

# THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE



Tin Lizzie Members (L-R) **Mark Wing, Vaughn Rockafellow, Larry Azevedo, Kirk Peterson** and **Dave Ferro** at the final year of the Chickasha, Oklahoma Pre-War Swap Meet. See Cover Story by Mark Wing on page 3 of this issue. *Photo provided by Mark Wing taken March 15, 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.

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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.

**Spring is Upon Us!** by **Larry Azevedo, President**

President's Message

I hope everyone got the message about the change of venue. By the time this is out our visit to Rich Ford will be history. We are looking at Ruidoso, New Mexico for our annual tour with dates and details to follow. **Kirk/Susan/Lorna/Larry** (and others) will be setting it up! This was our first 'modern' annual tour back in August of 2010. We named the tour the "Billy the Kid Tour." We have had good attendance at work days and I am looking forward to the next ones.

Thanks to **Jessica** for covering the March meeting for me as I was a bit under the weather

Larry



Image provided by Larry Azevedo, March, 2024.

**from the Newsletter Editors**

Editorial Comment

**Editors Comment:** *The Tin Lizzies have recently made the transition to a new meeting place at the North Domingo Baca Multigenerational Center after 17 years at the Vineyard (see page 5.) We had our first car show of the year at Rich Ford on Saturday March 30, 2024 that was well attended. There were 13 Tin Lizzie T's on display including 2 T's in the showroom and 20 members were there at some time during the day. Tin Lizzie member, **Raelynn Combest**, trailered her newly-acquired 1926 Yellow Model T Coupe from Belen. After the show, she jumped into the T and expertly drove it around the parking lot a couple of times. She is currently a graduating senior at Belen High School and will head to college in Portales in the fall. Just the day before the car show Raelynn's grandfather, **Ray Gabaldon** and **John Gibbs**, both Tin Lizzies, as well as Model A Club members assisted Raelynn in replacing the exhaust manifold on her T using parts from the Club inventory stored at **Larry Azevedo's** barn. This last minute repair to get a Club Model T back running again was possible because we had the part in stock that can be used now and then replaced later.*



**Above:** Raelynn Combest's newly-acquired 1926 Coupe on display at the Rich Ford car show. Photo by Paul Duncan, March 31, 2024.

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

**Issue Contributors:** Mark Wing, Paul Duncan, Marilyn Duncan, Larry Azevedo, Fran Gurule, Don Neidigk, Vaughn Rockafellow

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

**Fond Farewell to the Chickasha Pre-War Swap Meet**

by Mark Wing

Cover Story

The iconic **Chickasha, Oklahoma Pre-War Swap Meet** has been a popular destination for antique (pre-1945) car enthusiasts since 1969. This year the Swap Meet was held March 15-16, 2024 and a contingent of Tin Lizzie members were participants. **Larry Azevedo, Kirk Peterson, Dave Ferro, Vaughn Rockafellow, and Mark Wing** made the 530-mile drive eastward to Chickasha, arriving the day before the Swap Meet opened.

First, I want to share the Good News about the recent Chickasha Swap Meet. In early March, Larry had announced on the MTFCA Forum Services that he was going to be at the swap meet and advertised, "Test Your Model T Coils/Timer at Chickasha." His ad had over 100 views on the Forum! At the Swap Meet, Larry and Kirk had a steady stream of visitors huddled around their booth where they had set up Larry's innovative bench top tester. This tester simulates an operating timer and coil ignition system, at battery or magneto voltage and at a selectable rpm. Larry's testing system can also drive a set of 4 coils and measure and observe the behavior of each coil on a storage scope. The folks that dropped by were very appreciative for Larry's demonstration and analysis. This a good example of the value of visiting a place like Chickasha where collectors in the Model T hobby can meet with experts in person and learn something new! In addition to his coil and timer activities, Larry received several orders for his custom needle-bearing universal joints and sold an Electronically Cranked Coil Tester (EECT) for Mike Koser, the developer of both the E & I Timers.

