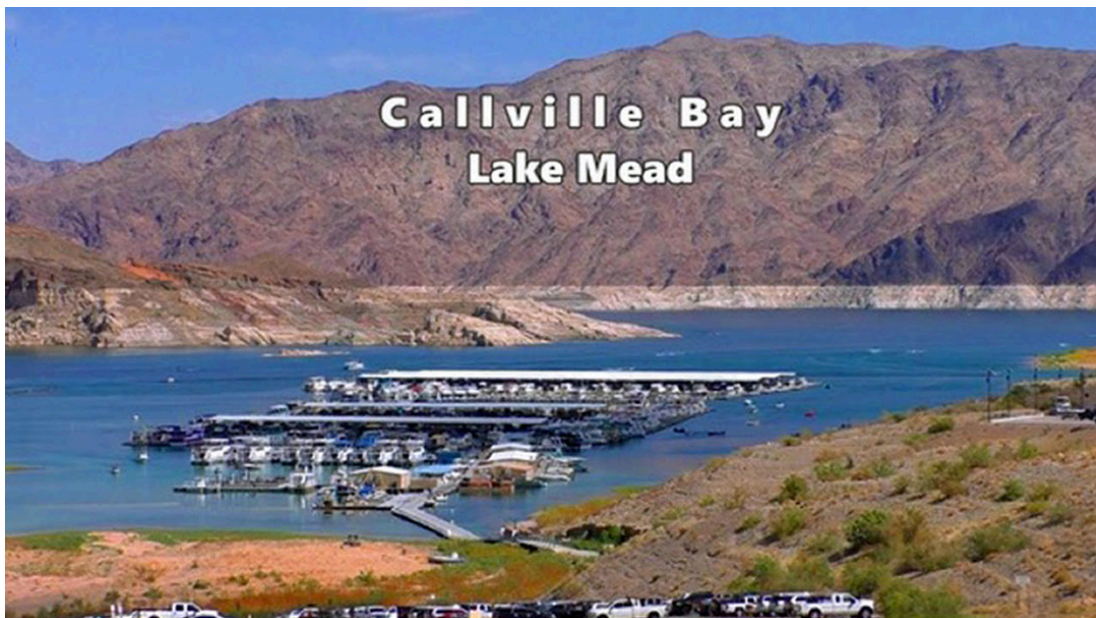


Breaking News!



We're doing a "T" tour/ breakfast!

**Join Us
Saturday, November 7th
for a trip to
Callville Bay**

**Leaving from Skyline Casino
at 8:00 am
(or meet us at Callville around 9:30)**

**Please RSVP by Tuesday, November 3rd
Call Terry Handy: 702-370-2232**

November 2020



"T" DRIVER



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

November Celebrations

Gents Birthdays:

Gary Cooper 7th
Frank Ross 15th

Ladies Birthdays:

Ramona Cooper 1st
Jolene Ellefson 3rd

Wedding Anniversaries:

Skira & Gabor Orosz 9th
Debbie & Mitchel Ray 16th

Officers for 2020

President:

TERRY HANDY 702-370-2232

Vice President:

EUGENE RAMSEY 702-361-3926

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

Calender

Saturday, Nov 7th . . . Callville Bay
(leave from Skyline Casino at 8:00 am)

Christmas Party
(cancelled)

Club Meetings

Meetings 2nd Tuesday of the month 7:00 pm

"Next Meeting November 10th"

Bros Breakfast, Lunch & Dinner
4335 N. Rancho Dr.

•dinner 6:00 pm• •meeting 7:00 pm•

Breakfasts

On Saturdays that we do not have a tour some of us are getting together for breakfast.

