

THE ENCHANTMENT FLYER

OFFICIAL PUBLICATION OF THE TIN LIZZIES OF ALBUQUERQUE



Tin Lizzie members and their T's parked at the edge of La Bajada Hill southwest of Santa Fe, NM. A modern banner recreates an original New Mexico Highway Department sign that warned drivers on old Route 66 (1926-1932) about how to drive the 500 foot descent via sharp hairpin curves. Pictured around the sign, L-R: seated, Paul Duncan, Dave Ferro, Liz Monroe, Frank & Susan Lewark, Leonard & Johnel Scarborough (behind), Fran Gurule, Marilyn Duncan, Lorna Azevedo. Standing L-R: Kameron & Kirk Peterson, Sharon & Mark Dominguez. In the distance, Larry Azevedo adding water to Vern & Pat Willan's Model T. Not pictured, photographer Andy Andrews and Susan Peterson who held his ladder. See Cover Story, pages 4-5. *Photo by Andy Andrews, taken September 21, 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.

Busy August and September!***by Larry Azevedo*****President's Message**

What a busy August and September! Work days, a couple of Tin Lizzie breakfasts, car shows at Rich Ford, Power Ford and the New Mexico State Fair. Finally we had our Santa Fe Tour. Yikes! I need a break.

Speaking of a break, I'm not running for President for next year, so there's an opportunity for you to represent the Club as President, Vice president, Secretary, Treasurer or a Director! Our nominations are open and I'm watching for an exciting campaign. Please remember that campaign donations are limited to anyone with money. Any campaign claims will not be fact checked and I am working on a series of debates. See you at the next workday, breakfast or the October meeting!

Thanks to **Kirk, Susan and Dave** for planning a great Santa Fe tour.

Larry



Tin Lizzie tour participants at Camel Rock, Santa Fe, NM. Photo provided by Larry Azevedo, 2024.

from the Newsletter Editors**Editorial Comment**

The recent Santa Fe Fall Tour was completed entirely in our Model T's. New Mexico 14 is a "perfect" Model T highway that passes through several historic communities and lovely scenery. Our Tin Lizzie drivers did a good job of spreading out and using the shoulders to let modern vehicles pass. The Santa Fe organizing group planned an excellent 4-day tour excursion. We thank them for a job well done.

At the upcoming October Tin Lizzie meeting we will be nominating candidates for our Club's leadership positions. We encourage members to step up and run in the November election.

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

Issue Contributors: Paul Duncan, Marilyn Duncan, Larry Azevedo, Fran Gurule, Don Neidigk, Dave Ferro.

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

Model T's Drive Old Route 66 on La Bajada Mesa*by Paul & Marilyn Duncan***Cover Story**

After several years in the planning, on Saturday, September 21, 2024, 19 Tin Lizzies were ready to ride 7 Model T's from Santa Fe to the edge of La Bajada Mesa. Participants included **Andy Andrews**, '27 Coupe with passenger Jackie, his Dalmatian dog; **Mark & Sharon Dominguez**, '25 Tudor; **Paul & Marilyn Duncan**, '27 Roadster Pickup; **Dave Ferro** & Liz Monroe, '24 Touring; **Frank & Susan Lewark**, '26 Touring with passengers **Leonard & Johnel Scarborough**; **Kirk & Kameron Peterson** '27 Touring and **Vern & Pat Willan** with passenger **Fran Gurule**, '26 Touring. **Larry & Lorna Azevedo** with passenger **Susan Peterson** drove a modern Jeep pulling the "Trouble Trailer."

Our original idea was to drive Club Model T's on the La Bajada section of the original U.S. Route 66 to help celebrate the upcoming 2026 National Route 66 Centennial. We wanted to take a photo of our Model T's lined up at the edge of the escarpment with a replica of the New Mexico Highway Department Warning Sign.

We and Dave Ferro made two recent trips to the edge of the escarpment in modern vehicles. Although currently unmaintained, we felt that the dirt road on the La Bajada Mesa was definitely drivable for Model T's. We also decided that we did not want to be caught out on a muddy road during a heavy downpour. We concluded that our Model T's should be able to safely complete the 15-mile round trip on County Road 56C that runs between Cieneguilla Petroglyph parking to the edge of La Bajada Mesa.

