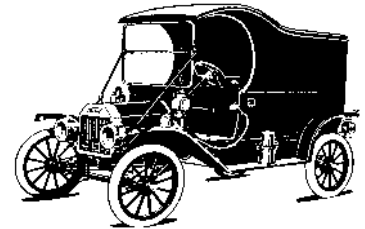




"T" model T torque



The Newsletter of The Model T Ford Club of Victoria (Inc.)
Reg. No. A0000819S



Web: mtfcv.com

Facebook: [Model T Ford Club of Victoria](https://www.facebook.com/ModelTFordClubofVictoria)

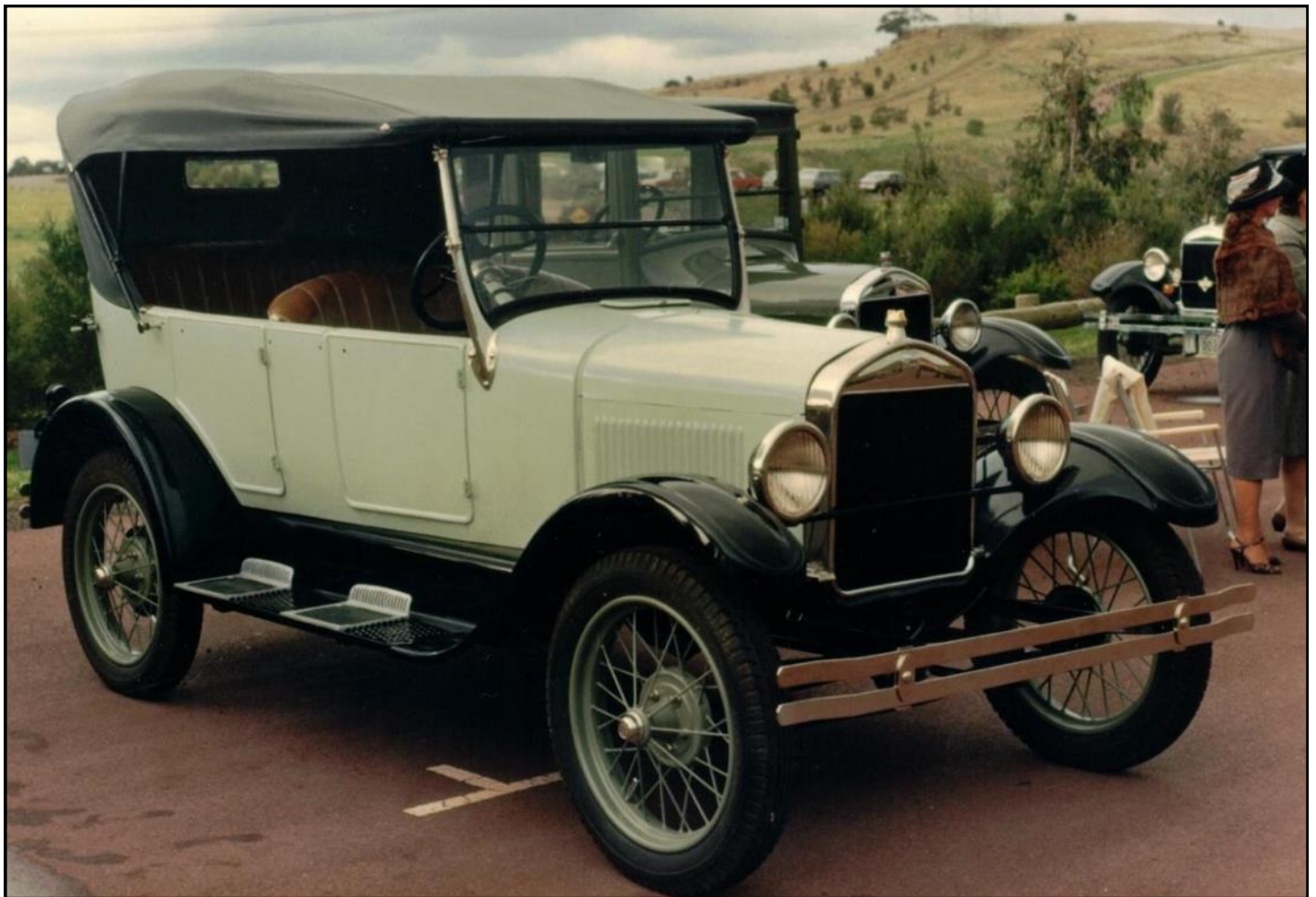
Volume 44

NUMBER 9

October 2022

In this Issue...

- **Member Profile -Harry Black**
- **Club Swap Meet Report**
- **Don Cheeseman Restoration Update**
- **National Rally Dubbo**



Harry Black's 1927 Geelong Model Tourer on it's first Model T Club run, Brimbank Park 1987

"There is only one rule for the industrialist and that is: make the best quality goods possible at the lowest cost possible, paying the highest wages possible."
- Henry Ford



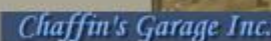
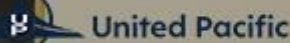
Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

We are also offering servicing, tuning, upholstery, electrical, general maintenance, light fabrication and exhausts for your Model T & A.

