



"T" DRIVER



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

May Birthdays

His:	1 st – Dirick Van Gorp,	9 th – Carson Combs,	19 th – Wayne Mims,
	22 nd – Art Goldstrom,	23 rd – Jon Bibbens,	28 th – Bob Fleischman
Her:	13 th – Libbey Sharpe,	23 rd – Colleen Jacks,	30 th – Jennifer Mitchell

May Anniversaries

2 nd – Ron & Karen Custer,	25 th – Richard & Amy McGuinness,	25 th – Bill & Jennifer Mitchell
27 th – Christian & Lara Kolberg,	29 th – Thomas & Peggy Reich,	30 th – Jerry & Colleen Jacks,
30 th – Ron & Judy Orr		

Officers for 2020

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Vice President:
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Secretary/ Treasurer:
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Historian/ Newsletter:
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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

Saturday AM Tours

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 702-353-4436

Club Meetings

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



When it is safe and everyone is ready we'll do something.
In the mean time don't take any wooden nickels.

Webmaster - Ron Custer

glocksterlv@aol.com

Newsletter Contributions

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

Your Lesson in History

Did you know? People used to use urine to tan animal skins, so families would all pee in a pot and then once a day it was taken and sold to the tannery. If you had to do this to survive, you were “Piss Poor”. But worse than that, the really poor folk who couldn’t even afford to buy a pot, “They didn’t have a pot to piss in”.

The next time you are washing your hands and complain because the water temperature isn’t just how you like it, think how things used to be:

Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. However, since they were starting to smell anyway, brides carried a bouquet of flowers to hide the body odor. Hence the custom of carrying a bouquet when getting married.

Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women, and finally the children, last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, “Don’t throw the baby out with the bath water”.

Houses had thatched roofs, thick straw piled high, with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (including mice & bugs) lived in the roof. When it rained, it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying “It’s raining cats and dogs”.

There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed. Hence a bed with a canopy came into existence.

People used straw for beds, so when they retired for the evening, they would say “Don’t let the bed bugs bite” or “I’m off to hit the hay”.

The floor was dirt. Only the wealthy had something other than dirt, hence the saying “Dirt Poor”. Some wealthy people had slate floors that would get slippery in the winter when wet, so they spread thresh (straw) on the floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entry way, hence a thresh hold.

In the old days, they cooked in the kitchen with a big kettle that always hung over a fire. Every day they lit the fire and added things to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme, “Peas porridge hot, peas porridge cold, peas porridge in the pot nine days old”. Sometimes they could obtain pork, which made them feel quite special. When visitors came over they would hang up their bacon to show off. It was a sign of wealth that a man could, “Bring home the bacon”. They would cut off a little to share with the guests and would sit around and “Chew the Fat”.

Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach into the food, causing lead poisoning death. This happened most often with tomatoes, so tomatoes were considered poisonous for hundreds of years.

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle and guests got the top, or the “Upper Crust”.

Lead cups were used to drink ale and whiskey. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait to see if they would wake up. Hence the custom of holding a “Wake”.

England is old and small and the local folks started running out of space to bury people, so they would dig up coffins and would take the bones to a bone house and reuse the grave. When opening these coffins, some coffins were found to have scratch marks on the inside and they realized they had been burying people alive, so they would tie a string on the wrist of the corpse, lead it through the coffin lid and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (The Graveyard Shift) to listen for the bell. Hence, the saying “Saved by the Bell” or he was considered a “Dead Ringer”.

Treasurer's Report

February Balance	\$XXXX.XX
4 Re-Ups	\$XXX.XX
50/50 drawing (\$XX.XX)	\$XX.XX
Club Supplies	(\$XX.XX)
March Ending Balance	\$XXXX.XX

Cheryl Sago

Don't find fault,
Find a remedy;
Anybody,
Can Complain !

