

August 2021



"T" DRIVER



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

"Next Meeting"

Tuesday, August 10th
Bros. Breakfast, Lunch & Dinner
4335 N. Rancho Dr.
• dinner at 6:00 pm • meeting at 7:00 pm •

"T" Driver Breakfasts

Saturday morning breakfast, be there by 8:00 am

August 7th - Aliante Golf Club
(3100 W Elkhorn North Las Vegas)
August 14th - Peg's Ham & Eggs
August 21st - Black Bear (Trop & Jones)
August 28th - NLV Airport

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



MODEL T CLUB
SOUTHERN NEVADA
CHAPTER

southernnevadamodeltclub.org
southernnevadamodelt@gmail.com

Check Out The New Social Media Platforms



Scan Me



ATTENTION!

"Changes to the Newsletter"

At the July club meeting a vote was held to suspend the printed copy of our T-Driver newsletter. From now on you will receive your monthly newsletter via email. Don't forget that our current newsletter and past copies are viewable on our website. You may also want to bookmark our website on your mobile devices. ("How To" later in this newsletter.) Be sure to look at the website's calendar, it not only includes the SNMTC events and maps, but also has other car related events that you may be interested in.

Special Consideration

There are a few members that don't have access to the internet. Special arrangements can be made to print a newsletter for you.

Call Me: 702-373-2321

Webmaster - Ron

702-460-4474
glocksterlv@aol.com

Newsletter - Terry

702-373-2321
terrysago@yahoo.com

"T" DRIVER Picnic

September 25th - Sunset Park Area 'F'

OTHER CAR RELATED EVENTS

August 14th - South Point Car Show "inside"

October 3rd > 9th - Southern AZ T Tour

October 9th - Eureka-Palisade Train Tour

October 10th - Cadence Car Show

October 16th - Maricopa Pre-War Swap

November 6th - Craig Ranch Car Show

November 6th - Goldstrom's Car Show

November 13th - Veterans' Car Show & BBQ



" You don't want to miss a SNMTC breakfast!"

SOUTHERN NEVADA MODEL T CLUB

Minutes of the July 13, 2021 Meeting

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

OFFICERS ROLL

PRESIDENT - TOM
SEC/ TREAS - CHERYL
TOUR MASTER - JOHN
JR. AMBSDR - CARSON
WEBMASTER - RON

VICE PRESIDENT - IZZY (absent)
MEMBERSHIP - MARGIE
TOUR MASTER - DEDE (absent)
NEWS/ HIST - TERRY
DRAWINGS - DIRICK

PRESIDENT REPORT

Tom reported Club T-shirts ordered, stitched polo's are \$35, regular are \$20. \$2 from sale of each shirt goes to club coffers. Handed out corrected business cards. Tom will order tan club hats, get info from Harold. Upcoming Picnic, club pays for meat, condiments, and paper goods members to bring potluck. Margie is donating hand stamp for the picnic. Ron suggested nametags. Discussed charging \$5 per person if not a member or family member to raise funds for the club.

VICE PRESIDENT REPORT

None.

JR AMBASSADOR REPORT

Carson reached out to the members for tires for his new (old) Dodge.

SECRETARY/ TREASURER

June's minutes were approved as written. Tentative Train Tour was set up for Oct. 9, 2021 with Dan Markoff's Eureka-Palisade Steam Train, save the date. Cheryl reported the current balance forward (see separate report). Approved as written.

MEMBERSHIP REPORT

Margie gave us new members, Eric and Tammy from Wisconsin. Welcome to the SNMTC!

WEBMASTER REPORT

Ron asked each member present to say what personal info they want published or not on the website and Facebook. He reported the Calendar is up to date, and he added club events and tours, including PDF photos that become part of the club history. We currently have 217 Facebook followers, including people from Ireland, Canada and Australia. Cadence Park neighborhood is having a car show Oct. 10, 2021, save the date.

TOUR MASTERS

John reported that he took first place at the Speedster run in Lincoln, NB, going 56mph in 9.3 seconds uphill. He met Ed Iskaderian, a custom cam maker/builder in the museum that was celebrating his 100th birthday. August 7 breakfast tour will be at Aliante Golf Club.

NEWSLETTER/HISTORIAN

August's newsletter will be about Charles Sorenson. There will also be a story about right hand drive Model T's and bonus pictures from John Warren's trip. There will be a Swap Meet and tour for Pre-war autos mid October put on by the Southwest Model T Club, Oct. 16 swap and Oct 17 tour. Terry presented the Sandwich board for club events, and reported that it came in under budget at \$86 for the sign, and \$39.27 for the printing for a total of \$125.27.