Dave and Vaughn came to Chickasha with Mark, who brought a flatbed trailer loaded with parts to sell. Initial sales were brisk, with most of the sales being to other vendors. Mark also found some items he was looking for such as a reproduction 1909-1910 buggy rail, a pair of 1909-1913 cast end radius rods and an early drag

link. Dave and Vaughn also found some treasures. This was Vaughn's first visit to Chickasha and he reported that he had a grand time! Many thanks to Dave and Vaughn who helped setup and man Mark's booth!

The Sad News about the Chickasha Swap Meet was that attendance was light again with large open areas between sellers. The trend of more parts being sold on the Internet and the "Old-Timers" either passing on or no longer attending the event, continued this year. Word spread among this year's attendees that the Ersland family, who were the original organizers of the swap meet, wanted to retire and they were not taking money to reserve spaces for next year. Then, the "reality" set in that the Chickasha Pre-War Swap Meet's end had finally arrived. Despite this news, there is currently an effort underway to include a Pre-War section to the existing Duncan Swap Meet.

The Duncan Swap meet is held annually in March at Stephens County Fairgrounds in Duncan, Oklahoma (south of Chickasha.) There is lively discussion about this topic on the MTFCA Forum. Swap meet organizers hope to generate interest in joining the Duncan Swap Meet event. Hopefully, the former Chickasha Pre-War swap meet interest group will find a welcome at another venue. If that happens, I would encourage Tin Lizzie members to attend.



2024 Chickasha Pre-War Swap Meet Flyer. *Internet Screen Grab by Marilyn Duncan, March, 2024.*



**Above:** Larry Azevedo and Kirk Peterson demonstrate Larry's bench top testing equipment at the 2024 Chickasha Swap Meet. *Photo provided by Mark Wing, taken March 15, 2024.*

**MTFCA Forum Link:**

"Dedicated Pre-War swap meet section at established meet in Duncan, Oklahoma 49 miles south of Chickasha You interested?"

<https://mtfca.com/phpBB3/viewtopic.php?f=2&t=42022>

**History of Electric Starters in Automobiles**

by Paul &amp; Marilyn Duncan

## History

Recently, Paul read several articles about the development of the electric starter for automobiles and wanted to share some of what he learned. Early automobile gas combustion engines were started by hand cranking. The cranking got the pistons moving during ignition. Hand cranking an automobile was and still is physically demanding and has the potential for kickback that can injure the person cranking. As automobile engines got larger and more powerful, the risk for injury from hand cranking also increased.

In 1894 Clyde J. Coleman of Chicago, IL and New York received a patent for an electric motor. Then in 1903, he received another patent for an electric starter for gas engines. Coleman sold his electric starter patent to the Dayton (Ohio) Engineering Laboratories Co. (Delco.) At that time, Delco was experimenting with a high-energy spark ignition system. In 1911, Charles Kettering, a co-founder of Delco, filed a patent for an improved electric "engine-starting device" but the patent was not issued until 1915. In 1912 Kettering, however, was working with General Motors (GM) Cadillac designers to use his electric starter in their Cadillac Thirty model (CM30) vehicles. The CM30 was a well-built, luxurious car that was priced moderately at \$1,600. See photo above. This Cadillac was the first automobile in America to have an electric (self) starter.

In 1912, J.W. Fitzgerald published a major landmark automotive engineering article, "Starters for Gas Engines" in the (Transactions Society of Automobile Engineers) Vol. 7, Part 1 (pp 208-228.) He described the 4 classes of automobile starters at that time including: Mechanical, Air Motors, Electric Motors and Ignition starters. Fitzgerald favored the electric starter and comments in 1912 that the combination of electric motor, controller, storage battery and necessary gearing added a great deal of weight and the parts were expensive and complicated. He stated that "As long as everything is kept in running condition the device gives absolutely perfect satisfaction." A reprint of his article with additional pictures was published in the 2016, *Horseless Carriage Gazette* and stimulated Paul to read more about electric starters for automobiles.

By 1915, the majority of American production automobiles had electric starters either as stock or as an

option. Henry Ford did not offer electric starters on his Model T's until 1919 when a 6-volt starter was "standard" but only on the Closed cars. A starter was optional (pay extra) on Open cars until the 1926-1927 model years when almost all T's had starters.

