting voted for their favorite Tour photo in 3 categories: Cars & Miscellaneous, Landscape, and People. Tour participants submitted 15 photos for the contest. The winner in the Cars Category was **Paul Duncan** for a photo of Model T's on the road to Water Canyon (Cover page 1.) This photo also tied for the Overall People's Choice with a B & W photo of T's parked at Fort Craig taken by **Sharon Dominguez** (above). In the Landscape Category, Paul Duncan won for his photo of **John & Carol Burnett's '26 Roadster** parked in San Lorenzo Canyon.



The winner in the People Category was **Marilyn Duncan** for her B & W photo of retired US Forest Service Horse Ranger Richard Torres standing by Dave Ferro's '18 Depot Hack in Magdalena.



**Above:** People Category Winner, *Photo by Marilyn Duncan September, 2022.*

**Left:** Landscape Category Winner, *Photo by Paul Duncan, September, 2022.*

## Improving Model Timing & Ignition

by Paul Duncan

Ignition System

Over the past several months, **Larry Azevedo** has been applying what he learned in fine tuning the ignition system in his Montana 500 Race car to improve the performance of member T's. The original Model T ignition system can work with precision but it takes "tinkering" and that can be frustrating to many drivers.<sup>1</sup> A good working flywheel magneto is essential since Model T's run better with the high AC voltage.

The engine in our 1920 Touring T was intermittently missing. On Larry's recommendation, I ordered an I-Timer from Mike Kosser at Mictel LLC in New Jersey.<sup>2</sup> This is an electronic replacement for the stock Model T timer. The I-timer produces reproducible and accurate coil activation and it works either with the magneto or battery. Our T ran better after changing out the timer. Other timers are available from suppliers and are less expensive but will require more maintenance.

The key to the stock Model T ignition is the precise grounding of the individual coils through the timer every 90° of camshaft rotation. When electrical current flows from the battery or magneto into the primary coil, high voltage is generated in the secondary windings of the coil and fires the spark plug. There are a number of places in this ignition system that can (and do) malfunction, especially when the T exceeds 40 mph (1,650 rpm) Larry is finding that "suboptimal" Model T performance in Club member's cars can frequently be traced to poor function of timers, coils and the magneto.

Another product that Mictel sells is the ECCT (Electronically Cranked Coil Tester). This is a precision electronic instrument designed to test and adjust Model T (1913-27) Ford and K-W coils. They have developed software that enables precise adjustment of the coil points. Also, the ECCT tests the internal capacitor to ensure optimum coil performance. Larry has an ECCT unit in his shop and many Tin Lizzies have tested their coils. Keeping the coils properly tuned is an important part of maintaining the Model T ignition system in good running order. At a recent work day, **Jessica Lance** worked with Larry to check the coils in

her sedan. That day, they were able to replace the points in all of the coils using Club inventory stock and got the coils precisely adjusted using the shop ECCT. See photo.

In some T's, converting the stock T-ignition system to a distributor system will run the Model T more reliably. The Ford Model A (1927-1931) used a distributor system. There is only one coil. The cam opens and closes the points acting as a switch for the coil to deliver a high voltage current that is held momentarily by the capacitor. The high voltage is distributed

immediately by the rotor on top of the distributor cam to the spark plugs. This is a simpler, more accurate and more reliable system than the Model T ignition.<sup>3</sup>

Recently, **Sharron Geilenfeldt & Al Ahlrich** have made this distributor conversion on Sharron's 1925 Fire Truck and they drove it on the Fall Socorro Tour. **Jim Glover** is currently rebuilding his 1918-T engine and he is not replacing the magneto. He will use one of the single spark battery systems such as a distributor system or the Bosch magneto system.

Tin Lizzie Model T owner **Vern Willan** advises members to "put on a distributor and save the frustration!" You will need to carry an extra distributor coil in your tool box.



Larry Azevedo with the EECT 3 in 1 coil adjusting tool and Jessica Lance using the software information to adjust her sedan coil points. Photo by Paul Duncan, November, 2022.

