
THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE



Rick Bonebright, President of the Montana Cross Country "T" Association presents the winner's trophy to Tin Lizzie member, Larry Azevedo. Larry won the recent 2023 Fort Benton Montana 500 Endurance Run. See Cover story pages 3-4. *Photo provided by Dave Ferro, June, 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.

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

I can't believe we are half way through the year already. The last couple of weeks have been, can we say Hot!! I know that the last thing you want to do is drive a car that doesn't have air conditioning, but be patient. The weather around New Mexico changes really quick. In no time, we'll be able to get out and enjoy driving around again.

We do have upcoming events, Rich Ford Car Show in Edgewood on August 19th. We need to get as many Model Ts out as we can. This event is where we get a great donation to the Club. So, please come out and help support our Club and show the people of Rich Ford that we appreciate the support they give to us. We also have NM State Fair in September. This is an awesome time to show off our cars to everyone and help promote the Club. Then, we have our annual fall tour that is in Durango this year.

Also, Sharon has added a new "UPCOMING EVENTS" link on the website. Please check it out and you will find out more about all the events coming up.

Also, keep in mind that our elections are in November. We need your help, step up and volunteer for a position in the club.



Photo: Owl Cafe breakfast hosted by Mark & Susan Wing. Pictured (L) are Mark & Sharon Dominguez's '27 touring and the Wing's '25 touring (R.) Photo provided by Mark Dominguez, taken July 8, 2023.

From the Newsletter Editors**Editorial Comment**

The 2023 Montana 500 was based out of Ft. Benton, Montana on the Missouri River and held Monday-Wednesday June 19-21. Paul talked to Larry on Saturday June 24 after he had returned to Albuquerque. Paul congratulated him for a well-earned win by 13 seconds and Larry said, "I am done with competing in the Endurance Run." He also shared, "I was miserable with butterflies each morning before the day's events started. Once on the road, I was fine." In addition, he said "I am 75 years old and I know my reflexes are not the same as someone twenty years younger."

Larry wrote the cover story for this issue detailing the race from start to finish. Dan Brown, a John Deere mechanic from La Porte, Iowa came in second driving a 1925 Roadster that had won the event 7-8 years ago with a previous owner. Larry will continue to be involved with the Montana Cross Country "T" Association. He plans to write some technical articles about what he has learned regarding tuning timers and coils to achieve optimum operation of the Model T. This information is important to all of us who own T's. Larry also plans to mentor younger members who wish to participate in future Montana 500 events.

Supervising Editor: Paul Duncan
Co-Editors: Paul & Marilyn Duncan
Website Integration: Sharon Dominguez

Issue Contributors: Paul Duncan, Marilyn Duncan, Mark Dominguez, Don Neidigk, Larry Azevedo, Dave Ferro, Lorna Azevedo, Fran Gurule. Photos by Rick Bonebright and Jerry Kramer (MTFCA.)

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

My Montana 500*by Larry Azevedo***Cover Story**

A 98-year-old car that goes 60 mph on the flat, a 75-year-old driver, and 500 miles at full throttle—what can go wrong? Fortunately, my experience this year was successful and nothing did go wrong! The Sunday inspection, Monday, Tuesday and Wednesday driving and the teardown was a lot of fun but not without interesting moments on various legs.

Driving Day 1, started with me getting up at 5:30 AM, half a glass of water (2 years ago I drank my usual morning coffee and the first leg riding with **Kirk Peterson** stretched my bladder to the limits!) and a breakfast bar. Out to the roadster, pull it out of the trailer and check everything out. Then came the waiting for the beginning of this year's competition. Tire pressure, OK? Oil, OK? Did I put the oil cap back on? Hood clips, on? Water, OK? Fresh tape on the side curtains to hold them in place. Reset the GPS. Put on my headphones since last year I drove 30 miles with the exhaust pipe off and my hearing was permanently affected. Get the "5 minutes to Go" from Heather. Start the engine with about 90 seconds to go hoping the engine temperature will be about right for the start. Hold the clutch, move the handbrake forward. Get the 10 seconds—5-4-3-2-1 and Meagan gives me the go! Don't kill the engine! Wind up in low, shift to high, pull the throttle all the way down and hold it there for the next 50-70 miles. Keep an eye on the rear view mirror for the next hour and hope I don't see another T coming up. Finally, seeing the finish line crew in the distance ahead and getting the checkered flag. Remove the throttle from its max position, thank the Lord and thank the Ford and go to the gas stop.