The Charles Kettering Delco electrical ignition system consisted of a motor generator, storage battery, automatic cut-out device, regulator and control switches. The motor-generator operated either as a motor or generator depending on whether it was being used to start the engine or to charge the battery. The 1912 CM30 used four 6-volt batteries connected in series for 24 volt starting! Kettering was VP of the GM Research Corporation from 1920 until 1947. He was also

a prominent philanthropist. In 1945, Kettering and another GM executive, Alfred P. Sloan, founded Sloan Kettering Institute in New York City that today continues as Memorial Sloan Kettering a recognized leader in cancer research and treatment.

In 1907, Victor Bendix founded the Bendix Corporation in Chicago to manufacture Bendix Motor Buggies. Three years later, he invented

and patented the Bendix drive that was used in the electric starters of many gasoline engines, including the Model T. Later, he founded the Bendix Aviation Corporation, Bendix Helicopters, Inc. and Bendix Brake.

Owners of early Ford Model T's need to crank-start their cars. Ford's decision to offer electric starters in their Model T's after 1919 was a significant improvement for drivers, especially women.

**References:**

- (1) Author unidentified. "Starters for Gas Engines." *Horseless Carriage Gazette*, vol. 78, no. 6, November-December, 2016, pp. 24-28. Includes edited text from J.W. Fitzgerald 1912 (see above), illustrations edition of the *Practical Treatise on Automobiles*, ed. Oscar C. Schmidt, the 1911 edition of *The Gasoline Automobile* prepared by the University of Wisconsin.
- (2) Schreiber, Ronnie, Electric starter's inventor Kettering was no crank: <https://www.hagerty.com/media/people/electric-starter-inventor-kettering-was-no-crank/>
- (3) Conwill, David, Cadillac Comes of Age-1910 Cadillac Model Thirty: <https://www.hemmings.com/stories/article/cadillac-comes-of-age-1910-cadillac-model-thirty>
- (4) Green Car Congress, Happy 98<sup>th</sup> patent birthday to the electric starter, August, 2013: <https://www.greencarcongress.com/2013/08/20130819-kettering.html#:~:text=On%2017%20August%201915%2C%20Charles,first%20electric%20starter%20for%20automobiles>



**Above:** 1912 Cadillac Model Thirty was the first automobile produced with an electric starter. Photo screen grab by Marilyn Duncan, March, 2024 from David Conwill story reference 3 below.

**Tin Lizzies Change Meeting Location**by **Paul & Marilyn Duncan**

Tin Lizzies Club Update

The March 29, 2024 regular meeting of the Tin Lizzies was held at our new meeting facility at the North Domingo Baca Multigenerational Center (Paseo/Wyoming.) Thirty-five members showed up to participate in person, plus there were an additional 5 members on Zoom. At 6:30p.m., Vice-President **Jessica Lane** gavelled the meeting to order. The members recited the Pledge of Allegiance while viewing a virtual image of the American flag on a tablet. As members continued to come in, Vaughn made sure there were plenty of chairs. The room was spacious with an impressive flat screen TV/monitor on the wall at the front. A microphone would be helpful in the future, especially for the Zoom attendees. President **Larry Azevedo** attended on Zoom and commented that the Zoom audio was generally unsatisfactory.

Many of us arrived ahead of the meeting time to be sure we got to the meeting in plenty of time. We needed to sign in at the front desk with name and what we were attending. Two cheerful young ladies at the front were helpful and asked: "What was a "Tin Lizzie?" They didn't know what Model T Fords were either. Note, no Driver's license, government ID or metal screen required

When we reached our assigned Classroom 5 on the second floor, it was set up like a classroom, more or less. Moving some chairs and tables around made it more comfortable for our group.

**Mark Wing** and **Mark Dominguez** set up their Zoom equipment. **Dave Ferro** and **Tim Heer** worked to hook up the computer for Dave Ferro's PowerPoint program. There were 2 HDMI cords hanging down from behind the TV monitor. The longer one that reached the table did not work. The HDMI cord that was too short worked fine but we needed to move the table closer to the wall. Note: need to bring an HDMI extension for future programs. All the AV equipment was in order otherwise and the screen was visible by the audience.

