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# THE ENCHANTMENT FLYER

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OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE

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**Durango, Colorado Fall Tour** participants pictured at the Fort Lewis College Overlook. The La Plata (Silver) Mountains rise in the distance. Pictured L to R: Andy Andrews's 1924 Touring, passengers Gretchen Frederick and Carolyn Ridley; Kirk & Susan Peterson with their 1924 Coupe "Buster;" Vern & Pat Willan with their 1926 Touring and passenger Fran Gurule; Mark & Susan Wing with their 1925 Touring; Larry & Lorna Azevedo with their 1915 Coupelet; Mark & Sharon Dominguez with their 1925 Tudor sedan; Sharron Geilenfeldt & Al Ahlrich with her 1924 firetruck and Paul & Marilyn Duncan with their 1927 roadster pickup. See Cover Story, page 3. *Photo taken by Andy Andrews, September, 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.

by **Mark Dominguez, President**

## President's Message



Tin Lizzie Model T's parked in front of SpringHill Suites, Durango, CO. Photo provided by Mark Dominguez, taken September 20, 2023.

*Hi All,*

What a wonderful time we had on the Durango Tour. The weather was beautiful and the scenery spectacular. We will have a write up on the website soon. I want to thank Kirk & Susan Peterson, Andy Andrews and Sharon Dominguez for all their hard work to make this tour possible. Also thank you to Gretchen Frederick for driving the trouble trailer which nobody had to use and to all the tour participants who lent a helping hand when needed.

Fall is in the air. The leaves will be turning their bright color and then it will be time to pick them up as we get ready to welcome "Old Man Winter." I can't believe how fast the year has gone!

We have an election coming up and we need your help. Is there a spot for you on the Board or at the front table? Think about what you can do for your Club because without you we cannot be a Club. We need you to volunteer to help run our Club. Do not rely on that someone else will do it. You need to be that someone else. So, help us keep your Club going.

See you at the next function!

**Mark Dominguez**

## From the Newsletter Editors

## Editorial Comment

The Tin Lizzies of Albuquerque Model T Club has been oriented around driving their Model T's since the Club was founded in 1979. Twenty-seven years ago, current Life Member **Lena Schritter** and her husband **Clarence** organized the "**Over the Hill '96 Four Corners Tour**" a regional event held August 28-September, 1, 1996. A summary of the tour was published in the September, 1996 (Vol 5, No. 9) issue of The Enchantment Flyer newsletter. The story reported that there were 57 T's and 130 persons attending the tour. Among the attendees were current 2023 tour members **Mark & Sharon (Schritter) Dominguez** and **Larry & Lorna Azevedo**.

Mark & Sharon Co-Organized the recent Durango Tour and repeated the Bar-D Chuckwagon evening dinner and cowboy show. In 1996, the participants drove their Model T's from their downtown Durango motel to the Bar-D for the dinner and returned in the dark. Now US-550 is a major 4 lane highway and is very busy! This year, the Tour organizers wisely elected to carpool rides to the Bar-D Ranch event in our modern cars.

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

**Issue Contributors:** Paul Duncan, Marilyn Duncan, Mark Dominguez, Don Neidigk, Andy Andrews, Larry Azevedo and Fran Gurule.

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



**Durango Fall Tour 2023***by Paul & Marilyn Duncan***Cover Story**

The 2023 Tin Lizzie Fall Tour was held September 20-24 in Durango, Colorado, a community located 210 miles from Bernalillo, New Mexico on US-550. Durango has been home to Tin Lizzie Life Member, **Andy Andrews** for the past 50+ years. He was the local host and one of the organizers of this year's tour. He is currently the owner of 2 Model T's and was familiar with driving the local scenic roads.

On the First Evening, September 20, we gathered at the SpringHill Suites in Durango, Colorado for a hospitality potluck. There were 18 Tin Lizzie tour participants and a total of 9 different T's on the Tour this year. **Larry & Lorna Azevedo, Mark & Sharon Dominguez, Paul & Marilyn Duncan, Sharron Geilenfeldt & Al Ahlrich, Fran Gurule, Kirk & Susan Peterson, Vern & Pat Willan and Mark & Susan Wing** trailered from Albuquerque and Santa Fe. Andy Andrews brought his friend Carolyn Ridley and daughter Gretchen Frederick from Phoenix, AZ. Andy drove both his '27 Coupe (See story page 4) and his '24 Touring on different days. Gretchen drove the Trouble Trailer for the first 2 driving days and Andy's Dalmatian dog, Jackie rode with Gretchen those days.