### References:

- (1) Model T Ignition system: <https://www.larescorp.com/toolbox/skinned-knuckles-articles/the-model-t-ford-buzz-coil/>
- (2) I-Time & EECT Coil Adjuster: <http://shop.modeltetimer.com/>
- (3) Model A Distributor Seminar: <https://www.yumpu.com/en/document/view/42321940/model-a-distributor-model-a-ford-club-of-america>



## Let it Rain! Let it Rain!

by Paul & Marilyn Duncan

## Holiday Parade & Party

**Editor's Note:** This year's Corrales Starlight Parade and Club Holiday Party were held on December 3, 2022 in the rain. Tin Lizzy members, Mark & Sharon Dominguez, Larry & Lorna Azevedo, Don Neidigk, Dave Ferro, Sharron Geilenfeldt and Jessica Lance contributed content to this newsletter story.

Rain had been predicted for at least 24 hours and by mid-morning the forecast was for the rain to start at 4:15 pm and continue for at least "several hours." The local radar showed a huge rain storm extending from California to Texas. We debated (argued) about whether the moisture would be a brief rain shower or a more serious winter storm. We got dressed but delayed picking up the Model T and parade decorations from our shop. Precisely, at 4:15pm, the rain started as predicted and soon became a steady rain. We stopped arguing and agreed that driving our open T in the rain in the dark without a windshield wiper would be an adventure that we would skip. By the time we arrived at the Azevedo home in Corrales, the Model T parade group had left to line up. Two trailers and a group of modern cars were parked on the soccer field. Inside the barn, Tin Lizzies huddled around the hot pot belly stove, the Italian pasta buffet was being warmed and tables were decorated with festive snowman centerpieces created by **Sharon Dominguez**.

Around 6:00 pm, six wet and muddy T's, drivers and passengers returned from the parade. Those who braved the rainy event included: **Larry Azevedo** driving his '23 plumbing truck with passenger, **Don Neidigk**; **Andy Andrews** driving the Azevedo's '12 touring with **Lorna Azevedo** and **Fran Gurule** in the backseat and **Jackie Dalmatian** in the passenger side; **Kirk & Susan Peterson** driving their '24 coupe "Buster;" **Mark & Sharon Dominguez** driving their '25 Tudor with **Ben Neidigk** and **Dario Ibarra** in their back seat; **Dave Ferro** driving his '18 Depot Hack with 3



Decorated Tin Lizzie T's waiting for Corrales parade to start. L-R, Azevedo '23 truck; '12 Azevedo touring; '24 Peterson coupe; '25 Dominguez coupe; '18 Ferro depot hack and missing, the '26 Lance sedan. Photo by Lorna Azevedo, December, 2022.

riders including the ballet silent auction winner who is deaf, her signer and a child; **Jessica Lance** driving her '26 Tudor sedan on her "maiden voyage" as a driver with husband **Phil** "riding shotgun" and her "brother Roman Chavez and his sons Roman Jr. and Gino fitting comfortably into the back seat." In addition, there were 2 Model A's in the parade, including Tin Lizzie members, **Bill & Louise Robinson** and Tin Lizzie friends, Billie & Dan

Pyzel.

Following conclusion of the Holiday Party festivities (see President's Message, page 2) it was still pouring rain. While leaving the event, Dave Ferro got his enclosed trailer stuck in the mud by the Shop. Larry Azevedo came to his rescue with Lorna's Jeep and was able to winch the trailer backwards. Eventually, Dave was able to move forward and the line of waiting cars could pass.

Anyone who wants to enjoy the memory of a more "typical Corrales Starlight Parade" recorded ten years ago, check out this link: <https://www.youtube.com/watch?v=Fuu6o3kQCzo>

**P.S.** After the party, **Sharron Geilenfeldt** texted us more information about the ballet silent auction winners who rode with Dave Ferro. Sharron talked to them after the parade and "the ladies told me that in spite of the weather, they had a wonderful time". Her granddaughter's dance group is putting on the "Nutcracker" at the Hispanic Cultural Center...has a Southwest slant...will be Roadrunner/Coyote rather than Mouse King/Soldier doing battle. Instead of children coming from under the old woman's skirts, they'll be climbing down off a storyteller (with tribal permission.). My granddaughter Amanda del Hierro, will dance as the Roadrunner. She, her husband (Gabe), baby (Oliver), and dog went with us to Las Vegas. Gabe had (Model T) driving lessons on the Tour. Buy tickets!



**Above:** Holiday party table center pieces. **Below:** Lance '26 sedan returns from the parade. Photos by Paul Duncan, December, 2022.



