



"T" DRIVER



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

"Next Meeting"

Tuesday, February 8th
Bros. Breakfast, Lunch & Dinner
4335 N. Rancho Dr.
• dinner at 6:00 pm • meeting at 7:00 pm •

"T" Driver Breakfasts

February 5th - Bros
4335 N. Rancho Dr.
February 12th - O'Aces
4955 S. Decatur Blvd.
February 19th - NLV Airport
2730 Airport Dr.
February 26th - Skyline/ Nelson

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



Scan Me



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

T Driver Events

MOB Museum
February 14th
Nelson Tour
February 26th
Spring Picnic
March 12th • Cornerstone Park
Logandale Festival
April 9th • Clark County Fairgrounds
Cadence Car Show
October 9th

OTHER CAR RELATED EVENTS

February 12th - Red Car Show (Goldstrom's)
March 26th - Fallen Heroes Show (Boulder)
April 2nd & 3rd - Wickenburg Speedster Run
April 16th - Rat City Rukkus
April 23rd & 24th - Swap-O-Rama (Tulare)
April 29th-May 1st - Kingman Fun Run
September 16th-18th - Mesquite Super Run
November 5th - Goldstrom's Classic Car Show

Nelson Tour & Picnic • February 26th

*Meet at Skyline Casino for breakfast at 7:30 am
Leave Skyline for driving tour to Nelson at 8:30 am
Arrive at Nelson around 9:45 am
Park in lower lot below barn
Mine Tour at 10:15 am
Picnic After Tour
(•BRING YOUR OWN FOOD•)
Head for home around 1:00 pm
\$4 parking fee & \$15 Mine Tour per person
Make Reservations with Tom or Cheryl*



Red Shirt Breakfast @ The Airport Café

Southern Nevada Model T Club

Minutes of the January 11, 2022 meeting

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

OFFICERS ROLL	PRESIDENT-TOM	VICE PRESIDENT-IZZY (absent)
	SEC/TREAS-CHERYL	MEMBERSHIP-JUDY/SHERRY (absent)
	TOUR MASTER-JOHN	TOUR MASTER DEDE (absent)
	JR AMBASDR-CARSON (absent)	NEWS/HIST-TERRY
	WEBMASTER-RON	DRAWINGS-DIRICK (absent)

PRESIDENT REPORT-Tom announced new Membership chairpersons as Judy and Sherry. Tom changed T-Shirt vendors, better price, and good quality. Club profits \$5 for each regular tshirt, \$3 for polos-no pocket and \$1 for polos with pocket for each shirt sold. Nametags were discussed from Izzy's research, and it was voted to have a 3"x1" magnetic nametag with logo and name. Officers will have theirs provided by club, members can order and pay for theirs at \$12.75 each. Will ask Carson to do email blast to members for their orders.

VICE PRESIDENT REPORT-none

JUNIOR AMBASSADOR REPORT-none

SECRETARY/TREASURER REPORT-Minutes of the November meeting were voted and approved as read. Cheryl gave the current treasurer's report. The report was voted on and approved as read.

NEWSLETTER/HISTORIAN REPORT- Terry reported that the treasurer's report is no longer published in the newsletter. The next newsletter will have a story on the changes on the Model T, including photos. There will be bonus photos that show what you can do with your T if you don't want it to look like a T! The New Year's strip cruise and the Hoover Dam Lodge tour were successful and highlights will be in the Feb. newsletter as well. Terry mentioned some upcoming events. October 9th will be the Cadence Car Show and Terry suggested it become a Club event. The Vegas Lugnuts are having the Rat City Rukkus at the Stratosphere on April 16. The Swap-O-Rama in Tulare is not solidified yet but tentatively April 29-May 1. It also will include an Antique Farm Equipment show.

WEBMASTER REPORT-Ron would still like photos from members of their cars for the website. He wants to denote which browsers from the Facebook group site are members of the local Model T group. Ron will upload videos on the club's YouTube site. Website interest had 2100 hits last 11 days.

MEMBERSHIP REPORT-Terry reported 77 paid members.

TOUR MASTER REPORT-Remaining January breakfast tours are 15th at NLV Airport, 22nd at Peg's on Sahara and 29th at Arizona Charlies East on Boulder Hwy in the Café. February tours so far are the 5th at Bros and the 12th at O'Aces at 4955 S. Decatur. (Decatur & S. Trop) Goldstroms Car Show is the 12th and you can go from O'Aces to Goldstroms and show your car for a little extra cash and make a day of it. The 19th and 26th have not been firmed up yet, but John will work on a Nelson tour/picnic (bring your own) for one of those dates. A Death Valley tour was discussed for either April 1st weekend or April 30-May 1 weekend. February 14th is also the Mob Museum Anniversary and they are having a Valentine's Day Massacre event, more info to follow. The Fun Run is being held April 30-May 1 to Kingman, AZ, nothing set yet for participation. John will update us as things are arranged.

OLD BUSINESS- There will be a Spring Picnic March 12, held together with the Model A Club at Cornerstone Park. Christian Kolberg of Kolberg Auctions has agreed to run the auction. April 9, 2022 will be the Logandale Festival. The club will set up cars and promote the club.

