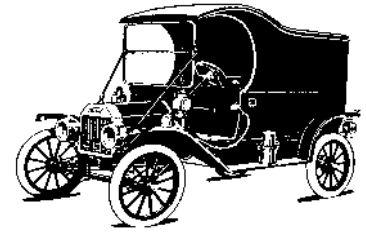




# "T" model T Torque



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



Web: [mtfcv.com](http://mtfcv.com)

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

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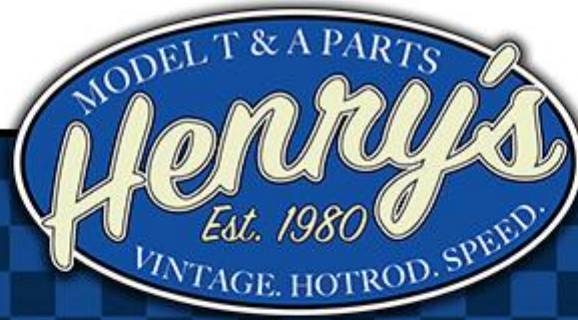
## In this Issue...

- **Daily coverage of the 14<sup>th</sup> National Model T rally, 2022 Dubbo NSW**
- **Lake Perkolilli Historic racing in WA**
- **A very unique Melbourne Cup Experience**



Aerial shot provided from Connor Bagot and his drone. Taken overhead at the Thursday lunch stop on the Dubbo National Rally at Gilgandra Agricultural Museum.

*"Quality means doing it right when no one is looking."  
- Henry Ford*



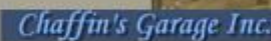
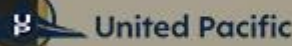
Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

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## President's Message



**G**reetings to all,  
Having avoided major floods at the Dubbo Rally. We all were fortunate to get home without major detours & delays. One week later & it would have been very different.

Water everywhere & detours & closed roads. I am hearing that some of our members have been caught up in the flood events. Our thoughts go out to them as they deal with the situation. Sometimes it looks like the problems thrown at us will never end. But as we are a resilient lot, we just adapt & move on.



The Flathead Ford Festival was held on Sunday 23rd amid forecasts of disastrous weather. As it turned out, we had in excess of 105 vehicles attend. I think weather reports held back a number of attendees! The weather was dry & a perfect temperature. A wide range of Ford cars were displayed, ranging from Model Ts, Model As, B Models, 32-54 V8s, Prefects, Anglias & Flathead powered hotrods. Other Ford models attending were Zephyr-Zodiacs, Ford Bren-gun carrier, Detroit Fordson Tractor plus a V860 powered Kurtis-Craft Midget Race-car & Static V8 engine displays. Some Ford models modified with OHV engines fitted attended as well. Overall we had perfect weather plus the bonus of Melbourne Steam Clubs displays to browse through. Public attendance was quite good as well. The show ended around 2.30, just in time for a very windy drive back home. The wind was gusting & shifting my car over the lane so I was very glad to get home. All over, a satisfying restart to "Interclub Ford" activities so looking forward to next year's event. Our Cup weekend rally will be run by the time you read this. The Bairnsdale Classic Car Club have gone to a lot of effort to host us. It will be a great weekend & we are thankful to all at Bairnsdale club for their efforts.

The last club meeting was well attended with Zoom members as well from all areas. Recollections of Dubbo rally adventures & travel reports from attendees. Our video was a re-run of the 2025 Eureka Ballarat Rally presentation played at Dubbo event launch.

Flood events in that region may impact on the event, we will need to monitor Bendigo Swap website for updates.

### **Editor's Note: Bendigo Swap—last minute cancellation due to floods**

A change to Committee roles has occurred. John Huitt has taken on a role of Events Co-ordinator. If you have any suggestions or ideas contact John. March 2023 Labour Day Rally is in Benalla area we will forward details you need as they come to hand. Watch for T Torque & E-Mail notifications. Our annual T & A model Club Christmas Picnic is to be held at Ashburton Scout hall on Sunday 4th Dec. Hoping to see lots of Model Ts & As there.

Remember that we have the Zoom facility for our Club meetings etc. We are trialling playing videos, YouTube clips or members' GoPro footage clips. If you have any footage taken you would like to share send it on to us to use.

