

April 2022



"T" DRIVER



SOUTHERN NEVADA MODEL T CLUB
A CHARTER MEMBER OF THE M.T.F.C.A.

"Next Meeting"

Tuesday, April 12th
Bros. Breakfast, Lunch & Dinner
4335 N. Rancho Dr.
• dinner at 6:00 pm • meeting at 7:00 pm •

"T" Driver Breakfasts

April 2nd - Vickie's
April 9th - NLV Airport
April 16th - Black Bear on Trop.
April 23rd - Peg's on Sahara
April 30th - Skyline Casino
(followed by Clark County Museum Tour)

Bring your friends!

OUR GOALS ARE:

- To Promote The Model T Ford
- To Promote the Preservation and Restoration of This National Treasure
- To Provide Information and Assistance to All Interested People



southernnevadamodeltclub.org
southernnevadamodelt@gmail.com

Check Out The New Social Media Platforms



Newsletter - Terry
702-373-2321
terrysago@yahoo.com
Webmaster - Ron
702-460-4474
glocksterlv@aol.com

• T Driver Future Events •

Fall Picnic @ Spring Mountain
October 2nd

Cadence Car Show
October 9th

Death Valley Tour
Fall

OTHER CAR RELATED EVENTS

April 9th - Clark County Fair (Logandale)
April 2nd & 3rd - Wickenburg Speedster Run
April 15th - Welderup Open House
April 16th - Rat City Rukkus (Strat)
April 23rd & 24th - Swap-O-Rama (Tulare)
April 29th-May 1st - Kingman Fun Run
May 21st - Boulder City Elks Car Show
May 28th - Best Dam Car Show
May 29th-June 4th - Golden Gate Tour
June 5th - Auburn, CA Vintage Swap Meet
June 11th - Riverside Model T Swap Meet
August 13th - South Point (indoor)
September 16th-18th - Mesquite Super Run
November 5th - Goldstrom's Classic Car Show



"This guy took time off from selling refrigerators in Alaska to be our "picnic" auctioneer."

Southern Nevada Model T Club

Minutes of the March 8, 2022 meeting

Meeting called to order at 7:00 by Tom, President

OFFICERS ROLL

PRESIDENT-TOM
SEC/TREAS-CHERYL
TOUR MASTER-JOHN
JR AMBASDR-CARSON
WEBMASTER-RON (absent)

VICE PRESIDENT-IZZY
MEMBERSHIP-JUDY
MEMBERSHIP-SHERRY (absent)
NEWS/HIST-TERRY
DRAWINGS-DIRICK

PRESIDENT REPORT-Tom reported that the Spring Picnic was arranged. He would be there at 9am for an 11am start. Tom has Free Mob Museum tickets for an upcoming Saturday tour to be announced later. Ron and Tom will be attending the National Club meeting in St. Louis, MO March 23-24. Tom has sold more T-shirts and has \$16 for the club. He added \$4 to make a \$20 donation. The Nelson tour was discussed. There needs to be more planning for future tours. Tours should include a map made and a meeting place to start and come back to. Walkie-talkies should be kept the entire time to the end of tour. Dale offered a tour etiquette form for club use.

VICE PRESIDENT REPORT- April 9 Clark County Fairgrounds in Logandale is still pending.

JUNIOR AMBASSADOR REPORT-Carson found a place to order water pump parts to fix the Dodge. He is scheduled to participate in the Golden Gate and Wickenburg tours as long as his T is still running and plans to take his friend Maddox.

SECRETARY/TREASURER REPORT-Minutes of the February meeting were voted and approved as read. The treasurer's report was voted on and approved as read. Cheryl reported that DeDe is not doing well and to say a prayer for her and her family.

NEWSLETTER/HISTORIAN REPORT-Terry printed more forms of the Model T story to hand out at the picnic. Anyone with info to contact Mike Hill, let Terry know. Coming in future newsletters will be a Scotty & Malinda story and a story about the Nebraska Museum of Speed, emphasizing their Mercury Body Model T Speedster. April's newsletter will be about the 1926 Ford Model T improved Ford with over 80 improvements. We have been trading newsletters with other clubs including the club from Houston.