NEW BUSINESS-Tom and Ron will be attending the MTFCA National Meeting in St. Louis March 23-27 in anticipation of our club hosting the 2023 meeting in Las Vegas. They hope to gather information for when it's our turn.

NEXT MEETING DATE: February 8, 2022

50/50 Drawing amount \$50.00 winner: Stanley \$25, \$25 to club

Meeting Adjourned at: 8:10pm

Greetings All !!!!

T's Shop Talk



We had a great meeting in January. Already the year is flying by. We have some fun things coming up this year. We will be showing six vehicles from 10 AM to 4 PM on Valentine's Day at the Mob Museum. We still have room for one more car. Just call if you want to reserve. We are planning a day tour/picnic at Nelson Ghost Town. It will be Saturday, February 26th. Bring your own picnic basket and be sure to sign up for the mine tour. The mine tour is very interesting and fun. Check the newsletter for details. The club is also having our spring picnic March 12th. We are cohosting with the Model A club. Get ready for more fun auctioneering. I'm looking forward to it. Details will be in the March newsletter. Thanks again to Dave Cuddie who worked his magic on Margie and my 1915 Model T, it came out beautiful. Hope to see you at a breakfast or picnic/tour soon.

CHANCE makes a plaything of a man's life.

By Seneca 1st century AD

Safe travels,
President Tom

Model T, The Car That Never Changed

How many times have you heard that? How many times have you heard that all Model T's were black? There are a lot of misnomers about Model T's. Model T's were manufactured for twenty years and there were plenty of changes and several different colors. For simplicity's sake, we'll just talk about the changes in the "touring" body style, however the major changes occurred throughout the line. Today we look back and say my Model T is a '14 or my car is a '25. The best way to tell when your car was made is the serial number on the engine, if you have the original engine. There are very good records on serial numbers.

Changes didn't necessarily occur at a model change and model changes didn't necessarily occur on a particular date. Quite often you may even find changes occurred on a car built in April, then a car built in May will be done the old way. Parts were shipped all over the world and incorporated into the assemblies as needed. Changes were made primarily to make the car more reliable, to make assembly more efficient and to make the car more affordable. The great thing for Model T owners was that Ford always strived to make their changes forward compatible. We'll go over some basic changes and when they occurred.



1908

If you bought one of Henry's first Model T's in 1908 or 1909, your car had a wood body and was painted red by hand. It didn't have front doors. There were two pedals on the floor, reverse was achieved by using a second lever. You didn't get a windshield. The combination firewall/ dash was made of wood. You did however get a speedometer and a water pump. And there was lots of brass. The very early cars had the "winged" logo on the brass radiator. Engine valves were exposed and required hand lubrication. Acetylene gas was used for headlights and you had a bulb horn.

The two-lever system proved to be confusing and a reverse "floor" pedal was soon added. Two pedal cars are extremely rare because Ford later sold an upgrade kit to convert the two lever, two pedal car to three pedals. The water pumps of the day were unreliable and proved to not even be needed. The "heat rises" phenomena worked well enough to circulate the water without the need for a water pump.

They soon started experimenting with aluminum body panels wrapped over a wooden skeleton before the discovery of vanadium steel. The first 2500 cars went through so many changes that most historians think Ford should have named the 1910 "Model U."

1911 saw the full implementation of steel bodies over wood stringers. Engine blocks were redesigned with bigger covers to allow more access for maintenance. The valve chamber was enclosed and there was a larger access designed to service the transmission bands. Cars made in 1911 became more representative of "production" Model T's. About 1912, we started seeing the addition of the "fore" doors or front doors, however the driver's side was a faux door and did not open. 1913 and 1914 were all about cranking up production and lowering the price to start making Model T's available to the masses.



Early T (no cowl, flat fenders, brass radiator)



Middle Years (cowling, rounded fenders, no brass)

In 1915 the T goes through some styling changes. A cowling now covers the firewall, blending into the bottom of the windshield. Louvers appear in the sides of the hood and fenders are curved down wrapping more around the wheels.



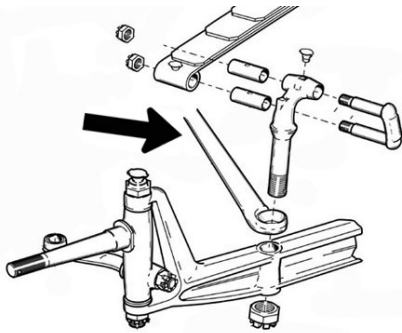
Stamped Differential



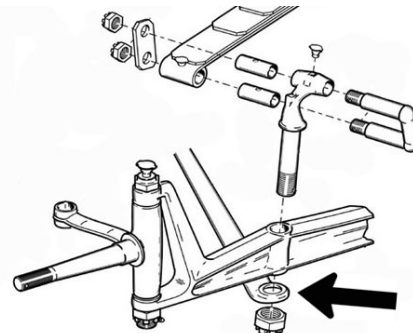
Cast Differential

Early rear differentials were made from steel stampings, stretched, reformed and riveted together. In the late teens, rear differentials are made from castings poured in house. This was the beginning of The Ford Motor Company making the majority of their own parts instead of relying on The Dodge Brothers.

