
THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE



Mark Dominguez (right) and Dave Ferro (left) work on the front axle of Mark's 1925 Tudor Sedan during the January 6, 2024 Work Day at Larry's Garage. They used Mark Wing's Stevens Axle Bushing Outfit to restore the front axle spindle holes to factory tolerance. See Cover Story by Mark Wing on page 3 of this issue. *Photo by Paul Duncan January, 2024.*

The Enchantment Flyer is the official publication of the Tin Lizzies of Albuquerque Model T Club. The purpose of the newsletter is to share written communication among the Club members that enhances content posted on the Club website and/or circulated via email. The Editor welcomes contributions by all Club members, especially Officers and Directors who manage the Club between General Membership meetings and Committee Chairs.

Tin Lizzies of Albuquerque
PO Box 30473
Albuquerque, NM
87190-0473
email: tinlizziesofabq@gmail.com
website: www.tinlizziesofabq.com



The Tin Lizzies of Albuquerque is a Chapter of the Model T Ford Club of America. Membership in MTFCA is encouraged but not required. Contact the Tin Lizzie Membership Coordinator for more information.

Happy New Year Tin Lizzies! by Larry Azevedo, President**President's Message**

I am looking forward to an exciting year having fun with our members, driving (and sometimes repairing!) our cars and showing them off at various activities. As you may know, we will be moving to a new meeting location in March at the North Domingo Baca Multigenerational Center just northwest of the intersection of Wyoming and Paseo del Norte. The parking lot on the north side of the facility can be accessed off Wyoming west on Carmel (if traveling north on Wyoming) or turning west just past



Larry touring in New Mexico with his 1915 Ford Model T Coupelet. Photo taken at the San Gabriel site near Ohkay Owingeh Pueblo 2020, provided by Larry Azevedo.

Corona directly into the lot (if traveling south on Wyoming.) We will have our last meeting at the Vineyard in February. Many thanks to Betty for her support for the last 12 years or so which allowed us to use the Vineyard. We have a Work Day scheduled on Saturday, February 3. This year I hope we can do more local day tours with our T's that will allow more participation for those members with a car but without a trailer. Dust off your car and get ready!

Larry

from the Newsletter Editors**Editorial Comment**

Editors Comment: The Cover Story (page 3) in this issue was written by Tin Lizzie member **Mark Wing** who describes our experience at a recent Tin Lizzie Work Day using the Model T-era Stevens axle bushing tool to refurbish spindle holes on a Model T front axle. A major advantage of using this tool is that the repair can be accomplished without removing the front axle from the car and does not require machinist skills. Our Tin Lizzie Club shop at Larry's Garage is now able to offer this repair to members.

The Book Review (page 7) written by newsletter Co-Editor, **Paul Duncan**, came about when Tin Lizzie, **Vaughn Rockafellow** gave him a copy of the book, **American Road**. In October, 2023 Paul & Marilyn had visited the Eisenhower Museum in Abilene, KS when they returned their '18 Model T to her home town in Baldwin City, KS (page 6.) Paul told Vaughn about the exhibit he had seen in the Eisenhower Museum that described the 1919 cross-country military convoy Eisenhower participated in as a military observer. Vaughn had read the book and gave Paul a copy.

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

Issue Contributors: Paul Duncan, Marilyn Duncan, Larry Azevedo, Fran Gurule, Don Neidigk, Mark Wing, Dave Ferro, Tim Heer, Anthony Chavez

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

Using the Stevens Axle Bushing Outfit on a '25 Tudor Sedan by Mark Wing

Cover Story

Have you ever experienced a shimmy while steering your Model T? The problem could be worn spindle holes in your front axle. During the 1920's, **Stevens & Company** of New York sold a wide range of tools to service Model T's. Their "**Stevens Axle Bushing Outfit**" offered a solution to this common problem.

Someone without machining experience can do the repair without removing the front axle from the car. I purchased a reproduction set of these tools that we have been using in Larry's Garage. So far, we have successfully repaired 4 Model T front axles using the tool.

The Stevens System includes 4 parts: (1) the Axle Bushing Fixture, (2) an Upper tapered reamer, (3) a Lower reamer/tap and (4) a pair of Tapered and Threaded Inserts. The Fixture tool ensures alignment of the upper and lower holes and keeps the Upper tapered reamer and the Lower reamer/tap in the correct orientation. To rework all of the spindle holes, 2 Tapered Inserts and two 5/8"-24 Threaded Inserts are needed. These Inserts are available from Lang's or directly from Dan Hatch who currently manufactures reproduction reamer parts. A set of 4 Inserts currently costs \$22, plus shipping. Inserts are only sold as matched upper and lower pairs.