Orders are shipped daily.

You can contact the team at Henry's- Shaun, Joe, Neil or Angie on 03 5368 1088 or email us at sales@henryspares.com.au or drop in to see us at our new location in Bacchus Marsh, Victoria.

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President's Message



Greetings to all,

We are home from the Dubbo Rally. An excellent event with good weather. Potholes & floodwater abundant.

Overall we had very good weather for Model T driving. It was great to catch up with folks I haven't seen for a long time! A well run event & congratulations to Dean & Martin Whitehouse & committee on their efforts.

The launch of the 2025 National rally by Geof & Jo Baulch was well received with many expressions of interest lodged so far.

Our video presentation of Ballarat sights & streets etc was well received. A top class production, thanks to Geof & Ballarat T owners plus Eric Forshaw for editing the video show.

The Dubbo trip for Chez & I was relaxing after last minute panic preparations. Overnight stop in Holbrook to Cotamundra on to Dubbo. Minimal potholes & flood waters! Our return voyage was through Mudgee to an Air-BNB at Running Stream called "Brigadoon". 3 nights stay in the Woolshed Cabin over looking the Capertee Canyon & eastern ranges was very relaxing. If you are travelling north I strongly recommend investigating Bob & Maz Sayer's Air-BNB site, they are incredible hosts! Leaving Brigadoon behind we traveled 12 hrs & 940km via Bathurst, Coolac & Hume Hwy to Home Sweet Home, arriving feeling somewhat tired but good to be in your own bed! FYI— my tow ute turned over 1 Million & 47,000K Km on the return trip, still original untouched engine. A faithful companion indeed!

The last club meeting was well attended & with Zoom members as well from all areas.

The Ford Flathead Festival is now back on. It will be held on Sunday Oct 23rd at Melbourne Steam Traction Engine Centre in Ferntree Gully Rd Scoresby 10am-3pm. Entry is \$5 per car & Food & drinks available.

Bendigo Swap is back on this year. Volunteers are needed to assist the organisers for 2 hrs during the weekend. You can register your name & times with our Club.



Cup weekend rally at Bairnsdale in October/November. Our Hosts, Bairnsdale Classic Car Club will need attending numbers for catering purposes. Please inform our secretary, Ann Cupid by email or phone ASAP to confirm that you have booked accommodation and which days you will be attending. Phone, 0427984797 or email secretary@mtfcv.com



March 2023 Labour Day Rally is in Benalla area. We will forward details you need as they come to hand.

Remember that we have the Zoom facility for our Club meetings etc. We are trialling playing videos, YouTube clips or members' GoPro footage clips. We still need to iron out some lingering up-link problems but it gets better each time. We can arrange social learning/ sharing content practice sessions on weekends or evenings if you like. If you think that is a good idea call me or a committee person & we will endeavor to launch the show on a regular basis.

The more we use Zoom the better we will get at it.

Don't forget to pass on any ideas of 1-2 day events or interesting places we can see & do in your area. All suggestions are welcome.



Well that's all for now, good health & safe driving,
"See You Over the Running Board!"

~Dave & Chez~





General Meeting Minutes



Meeting Opened on Fri Sep 9 at 8:00PM by President David Weatherhead at Ashburton library and via Zoom
David started the meeting by commenting on the sadness of the passing of The Queen.

New Members: Nil **Visitors:** Orlando Talamo, Ian Hancock **Present:** 18 in person, 10 on Zoom

Apologies: Pam & Colin Weidemann, Peter Rutley, Warwick Landy, John Gerados, Rod Kiesecker, Steve Brown, Brian Smith

Confirmation of minutes: Moved: Julie Jones **Seconded:** John Huitt **Business arising from minutes:** Nil

Tonight's Meeting: YouTube video 'Model T Collection in America'

Correspondence In: AOMC emails incl Florence Thompson Tour, Shannon's American Motoring Show, bank statements, *Backfire* magazine

Correspondence Out: Condolence card to Rona 'McLaughlin

Treasurer's Report: Presented by treasurer David Jones.

We still have some members unfinancial. We are still trying to contact these members but if we can't they will be removed from the member list. They can be reinstated if they pay their subs. **Seconded:** Barry Hancock

Last month's Rally Report: Swap meet at Dillon's motors, given by Alan Flude

Swap Meetings/ Clearance Sales report: Dean Williams and Ann Cupid going to Shepparton swap meet on the 11th of September. David and Julie Jones going too.

Reports

- **2025 RALLY:** 2 weekends ago Geof and Jo Baulch drove around Ballarat and took lots of video footage. This footage was sent to Eric Foreshaw. So far all going along well.
- **Delegate's Reports:**
AOMC: Last meeting 27th of August in Seymour. Report given by Bernie McKeegan. Full report was in last magazine. Next meeting will be 21st of November.
Federation: Report by Geof Baulch, full report in last magazine. Next meeting will be Oct 22 in Baw Baw.

This month's activity/run: National Rally in Dubbo

Upcoming events: Bairnsdale rally \$50.00 per person. Let a committee member know if you will be attending.