OLD BUSINESS

Discussion was held if we should cut off mailing a paper newsletter. Terry said there were at least 4 that still had to be mailed to, and that we have been mailing to 12 past members that have not renewed. The membership person is working to re-instate them. It was voted on and passed, not to mail to the entire membership, but to send email newsletters to the majority of members. Ron asked if we would host the Model T Club of America's National meeting in 2023. Ron and Tom agreed to take on the work and Ron offered to front up to \$2000.00 if needed. He said we would get a lot of press and it would be good for the club. It was voted and passed that we would host. Harold suggested that Ron & Tom attend an actual National meeting.

NEW BUSINESS

Tom had stickers made for the members to give to younger people that may be interested in learning about our club, and put them on hats and things to attract attention to the club.

50/50 DRAWING

50/50 was \$70, \$35 to the club and \$35 to the winner, Dirick. The meeting was adjourned at 8:00 pm.

Next Meeting date

August 10, 2021



T's Shop Talk

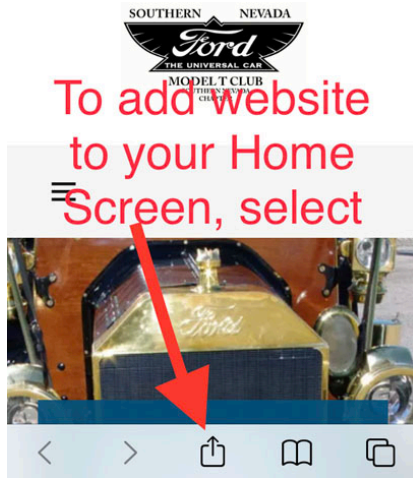
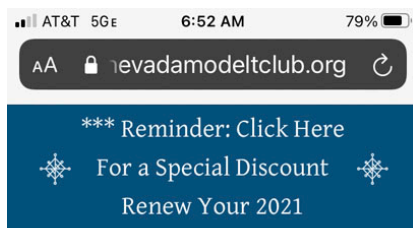
Greetings all! It is still hot, hot, hot. Scotty drove his Model T to a breakfast, a brave soul indeed. Thanks to all who come to the meetings. Together we are getting a lot done. This will be our **last** paper newsletter. I think we are the last club in the nation to go digital, which will save about \$80 a month in printing and mailings. Congratulations go out to John Warren, racing in Nebraska, he won first in his class. Dave did an outstanding job on Bill & John's Model T roof. Picnic plans are moving along. Next meeting we will discuss more details. We will have an auction at the picnic, that should be fun. The club voted to host the 2023 National Model T meeting in Las Vegas. Ron will be the head of that, thanks Ron. T-shirts should be in on July 21st. I'm looking forward to some touring when it cools a little.



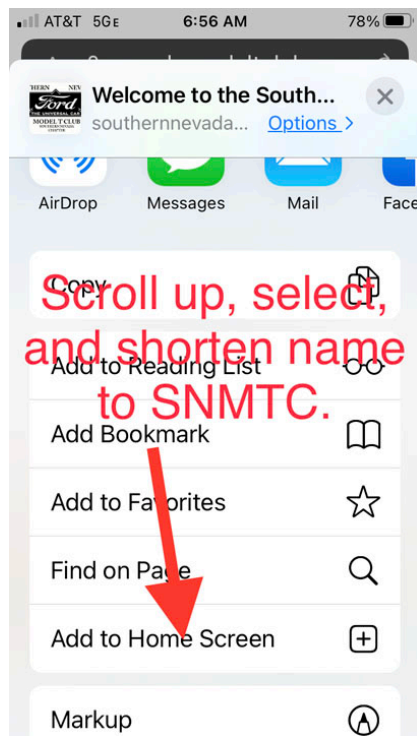
“That person is richest whose pleasures are the cheapest.”

Safe travels,
President Tom

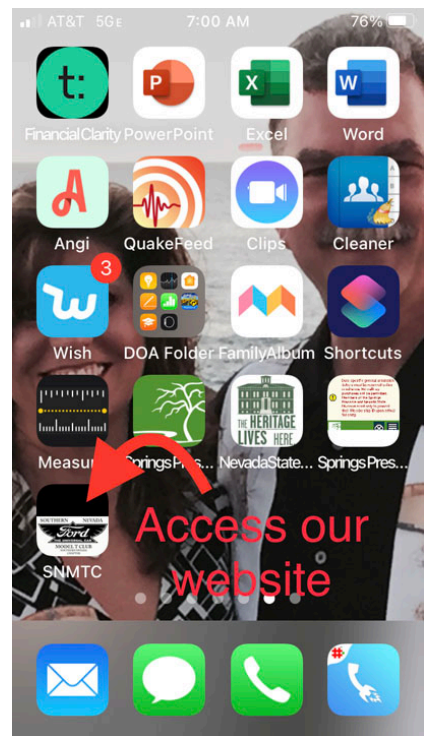
How to load a connection to our website onto your phone.



step one



step two



step three



**Henry & Edsel Ford
circa 1905**

The Ford Model F was a luxurious version of the Ford Model C. About 1000 were produced from 1905 through 1906 in the Piquette Plant. It's 127 CID motor produced 12 horsepower.