On Day Two, we drove south from Durango to Aztec. NM on CR- 213. The quiet road follows a scenic route along the Animas River. The drive passed by farms, pastures and through the colorful soils of the Morrison geologic formation. We drove a short 8-mile section of US-550 (4-lanes and wide shoulder) before turning onto CR-2900. In 10 miles, the T's arrived at Aztec Ruins National Monument. These ruins were an outlier of the Chaco culture and have been designated a World Heritage Site. Between 1915 and 1923, the early American archeologist Earl Morris conducted major excavations at Aztec ruins. In the 1930's, he restored the Great Kiva. The home that Morris built on the site is still used as the Visitor Center. Tin Lizzie member **Coerte Voorhees's** movie, *Canyon del Muerto* deals with the story of Earl and his wife Ann Axtell and their archeology excavations in the region.

Around noon, we drove into Aztec for a group lunch at the "Aztec Restaurant." Then, we drove to the Aztec Pioneer Museum. While we were there, Larry Azevedo provided a lesson in how a well drilling rig works. We also learned that many acres of apple orchards were planted by Aztec's early pioneers. In the 1960's, many of the orchards were replaced by trailer parks to house gas and oil workers. Also, on display at the museum was a copy of "O, Fair New Mexico" the official New Mexico

state song composed in 1915 by Elizabeth Garrett, daughter of famed Lincoln County Sheriff Pat Garrett. Next, was a stop at the Aztec 1970's-era A&W drive-in. We ordered root beer sodas and floats.

Heading back to Durango, we drove NM-574 and CR-210. We drove into the scenic Lake Nighthorse reservoir before descending steeply back to the Animas Valley. The Aztec day drive was about 87 miles.

On Day 3 we drove to Ignacio, CO, a community located on the Southern Ute Indian Reservation. Our drive left Durango along the East Third Avenue Historic District.

We passed stately old Durango homes on a tree-lined boulevard with many Stop signs. On the north side of Durango, we started up what seemed like a "Never-Ending Hill" and some drivers needed Low Band to reach the top. The CR-234 continued as CO-172.

We arrived in Ignacio and headed to the Southern Ute Cultural Center where we learned more about their culture and history. We had a group lunch at the Sky Ute Casino Resort. While waiting for the group to finish lunch, Mark Dominguez put \$5 into a slot machine and it paid him back \$409! On the way back to Durango, we stopped in the

town of Bayfield, CO and checked out the local thrift store. Leaving Bayfield, we made a gas stop. When we were ready to leave, Mark Dominguez could not get his T restarted. With diagnostic help from, Larry Azevedo and Vern Willan, the problem was traced to a loose battery cable and another wiring problem in the ignition switch. After sorting out the problem, the T restarted and we were on the way back to Durango. The Ignacio day drive was around 73 miles.

On a shorter Day 4, we drove up a long fairly steep hill to the campus of Fort Lewis College. Andy, a professional photographer took group and individual car photos. After descending back down to the Animas Valley, we drove scenic CR-250 past the Bar-D Ranch to the historic Baker's Bridge crossing over the Animas River. We returned to US-550 and drove to Honeyville, CO. There we toured their factory store and distillery and learned a about bees and honey processing. We drove our T's about 40 miles on Day 4.

That evening, we drove back to the Bar D Ranch in modern cars for their chuckwagon-style dinner and Bar-D Wrangler cowboy music entertainment. The next morning, we left Durango and returned safely home.

Thank you to the Tour Organizers, Mark & Sharon Dominguez, Kirk & Susan Peterson and Andy Andrews. Also, to all the Drivers since no one needed to ride the trouble trailer this year!



Above: Tin Lizzie T's parked on Mill Street in Bayfield, CO.  
Photo Fran Gurule, taken September, 2023.

**Getting Andy Andrews's New Coupe Ready to Tour****by Paul Duncan****Tour Preparation**

Tin Lizzie member **Andy Andrews** recently added a 1927 Coupe to his Model T collection. In late, 2022, Andy bought the T in Florida and trailered it to his home in Durango, CO. His new T has a bright green body with black fenders and running boards and straw-colored wire wheels.