I hadn't driven my 1925 roadster at full throttle since last year's competition, other than a few short duration speed runs to check everything out. My body and brain were not really 'in the groove' and as a result it took the whole 1st leg to get used to the effects of wind and road surfaces while driving a 98-year-old car. For the 1st leg on Monday, we had a combination cross/headwind and my light and not very aerodynamic '25 body doesn't like winds. In addition, the road was very rough, so my brain struggled to get used to the difference between a modern car with a smooth ride, no wind effects, etc., etc. and missing all those things in the T. Nevertheless, I managed to place 4th in time behind Dan Brown by a little less than 2 minutes. (We didn't know these details until Monday night after completing the first 3 legs.)

I had the fortune (or misfortune) of drawing #1 in the starting lineup. I didn't see anyone all day because Dan started 15th, so in spite of running faster, he did not get up to my position. The same was true with the #2 and #3-finishing cars on leg 1. Being out in front all day didn't allow me to know exactly how well I was doing. My goal was to not see anyone in my rear view mirror which, for the first day, was the case.

In the 2nd leg, we had a tailwind and my average speed jumped from 51.5 mph in the 1st leg to 59.0 mph in the 2nd leg. By this time, my body had accommodated to my T behavior (or my brain was now numb), the road was in better shape and downwind was great! In this leg, I still placed 4th behind Dan, Eddie and Brandon. That is no real surprise because their cars are much better aerodynamically and they appear to have better performance at top speed than my car.

At the stop, while I was cleaning my timer, Tony noticed that my timer brush holder looked like it was lightly scrubbing the case and suggested that my cam end play might be opening up a little. I removed a spacer washer behind the brush that eliminated the scrubbing. By leg 3, going back to Fort Benton, I had improved my position to #2, 101 seconds behind Dan Brown. Fifteen of the 17 cars were within 24 minutes of one

another after about 210 minutes of driving.

Of note is to look at Kirk Peterson's times over the 3 years that he has competed. In 2021, he was 100 minutes behind first place and in 2022 he was 90 minutes behind the lead after 500 miles. This year he was only 34 minutes behind the lead after 500 miles! In each of these years he finished in the middle of the pack and this year had an 11th place finish. So, one can see how many cars were so close to one another in overall times. Our rookie this year, **Dave Ferro** from New Mexico, got a late start on day 1 due to a mechanical issue but he had good times on legs 2-4. Unfortunately, on Day 2 Dave had an accident and dropped out of competition. Thankfully, his injuries were limited to a cracked rib and scratches.

Driving Day 2 was planned with 5 legs. On the second day we start in reverse order with the slowest out first and so forth. Dan was in the back and I was in front of Dan with everyone else in front of me. Leg 4 was 40 miles from Ft. Benton to Great Falls and was mostly headwind. I got to a max speed of 57 mph and passed Brandon and Dan. Bill Comer had left the competition on day 1 with a rear end problem (his car's rear end) after hard brake application to avoid a pickup truck that pulled in front of him.

CONTINUED ON PAGE 4



Larry Azevedo in his '25 roadster at start of driving Day 1. Photo provided by Dave Ferro, June, 2023.

FROM PAGE 3

After our gas stop and trading stories, we started leg 5 at 58 miles from Great Falls to Conrad up I-15. Dave Ferro was the # 3 car out and I was 10 cars behind him. While I am about 2 minutes from my start, I see emergency vehicles flying up the freeway in the direction we are headed. A bad feeling hits me. The starts continue and I am on my way. I go about 3 miles up the freeway and the state police have totally closed both lanes of traffic. Then I see a helicopter land nearby. I couldn't quite see what had happened ahead of me but was worried that it involved one of our cars. I got Tony on the phone and he filled me in on what happened. Thank God, Dave was "OK." By the time the road was reopened after about 20 minutes I drove up and helped collect things that had come out of Dave's car, got his T on the trouble trailer and found the registration and insurance papers for the state police and talked to Dave at the hospital. He was already getting released.