When U.S. Route 66 was officially designated in November 1, 1926, New Mexico had more Highway 66 road miles (535 of 2,448) than any of the other 7 states between Chicago and Los Angeles. In New Mexico, the original 1926 U.S. Highway 66 alignment veered northwest from Santa Rosa to Las Vegas and then headed into Santa Fe via Pecos and Glorietta. The highway then headed west from Santa Fe on what is now Airport Road. Prior to and for several years after its designation as U.S. Route 66, the New Mexico Highway Department undertook a number of improvements in the La Bajada escarpment roadway.

These improvements included reducing the grade, eliminating the number of hairpin curves and adding side walls on the roadbed. In the early 1920's, a new bridge was constructed over the Santa Fe River and several tourist cabins and a service station also appeared just west of the bridge. Despite these improvements, the average La Bajada daily traffic count continued to increase each year and driving the La Bajada Route 66 highway segment was still a significant obstacle. In 1932, a new alignment was built 3 miles to the southeast approximately where I-25 currently traverses the edge of La Bajada. Finally, in 1936, Route 66 headed directly west from Santa



Above: View at the edge of the La Bajada Mesa road. Tin Lizzie Model T's lined up, L-R, Andrews, Lewark, Dominguez, Peterson, Willan, Ferro and Duncan. Remnant of top hairpin turn, power pole and the Santa Fe River valley below. Larry Azevedo, Andy Andrews and Jackie in foreground. *Photo taken by Paul Duncan, September 21, 2024.*

Rosa to Albuquerque, completely bypassing Santa Fe and the La Bajada Escarpment.

The recent September morning when we planned to drive our T's on the La Bajada Mesa road, the sky was overcast and rain clouds were moving along with a light wind. Dave Ferro volunteered to scout the condition of the La Bajada road in his T and made the decision that we should proceed with the planned drive.

Shortly after leaving the petroglyph parking, we began to climb up toward the top of the mesa on a poorly-maintained dirt road (County Road 56C, former Highway 66.) Most of us driving T's needed to shift into low band to get power for the climb. The road had severe washboarding. The combination of slow speed and the washboard road surface caused our T's to vibrate, bounce and shake but we all made it to the top of the mesa.

Please see Story continued on Page 4 below

Continued from Page 3 above

After reaching the flat mesa top, we were able to shift into high gear, however, there were numerous areas of the road where there were long deep ruts. We soon realized that we needed to drive through the ruts in low band to slow our speed enough to crawl along without bouncing too much.

While driving on the mesa, we encountered several bicyclists and modern vehicles. They smiled and waved as we passed. The top of the mesa was dry and barren with no trees. The vegetation included cholla cactus, gramma grass, short mounds of yellow fall flowers and lots of prickly kochia.

For much of the 7-mile trip to the edge of the escarpment, we followed metal power poles constructed in 1929 and that are still in use. All of the 7 Model T's and the Trouble Trailer arrived at the La Bajada Overlook and the view was spectacular!

Standing on the edge of the La Bajada Escarpment, we could see the abandoned roadbed with hairpin turns. In the valley below, we identified the Village of La Bajada, the bridge over the Santa Fe River and Cochiti Lake. Modern traffic on I-25 could also be seen to the south and west.

The weather, however, was rapidly deteriorating as strong gusting winds and storm clouds rolled in from the west. We wasted no time and quickly set up our photo shoot. Several people were required to hold on to the banner in the gusting wind. Andy Andrews climbed up his ladder and quickly took the picture that is on the

Cover of this newsletter. Getting the T's turned around on the steep and uneven slope was more difficult than expected but soon we all were on the way back to the main road. The drive back on the mesa went smoothly except one T slipped into a big rut and needed to be

pulled out. We were surprised and happy to discover that we were able to drive a little faster over the wash-boarded sections of the road with less bouncing. We all arrived safely back on the paved road. A short time later, as we were driving into El Rancho de Las Golondrinas, the rain and wind hit with a vengeance.

We believe that the 7 Tin Lizzie T's that recently drove together on the old Route 66 road over La Bajada Mesa is the most Model T's at one time on that section of the original Route 66 in at least 85+ years. The original Route 66 Bajada roadway was essentially abandoned in 1932 and by the mid-late-30s, Model T's were being replaced by more modern cars, especially for long highway trips.