Initially, the Coupe engine ran fine but after a while it lost power in low band. Andy opened the transmission inspection plate and saw a "lot of gray goop" (shredded band lining) and also identified 2 cracks in the low band drum.

Recently, in late August, he brought the T into **Larry Azevedo's** shop to get it ready for the upcoming tour. We knew from a previous shop visit that his Coupe was not a stock T. The ignition system is 12V and it has a distributor and a high compression head. There is also a Model B balanced crank and an oil pump. To accommodate the oil pump plumbing and the Model T crank, a metal spacer plate has been attached to the engine inspection plate.

Larry noted that disconnecting the internal connections from the oil pump was very difficult and he needed to make a new "Azevedo Tool" for the job.

After removing the pan and hogs head, the transmission was easily dismantled and allowed removal of the cracked low band drum. The old part was

replaced by a new one from Dave Nolting in Ohio. The end play of the transmission is now 0.024 in. and within specifications.

After removal, the pan and hogs head were stripped of old paint and silicon and painted black. Reattaching the internal oil lines was accomplished with difficulty.

Andy and Larry made the decision to not use the oil cooler which had been part of the prior engine rebuild.

Four pairs of hands from **Dave Ferro**, Larry, Andy and **Paul Duncan** were needed to get the hogs head back on with the silicon sealant, pan gaskets and the felt gasket at the rear of the hogshead.

Dave, Andy and Paul put the engine back into the car and successfully mated the drive shaft and 4th main. This was a little more difficult than usual because of the extra weight of the overdrive unit that was also installed on the Coupe.

The engine ran fine on restarting and the test drive went well. After working on the T over 6 days of working in the shop,

Andy was on his way back to Durango.

Andy was one of the coordinators of the recent Fall Durango Tour. See Cover Story page 3. Andy's Dalmatian, Jackie who usually rides with Andy on tours rode as a passenger with Gretchen in the Trouble Truck.



Above: Andy Andrews's 1927 Coupe in Larry's shop for a tune up. Photo taken by Paul Duncan December, 2022

**Brief History of Fort Lewis College****by Paul Duncan****Tour Supplement**

The Fort Lewis College campus is located on the top of a high hill (elev 6,900 ft) above the town of Durango, Colorado (elev 6,550 ft). The history of the college started as a military fort, turned Indian boarding school and is currently a Colorado liberal arts college in the state of Colorado university system.

In 1878, Fort Lewis was a U.S. Army post that was built in Pagosa Springs, CO. In 1880, Fort Lewis was relocated to Hesperus, CO, 16 miles west of Durango. The Fort was decommissioned in 1891 and converted to an off-reservation federal Indian boarding school. In 1911, the Fort's property was transferred to the State of Colorado for an educational institution with the agreement that Indian students would be admitted "free of tuition and on an equality of white students in perpetuity." In the 1930's the Fort Lewis High School expanded and became a 2-year college. In 1948 the

college was renamed Fort Lewis A&M College and taught an agricultural curriculum.

In 1956, Fort Lewis College moved to their current Durango campus located on Reservoir Hill. At that time the college expanded to a 4-year institution offering a liberal arts curriculum that currently serves 3,359 undergraduates of which 45% are Native American. Currently Fort Lewis College awards more degrees to Native American students than any other 4-year baccalaureate-granting institution in the U.S.

The College excels in academics, education of Indian students and has a cycling team that has been ranked USA Cycling #1 Division 1 team in 4 recent years.



## Neil O'Brien wins Labor Day Car Show Award

by Paul Duncan

Award

The Tin Lizzies were well represented at the 2023 Power Ford Labor Day Car Show. Tin Lizzie member, **Larry Azevedo** helped judge cars for the awards this year. Tin Lizzie Life Member, **Neil O'Brien** won an award as the "Most Unique" vehicle for his 1920 Luverne TT Firetruck. Congratulations to Neil who has worked hard over the years to keep the his Firetruck running well. It has always been a crowd pleaser, especially at the New Mexico State Fair car shows.