Several of us left and we 'toured' over the remaining distance of the leg to Conrad. In Conrad, the Directors made the decision to not use that leg's timing data since at least half the competitors had been stopped for long periods of time. (That evening the decision was also made to 'take credit' for the mileage.) Our total timed mileage ended up being 442 miles and total driven miles was 500. I took off again and passed Sonny and Wayne and caught Tony and came in behind Tony at the end of the leg. On that run we had lots of challenging cross winds but I got to a top speed of 64 mph.

After potty, gas, timer cleaning and oil (in that order), we departed on leg 6 from Sunburst to Chester (68 miles.) We went through Shelby on the clock and turned east towards Chester. There was a terrific crosswind coming from the north and the gaps between empty flatcars and boxcars on a parked train a couple of hundred yards to the north of us kept us alert! The wind gusts were a challenge as my car went by boxcars and then flatcars. I got clocked in at Chester and was now in 1st place ahead of Dan by 2 seconds. Another potty, gas, etc. at Chester and we departed on leg 7 to Fort Benton. I was still in 1st place now by 22 seconds.

Day 3, Wednesday morning arrived and we had a couple of 25 mile legs left. I got up at 5:30 AM, pulled the T out of the trailer and let it warm up for 10 minutes. I shut it down and checked the oil, adding about a whole quart. I checked it again and it looked OK (turns out it was overfilled about a pint.) After checking the tape holding the side curtains in place, water, giving the rear axle bearings and drive line bushing a few turns on their grease cups, I walked

back to the hotel and noticed there was not much action yet at 7:00 AM. Finally, at around 7:45 AM there still wasn't much action. I asked Rick, "Aren't we starting at 8 AM today?" He answered, "No, we're starting at 9AM!" So, I went back to my room, set my alarm carefully and unsuccessfully tried to nap for 15 minutes!

Finally, we were on our way at 9 AM, Heather and Meagan gave me the green light and I was off for the 25 mile sprint with Dan starting 1 minute back. On the way out of Fort Benton we crossed the Missouri River and climbed up a hill that has a rather sharp left turn at the top that leans the wrong way. This was something to keep in mind on the way back. With about 5 miles left, I saw a black dot in my rear view mirror and to my horror it was Dan Brown gaining on me! I crossed the checkered flag and pulled over to get an estimate of Dan's time and discovered that he had

gained about 40 seconds. He was still behind me, so I would take off on the last leg in front of him again. Turns out he was now 12 seconds in the lead and had gained 36 seconds in the last leg.

Dan pulled in and said he thought he had bent his throttle arm since he was holding it fully down so hard! I checked my oil and discovered that it was still up to the level I usually start which means that I overfilled it about 1 pint at the start of the last leg. So, maybe my slower time compared to Dan was oil drag. I left the oil level unchanged and we took off on the final leg back. As I neared the end and started the downhill into Fort Benton, I approached the sharp backwards angled right turn at 65 mph which was clearly too fast. I eased up to 46 or 47 mph and carefully negotiated the turn saying to myself, "It's better to get home in one piece than otherwise." I finished the turn and dipped steeply down and finally crossed the checkered flag!

We all travelled to the Ford dealership and waited for about 45 minutes for the final timing results and I was stunned to see that I was 13 seconds in the lead! My car survived the teardown inspection which went well with all involved. They did a professional job in the inspection and also put my car back together, which I really appreciated.

The Montana Cross Country "T" Association is always eager to welcome new participants to their annual Endurance Run whether they drive a car or come to watch and enjoy. We can use lots of volunteers to help with timing data, opening day car inspections, radar gun operators and many other volunteer duties. The whole group this year had a fun time and we all got to meet new folks and reconnect with our friends. Feel free to ask me for details about the Montana 500, your participation will keep this event alive and well.



Dave Ferro's wrecked '24 touring car after roll-over on Day 2. Photo taken by Rick Bonebright, shared by Dave Ferro, June, 2023.

Rearview Camera for your Model T? by Paul & Marilyn Duncan**Rearview Camera**

We assisted **Dave Ferro** with his side curtain installation before he left for the recent Montana 500 Endurance Run. See story and photos in the May-June newsletter. Touring T's that run in the Montana 500 are required to have side curtains or drive with their top down. Once the side curtains were hung on to Dave's car, we all agreed that his driving visibility was severely restricted using only his side and rear-view mirrors. After discussing options, we concluded that he should install an electronic rearview camera system that could run on the 12-volt battery already installed for his GPS. He purchased and installed a kit that included a license plate-mounted camera, monitor screen and wires. He attached the monitor to his rearview mirror. After installation, we were all amazed with the clarity of the rearview image.