Be there by **8:00 am.**

For now, the location is alternated 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 October 13, 2020 Meeting

Meeting called to order at 6:55pm by Terry Handy, President

OFFICERS ROLL	PRESIDENT	TERRY HANDY
	VICE PRESIDENT	EUGENE RAMSEY (absent)
	SECRETARY	CHERYL SAGO
	TREASURER	CHERYL SAGO
	MEMBERSHIP	GARY COOPER (absent)
	TOUR MASTERS	JOHN WARREN and DE DE LAGROW
	JR. AMBASSADOR	CARSON COMBS
	NEWSLETTER	TERRY SAGO
	HISTORIAN	TERRY SAGO
	WEBMASTER	RON CUSTER (absent)

JR AMBASSADOR REPORT	Carson is busy at school, but reported that Saturday after the breakfast, his T broke down (the bands fell apart) and he needs to do some transmission work. He also told us he was invited by Denny Rutkoski to take Denny's red speedster to California this weekend on a tour.
SECRETARY REPORT	Minutes of September 2020 meeting were approved. Cheryl reported that our good friend Wayne Atkinson is dealing with cancer.
TREASURER REPORT	Cheryl reported the balance forward of \$XXXX.XX, with a newsletter expense of \$XX.XX for an ending total of \$XXXX.XX.
PRESIDENT REPORT	Handy shared that Friday nights starting around 5PM, there is a cruise/car show happening in the old Kmart parking lot at Rancho and Craig Rd for anyone wanting to attend.
TOUR MASTERS	John reported that there was a possible tour coming up for Callville Bay, and a date was chosen for November 7, 2020. DeDe is checking on a breakfast place off St. Rose Pkwy called Scrambles, and John is looking into a few more places for breakfast tours.
NEWSLETTER	Terry reports that he is working on a story about brakes, Rocky Mountain, AC brakes and Disc brakes for an upcoming article. John offered to give Terry information. Terry also discussed adding Bros and the Airport Café to the advertising page.
OLD BUSINESS	John Warren announced that Malinda Ray (Scotty's wife) recently had a stint put in.
NEW BUSINESS	The Callville Bay tour was set for November 7 th , and will start from the Skyline Hotel at 8am, to arrive at Callville Bay around 9:30am. The Christmas party was voted on and a date of December 5 was passed. It will be held at Bros Breakfast, Lunch & Dinner. Watch for your invite in the mail!!
50/50 DRAWING	50/50 was \$30, \$15 to the club and \$15 to the winner, Harold Mann. The meeting was adjourned at 7:36 pm.
Next Meeting date	November 10, 2020

Treasurer's Report

Previous Balance (Sep 8 th)	\$XXXX.XX
<u>Club Supplies(printing & stamps)</u>	<u>\$-XX.XX</u>
Balance as of Oct 13 th 2020	\$XXXX.XX

Cheryl Sago

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

I Would Like a New Radiator Please !

Last month I gave you some information on the Boyce Moto-Meter. This month I'm going lower. I'm thinking that I'm going to get another one of those stimulus checks, probably not, but if I did I was thinking about getting Maggie Mae, our T, a new radiator. Every time that I look at someone else's car I think that their radiator looks better than mine, even all 120 Model T's sitting down there in the desert at Yuma. It's also running a little hotter than I think is good. I've gone to great lengths to clean it out, but I really want a new radiator. So I call these guys up to ask some questions. Then they started asking me questions. You need brass or black? Is it low or high? Round tube or flat tube? I don't know, I just want a pretty radiator that keeps the car cool. Now I have to learn something new. So, after sifting through things I thought that I would share what I think I know now.

The early year T's came with an all brass radiator, polished brass. A couple of 1909 T's had a brass removable shell, but typically the exposed part at the front of the car was actually the tank of the radiator. Logos were stamped into the tank, sometimes the Ford script logo and sometimes the Ford script logo with the wings. Cheryl has named this one the "mustache" logo. The cooling tubes were round tubing soldered to the top and bottom tanks. Seamed, round tubing was readily available and it allowed the fluid to easily pass through without getting clogged.

These polished brass radiators came on cars from the beginning until the big changes to the Model T in 1916. Now even though these brass radiators look the same, there were many differences. Every couple of years the bracket locations changed slightly. Sometimes there was a horizontal tube soldered on the bottom. In the beginning, this was for the acetylene gas to be piped over to the passenger side of the car for the gas headlights. Later they soldered on tubes for the wires to pass through for the electric headlights. Then there was a hole in some for an extra choke wire to pass through the front when hand cranking your car.



Polished Brass



**Livingston "V"
Radiator**

Have you ever seen a brass radiator that looks like a wedge or V-shaped? These were designed by Edsel Ford for the speedsters. They were known as "V" radiators and had almost twice as many cooling tubes. Most of these were made by Livingston, but there were other manufacturers out there tinkering with the same idea.

