



"T" DRIVER



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

September Celebrations !

Gents Birthdays:

Ronald Gannon 3rd
Eugene Ramsey 9th
Harry Sullivan 9th
Steve Collett 10th
Harold Mann 12th
Don Reed 12th
Daniel Lorenzi 12th

Mike Sharpe 14th
Richard McGuinness 16th
Larry Coon 19th
John Colo'n 27th

Ladies Birthdays:

Helen Jenkins 23rd
Kimberly Hess 25th
Lara Kolberg 28th

Wedding Anniversaries:

Kim & Michael Copperthite 3rd
Jolene & Steve Ellefson 29th

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

OUR SEPTEMBER PICNIC HAS BEEN CANCELLED !

Club Meetings

Meetings 2nd Tuesday of the month 7:00 PM

"Next Meeting September 8th"

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

•dinner 6:00 pm• •meeting 7:00 pm•

Breakfasts

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

For now, the location is alternated between:

Sunshine & Tailwinds Café
at the NLV Airport

&

Bros. Breakfast, Lunch & Dinner
at 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 August 11, 2020 Meeting

Meeting called to order at 7:00pm by Terry Handy, President

| | | |
|----------------------|--|--|
| OFFICERS ROLL | PRESIDENT VICE PRESIDENT SECRETARY TREASURER MEMBERSHIP TOUR MASTERS JR. AMBASSADOR NEWSLETTER HISTORIAN WEBMASTER | TERRY HANDY EUGENE RAMSEY (absent) CHERYL SAGO HAROLD MANN GARY COOPER (absent) JOHN WARREN and DE DE LAGROW (absent) CARSON COMBS TERRY SAGO TERRY SAGO RON CUSTER |
| JR AMBASSADOR REPORT | Carson reported that he had been working on his 1924 Model T, was only running on 3 cylinders. He also did some brake, spring and bolt work. | |
| SECRETARY REPORT | Minutes of July 2020 meeting were approved, and Dirick Van Gorp helped take minutes for "Secretary in Training." | |
| TREASURER REPORT | Cheryl reported the beginning balance of \$2972.50 balance forward, with a newsletter expense of \$81.58, leaving an ending balance of \$2890.92. | |
| VP REPORT | None | |
| HISTORIAN REPORT | None | |
| MEMBER REPORT | None | |
| TOUR MASTERS | John is out of town in Kansas. | |
| NEWSLETTER | Terry reported that printing costs will be less variable since it was resolved to print consistently on 20# paper. He mailed out the newsletter the afternoon of one day and got our copy in our mailbox the morning of the next, confirming the Post Office is running on time. He gave information about the new Tractor Supply store that just opened off Sky Pointe Dr. and that it has nuts, bolts, etc. for your car use. There was news of his visit to the WAAAM museum in Oregon, that they had received a donation of 11 Model T's and had a 1923 T for sale for \$2500.00 in good running condition. He purchased new books from the museum that were available from the lending library. | |
| WEBMASTER REPORT | Ron Custer reported great success from his twice daily Facebook postings. Ron spoke to a new potential member, John Robinson, who found out about the club through Ron's repair of his vehicle that he reported. | |
| OLD BUSINESS | After speaking to the Model A club, and conferring with our President Terry Handy, Harold announced there will NOT be a summer picnic this year due to the pandemic and he applied for his deposit to be returned. | |
| NEW BUSINESS | Terry Sago sold parts cases he had planned on donating to the auction, and donated \$20 to the club. Ron Orr is looking for someone to restore his father's 1946 2A Willy's Jeep, and wants to sell it with a 1963 trailer. He reported the story of how his father acquired it at the Yermo Army Depot upon his discharge. Anyone interested can call Ron Orr at (702) 649-8447. | |
| 50/50 DRAWING | 50/50 Drawing was won by Ron Custer, \$20 to Ron and \$20 to the club. Meeting adjourned 7:35 pm. | |

Treasurer's Report

| | |
|----------------------------------|------------------|
| Previous Balance (from July) | \$XXXX.XX |
| Newsletter (printing & postage) | \$ -XX.XX |
| Balance (August 11, 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



Vickie's Has Closed !

Our beloved Vickie's Diner has closed. Owner Vickie Kelesis has been a gracious host for our group for many years. The original restaurant, one of Las Vegas' Landmarks, dates back to the 1950's. Now the entire White Cross Plaza is being torn down. Not only has this been a home for the SNMTC, but also other Las Vegas car clubs.

