
THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE



Dave Ferro and his passenger, Larry Azevedo, take a test drive in Dave's newly-renovated 1924 Model T Touring race car. He plans to drive his T in the upcoming 64th Annual Montana 500 Endurance Run to be held June 18-21, 2023 in Fort Benton, Montana. Two other Tin Lizzie members, Larry Azevedo and Kirk Peterson will also be competing again in this year's event. Larry will drive his 1925 Roadster and Kirk will drive his 1924 coupe, "Buster." See Cover story page 3. *Photo by Paul Duncan, May, 2023.*

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.

Hi Tin Lizzies—**by Mark Dominguez, President****President's Message**

We are half way through the year, can you believe that?

I hope you are getting out and enjoying the weather, and those of you that have Model Ts are getting them out and checking to make sure that they are in good shape and safe to drive.

Sharon and I drove our car to dinner. Boy, did we get a lot of waves and thumbs up. If you have an idea for a little short drive that you think would be fun to do, let me know. Like just a short drive to an ice cream shop. I do love ice cream. I am going to check on a drive after the July T'n Vittles to the east side of the mountains to Tinker Town. I'll keep you posted on the progress of that idea.

The Durango tour is coming along. If you want to see some beautiful sights, make sure to sign up for the tour.

I would like to thank all the Tin Lizzies that serve or have served in the military. Without you, we would not be the home of the free. Thank you for your service.



Above: View of Mount Wilson (14,252 feet) in southern Colorado. Photo provided by Mark Dominguez, taken May 30, 2021.

Mark Dominguez

by the Newsletter Co-Editors**Editorial Comment**

President Mark Dominguez is correct in his comments above about the physical beauty of the Durango region where we will be heading for this year's fall tour. The Durango and Silverton narrow gauge railroad at one time was connected to the Cumbres & Toltec (Chama) railroad line. The rail lines were important in the mineral mining heyday in late 19th and early 20th centuries. This tour is an opportunity to do some great Model T driving and we encourage members to sign up for the event. Near Farmington, NM is the Aztec Ruins National Monument. On previous Model T tours we have been to Folsom, NM and to Black Water Draw near Portales, NM. These three sites span the past 10,000 years of humans in the Southwestern US.

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Issue Contributors: Paul Duncan, Marilyn Duncan, Mark Dominguez, Don Neidigk, Betty Housholder, Fran Gurule, Jerry Kramer, Steve Langdon

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

Dave Ferro's Montana 500 Racing T*by Paul & Marilyn Duncan***Cover Story**

Dave Ferro has a "new" 1924 Touring Model T. He bought this Touring along with parts for a Speedster five years ago from Tin Lizzie Life Member **Orlando Ortega** from Portales, NM. Dave became interested in participating in the Montana 500 event and rode with **Kirk Peterson** in his coupe "Buster" in last year's event. Dave returned to Albuquerque and immediately began to convert his '24 Touring into a Montana 500 race car.

A Montana 500 quality race car requires more attention to detail than usually occurs in a Model T renovation. **Larry Azevedo** had a '26-'27 block and they proceeded to rebuild it, following Montana 500 rules. The head was milled to create higher compression as determined by volume measurements. All rotating components were balanced. A special Montana 500 cam shaft with different valve lift characteristics is allowed. The main engine rebuilding was completed in March, 2023.

Next, Dave and Larry rebuilt a drive line with a newly-refurbished stock T differential. At a February workday, Dave pressed new axel gears onto new axels but needed to use the torch to complete the job. Larry commented that current parts suppliers do not always comply with original Model T measurements and that careful measurements of purchased parts is important. Dave repaired and yellow powder coated a set of wire wheels that he had originally planned to use on his speedster project. Since the Touring originally had wood wheels, he needed to purchase new wheel hubs for the new wire wheels.

At the April 15 workday, the original '24 engine was removed and the newly-rebuilt '26-'27 engine was installed. Next, came the new drive line and differential as well as front and rear shock absorbers. The front end bushing and Kingpins and all electrical wiring was replaced. Dual electrical systems (6-volt and 12-volt) were installed with separate batteries. The stock ignition runs on 6-volts and 12-volt runs the turn signals and GPS. The steering gear case was reworked with new 5:1 gears and the lower steering bracket was re-bushed. Also, a new pitman arm was installed.