The first step in doing a repair is to inspect the spindle holes using a kingpin with little or no wear. After 100 years, Model T axles have experienced different driving

To protect the cast iron bushing fixture from wear, a bronze bushing can be made from an old spindle bushing by cutting off the part that inserts into the spindle. The purpose of the sacrificial bushing is to insulate the cast iron fixture from damage by the top of the reamers. If the axle has been removed from the car, the top non-threaded holes should be fixed first. Generous amounts of cutting oil should be used while reaming and tapping to prolong tool life. Leave a gap of approximately 0.27-inch between the top of the tool and the sacrificial bushing. At this point, the fixture should be removed and the inserts tested for fit. Final reaming should be done carefully, with less pressure, to approach the final diameter slowly. Originally, the Stevens reamers would cut until flush with the top surface of the axle. The reproduction Upper reamers are 1/4" longer than the

originals to allow for future sharpening. The downside is that it is possible to cut too deep and create an oversized hole. After the top holes are complete, flip the axle over and ream and tap the lower holes. If the axle is still on the car, flip the fixture over and cut the lower hole from below. A nut and bolt can be used to assist the insertion of the lower insert into the newly-threaded hole. With the reaming and tapping complete, inserts should be flush or slightly proud of axle surfaces. This may require removal of excess insert material with a fine file.

We have had good success using the Stevens Axle Tool to repair several Tin Lizzie member T's. During the recent **Dominguez '25 Tudor** project, we replaced the drag link bushings and upper inserts. Mark reports that his T's severe "shimmy problem" has now disappeared!



Stevens Axle Bushing Fixture in place on Mark Dominguez's Tudor sedan. Photo by Mark Wing, January, 2024.



Above Left: Vintage Stevens Catalog (1923) picture of the Stevens Axle Bushing Tool Outfit (p. 28) and **Right:** Reproduction Stevens reamers and inserts. Photos provided by Mark Wing, January, 2024.

and storage conditions, so the wear in the holes can vary. Our experience so far, is that the lower threaded holes are frequently in usable condition while the upper ones are worn out. In a few cases, both upper and lower holes were worn.

Before any reaming operation, Hatch recommends that you confirm that the front axle steel has not been hardened. Hardened steel results in rapid reamer wear. He recommends annealing a hardened steel axle to make it more workable.

Resources:

- (1) Reproduction of *Stevens Speed Up Tool Catalog T-106*, p28, 1923, 80 pages:

<https://ia802800.us.archive.org/24/items/StevensToolCatalogT106/Stevens%20Tool%20Catalog%20T-106.pdf>

- (2) Stevens reproduction cast iron Fixture: Jack Putnam (419) 306-3966, jputnam@wcoil.com

- (3) Stevens reproduction Upper reamer, Lower reamer/tap (out of stock) and Inserts (available): Contact Daniel Hatch Danielh462@centurytel.net. Video demo of the Stevens front axle reamer for a Model T: <https://www.youtube.com/watch?v=7DNGT7P79vg>

- (4) Duncan, Paul, "Stevens Speed Up Tools, reproduction catalog T-106", pamphlet review. *The Enchantment Flyer* newsletter, Vol 44, No. 2, (March-April, 2022), p 8: https://www.tinlizziesofabq.com/wordpress/wp-content/uploads/2022/04/2022-03-04_TLABQ_newsletter.pdf

Valencia High School Auto Shop Project Update!

by Marilyn & Paul Duncan

Youth Project

In late 2019 our Tin Lizzies Club began a shop project with Valencia High School in Los Lunas, NM that was one of several youth-outreach ideas that we hoped might promote interest in the Model T hobby. Valencia High School offers classes in automotive technology where students learn to perform maintenance and light repairs on automobiles and other vehicles. The school has an equipped auto shop/classroom located on the school campus and students also have access to a welding and sheet metal shop. Valencia High School is located about 40 miles south and east of Albuquerque.

On December 12, 2019, we organized the first event held on a regular school day at **Larry Azevedo's** shop in Corrales. The shop teacher, **Anthony Chavez** brought 6 of his best students (3 girls and 3 guys.) With assistance from Club members, the students successfully installed an engine into a 1926 Model T touring car. Following a tour of Larry's car collection in his barn, the students and teacher received Model T driving lessons in Larry's 1912 touring.