“Cast Iron Charlie”

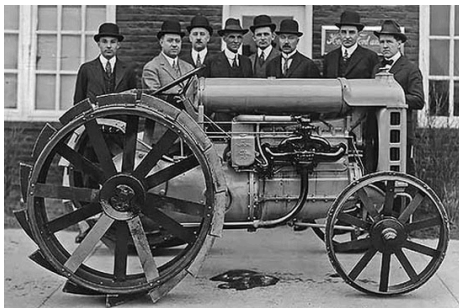
In 1902, Henry Ford frequently visited a foundry to have some of his ideas for his gasoline powered 999 race car cast into iron. There he met a young pattern maker that seemed to have a knack for understanding Henry’s ideas and transforming them into three dimension. Charles E. Sorensen had followed in his father’s footsteps and become a pattern maker for a foundry specializing in cast iron stoves. He not only was a skilled pattern maker, but he also understood much of the foundry and machine shop business. His patterns would be used to make sand molds that could be turned into cast iron parts. In the beginning much of the Ford parts were made by the Dodge Brothers and Ford didn’t need a full time pattern maker, but in 1905 with the success of the Model N, Ford had enough money to hire the 24-year-old Sorensen. Not only were Sorensen’s pattern making skills utilized, but his production skills were soon recognized. By 1907, working directly for Ed Martin, Sorensen took over production at the Piquette plant.



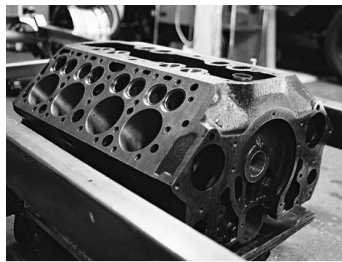
In the winter of 1906-07, Sorensen was invited up to the third floor. Henry Ford wanted “Charlie” to block off a room and have a door installed large enough to get a car in and out. He wanted a good lock installed, for this room was where they were going to start on a new job, the Model T. Early on Sorensen recognized the need for precision and consistent parts. He developed metal patterns to withstand the huge number of mold making cycles and machine aided sand mold making for the foundry. His pattern making and foundry skills were utilized in the manufacture of the Model T transmission case, crankshaft and connecting rods. For all his successes, Henry Ford nicknamed him “Cast Iron Charlie.”

Stories have been told of a man pulling a Model T chassis through the Piquette plant by a rope and having workers bolt on parts. That man would have been Charles Sorensen. However it took another five years before the moving assembly line would actually be running at the Highland Park plant and another 10 years before the goal of mass production was achieved.

Charles Sorensen was heavily involved in starting the “Ford and Son” company and the manufacture of Fordson tractors. He also headed up the European production of tractors. He revamped The Lincoln Motor Car Company after Ford purchased it from Henry Leland. He designed the furnaces and foundries at the River Rouge Plant. He was sent to Russia to set up the Ford/ Gorky plant to produce the Russian version of the Model A, the “GAZ.” He directed the design and development for the one-piece casting of the flat head V8 engine block which was in the Ford lineup for over 20 years. Eventually he was Ford’s production manager, overseeing world-wide production for the entire Ford Motor Company.



Fordson Tractor



Ford V8



Russian Made “GAZ”

In 1940 it looked like the United States would be drug into the war and the government convinced Ford to focus it’s manufacturing on the defense effort. Again Sorensen was called on to convert Ford’s existing plants into factories to build, tanks, Jeeps and aircraft engines. The next move would be Charles Sorensen’s greatest achievement. Sorensen was summoned to the Consolidated Aircraft Company in San Diego so that Ford could help build sub-assemblies to speed up the production of the B24 Liberator Bomber. Consolidated’s goal was to complete one bomber per day or 1,000 in three years. Sorensen was disappointed in the manufacturing process that he saw and compared it to hand building Model T’s at the Piquette plant in 1908. He proposed a better plan with a brand new factory where a plane could be completed at the rate of one per hour. Consolidated and the government

officials wanted a formal proposal. He went back to his hotel room (Coronado Inn) and sketched out a factory plan that had an area of three and a half million square feet. The “duel” assembly line would be over a mile long. He worked out all the figures, working through the night and the next morning he told them Ford would build entire airplanes or nothing at all. Four years later, The Ford Motor Company had built the largest factory in the world at Willow Run Creek in Ypsilanti, Michigan, filled it with machine tools and completed 8,685 airplanes and FMC was \$200,000,000 richer.

