

March 2021



"T" DRIVER



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

March Celebrations

Gents Birthdays:

Chad Jenkins 6th
James Ewing Sr. 7th
Kenny Ramirez 17th
David Warren 21st
Jim McCracken 22nd
Terry Handy 27th

Wedding Anniversaries:

Christina & Kenny Ramirez 25th

Ladies Birthdays:

Judy Orr 10th
Maxine Warren 10th
Louise Werner 12th
Mary Warren 16th
Skira Orosz 21st
Sue Wilson 23rd

Officers for 2021

President:
Tom Collins 817-689-5750
Vice President:
Izzy Combs 702-335-3775
Secretary/ Treasurer:
CHERYL SAGO 702-373-5150
Historian/ Newsletter:
TERRY SAGO 702-373-2321
Webmaster:
RON CUSTER 702-460-4474
Tour Masters:
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

"T" DRIVER EVENTS

April 26th - Utah Canyon Tour
November 6th - Sunset Park Picnic

"Next Meeting"

Tuesday, March 9th

Bros. Breakfast, Lunch & Dinner

4335 N. Rancho Dr.

• dinner at 6:00 pm • meeting at 7:00 pm •

Breakfasts

Some of us are getting together for Saturday morning breakfasts. Be there by **8:00 am**.

For now, the location rotates between:

Sunshine & Tailwinds Café

@ the NLV Airport

&

Bros. Breakfast, Lunch & Dinner

@ 4335 N Rancho Dr.

(CHECK YOUR EMAIL FOR UPDATES)

Webmaster - Ron Custer

glocksterlv@aol.com



Newsletter Contributions

Terry Sago 702-373-2321 or email:
cherylsago@yahoo.com

SOUTHERN NEVADA MODEL T CLUB

Minutes of the February 9, 2021 Meeting

Meeting called to order at 7pm by Tom Collins, President

OFFICERS ROLL	PRESIDENT VICE PRESIDENT SECRETARY/ TREASURER MEMBERSHIP CO TOUR MASTER CO TOUR MASTER JR. AMBASSADOR NEWSLETTER/ HISTORIAN WEBMASTER SALES/DRAWINGS	TOM COLLINS IZZY COMBS CHERYL SAGO GARY COOPER (absent) JOHN WARREN DEDE LAGROW (absent) CARSON COMBS TERRY SAGO RON CUSTER (absent) DIRICK VAN GORP (absent)
PRESIDENT REPORT	Tom reported he will miss the March meeting and Izzy will fill in. Tom has been working on paperwork for the Saturday, Nov. 6 picnic, no reservations are accepted at this time. Izzy will turn in paperwork when it's time.	
VICE PRESIDENT REPORT	Izzy asked everyone to send pictures and any info they have (items for sale, etc) to our webmaster Ron Custer. She said they had over 100 Facebook followers. It was discussed that we would like them to become paying Members of the SNMTC and support the club's efforts to enhance the club.	
JR AMBASSADOR REPORT	Carson reported that he made a new friend, Hank Lee, by posting parts he needs on the National Club's website. Hank agreed to give Carson parts for free (except for shipping costs), if he promised to "Pay it Forward" when he gets Hank's age.	
SECRETARY REPORT	Minutes of the January meeting were approved as reported.	
TREASURER REPORT	Cheryl reported the balance forward of \$3706.20. (see separate report) Report was approved by members.	
MEMBERSHIP REPORT	Terry S. will be mailing a nice letter to 47 people that have still not paid their 2021 membership dues that were due in January.	
TOUR MASTERS	John said that the club would be meeting this Saturday the 13th for breakfast at Griddle Cakes, 9480 S. Eastern Ave, Ste 170, with a car show following. Saturday the 20th we'll meet at the NLV Airport Café, then back to Bros on Saturday the 27th .	
NEWSLETTER	Terry will publish his James Couzens story in the March newsletter, and bonus pictures of bumper cars that have been made to drive. He says he is reading three books at a time about Mr. Seldon, who held a patent on the gas-powered automobile, and wanted royalties from all the automakers. You can look forward to that story in the April or May issue!	
HISTORIAN	Terry is still scanning photos he inherited as Historian and using them as Bonus pictures. Enjoy!	
OLD BUSINESS	John said the Nelson tour was still a prospect for a club event, except cars would have to get on the freeway for a distance. It was suggested that we have safety cars with flashers in the front and back during that time. DeDe's suggestion of Scrambled as a breakfast tour was discussed. John expressed concern that it is dangerous taking St. Rose Pkwy, and he and Terry H. would check out a suitable route, perhaps meeting at Danny's and travelling from there. He said they have a nice menu.	
NEW BUSINESS	President Tom asked for volunteers for the Speedster Run for April 24, 2021 in St George, UT and we voted to co-sponsor the Utah Canyon Tour along with the MTFCS happening April 26-28 .Terry S. will give signup details in the March newsletter. January of 2022, the Speedway will host "Laps for Charity" to benefit Children's Charities. You can take any car you want and go 3 laps for \$35. Pam Keenan presented Harold Mann with a beautiful handmade quilt as a gift for his years of service to the club.	
50/50 DRAWING	50/50 was \$60, \$30 to the club and \$30 to the winner, Ronald Orr. The meeting was adjourned at 7:40 pm.	
Next Meeting date	March 9, 2021	