At the recent September 30, 2023



Work Day held in Corrales Neil and his son Tin Lizzie member **Tim O'Brien** trailered Tim's 1924 Howe firetruck for several adjustments. See *The Enchantment Flyer* newsletter July-August, 2020 (Vol. 42, No 5) issue Cover Story to read more about the O'Brien family Model T firetrucks.

Left: Neil O'Brien holding his Award as "Most Unique" vehicle at the Power Ford Labor Day Car Show. Photo screen grab from Power Ford Facebook post, September, 2023.

## Replacement Parts Alert

by Paul Duncan & Larry Azevedo



In Larry's shop over the past 6 months, we have encountered several instances where parts received from major suppliers do not match original Ford specifications for the part! Installation of these parts has required additional shop expertise and time to modify the parts to get a correct fit. Several examples of this problem include the following:

- (1) Drive shaft sleeve is often too small for the drive shaft and must be fixed

- (2) Individual parts ordered for a new Ruckstell did not mate with the original parts
- (3) Front timing seal is usually too small for a good fit
- (4) Drive pin for the modern front pulleys is usually too tight
- (5) New U joints ordered by the suppliers do not fit either the back of the transmission or the drive shaft
- (6) Newly manufactured steering shaft required reaming out a stock brass steering gear case

## Larry's New Benchtop Timer Tester

by Paul Duncan

Shop Tester

At the September 30, 2023 workday, Tin Lizzie member **John Criswell** trailered his 1927 Touring to **Larry Azevedo's** shop for engine diagnostics. He had noticed problems starting and keeping his T running.

Over the past 2 years, Larry has conceived and built a Benchtop Timer Tester which simulates a Model T ignition system. When this Tester is connected to a running T, the operator can precisely measure ignition components in real-time. This unique Tester was part of Larry's winning strategy for the Montana 500 Endurance Run in 2023.

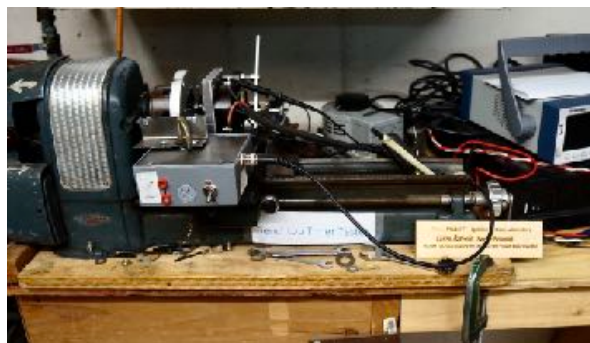
At the September 30, 2023 workday, Tin Lizzie member **John Criswell** trailered his newly-acquired 1927 Touring to **Larry Azevedo's** shop for engine diagnostics.

When John's T was hooked up to the oscilloscope component of the tester, Larry looked for problems. He quickly found that the roller timer on John's T was not

grounding the coils at 90-degree intervals. The timer was removed and showed considerable wear. A new timer was installed and the T ran much better! Retesting found that the new timer corrected the grounding accuracy problem.

Larry has observed that many newly-manufactured commercial timers currently on the market are not accurately grounding the coils.

Now, Larry has a timer test system that can identify whether there is an ignition problem and if yes, identify what is the problem. This is an important new shop tool. We plan to share more information in future newsletter stories and on the website.



Larry Azevedo's new Benchtop Timer Tester. Photo by Paul Duncan August 22, 2023.

**Model T Taxicabs & Rental Cars***by Paul & Marilyn Duncan***Model T History**

Yellow Corporation, the holding company of several US truck freight subsidiaries declared bankruptcy in July, 2023. In 1906, the company was originally founded by Grover Cleveland "Cleve" Harrell (1884-1942) who started a cab company in Oklahoma City with horse-drawn hacks. In 1907 he bought a Model T Ford and riders were willing to pay more to ride in an automobile. After the end of WWI, he purchased 2 more T's and added more drivers. In 1918, Harrell painted one of his cars yellow and his business boomed. So, he painted all of his cars yellow and his good business continued. He trade-marked the name Yellow Cab in Oklahoma. Later, John Hertz copied the name in Chicago and obtained a national trademark for the use of the Yellow Cab name. Cleve also later went into bus and freight business partnering with his brothers. He continued to operate his cab business until the 1940's when it was sold.