Henry Ford



Robert E. Regehr



The collection of Robert Regehr is being auctioned Saturday, October 24th. Bob was the owner of many Texaco Gas & Service Stations in Kansas and the inventor of the bounce-house castle. During his 89 years it is said that he collected more than 260 vintage cars, and parts, and parts, and parts. 140 cars and several barns of car parts will be auctioned this fall, including (20) 1932 Fords. His collection contains at least one of every model of the '32 that Ford built. The collection also includes '57 Chevy's, a 1967 Camaro Pace Car and even a Ferrari 308. The auction will be held at the Kansas State Fairgrounds in Hutchinson, Kansas and also online. Look for:

VanDerBrink Auctions, The Robert E. Regehr Collection

Japan Black

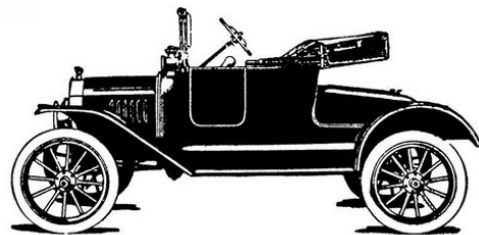
What color is your Model T? Did Henry Ford really say, “You can have any color you want, as long as it’s black”? The stories have been told and retold for over a hundred years. Here are some things that I’ve found out and you can make up your own mind and maybe tell your own story. In 1909 there were 2500 cars built and they came in red, green and gray. In the beginning cars were painted by hand with many coats of paint and hand sanding and buffing in between coats. In 1910 cars came in Brewster green and later in the year, blue. In 1911 there were 34,000 cars built and finished in blue, red and green. Black was said to be available, but there are no records of black being a standard color. However, there is one rumor that many cars were primed in black.

In 1912, 68,000 cars were made. Some cars were made in blue, some red with black fenders, some were even delivered with unpainted bodies and painted black fenders. Again black was said to be available, but no records of all black cars. Then in 1913 production ramped up to over 170,000 cars and black became a standard color. Through the years it was said that a color could be ordered, but for the most part, cars were painted **black**.

Peak production occurred around 1924, then sales started declining. The Model T was pretty much the same car and the competition was building more innovation into their cars. The standard of living had grown and people had choices. That led to a few changes in 1926 and 1927 cars, including some paint choices. In 1926 Ford added green and maroon as well as black and in 1927 there were various colors and black was said to be a special order.

Why black? There was a substance called **Japan Black** available in the early 20th century. It was a lacquer and it was extremely suitable for varnishing iron and steel. It was called Japan Black or Brunswick Black and it was associated with black lacquer products being imported from Japan. It has a high bitumen content and it provided a good protective finish that was durable and **dried quickly**. Before Japan Black automotive lacquers could take up to 14 days to cure and Japan Black would cure in 48 hours or less. This accelerated drying time and made it a favorite for mass-produced automobiles. Japan Black was a standard until the late 1920’s when Dupont introduced nitrocellulose lacquer to the automotive world.

Ford had used two types of Japan Black. The first was F-101 or later called M-101. This was the “First Coat Black Elastic Japan”. It was used as the base coat applied directly to the bare metal. Then F-102 was the “Finish Coat Elastic Black Japan. The formulas were similar. They consisted of asphalt, linseed oil, lead and iron dissolved in mineral spirits. The first coat also contained a small percentage of carbon black, used as the pigment. The asphalt used was specified to be “Gilsonite”. Gilsonite is a soluble hydrocarbon occurring naturally in the Uintah Basin of Utah. These coatings were long used in the coating of ironware across the globe. The paints had good elasticity allowing them to be stable on parts being subject to vibration, deformation and thermal expansion without cracking and peeling. It dried naturally with a high gloss finish and now the most important part, **it was cheap!**



**ANY COLOR
AS LONG AS IT'S BLACK**

Henry Ford's First Automobile



The 1896 Quadricycle

After two years of tinkering, Henry Ford rolled out his first automobile from a tiny workshop behind his house in Detroit, Michigan. Henry, at the age of 32 had been working at the Edison Illuminating Company of Detroit as an engineer, and experimented with the internal combustion engine at home. Several people in the late 1800's were trying to produce the "horseless carriage" and no one knew exactly what it should look like. Inventors had little or no capital to work with, so the vehicles were usually created from spare parts. Bicycles were a popular mode of transportation at the time, so many creations were based on bicycle tires with chain drive.