WEBMASTER REPORT-none

MEMBERSHIP REPORT-Judy reported 79 paid members, 59 of which are in Clark County.

TOUR MASTER REPORT-John reported the Death Valley tour will be slated for Fall, 2022. The Nelson tour was a success. We had a record turnout at Dean's Place and a fabulous tour after at Bob & Cathy's garage & home. The breakfasts will be at Vickie's March 19 and at Bros on March 26. Club discussed possible Boom Town at the Springs Preserve tour, a Clark County Museum tour with period correct houses where we could park the cars and have a car show. John told story of his connection to the museum.

OLD BUSINESS- Tom and Ron will attend the St. Louis National Model T of America Club event in anticipation of our club hosting the national meeting in 2023.

NEW BUSINESS-April 1-3 will be the Wickenburg Speedster tour. April 9th is tentative Logandale show. April 15 is the Open House & Swap Meet at Welder-Up, April 16 is the Rat City Ruckus, April 22-24 is the Farm Show and Swap-o-Rama in Tulare, CA and April 30 will be Vickie's and possible Clark County tour. Breakfasts for April still pending.

NEXT MEETING DATE: April 12, 2022

50/50 Drawing Amount \$70.00 Winner: Ron \$35.00 Club: \$35.00

Meeting Adjourned: 7:40pm

T's Shop Talk

Greetings All !!!!

It has been a very busy month! First and foremost, I would like to extend my condolences to the LaGrow family. You could feel the love and admiration as family, friends and Model T Club members shared some wonderful stories about DeDe at the church. We had six Model T cars plus a 1947 Cadillac. It was a very nice turnout. She will be greatly missed.

The Nelson Ghost Town was a great picnic. At least half of our group went on the mine tour and said it was great. Only one car broke down and we put our pickup-trailer to work thanks to Terry and Cheryl Sago.

We also had our spring picnic at Cornerstone Park. We are so glad the Model A club could attend to make it a fun and great day! We had 21 cars consisting of Model A's and Model T's. 50+ folks!! It just keeps getting bigger and better thanks to you all! We had a very successful auction for both clubs, lots of food and fun! The Model A Club has invited us to their picnic October 2nd. Can't wait, should be great fun!

Ron Custer and I will be attending the National Model T Club of America Convention this third weekend in March in St. Louis, Missouri. Looking forward to all the ideas that will come from this, so that we will have a successful hosting of the Model T National Convention next year. Thanks Ron Custer, couldn't do all these things without you. (All travel and hotel is being paid by Tom and Ron, thank you so much.)

My 1915 Model T has been running great at all these events, keeping fingers crossed.

Safe travels
President Tom

"How long is a piece of string?"
Ozzy Osbourne



In Loving Memory



DeDe LaGrow
1942-2022

Our dear friend and long-time member, Marion "DeDe" LaGrow was laid to rest Saturday, March 19th in Boulder City. DeDe and her husband Frog have been Southern Nevada Model T Club members since the beginning. DeDe served in many board positions, but was best known for the *What's Under DeDe's Hat* columns and all her work for our picnics and Christmas parties throughout the years.

There were many kind words spoken at DeDe's eulogy, but none as important as Gary Cooper's reminder to all of us that what we have best is our friendship. DeDe LaGrow and the Southern Nevada Model T Club are the **definition** of friendship. DeDe's arms were open to everyone. She will be thoroughly missed by all.

"Till we meet again in that road in the sky!"



"A Beautiful Day For a Trip To Nelson"



The Improved Ford

“The 1926 Model T”



The Ford Motor Company enjoyed exponential growth during the Model T years. It grew from an “assembly” plant, with outside suppliers manufacturing all the parts, to a full-blown manufacturing facility where they made more than ninety percent of their own parts. The Model T financed the expansion into truck, tractor and boat manufacturing. During the Model T years, Henry Ford himself went from a partial share holder, to buying out his partners and becoming the sole owner of a billion dollar company.