Following the student's visit, the teacher supported the idea to start a Tin Lizzie Club-sponsored Model T project at the school auto shop. Club members decided that donating a Model T project car might be a good way to get things started. Tin Lizzie member, **Tom Miles** volunteered to donate a 1926/27 Model T body and rebuilt engine and differential. Other members stepped-up and donated their spare parts including a radiator, 4 wheels with tires, a generator and other parts. Also, members donated shop manuals, books and several boxes of *The Vintage Ford* magazines.

Then trouble arrived with COVID! New Mexico shut down schools and other group gatherings, including our Club meetings. During one of the COVID lulls in mid-July, 2020, we trailered the Model T touring body, engine/differential and various donated parts to the school. Only the teacher, Anthony, was there to meet us at the shop. A local old car club had donated \$700 to the school to buy parts for the donated T. Once classes resumed, our first shop work days involved cleaning and assembling the spring leaves, axles and mounting the wheels on the chassis. This allowed the T to be moved around in the shop. That work required purchasing a few new parts and we soon realized that there were many administrative hurdles to access the school-held money, including approval of all vendors in advance. Responding to a cash call, 5 Club members donated \$150 cash to buy the parts.

During the period 2020-2023, **Paul &** (sometimes) **Marilyn Duncan** and **Dave Ferro** made numerous trips to the school to work on various Model T assembly tasks with the students.

The most recent project was to refurbish and install the steering column. The initial fit was too tight, however, and

we brought the steering assembly back to the Corrales shop to machine it to fit better.

A year ago on February 24, 2023, several Tin Lizzie Club members participated in the Valencia High School Auto Shop Car Show. Three Club members trailered or drove their Model T's to the school, gave the kids rides, and answered questions. Several other Tin Lizzie Club members drove their Model A's to the event. See the *Enchantment Flyer* newsletter March-April, 2023 issue (Vol. 45, No.2, page 9.) at this web link: https://www.tinlizziesofabq.com/wordpress/wp-content/uploads/2023/04/2023-03-04_TLABQ_newsletter.pdf The Valencia High School Auto Shop Car Show this year will be held soon on Friday, February 23, 2024. Tin Lizzie members have been invited to participate again. See Tin Lizzie Meetings and Events section for more details on page 11 of this newsletter.

The Club has continued their interest in the Valencia High School Model T project through many ups and downs. The school is at least a hour drive each way from Albuquerque. We kept hoping that several Tin Lizzie Club members who live closer to the school would volunteer to help but that did not happen until several weeks ago!

In January, 2024 **Tim Heer** who now lives full-time in Los Lunas recently reactivated his Tin Lizzie membership from 2016. He is a Master Mechanic with 30 years experience and also owns a 1922 TT. In addition, he has experience teaching auto mechanic skills at a high school in Irvine, CA and is qualified as a Lean teaching *Sensei*, their highest teaching level. See Story on page 4. Tim's son-in-law, **Sean Hughes** is also a recent new Tin Lizzie member. Sean "retired" from his classic car restoration business and also moved to Los Lunas from California. Sean is also a Master Mechanic.

After hearing about the Tin Lizzie Model T project at the Valencia High School shop, both Tim and Sean volunteered to help. They have already visited the auto shop several times and are working with the teacher, Anthony Chavez. Also, the funds to purchase needed parts recently became available! The school added \$300 to the original \$700 donation, so there is now \$1,000 that can be used to purchase needed T parts.

One of the first things that Tim and Sean did was to create a list of parts that are still needed to get the Model T running. They came to the Club Work Day on February 3, 2024 to search our Club "Free" area and found several needed parts. We look forward to seeing the Valencia High School students finally get their Model T running! Thank You to Tim and Sean!



Tim Heer (L) and Sean Hughes (R) in Larry's Corrales shop. Photo by Paul Duncan, February 3, 2024.

Valencia High School "Lean" Model T Teaching

by Marilyn Duncan

Lean6Sigma Curriculum

Learning with Lean6Sigma and Kanban

Techniques: New Tin Lizzie members, **Tim Heer** and **Sean Hughes** are applying two manufacturing techniques to educate Valencia High School auto shop students about the Model T project car. See the Story above on page 4 of this newsletter.