Back to the idea that the Model T never changed, it was always changing. Henry Ford was always looking to give the customer more for their money. In 1916 they went to a black tank (brass painted black) encased in an outer shell. Somewhere during that time the tubes became copper. Some people say that they were reducing the amount of brass in the car because the brass was needed for bullet casings for the Great War. The United States was not in the Great War yet, but they were selling bullets to Europe. These black radiators became known as the low radiators. The core height, the distance between the top and bottom tanks measured 17 inches. This was pretty much standard until 1923.

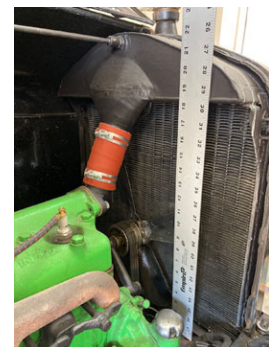
Sometime in 1923, there were more styling changes made to the Model T and the radiator became taller by 1 3/8 inches. This is known as the high radiator, with an 18 3/8 inch core. This size radiator was the standard for the balance of the Model T run through 1927. I found one old parts book that you could purchase a new radiator complete with a new shell for \$12 (of course that was 1920). That's not the case now. A quality, black radiator is about \$800 and a polished brass radiator is about \$1400.



**"low" radiator
17" core**

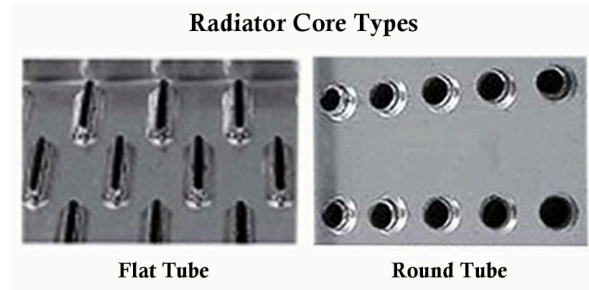


Ford Script with Wings



**"high" radiator
18 3/8" core**

Now, what about these flat tubes? I can't find out when, but a discovery was made that if the core was made of flat tubes instead of round, more air could pass through the core and dissipate the heat better. Many companies made radiators with these flat tubes and the later Model T's came off the line with flat tube radiators installed. So why would you want a round tube radiator? If you are building a period correct car or a show car you may want a round tube radiator. If you are building a driver, especially if it will be a parade car or you live in the desert you want a flat tube radiator.



Just so that you know, the Brassworks people in Paso Robles, California can build you whatever configuration that you need. You can even get brass radiators with flat tubes so that you can achieve good cooling and one would have to look very close to see that it is not an original. Did you know that if you purchase a "new" replica radiator that has the Ford logo stamped into it, Ford collects a 10% royalty from the manufacturer?

On a side note, did you know that there wasn't a commercial automobile anti-freeze available until 1923 when an Ethylene Oxide product was used and the modern day Ethylene Glycol (green) didn't show up until 1937.

Maggie Mae got a black, flat tube, tall radiator. She's running cool as a cucumber!



**Maggie Mae
with black radiator**

A Few Notes: The new radiator has a drain hole in the bottom so that you can add a petcock, a very nice feature considering that the only way to get the coolant out of the old radiator is to remove a hose. Even with a drain pan the garage floor gets messy. The threads for the petcock and the brace rod were very tight in the new radiator, probably full of paint. The new radiator didn't have the brackets to attach the radiator shell, I had to drill the rivets out of the brackets on the old radiator and transfer them. One other thing, I recommend replacing both the inlet and outlet castings, both of these were disintegrating from 95 years of rusting. I had replaced the hoses earlier and I knew that the castings were bad.



Just as I was finishing up on the radiator story in walks Dave Cuddie with pictures of the progress on his latest project. Inspired by a photo that he saw in The Vintage Ford magazine, he decided to build a vehicle that looks like a Model N from Model T parts. When we first saw it a couple of months ago it was 4 wheels and tires in the back of the shed and a frame sitting out back. You will find that all of Dave's work is amazing, but check out the radiator shell. I'm not usually the jealous type but his radiator is an absolute work of art.