Dave tested his new rearview camera while driving in the recent Montana 500 and found his

camera unit to be very helpful. He told us that he plans to upgrade his camera to a high-definition system. Larry Azevedo has also ordered a rearview camera to test out. We are considering mounting a rearview camera on our '20 touring but will need a 12 volt battery. There are currently many affordable wired and wireless backup and rearview camera systems on the market. All are 12-volt systems. We plan to up date members about how rearview camera units work mounted on our Model T's.

Link to Dave's Rearview Monitor with License Plate Camera: <https://www.tadibrothers.com/products/7-monitor-with-license-plate-backup-camera>

*Other brands of rearview/backup camera units are available on Amazon and other websites.

Final Years of Model T Production*by Paul & Marilyn Duncan***Model T History****Why did Ford Motor Company introduce their "Improved" Model T's for 1926 and 1927?**

The Model T was first introduced in 1908 and reached peak production in 1923 when 2,032,759 T's were assembled. Ford had dominated the automobile market for many years but sales began dropping in 1924 and Chevrolet began taking more and more of Ford's customers. Chevy offered a 3-speed selective transmission and a starter, more color choices and style. Henry Ford insisted on keeping the Model T in production for his loyal customers. As sales continued to drop, however, Henry agreed to develop a newly-restyled Model T and the "Improved Ford" was introduced to dealers in August, 1925.

What changes were made in the "Improved Ford" Model T's (1926-27)? They were lower (1.5 inches), longer (3.5 inches), and heavier (all metal body except wood floor boards) and available in a limited number of new paint colors. All of the Improved T's had black fenders, splash aprons and running boards as well as nickel-plated headlight rims and radiator shells (some models.) The changes to the new and Improved 1926-27 Model T's also included a wider brake band, balloon tires, wire wheels and steering reduction gears to 5:1. Ford produced 2 million T's during 1926 until May, 1927 when they ended all Model T production. More than 15 million T's had rolled off the assembly line during the 19-year run.

What happened next? Ford ended 1927 with a \$30,280,000 loss despite laying off 60,000 assembly workers at the Highland Park factory. Model T engines continued to be made at the Highland Park facility until 1941. In the meantime, Ford prepared to

assemble their new Model A at the Rouge River manufacturing complex. The Model A was the first major model change in the history of Ford since the introduction of the Model T in the fall of 1908. The newly-designed 1928 Model A Ford appeared in December, 1927 and was an immediate sensation. The Model A was completely different from Model T's with a newly-designed and stylish body, a more powerful engine and a 3-speed sliding gear manual and single speed reverse transmission

Marilyn and I have a 1927 Roadster Pickup that is sporty, sleek and fun to drive. I tell folks this is the last year of the Model T and represents the most up-to-date changes Ford made to the T before coming out with the Model A.



Paul Duncan in his 1927 Roadster pickup. Photo taken by Marilyn Duncan, July 4, 2023.

"Henry Ford's Village Industries"

by Paul & Marilyn Duncan

Village Industries

We recently became aware of Henry Ford's Village Industries established in Southeastern Michigan. Henry Ford had grown up on a farm in that area. His Model T was developed as an affordable automobile for the general public. He also designed an affordable tractor for farmers, the Fordson. Following the end of WWI, Ford saw a bigger role for developing an integrated automobile production facility and also the idea to decentralize some of their production. The large Ford Motor Company (FMC) River Rouge site in Detroit was ideal for centralizing certain aspects of automobile production including manufacturing steel, large parts and automobile assembly. A fleet of Great Lake freighters delivered iron ore from northern Michigan, coal and forestry products. Steel was manufactured at the FMC River Rouge location and sent directly to a stamping facility on the site. Finished products including automobiles and parts could be shipped out by freighters or on the railroad which Henry Ford purchased for this purpose.