On May 17, all the mechanical renovation tasks were completed and the T passed the test drive around Corrales. Typically, cars in the Montana 500 run with no fan to conserve horsepower. During the test drive the temperature gauge read 210-212 degrees without the fan. Dave also realized that the steering mechanism was too tight. Overall, Larry was pleased with the test drive and the mechanics with the exception of the steering performed as anticipated.

The last race-related project involved installation and fitting of the side curtains. Side curtains are used during the Montana 500 to reduce drag and are

required for Touring cars in the race or they have to run with the top down since they reach speeds of 50 mph or higher. Dave had received a set of side curtains with the T but they had never been installed on the car. Although basically the correct shape, they were about 3 inches short of reaching the top fasteners and did not wrap correctly around the windshield. **Marilyn & Paul Duncan** worked along with Dave to remodel the side curtains and install correct fasteners and snaps. Also, the tack strip wood on the rear bow



Dave Ferro's 1924 Montana 500 touring race car. On the lift at Larry Azevedo's shop in Corrales. Photo by Paul Duncan April, 2023.

legs had deteriorated and required new wood. The top deck and rear curtain was opened up, adjusted and reattached with additional tacks and staples. See more upholstery installation details on page 5 of this issue.

The final problem to be resolved by Dave is that the steering remains too tight despite various attempts to loosen up the new gears and pins. Dave will be consulting with Larry Azevedo to determine what can be done. Dave will also need to practice driving his T with the side curtains on the car as visibility is much reduced and the driver's side mirror is turned inside the car. The Montana 500 Endurance Run is coming up soon on June 18-21 in Fort Benton, Montana.

Ford Motor Company 100 years Ago 1923*by Paul Duncan***Ford History**

1923 was a “record year” for Ford Motor Company (FMC.) Model T production reached 1.7 million cars. The Ford family became the sole owner of FMC in February, 1921 when the \$75 million dollar loan used to buy out the 7 minority shareholders was retired. During 1920 and 1921, the United States had entered a period of economic depression but Ford produced and sold 2 million Model T’s. In contrast, the Lincoln Motor Company (LMC) a luxury automobile maker owned by Henry Leland and his son had fallen into bankruptcy. In 1922, Henry and Edsel Ford with the support of Henry’s wife Clara, authorized FMC to purchase Lincoln from the Lelands for \$8 million dollars. Within a year, Lincoln turned around under Edsel Ford’s management.

Henry Leland was 20 years Ford’s senior and trained as a machinist. He became a premier machine tool and engine builder in Detroit. He understood the importance of precise manufacturing of interchangeable parts, as did Ford who had also apprenticed as a machinist. Both of these men became major players and innovators in the developing American automobile industry in Detroit.

Henry Ford left his 2nd Ford company, the Henry Ford Company, (HFC, 1901-1902) in a dispute with financial backers. Leland was brought in by the remaining owners of HFC to consult about liquidating the company’s equipment. Leland convinced the HFC owners to continue their automobile business and they reorganized as the Cadillac Automobile Co. (CAC.) The first Cadillac car released in 1902 was based on Henry Ford’s original Model A car design but it had a one-cylinder engine designed by Leland’s company, Leland & Faulconer. Manufacturing Co. Henry Leland became the owner of CAC and in 1909 sold it to General Motors for \$4.5 million dollars.

After leaving HFC, Ford started his 3rd company in 1903 named the Ford Motor Company with financial backing from Alex Malcomson, a prominent Detroit coal dealer. In the first year the company showed a profit. The FMC successfully built and sold a number of different automobile models. By 1907, Ford knew he wanted to build a light weight, mechanically superior automobile with vanadium steel components and interchangeable parts which would be affordable. At

this time, Ford was President of FMC and owned 58.5% of the company stock. Ford built his first Model T in 1908 at the Piquette Avenue Plant. In early 1910 production was moved to their new Highland Park plant.

In 1917, Henry Leland and his son, formed the Lincoln Motor Company (LMC) to build the V-12 Liberty aircraft engine for WW I. The company was named after President Lincoln. After the war ended, LMC was retooled to build luxury automobiles that were well engineered and had a V-8 engine. The years 1919-1920, however, were not the right time to build and market luxury cars! Deflation was high along with high

unemployment. Lincoln Motor Co. became insolvent and entered bankruptcy.