Lean 6 Sigma is a business and manufacturing concept that is a team-focused management approach that seeks to improve performance by eliminating resource waste and reducing product defects. The strategy establishes a clear path to an improvement objective. **Kanban** is a workflow management practice that maximizes efficiency and promotes continuous improvement. The **Lean** strategy was established by the Japanese automaker, Toyota in the 1940s. **Six Sigma** was established in the 1980s by an engineer at Motorola. The method seeks to identify and reduce defects in the production process. The **Lean Six Sigma** combination strategy emerged in the 1990's and was better understood after publication of the 2002 book by Michael George and Robert Lawrence, Jr, *Lean Six Sigma: Combining Six Sigma with Lean Speed*. Tim has achieved certification as a **Lean Sensei**, their highest order of teaching students. There are only 2 *Senseis* in the U.S. and 22 in the world! Achievement in Lean6Sigma is measured similar to martial arts with various belt levels. Black Belt levels are the highest order and *Senseis* are the highest order of Black Belt teachers



Screen shot from video taken at Valencia High School Auto Shop showing the '26/'27 Model T touring and various parts for inventory by student teams. Provided by teacher, Anthony Chavez, February 5, 2024.

What is happening now to move the Valencia High School Model T project along? Tim recruited his son-in-law, Sean Hughes. They are coordinating the project curriculum with the Auto Shop teacher, **Anthony Chavez**. Their First Step was to assemble 5 teams of students that deal with important parts required to get the T running. Each team has 8 students with at least 1 student from each of the 5, 45-minute classroom periods during the day. Teams are assigned to work together on the tasks required. Their jobs fall into (1) Administration/Purchasing/Inventory and (2) Assembly/Electrical/Mechanical.

What are the Advantages of this Approach? The short-term advantage is to define the critical parts required to get the Model T running. Then they will find or purchase those parts. The longer-term advantage is to teach the students "life skills" along with practical automotive technology. We hope that possibly this kind of project might stimulate student/parent interest in Model T's.

After only 2 weeks at the shop, Tim, Sean and Anthony and recently Paul Duncan have moved the Valencia student Model T project along in a major way. All the auto shop students are now involved on a team that works together on a specific task. For example, recently, they took only 1 day to complete an inventory of all their T parts on hand and make a list of other parts that might be donated or need to be purchased.

by Marilyn Duncan, Treasurer

New Member Update

Since the first week of January, 2024 we have had 5 new members join the Club and I wanted to give Club members their names and a little information about them.

Tracy Brannan and Jay Draper are both from Albuquerque and they are volunteers on the Ballut Abyard Shriners Directors Staff that maintains their 1925 Model TT firetruck and 1919 Model T calliope. The Shriners show their Model T's in parades in NM communities to promote Shriner Hospitals for Children. Tracy and Jay brought the Shriner's TT firetruck to the recent work day on February 3, 2024, fix 3 major problems. Both are now new Tin Lizzie members.

Tim Heer and his son-in-law, **Sean Hughes** live in Los Lunas now having relocated from California. They volunteered to join the Model T project team at Valencia

High School. Tim is an experience mechanic and has a TT. Sean has done classic car restoration and drag racing. He does not have a Model T, yet, but is planning to get one, possibly a Speedster.

Alex Kalish lives in El Prado, NM where he retired after a career as a Bell electrical engineer. Several years ago, he bought a 1917 Model T Runabout that needed restoration along with other Model T parts. He is currently rebuilding the '17 engine at his home shop. He also recently joined MTFCA and showed up on our MTFCA Roster List this year. When contacted, he decided to join the Tin Lizzies after learning about Larry's Corrales Shop and Club work days.

Family 1918 Model T Pickup returns to Baldwin City! *by Paul & Marilyn Duncan*

[Return to Kansas](#)

During the COVID period (2020-2022), we tackled the restoration of Marilyn's family 1918 touring "Cut-Off" farm pickup. The T had been purchased during the 1950's and was in sad shape when we brought it to Albuquerque in 2014. The engine required rebuilding and we decided to install a later engine with a starter. Previously, we had located a vintage wood pickup bed on eBay that had original Cleveland Hardware forged metal parts. Restoring the bed required major work on both the oak wood and metal parts. The restoration process was featured as the Cover Story of the March-April 2022 issue of *The Enchantment Flyer* newsletter (Vol. 44, No.2.)

At the September, 28, 2023 Workday, we and **Dave Ferro** worked to modify the Model T touring top iron supports to hold a new 3-bow roadster top. We spent the next several weeks finishing the front seat upholstery and top. Converting the original front seat of the touring car to support roadster top irons and bows required more fitting than we initially anticipated and did affect the final fit of the top. However, we finished up just in time to trailer the '18 back to Baldwin City, Kansas in October.