Technical Tips/Queries: Julie Jones told us that if anyone is inspired by them to build a tear drop caravan, VicRoads have changed their rules. You have to take it to VicRoads, who take photos of it and send to head office who say yes or no. But if it has a mattress, a TV set or power points then it is classed as a caravan and a caravan cannot have a door on the right hand side, it will then need an engineering certificate, even though you are under 750kg in weight. If you say No I'm not going to put a mattress, TV set or power points in it then it is classed as a 6 x 4 trailer and it will be good to go

Restoration Progress: David Weatherhead's taxi has old timber tram seats which needed replacing. He found some bendable 2ply wood at a place in Hallam called All Boards. He checked the drill pattern on the seats to find there was 77 holes per set. 8 along each seat and there are 4 seats, so needed 2,466 holes. David Jones's friend, Ray Hudson has a CNC router that he used to drill all the holes. He used a 3mm drill bit and it took an hour. Still lots to do to the seats.

New or unusual products: Dean Williams brought in his bottle of Fuel Doctor. It is a liquid that you pour into your fuel tank and it cleans, it breaks water down and it makes your fuel stay fresher for longer.

For Sale: Bernie McKeegan caught up with Ray Smith who has a tandem trailer. Originally built by Graham Baker. It was specially made for a Model T. It has dual wheels, canopy, sides and has hood bows on top of the sides. Bernie has some photos. If you are interested, ring Ray Smith. He would like to sell it or is happy to rent it out to anyone for the Dubbo rally.

Andrew Brand has a 24 Tarrant Tourer for sale. It will be in the next magazine.

General Business: Roger Wotherspoon received his OBE

We were all asked if we would prefer a 2 year interval or 3 year interval between national rallies, in case it comes up at a meeting at Dubbo. All voted for a 2 year interval. It was also noted that if we have a national rally 2 years after the 2025 rally, 2027, that was the last year for Ts. The Committee is going to offer assistance to South Australia when its their turn to host.

Vic Ashton was the last Foundation Member to receive his certificate and he loved it. **Raffle Draw:** Drawn by: Orlando Talamo, **won by:** Bernie McKeegan, **Prize selected:** Bunnings voucher

Meeting Closed: 9:21pm

Ann Cupid, Secretary





Club Calendar 2022



CLUB MEETING: 14 8PM
CLUB EVENTS: 23 Flathead Ford Festival (see 'Upcoming Events')
 28 Oct – 1 Nov, Cup Weekend Rally - East Gippsland, (Bairnsdale & District)
OTHER EVENTS: 2 Australian National Show & Shine, Euroa Vic23
 23 AOMC All American Day, Caribbean Gardens (see 'Upcoming Events')



CLUB MEETING: 11 8PM
CLUB EVENTS: 12 - 13 Bendigo Swap Meet (Club volunteers required-contact David Weatherhead)



CLUB MEETING: 9 8PM
CLUB EVENT: 4 T & A Christmas Party



CLUB MEETING: No Meeting
CLUB EVENT: Australia Day celebrations TBA



CLUB MEETING: 10 8pm
CLUB EVENT: TBA



CLUB MEETING: 3 8PM
CLUB EVENTS: 10-13 Labor Day Long Weekend Rally, details TBA

**Next General Meeting — Fri October 14 at the library
& via 'Zoom'!**



Club Permit Renewals



Club permit renewals must be signed by the club permit holder and an authorised MTFCV officer to confirm that the permit holder is a current member of the club. Members having vehicles permitted through MTFCV must be a financial member. If you no longer own or have the listed vehicle on red plates, please contact the secretary.



Ann Cupid, 0427 984797 secretary@mtfcv.com

October

Geof Baulch 3837
 Stephen Brown 7644
 Robert Dalton 557
 Craig Holst 010
 Rodney Kieseker 6437
 Bernie McKeegan 4585
 Malcom Moors 49220-H
 Andrew Phillips 02321M
 Hartmuth Scholz 8437
 Ray Smith 5199
 Alexander Trifonov 4428

November

Paul Daley 981
 Chris Dillon 3220
 John Huitt 5325
 Noel Huitt
 Russell Medhurst 8-245
 Andrew Trewin CH9993
 Linda Phillips 24744H, 51257H, 24745H
 Russell Gregory 26760H
 Hartmuth Scholz 7646
 Graeme Wagland 8188H
 Bill Wallace 99499H, 260RH
 Richard Wearne 6102
 Colin Weidemann

December

Paul Daley 7870
 Chris Dillon 2106H4
 Bob Draper 342
 Norman Morgan 6155
 John Morrison 76921H
 Kirsten Morten 481
 Andrew Phillips 4731
 Linda Phillips 52322H, 77872H,
 87725H
 David Weatherhead 3035H



'Under the Hood' by the Editor



Greetings Members,

This month's edition of T Torque marks our first anniversary as Editors. I say "our" as Paula has been a wonderful support to presenting all of the information we receive after I have sourced and decided what we all get to read each month! They say time flies when you're having fun. This year certainly has gone very quickly as each edition has come together.