BREAKING NEWS!

Terry Handy has volunteered to fill the vacant president's chair for the remainder of the year. Oops! That was July 10th, 2018 after Frank Ross moved to Arizona. It seems like only yesterday. 2018 was a l-o-n-g year, it lasted all the way until last month. Many thanks to Terry Handy for his service to our club. Thanks to his dedication we continued to remain a strong club through our 2020 pandemic. Our hats are off to him, Bowler hats & Model T hats, that is!



Terry Handy in his 1927 Roadster Pickup

Treasurer's Report

Previous Balance (from January)	\$XXXX.XX
Re-ups	\$XXX.XX
Donation	\$XX.XX
Raffle	\$XX.XX
Newsletter (printing & postage)	\$ -XX.XX
Balance (February 9, 2021)	\$XXXX.XX

Cheryl Sago

If you have any dues to pay or financial business with the club, please contact Cheryl at
(702) 373-5150

In Memoriam

Fermin Esparza 1944-2021 & Barbara Sharpe 1947-2021

The Model T Club would like to extend their
sincerest sympathy to the
Esparza & Sharpe families.



T's Shop Talk

Greetings all! Lots going on! Southern Nevada Model T Club has been invited to co-sponsor a three-day tour in Utah in April with the club of Southern California. There is also a speedster race preceding this. Details in this newsletter. If you can volunteer for time checks that Saturday, that would be great. Margie and I have gotten my Model T running with much thanks to John Warren and thanks to Marilyn for letting me steal him quite a few times. Working on getting pedal worthy and practicing. Weather is warming up and hope to see you all at a breakfast or meeting. "Remember eternal patience gives you instant results."



Safe travels,
President Tom



Two Events Back-to-Back
April 23rd - 25th & April 26th - 28th

St. George, Utah - 25th Annual Speedster Endurance Run - Hosted by the Sun Country Model T Club

Festivities start with an open house and BBQ at Dennis Rutkoskie's shop Friday (23rd) afternoon/evening. The speedster run, starting Saturday (24th) will include a trip into Zion National Park. Non speedsters are also invited to participate in the "other class".

Contact: Dana Crosby at 602-579-3928 or telecros@yahoo.com.
VOLUNTEERS ARE NEEDED!

Panguitch, Utah - Utah Canyon Tour - Hosted by SNMTC and MTFCS

Leave from Panguitch on Monday (26th) for a 3-day journey on the backroads around Cedar Breaks, Coral Pink Sands, Kanab and Bryce Canyon. All type of T's are welcome.