References: National Register of Historic Places, New Mexico State Highway 1, El Camino Real highway, La Bajada Hill, La bajada Village, Santa Fe County, New Mexico, September 2002, entered in the National Register 06/30/2005. Other National Park Service information materials relating to the La Bajada Mesa and U.S. Route 66 history.



Above: Larry Azevedo helps get Frank Lewark's touring turned around to drive back. **Below:** View of Model T's and Trouble Truck driving on the La Bajada Mesa. Photos by Paul Duncan, September 21, 2014



New Mexico State Fair Car Showby **Paul & Marilyn Duncan**

State Fair

The Tin Lizzies participated in the New Mexico State Fair Ford Day car show on September 8, 2024. Twenty-two Club members entered the gates driving 14 T's. Members and their T's included **Larry Azevedo**, '21 Gilmore Speedster; **Lorna Azevedo**, '15 White Speedster with passenger, **Fran Gurule**; **Paul Beck**, '18 TT; **Mark & Sharon Dominguez**, '27 Touring and '25 Tudor sedan; **Paul & Marilyn Duncan**, '27

roadster pickup; **Steve & Cendy Langdon**, '26 coupe; **Kirk & Susan Peterson**, '27 Touring; **Jeff Richards & Linda Riel**, '25 Coupe; **Vern & Pat Willan**, '26 Touring and **Mark & Susan Wing**, '25 Touring. In addition this year, as in the past, the O'Brien family was well represented bringing 3 T's:

Neil & MaryAnn O'Brien brought the '16 touring, **Tim & Amy O'Brien**, their '23 Howe pumper firetruck and his brother Kevin O'Brien drove the family '20 TT Luverne firetruck pumper. The O'Brien family firetruck display was especially popular with families as their kids were allowed to sit on the truck and sound the siren while parents captured the moment on cell phone cameras. In addition to members who were driving their T's, several other Tin Lizzie members stopped by including **Ray Gabaldon**, **RaeLynn Combest**, **John & Vicky Gibbs**; **Larry Langdon** and **Art Gebeau**.

Dan & Billie Pyzel were sitting with their Model A's nearby.

Special Recognition ribbons were awarded to Paul Beck's '18 Ford TT as the **"Most Favorite"** and to Lorna Azevedo's '15 Speedster as the **"Oldest Car."**



Above: L, Paul Beck's 1918 TT displays the "Most Favorite" award ribbon; R: Lorna Azevedo's and her '15 Speedster with her "Oldest Car" award. Ribbon. **Below:** O'Brien family firetrucks display. Photos by Paul Duncan, September 8, 2024 except Lorna Azevedo provided the speedster photo.



Santa Fe Tour Summary*by Paul & Marilyn Duncan***Fall Tour**

The Tin Lizzie Fall Tour this year focused on driving our Model T's over 4 days, September 19-22, 2024. Organizers, **Kirk & Susan Peterson, Larry & Lorna Azevedo** and **Dave Ferro** planned the tour with participants driving their T's to and from Santa Fe without a trailer, except for the Trouble Trailer. This plan meant that we did not have our modern car and trailer to haul luggage and supplies.

Twenty-three Tin Lizzies and a guest signed up to drive 8 Model T's on the tour. According to our GPS Odometer, we drove 300 miles in 12 hours of elapsed time during the 4 days of the tour. Only one T wound up on the Trouble Trailer for the final 40-mile drive back from Madrid to Corrales.

The **First Day**, we drove about 70+ miles from the start of the Tour on east Central. We followed Old U.S.66/County Road 333 to Tijeras and then turned north onto NM 14. We made a lunch stop in Madrid at the Mineshaft Tavern. Then, our caravan continued toward Santa Fe. We made a scenic drive past the Institute of American Indian Arts and Santa Fe Community College where we stopped to view Ethyl the Whale sculpture. After bumping over many speed humps, we eventually arrived at our tour hotel, Hyatt Place on Cerrillos Road. The evening concluded with a traditional "hospitality potluck."

The **Second Day** was a long and scenic drive from Santa Fe to Rancho de Chimayó Restaurante for lunch and return via Santa Clara Pueblo and the Puye Cliff

Dwellings. On the way out of Santa Fe, we stopped at Camel Rock. Much of the driving that day was on the low-traffic W Frontage Road along US84/US285. We drove slightly over 100 miles that day. Most participants wandered into the "hospitality leftovers," grabbed a snack and headed back to their rooms to rest.

