



PONY TALES

Sept 2019

QUARTERLY EDITION

Past Events

Special points of interest:

- *PNO*
- *Art of the Classics Cars Show*
- *Holiday Party*

Thanks to all who participated in our F.U. Autism show, Team Ford “May the 4th be with you” show, The Helldorado Parade, and our “Pony Night Out”. Our Cruise to Oatman (AZ) was a great experience, seeing fellow members cars on the highway, and watching burros roam the street, while we had lunch.



Up and Coming Events

PNO Sept 12 6-9 pm
Bambini’s Pizza

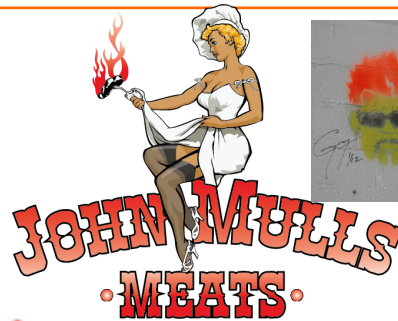
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Sept 29 12-5 pm
Road Kill Grill Car show Free show and food and events

Oct 12, 2019 Downtown
Summerlin Art of the Classic

December 7, 2019
Holiday Party
Claim Jumpers



MUSTANG & CLASSIC FORD CLUB OF LAS VEGAS

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We are a sanctioned member of The Mustang Club of America. We sponsor car shows which benefit charities, we are a family oriented car club. We enjoy outings as a group, Meetings are the first Wednesday of the month, at Town Center Lounge II, 2992 W. Cheyenne Ave. at Simmons St.

President's letter

A word from "The PREZ"

Hello & greetings to fellow blue oval fans. Well, it's been awhile and we have had quite a bit happen between now and my last entry.

To start with, back in December our holiday party went off with out a hitch. Everyone had a good time, ate some good food, and enjoyed the gift exchange. Those of you that were able to come, I thank you for being part of it, and I thank you for your participation.

We have had multiple Pony Night/Days out, and every time we have had good food, and good company to visit with. Again, thank you so much for your participation.

In April, we had a nice cruise to Oatman Arizona. In which was good exercise for our classics and steeds. All went well, and they all ran well, and we all had a good time. We had the pleasure of seeing a skit about old times in Oatman. The kids had fun feeding the burros who acted like they owned the town. We had some good food and a good cruise back home.

In May, we had our Team Ford Car Show and I appreciate all who made it. I myself had to work, but caught the end of it. I want to thank all of the people that helped with the show. It is the people of this club that help make things like that possible, and fun for all. This year there were a good majority of the winners that were Fords. That does not detract from the fact that there were the other brands there. They all make it fun and interesting.

Also, in May, we were in the Helldorado Parade, in which was very good weather. We all had a good time visiting with each other with a visit to Sonic afterwards.

In July we had the 4th of July parade in Summerlin. Again the weather was quite appealing. We also had our full number of cars allowed. The parade went off without a hitch, and we ended up placing 3rd behind the model T and Cadillac Club. I appreciate all who participated and hope to have more next year. We all went to IHOP afterwards and enjoyed each other's company and a good breakfast.

October and November general membership meeting will bring nominations and elections for President and Sargent at arms. If you are interested in running have a friend nominate you and the election will take place in November.

I am hoping for a good turnout for our next meeting. Just a heads up, we have Downtown Summerlin 'Art of the Classic Car' in Summerlin event on October 12th. This show helps cover the cost of our holiday party. In order to have a good offset towards our holiday party, we need to have high membership participation.

Our 2019 holiday party is scheduled for December 7th at 6pm. The Claim Jumpers on Fort Apache has closed it's doors so we have scheduled our holiday party for Claim Jumpers in Henderson. The address is 601 N. Green Valley Pkwy. We will still be doing the Chinese gift exchange, male for male/female for female. All participants that are interested in attending the holiday party must be paid by Nov 6, 2019. This will be our last general membership meeting at Town Center Lounge II for 2019, the holiday party will take the place of Decembers' general membership meeting

Until I see you, keep up the fun and keep those blue ovals clean, pretty, and a joy to drive.



The Model T Ford

Was produced from October of 1908, through May of 1927. It was nicknamed “The Fliver” and also “The Tin Lizzie”. It was built as a mass produced car, for the average wage earner, with a suggested list price of \$850.00 . Of the 15 million produced, about 100,000. are still in existence.

The car came equipped with a four cylinder 175 cubic inch engine, which developed about 20 horsepower, and had a maximum top speed of 35 MPH, depending on road surface, wind speed/direction, and grade of the road. Three pedals, controlled Braking, the clutch, and reverse, all three functions done in the transmission, which used planetary gears, which a half century later would be used on automatic transmissions. The transmission body was integral with that of the engine block.

The Fliver had no true electrical system. Ignition came from 16 magnetos, one ignition coil per cylinder , no battery, The spark was manually controlled by the driver, with a lever on the left of the steering column. The lever was set to the retard (starting) position by the driver, until the engine was running, then it was moved to the “run” position. An issue came up when the driver, did not set the timing to the retard position. The car would start, but sometimes backfire, yanking the crank out of the driver’s hand, coming around, catching his fore arm, and breaking it. There were a lot of Fliver owners walking around with casts back then!

With no electrical system, how were the headlamps lit? - By acetalene and crystals. The side coach lamps were lit with kerosene. The suspension was far more flexible, than any passenger car today. The 60 PSI tires rode rough, but the long travel suspension was good for off roading, as some pick ups, and sport utes are today. 115 years ago, roads if paved, were gravel, maybe cobblestone, otherwise, the car would be driven through fields, or dirt paths. The later Tin Lizzies had no water pumps. The liquid cooled four cyl. Used thermal lift circulation for the coolant. Today, the “T”’s are worth from 10-20 thousand dollars. Parts are still manufactured.

Next Pony Tales - why was the first Ford called the “Model T” and not “Model A” ?