Contact: Steven Chase at 323-497-0601 or NewNorthSouth@gmail.com.

These two tours are independent from each other, you must register for both separately.



James Couzens August 26, 1872 – October 22, 1936

In the late 1800's, early 1900's, if you lived in Detroit and you wanted to keep your house warm, you bought your coal from Alexander Malcomson. Malcomson was the coal magnate of Detroit. Handling all that coal did come with some problems however. He could never get the coal cars unloaded and back to the rail yard on time. The rail yard could not run smooth if people returned the cars whenever they wanted and James Couzens, the 25 year-old rail yard manager, demanded that his rail yard be run orderly. Couzens had a bottomless capacity of anger and constantly directed it toward Alexander Malcomson.

Malcomson, also having a temper himself, was annoyed by Couzens, but also recognized his devotion to his job. Malcomson hired Couzens away from the Michigan Central Railroad and put him to work managing his own office and smoothing out the Malcomson Coal Company. Five years later (around 1902), Malcomson was in the process of putting together the financing for the "new" Ford Motor Company. He offered an "in" for James Couzens. Couzens knew nothing of the automobile business, in fact the only thing he had to do with motorcars was that he had ridden in Malcomson's Winton a couple of times. For his investment Couzens used a small nest egg that he had built up and borrowed some additional funds from friends and family, putting together \$2500.



James Couzens

Malcomson's plan was for John Gray, a Detroit banker, to be president of the Ford Motor Company, with Henry Ford to be in charge of manufacturing and Malcomson to run the business. Gray insisted that Malcomson stay in the tried and true coal business, keeping their money safe and use his man, James Couzens to oversee their investment in the Ford Company. Couzens would stay at the Ford company until the automobile business was up and running, then he would return to the coal business. Returning to the coal business never happened. James Couzens kept the Ford Motor Company running and profitable. Essentially James Couzens became Henry Ford's partner or counterpart. When Henry Ford wanted to stop the assembly of automobiles to experiment with this or modify that, Couzens put his foot down. He knew the history of Henry's constant tinkering and Couzens was vigilant in seeing cars completed and out the door. They needed to ship automobiles. When the Model A's were complete, they were shined up and shipped out despite their imperfections. Couzens said if they stopped shipping that they would go bankrupt. He would be at the dock to see that automobiles were actually loaded on the freight cars and the doors were sealed shut. If there was a problem in the field, Couzens would then dispatch a mechanic to fix it. It was said that in the beginning no two Model A's were identical. The field mechanics sometimes came back with suggestions for improvements that would be incorporated into later cars.

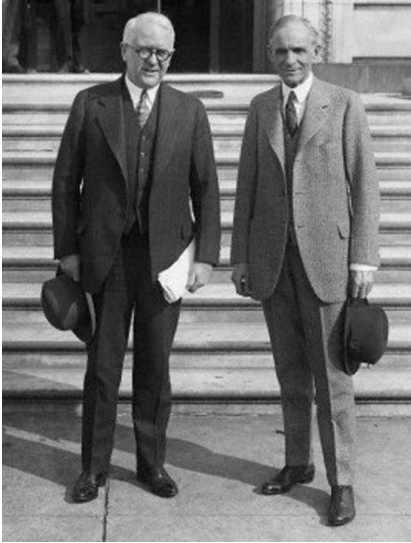
Whatever needed to be done, Couzens would step in to the job and get it done. He took care of the books, watched over the shop floor and wrote the advertising copy. He was exponentially frugal with Ford's money. When Alexander Malcomson sold a Ford car to one of his friends at a discount, Couzens insisted that Malcomson (his boss) pay the difference back to the company out of his own pocket. Couzens was known for his brutality and some of his colleagues called it just "God Damned Mean"! By the end of 1903 Couzens had overseen the production of 215 cars. The shareholders received their first dividend of 100%. At this time the Dodge Brothers were manufacturing the bulk of the chassis, engines and transmissions and Couzens gave them an order for 725 more. It was said that Henry Ford by himself couldn't manage a small grocery store and James Couzens couldn't put together a child's kiddie car, but together they built an organization that changed the world.