Ford’s greatest production peaked in 1923, manufacturing more than two million cars and trucks, however, sales started to decline in 1924. Ford had dominated the market for many years, but the competition was starting to eat into Ford’s sales. In particular, Chevrolet was offering luxuries, styling and a level of standard equipment that was not available at Ford at any price. All of Ford’s competitors were offering a new three-speed, selective-gear transmission. And there were colors. No one questioned the quality of the Ford cars, but people were beginning to buy cars simply for visual appeal. Then there were trucks. The Graham Brothers originally modified Model T’s and TT’s, but teamed up with Dodge to manufacture and distribute their own line of trucks. Even though Ford sold a massive amount of trucks, they were not a leader in truck sales.

Henry Ford had been insistent on retaining the Model T as “the car for the masses,” but he was no fool. The decrease in sales did not escape his attention. His immediate reaction was to blame his declining market on a lack of salesmanship, but he finally had to relent. He put his engineers to work to develop a new model, but not a new car. It was a restyled and more comfortable version of the tried and true Model T. This new model was introduced on August 26, 1926 as the “**Improved Ford.**”

The sales hype that Ford proposed for the 1926 included:

Bodies have been materially improved.

Bodies have been redesigned for greater comfort, convenience and beauty.

Chassis improvements have been made, but it still remains the same reliable design and construction.

The “improved” Ford has a streamlined look and comes in a choice of colors.



1926 Coupe



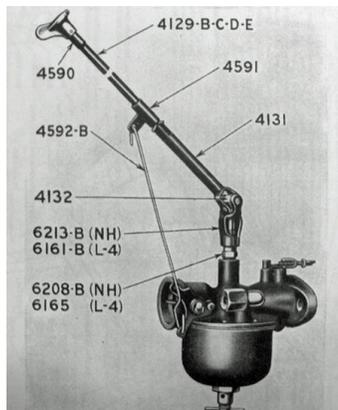
1926 Runabout

There was actually no “choice” of colors. Initial production offered the Fordor Sedan in “Windsor Maroon.” The Coupe and Tudor Sedan were offered in “Channel Green.” The Touring and Runabout were available in your choice of black. In late 1926, perhaps for the “1927” models, the available colors were finally expanded. All cars featured new nickel-plated headlight rims and radiator shells as standard equipment.

The coupe was also equipped with rear view mirror, dash lamp, electric starter, generator and battery. A spare tire rim was included, but you had to pay extra for the tire that went on it.

Changes included a cowl mounted gasoline tank, restyled fenders and splash aprons. The Model T looked more like an integrated car. The fenders, splash aprons, running boards and body all fit together so as to look like one unit and the gaping holes, and the flapping fenders were gone. The hood was larger, longer, and had more louvers. The windshields were further to the rear and the seats were lower. The “Improved” Fords were lower in height than the previous models. The height reduction was accomplished by reducing the height of the bodies and redesign of the front spindles, reduction of the crown in the front spring and making a deeper curve in the rear cross member.

The engine and transmission were improved in several ways. Notable was the increased brake drum and band in the transmission. Because of the larger brake band the hogshead was modified with a relocated brake pedal. Both the brake and clutch pedals were made wider and spread further apart, allowing for easier operation. The cylinder block casting and the transmission cover were made so that the two were bolted together at the top, resulting in a much more rigid assembly. Steel brackets ran from these bolts to the chassis at the rear engine mount. A combination mixture and choke linkage was used with the Holley NH and Kinston L4 carburetors.



new choke/ mixture assembly



note new pedals on transmission

Larger rear brake drums were incorporated into the rear axle. The new brakes were effective enough to have been used as the regular service brakes, but Ford preferred the transmission brake. So the new brakes were still operated by the hand lever.

Bodies were built with very little structural wood, the Fordor sedan being the exception. Front bumpers became optional equipment, but obscured the license plate. Law enforcement agencies complained and the license plate was moved to the new headlamp tie bar.



1926 Tudor



1926 Fordor

Not all improvements happened with the release of the new model. Some, like paint colors were slow to come. Eventually cars were available in Royal Maroon, Highland Green, Fawn Gray, Phoenix Brown and Gunmetal Blue. Black was no longer listed as a body color. The Roadster Pickups came in “Ford Commercial Green.” All cars, regardless of color, came with black fenders, splash aprons and running boards. They now provided a door on the driver’s side, but left the brake lever in its normal position, not improving entry or exit. Balloon tires with black-painted wooden wheels or wire wheels in black, green, straw, red or vermilion were an option.