We still need to iron out some lingering up-link problems but it's 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 endeavour to launch the show on a regular basis. The more we use Zoom the better we will get at it.

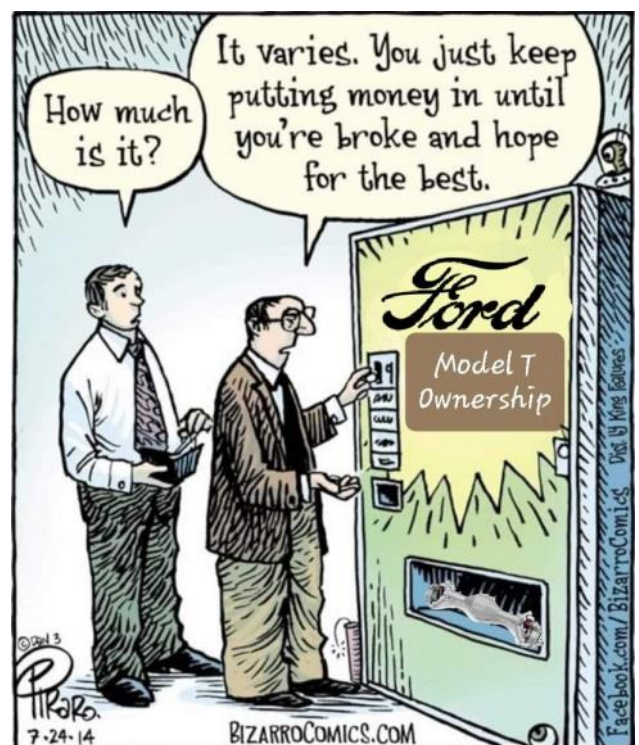
Suggestion of activities & one-day events are always welcome, contact John Huitt or any Committee Member.



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 Oct 14 at 8:07PM by President David Weatherhead at Ashburton library and via Zoom**

Condolences to Alan Weatherhead on the passing of his father Graham.

**New Members:** Orlando Talamo, Noel Inman and David Jenkins

**Present:** 21 attending the library, 10 on Zoom **Apologies:** Ivor Austin, Bernie McKeegan, Brian Smith, Jo Baulch, Jennifer, Ruth and Grace Csorba

**Confirmation of minutes:** Moved: Barry Hancock, **Seconded:** Bill Wallace **Business arising from minutes:** Nil

**Tonight's Meeting:** Talk about Dubbo rally

**Correspondence In:** Shannon's American Motoring Show, Association of Motoring Inc newsletter, The Side Valve V8 Times, T. Topics, Backfire magazine, bank statements, Bendigo Swap tickets

**Correspondence Out:** Welcome letter to Orlando Talamo, Condolence card to Heather Wright (Dixon Fielder's niece)

**Treasurer's Report:** The treasurer's report was presented to the members by David Jones **Seconded:** Rhonda Huitt

**Swap Meetings/Clearance Sales Report:** Julie Jones spoke about Shepparton Swap, she got a nice water feature for \$10 and a plant ornament that David hasn't put on the wall yet. David Jones got some shackles for under \$100. Dean Williams sold some stuff, said there was a T Model there for sale, it was sold to someone who wants to do it up. He said there was lots of T Model stuff but nowhere near as full as usual.

### **REPORTS...**

**2025 Rally:** The Ballarat video was shown at Dubbo and went over really well. There have been 84 expressions of interest so far. Geof Baulch has entry forms.

**Delegate's Reports:** **AOMC:** Bernie McKeegan not here to report tonight, **Federation:** Next weekend in Gippsland

**This month's activity/run:** Ford Flathead Festival 23<sup>rd</sup> October and Shannon's All American Car Show 23<sup>rd</sup> October, Bairnsdale Rally Cup Weekend

Bruce Csorba told us there was an Electric Future Vehicle display at Manningham City Council and there was a T Model there.

The Rob Roy Hill climb has been cancelled for October

**Upcoming events:** Bendigo Swap Meet 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> of November, Club Christmas Party, any donations would be appreciated.

**Technical Tips/Queries:** Bill Wallace asked if any one knew why his battery kept going flat, Dave Weatherhead had same problem. Someone suggested possibly all the water. Any other suggestions please let us know.