**Festival Ballet Albuquerque: "Nutcracker in the Land of Enchantment"** December 16-18. 7pm Friday, Saturday and Sunday, Matinee 2pm Saturday & Sunday. Online Link: <https://www.nhccnm.org/event/festival-ballet-albuquerque-presents-nutcracker-in-the-land-of-enchantment-2022/>

## Montana 500 Reset

by Paul Duncan

Montana 500

Tin Lizzies Larry Azevedo, Kirk Peterson and Dave Ferro drove 2000 miles round trip from Albuquerque to St. Regis, MT to attend the fall Montana 500 meeting held on October 16, 2022. They brought proposals that were adopted at the meeting to ensure transparency in the race administration. See Web link below to see the complete minutes. We all know that Larry Azevedo had the fastest T over the 3 days of racing in the 2022 Montana 500 held in Glendive, MT in June. However, due to a "misinterpretation" of his carburetor measurement, he was disqualified.

At the recent meeting, the President of the Montana Cross Country T Association (MCCTA), Rick Bonebright read a letter from Mike Kosser the inventor of the I and E timers. The complete letter is published in the minutes. Kosser expressed his concern about lack of "accountability" within the MCCTA. Specifically, he criticized the 2022 tear down inspection at the end of the race. "Questionable conduct was witnessed by knowledgeable and empowered individuals who knew better yet remained mute." Kosser has subsequently withdrawn his financial support of the MCCTA.

Larry was appropriately disappointed because he had put a lot of time and effort into building a "winning Montana 500 Model T racer" that followed

the existing Rules. He expressed his satisfaction at having "learned a lot" about what was required to successfully run a Model T very fast over 500 miles. Following the tear down inspection and his disqualification, he was determined to use his expertise in standardizing measurements to improve the MCCTA and future races. This is evident in the proposed rule changes that were approved at the October 2022 meeting. Larry and Kirk have encouraged Dave Ferro to enter the 2023 Montana 500 and have been assisting him to assemble his own race car. Mark Dominguez is also considering participating and recently joined the MCCTA.

The next Montana 500 Endurance Run will be based in Fort Benton, MT a historic town situated along the Upper Missouri River in north central Montana on June 18-21, 2023.

**Link to MTCCA October 16, 2022 Minutes:** <https://antiqueautoranch.com/montana500/news/>

[Montana 500 Newsletter Vol 62 No 7 Nov-27-2022.pdf](#)



"Welcome to Montana" road sign. Photo grabbed from the Internet, photographer unknown.

## Don Neidigk Hosts November Breakfast

by Paul Duncan

T'n Vittles

**Don Neidigk** hosted the final T'n Vittles breakfast on November 12, 2022 at the Ironwood Kitchen located in Unser Plaza on the far Westside in Rio Rancho. We were amazed to see all of the development out there now! The restaurant space was quiet, the menu featured New Mexican and American favorites, the food was delicious and the servings were filling. The service was pleasant but "slow" due to staff shortage the morning we ate there.

Marilyn and I enjoyed visiting with "new" returning Tin Lizzie members **Pam & Eddie Bell** and Saturday work day regular, **Roger Burton**.

The Bells were Tin Lizzie Club members in the 1980's at a time when Eddie had a Model T in parts. I knew the Bell's from when their kids and ours were swimming together at the UNM pool. Eddie and Pam own a group of special cars including two Auburns, a Pierce Arrow and others but they want to be part of an active car club now. Eddie has retired from his family jewelry supply company, Neutec/Rio Grande™ that manufactures lost-wax jewelry casting equipment and laser-welding machines. With **Mark Wing's** encouragement and assistance, Eddie is looking for an early-brass-era Model T to add to their collection.



## U. S. Route 66 in New Mexico

by Paul & Marilyn Duncan

Route 66 History

Route 66 was certified as a US-numbered highway in November, 1926. The highway ran East-West 2,400 miles from Chicago to Santa Monica, California. In New Mexico, the original Route 66 (1926-1937) was mostly a graded dirt/gravel road. The highway connected Santa Rosa to Albuquerque via Romeroville (near Las Vegas), Pecos, Santa Fe, La Bajada Hill, Bernalillo and entered Albuquerque via 4th Street. From Albuquerque, the route headed west to Gallup and into Arizona.