The refreshment mini-kitchen area in the room has a narrow counter and small sink. **Linda Riel** and **Susan Peterson** worked to clean the space but probably needs a cloth for the counter and better cleaning supplies than is provided. Linda plans to bring a coffee maker for the next meeting. **Phil Lance** attended the raffle table and **Vaughn** loudly announced that "Raaaaaffle tickets are available-two for a dollar! Some things just don't change.



**Above:** First meeting of the Tin Lizzies at the North Domingo Baca Multigenerational Center. Photo by Paul Duncan, March 28, 2024.

Previous Tin Lizzie member, **Ken Carpenter** appeared at the meeting and paid his dues for 2024 to reactivate his membership. Ken has not driven either of his T's for a number of years. Now his daughter, Cassie is a student at UNM, so Ken has rejoined the Club. Two newer members **Tim Heer** and son-in-law **Sean Hughes** introduced their respective wives, **Karen Heer** and **Christi (Heer) Hughes**.

Konrad Werner came from the Albuquerque Chapter of the Experimental Aircraft Association (EAA.) They have organized the "Fly on the Ford" event on April 4-7, 2024 at Double Eagle II Airport. The "Ford" is a vintage Trimotor airplane that was produced by Ford Motor Co. from 1925-1933. They have invited both the Tin Lizzies and the Model A club to bring their cars out to the event.



**Above:** Dave Ferro giving the program on railcars. Photo by Paul Duncan, March 28, 2024.

After the refreshment break, Dave Ferro presented his PowerPoint program about his other hobby interest: vintage railway motor cars, aka. speeders or section railcars. They were originally used by track inspectors and work crews on the railroad. He

showed several examples of Model T cars that had been adapted as rail cars and ran on the bare wheels. The vintage speeders are collected and restored by hobbyists who take them out on designated areas of track for excursions. Dave has several rail cars currently in his collection of vintage vehicles.

The meeting concluded about 8:15 p.m. since our time in the room ended at 8:30 p.m. and the cleaning crew was pacing outside the door!

**La Bajada Old Route 66 Tour Planning**

*by Paul & Marilyn Duncan*

Along with **Dave Ferro**, we are planning a Model T trip to the top of the old Route 66 Highway that descended the La Bajada escarpment south of Santa Fe. If you know where to look, the old highway route down La Bajada is apparent. An electrical power pole marks the top of the original route.

About a year ago, we had scouted the bottom of the old La Bajada road to look at access to the area. On one trip we met a film scouting group that told us they were planning to rebuild part of the original road west of the bridge over the Santa Fe River. In January, 2023 we had hiked up the old highway road as there was no gate at that time. Recently, we returned to update the road conditions at the bottom and to generate driving directions to the top of the original road.

This year, there was still road construction on I-25 at La Bajada. The exit from I-25 to NM Route 16 has remained open. About 4 miles from I-25, the road to La Bajada village branches off to the right. At some time it was paved but currently has lots of potholes. At the bottom of the old La Bajada highway, there is no evidence that the film company had done any new road work. Now, at the bottom of the escarpment the old highway is fenced off with a sign that says, "No Trespassing" and informs the viewer that this is private land of Cochiti Pueblo. There is still public access to the large parking area at the bottom of the old roadway.



**Above:** View up the old Route 66 roadway at La Bajada. Cochiti Pueblo fencing and No Trespassing sign in the foreground. *Photo by Marilyn Duncan, March 3, 2024.*

On this trip we decided to return to I-25 and follow NM 16 East hoping that we could drive through to NM-14. One branch goes east of I-25 to an asphalt making facility. Another branch follows I-25 south for a few miles, then turns east about 5 miles and ends at the locked gate of the Galisteo Dam site. This earthen dam was constructed in 1970 by the US Army Corps of Engineers for flood control and sediment

impoundment on flood-prone Galisteo Creek. There was no way to continue east to NM-14.