The question of which oil is best for your diff was asked, it was suggested to use Penrite Trans 250, comes in 1Ltr. It was also suggested that you don't fill up to level marking, fill to about an inch below.

**Restoration Progress:** Graham Hadden finished his ute and took it to Dubbo.

**General Business:** We need suggestions for club activities, some things that we thought of are Ford Proving Grounds, Ambulance Victoria Museum in Bayswater. If you have suggestions, please let a committee member know.

John Huitt has volunteered to be our club's new Events co-ordinator. From now on if there is an event coming up, please let John know if you are coming. We need numbers for Bairnsdale, please let John know.

Hopefully S.A national rally will be in 2027. They have a limited interest in rally as they are a shared club. We spoke to them in Dubbo and offered to help them with rally. They said they will have to speak to the rest of their club.

### **DUBBO RALLY:**

Geof Baulch, Julie Jones and David Jones reported on different days of the Dubbo rally. Sounds like everyone had an amazing time. Bruce Csorba won an award for his Speedster and Graeme Wagland won an award for his black 1921 Centredoor.

**Next Meeting/Activity:** Try some more videos and talk about Bendigo Swap and Bairnsdale rally

**Raffle Draw:** Drawn by: Colin Weidemann, **Won by:** Geof Baulch, **Prize selected:** Petrol can

**Meeting Closed:** 9:39pm

*Ann Cupid — Secretary*





## Club Calendar 2022



**CLUB MEETING:** 11 8PM  
**CLUB EVENT:** 12 - 13 Bendigo Swap Meet—CANCELLED



**CLUB MEETING:** 9 8PM  
**CLUB EVENT:** 4 T & A Christmas Party, picnic at Ashburton Scout Hall



**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, Benella area, further details TBA  
**OTHER EVENTS:** TBA



**CLUB MEETING:** 14 8PM  
**CLUB EVENTS:** TBA  
**OTHER EVENTS:** TBA

**Next General Meeting — Fri November 11 at the library  
 & via 'Zoom'! 8pm**



## Club Permit Renewals



Club permit renewals must be signed by the club permit holder and an authorised MTF CV officer to confirm that the permit holder is a current member of the club. Members having vehicles permitted through MTF CV 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](mailto:secretary@mtfcv.com)

### 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 8314

### 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

### January

Peter Brown 8009  
 Paul Daley 983  
 Justin Deacon 513EH  
 John Huitt 12239H  
 Andrew Phillips 20526H  
 Linda Phillips 67029H, 89755H,  
 89754H, 89753H, 10905H  
 Gregory Russell 470RH  
 David Weatherhead 54598H



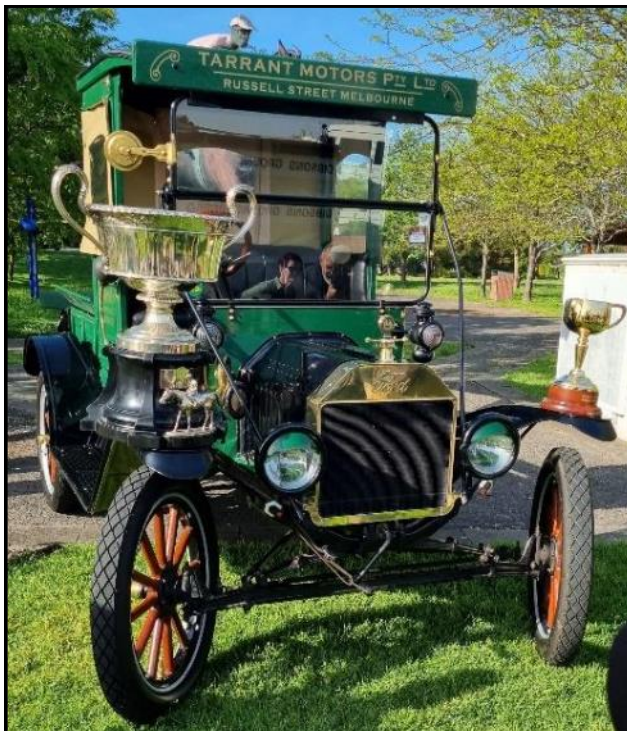
## 'Under the Hood' by the Editor



Greetings Members,

This month it is an absolute pleasure to produce a bumper edition of T Torque in celebration of the 14<sup>th</sup> National Model T Rally at Dubbo, NSW. A big thankyou to all the contributors of articles covering all days of the event. A great mix of youth and experience! The Dubbo rally was not the only National T event held last month. Enjoy the great feature article from our Portland member Phil Ruge about his trip to the Vintage racing in the red dust at Lake Perkolilli, Western Australia.