In 1922, FMC purchased LMC and Edsel Ford served as president of the Ford brand until his death in 1943. He is quoted as saying “Father made the most popular cars in the world; I want to make the best.” In 1922, FMC incorporated the Lincoln car factory that was relatively into FMC. The Lincoln brand was a perfect fit for Edsel who was recognized for his artistic designs and styling. He immediately improved the

Lincoln’s design appeal. A year later, in 1923, Lincoln turned a profit and sold 7,500 cars. Lincolns at that time had a Leland-designed 90 horsepower V-8 engine and some models sold for as much as \$7,200. A Ford Model T touring with demountable wheels and a starter sold for only \$380. Lincoln became one of America’s premier luxury automobile brands that still survives today.

For the 1923 model year FMC made several significant design changes in the Model T. The Touring car had a new slant windshield and a new “One Man Top.” There were also changes in the firewall and hood contour. Ford also added 2 new Model T enclosed cars, the “Tudor” and “Fordor” sedans.



Above: 1923 Lincoln Touring car. Source: *The Henry Ford website screen grab, June, 2023.* **Below:** 1923 Ford Model T Touring car. Source: *Old Car Weekly website screen grab from May, 2020 story.*



Side Curtains, Bow Wood & Top Repair-1924 Touring**by Marilyn Duncan****Upholstery Repair**

This story provides more detail about how we fit the side-curtains and repaired the rear curtain and top on Dave Ferro's 1924 Touring. Dave acquired a set of side curtains when he purchased the touring several years ago but recently discovered that they had never been fitted or installed. The vintage side curtain set appeared well-made but they did not fit correctly on his car. Side curtains for 1923-1925 Model T touring cars need to fit a "One Man Top" and the slanted windshield. Side curtains that fit this car include 2 panels on each side (front and rear). The Front Panel attaches to the windshield with 2 curved clips and a windshield flap snap. There is also a flap over a hole above the door to reach the front door handle.



Dave Ferro's 1924 Touring car after top/rear curtain repair and installation of remodeled-side curtain panels. *Photo by Paul Duncan May, 2023.*

"Murphy" Common Sense fasteners hold the top of the side curtains to the metal top frame. The Rear panel is twice as long as the front, and attaches to the rear bow leg with "Lift-a-Dot" fasteners. The rear curtain hangs down from the folding top frame by removable hangers and Common Sense fasteners. The Front and Rear panels are held together by 3 additional Common Sense fasteners.

There were no fasteners included with Dave's side curtains so he ordered the correct fasteners but needed to fabricate the special hangers for the top of the rear curtains as they are not available. Special punches for installing the fasteners to the fabric are available and I keep a set in my upholstery box. The main problem with Dave's side curtains was that the panels were 3 inches too short at the top and the front panel was about 2 inches short in wrapping around the front of the windshield. I sewed in the needed extensions using scraps of Model T upholstery left from previous installations plus we purchased half a yard of black vinyl from a local fabric store. After ripping off the original folded edging, I was able to sew in the extensions with my regular sewing machine making sure that there was at least triple thickness at the fasteners. Also, Dave's Front panel had the door

flap sewed on the wrong side and I removed that to the passenger door and patched the original hole.

An additional problem we encountered was that the tack wood in the curve of the back bow was rotten and deteriorating. We glued in replacement wood that Paul & I had left over from re-wooding the bows on our '18 T. Also, the rear curtain fabric did not match up with the side of the top deck material and had been sliced by a scissor cut. I hand sewed edging on the cut to add strength. Dave reinforced the top pads with extra tacks and staples. He added vinyl extensions to the top and rear bow material before installing new "hidem" trim. He also corrected the location of the welt trim screw on the new tack strip wood.



Above: Detail of rear bow wood tack strip repair. **Below:** Dave Ferro trimming and reinforcing the top pad and refitting the back curtain after adding an extension to the material. *Photos by Paul Duncan, May, 2023.*



Henry Ford almost Ran for President of the United States*by Paul Duncan***Henry Ford**

Anyone who has read about Henry Ford's confrontational business style might think that he would not be a good politician, much less think about running for national office. Ford considered himself a Republican and a pacifist during WWI. Ford admired President Wilson who talked Ford into running in the 1918 US Senate election in Michigan. Ford first ran in the Republican primary against Newberry and lost. Then ran again as the Democratic nominee and nearly won. This was not a pleasant experience for Ford since he was accused of antisemitism and helping his son Edsel avoid the draft. Ford spent a lot of money in contesting the election results and both candidates were criticized for their campaign spending practices.