Tin Lizzies have recently driven on several segments of Route 66. NM-333 connects Albuquerque and Edgewood (via Tijeras; Zuzax, Sedillo Hill) and we regularly drive the old highway to the Rich Ford Edgewood car show. During the Fall Las Vegas Tour (2021), we drove the former Route 66 highway segment (now a frontage road) between Romeroville and Pecos.

The section of Route 66 highway that traversed La Bajada Hill (Spanish “drop or descent”) is located 25 miles south of Santa Fe. This short segment of roadway was one of the most challenging on the original Highway 66. There were several zigzag (hairpin) turns that helped drivers climb up or descend down the 500 feet of altitude change of the escarpment. Hairpin turns were safer and made driving easier. At the top of La Bajada Hill there was a large State Highway Department sign warning drivers about how to drive the road (see photo at Right).

There has been a road traversing La Bajada Hill for at least 400+ years. A roadway was first established during the Spanish Colonial era (1598). Usage continued during the Mexican period (1821-1848), Territorial wagon road period (1860), and then automobile drivers claimed the road: NM 1/National Old Trails Road highway (1909) and U.S. Highway 66 (1926). Presently, the original Route 66 La Bajada Hill roadway is abandoned but can still be accessed on foot. See page 10 of this newsletter for a period photo of a Model T driving on La Bajada Hill.

During the late 19<sup>th</sup> and early 20<sup>th</sup> century New Mexico politics was controlled by the “Santa Fe Ring” that had close ties to the Republican Party. In 1925 New Mexico elected a rare Democratic Governor Arthur T. Hannett. In the 1926 election he was defeated by the Republican challenger. During Hannett’s lame-duck tenure, he forced construction of a new 69-mile shorter and faster cutoff on Route 66 between Santa Rosa and Albuquerque that completely bypassed Santa Fe.



**Left:** Historic New Mexico 66 Route sign near Albuquerque. Photo by Paul Duncan, December, 2022.

### References:

<http://www.theroadwanderer.net/66NMex/santafe.htm>

<http://www.theroadwanderer.net/66NMex/labajada.htm>

[https://en.wikipedia.org/wiki/U.S.\\_Route\\_66\\_in\\_New\\_Mexico](https://en.wikipedia.org/wiki/U.S._Route_66_in_New_Mexico)



**Above:** Vintage Postcard La Bajada Hill near Santa Fe, New Mexico. Source Internet screenshot.

**Below:** La Bajada Hill Highway sign, Source Internet screenshot.



## ***Father of Route 66, the Story of Cy Avery***

By Susan Croce Kelly

University of Oklahoma Press-Norman, 2014

272 pages: includes B & W Photos, Notes, Bibliography & Index

by Paul Duncan

Book Review

Remember the lyrics of the Bobby Troup song (1946) “(Get Your Kicks on) Route 66”? .... *“If you ever plan to motor west, travel my way, take the highway that’s the best, Get your kicks on Route 66. It runs 2000 miles from Chicago to LA and St. Louis, Oklahoma City and Gallup New Mexico are on the way.”*

This book takes you through the story of Oklahoma native Cyrus Avery 1871-1963), who is considered the **“Father of Route 66”**. The author, Susan Croce Kelly, previously published *Route 66: The Highway and its People* (1988), a photo essay book that stimulated national and international interest in retracing Route 66.

Tulsa’s Cyrus Avery Centennial Plaza is situated adjacent to the original Route 66 bridge over the Arkansas River. In the park there is a huge “East meets West” bronze sculpture (2012) depicting Cy Avery and his family and their cat in a Model T touring trying to cross the river and meeting a pair of terrified horses pulling a wagon.

The author has carefully researched the historical development of our national highway system. This has been labeled the “Do-it-Yourself Highway Movement”.

Mr. Avery was a successful Tulsa business man who served two terms (1913-16) on the Tulsa County Commission. He became a leader in both Oklahoma state and regional highway construction. As president of the Oklahoma “Good Roads Association” he was involved in many local road building projects and was a proponent of a strong federal presence due to the cost of building highways. In 1916 Congress passed the “Federal Aid Road Act” that provided matching funds for state highway construction.