As this edition goes to the printers, the Flathead Ford Festival will have been completed and we are about to have the Melbourne Cup weekend Rally. I look forward to receiving coverage of these events to share with members in Decembers T Torque.



Personally it has been a huge month for Model T Stuff. As a result of researching an upcoming article in continuance of the series of old Victorian Ford garages, I made contact with an old friend of Dad's who had shared an article online about the Ford agents in Albury in 1914. Dad's mate had recently completed the restoration of his 1915 Roadster, a 45 year long project! Peter had finished his car and was cleaning out a factory that he was selling so he offered us all his left over spares. A road trip to Albury ensued, and a tandem trailer load of T spares found their way back to my place!

I was also excited to learn that a photo I submitted to the Model T Parts suppliers, Langs, in the USA ,of my 1916 Pickup, for their annual calendar had been accepted and will be featured as the March page for 2023!

Our Model Ts can sometimes provide us with some unique opportunities. Such was the case last week when I was invited to display my T with both the 1915 and 2022 Melbourne Cup trophies. Each year the Melbourne cup does a bit of an escorted tour around some overseas and Aussie regional locations. This year it was the turn of nearby town of Rosedale to host the cup, as Rosedale features a statue of the

1915 Melbourne Cup winning horse, Patrobas. The Cup Tour organisers were seeking a 1915 era car to display with the cups as the tour passed through. I was happy to oblige with the 1916 pickup. The 1915 Widdis Cup, named after the owner and trainer who was the first female owner and trainer of a Melbourne Cup winner is an incredible trophy which was the last Melbourne Cup to made in England. It is valued a "priceless" and is treated as such with very heavy security. The 2022 Melbourne Cup is 24ct Gold and valued at ¾ of a million dollars. It also travels with heavy security and must be held with white gloves. The Model T and the Cups have both since featured heavily in



local Gippsland Media. It was an awesome occasion to get so close to some Melbourne Cup history and a new cup about to become part of modern history!

Keep Touring in your Ts,

— Warwick Landy —

**Email your contributions to [ttorqueneews@hotmail.com](mailto:ttorqueneews@hotmail.com) or send to the club mailbox. Submissions for T Torque are due the third Friday of the month.**



## National T Rally – Dubbo 2022



### Sunday 25th September - Rally Check In

Whoops, forgot to ask someone to cover day one so here goes, you're stuck with the editor's reflections of the lead up and the day. After a pleasant few days traveling up the East coast to Canberra and enjoying wedding anniversary celebrations there, we arrived in Dubbo Saturday afternoon after a very nice day on the road between Canberra and Dubbo. The wind turbines and the spectacular yellow crops of Canola dotted the landscape in a beautiful Spring display. After many years of travelling together to National T Rallies, we play the first to spot another T game! Of course, I won, as Paula was always buried in the phone. Somewhere between Yass and Young, the first T was spotted on a trailer. Paula was surprised that it was one that I didn't know the owner of. As we edged closer to Dubbo, a convoy of Ts on trailers formed and we completed the day trouble free.

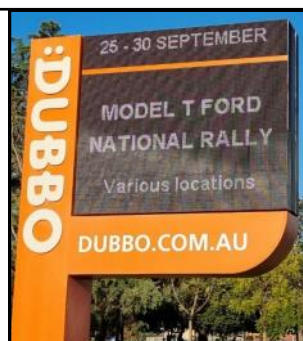


We drove straight to Rally Headquarters, Dubbo showgrounds and unloaded the T. The T was on best behaviour and the week started with a free start in front of witness David Jones! The trailer was left in storage at the showgrounds, and we

found our way back to our Motel which was chosen for its close proximity to rally headquarters. We picked up this successful tip while at Maryborough, walking distance to rally headquarters means an easy walk home after a few celebratory or catch-up beverages at the official functions! We enjoyed dinner with some club members at a combination Thai/Italian restaurant which was a great start to the rally.