Marilyn's family has an annual family reunion during the community's Maple Leaf Festival. We planned to drive the Model T Pickup in the parade and then leave it in Kansas with Marilyn's brother, Bob Hey. Bob is a good mechanic and has a well-equipped shop in his barn. He quickly figured out how to bend the rear fender bracket and fenders attached under the wood bed.

For the parade, we recruited various family grandchildren to ride on the Model T. Paul drove the T and the kids enthusiastically waved their American flags as the crowd cheered. We gave Bob several Model T driving lessons. He did very well and is an intuitive driver but needs more confidence driving out on the road. He has a close friend and neighbor, Randy, who has recently purchased a 1925 Model T Depot hack that is in excellent running condition. Bob and Randy plan to "hang out" together to keep their T's running.

Bob and his wife Claudia raise alpacas (Ad Astra Alpacas) and Claudia has an alpaca clothing shop in the barn where the T was parked. During the Holiday season, many visitors enjoyed seeing the T and took pictures. During the recent Kansas extreme cold and

bad weather, their alpacas needed to temporarily move into the barn. Several alpacas were fenced off behind the T. (See photo below.) Now that warmer days have arrived, the alpacas were moved back out of the barn into their pens. Bob is anticipating more time to drive the T after warmer weather arrives. He is excited to show the local community a "typical" Kansas farm Model T pickup. Model T cars were repurposed by farmers as pickups before Ford Motor Co. released a factory-built roadster pickup in 1925.



1918 Model T farm pickup at the Baldwin City, KS Maple Leaf parade. Paul & Marilyn's granddaughters Irma and Alena Goedecke, Seattle, WA; grandnephew Knox Meador Baldwin, KS and grandniece Macy Weilert, Hays, KS. Photo taken by Marilyn Duncan, October 21, 2023.



Above: Young alpacas share the warm barn with the old '18 Model T farm pickup. Photo provided by Claudia Hey, January, 2024.

American Road

The Story of an Epic Transcontinental Journey at the Dawn of the Motor Age

By Pete Davies

Henry Holt & Company, LLC, Publisher, 2002

Paperback, 274 pages: includes bibliographical references and index.

by Paul Duncan

Book Review

On July 7, 1919, a U.S. military convoy ("Truck Train") that included 81 vehicles carrying 37 officers and 258 enlisted men, left Washington D.C. on the Lincoln Highway heading to San Francisco, 3,000 miles away. The pilot car was a Packard Twin Six driven by a civilian Henry C. Ostermann. He had traveled on the Lincoln Highway 19 times and "knew the way." He was a supporter of a future "national road system of highways." Lieutenant Colonel Dwight D. Eisenhower had volunteered as an Army observer. He later wrote in his memoir, *At Ease*, "In those days we were not sure it could be accomplished."

"The Motor Transport Corps chief officer, General Charles B. Drake described the convoy's purpose: To Demonstrate the practicability of long-distance motor commercial transportation and the consequent necessity for the expenditure of governmental appropriations to provide necessary highways." By 1919, many Eastern states had formed state highway departments. Of the Western states (Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada, California) along the Lincoln Highway only California had made a significant pledge of \$18 million to build state roads.

The British author of this book, Pete Davies, introduces the reader to Carl G. Fisher (1874-1939) a significant person in the automotive industry (manufactured acetylene headlights) and who was an early advocate for highway construction. He was responsible for paving the Indianapolis Speedway ("The Brickyard") with bricks to increase driving safety. He also recognized that America's roads at the time were poorly constructed.

In 1912, Fisher proposed constructing a "Coast-to-Coast" highway. One year later in 1913, the Lincoln Memorial Highway Association was incorporated and is still active today. Fisher provided the energy and organizational expertise and Henry Bourne Joy, President of Packard Motor Co., was a major donor.

Fisher estimated that it could cost \$10 million to build The Lincoln Highway running from New York to San Francisco. He believed private donations would finance the road. Goodyear Tire & Rubber Co. pledged \$300,000 and Joy pledged \$150,000. Henry Ford was approached to make a donation to the highway project but donated no money. Ford believed that road construction was the responsibility of the public sector. By that time, many states were supporting highway construction.

The author makes it clear that the 1919 Motor Train was a military operation that had a mission and ran on a military schedule. Reveille was at 5:45 a.m. The officers

slept in 2-man tents, the enlisted men slept on the trucks, camp beds or on the open ground. Each community along the route had designated a camping place for the troops. Local Welcoming Committees were on hand to greet the convoy. Community celebrations, included dances that lasted late into the night. One soldier described his experience, "Pretty strenuous, up every night until 11 or 12 at banquets and dances and up at 5:30 and on our way. A great life if you didn't weaken." Along the route, they visited 350 communities and were seen by an estimated 3,250,000 people.