We returned to I-25 and at Santa Fe, we exited onto NM-14 and drove north to Airport Road. We followed Airport Rd west to the La Cienguilla Petroglyphs parking lot. We thought the road to the edge of La Bajada mesa was off County Road 56A but it turns out it is off 56C that turns off immediately before the petroglyph parking lot. On our next trip we will know exactly where to go to reach County Road 56-C.

Our goal is to plan a 1-day or possibly overnight trip from Albuquerque to Santa Fe to view the top of the La Bajada escarpment section of old Route 66. We could plan to trailer our T's and stay at a hotel along Cerillos Road. From there we would drive our T's to the edge of the La Bajada escarpment and take photos for our newsletter and possibly *the Vintage Ford*. We have printed a banner with wording identical to the original wood Warning Sign that was erected at the top of La Bajada 100 years ago.

**Kenzie's Easter Message**

*by Dave Ferro & newsletter staff*

Mascot Message

Happy Easter everyone. I spent the day with my humans, having fun hunting for plastic eggs with tasty treats inside. Putting up with the bunny ears that I wanted to show you was worth it. The only

disappointment was...someone whose initials are DF, forgot to get my favorite yellow Peeps!

**P.S.** I helped drive "my" 1918 Model T Depot Hack to the Rich Ford car show. I love the wind blowing by my ears! Even better, was that my pen was setup downwind from the high school kid's hot dog grill.



**Left:** Kenzie wearing the Easter bunny ears and checking out her basket of plastic eggs! *Photo provided by Dave Ferro, March 31, 2024.*

## Horatio's Drive

### America's First Road Trip

By Dayton Duncan and Ken Burns

Alfred A. Knopf, New York, Publisher, 2003

**Hardback Book** 173 pages: includes B&W photographs, selected sources and credits

**Video:** Ken Burns: *Horatio's Drive: America's First Road Trip* (DVD), PBS Home Video, 1hr, 47 min, CC Dolby, Color, 2003. Streaming on PBS and other sites

by Paul Duncan

Book Review

In the forward to this book, author and noted filmmaker Ken Burns discusses his affinity for road trips and how he remembers the details of past road trips he has taken. Taking a road trip is a valued and planned for family pastime and part of our unique American culture.

This book "Horatio's Drive" tells the story about America's First Road Trip that took place between May 23, and July 26, 1903. The trip started in San Francisco and ended in New York City. The route covered 5,000 miles: traveling through northern California, Oregon, Idaho, Wyoming, Nebraska, Iowa, Illinois, Indiana, Ohio and finally across New York to New York City.

In 1893, the first gasoline-powered-vehicles were produced in Massachusetts. One year later, Henry Ford built his quadricycle. Three years later, Scottish immigrant Alexander Winton formed the Winton Motor Carriage Company in Cleveland, OH. In 1901, Winton was ready to attempt a drive across America but his first attempt ended after 500 miles. Around this time, he met Henry Ford who beat him in a race at Gross Point, MI. In 1903 the Winton Touring car had a 22 HP horizontal 2-cylinder engine driving a unique 2-speed transmission with a separate clutch for each speed and chain drive to the rear axle. The gears were in constant mesh. There were contracting band breaks on the rear wheels. A water-filled radiator took up the entire front of the car.

In May, 1903 Dr. Horatio Nelson Jackson and his wife were in San Francisco after a business trip to Alaska where they were investing in gold and silver mines. Jackson was a 31 year old Vermont physician who had retired from practice after contracting a mild case of tuberculosis. He had married a wealthy woman who supported his many adventures. While at the San Francisco University Club, Jackson commented that the "automobile was more than a rich man's toy." He boasted that he could drive an automobile across the country in less than 3 months. A Club member wagered \$50 that Jackson couldn't refuse. He purchased a used 1903 Winton automobile for \$3,000 that had 1,000 miles on the cyclometer and two worn rear tires. He found a 22-year-old gasoline engine mechanic, Sewell Crocker to ride with him. Four days later, they set off from San Francisco to the East Coast.

Thirty days after leaving San Francisco and while still in Wyoming, they became aware that two additional automobiles, a Packard and an Oldsmobile, had left San Francisco heading to New York City by a different route.