A big thanks to all those who have made the effort to contribute during the year. I hope you have enjoyed learning about our members by way of the member profiles. I would love to hear from more members to share their stories with us. Restoration progress and local events in your own area are also an important part of our club activities. If you are making progress on your restoration or have been out and about in your T in your local area or part of a different club activity, please send up some text and photos to share with the members.

As we complete this October edition, we have just returned from another week of Model T adventures at Dubbo. The Tri-annual National rallies have been part of our lives since we announced our engagement to friends at the National Rally in Griffith in 1992!

Preparing a car and trailer for getting to a National Rally always requires a deal of preparation. This time the T was ready to go and tried and proven, but the trailer however, was a different story! Pretty much unused since the Maryborough rally, it had languished out in the backyard for 3 years. Somehow, I managed not to pay the rego, so a last minute dash to VicRoads for inspection and re-registration was required. Another problem was that the guard to protect the front of the car made to suit the Tourer no longer fit the front of the Pickup. The guard for the tourer was removed, and old school methods such as tape and cardboard were used to protect the front of the car for the Journey to Dubbo! All went well and we enjoyed safe and reliable travel to Dubbo, via Canberra and a big single day on the road from Dubbo back to Traralgon.

A large contingent of Victorians attended Dubbo and I look forward to sharing all the daily rally reports in the November T Torque.

Keep Touring in your Ts,

— Warwick Landy —

Email your contributions to tforqueneews@hotmail.com or send to the club mailbox. Submissions for T Torque are due no later than the third Friday of the month.



Member Contribution



Extract from, *'Lucky SeveNews; of 7 Sep, 1945: the journal of No7 Women's Auxiliary Australian Air Force, Papua'*
It seems this photo has been around before: I have highlighted the relevant text. Something tells me the location may be the old Melbourne docks.
— Malc Moors

Victorian Railways' Infrastructure: The Railway Service Truck

Little is known about this railway's service vehicle. What can be gleaned is that it is a TT Ford one tonner; manufactured about 1920 as a running chassis; probably at FORD Geelong. One could speculate as to whether the tray was built on by the railway department at Newport; or by a local body builder. Clearly sign written '**VICTORIAN**



RAILWAYS', it also bears a stencilled board proclaiming it as being VR No. 5.

These trucks had a speed of 15 mph; limited by the big low speed/high torque bronze spiral differential in the rear axle. Further, the GY wagon in the background, dates the photograph as being post 1929 as the first of these were produced in that year.



National Rally 2022



A great time was had by all at our Dubbo rally. As those participating have just returned we look forward to daily reports in next month's T Torque. For now here are a few pics...





T Club Swap Meet



Held at Dillon's Motors Ringwood, Sep 4th

I got there about 8:30am, Chris Dillon and Andrew Brand were already there. People turned up constantly but not all at once. Some people came in their Ts. We had 8 sellers and 27 people attending.

Those attending were: Chris Dillon (Minerva), Rhys Jones (visitor from NZ), Evelyn Hill, Phil Stevens, Vic Ashton, Mick Murphy, Steve Brown (1926 Coupe) and his friend Noel, Dean Williams, Alan Flude, Robbie Dalton, Ian Seamer, Bruce, Jennifer, Grace and Ruth Csorba, Dave



Steve Brown's Coupe



Pilgrim Court packed with Model T parts' vendors



Weatherhead, Justin, Ella-Rose and Jack

Deacon, David Jenkins (visitor and hopefully soon to be member), James

Wotherspoon, Bill Wallace (1923 Fordor), Rod Kieseker (1923 Coupe), Bill Formby, Barry, Ian and Phillip Hancock, Bernie McKeegan (FX Holden), Andrew, Felicity and Edie Brand. People came from far and wide (Gippsland and Geelong).

One person came all the way from New Zealand, he was after some 1915 head lights. I spent the day harassing everyone for \$2.00 and managed to raise \$40.00 for the club. Everyone had a great day catching up, socialising and talking about their projects. If you didn't come, you missed a great day. Some people went home with some great bargains.



Ivor Austin's boot load looks like the place to be?



T Club Swap Meet continued...



Andrew Brand's stall



Steel & brass goodies

Report: Dean Williams, Photos: Andrew Brand



Shepparton Swap Meet



Sunday 12th September

We arrived bright and early because I was selling stuff. Headed straight for the food and coffee, Ann got a hot chocolate. It was pretty cold to start with. The weather was overcast but Ann still got sunburnt. There wasn't as many sellers as previous years. It was probably only 80% full.

We saw 3 club members, Ray Smith, David Jones and Andrew Brand. Andrew said there was a lot of earlier Model T parts. I went for a wonder and came across a 26-27 Model T. It was complete but in bits. The seller told me his grandfather started it as a project years ago but has passed away and now he just wants to sell it to a good home. He is asking \$3,700.00. If you're interested see the for sale section of magazine. He is from Geelong.



1926 T project for sale, complete & unassembled

Ann and I had a great day. It's great to see swap meets starting up again. I was able to sell some old parts and make some cash. It was also great to meet new people and hear some old yarns. That's what it's all about.