By 1920, there were 8 million cars on US highways and half of these were Model T Fords. Drivers wanted roads to improve. Many of these citizens were farmers who depended on getting their produce in to population centers and the railroads. The Federal Government formed a “Bureau of Public Roads” that began to set

highway standards. In 1924, the Oklahoma governor appointed Mr. Avery as the Oklahoma Commissioner of Highways. Cy also became a member of the American Association of State Highway Officials. The Federal

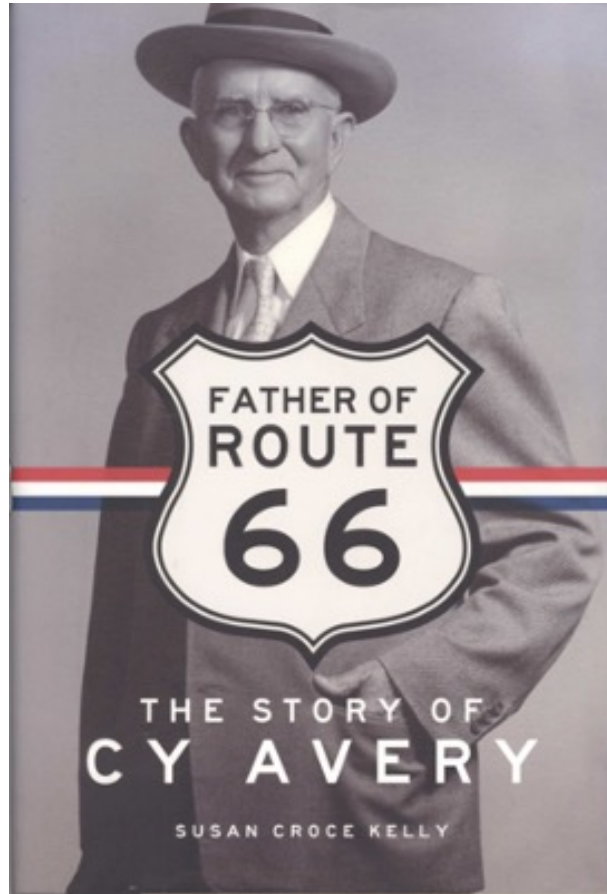
Secretary of Agriculture appointed Cy to a 21-person Board of State Highway Commissioners and Highway Engineers. Board members were appointed to oversee roads that had Federal aid designations from the Federal Aid Road Act and to develop a national highway numbering system.

By early 1926, the board had developed a national road numbering map. East-West highways ended in zero and were numbered from North to South. North-South highways ended in 1 or 5 and were numbered from East to West. Oklahoma and Missouri representatives including Cy were very involved and designated Highway 60 as running from Los Angeles to Chicago, through Tulsa. Kentucky objected as they believed 60 logically should come through Kentucky and on to Virginia Beach, VA. Tempers flared and ultimately cool heads prevailed. Cy suggested an alternative numbered Highway 66 to run from Chicago to St. Louis,

Springfield, Joplin, Tulsa, Oklahoma City, Amarillo, Albuquerque and on west to Los Angeles. They allowed that Highway 60 would continue through Kentucky.

In late 1926 Cy proposed forming a U.S. 66 Highway Association that was established in April 1927. The goal of the organization was to promote the early completion and secure permanent maintenance of U.S. Highway 66 between Chicago and Los Angeles, commonly called the Main Street of America.


This book is well researched and brings out the details in how our national highway system evolved. Highway 66 was the most known of the early trans-continental highways. Cy Avery a talented Oklahoma businessman and citizen servant was an important person in the development of Highway 66 and our national highway system.





by Newsletter Staff

## Birthdays & Anniversaries

 **January Birthdays:** Teri Clapper; Paul Duncan; Janice Gauna; Fran Gurule; Donna Hansen; Betty Housholder; Ann Merewether; Nancy Musgrave; Susan Peterson.

**February Birthdays:** John Bauer; Brian Dean; Mark Dominguez; Les Haley; Betty Houston; Jean Langdon; Terry Mathson; Ben Neidigk; Don Neidigk; Rita-Loy Simmons; Anita Warren; Joe Warren.

**January Anniversaries:** Tom & Cathy Miles; Jahn & Barbara Wright.

**February Anniversaries:** Skip & Hedy Dunn; Mark & Susan Wing.

by Fran Gurule

## Hospitality

Since the last newsletter the following cards were sent: **Get Well**, to Susan Wing, Brian Dean, Lena Schritter and **Thinking of You**, to Tom MacGugan, Tom & Cathy Miles, JoAnn Armstrong.

by Linda Riel, Secretary

## Membership

We have welcomed back to the Tin Lizzies **Eddie & Pam Bell** who currently do not have a T. New member **Dario Ibarra** is anxious to get his feet greasy and learn about Model T's. New member **Austin Pisani** comes to us from NJ where his T is but is wants to learn what he can about it with the hopes of bringing it to NM. We have just gained a Single membership, **Al Ahlrich** since **Sharron Geilenfeldt** just became a Life Single. At our Holiday gathering, we welcomed new member **John Criswell** who has a 1927 Touring.