Walter Jacobs (1898-1985) was a 22-year-old Ford car salesman in Chicago. In 1918, he started a car rental business with 12 black Model T Fords that he rented for \$10/day and he maintained the T's in his garage. His business grew and 5 years later he had 565 T's in his rental car fleet. He named his first company "Rent-a-Ford" and later changed it to "Rent-a-Car" and finally to "Yellow Drive-ur-self System." In 1923, John D. Hertz purchased the company and renamed it "Hertz Drive-Ur-Self." Hertz sold the company to General Motors in 1925 but repurchased it in 1953. Walter Jacobs remained as CEO of Hertz Corp. until retirement in 1961. Hertz still uses the original "yellow logo."

In 1915, John D. Hertz founded the "Yellow Cab Manufacturing Co. in Chicago. He manufactured specially built cabs with a 4-cylinder Continental engine with a taxicab body supplied by the Racine Body Co. of Racine, Wisconsin. Taxis were available in any color but yellow was most popular because it caught the attention of customers. General Motors bought Yellow Cab in 1925 and discontinued production of the Hertz taxicab in 1929. Hertz went on to form the rental car company that still bears his name.

Posted In their online digital Taxicab collection, *the Henry Ford* has a story published in Ford Motor Company's (FMC) *Ford Times* magazine about Max Eller a former hack and horse cab driver who was the first owner of a Ford taxi in New York City (NYC.) In 1908, Eller could afford to purchase one of the first Ford landaulets manufactured by FMC. He drove it 50 thousand miles in the first 18 months! In about 1912, Henry Ford was visiting NYC and noticed Eller's Ford taxi parked in front of the Grand Central Hotel. Henry made a put down comment about using a Ford for a taxicab. Eller defended using his Ford taxi and

"induced Mr. Ford to take a ride to prove the car's merit."

It is very clear to me that many individuals recognized the potential of using the evolving US automobile at the turn of the last century for commercial purposes. Henry Ford's Model T's were used both as taxicabs and rental cars. Their low cost and ease of maintenance were important factors for both public and commercial users. It is

very clear to me that many individuals recognized the potential of using the evolving US automobile at the turn of the last century for commercial purposes. Henry Ford's Model T's were used both as taxicabs and rental cars. Their low cost and ease of maintenance were important factors for both the general public and commercial users.

**Resources:** Wikipedia, Yellow Corporation and <https://www.automotive-fleet.com/encyclopedia/jacobs-walter>.

the *Henry Ford* digital collections history of Taxicabs has several photographs of Model T taxicabs.:

<https://www.thehenryford.org/collections-and-research/digital-collections/expert-sets/105257/>.



Ford Model T taxicab with a landaulet style body with a fixed roof for the driver and a convertible roof for the passengers. Photo screen grab from the Henry Ford Taxicab digital collection, 2023.



## Farewell to Model T \* From Sea to Shining Sea

By E.B. White

The Little Bookroom Press, New York, 2003

34 pages: includes two essays, "Farewell To Model T" (1936) and "From Sea to Shining Sea" (1953), B&W photos.

by Paul Duncan

Book Review

Many of us learned English grammar in college from a text book, *The Elements of Style*. The authors are William Strunk Jr. and E.B. White. William Strunk was a Professor of English at Cornell University and E.B. White was his student who became a famous man of letters honored with a Pulitzer Prize and Presidential Medal of Freedom. He wrote for the New Yorker for many years and also published several popular children's books, including *Charlotte's Web* (1952.)

In 1922, after graduation from Cornell, E.B. purchased a Model T Roadster and headed west with a "likeminded" college friend. They ended their journey in Seattle where E.B. lived for a number of years and was a writer for *The Seattle Times* newspaper. E.B. was a life-time owner of a Model T. He and his wife Katherine are pictured on the jacket of the book driving their 1923 Model T roadster near their home in Brooklin, Maine in about 1940.

This little book of only 34 pages packs a powerful literary punch. In the book are included two of E.B. White's short essays originally published in the *New Yorker* magazine. The first essay "Farewell to Model T" was published in 1936 at a time when Model T's were beginning to disappear from America's highways. The second essay, "From Sea to Shining Sea" was published in 1953 and recalled his 1922 cross-country road trip from New York to Seattle in a Model T.

In "Farewell to Model T" E.B. wastes no words getting to the point. "I see by the new Sears Roebuck

catalogue that it is still possible to buy an axle for a 1909 Model T Ford, but I am not deceived. The great days have faded, the end is in sight."