Dean Williams & Ann Cupid



Member Profile



Harry Black

Growing up on the outskirts of Melbourne and living only a short distance from farm paddocks, I soon became interested in getting a cheap car to drive around the paddocks. It didn't take long before I fell in love with a half mile oval trotting track that was maintained by Albion Quarries for one of its managers. Driving around paddocks was one thing, but driving fast around the oval dirt track was even better. After rolling and writing off most of my treasured Fords and finally turning 18, I was able to get my driver's license and like most back then it was easy. After being asked 1 question from the book, asked to point out the red traffic light and driving around the block so the policeman could pay a bill, we returned to the police station and I was given my driver's license.



Not long after getting my driver's license we moved and I lost the use of the trotting track. Luckily, that was around the time Melbourne Speedway at Brooklyn started, and with my love of cars and more so at the time, fast cars, I couldn't keep away. Today it's a lot different. Back then the cars were hand built, mainly because of money and specialized parts were not available. Today, sponsors pay the bills and the cars are built to not only specification, but within the finances the team has. 50 years ago we built the cars with what we could afford. One of the cars I raced was powered by a modified 272 Y block Ford V8, front axle was 1939 Ford (front brakes were removed), steering box was FE Holden, gear box 1935 Ford Model T rear spring with 4 leaves removed and diff was Vanguard. This was fitted to a homemade chassis and body. Another car was an EH Holden ex Taxi, every bit of inner and some of the outer sheet metal that wasn't needed was removed. Only the outer shell was used and only the smallest amount of bar work was fitted to keep the car light. This car was fast and won every race it entered and even broke a track record.

After 5 cars and even more years, it was at a stage when only the rich could afford to drive a winning car and then I only had one option, it was time to quit. What do you do? Years of speedway and even a short spell in the off season drag racing and the love of Fords, I thought about a lot of the Fords I had in the past but they were all V8s and I knew if I purchased another Ford V8 it would have ended up on the drag strip and that wasn't what I wanted.

Marriage, house and 3 kids later, there wasn't much time or money for motor racing. Still needing that car interest, it was decided that restoration was the way to go. In 1984 we started off with a pile of rusty 1926 Model T Roadster bits and intentions to rebuild, so we were always on the lookout for parts. Early the following year there were Model T parts advertised for sale in Bendigo. When we went to check them out there stored in the back of the



garage was a 1926 Tourer. The car had been stored for 35 years and had belonged to the owner's grandfather. The body was completely rust free and the wood work excellent. After some negotiations we purchased the car and "spare parts". It took endless trailer trips to bring it all home over the space of a year. By then our back yard was knee deep in Model T parts from the back of the house to the back fence. These parts were very helpful in the restoration, not only providing a choice of parts and giving us spares, but the sale of many of these parts helped pay for the restoration. We sold the Roadster and the restoration of the Tourer then commenced. It was in that good of condition that the main body wasn't dismantled, although mechanically it was well and truly worn out.



Member Profile



Harry Black continued...

The rolling chassis was rebuilt in mother-in-law's garage, and the body in ours. Our next door neighbour was a panel beater/spray painter and he matched the paint colour to that we found in several of the doors, and he sprayed the car. So today, the car is the same colour, as it came from the Geelong Ford factory in 1926. At some time in the past, wire wheels, bumpers and a 1927 headlight bar have been fitted. I don't know when these were fitted, possibly by the previous owner, but as these have been part of the car for a long time and part of its history and being an improvement I have left them on. Back in the Model T days, dealers that had earlier Geelong Model Ts that hadn't been sold when the 1927 model was released, sometimes updated them to look like the later model.

I joined the Model T Ford Club of Victoria January 1985. At the time I didn't know about the club and one morning a past Model T member, John Olsen, rang about some parts I was selling and asked if I was interested in joining the club. When ready, the rolling chassis was then brought home, the body bolted on and mudguards fitted. Then it was upholstery time, also helped out by another neighbour. The motor and transmission were rebuilt and fitted to the car. Then in April 1987, we fitted the club permit plate and the first outing was to Brimbank Park with the Model T Ford club of Victoria.

During the car's restoration we needed to sell off a lot of unneeded spare parts to clear the back yard and at the same time I was bringing new old stock and reproduction parts in from America. As Model T owners came to pick up pre-loved parts they needed, I was repeatedly asked if I could supply new parts. After a few years we found we were selling more new parts than used, and the decision was made to register as a business and that was when Henry's started. A few years later we started selling Model A parts and shipping to 5 countries around the world. Then the hot rod side was added. Owing to health issues, the business was later sold to Keith and then after about 14 years, sold to Shaun & Angie.

To make sure the Model T does not feel lonely, its younger brother, a 1930 Model A Pick Up, is parked with it, a 1976



Mercedes SLC is parked in the garage as company for the older cars, along with a 1948 BSA Bantam.

I am currently collecting spare parts to complete a 1926 Model T Light Truck that I have stored for years. The chassis, cowl and most of the mechanical parts came with the Model T when I purchased it in 1984. Not long after getting our Model T on the road I rebuilt a front axle and diff. These are now fitted to this Light Truck, along with a new old stock front mudguard that I picked up at the Footscray Fruit and Vegie Swap Meet 30 years ago, plus all the spare parts I have are also fitted. Still a long way off going on the road but most of the hard to find parts are there.