An updated membership listing will be sent out after the New Year once all renewals have been processed that I receive in the remaining of 2022.

**REMINDER:** 2023 Dues Renewals are due by December 31, 2022. Family Memberships are \$15 and Singles \$12. Checks made out to the "Tin Lizzies of Albuquerque" should be mailed to the PO Box.

by Jessica Lance

## Mascot

**Charlene "Charlie" Lance** is excited to have the honor as the 1<sup>st</sup> mascot for the Tin Lizzies. Charlie is a Yellow Labrador Retriever and was born on November 1, 2022 at 4:44 am to a loving set of Chocolate Lab parents Gus & Layla Lance. She has four older litter mates that keep her in check. Charlie will be fully vaccinated in 3 more months and will be able to hit the grass running and fulfilling all her duties as Tin Lizzie Mascot.



by John Hayne

CLASSIFIED—FOR SALE

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

**MTFCA The Vintage Ford Magazine Collection** (45+ years, 1976-present) Available Free, Contact John Hayne

**Note:** John will offer an assortment of "Ford Toys, Literature & Pictures" for Sale at the Tin Lizzie Meeting on January 26, 2023.



by Marilyn Duncan

Model T Ford Club of America

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

**2023: 58th MTFCA Annual Meeting,** March 24-25, 2023, Las Vegas, NV

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

**2023: 64rd Annual Endurance Run "Montana 500",** Fort Benton Montana, June 18-21, 2023.

**2023: MTFCA National Tour:** June 18-23, 2023, "Experience the Flint Hills" Manhattan, KS

**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, (\$50/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.

La Bajada Hill Photo

by Paul &amp; Marilyn Duncan

Date the Photo &amp; Model T

Several years ago, we purchased this print of a Model T driving on LaBajada Hill at the New Mexico Museum of Art in Santa Fe. After researching the story of Route 66 for this newsletter, we tried to date the year of the Model T and determine the year it may have been taken. The detail of the image is good but the license plate text is not clear. What are the clues to dating of the T and the roadway? Here are some references to help sort out the dating, if possible. If you



want to inspect the original print, let us know.

**Suggested References:**

(1) Model T Ford, the car that changed the World, Bruce McCalley, 1994.

(2) Porcelain License plates dates and states where issued: <https://porcelainplates.net/history.html>

(3) Library of Congress, History of a La Bajada roadways: <https://www.loc.gov/resource/hhh.nm0305.photos?st=gallery>



**2023****Tin Lizzie 2023 Meetings & Events**

**Regular Meetings:** In person at the Vineyard, 6118 Edith Blvd NE starting at 6:30 p.m. A 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: 01/27/23**

**Future Meeting Dates:** 02/23/23; 03/23/23; 04/27/23; 05/25/23; 06/22/23; 07/27/23; 08/24/23; 09/28/23; 10/26/23; 11/16/23 (one week early due to Thanksgiving); no December meeting.

**T'n Vittles Breakfasts:** Second Saturday of the month, except as noted

**Future Breakfasts Dates:** Held the 2nd Saturday of the month

**Next Breakfast: 01/14/23**

**Future Breakfast Dates:** 02/11/23; 03/11/23; 04/08/23; 05/13/23; 06/03/23, tentative at the Vineyard one week early; 07/08/23; 08/12/23; 09/09/23; 10/14/23; 11/11/23; 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.

**Rich Ford Car Shows:** TBA.

**State Fair Ford Car Show:** Early September, 2023

**Fall Tour:** Dates and location, TBA



***Holiday Greetings  
from the  
Tin Lizzies of Albuquerque  
Officers & Directors & Newsletter Editors***

**Tin Lizzies of Albuquerque  
2023  
Officers & Directors**

Mark Dominguez, President  
Vaughn Rockafellow, Vice-President  
Jessica Lance, Secretary  
Kirk Peterson, Treasurer  
Philip Lance, Director  
Jeff Richards, Director  
David Ferro, 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)