The Packard and Oldsmobile soon experienced difficulty that slowed their driving.

During the 1903 trip, Jackson's Winton also suffered potentially trip ending mechanical problems. They experienced a broken front axle, 2 broken springs and on two separate occasions, the connecting rod bolts to the crank shaft sheared. There were blacksmiths in every community along the way who could repair many of the broken parts. The connecting rod bolts, however, had to be ordered from the Winton factory in Cleveland and

shipped in by train. Jackson also had a sense of humor. Along the way, he bought a young bulldog named Bud for \$15 and fitted the dog with a pair of goggles (see cover picture left.)

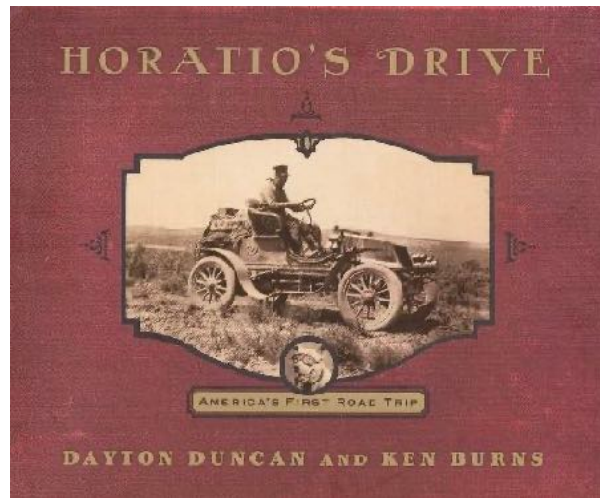
What makes this book so appealing to me were the historic pictures and the text that was recorded during their trip. The authors of *Horatio's Drive*, Dayton Duncan and Ken Burns, researched 1903 newspaper accounts and also include excerpts of letters written by Jackson to his wife who was home in Vermont. One quote from the *Alturas (California) Plain Dealer*

newspaper reported the following, "Quite a flurry of excitement was erected (Friday) evening by the arrival of an automobile. Very few of our citizens had ever seen this, one of the wonders of the century, and large crowds gazed with curious interest at the horseless wagon." Jackson and Crocker finally arrived in New York City in 63 days before both the Packard and the Oldsmobile also reached New York.

I read the book and also watched the PBS documentary DVD also titled "Horatio's Drive." The video included modern views of the terrain that they traversed. I recommend both the book and the companion DVD that documents the first automobile trip across America.

During the decade following this first roadtrip, transcontinental automobile races became popular events. Only 6 years later, in June, 1909, the Ford No. 2, a stripped down Model T initially won a New York City to Seattle race driving 4,106 miles in 23 days! Five months later the Model T was disqualified for changing engines but Henry Ford still used the "victory" to market his popular Model T's!

**Reference:** <https://content.lib.washington.edu/exhibits/aype/race.html#:~:text=The%20declared%20winner%20of%20theNew%20York%20in%2023%20days>



**How to Dissolve Rust on Metal with Electrolysis**

by Don Neidigk

Arty Column

**Editor's Note:** Don is a regular contributor to the newsletter. He owns a 1926 Model T Coupe named Arty. Don and his grandson, Ben Neidigk who is also a Tin Lizzie Club member has written about many restoration project that they have completed on Arty.

I keep my registration and insurance cards, a small crescent wrench, a water bottle and a flashlight behind the seat on the shelf of Arty, my 1927 Model T coupe. But, they tend to slide around. Also, the box I normally keep this stuff in looks pretty shabby. After doing some measuring, I discovered that a Fordson Tractor tool box is exactly the right size to hold these odds and ends and it fits perfectly behind the seat. So, I found a solid looking one on eBay and bought it for \$35.

When it arrived, I was impressed that it had no dents and wasn't rusted through but it was covered with dirt, layers of old paint and surface rust. Normally, I'd use a sand blasting cabinet to clean this up, but none was available. So, how do you remove a century of crud without sandblasting? I've discovered a simple solution, electrolysis.