Starting in 1918, Henry Ford started looking for sites in Southeast Michigan where he could build small manufacturing factories and also provide local employment. He identified 75 key locations where hydropower was available. Hydropower had been utilized by former grist and saw mills in these communities and many had closed. Ford focused on employing local laborers and farmers who could maintain their farms and also have employment in his factory. In 1919 Ford purchased Nankin Mills and other buildings on the site including the Millers house. Ford did substantial remodeling of the 1862 mill building on the site and maintaining the historical integrity of the building. During his boyhood, Henry had visited the Nankin grist mill with his father who was a farmer. The mill had hydro power from the nearby Rouge Rive By 1921 the facility began producing screws for FMC. Henry Ford understood the movement of workers from smaller communities into Detroit and his Village Industries allowed some of these communities to

continue to thrive. In 1937, the Nankin mill was retooled to produce stencils for Ford parts as well as engraving work. In 1948, the stenciling and engraving work was moved to the nearby Waterford village industry. Ford then donated Nankin Mills to the community and it currently serves as a gateway to the Motor Cities-Auto Nation Heritage Area affiliated with the National Park Service.

The Waterford Mill, Henry Ford's 6th village industry was purchased in 1925. Waterford produced small automobile parts including "Jo" blocks. In 1923 Ford had purchased C.E. Johannsen, Inc in New York and moved the whole operation including the highly skilled workers to his Waterford Village Industry site. Gauge blocks were required for Ford and many other companies to manufacture precision parts. "Jo" blocks were produced at the Waterford Mill factory until 1954.

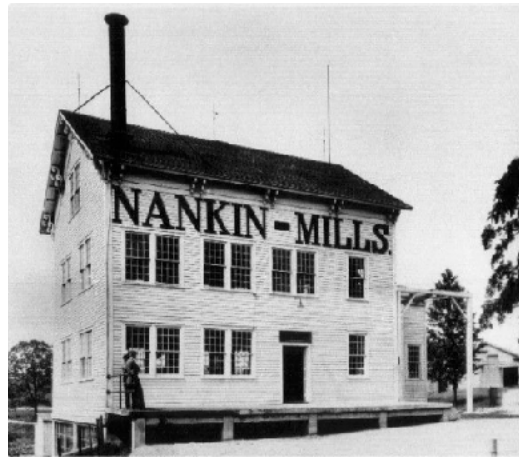


Photo of Nankin Mills in 1918: Henry Ford & miller Floyd Bassett on the porch of the Nankin Mills. Source: *Friends of Nankin Mills History of Nankin Mills*. Internet screen grab, July, 2023.

Reference: Village Industry,

The Henry Ford website: <https://www.thehenryford.org/collections-and-research/digital-collections/sets/12239>

P.S. This story was already written for this newsletter issue before we received our latest *The Vintage Ford* magazine, Vol. 58, No. 4, July/August, 2023. In that issue there is a story titled "Bringing Historic Parts Back to one of Ford's Village Industry Plants" pages 18-19 by Tom Marshall. He describes growing up in Manchester, MI where there were two Village Industry plants: Manchester Plant and Sharon Mills. The mill currently operates as a museum and park and the former Manchester Plant building is owned by the Village that uses it for their library, village offices and the sheriff's department.

Driving "Miss Daisy"**by Lorna Azevedo & Fran Gurule****Model T Story**

Editor's Note: This story was written by Tin Lizzie Members Lorna Azevedo and her long-time friend, Fran Gurule. The two women driving in Lorna's "Daisy" Speedster always stand out at any Club event! Their long friendship began years ago as work colleagues at the telephone company and now they collaborate as successful gourd artists! Without a doubt, however, their 4th of July parade "Daisy" creations are unique! Thank you to Lorna and Fran for sharing your Model T story with newsletter readers!

It's been twenty years since "Daisy" moved into the Azevedo's car barn. Since then, the 1915 Model T Speedster has been a participant in all the 4th of July parades as well as many other Tin Lizzie events. With

Lorna Azevedo driving and **Fran Gurule** navigating, off they went on many great adventures... laughing all the way... well, except for Fran! Since "Daisy" 's monacle windshield offers only minimal protection for the driver, you would think Fran should carefully keep her mouth shut! Not so! There's non-stop conversation at all times, even though she has no doubt ingested several small insects!