However, Sorensen was not to come out on top. President Roosevelt had asked to see the factory. Sorensen, along with 100 secret service agents, arranged for the grand tour. The president’s limo was driven through the working factory. The President and Mrs. Roosevelt sat in the back seat with Henry Ford in the middle. Edsel Ford and Sorensen sat in the rear facing jump seats. Edsel answered all of Mrs. Roosevelt’s questions while “Charlie” entertained The President. Henry Ford, a bitter and vocal enemy of the administration was totally ignored. A few months later Edsel had died of stomach cancer and Sorensen was asked for his resignation. Henry Ford was always paranoid of Sorensen wanting the top spot at Ford and after almost forty years of service Charles E. Sorensen was out.



B24 Liberator



Willow Run Factory

*“We must go ahead without the facts; We will learn them as we go along.”
Henry Ford*

CADENCE CAR CLASSIC

Sunday October 10th

10 AM – 3PM

Free Event Entry & Registration

Cadence Central Park • 1125 E. Sunset Rd. • Henderson NV 89011

CadenceNV.com



“Many of our members are planning to attend!”

Brass/ Pre-War Swap, Car Show & Tour

Show & Swap Oct 16th 7AM – 2PM

Tour Oct 17th

15406 N. Maricopa Rd.

Maricopa, Arizona

sponsored by

Southwest Model T

Contact: Rich Huggins 520-827-0295



Right Hand Drive Model T's ?



We've been told that the Model T Ford was the first production car that was left-hand drive. If that's true, what is wrong with the Model T in the picture? Model T's were not just produced in the United States. From the start Model T's were also made in Walkerville, Ontario. Ford Motor Company of Canada produced British-style, right-hand drive Model T's for Great Britain, Australia, New Zealand, India and South Africa. Model T's were also assembled in Cork, Ireland in the same plant where the Fordson tractor was being built.

Australia had a special fondness for Model T's. Their first shipments arrived there before the end of 1908. All told, eventually over 250,000 were shipped to Australia. They arrived there as knock-down kits that were assembled by dealerships. Just like the United States, the Model T proved itself a far more convenient mode of transportation than the horse and buggy. In the beginning Australians didn't know much about cars. There are stories that they didn't even know that they had to put gas (petrol) in the tank before it would start. Some drivers drove only in low gear, not realizing that they could change gears. Thus in 1909, the Melbourne School of Motoring opened, teaching drivers how to drive and maintain their T's.

The Model T proved to be ideal for the conditions in Australia. The light-weight design and high clearance was much better suited for their road conditions than the heavier luxury cars of the time. The first Model T's did not have windscreens as a standard feature, but the Australians immediately found that their dusty conditions needed more than just goggles.

The right-hand drive Model T's are still popular today in Australia and the Australian Model T clubs are active on the internet, especially YouTube.





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2021 (& 2022) MEMBERSHIP & RENEWAL APPLICATION FORM

Annual dues of \$30.00 per household membership (2021 only – pay for 2021 & get 2022 free)

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
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MTFCA NO: _____

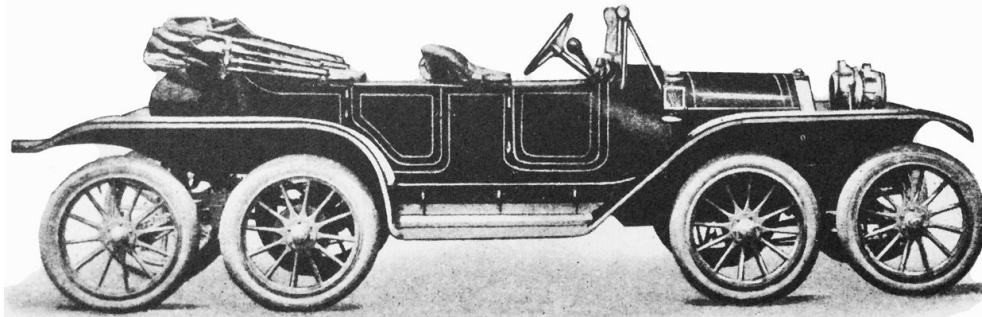
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Tire Trouble?

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