To figure out how to do it, I watched a couple of YouTube videos. Here's what you need: rubber gloves, safety goggles, an apron, a plastic tub big enough to hold your rusty part, an auto battery charger, a piece of sacrificial steel, a box of washing soda (available at Lowes), coat hanger wire, a pair of wire cutters, water, and a bottle of white vinegar.

**Instructions:**

1. Put enough water in the tub to cover the part you want to clean.
2. Mix in about a 1/2 cup of washing soda.
3. Hang the sacrificial steel on a hook made from the coat hanger so that it's immersed in the water and suspended from the side of the tub. (Be sure to remove any lacquer or paint from the sacrificial steel and the coat hanger wire so you'll have a good electrical connection.)
4. Make another hook from the wire to hang your rusty part in the water so it too is fully immersed.
5. Fasten the red alligator clip on the battery charger to the hook that suspends the sacrificial steel in the water.
6. Fasten the black alligator clip on the battery charger to the hook that suspends the rusty part in the water.
7. Set the charger on 6 volts and plug it in.

I learned that it takes about 12-24 hours to clean a rusty part this way. The rustier it is, the longer it takes. You may need to do this a couple of times to get rid of the rust. After each time, remove the part and rinse it thoroughly with water and vinegar. Use a plastic bristle dish brush to clean off remaining debris. When you're satisfied you've removed all the rust, dirt and paint

possible with electrolysis, use a soft brass bristle brush to clean the part more aggressively. The last thing is use steel wool to brighten and shine up the metal in preparation for painting.

**ALERT!** Washing soda is **powerful!** When using it, wear goggles, eye protection and an apron, or at least wear clothes you don't mind ruining. I forgot the apron and splashed some of the washing soda and water solution on some new jeans. Not a good idea!



**Above:** Assembled materials for electrolysis, Clockwise from top. Plastic tub, rubber gloves, washing soda, wire brushes, battery charger, sacrificial steel on a hook. Photo provided by Don Neidigk, February, 2024.



**Left Top:** Fordson tool box **BEFORE** treatment.



**Left Bottom:** Tool box **AFTER** treatment.

Photos by Don Neidigk, February, 2024.





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: 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 more 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.

## Tin Lizzies in March/April 2024 MTFCA Vintage Ford Magazine

Vintage Ford

Tin Lizzies of Albuquerque members recently appeared on the Cover of the MTFCA *Vintage Ford* magazine, Vol. 59, No. 2, March/April 2024. **Andy Andrews** took the Cover photo and inside the issue were two additional articles contributed by Tin Lizzie members, **Larry Azevedo** and **Paul & Marilyn Duncan**.



Andy Andrews took the cover photo on a Tin Lizzies of Albuquerque Model T Club tour in Durango, Colorado (2024.) **L to R** pictured, Andy Andrews' 1924 Touring, passengers Gretchen Frederick and Carolyn Ridley; Kirk and Susan Peterson's 1924 Coupe, Vern & Pat Willan's 1926; Touring, passenger, Fran Gurule; Mark & Susan Wing's 1925 Touring; Larry & Lorna Azevedo's 1915 Coupelet; Mark & Sharon Dominguez's 1925 Tudor sedan; Sharron Geilenfeldt & Al Ahlrich with her 1924 Fire Truck and Paul & Marilyn Duncan's 1927 Roadster Pickup. *Photo by Andy Andrews, taken September, 2023.*

### References:

- (1) Tomlinson, Stu. "Winter Clinic McPherson, Kansas,-January 20, 2024." *Vintage Ford*, vol.59, no.2, March/April 2024, pp 22-30. Azevedo, Larry. 'Model T Ignition System and the Search for Extra Horsepower,' pp 23-25.
- (2) Duncan, Paul & Marilyn. "Movie Review, Killers of the Flower Moon." *Vintage Ford*, vol 59, no.2, March/April 2024, p 31.

by Newsletter Staff

Birthdays &amp; Anniversaries



**May Birthdays:** Andy Andrews (1); Pam Bell (27); Roger Burton (27); Ken Carpenter (22); Jim Glover (31); Sherri Jackson (26); Fred Kammerer (20); Tom Martus (5); Barbara Mitchell (18); Carmen Otero (16); Dan Pyzel (15); Bill Robinson (28) Marilyn Schwanke (11) Barbara Wright (10.)