This may be one more glitch in restarting our club tours, but Vickie is determined to relocate soon, some place in or near the Arts District. Who knows, maybe our relationship will continue in a new home, depending upon how soon things return to normal.

The best of luck to Vickie & her husband John!

Sally Decker Passing

Our Club florist and long time friend has passed away. Sally & Husband Charles had been married 57 years. The Club extends it's deepest condolences!

Carson's Corner



At the last Model T club meeting, Terry and Cheryl gave me a piece of paper with an ad for a half-built 1923 Model T touring. The paper said it runs good, 2,500 bucks! It's located in Hood River, Oregon, at the WAAAM museum. They told me more about it, and got me all excited, but the problem was Mom and Dad. I knew they most likely would never even consider letting me buy a second Model T. Well, I told them about it anyway, and I kept on pestering them until they would listen to me. I told them all about it, what I would do with it, and most importantly, where to store it. They finally let me email the museum, and I asked them more about it. We finally set up a date to call and planned everything from there. We concluded that we would pay full price and the museum would deliver it to our door, no extra cost!!! They should deliver it around November. I plan to turn it into a Huckster. Were going to need a lot of help and parts from the club members!



Carson's 1923 Project Car !



We recently stopped in to visit the Western Antique Aeroplane and Automobile Museum (WAAAM) in Hood River, Oregon. We have been driving by this place for several years, but never stopped because we were either finishing up a long drive to Oregon or just starting our drive home. This year we made a solid effort to get there and stayed in Hood River for two nights. The WAAAM started from Terry Brandt's personal collection of 42 airplanes. Brandt comes from the farming & farm machinery business. His parents ran the airport in Marysville, California where he learned to fly at 12 years old. The collection of airplanes is centered around planes powered by the OX-5 engine and other radial powered planes from 1903 to 1941. Since gliders are a big deal at the Hood River Airport, it also houses some unique gliders.



This was an ideal place to visit during the pandemic. The facility encompasses 3 large hangers, so there was plenty of room for social distancing. Now you are asking why are we talking about airplanes in The T Driver newsletter. I used to like airplanes, but now I'm kind of into old cars. It just so happens that Brandt's friends encouraged him to add autos and motorcycles to the museum from the same era of his airplanes, in fact many people offered to supply the vehicles. It now houses over 300 vehicles and 17 of these are running Model T's. They use five of them for their Model T driving school held four times a year and if you take their class, you get to drive all five cars.



We had a great visit with one of their Model T volunteers, Steve, that is both a mechanic and instructor. He gave us an up close tour of the planetary gear system in the T's transmission and he even had a plastic working model to demonstrate how the drums work when the belts are tightened. The museum has a "take apart" T that they use for education and timed assembly contests. They even have a full display cabinet of add on's and modified parts that could be put on your T, including antitheft devices of the day.



My favorite question is always, "What have you modified on your Model T's?" The museum's theory is "keep it as original as possible". Their T's actually look very original, but they have made a few modifications. All of their T's that are used for the driving school have steering stabilizers. They frequently let students drive the cars by themselves and think that stabilizers are a good safety device. They have also changed all their transmission bands to the quick change type. The last thing that they do (and you should know that all of their school cars are 6-volt) is that they have replaced the 6-volt battery with an 8-volt golf cart battery. (The battery is hidden below the floorboard so no one sees it.) Steve says that this is their trick to get six volts to the starter motor since a little power is lost in the starter switch and wiring. There were 15 million Model T's built and as many modifications done. I still don't know how to answer the question when people ask me if our 1925 Model T is original. It appears to have a 1926 motor, trans and rear end. It has a 12-volt system and every time that I get a chance, I bolt on a new part.



I know that there is still a pandemic going on. I know that Hood River is a thousand miles away. You should however, put the WAAAM Museum on your bucket list. Start by taking time to look them up online. Model T's were the big deal for us, but besides airplanes, they have many vintage vehicles, including Dodge Brothers, Maxwell, Overton, Locomobile, Moon, Packard, Cord, Graham-Paige, Scripps-Booth, Franklins and several old heavy duty trucks. They also have several Star automobiles made by Durant. They even have an outrageous **toy display**. You need to spend a full day and wear good shoes.



1932 Willys Overland



1928 Dodge Brothers

For More Pictures of the Museum Refer To The September Bonus Pictures, On Your Email Or The Club's Website!