In 1923 there was a push

by some of Ford's supporters for him to run for President of the U.S. on the 1924 Republican ticket against the incumbent Republican president Warren Harding. Harding's term as U.S. President (1921-23) was fraught with scandal, including Teapot Dome. Harding died in August, 1923 of a heart attack and Vice-President Calvin Coolidge became President. In August, 1923, Ford had been interviewed by Charles W. Wood a correspondent for *Collier's* magazine. In the article titled "If I were President-Henry Ford Tells where he Stands on All of the Great Issues." Ford shared his personal view point on a wide variety of topics.

After Harding's death however, Ford met with Coolidge and decided to "let the less eloquent Coolidge run." After endorsing Coolidge, Ford pulled out of politics and never ran again for public office.



Henry Ford Cartoon: "Yes, We have No ambitions Today!" by Clifford Berryman, published in the newspaper, *Washington Star*. The title plays off a line of a popular 1923 song, "Yes, We Have No Bananas!"
Source: U.S. Senate Collection, National Archives. Internet screen grab, June, 2023.

Whoops! What Happened?*by Paul Duncan***Tippy T****Answer:**

After the Valencia High School Auto Shop Car Show in Los Lunas in February 24, 2023, **Steve Langdon** drove his '26 Coupe 15 miles back to his Jarales, NM home. At a railroad crossing near his house, he decided not to wait for the long freight train to pass and decided to turn around. He got too close to the edge of the irrigation ditch and started to tip but he was able to get himself safely out of the T and found assistance nearby. Photo provided by Steve Langdon, taken February, 2023.

"Hats & Afternoon Tea" at Fairview Cemetery**by Paul & Marilyn Duncan****T's & Tea**

On Sunday, April 30, 2023 eleven Tin Lizzies with 7 Model T's attended the "Hats & Afternoon Tea" event held in the historic Fairview Cemetery in

Albuquerque. Those who attended included **Larry & Lorna Azevedo, Paul Beck, Paul & Marilyn Duncan** and their son Patrick, **Dave Ferro** & Kenzie dog, **Fran Gurule, Neil & MaryAnn O'Brien, Mark & Susan Wing**. The fundraiser event was organized by the Board of the nonprofit organization that coordinates volunteer work at the long-neglected cemetery. The weather was warm and sunny. The St. James Tea Room

provided the tea and board members brought sandwiches and cakes. Attendees, many in vintage attire and hats were treated to rides around the cemetery in our Model T's.

After giving rides and before leaving the cemetery, Mark Wing noted that his T was overheating. Upon inspection, he noticed that the fan belt had come loose and the pin holding the lower fan pulley to the crankshaft had worked out. Larry Azevedo reviewed Mark's observations and noted that the hole in the pulley had enlarged enough that the pin would not stay in the hole. We searched through our Model T tool kits for

potential fixes. Larry had a tube of quick-set epoxy and Mark found a washer. A short-term fix involved plugging the hole with the washer and epoxy. The pin was held in place with a cotter pin.

The Wings made it home without overheating. No rubber chicken was awarded because Mark made it home without needing a trouble trailer rescue!



Photo Above: Larry Azevedo giving a ride in his '27 Touring and tea party attendees in the foreground. **Photo Below:** Tin Lizzies at the Fairview cemetery afternoon tea. Seated Clockwise: Fran Gurule, Larry & Lorna Azevedo, MaryAnn O'Brien, Sue & Mark Wing, Neil O'Brien. *Photos by Paul Duncan, April 2023.*



Breakfast Gathering, May 13, 2023 *by Don Neidigk***T 'n Vittles Chatter**

Editor's Note: This story was written by Tin Lizzie Member Don Neidigk who is a semi-retired minister. He recaps the recent May T 'n Vittles breakfast that he hosted. The monthly breakfast has been a popular Club event for many years but recently hosts have experienced difficulty finding restaurants that can accommodate our group on Saturday morning. Also, only a couple of members drive their T's for the breakfast gathering. Thank you Don, for sharing this story.

