



# "T" DRIVER



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

### June Birthdays

Gents: 5<sup>th</sup> – Dennis Rutkoskie, 12<sup>th</sup> – Jeff Hacker, 17<sup>th</sup> – Fermin Esparza,  
19<sup>th</sup> – Pat Black, 23<sup>rd</sup> – John Warren, 29<sup>th</sup> – Denny Shaeffer,  
29<sup>th</sup> – Steve Ellefson

Ladies: 9<sup>th</sup> – Kim Copperthite, 16<sup>th</sup> – Eileen Passman, 21<sup>st</sup> – Sharon Wiczorek,  
23<sup>rd</sup> – Teresa Johnson

### June Anniversaries

1st – Jim & Barbara Sharpe, 2nd – Terry & Cheryl Sago, 5<sup>th</sup> – Raymond & Elaine Lindblom,  
14th – Dirick & Linnea Van Gorp, 18<sup>th</sup> – Gerald & Diana Villa, 30<sup>th</sup> – John & Marilyn Warren

### Officers for 2020

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**TERRY HANDY** 702-370-2232  
Vice President:  
**EUGENE RAMSEY** 702-361-3926  
Secretary/ Treasurer:  
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**TERRY SAGO** 702-373-2321  
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**JOHN WARREN** 702-277-6444  
**DeDe LaGROW** 702-498-6376  
Membership:  
**GARY COOPER** 702-494-8335

### Committee Members

Junior Ambassador:  
**CARSON COMBS** 702-373-0358  
Sales & Drawings:  
**DIRICK VAN GORP** 702-738-9607

### **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](http://southernnevadamodeltclub.org)

## "T" DRIVER EVENTS

### Saturday AM Tours (coming soon!)

Note: All Saturday tours meet at 7:30 AM and leave at 8:00 AM from:  
White Cross Plaza (Oakey & Main St.)  
Call John Warren for details 702-277-6444  
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### Club Meetings (coming soon also!)

Meetings 2<sup>nd</sup> Tuesday of the month 7:00 PM  
@  
Skyline Hotel & Casino  
1741 N. Boulder Hwy.  
Henderson, NV 89011

### **Breakfast Anyone?**

Nothing as far as club sanctioned events are scheduled, however some of us are getting together for a **Saturday** breakfast at Sunshine and Tailwinds Café (8:00am) upstairs at the North Las Vegas Airport.

Attend at your own discretion and go with your own comfort level.

Due to the virus, our "lockdown" is continually changing, call our tour masters for "up to the minute" plans.

### Webmaster - Ron Custer

[glocksterlv@aol.com](mailto:glocksterlv@aol.com)

### Newsletter Contributions

**Terry Sago** 702-373-2321 or email:  
[cherylsago@yahoo.com](mailto:cherylsago@yahoo.com)

## How About Visiting a Car Museum?

We've now been in lockdown for two months. You have the engine tuned, you have the paint polished and you've even checked the tire pressure a dozen times. Some of us have sat in our cars, out in the garage thinking about where we could go, if we could go.

Well, how about going to a car museum? The world has hundreds of car museums and most of them have a presence on the web. In fact, several of them have ramped up their websites since the virus and many have very sophisticated virtual tours. I have put together a list that I think you should consider. I know that a car museum doesn't include that old car smell, but you can imagine. Maybe after this pandemic, you could put some of these places on your bucket list. Maybe you could make some inquiries into seeing some private collections that aren't regularly open to the public. Cheryl and I have talked our way into seeing private car collections, mansions, lighthouses, caves, etc. In the meantime, sit at home and check out some museums.