**June Birthdays:** Paul Beck (10); Lee Chase (4); Don Gaines (10); Jessica Lance (24); Frank Lewark (6); Tim O'Brien (5); Luise Robinson (8); Joe Vanderburg (19); Coerte Voorhees (27); Vern Willan; Brendan Wing.

**May Anniversaries:** Gene Barnhouse & Carmen Otero; Mike & Janet Crosby; Don & Medora Gaines; John Gibbs & Vicky Lujan-Gibbs; Tim & Amy O'Brien; Gabe & Samantha Sanchez.

**June Anniversaries:** Paul & Margie Beck; Gerald & Linda Hash; Dave & Ann Merewether; Paul & Nancy Musgrave.

by Fran Gurule, Hospitality

Hospitality

Since the last newsletter, a Get Well cards was sent to John Haynes. Sympathy cards were sent to Paul Duncan who lost his brother and the Steve Suttle family.

Former Tin Lizzie Member, **Steve Suttle** (1949-2024) passed away on February 27, 2024 in Albuquerque. Steve remained a friend of many Club members. He was a good man. R.I.P, Steve. In keeping with Jewish tradition, commit a random act of kindness or donate to a favorite charity. A memorial donation will be made by the Tin Lizzies to the MTFCA Museum in Steve's memory. ~V.  
**Rockafellow**

Memorial

by Marilyn Duncan, Treasurer

New Members Update

Since the last newsletter issue, we have added 2 Club memberships. **Gretchen Valencia** from Albuquerque brought her grandfather's 1926 Model T coupe to the workday on March 23, 2024 and joined the Club along with her friend, **Eileen Sandoval**. Gretchen is a former nurse and manager of several assisted living facilities in Albuquerque. Originally she had decided to either sell her T or get it running. She contacted **Mark Dominguez** who advised her on what she needed to do to get her T running. On the work day, he trailered Gretchen's T to the Corrales shop for additional work. Following several repairs and a "tune up" her T started and Mark trailered it back home. Now Gretchen plans to keep her T and the next step is to learn to drive after adjusting the bands.

Former member, **Ken Carpenter** rejoined the Club after a 3 year absence. He is well known to members and has two Model T's, a speedster and a roadster pickup. Welcome back Ken!

by Newsletter Staff

CLASSIFIED—FOR SALE

**John Hayne**, Tin Lizzie Life Member and owner of **John's Model T Parts** has decided to sell all of his parts. He would like to meet with anyone who would be interested in making an offer to buy all the parts or to assist him for a commission to sell them on the Internet.

*"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 } - 204 - 4434

2024

Tin Lizzie Meetings &amp; Events

**Regular Meetings:** A Zoom meeting link will be circulated via email prior to the meeting for those who can not attend in person. Regular Meetings are now held at the North Domingo Baca Multigenerational Center on the 4th Thursday of the month, except November when it is held on the 3rd Thursday.

**Next Meeting: 4/25/24. The meeting will be held at the new meeting place, North Domingo Baca Multigenerational Center, 7521 Carmel NE, Albuquerque, 87113 starting at 6:30 pm.**

**Future Meeting Dates:** 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: 04/13/24, details TBA.**

**Future Breakfast Dates:** 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.

**Next Work Day: Saturday, April 6, 2024.**

### Car Shows & Parades:

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

**July 4th Corrales Parade & BBQ:** 07/04/24, Corrales, details TBA.

**Rich Ford Car Show, Edgewood,** August, 2024. Date and details TBA.

**Power Ford Labor Day Car Show,** September, 2, 2024, Albuquerque

**New Mexico State Fair Car Show:** Albuquerque, September, 2024, date & details TBA

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

**Tours: 2024 Fall Tour:** dates and location TBA. Tentative, return to Ruidoso, NM. Azevedos and Petersons organizers.

**Holiday Party:** December, date & place, TBA

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## 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

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 Website: <https://www.tinlizziesofabq.com/> Email: tinlizziesofabq@gmail.com