T 'n Vittles for May 13, 2023 was hosted by Don Neidigk at *Cazuela's Mexican Grill & Brewery* on Sara Road in Rio Rancho. **Mark Dominguez** and **Don Neidigk** both drove their T's. Don's '27 coupe stalled in the entrance to the parking lot so several members of the Cub pushed it on in. Mark leaned out the carburetor mixture and got it running much better. Twelve members attended.

While we waited for others to arrive, we chatted in the parking lot and bragged about the accomplishments of our grown children. Some members were notably silent. Don told several members about the top-secret things his sons do for the Air Force and Sandia Labs so of course those Tin Lizzie Cub members will now have to be shot.

Across the street the Elks Lodge was having a fund-raising breakfast. Had we known that in advance, we could have had our T 'n Vittles there. Don had difficulty finding a place that would take a group of up to 25 people. He discovered that restaurants are still understaffed. Managers are a bit reluctant to have a club sitting and visiting for an hour and a half when they could be serving other paying customers in that same space. Don suggests that we consider scheduling T 'n Vittles breakfast at service clubs or churches instead of restaurants.

Inside Cazuelo's, the manager, Francisco, let us know that he'd had to raise some prices that were not reflected on the menu. Earlier Francisco had mentioned he'd been having difficulty getting help, so he hoped the wait for our food wouldn't be too long. It wasn't.

About the conversation. **Sharron Geilenfeldt** distinguished herself from **Sharon Dominguez** by noting that her name had two "rr's" as opposed to one "r" in Sharon Dominguez's name. Don questioned whether two "rr's" meant she was a more expensive lady. Sharon thought she was pretty low maintenance

but was still expecting some corresponding benefit to her from Mark after his last old car purchase. She pointed to her ring finger.

Don had a wonderful conversation with **Rita-Loy Simmons**. He learned that she's a native New Mexican ranch woman who knows all the ins and outs of local and state government as well as the school boards and she's on a first name basis with many of the movers

and shakers from the late Gov. Bruce King right up to those in charge today. She sounds like someone to have on your side when you need help.

Paul Duncan, Vaughn Rockafellow, Al Ahlrich and Don Neidigk were overheard talking about their weight. Everyone, agreed they needed to lose some. (Why bring this up at a T 'n Vittles breakfast?) Al was told he should be at 165 pounds but he and Don noted they hadn't weighed that little since high school. Vaughn said he needed to exercise more. Don suggested he get a Model T running and take it for a ride regularly. That way he's sure to walk more.

Dave Ferro agreed. He said he'd taken his Montana 500 car for a test

ride the day before the breakfast and it overheated frequently since while racing the fan is disconnected to save engine power. Dave was concerned he might have to do some walking. Dave also said he's having trouble getting his "new-old" side curtains to fit his top. Driving with side curtains is important to reduce drag during the race. His top shouldn't "poke up" as it does and the curtains will not fit properly without sewing in a patch. **Marilyn & Paul Duncan** have offered to assist Dave with his top and side-curtain project.

As we broke up about 10:30 a.m., Don asked Mark to follow him home. His model T "Arty" has left him on foot before. As Don writes this, he's reminded of a Bible verse, "It's a fearful thing to fall into the hands of the living God." (Hebrew 11:31.) One could also say, "It's a fearful thing to drive a Model T" but once you do get it safely in the garage, you have to smile and admit it was a lot of fun."



Photo Above: Don Neidigk's 1927 Model T coupe parked at the restaurant. Photo by Paul Duncan, May, 2023.

Telephone Truck Arrives at MTFCA Museum*by Paul & Marilyn Duncan***Telly Truck**

The Tin Lizzie's 1925 Model T Telephone truck arrived at the MTFCA Museum in Richmond, IN during the last week in May, 2023. The truck was transported from New Mexico to Indiana by Freightier Jim and arrived there in time for the June 3, 2023 Model T Homecoming celebration at the Museum. MTFCA President, Jerry Kramer



shared pictures and commented, "Thanks again for this fabulous Telly truck."

The Club will soon auction the enclosed trailer that previously stored the Telephone Truck. Information about the trailer auction will be circulated via email and bidders must be current members of the Club.