Restoration Update

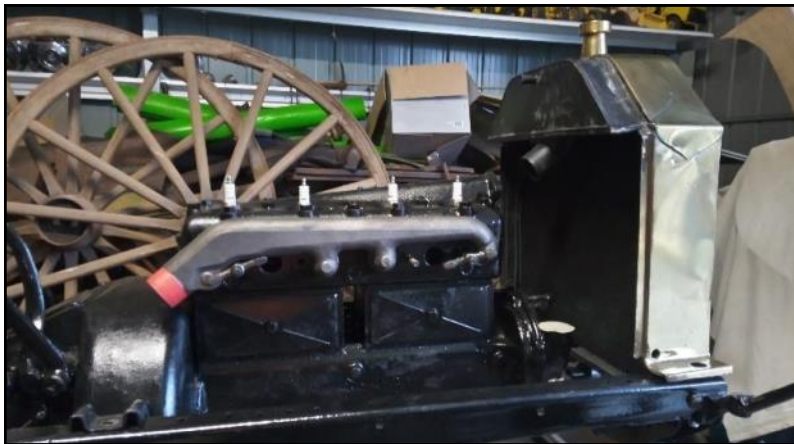


Don Cheeseman's 1916 Commercial Ute Project

A big thanks to Don Cheeseman, a member from Drouin, for his update on his 1916 Ute restoration project. Don already has one restoration project under his belt; his family's old, original 1927 T Ute. Don has done a great job restoring it mechanically, while retaining all of the car original patina.

When restoring my 26 T, the engine block had a big crack in the water jacket. I advertised in the club magazine for a block in good condition and got a phone call from a member in Mirboo North to say that one was for sale. I rushed to Mirboo North to have a look, and there was 5 blocks to choose from. I selected one that was the correct year and in good condition.

All looked good so I said that I would take that one! Well, the response was, "Son, if you want to buy that block, you have to buy everything!" I looked around the shed, panicked and thought that this would be too expensive for me. I asked how much, was given the price and couldn't get some money out of my pocket quick enough! I took two ute loads and a small tandem trailer load of parts home.



Newly rebuilt and restored engine, transmission and brass radiator mounted in the restored chassis.

Ken Foster came down and got some parts for his project. Ken showed me some 16 parts including a chassis, diff, front end, 1916 engine block and a few more spares, so I decided to build a brass T era rolling chassis, around 1916.

I needed a radiator and engine/transmission rebuilt, so I sold my old Fordson tractor and New Holland small square baler to fund my radiator and engine build. I bought a radiator from Bill Formby and had it recored. Frank Van Ekeran rebuilt my engine and transmission with a large order of new internal parts from the parts vendors.

Many thanks to Frank for his time and information. The engine is now in the frame ready to fire up. Now to buy some more parts to continue on. I hope to fire it up over Xmas if all goes well.

—Don Cheeseman



Hopefully I might be able to come up with something like this T when I'm done?