Henry's model was powered by a two cylinder, gas powered, horizontally mounted engine. It had a transmission with two forward gears, but no reverse. Steering was achieved by a tiller system. Having built the car inside his landlord's building completely before measuring the door's width, he "modified" the opening, brought it outside and on June 4, 1896, Henry took his first test drive. The engine developed 4 horsepower, attaining a top speed of 20 mph.

He eventually sold his Quadricycle to Charles Ainsley (Buffalo Motor Works) for \$200. He would go on to build two more in the coming years. He would later buy back his first Quadricycle for \$60. Today, the original Quadricycle is displayed at the Henry Ford Museum in Dearborn.

Success of the Quadricycle lead to funding for the Detroit Automobile Company.

"Pandemic Moment"

It seems like only yesterday that our greatest fear was eating lettuce!

Where Is Ford Today?



2020 Ford GT
"Liquid Fiber Edition"

In the early 1960's Henry Ford II wanted a Ford at Le Mans. Ferrari had dominated the 24 Hours of Le Mans by winning every race from 1960 – 1965. Then there was a rumor of Ferrari being for sale. After much negotiation, a deal was struck for Ford to buy Ferrari and then Enzo Ferrari snubbed Henry II and cut the deal off. The angered Ford directed his employees to find a **Ferrari-Beater** of their own.

They originally selected a Lotus MK6 chassis with a Ford Galaxy engine that was built for Nascar. This developed into Ford's own manufactured car dubbed the GT40. However it didn't come up to speed until our favorite friend was invited into the picture, Carroll Shelby. Shelby and race driver Ken Miles refined the design and transmission of the MK and eventually all the versions of cars were grouped as the "Ford GT40". The Ford GT40 went on to win the 24 Hours of Le Mans in 1966, 1967, 1968 & 1969. By the way, there is an excellent movie that has recreated this excitement and it is called "Ford vs. Ferrari".

The first generation of the Ford GT's were designed to have the look and feel of the historic GT40 and were produced in 2005 & 2006, and there have even been brand new replicas of the GT40 available, but Ford has now pulled out all the stops with this 2020 edition of the second generation of the Ford GT.

Pictured above is the new Ford GT Liquid Fiber Edition. It's today's version of the GT40. The 2020 Ford GT Supercar is a mid engine two-seater powered by a 3.5 Liter, twin turbo V6 producing 647hp. The body and even the wheels are made from carbon fiber. To minimize weight it's built on an aluminum subframe. If you are one of the "selected" customers it can live in your barn, providing you are ready to part with \$500,000 or more!

(Do you think Ford Credit would give us 0% interest and a couple of extra months to pay?)

Squirrel Problems?

In a small American town, a band of squirrels had become quite a problem. The Presbyterian church called a meeting to decide what to do about their squirrel infestation. After much prayer and consideration, they concluded that the squirrels were predestined to be there, and they shouldn't interfere with God's divine will. At the Baptist church the squirrels had taken an interest in the baptistery. The deacons met and decided to put a water-slide on the baptistery and let the squirrels drown themselves. The squirrels liked the slide and unfortunately, knew instinctively how to swim, so twice as many squirrels showed up the following week. The Lutheran church decided that they were not in a position to harm any of God's creatures. So, they humanely trapped their squirrels and set them free near the Baptist church. Two weeks later the squirrels were back when the Baptists took down the water-slide. The Episcopalians tried a much more unique path by setting out pans of whiskey around their church in an effort to kill the squirrels with alcohol poisoning. They sadly learned how much damage a band of drunk squirrels can do. But the Catholic church came up with a more very creative strategy! They baptized all the squirrels and made them members of the church. Now they only see them at Christmas and Easter. And not much was heard from the Jewish synagogue. They took the first squirrel and circumcised him. They haven't seen a squirrel since.



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SPOUSE CELL # _____ Birthday ____ / ____ / ____

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

Year	Make	Model	Body Style

MTFCA NO: _____



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Is there light at the end of the tunnel?



Stay Safe Everyone!