1926 Pickup



1926 Model TT

The list of options available from the factory grew to stimulate the Model T market, including speedometers, shock absorbers, stop lights, and automatic windshield wipers. There were even “factory-authorized” items available from outside manufacturers such as the Ruckstell two-speed axle.



“1908”



“1927”

All together over eighty changes were made to the 1926 and 1927 Fords. The “Improved Ford” did stimulate sales for a time, but then sales dropped further. The last Model T to be built, serial number 15,007,033, was on May 31, 1927. It was the end of the Model T era, nearly twenty years. After the shutdown, Ford Motor Company continued producing Model T engines until the changeover was made to the all-new **Model A**.



EDSEL & HENRY IN THE “CEREMONIAL” LAST MODEL T





Elizabeth "Izzy" Combs

Real Estate Agent

M: 702-335-3775

O: 702-268-2631

E: izzycombsrealtor@gmail.com

www.signaturenevada.com

8912 Spanish Ridge Ave #210

Las Vegas NV 89148

NVRE# S.0176183



Gold Casters Jewelry

Michael Holland



Watch Batteries & Installation

\$3.99* reg/ \$8.00

(702) 565-7411

34 S. Water St.

Henderson NV 89015

* Most Watches

Must Present Coupon



Bus. (702) 871-1963

Fax. (702) 871-0745

Cel. (702) 210-2162

Collett Electric, Inc.

State Contractors License #16713

Steve R. Collett

President

4790 Quality Court • Las Vegas, Nevada 89103

collettelectric@aol.com



SPECIALIZED LUBRICANTS

MIKE MULLIGAN

Western Region • Mining Division & General Sales

Better Fuel Economy, Longer Drain Intervals, Increase Longevity

"I Will Increase Your Profit, That's The Bottom Line!"

Cell: (702) 354-3542

Email: oilmanmike@gmail.com



SUNSHINE AND TAILWINDS CAFE

2730 Airport Rd.

(Upstairs at the North Las Vegas Airport)

(702) 644-0020



Kevin Ramsey

Co-Owner

C 702.604.8266

O 702.736.8120

F 702.736.6169

Precision Sheet Metal Fabrication and Proto Typing/ Production
Laser - Waterjet - Punch - Brakes

2017 East Maule Ave
Las Vegas, NV 89119

Email: kevin@rsfab.com
Web: www.rsfab.com

DENNIS & JACKIE RUTKOSKIE CLASSIC CAR COLLECTION

1483 Midway
Washington, Utah 84780
Phone: 435-668-0474



4335 N. Rancho Dr.

"We Specialize in Panels"

Pocket Change Fabric
Etsy: Las Vegas Fabrics

pocketchangefabric.com sales@pocketchangefabric.com

Tom (702) 303-4923 • Pam (702) 813-8483



KOLBERG AUCTIONS

Christian W. Kolberg
Auctioneer

612 Ampere Lane, Las Vegas NV 89145

1-877-KOLBERG cell: 702-525-8344

christian@KolbergAuctions.com

2022 MEMBERSHIP & RENEWAL APPLICATION FORM

Annual dues of \$30.00 per household membership

Make checks payable to **SNMTC** Mail to **6916 Hawaiian Sky Ct., Las Vegas NV 89131**

APPLICANT (First, MI, Last Name) _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE # _____ Anniversary ____ / ____ / ____

APPLICANT CELL# _____ Birthday ____ / ____ / ____

EMAIL ADDRESS _____ @ _____

SPOUSE (First, MI, Last Name) _____

SPOUSE CELL # _____ Birthday ____ / ____ / ____

EMAIL ADDRESS _____ @ _____

Please list your Model T and/ or any other vintage vehicles owned:

Year	Make	Model	Body Style
------	------	-------	------------

MTFCA NO: _____

MODEL T FORD CLUB OF AMERICA
JOIN THE NATIONAL CLUB
APPLICATIONS & RENEWAL
ANNUAL DUES ARE \$40.00 PER YEAR

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

MAKE CHECKS PAYABLE TO:
MODEL T FORD CLUB OF AMERICA
309 N. 8th Street RICHMOND, IN 47374-3034
REGISTER ONLINE AT mtfca.com

See the April's bonus pictures for more pictures of our spring picnic!