The **Third Day** was mainly dedicated to driving the La Bajada Mesa to the edge of the escarpment. Details of that adventure is shared in the Cover Story (pgs 3-4) in this issue. On the way out of Santa Fe in the morning we stopped at Larry Icerman's garage to view his collection of beautifully-restored vehicles. After the La Bajada drive, we had manifold-cooked hot dogs for lunch at El Rancho de las Golondrinas.

Fortunately, the rain storm passed during

lunch, so we could make the drive back to Santa Fe in sunny and dry conditions. That evening, Kirk & Susan Peterson hosted us for a lovely dinner at their home. The total mileage for that day was about 40 miles.

The **Fourth Day**, we drove back to Albuquerque via NM 14 with a rest stop in Madrid. That was about 70+ miles depending on how much further we drove to get home. We all concluded that this year's tour was a real test of our Model T driving skills. All participants made it home safely despite two of the T's having some power issues along the way. Thank you to the organizers, Kirk & Susan, Larry & Lorna and Dave.



Above: Tin Lizzie Santa Fe Tour group photos taken at Rancho de Chimayó Restaurante. Photo by Paul Duncan (not pictured), September 20, 2024.

Vote for Kenzie*by Newsletter Staff***Club Election**

Kenzie the loyal Scottish Terrier has served as Tin Lizzie Mascot during 1924. She regularly has contributed a column to *The Enchantment Flyer* newsletter sharing her dog view of Club events.

During parades she in her Model T while her human, **Dave Ferro** does the driving. She actually owns one of Dave's T's but is still not tall enough to get a Dog Driver's License. Her legs are not long enough to reach the pedals

This past year, she has attended many car shows and patiently waited in her wire cage for someone to take her

for a walk and a poo. Her favorite color is pink but she has approved this message and a patriotic color campaign sign. Kenzie asks for your vote in the upcoming Club election!



Kenzie.. Photo provided by Dave Ferro, July, 2024. Ad Paid for by An Anonymous Donor.

Spare Tire and Wheel Carrier for T Pickups

by Paul Duncan

Restoration Tip

Owners of Model T pickups have always had a problem with where to put the spare tire. In late 1926 Ford, designed a spare tire mount for the driver's running board but it blocks opening the driver's door. The mount had a "Y" bracket and reproduction is currently being manufactured by Jack Putnam (\$700.) I like to slip into my T through the drivers door, so I have been looking for another style of tire carrier.

I have been carrying the pickup spare wire wheel and tire in the pickup bed but it takes up a lot of space. This year's Santa Fe Tour was planned that we were driving between Albuquerque to Santa Fe without a trailer. Everyone's T needed to carry both personal luggage and tools.

To be prepared for the Tour, I needed to get a spare tire rack on the pickup. I recalled seeing an ad for an underslung screw grip tire carrier in Clymer's 1959 book, *Sales and Service Data Manual for Model T Ford*. Several pages in the book were devoted to tire carriers for Ford Steel Body pickups. The carrier was patented in 1926 by The International Stamping Company and sold for \$6. See the ad above Right. That carrier was designed for a standard demountable rim not a wire wheel.

I wondered if I could fabricate a similar carrier to fit under my pickup bed and consulted with **Larry Azevedo**. We measured my spare wire wheel and mounted tire. The height was 8" to the top of the hubcap. It is also 4" wider than a standard demountable rim. In the first design, we welded a metal carrier to hold the wire wheel and tire by bolting it to the bottom of the rear spring bracket. We modified the dimensions to fit the bigger size of the spare tire mounted on a wire wheel. Everything fit under the pickup bed and looked great. However, while driving the pickup home from Larry's Corrales shop, I bounced along the dirt road by the irrigation ditch and heard the new tire carrier frame go clunk against the differential housing. Stopping to check what happened, I could see that the entire support for the carrier had bent!

A few days later, I took the T back to Larry's and we



analyzed what had happened. We decided that the best plan was to rebend and reweld the carrier support

THE INTERNATIONAL STAMPING COMPANY 400 N. Leavitt St., Chicago, Ill.
Screw-Grip Underslung Tire Carriers
 Patented June 25th, 1923. Other Patents Pending.
 For Ford and Custom Built Stake Bodies



Above: Clymer Ad for an Underslung Tire Carrier. **Below:** View of the fabricated tire carrier from under the T. **Below Left:** View of tire carrier on the T. Ad scan and photos by Paul Duncan, September, 2024.



bracket away from the differential case. That modification, however, moved the carrier further back so it extended about 4" beyond the end of the pickup bed. See picture Left.