The contrast between the quality of the roads east of the Mississippi River and those to the west was striking.

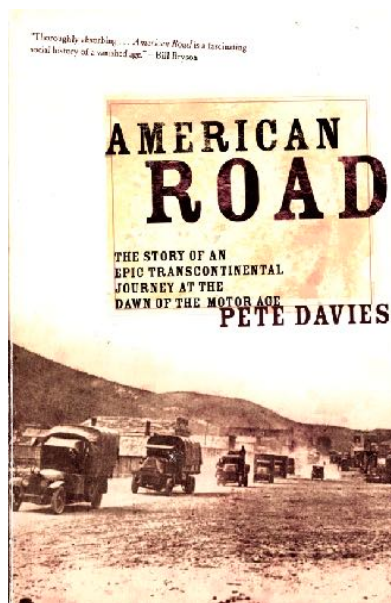
The 90-mile section in Illinois between DeKalb and the Mississippi River crossing into Iowa, was described as being "deplorable." Iowa was described as a "farm 350 miles wide and when it rained, the roads became impassable." Nebraska roads were equally bad.

I read this book with a U.S. Atlas at my side. In Utah, they encountered very difficult conditions on the salt flats west of the Salt Lake. "They reported: had to detour onto the featureless salt; it had a thin, crystallized crust, which every truck broke through and beneath that was a cloying (*disgusting*) silt that held the wheels like glue...one by one they put a rope on each truck and between fifty and a hundred men started pulling each vehicle across the flats by hand."

They completed the trip in 2 months and all but 6 vehicles made it to San Francisco. The trip was considered a

"success" by the military because they learned much about the limits of their military vehicles. Later, the U.S. military had significant input during passage of the 1921 Federal Highway Act that advocated for strong state highway departments, construction of farm to market roads and most importantly, provided ongoing Federal funding for highways.

The 1919 military convoy highway trip accomplished their task under nearly impossible road conditions. The author has done extensive research on the history of the communities that the convoy traveled through and provides informative commentary that keeps the reader engaged. I recommend this book to readers who enjoy reading about the history of America's roads and highways during the Model T era.



Top 10 Reasons for Owning a Model T & Slow Vehicle Ahead**by Don Neidigk****Arty Column**

Editor's Note: This piece for the newsletter was written by Tin Lizzie Member **Don Neidigk**, a retired minister. This issue, he shares his "Top 10 Reasons to own a Model T" and an idea about "How to Warn other Drivers about a Slow Moving Vehicle." Don currently owns a 1926 Model T coupe named Arty and is a regular contributor to the Club newsletter.

If you feel a need to justify owning a Model T Ford, I've prepared a list of reasons.

Top Ten Reasons to Own a Model T

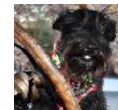
- (10.) With a portable generator in the back of your Model T you can start your own EV Rescue business.
- (9.) You can leave the key in the ignition of your Model T confident that car thieves will have no idea how to drive it.
- (8.) If your clothes dryer buzzer quits working, you can replace it with the horn from your Model T.
- (7.) Extended warranty phone solicitors will hang up on you when you tell them you have a Model T.
- (6.) In party games, no one will ever guess your special skill is driving a Model T.
- (5.) The check engine light will never come on in your Model T.
- (4.) Thrill seekers like wondering when and where their Model T will leave them stranded.
- (3.) You'll probably never get a speeding ticket driving your Model T (unless you're going downhill or you're **Larry Azevedo**.)
- (2.) You'll always be able to find your Model T in the Walmart parking lot and you won't get in the wrong car by accident.
- (1.) All your fellow Model T owners in the Tin Lizzies of Albuquerque Club are fine, upstanding people (except for maybe one or two.)

P.S. How to Warn other Drivers about a Slow Moving Vehicle**by Don Neidigk**

City drivers can be impatient when they realize they're behind a slow-moving antique car. To spare myself the occasional "California Howdy," I rigged up a slow-moving vehicle sign with a cast-off heavy load flag and some black duct tape. I attached the flag to a dowel and fastened it with zip ties to the spare tire on my '27 coupe. Now when some young "whipper-snapper"-in-a-hurry gets behind me, he knows I really am peddling as fast as I can.