**Porsche Museum (Stuttgart, Germany)**

**Blackhawk Automotive Museum (Danville, CA)**

**National Motor Museum, Beaulieu (Hampshire, England)**

**Musée des 24 Heures (Le Mans, France)**

**Bentley Motor Museum (Sussex, England)**

**The Australian Motorlife Museum (New South Wales, Australia)**

**Isle of Man Motor Museum (Isle of Man)**

**British Motor Museum (Warwickshire, England)**

**Museo Casa Enzo Ferrari (Modena, Italy)**

**Petersen Automotive Museum (Los Angeles, CA)**

**Autoworld Brussels (Brussels, Belgium)**

**Canepa Motorsports Museum (San Francisco, CA)**

**LeMay – America's Car Museum (Tacoma, WA)**

**Malamut Vintage Car Museum (Thousand Oaks, CA)**

**Simeone Foundation Museum (Philadelphia, PA)**

**Louwman Museum (The Hague, Netherlands)**

**Bugatti Trust (Gloucestershire, England)**

**Museo del Automóvil (Buenos Aires, Argentina)**

**Model T Ford Club of America (Richmond, Indiana)**

# The Flying Mustang is Up For Auction!

An extraordinary private collection of rare Mustangs is crossing the auction block this July, and it includes what will probably be the most expensive Mustang ever sold. The Atzbach Collection is being sold this summer in Indianapolis by Mecum Auctions. The most important car in the collection is this 1965 Shelby GT350R prototype. It was the first high-performance "R-Model" ever built. The first of two racing prototypes that Carroll Shelby built for Ford. It was raced extensively and was used as a test mule by the Shelby American engineers. The car won numerous races during the 1965 season and was driven by legends Chuck Cantwell, Peter Brock, Jerry Titus, and Bob Bondurant. Not to mention it's the only Mustang ever piloted by race-car driver Ken Miles. According to the auction house, this prototype ranks as the most historically important Shelby Mustang in the world. Auction experts are expecting the price to surpass the **\$3.74 million** that the 1968 "Bullitt" car sold for.

The assortment of cars comes from collector John Atzbach of Seattle, Washington, a specialist in Imperial Russian antiques and enamels. John Atzbach has assembled the most significant collection of Mustangs, Shelby Mustangs and Mustang memorabilia to date. As a collector, Atzbach mainly set his sights on Shelby Mustangs and has managed to snatch up some of the rarest and most significant models ever built.



## 1965 Ford Shelby GT350 Competition

Raced by Ken Miles at Green Valley Raceway

Smithfield, Texas – February 14, 1965

The day was Valentines Day 1965, and it was the first time that a GT350 Competition, more commonly known as the GT350R, was entered into a SCCA sanctioned race. Ken Miles won the race, and proved the capability of the GT350R. He also got the car airborne at one point, all four wheels in the air. The stunt earned this particular car the nickname "*Flying Mustang*".



## 1965 Shelby Mustang "For Sale"



## Clarence Avery, “Teacher”

How did they make 15 million Model T's? The world generally credits Henry Ford with the “invention” of the moving assembly line. Truth be told, it took a lot more talent than just Henry's, but one of Henry Ford's talents was knowing how to assemble a cast of other talented people. That is where we meet Clarence Willard Avery. Avery was born in Dansville, Michigan in 1882. He was educated in “manual training”. Today it would be called “vocational training”. While the head of manual training at Detroit University School, he met a bright young student named Edsel Ford. Avery confided in Edsel that he was interested in entering into the automobile business and Edsel took him home to meet Dad.



In 1913, Henry Ford offered Avery a summer job at the new Ford factory in Highland Park. He wanted Avery to study every assembly technique to build a Model T. He did this by having Avery actually work at every assembly station until he knew how to build the complete car. By the end of the summer, Avery was offered a permanent position at the factory as Charles Sorensen's assistant. Avery never went back to teaching in the school system.

The moving assembly line was now under full development at the Highland Park Plant. The project was worked on by all of Ford's top men, including C. Harold Wills, Peter Martin, Charles Ebender, Charles Sorensen and Clarence Avery. Avery was put in charge of fine tuning every detail of the Model T assembly. By the end of 1913 the Model T assembly time was cut from 12.5 man-hours to 2.7 man-hours. Later improvements reduced the time even further to only 1.5 man-hours. Avery gained a reputation for being Ford's top problem solver and was promoted to Chief Development Engineer. For the next five years Avery worked on designing improved production methods for all of the sub assemblies leading into the final assembly of the Model T.

In 1918, Avery was assigned the task of developing a glass with more clarity. He came up with a method of pouring molten glass onto a moving table. After building a production facility so that Ford could make it's own glass, Avery went on to head up Ford's iron and lumber production. In 1922, Ford purchased the Lincoln Company. Avery worked with Edsel Ford to “Fordize” the Lincoln design and transfer the manufacture and production to the Rouge Plant.

Many of the Model A and Lincoln body parts were stamped out at the Murray Corporation of America. In 1927, Avery was recruited by Murray to head up their engineering. Within a year of moving to Murray, Avery was the president of the firm. The Murray Corporation supplied steel stamped body parts to all of the leading automobile companies. During the depression, Ford rewarded Murray with large contracts thus keeping Murray profitable.

At the beginning of World War II, Murray was well positioned to take on large military contracts. Avery steered the company into manufacturing airplane wings for the B17, B29, A20 bombers and the P47 fighter.

Avery retired from the president's role in 1948, but remained on as chairman until his death May 13, 1949. In 1990, he was inducted into the Automotive Hall of Fame for his contributions to the “moving assembly line”. Avery was known for complementing Ford's learning-by-doing philosophy and offered this lesson in life:

***“A well-understood failure is better than a misunderstood success”.***



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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

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***Happy Birthday Carson !***  
Saturday, May 9, 2020  
***"Lucky 13"***