Dressed for the occasion, they both don period clothing. This includes bathing attire, overalls, huge skirts and hats, flapper outfits, as well as day-dresses. "Daisy" dresses up also! She loves being decorated in patriotic red, white, and blue for the Corrales 4th of July parade. She is noted for her amazing Swan Outfit (see photo) that she insisted on for July 4, 2019! Lorna and Fran created this from a photo picked up on the 2010 Ruidoso Tour. This year, she was decorated as a flower; also taken from a postcard purchased on the same tour. Lorna and Fran worked many hours on both "floats" and "Daisy" was so proud!!

"Daisy" likes to travel on any kind of road in any kind of weather! Snow, rain, or wind don't seem to bother her but it gets a little hairy for Fran and Lorna! In 2014, the Tucumcari Tour was very memorable due to high winds that were encountered along the I-40 Frontage Road east of Tucumcari. Lorna recalled, "When we waved at bystanders and other cars, the wind took our skirts over our heads! No more waves from us, only hysterical laughter!"

When "Daisy" needs a rest, we've driven together in the 1912 Touring as well as the 1926 Red Speedster. Our very first outing together was in Larry's red Speedster twenty years ago when the Tin Lizzies

visited Los Golondrinas. Fran was impressed as we sped up La Bajada Hill leaving all the other T's in our dust! Fran, being the trooper she is, said, "I want to do this again!" A partnership was born!

No telling what our next adventure will be but one thing we can always count on..."Daisy" is always ready, willing, raring to go!



"Daisy" the 1915 Speedster in the Swan Outfit with passenger Fran Gurule (L) and driver Lorna Azevedo (R) in the Swan Outfit as they drove in the 2019 Corrales 4th of July parade. Photo provided by Fran Gurule.



"Daisy" in a Flower Outfit with Fran in the passenger seat and Lorna driving at the 2023 Corrales 4th of July parade. Photo by Paul Duncan, July, 2023.

Our July 4th Adventure**by Don Neidigk****July 4th Story**

Editor's Note: This story was written by Tin Lizzie Member Don Neidigk about how he and his 12 year old grandson Ben Neidigk who is also a Club member had an unplanned adventure getting to the recent Corrales 4th of July Parade. Thank you to Don & Ben for sharing another entertaining Arty story about driving their 1927 Model T Coupe.

It's 6.3 miles from my Albuquerque westside home to the Azevedo's house in Corrales. I checked the gas with the high-tech wooden measuring stick I got from Mac's. I had 3 gallons. That should be plenty for a short trip to Larry's, right? Wrong. By the time I got back home after the parade I had less than $\frac{3}{4}$ of a gallon. That's too close for comfort.

Assuming the traffic lights cooperated, it should have taken Arty, my '27 T coupe, 20 minutes or so to drive mostly downhill to get there by 9 am. Right? Wrong. It turns out that going east on Ranchitos Road from Loma Larga Road doesn't get you to Corrales Road. Ranchitos Road dead ends a block short!

At Larry's there'd be time for Ben and me to decorate Arty and follow the other T's to the staging area for the 4th of July parade, right? Wrong. Everyone was already leaving when I arrived and Ben came just a couple of minutes later. I honked at Paul & Marilyn Duncan in their red '27 pickup hoping they'd wait for me as they headed for the gate. But they thought I was telling them to hurry up. So, they did.

Now Ben and I were on our own. That shouldn't be a problem. Everyone would be in the staging area we'd used before, right? Wrong. We drove to it, didn't see any cars we recognized so we pulled back out onto the road and went north to the next one. Same story.

At the far north end of the parade route there was one last staging area, so we pulled in there. Bringing up the tail of the parade would be okay, right? Wrong.

A lady with a clip board approached and said, "You don't want to be here. That's the water truck in front of you. You're gonna get soaked."

"So where are the Model T's?", I asked.

"They're behind the Corrales School. Just go back where you came from and turn left on Target Road."

Well, that should be easy, right? Wrong. We drove back to Target Road, turned east and drove past the school. The T's were off in the distance to the north. But, the road that seemed to get there, said, "Do Not Enter." So, Ben and I drove all around the neighborhood but couldn't find another entrance. By now it was clear that the 'wrong way' to where all the T's were was the 'right way.'

At last we were with the rest of the Tin Lizzies, 11 cars altogether, and we were ready to roll. Nothing could go wrong now, right? Wrong. Ben and I got behind Phil Lance's car. With him in front, we could just follow along and get back to the Azevedo's house. But Phil's car died and had to be pushed out of the way.