Left: Don Neidigk's 1927 coupe, Arty with its Slow Moving Vehicle Sign.
Photo provided by Don Neidigk, January, 2024.

Happy Valentine's Day! ❤️**by Kenzie Ferro****Mascot**

.....Greetings to the Tin Lizzies! Letting you know I just turned 3 years old and that I told my human parent, Dave Ferro, that I am now old enough for Model T driving lessons! I can't reach the pedals but I sure can move the levers on the steering column! Maybe I can turn the steering wheel with a little help. I also wanted Club members to know that I also have my own Emoji for when people text me news for my newsletter column. I had it made on one of those free websites that turn your picture

into a cartoon and shrank my size down to a miniature Scottie. Also, I plan to wear my new Scottish tartan coat for Valentines Day this year, if I get invites, to parties (hint, hint.) Stay in touch.

Kenzie





by Marilyn Duncan

Model T Ford Club of America

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, Wyndham Grand, March 21-23, 2024, Oklahoma City, OK.
2024: Homecoming at the Model T Museum: Saturday June, 1, 2024, Richmond, IN
2024: MTFCA National Tour: June 16-20, 2024, "Trails Less Travelled," San Diego, CA
Other Regional & International Tours: See *The Vintage Ford*, MTFCA website and Tin Lizzie website "Upcoming Events" for information.

MTFCA Contact Information: 309 N 8th St, Richmond, IN; phone (765) 373-3106. Annual dues are \$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 Coordinators, Marilyn Duncan or Fran Gurule for more information.

Recipe for Steam Bending Wood strips for Model T Top Bows

by Paul & Marilyn Duncan,
 Dave Ferro and Larry Azevedo

Restoration Tip

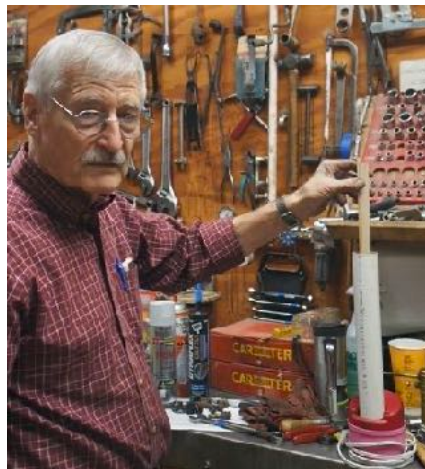
The top irons on Model T open cars have a curved section filled with 4 thin wood strips that provide a tack strip for the top upholstery. The wood slats are held tightly in place by several metal side tabs. The solid wood cross pieces of the bow are riveted into the top irons and are structural to the folding top. In our experience during replacement of the cross bows, the layered wood in the top iron curve can often be salvaged. Sometimes, however, the curved wood needs to be replaced either partially or completely. We are not aware of any supplier that sells only the steam bent slats for the curve.

While restoring our 1918 roadster pickup top several years ago, we cut ash wood into ¼ inch slats and steamed the wood pieces in a covered rectangular pan on the stove. The wood became fairly pliable and was bendable but many of the slats cracked out along the grain as we were tapping them into the top iron curve.

Recently, **Dave Ferro** and **Larry Azevedo** were replacing all of the top bow wood on Dave's 1924 touring car. Dave had a scrap piece of white oak door threshold and he sawed it up into strips about 3/16" thick, 1/1/8 wide and 16" long. Each top iron needs about 4 strips of bent wood slats to fill the space.

While searching for a steamer, they discovered **Lorna Azevedo's** steam curler hair setter as a way to generate steam. They fashioned a 1 1/2" PVC tube that was about 16 1/2" long to set over the curler steam outlet, see photo Left. Dave could fit 3 wood strips into the tube at a time. He put a wood block on top of the tube to keep the seam in a little longer. The wood strips were turned end for end after 10 minutes and steamed for 5 more minutes. After removing the wood from the steamer tube, it could be bent without cracking. The pliable strips were then easily inserted into the curved section of the top iron. The fit was excellent.

Electric steam hair setter units are designed to steam hair rollers that curl and condition women's hair. Most units are sold with hair rollers but Walmart online currently has the steamer-only unit for sale at \$27. Used steamer units are also available from eBay sellers. To start the steamer, fill the machine with water and plug it in. Within a short time, steam will rise up out of the curler nozzle. Thanks to Dave, Larry and especially Lorna for this helpful Model T shop tip!