And Then There Was The Checker Cab Company

It all started in 1900 when a con man named William A. Schaum promised a Virginia-based Autocarette Company that he could build them a series of electric buses for ferrying tourists around Washington, D.C. The buses ended up breaking down more often than not, and Schaum skipped town when Autocarette sued him. Over the next decade Schaum founded at least four other auto-making companies. Most were thinly veiled attempts to bilk investors of their money, then he would skip town. His last venture was Suburban Motor Cars of Detroit. It actually had a shot at turning into a respectable automaker when Schaum died in 1915. Randall A. Palmer of Cartercar took the company over and eventually moved the whole concern to Chicago. When a trip up in accounting happened over a \$700 invoice, the company was put into receivership. Palmer exited and the new leadership decided the company should build cabs, thus Commonwealth Motors was born.



In 1913 Morris Markin immigrated to the United States with just \$2 in his pocket. During World War I Markin became flush with cash from a lucrative uniform stitching contract for the U.S. Army. He invested in the Lomborg Auto Body Manufacturing Company which built bodies for Commonwealth Motors. Soon both Lomborg and Commonwealth ran into financial difficulties. To salvage his investment, Markin took control of both companies and merged them, along with the help of a co-op of independent cab drivers, forming the Checker Cab Manufacturing Corporation of Chicago.

Meanwhile, John D. Hertz, had built a Chicago taxi empire from the ground up, starting with a surplus of used cars off a friend's dealer lot. After realizing that the hodgepodge of used cars wouldn't cut it for his purposes, he looked for brand-new purpose-built cabs that he started operating under the name Yellow. He pursued aggressive business practices and pushed independent cab drivers off the more lucrative locations. Eventually the independents decided to drive Commonwealth (Checker) cabs rather than Hertz's Yellow cabs.

Troubles started soon after. Checker cab drivers trying to pick up fares on the Chicago Loop found that Yellow had monopolized those stands. They complained to the city's aldermen that Yellow had employed "sluggers" to enforce their monopoly. Hertz's lawyers argued in response that the Checker companies drivers were an irresponsible bunch of "hoodlums." Violence surged forth. A fistfight between Yellow and Checker cab drivers on the south side led to fights breaking out all across the city. The fistfights, in turn, led to shootings in the garages of both companies. Apparently the cab drivers were all poor shots because no casualties were reported.

However, the battles proved just the beginning of the Chicago taxi wars as Checker and Yellow fought over turf in the Loop. The war later picked up when one of a trio of Checker drivers fired into a group of Yellow drivers and killed P.A. Skirven. The next day Hertz issued a statement that in no way de-escalated the war: **"It has only been comic opera warfare until tonight, but from now on it is going to be a fight to a finish. We feel that we might just as well end the whole business right now. The whole thing is a climax to a fight which was started months ago. Many of the Checker drivers are former employees of the Yellow Cab company, dismissed for inefficiency, dishonesty, or worse. Naturally they hate the company. The Yellow Cab company for seven years has been conducting a dignified business, giving a service to Chicago that is not equaled by any other transportation company in the world. It isn't a game with us. We are working hard for the best interests of the city and we do not propose to be interfered with one minute longer."** City aldermen then called for all Checker and Yellow cabs to be taken off the city streets until the violence could be brought under control.

Checker had a habit of painting itself as the underdog, fighting not just against Yellow's dominance in the Chicago taxi market but also against Chicago politicians protecting that dominance. Checker's lawyers complained that Yellow could easily get indictments against Checker drivers, but not vice versa, and claimed that many of the company's drivers were being harassed over license issues because the company didn't support certain judicial candidates. More violence ensued throughout the twenties. Cook County State's Attorney Robert Crowe declared "war against the taxi war." That did little to curb the violence and led to a firebombing of Markin's house. Markin relocated Checker from Chicago to Kalamazoo, where it remained for the rest of its existence. David Markin, Morris' son fell victim to Bernie Madoff's ponzi scheme, thus declaring the 87 year old company bankrupt in 2009.

Hertz, for his part, grew weary of the violence and started making plans to depart from Yellow. Those plans became more urgent in 1928 when two Yellow garages were bombed, and a mysterious fire broke out in a barn on the estate of Hertz. Hertz lost 11 racehorses valued at \$225,000. The next year, he exited the business. He sold Yellow Cab to GM and retired at the age of 50.



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2021 MEMBERSHIP & RENEWAL APPLICATION FORM

Annual dues of \$30.00 per household membership

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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 |
|-------|-------|-------|------------|
| _____ | _____ | _____ | _____ |
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