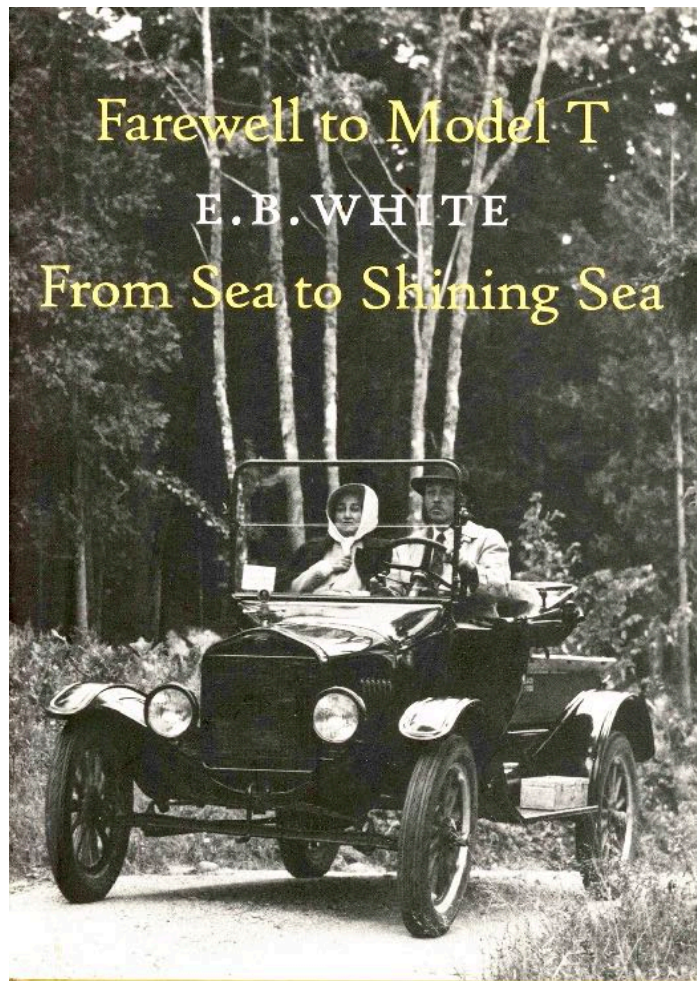
This essay, in my opinion, is best read aloud. Model T drivers will understand the descriptions. Non-Model T drivers can also appreciate the language and

might be tempted to learn more about Model Ts. For example, he describes the Model T transmission with the explanation that, "The Model T was distinguished from all other makes of cars by the fact that its transmission was a type known as planetary--which was half metaphysic, half sheer friction." In another quote he commented that "The Ford driver flew blind. He didn't know the temperature of his engine, the speed of his car, the amount of fuel or the pressure of his oil."

In his essay, "From Sea to Shining Sea" E.B. described his 1922 trip across the United States with these words. "I located America thirty-one years ago in a Model T Ford and planted my flag. I've tried a couple of time

since to find it again in faster cars and better roads, but America is the sort of place that is discovered only once by any one man."

E. B. knew the Model T intimately. Do not miss reading these essays if you enjoy your Model T or stories about Model T's. His words are timeless!



**My Old Cars over the past 50 Years**by **Don Neidigk**

Arty Column

**Editor's Note:** This story was written by Tin Lizzie Member Don Neidigk about the old cars he has owned over the years that included two Model T's. The most recent T is his '27 coupe, Arty. Don is a regular contributor to our newsletter and we hope he will continue to share his humor and personal Model T stories.

I've loved old cars since the first time I stood on a Model A running board and looked in the window when I was about 7 years old. Over the years I've had in my "stable" a '54 Chevy Belair Hardtop; a '61 Rambler; 3 shoebox Fords ('49, '50, '51); a '65 Chevy Impala Super Sport, a '67 Mustang and 2 Model T coupes, ('26, '27.)

There's a story that goes with each one of them. I paid \$125 for the '54 Chevy in high school with money I earned sacking groceries. It was a beautiful car: turquoise body and ivory top. But right off it needed new brakes, wheel bearings, tires, and a transmission rebuild. When it was just about perfect, my Dad requisitioned it as a trade-in for a new family car.