I'm sure Phil was disappointed. It was almost like going to a funeral. You're really sad for the person in the box but you're really glad it isn't you.

It was about 100 degrees Fahrenheit as the day's festivities ended. At least Arty's floorboards didn't catch on fire like they did a couple of years ago on the trip home. I move that next year's Fourth of July parade be moved to November. All in favor, say "Aye!"



Photo Above: Arty, the Neidigk family 1927 Model T coupe and Ben Neidigk at the staging area for the Corrales, NM 4th of July parade. Photo provided by Don Neidigk July, 2023.

Telephone Truck & Fordson Update*by Paul & Marilyn Duncan***Model T Museum Update**

We want to update Tin Lizzies regarding what is happening at the Model T Museum in Richmond, IN since the arrival of the 1925 Telephone truck. Also, the 1923 Fordson tractor donated by Tin Lizzie Life Members **Don & Medora Gaines** in 2008 has recently left the Museum collection.

The Telephone truck arrived at the Museum at the end of May, 2023 and was on display for the Museum Homecoming Event in early June. The Museum Coordinator, Micaela Knox and a summer intern, Alicia Quinn are currently reviewing the extensive historical documentation about the telephone truck that has been shared with the Museum. They have also inventoried the vintage telephone equipment that was included in the truck and had a lot of questions about how it might have been used. On July 13, 2023, Tin Lizzies, Larry Azevedo, Paul and Marilyn Duncan participated in a Zoom meeting with MTFCA Executive Director, Rachel Hughes, Micaela and Alicia to review the information about the history of the telephone truck. They complemented the Club and historians who

have gathered and kept the archives over the years. The Museum staff will also be contacting Ali Baudoin whose family did the original reconstruction of the Gardinier family Claremont Telephone Exchange

service truck. The telephone truck is currently on display parked at the museum intake area with the rear doors open to show the vintage telephone lineman equipment. The museum staff plans to use the Tin Lizzie telephone truck to help tell a story about how Model T's were used in the history of telephones. Once they develop the display materials, the truck will be moved into the regular Museum.

Recently, the Gaines family Fordson tractor was deaccessioned from the Museum collection. An anonymous donor has purchased the Fordson and plans to use it for educational purposes. The Museum received a significant donation that will be

used to enhance their exhibits in the Agricultural section. The Gaines family was included in all decisions regarding their Fordson in this transaction.



Telephone 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.

2024: 59th MTFCA Annual Business Meeting, March 21-23, Oklahoma City, OK.

2024: Homecoming at the Model T Museum: June, 1, 2024, Richmond, IN

2024: MTFCA National Tour: June 16-20, 2024, "Trails Less Travelled" San Diego, CA

Other Regional Tours: See *The Vintage Ford* and Tin Lizzie website "Upcoming Events" for information.

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**

September Birthdays: Gene Barnhouse (24); Paul Bird (18); Julie Dilts (7); Marcie Kammerer (19); Jeff Richards(22); Mark Wing (11.)

October Birthdays: Allison Burglund; John Burnett (31); John Criswell (20); Skip Dunn (24); Linda Hash (26); Phil Lance (15); Steve Langdon (13); Tom MacGugan (28); Linda Riel (2); Susan Wing (2.)

September Anniversaries: Larry & Lorna Azevedo; Roger & Janie Burton; 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, no cards have been sent.

*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, dip stick, gas tank under the seat. Aftermarket motor meter, speedometer, rear view mirror; 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 is currently listed in the Trading Post (page 51) classified section of the MTFCA The Vintage Ford magazine, Vol. 58, No. 4, July/August, 2023. This is a well-cared-for T that has been in the Tin Lizzie Club for many years.

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: 07/27/23

Future Meeting Dates: 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: 08/12/23, details TBA

Future Breakfast Dates: 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.

Car Shows & Parades:

Rich Ford Car Show, August 19, 2023, Edgewood.

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

Corrales Starlight Parade and Tin Lizzie Christmas Party: 12/02/23, tentative date.

Tours:

Fall Tour: Durango area, September 20-24, 2023 based 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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Jessica Lance, Secretary
Kirk Peterson, Treasurer
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