Another Important Player

Another name that you probably don't know, but was a major contributor to your Model T is Jozsef Galamb. The genius of Henry Ford was to surround himself with men like Galamb. Galamb immigrated from Hungary in 1903 at the age of 22. He was educated in Budapest as a mechanical engineer and had developed operations for the engine assembly for the German automobile company Adler.



Jozsef Galamb

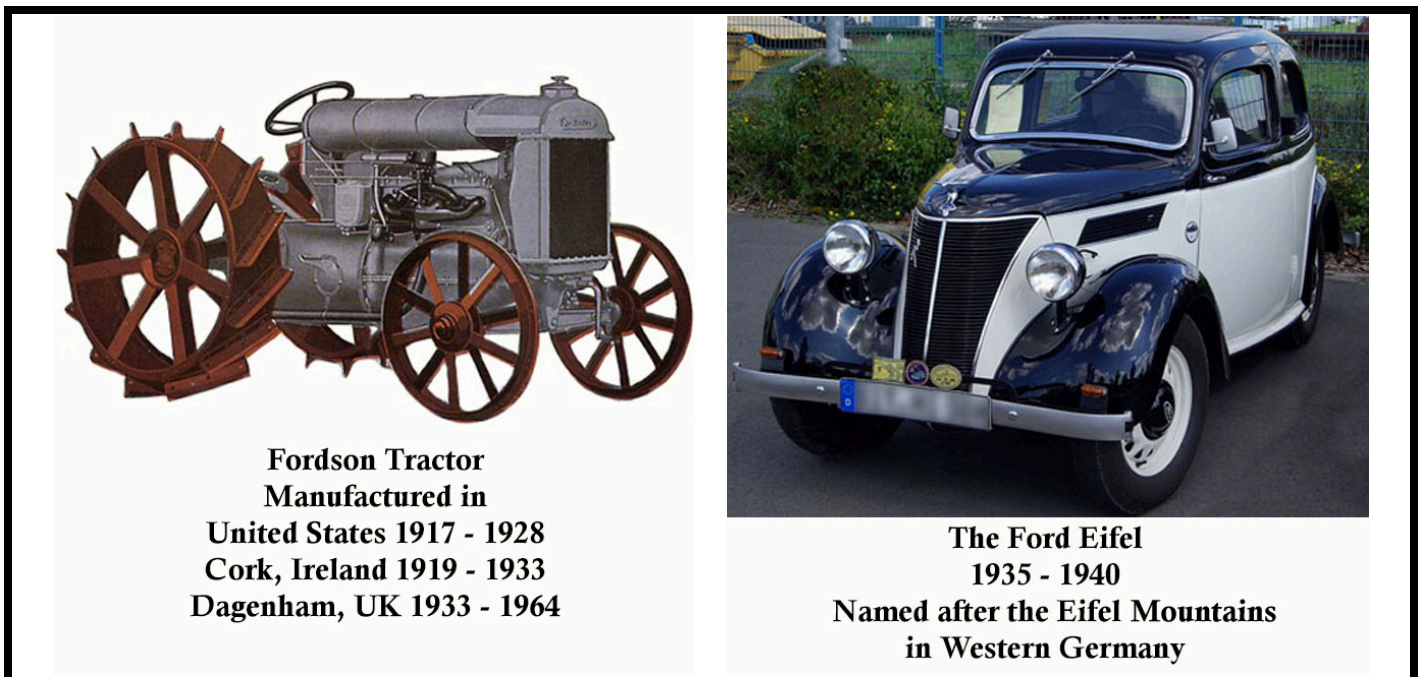
His original interest in coming to the United States was to see the Palace of Transportation at the 1904 St. Louis World's Fair. He found that his education and experience was in high demand in the rapidly expanding industrial development in the United States. He first went to work for Westinghouse and then for Stearns Automobile Company in Cleveland before working for Ford.

When Galamb first joined the Ford Motor Company they still had less than 300 employees. He went to work at Ford in 1905 as a designer-draftsman at the Piquette Plant along side C. Harold Wills. His first project was to redesign the cooling system on the Model N, the predecessor of the Model T. He subsequently worked on many Model T parts. Wills and Galamb went on to become instrumental in the development of the moving assembly line for Ford's Highland Park Plant.

In 1915 he was put in charge of the Fordson tractor design. His performance was such that Henry Ford promoted him to chief designer for the company, replacing Wills.