As time went on, Ford used less brass and more steel. Radiators were now shrouded in painted steel. Both the top of the radiator and the hood got a rounded look that blended into the cowl. Electric headlights became the norm. Black paint became dominant. In 1919 Ford redesigned the front axle for added strength. Car owners had been adding aftermarket brackets to prevent the axle from collapsing. Spindles and tie rods were modified to allow the wishbone to be moved to the bottom of the axle.



Wishbone On Top Of Axle



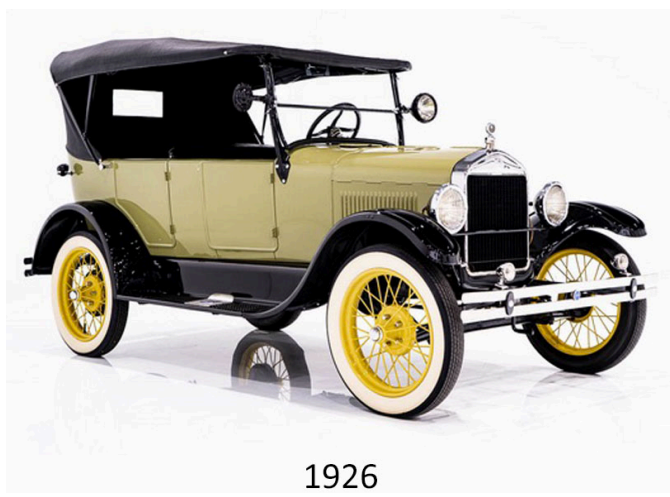
Wishbone On Bottom Of Axle

In the early twenty's Henry Ford thought that the design was complete. More than one million cars were being produced every year, but about mid-century, selling Fords was becoming more difficult. There was massive competition and the Model T was looking dated. It was time for a major overhaul.

In 1926 the chassis was lowered and bodies were redesigned to give a more streamlined look. Fenders were larger and stylized. There was even a driver's side door. Upholstery fabric was improved with deeper cushioned seats. Nickel-plated radiator shells brightened the front. The cowl was lengthened to accommodate the easily accessible, repositioned gas tank. The transmission was upgraded with larger and more serviceable bands. Foot pedals are larger and spaced for better access. Ford even brought back paint color options, all to no avail.

With diminishing sales at the end of 1927, Ford halted the production of Model T's. Chevrolet and Chrysler were now capturing a huge part of the market. It was time for Ford to look to the future and design a brand new car from the ground up.

The Model T was the biggest success story of automobile history. The Model T did undergo many changes during it's twenty years, but the biggest changes were the changes that it made to the world. The Model T changed the way that we live.



1926



Wood Firewall



Stylized Cowling



Elongated Cowling Over Gas Tank



**For More Pictures
of
"Crazy Model T's"
see the
February Bonus Pictures**



Harold's New Years Day Tradition !



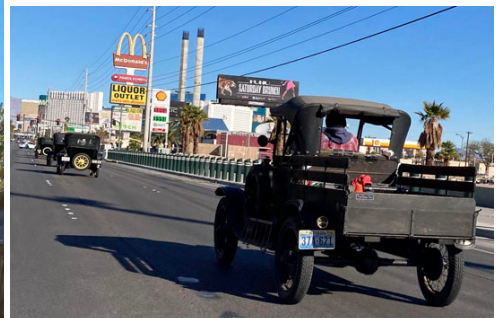
Breakfast at Vickie's



AND



A "T" Cruise Down Las Vegas Boulevard



A Special Thank You Goes Out To Harold For Another Special Day, Happy New Year!

Breakfast at Hoover Dam Lodge
January 8



With a bonus ride over to Mike & Christine's



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Annual dues of \$30.00 per household membership

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EMAIL ADDRESS _____ @ _____

SPOUSE (First, MI, Last Name) _____

SPOUSE CELL # _____ Birthday ____ / ____ / ____

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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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Get Up and Go

Author Unknown

How do I know my youth has been spent?
Because my get-up-and-go, got up and went.
But in spite of it all I am able to grin,
When I think where my get-up-and-go has been.
Old age is golden, I've heard it said,
But sometimes I wonder as I go to bed.
My ears in a drawer, my teeth in a cup,
My eyes on a table 'til I wake up.
Ere sleep dims my eyes, I say to myself,
Is there anything else I should lay on the shelf?
But I'm happy to say as I close the door,
My friends are the same as in days of yore.

When I was young, my slippers were red,
I could kick my heels right over my head.
When I grew older, my slippers were blue,
But still I could dance the whole night thru.
Now that I am older and my slippers are black,
I walk to the corner and puff on the way back.
The reason I know my youth has been spent,
My get-up-and-go has got up and went.
But I really don't mind when I think with a grin,
Of all the places my get-up-and-go has been.
Since I've retired from life's competition,
I busy myself with complete repetition.
I get up each morning, dust off my wits,
Pick up the paper and read the "obits,"
If my name is missing, I know I'm not dead,
So I eat a good breakfast and go back to bed.