After I'd been on foot for a while, my Dad located a '61 Rambler. It had been owned by a retired Presbyterian preacher who only drove it to church on Sunday. It wasn't exactly a "chick-magnet," but it was a good deal, sort of. Not long after I shelled out \$200 to buy it, the transmission cratered. My Dad and I installed another transmission that we found at a junkyard. Unfortunately, it had a crack in the housing and leaked all over the ground. Another junkyard transmission fixed it.

Back on the road, the Rambler started making noises and came to a rolling stop. It seems a U-joint had disintegrated, causing the drive shaft to fall. I replaced the U-joint and took the car to college. At college in Las Cruces, after a church picnic at the base of Picacho Peak the right front A-frame collapsed. Fortunately, my future father-in-law Lonnie Beyer had an auto repair shop where I got it fixed. Getting rid of the car, I married Lonnie's daughter Kathy. In gratitude, he gave me the '65 Chevy.

The Chevy had a 396 big block engine that got about 10 miles per gallon. (Always look a gift horse in the mouth.) Kathy and I took the '65 Chevy to church camp in Kingston, NM one summer. On the way home, driving south on I-25, a car was pulled over with engine trouble. The temperature was about 110 degrees and the driver clearly needed help. We pulled over to help the other driver. After his problem was solved, we turned to get back in the Chevy only to discover the carburetor had caught on fire. I opened the hood and threw dirt on the blaze trying to put it out. In seconds, the whole car exploded in flames that raced from one end to the other until it melted into the pavement.

Dad soon came to the rescue and sold me his '67 Mustang which we drove through my graduate school

years. In my senior year at seminary Kathy and I were so broke we wondered how we would survive. Fortunately, another seminarian backed into the Mustang, caving in the right rear quarter panel. Rather than getting it fixed, we took the insurance money and praised God for our good fortune.

I'll share one shoebox Ford anecdote. I found the '51 coupe in El Paso and spent a good deal of time and money getting it running. My wife Kathy has never been particularly fond of old cars but she tolerates my hobby. After I got this car running, I convinced her to go for a ride in it on her birthday. We hadn't gone far when it started raining. The '51 Chevy's had vacuum wipers, so of course my seals were all dried out and didn't work and I could barely see the road. Then, the car started sputtering and died. Nothing I did helped. I had assumed the fuel gauge was broken since it always read "empty." It wasn't broken. We were out of gas. It was a long and wet walk back to the house.

My first Model T was the '26 coupe I bought from Vaughn Rockafellow in about 2000. He had announced that it was "For Sale" at my first Tin Lizzies meeting. Since my Dad Victor and brother Richard all had Model T's, I thought I needed

one too. So, a few days after the meeting I went by Vaughn's house. He gave me a quick driving lesson while he extolled the virtues of the car. I bought it and drove it home. I think it went about 10 mph at full throttle. I now know why Vaughn seemed so cheerful and happy selling it to me.

Currently I have a '27 T coupe that I bought sight unseen in October, 2019 over the phone from an old and deaf man living in San Diego. I had called him to get some information about the car. He thought I was buying it, though I hadn't actually said so. Not long after the call, the car showed up in front of my house on a trailer. It was all there, wasn't a rust bucket, and had potential, so I bought it and sent the elderly seller home with 2 burritos. Since it was cold and raining, and he didn't have one, I also gave him my jacket.

In Grand Junction CO there's a 1918 Model T runabout for sale. It's calling out, "Don, buy me!" Meanwhile my wife is saying, "If you do, who's going to be your wife?"



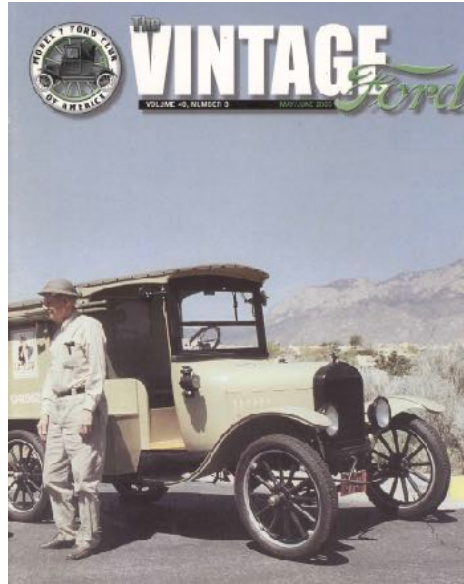
Don Neidigk's '27 Coupe "Arty" at the local hardware store. Photo by Don Neidigk, August, 2023.