The final spare tire carrier design worked well on the Santa Fe Tour and I had no problems. The T experienced a lot of big bounces during the La Bajada Mesa drive.

References:

- (1) Clymer, Floyd (1959). Sales and service data manual Model T Ford a powerful sales data book (p.108-109). Floyd Clymer Publications, Los Angeles. (Reprinted from The Ford Sales Manual (Fordex Survey Data Book), by Sales Equipment Company, Detroit, 1926, page unknown.
- (2) Putnam, Jack, posting MTFCA Classified, Parts Jan 12, 2024 posting regarding availability of modern reproduction from Ford Motor Company blueprints.

Buying a Ruckstell for Arty's Rear End**by Don Neidigk****Arty Column**

Editor's Note: Don is a regular contributor to the newsletter sharing stories about driving his 1927 Model T coupe Arty. In the recent July-August newsletter, Don wrote about driving his Model T to Las Cruces with his two sons and two grandsons. A Ruckstell axle gives Model T drivers additional gearing options. One of the most helpful Ruckstell gears is Ruckstell High that that can be useful in climbing hills.

I officially retired as a Lutheran pastor in 2014 and promptly went to work full time as a hospital chaplain and vacancy pastor for 2 churches. Then, on July 7, 2024, I officially retired again after 10 years serving a church in Las Vegas, NM. I spent a couple of weeks playing with my phone and decided that I needed something more constructive to do with my time. My 1927 Model T coupe, Arty, was running well, but found climbing hills challenging. I determined that Arty needed a Ruckstell axle installed in his rear end so he could run better up hills.

I'd been trying to get a Ruckstell axle from Chaffin's for about a year. The last time I checked in with them, however, I was told that the previous foundry that made the left-hand housing was no longer producing them. Chaffin's was having trouble finding another supplier that could produce a quality product. So, I started searching for a good used one.

During the first week of August, I was chatting with Tin Lizzie Life Member **Art Gebeau**, and learned that he had a large drum Ruckstell with shifter for sale. He had pulled the Ruckstell out of a running '26-'27 Model T roadster pickup and replaced it with a standard Model T axle. Then, he sold the truck but still had the Ruckstell sitting in a shed. He told me it was currently for sale.

So, my friend Roger Patterson and I took a fast trip to Milan, NM to check it out. When we arrived, Art was waiting for me in his driveway. He had chained the

Ruckstell to the bucket of his tractor, pulled it out of the shed and was waiting for me. Art intended his Ruckstell to go home with me, so I bought it.

This scenario reminded me of how I got Arty. I had phoned up an "old bald guy" (that's how he referred to himself) in San Diego about a '27 coupe he had listed for sale. We chatted on the phone and the next thing I knew, Arty showed up in my driveway, so I bought it.

Before we closed the Ruckstell deal, Art showed Roger and me around his place. It's a "Car Guy's Candy Store." Art has some wonderful cars including a high-end Model T speedster with "drool-worthy" speed equipment on it, a gorgeous early 40's Ford street rod, and an incredible Dodge Challenger Hellcat Redeye that will do over 200 mph right out of the box. Art told me he has "only" had it up to 180 or so."

Art has some

other Model T goodies that he might sell and I'm tempted to make another trip. But right now I've got a used Ruckstell axle at Larry Azevedo's waiting for me to tear it apart and see what needs fixing, if anything.

Did I say I retired again? Well, I did, for 5 weeks. My denomination has 5 churches without pastors in the local area, so "Reverend Spare Tire" is already back at work. Somehow, I hope to fit Arty's rear end Ruckstell installation into my preaching schedule. Otherwise, maybe it will show up in your driveway with me expecting you to buy it.



Don Neidigk standing beside his newly -acquired Ruckstell axle at Larry's shop. He is holding a shifter rod like the one he needs to attach to the axel. The rod for his axel could not be located when he recently purchased the Ruckstell in Milan. Photo by Paul Duncan taken August 17, 2024.



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.