Of course, I am always raring to go to be on site early to catch up with everyone, but Dubbo had created a small glitch in my program with a market in the CBD which Paula just had to get to! Also, there was a Myer which was an additional shopping distraction. Finally, we made it to the real reason we were in town and arrived in the T at the check in and car display. I actually think we were last to arrive! As we were in the pickup, we were directed to park down with the Commercial vehicles. The cars looked spectacular all parked under cover in the big shed and on display for the public. I could have killed for a coffee but that's another story! It was very exciting to catch up with old friends from past events and check out some of the new restorations and cars that I hadn't seen before. The traditional rally bag and route instructions were keenly sort after and fun to look through when we got back to the Motel. It was great to catch up with David Dunn from South Australia, but extremely sad to learn of the passing of his wife Sue, since we were last together at Maryborough. I have always shared a special bond with the Dunn's, as we are the only folk that have experienced participation in all the National Model T rallies since 1983. It was sad to lose George and Chris Schoenauer from this group, this rally, due to Ill health. Over the afternoon the entrants dispersed and re-joined that evening for the official rally launch at the Showgrounds function room where we all enjoyed a lovely meal and drinks before the formalities of the evening. Various committee members presented the week ahead and then we were free to mingle. The nearby accommodation was particularly handy as we wandered home ready for a big week of T touring.

— Warwick Landy—





## National Rally - Dubbo 20T2



### Monday 26th September - Day 1

#### Day 1 - Round trip distance 194km

Started our morning by preparing the cars, making sure we had: 1. Our information booklet, 2. Travel mug and lastly our lanyard and other



emergency tools we hope not to use on our travels. We made our way to the information centre for the rolling start, was nervous and excited as this was my first rally as a driver. Usually the passenger of grandpa or dad's vehicle.

We made our way to the Narromine Aviation Museum, nil issues which was a bonus. Within the museum walls is a captivating exhibition of artefacts, documents and photographs which tell the story of aviation as it unfolded on one of Australia's most historic aerodromes.



After finishing up at the Museum we made our way to Trangie which is in the Orana region of NSW which is around 55 minutes from Dubbo - over 2 hours in a T model. When arriving at Trangie we were supplied with a generous lunch and got to mingle with fellow T model members.

It's been an amazing experience be behind the wheel of the 1925 pickup Ute. With 3 generations following their grandpa. Can't wait for Ballarat.

Thanks — **Declan Bagot & Megs**







## National Rally - Dubbo 2022



### Tuesday 27th September—Day 1

Scoop Landy asked me for a report about Tuesday 27th of September during the National rally at Dubbo NSW. On that day, our destination was a place called Wellington where people had an opportunity to inspect the caves located there. Lunch was in the township of Wellington and after eating we were all to follow the road back to Dubbo.

Our recollection of the day was unfortunately a little bit distracted and our perspective on the scheduled activities was overshadowed by our 1914 giving me the s.....s. We are aware that the main group of T Modellers were going up and down dale to get to the caves and that some cars were going slower than others and interfering with the natural flow of T models in convoy. Some cars just can't get up hills in top and we all know how frustrating it is to have to drop to low gear when it would be quicker to run up the hill on foot - but I digress as this piece is all about Julie and me so here goes....



I will start our recollection of Tuesday with what happened on Monday the 26th. Our first day of rallying and Julie and I gave our Canadian visitors, Chris and Rose, a ride in our car. I let Chris have a drive in my car and he said all the right things, as the car was going the way it should, however, by the lunch stop I elected to get fuel (gas as Chris calls it), and while travelling around the corner I noticed that the low pedal had need of adjustment badly. It was ok at the start of the run but I knew it had room for improvement, so I pulled the pedal up before we set off for our journey home through the country roads of Dubbo, over flooded passes and water disguised potholes big enough to hide small cows. We all got home safely that afternoon, said goodbye to our passengers who were terrific people, and went back to our digs. I noticed that my bands were chattering a bit more and thought that unusual so when I got back to the condo, I pulled the bands up just a little bit more. This time I attacked the brake as well as the low speed pedal for good measure. Hey, what could possibly go wrong, as long as you have a red in one hand and a spanner in the other,

life should be good! Right? I elected to also pull up the driver's side front wheel bearing which eliminated any problems from that area of the T. As we were living in a slightly less salubrious part of Dubbo and were aware of hooded strangers patrolling our off street parking, I elected to empty the T Model of tools, radiator cap and place these important pieces inside our accommodation where they would be safe. This was the procedure we had to follow each day as no secure parking had been provided by the rally directors.