During World War I he found himself busy designing military hardware. He also had a hand in the design of the Ford Model A, the Ford V8 and the Ford Eifel that was produced in Hungary, Denmark and Germany.

Due to illness, he retired in 1944 and died 10 years later.



**Fordson Tractor
Manufactured in
United States 1917 - 1928
Cork, Ireland 1919 - 1933
Dagenham, UK 1933 - 1964**

**The Ford Eifel
1935 - 1940
Named after the Eifel Mountains
in Western Germany**

Car Show - Every Friday Night - Dairy Queen - Northeast Corner of Craig & Rancho - Starts Around 5:00



DeDe's
Custom Cakes

Weddings - Birthdays
Special Occasions
Anniversaries

702-564-3557
or 702-498-6376

Gold Casters Jewelry
Michael Holland



Watch Batteries
& Installation
\$3.99* reg/ \$8.00
(702) 565-7411
34 S. Water St.
Henderson NV 89015

* Most Watches
Must Present Coupon



Bus. (702) 871-1963
Fax. (702) 871-0745
Cel. (702) 210-2162

Collett Electric, Inc.
State Contractors License #16713
Steve R. Collett
President

4790 Quality Court • Las Vegas, Nevada 89103
collettelectric@aol.com



SINCE 1839



SPECIALIZED LUBRICANTS
MIKE MULLIGAN
Western Region • Mining Division & General Sales

*Better Fuel Economy, Longer Drain Intervals, Increase Longevity
"I Will Increase Your Profit, That's The Bottom Line!"*

Cell: (702) 354-3542 Email: oilmanmike@gmail.com



LegalShield
Total access. Total freedom.

Sharolyn Craft
702.525.1568 Independent Associate - Director
scraft@legalshield.com Small Business, CDLP &
www.legalshield.com/hub/scraft Group Benefits Specialist

www.**MOTOR MISSION.com** Since 1948

New Radiator & Charge Air Cooler Sales

- COMPLETE INDUSTRIAL & AUTOMOTIVE
- MACHINE & RADIATOR SHOP SERVICE
- ALUMINUM WELDING

5435 Desert Point Drive • Las Vegas NV 89118

(702) 649-2366 Fax (702) 649-4133
(702) 649-0648 Jimmy@MotorMission.com
Facebook.com/MotorMission

NOSTALGIA STREET RODS
HOME OF THE PISS AND MOAN CLUB



5375 Cameron Street Suite M Las Vegas, Nevada 89118
702-871-3752 Shop 702-364-2652 Fax



Kevin Ramsey
Co-Owner
C 702.604.8266
O 702.736.8120
F 702.736.6169

Precision Sheet Metal Fabrication and Proto Typing/ Production
Laser - Waterjet - Punch - Brakes

2017 East Maule Ave Email: kevin@rsfab.com
Las Vegas, NV 89119 Web: www.rsfab.com

DENNIS & JACKIE RUTKOSKIE
CLASSIC CAR COLLECTION

1483 Midway
Washington, Utah 84780
Phone: 435-668-0474




Bro's
Breakfast & Lunch

4335 N. Rancho Dr.

2021 MEMBERSHIP & RENEWAL APPLICATION FORM

Annual dues of \$30.00 per household membership

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
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

MTFCA NO: _____

MODEL T FORD CLUB OF AMERICA
JOIN THE NATIONAL CLUB
APPLICATIONS & RENEWAL
ANNUAL DUES ARE \$40.00 PER YEAR

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

MAKE CHECKS PAYABLE TO:
MODEL T FORD CLUB OF AMERICA
P.O. BOX 996 RICHMOND, IN 47375-0996
REGISTER ONLINE AT mtfca.co



KOLBERG AUCTIONS

Christian W. Kolberg
Auctioneer

612 Ampere Lane, Las Vegas NV 89145
1-877-KOLBERG cell: 702-525-8344
christian@KolbergAuctions.com

New Location for Vickie's

Vickie's Diner is relocating
to the
Commercial Center
953 E. Sahara Ave.

"Just waiting for the
renovation work to
be complete"

El Chiringuito Mexican Snacks

(702) 749-8597



4907 VEGAS DR #130
LAS VEGAS NV 89108

Maria Mayo
John Moya