Another Restoration Update



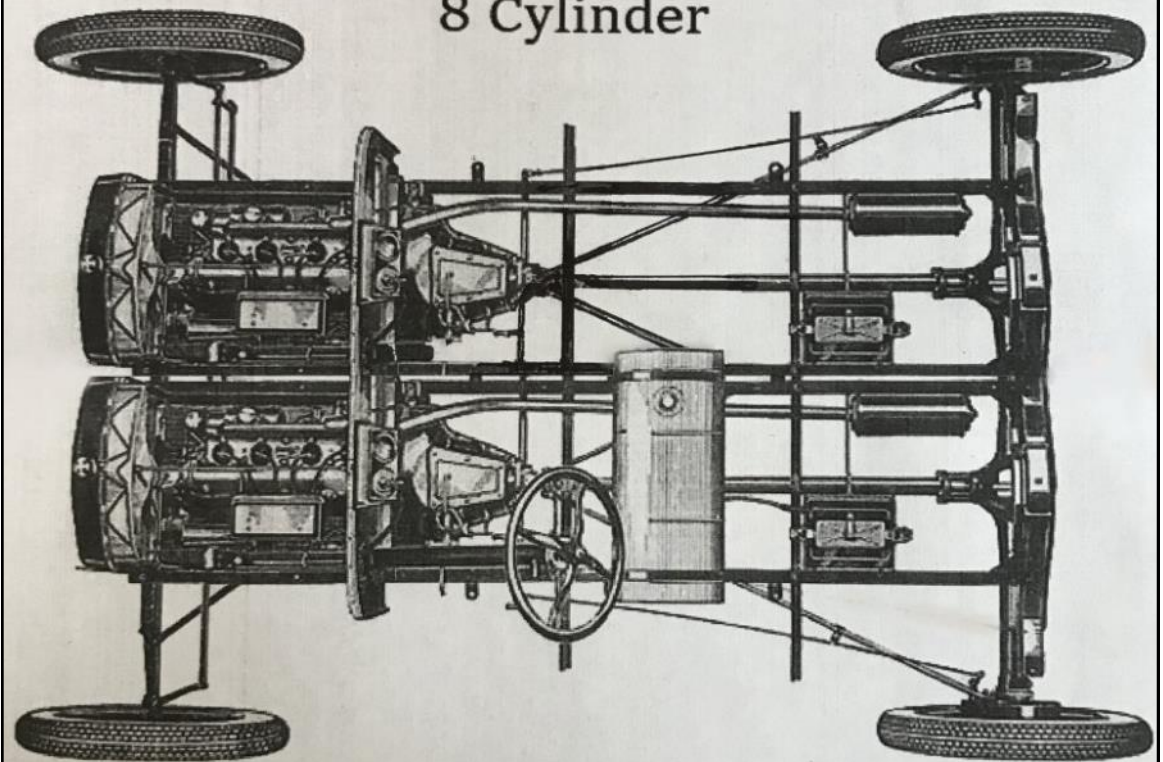
Geoff Caldwell's Model T Pickup

Peter Curtis, our Melbourne Cup Weekend Rally host, and his good friend Geoff Caldwell, have been working very hard in an effort to complete Geoff's Model T pickup in time for the Cup Weekend Rally. Geoff has recently joined the club and has sent the following pictures of the update of the restoration. A very smart looking pickup, painted light blue with the polished timber tray. We wish you all the best with completion Geoff, and am sure the members on the rally will be pleased to help tune up his new T during the event to get over any teething problems! —Ed—



Not sure if this has been done before or if it was an April fools joke? Anyone keen to take up the challenge?

Model "T" Chassis 8 Cylinder





2025 National Rally Launch



'Ballarat, Eureka Gold' National Rally

A highlight of the Dubbo National Rally was the launch of our own club's next National Rally to be held in Ballarat **Sep 27—Oct 4, 2025**. A video presentation included the many great locations and activities that can be included in a rally in the area. Following the presentation, a long queue formed for participants to sign up or register an expression of interest.

Our club and committee member, Geof, together with wife, Jo Baulch, will be rally directors, organising the rally which will be held in and around their hometown of Ballarat. This is sure to be an advantage when planning such an event!

Geof and Jo will be ably assisted by Graham and Maree Haddon with Maree acting as Rally Secretary. Cheryl Weatherhead will serve as the Rally Treasurer and Dave as committee member.

As with previous rallies, the committee will be sure to ask for the assistance of all members to help out with the and keep up our club's reputation for holding very successful events.

The 'Ballarat Eureka Gold' Model T Ford Rally, 2025 will be the 5th National Model T Rally hosted by our club. Our previous national rallies were: 'T Time 89' in Wangaratta, 'Ts by the Sea' Geelong, 1998, 'CenTenary Rally', 2008, Echuca and most recently, 'Sea, Mountains & Valleys T Tour', Warragul 2016.

Entry forms and further details are available from the MTFCV website, <https://mtfcv.com/>



Geof presenting the national rally launch video at the final dinner at the Dubbo rally.



Committee members Cheryl, Maree & Jo taking 'Expressions of Interest' and distributing rally information.



Our committee looking spiffy in their lovely rally shirts!





Newsy Bits



Ts CROSS AUSTRALIA!

Following on from August's



**EXTRA!
EXTRA!**



Rear end repairs suspended from a tree!



Outback boab tree

article, at least 6 Veteran Model Ts in the company of numerous other Veteran cars and motorcycles, have just completed the crossing of Australia from East to West, Brisbane to Broome. Clearly the trip was not without its problems, (see pic with speedster rear end suspended under a tree). The next time you think a trip around the block in your T is an adventure, think about this crew who crossed the Country!



Outback highway



—Outback T Races—

Phil Ruge is heading over to the West to assist a friend participating in the Lake Perolilie historic races. A number of Model T Speedsters from around the country have been prepared and will participate in the first post Covid event. Lake Perkolili is an historic WA race track. More info about the event can be found here on their Facebook page. [Red Dust Revival 2022](#)

Do you have any 'Newsy Bits'? Send them through to us at ttorquenews@hotmail.com

OBE AWARD

Vic Ashton receives founding member award form Club President David at the T Club Swap meet..



Upcoming Rallies and Events



Sun Oct 23, 10am-3pm

Melbourne Steam Centre
 1200 Ferntree Gully Rd, Scoresby
 More information [Click here](#)

Proudly brought to you by

MODEL T & A CHRISTMAS PARTY!

Sun Dec 4

Ashburton Scout Hall

BYO Picnic Lunch



BENDIGO SWAP MEET



12-13 November 2022

Bendigo Show Grounds

Gates open: 6am Sat & 7am Sun

Admission: Sat \$15, Sun \$5
 Children under 16 free

Visit the club tent to store or show your purchases and share a BBQ sausage at lunch time!
 More Information [here](#)

Cup Weekend Rally Oct 28 - Nov 1

Our 2022 Cup weekend rally is to be held in the Bairnsdale area and hosted by *Bairnsdale Classic Car Club*.

Our accommodation will be centred at *Swan Reach Holiday Park*, 2143 Princes Hwy, Swan Reach. Click [here](#) for details.
 Ph: 03 51564366



Cabins are held in MTFVC name. Swan Reach is 20Km east of Bairnsdale. We hope to see you there!