"Telly" truck parked in the MTFCA Museum in Richmond, IN. *Photo provided by Jerry Kramer, May 30, 2023.*


*by Marilyn Duncan***Model T Ford Club of America**

See *The Vintage Ford* magazine and MTFCA website for more information about these and other events.
64th Annual Endurance Run "Montana 500", June 18-21, 2023, Fort Benton, MT.
MTFCA 2023 National Tour: June 18-23, 2023, "Experience the Flint Hills", Manhattan, KS.
2024: 59th MTFCA Annual Business Meeting, March 22-24, Oklahoma City, OK.

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.

By Newsletter Staff**Birthdays & Anniversaries**

Editor's Note: Effective this issue, the Club recently voted to add back in the day of the month for member birthday listing, if known. Members may "opt opt out" of having their month or day listed. Send request via email or call President, Mark Dominguez.

 **July Birthdays:** Art Gebeau (22); John Hayne (26); Dario Ibarra (16); Larry Langdon (2); Gwenevere Johnson (4); Dave Merewether (7); Paul Musgrave (10); Amy O'Brien (3); MaryAnn O'Brien (27); Orlando Ortega (26); Clyde Stanfield (10); Cole Wiedekind (4); Ashley Wing (26.)

August Birthdays: Margie Beck (8); Sharon Dominguez (8); Vicky Lujan-Gibbs; Ruth Haley (30); Neil O'Brien (14); Melody Ortega (28); Kirk Peterson (6); Gabe Sanchez (5); Al Schwanke (15); Pat Willan (27.)

July Anniversaries: John & Carol Burnett; Mark & Sharon Dominguez; Paul & Marilyn Duncan.

August Anniversaries: Don & Barbara Mitchell; Neil & MaryAnn O'Brien.

by Fran Gurule**Hospitality**

Since the last newsletter, **Thinking of You** cards were sent to Bob Hawk and Rick Schritter.

by Newsletter Staff**CLASSIFIED—FOR SALE**

For Sale: 1921 Model T Coupe with suicide doors, Rocky Mountain brakes, wood steering wheel, 12-volt system and distributor, gas tank under the seat, motor meter, speedometer, rear view mirror and wiper blade. The driver's side window glass is currently broken and will need to be replaced by the seller or buyer. Asking \$8,500. Additional pictures available on request. Call Betty: (505) 345-1329 or (505) 321-1231, leave message.



Left: 1921 Coupe. Photo by Paul Duncan. May 30, 2023.

Editor's Comment: Betty's Coupe has been in the Tin Lizzies Club for many years. Originally it was owned by Tin Lizzie Life Members Gerald & Linda Hash. Much of the original renovation work was done by Rossie Morris and Gerald. Betty's son Michael and former Tin Lizzie member Bob Ross also did the more recent work. This Model T needs another Tin Lizzie member to take care of it.

2023

Tin Lizzie 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 for those who can not attend in person. Regular meetings are held on the 4th Thursday of the month, except November when it is held on the 3rd Thursday.

Next Meeting: 06/22/23

Future Meeting Dates: 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.

Next Breakfast: 07/08/23, hosted by Mark & Susan Wing at the Owl Cafe, 800 Eubank Blvd NE

Future Breakfast Dates: 08/12/23 (open); 09/09/23; 10/14/23; 11/11/23; no December breakfast.

Note that the August future breakfast date still needs a host or will be cancelled. Details will be circulated via email.

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 & Parades:

Sagebrush Church Car Show: Saturday June 17, 2023, Coors & La Orilla Rd NW, 9:00am-3:00 pm.

Vineyard Happy Days Drive By Parade: Saturday June 24, 2023 meet at 8:00am outside the Vineyard on Edith; 9:00am parade into the park. Coffee, donuts and prizes. Coordinator, Mark Dominguez.

4th of July Parade and Picnic: Tuesday July 4, 2023, Corrales, picnic at the home of Larry & Lorna Azevedo.

Rich Ford Car Show, August, 2023; date TBA, Edgewood.

State Fair Ford Day Car Show: Sunday, September, 10 2023, Albuquerque.

Fall Tour: Durango area, September 20-24, 2023 base out of SpringHill Suites by Marriott, 77 Mercury Village Dr, Durango, CO. Groupe Rate \$179/nite., book by 08/20/23 online at: <https://www.marriott.com/event-reservations/reservation-link.mi?id=1683910571007&key=GRP&app=resvlink>

La Bajada Mini Tour: In planning, TBA.

Tin Lizzies of Albuquerque 2023

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Philip Lance, Director
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