Above: Dave Ferro demonstrates the Caruso electric steam hair setter unit (red & pink) that was fitted with a PVC tube that holds wood strips during steaming. *Photo by Marilyn Duncan, January 6, 2024.*

*by Newsletter Staff***Birthdays & Anniversaries**

March Birthdays: Vernon Armstrong (14); Larry Azevedo (6); Hedy Dunn (4); Medora Gaines (6); Stan Gauna (29); Bob Hawk (27); Chris Otto (25); Liz Scott (1); Jahn Wright (28.)

April Birthdays: Lorna Azevedo (16); Eddie Bell (9); Janet Crosby (18); Mike Crosby (2); Joe Fellin (27); Gerald Hash (9); Bob Jackson (14); Tom Miles (5); Billie Pyzel (16); Scott Stuart (26); Bernice Young (4.)

March Anniversaries: Bill & Donna Hansen; Mark & Susan Wing.

April Anniversaries: None

*by Fran Gurule***Hospitality**

Since the last newsletter, Get Well cards were sent to Rebecca Wiegand, Don Gaines and Scott Stuart. A Thinking of You card was sent to Paul Duncan on the loss of his brother.

*by Newsletter Staff***Member Correspondence**

Received from Tin Lizzie Members, **Les and Terry Mathson** who moved back to Wisconsin last summer and continue their Club Membership. January 5, 2024, "As Terry and I look back on our "trip around the sun" in 2023 it was quite a journey moving back to our roots in Wisconsin. We enjoyed living in Albuquerque for 8 years, and making so many friends, but we missed the family. I'm glad to report everything went well including transporting our 1917 T to her new home. Marilyn, thanks again to you and Paul for connecting me to Freighter Jim and assisting in getting the '17 loaded in Albuquerque. You guys are the best."

*by Newsletter Staff***CLASSIFIED—FOR SALE**

For Sale: Model T Hogs Heads, September, 1910 to September, 1911 aluminum hogs head with accessory oil take off for both sides of motor and replacement clutch pedal, **\$275.** September, 1911 to September, 1914 with reinforced rib flanges and accessory oil take off, **\$195.** Call John: (505) 294-4434.

*"If you want Model T Ford parts that
always fit, call John."
~John Hayne*

John's

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

{ 505 } - 294 - 4434

2024**Tin Lizzie Meetings & Events**

Regular Meetings: FINAL meeting at the Vineyard, 6118 Edith Blvd NE on **February, 22, 2024**. 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. The March meeting on **03/28/24** will be held at the the North Domingo Baca Multigenerational Center located at 7521 Carmel NE, Albuquerque, 87113. See President's Message above page 2 for details. Regular Meetings are held on the 4th Thursday of the month, except November when it is held on the 3rd Thursday.

Next Meetings: 02/22/24, at the Vineyard. Then, the **03/28/24 meeting will be held at the North Domingo Baca Multigenerational Center, starting at 6:30 pm.**

Future Meeting Dates: 4/25/24; 05/23/24; 06/27/24; 07/25/24; 08/22/24; 09/26/24; 10/24/24; 11/21/24; no December meeting.

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

Next Breakfast: 03/09/24, at the home of Mark & Sharon Dominguez, 4448 Rancho Centro NW, Albuquerque 87120. The breakfast starts at 12 noon and was rescheduled from February's breakfast that was cancelled due to snow.

Future Breakfast Dates: 04/13/24; 05/11/24; 06/08/24; 7/13/24; 08/10/24; 09/14/24; 10/12/24; 11/09/24; 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:

Valencia High School Auto Shop Car Show: Friday, February 23, 2024, time TBA, 310 Bonita Vista Blvd, Los Lunas, NM. 87031. Contact Anthony Chavez, cell (505) 859-0491.

Rich Ford Car Shows: Saturday, 03/30/24 in Albuquerque and August (Edgewood); date TBA

NMCCC Annual Museum Car Show: Theme is "The 1920's"; Sunday, May 19, 2024 (10am-3pm,) Albuquerque Museum, 2000 Mountain Rd NW, Albuquerque.

July 4th Corrales Parade: 07/04/24, Corrales, details TBA

New Mexico State Fair: September, 2024, details TBA

Corrales Starlight Parade: 12/07/24, details TBA

Tours: 2024 Fall Tour: dates and location TBA

Tin Lizzies of Albuquerque

2024

Officers & Directors

Larry Azevedo, President
 Jessica Lance, Vice-President
 Fran Gurule, Secretary
 Marilyn Duncan, Treasurer
 Jeff Richards, Director
 David Ferro, Director
 Stan Gauna, Director

Contact: Larry Azevedo (505) 410-1909

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