Shannons American Motoring Show

Display vehicles \$15.00 includes all occupants
 Spectators \$8.00
 Children free

The show for all Classic & Historic vehicles manufactured in North America.
 Featuring the Annual Mustang Roundup

Sunday 23rd October 2022

Event Central at Caribbean Park
 Entry from Ferntree Gully Road 100 metres North of Eastlink
 Gates open for display vehicles from 9.00am spectators 10.00 am



VALE - Dixon Fielder



Dixon Fielder was a valued member of the MTFCV for 20 years, prior to his passing on 16 September 2022 at age 84 years. Dixon was fascinated by Fords and in particular Model Ts. His father owned one, which had been modified to a ute.

Dixon was born with Muscular Dystrophy and Cerebral Palsy and despite his handicaps was very smart and witty. He spent much of his later life in care homes due to his difficulty with both talking and walking.

The MTFCV took a special interest in him after he arrived with his carer at one of our rallies in 2002. His passion in our cars, together with his knowledge, was amazing. In the following years, with his carer, he attended several day rallies. His favourite was a ride in Kevyn Brown's speedster. He also took great delight in receiving his *T Torque* magazine. The club made visits to his care home and gave him several items of club memorabilia, which he proudly displayed till his death.

The item he was most passionate about was the trailer he towed behind his motorised scooter, made at the home and pictured below. Amongst the stickers on the trailer are at least 5 MTFCV items.

A club representative attended his funeral, and presented the family with a folder, containing all the pages from *T Torque* which made reference to Dixon.
 —Bernie McKeegan



Dixon was extremely proud of his Model T Trailer which was adorned with Model T Club logos and stickers on all sides.

~ May He Rest In Peace ~



TRAD'N' TABLE



A free trading place to advertise your goods. Note that an ad stays in for two issues unless otherwise advised. All 'For Sales' must include prices. Vehicles for sale must include engine number or registration number (not club permit number), by law. Publication of ads does not constitute endorsement of price, condition or authenticity by the club. Please send ads to the Editor at torquenews@hotmail.com

WANTED TO BUY:

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Contact: Ron Harris PH: 0418514990



Is it time to Spring Clean the shed???



Is it time to get rid of some of those parts we know we will never use? We are looking for more parts for sale (or wanted ads) for upcoming editions of 'T Torque' Advertise here at no cost!



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Membership

The club welcomes new members who have an interest in the Model T Ford.

Members receive 11 monthly editions of the Model T Torque newsletter. The Model T Ford Club participates in and administers the VicRoads Club Permit Scheme.

Members have access to a full register of Model T owners and their vehicles.

A full calendar of club activities including monthly meetings, annual rallies and other motoring events is planned annually. Generally, three annual rallies over the traditional, March, June and November public holiday weekends are planned in Regional Victorian locations for member participation.

The club conducts an annual Model T only, cars and parts Swap Meet. Member participation in other club gazetted events is also encouraged.

Meetings

General meetings are held on the 2nd Friday of each month (except January) at 8pm at the **Ashburton Library Meeting Room**, (154 High Street, Ashburton) and / or via 'Zoom' online.

Meetings start promptly and usually include a guest speaker and informal supper. They conclude at approximately 10pm.

Annual Subscriptions

\$55 (emailed newsletters)

\$70 (newsletters printed & posted)

Subscriptions are due annually in July.

BANK DEPOSIT:

- BSB: 083-004
- Account: 03-923-0022

Please put your name as a reference.

Payment by cheque must be made to:

'Model T Ford Club of Victoria' (NOT MTFCV)

Club Information

The Model T Ford Club of Victoria (MTFCV) was formed in 1980 and is aimed at encouraging and promoting Model T Fords, to help in the restoration of Model T's, and to create a register of Model T owners.

Opinions expressed in articles appearing in this publication should not be taken as necessarily representing the official view of the club. No responsibility whatever can be accepted in respect of the conclusions or terms expressed therein. In no event will the club, or authors of articles in this publication be liable for direct, indirect, credential or consequential damages resulting from any reliance placed on this material by any real or legal person or persons. - The Model T Ford Club of Victoria Inc.

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Chapter Member of the Model T Ford Club of America, 310 N. 8th Street Richmond, IN 47374-3035, USA (www.mtfa.com) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA (www.modelt.org).

Both clubs produce excellent magazines (Vintage Ford, Model T Times) and the Model T Ford Club encourages membership of both organisations.





Period Feature Photo



This month's photo is part of Melbourne's early retail history! This picture comes to us courtesy of a posting on the Aussie Model T Facebook page by David Walker. The observations below were contributed by our own Andrew Brand, accurately dating the car as a 1910 Model.



Interesting photo. At a glance it's a 1909-10 Ford. The pattern on the running boards suggests the 1910 "interrupted rib" style. A quick check of the internet suggests Wright & Neil was bought by Myer in 1911. On the basis of that I'd say a 1910 car and the photo was taken in 1910 or 1911 before the Myer takeover.. Do any members have any further information on the truck or perhaps the location this photo was taken? — Andrew Brand

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Contact the committee for more information.

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