**Telephone Truck & Ambulance Update***by Marilyn Duncan, Historian***MTFCA Update**

I have continued to work with the Model T Museum in Richmond, IN regarding the display of the 1925 Tin Lizzies of Albuquerque Model T Telephone Truck. Their summer intern, Alicia Quinn was assigned to collect materials relating to the history of the vehicle and her report on the project will appear in the next (November-December 2023) issue of *The Vintage Ford* magazine.

I have been working for the past month with Barbara Palmer, President of the AZ/NM Pioneers group in Oro Valley, AZ. She tracked down several members of the AT&T Pioneers-Indiana Chapter 16 chapter in Indianapolis who were interested in working with the Museum in Richmond, IN. They made a visit to the Model T Museum on October 4, 2023 and identified the vintage telephone equipment in the Telephone truck. They posted photos and comments on their Facebook page. <https://www.facebook.com/ATTpioneersIN16/>



Tin Lizzie Life Member **Bernice Young** is currently writing a story about the 1924 Model T Ambulance that she and her husband Roy Young donated to the Model T Museum in 2006. I scanned several photos for Bernice to use in her article and we look forward to reading Bernice's article in the next (November-December) issue of *The Vintage Ford* magazine.

Left: Roy Young standing with his 1924 Model T Ambulance pictured on the cover of the May/June, 2005 issue of *The Vintage Ford* magazine. Photo taken by Tin Lizzie Tom Miles, 2005.

*by Marilyn Duncan***MTFCA Calendar & Contact Information**

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, 2024, 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 &amp; Anniversaries



**November Birthdays:** Jim Armstrong (12); Janie Burton (28); Russell Dilts (28); John Gibbs; Bill Hansen (26); Barb Johnson (6); Steve Kranz (1); Les Mathson (4); Cathy Miles (10); Kameron Peterson (7); Vaughn Rockafellow (19); Samantha Sanchez (23); Johnel Scarborough (21); Lena Schritter (24.)

**December Birthdays:** Carol Burnett (25); James Evrage (15); Dave Ferro (31); Sharron Geilenfeldt (13); Susan Lewark (10); Don Mitchell (1); Leonard Scarborough (14); Doug Turner (28.)

**November Anniversaries:** Les & Ruth Haley; Phil & Jessica Lance; Al & Marilyn Schwanke; Vern & Pat Willan.

**December Anniversaries:** Eddie & Pam Bell; Fred & Marcie Kammerer; Frank & Susan Lewark; Don & Kathy Neidigk; Bill & Luise Robinson.

by Fran Gurule

## Hospitality

Since the last newsletter, a Get Well card was sent to Liz Scott.

by Newsletter Staff

## CLASSIFIED—FOR SALE

**For Sale: 1921 Model T Coupe** pictures available on request (see August-September, 2023 newsletter), asking \$8,500. Call Betty: (505) 345-1329 or (505) 321-1231, leave message. Also check the classified section of the MTFCA, *The Vintage Ford* magazine.

**For Sale BOSCH Magneto: \$455.** American-made Bosch high tension magneto, DU4 ED 18. Note that wood coils can change shape with the weather, sometimes not giving positive continuous contact spark. Here is a solution to that problem. Owner brochure, factory dealer manual, install and tuning instructions, also available. Call John: (505) 294-4434.



*John's*

MODEL T FORD PARTS  
5313 John Thomas Dr. NE  
Albuquerque, NM 87111

{ 505 } - 294 - 4434



**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:** 10/26/23

**Future Meeting Date:** 11/16/23 (one week early due to Thanksgiving, elections); no December meeting.

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

**Next Breakfast:** 10/14/23, 9:00am at Hurricane's, 4330 Lomas NE, hosted by Phil & Jessica Lance.

**Future Breakfast Date:** 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:**

Corrales Starlight Parade & Tin Lizzie Christmas Party at Azevedo's: 12/02/23, details TBA.

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**Tin Lizzies of Albuquerque  
2023**

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

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