James Joseph Couzens, Jr. came to us from Chatham, Ontario, Canada. It was said that he was born with a caul. Legend says that this foretold special good fortune in life. (caul: amniotic membrane enclosing the fetus, occasionally found on a child's head at birth) His mother kept the caul in a silk pouch and presented it to Couzens wife at his wedding. Couzens always dismissed this "old wives' tale" as **bunk**.

In 1906 John Gray died. At about the same time Henry Ford and Alexander Malcomson's vision of the company was substantially different. Henry wanted to continue with the lower priced Model A and Malcomson wanted to build luxury cars for the rich, the Model K. Henry Ford pushed Malcomson out of the company and Malcomson

received \$175,000 for his share of the stock. Couzens then became vice-president and general manager of the Ford Motor Company. The company went on to make Henry Ford and James Couzens very rich.

Sitting in his office during the Christmas shutdown of 1913, Couzens observed the laid-off Ford workers hanging around the company gates looking for any kind of work. The Ford Motor Company had just paid out an \$11 million dividend to the wealthy shareholders and he asked himself why the workers themselves barely made a living wage. It was said that Couzens could squeeze a penny until it hurt, but it was he who conceived the idea of the \$5 day. It was also Couzens that believed all company policies should be credited to Mr. Ford.



Couzens and Ford worked for years as if they were equal partners. However, as time went on, their partnership grew apart. In 1915, when copy for the “Ford Times” company magazine came to him for his approval, he discovered that Henry Ford had written a story stating his pacifist views toward the war in Europe. The next day Couzens approached his boss and told him that he could not use the company magazine to promote his personal views. Henry Ford however reminded Couzens that Ford owned 58% of the company and Couzens only 10%. An argument ensued and Couzens offered his resignation. Ford’s response was, “All right, if you have decided”.

At the time Couzens managed 6,700 Ford agents, thirty-five Ford branches, thirty-six Ford assembly plants, accounts in forty-eight American banks and the millions of Ford Motor Company’s dollars that were deposited in foreign banks. Couzens himself was said to be worth between forty and sixty million dollars. Couzens left the day to day operation of the company, but remained on the board. He had already become interested in politics and got himself involved in the City of Detroit as commissioner of the street railways and the commissioner of the metropolitan police. Couzens then went on to become the president of the Bank of Detroit, the director of the Detroit Trust Company and the Mayor of Detroit.

Henry Ford, wanting to expand the company, decided in 1917 to suspend the payment of dividends to shareholders and reinvest the money into building the new factory at Rouge River. Up until this time the Dodge Brothers had been producing parts for the Ford Motor Company without direct payment, just taking their annual dividends. The Dodge Brothers along with the other shareholders organized and sued Henry Ford. The outcome was that Ford had to pay. He then borrowed against his own stock and bought out all the shareholders. Henry Ford was now the sole owner of the Ford Motor Company. For James Couzens \$2500 investment in 1902, he received \$30 million in 1919.

In 1922 he was appointed to the United States Senate. In 1933 Couzens became embroiled in the closing of Detroit’s banks. Not supporting an aid package to save the Motor City’s banks, he took much of the blame for failing to solve the crisis. His further support of Roosevelt’s “New Deal” led to his political demise and he was not re-nominated in 1936. He did however serve in the senate from 1922 until his death, October 22, 1936.

James Couzens spent much of his elderly years in philanthropy. He spent millions establishing the Children’s Fund of Michigan and the Children’s Hospital of Michigan. His son, Frank Couzens, succeeded him as Detroit’s mayor.



“early” Model A



Ford Model K



Winton automobile



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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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