2025: Winter Clinic: January 17-18, 2025, McPherson, KS.

2025: Homecoming: June 4-7, 2025, Richmond, IN.

2025: MTFCA National Tour: Stettler, Alberta, Canada, July 14-18, 2025, "Steam 'n T Party." More details in the upcoming Nov-Dec 2024 *Vintage Ford*.

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 Tin Lizzie Membership Coordinators, Marilyn Duncan or Fran Gurule for more information.

Azevedo Montana 500 Endurance Run article published in *The Vintage Ford Magazine*



Tin Lizzie President **Larry Azevedo** wrote a 4-page article that was recently published in the July-August issue of the MTFCA *Vintage Ford* magazine. His story included 6 color pictures. In addition, another photo from the event was the Featured Photo in the same issue.

Reference: Azevedo, Larry. "The 2024 Montana 500 Endurance Run." *The Vintage Ford*, vol 59, no. 4, July-August 2024, pp. 34-37.

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

November Birthdays: Jim Armstrong (12); Janie Burton (28); Russell Dilts (28); John Gibbs; Bill Hansen (26); Tim Heer (1); Christi Hughes (1); Barb Johnson (6); Steve Kranz (1); Les Mathson (4); 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; Bill & Luise Robinson.

*by Fran Gurule, Secretary & Hospitality***Hospitality**

Since the last newsletter, a Get Well card was sent to Lena Schritter and a Get Well/Thinking of You to John Hayne.

*by Marilyn Duncan, Treasurer & Membership Coordinator***Membership & Dues****New Member Update**

The Club membership currently stands at 98 Memberships with 10 memberships either new or reactivated so far in 2024. Since the last membership update published in the May-June newsletter, 2 new members have joined the Club and another member has added his brother to his membership.

William Duffee joined the Club in August along with his daughter, Julie Knight. William recently moved to Albuquerque from Illinois and lives at the Vineyard 55+. He has a 1926 Model T Coupe that he has owned for around 10 years. He worked as a machinist for many years and has done a lot of his own work on the T. Julie lives in Cedar Crest and hopes to learn to drive and accompany her father to Tin Lizzie events.

David Stinebaugh also joined the Club in August. He is a volunteer with the Ballut Abyard Shriners Directors Staff that maintains their Model T firetruck and calliope. Dave drives their trailer to transport the

T's. He is now retired after working many years for Pacific Gas & Electric in San Lous Obispo, California where he taught driving their large equipment. He is active in the Shriner's Young Guns and drives a miniature car in their parades.

In July, 2024, **Steve Smith** joined his brother, **Dwayne Smith** in a Tin Lizzie Family membership. Steve lives in Clovis and is now retired after working for many years as an automobile and truck mechanic. In Clovis he has a well-equipped mechanic shop and a collection of vehicles. In July, he purchased a partially-built 1925 Model T speedster project car from **John Hayne**. Steve loaded the T and many extra parts onto his trailer and headed back to his shop. We hope to hear more about progress on assembling his new T. His brother Dwayne who lives in Albuquerque joined the Club as a new member in 2023 after purchasing the Grants "Padgett Touring T."

2025 Tin Lizzie Club DUES REMINDER

Annual Member Dues are Due by December 31, 2024. NO need to refill-out the Membership Form. Just check your current Roster listing and let me know if there are any changes.

Life Members do NOT owe dues, please review your listing in the Roster.

Annual Memberships: \$15 for a Family and \$12 for a Single; cash or checks accepted. Find me at a Club event to pay or mail to the PO Box.

2024

Tin Lizzie Meetings & Events

Regular Meeting: Regular Meetings are held at the North Domingo Baca Multigenerational Center (7521 Carmel NE) on the 4th Thursday of the month at 6:30pm, except November when the meeting is held one week early. There is no meeting in December. A Zoom meeting link will be circulated via email prior to the meeting for those who can not attend in person.

Next Meeting: 10/24/24

Future Meeting Date: 11/21/24 (Election); no December meeting.

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

Next Breakfast: Future Breakfast Dates: 10/12/24, hosted by Stan & Janice Gauna, Copper Canyon, 5455 Gibson Blvd, (lunch.)

11/09/24, TBA; 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 & Holiday Party: 12/07/24, details, TBA.

Tin Lizzies of Albuquerque 2024

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

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