Tuesday 27th. Morning has broken. Problem #1: I got distracted and forgot to put the tools back in the car. Also forgot (what I thought were the only) spare coils and these 2 items were going to be vital to me during the day. Our model T started promptly, despite the lack of any free starts. Just as a foot note, members who bang on about free starts with their Model T can't be running all the rings on their pistons. It must be an urban myth as it never happens to me. We followed Bill and Cher Wallace to the tourist info precinct for the start and followed everyone through a rolling start up the hill to Obley road for the long trek to Wellington. It was going to be a 190 km run today and Julie & I were excited as we were now 2 up as opposed to 4 up yesterday and the car was going well. Responsive, coils buzzing away and just the normal squeaks and noises that freak you out. All was good. Unfortunately I spoke too soon as we came to the first double lined part of the road and the car started to slow and miss. Something was wrong. The radiator started boiling and I had to pull over at the worst place in Dubbo / NSW / Australia etc.





## National Rally - Dubbo 20T2



### Tuesday 27th September — Day 2 continued...

(I may be over dramatising that bit) but we were on a bend so it could have been better. Trying to think quick I thought I must have over tightened the bands and this turned out to be bang on. My next thought was to get the tools which should have been on the back seat floor, rip out the front floor boards, open the transmission cover, back off the low band, back off the brake just in case, replace the cover, boards and then do a quick prayer and all might be good. I looked for the tools and to my horror they were nowhere to be found, I had left them back in Dubbo. This is the point where terror takes over and I asked Julie to put the red flag on the corner of the car, while every T Modeller and their dog passed us on the road. Julie was trying to flag friendlies over as they passed. One such friendly was Warwick and Paula. I know this for a fact, that Warwick thought Julie was just waving them on and Paula said to Warwick, "Do you think they needed our help?" to which Warwick replied nonchalantly that there was nowhere to stop and Tail End Charlie was just rolling up. Note to the editor - our friendship is now officially on notice!!! Tail End Charlie was a reassuring sight and I went up to him to ask for some tools to which he replied he had nothing. I said, "You're kidding aren't you?" Then he volunteered he had a few bits in the back. I said I just need a big screwdriver and an adjustable spanner. TEC found these tools and I proceeded to attack the motor. Floorboards out, cover off, lots of oil vapour as she was hot. I levered the low band away from the adjusting nut and was able to tease the adjusting lock nut off the band and effectively back it off. Naturally I backed it right off to eliminate any apparent binding and in doing so almost rendered the low speed ineffective. I backed off the brake but as I was more conservative with that adjustment still had an effective brake. I replaced the cover and boards, started up the car and we were back on the road. I thanked TEC for the lend of tools and proceed to follow the rally as the last car. The engine oil cooled as we drove along and we got our T running back to what we were used to. The one advantage of being last is that there was no one to hold us up if they were slow. We caught up with all the slow cars, passed them at safe points and pretty well stayed in top all the way until the next problem. A coil dropped out. We had a lot of trouble with coils on the rally and I think I had replaced 2 with spares over the week's rally, that were lying in the bottom of the back seat. For the new T modellers that are in the club, most seasoned Model T owners keep coils in old Ammo boxes which are a perfect fit for a set of 4. This coil dropped out just as I turned a corner prior to the next hill. I think I was lucky that it dropped out then as going up a hill on 3 cylinders is no fun. I fossicked around the back seat storage and to my delight found another set of coils that I had forgot about. Out of jail again. I had pulled over, wrenched off the coil box cover and (for another dumb reason) threw the cover over to the back seat. With the new coil in place we started off again without the lid in place and powered away.

This should have been the end of electrical problems but it started to rain and I yelled at Julie to not let the coils get wet so for about 10 km Julie was riding shotgun over the coils with tissues as the rain drops down the firewall were threatening to get to the coil points and stuff our day AGAIN. We got through the rain, powered down the road and finally found Wellington. The car proceeded to the caves where I encountered one of the Marshalls instructing cars where to park. Of course he wanted me to park on the high side of the paddock. I said to the guy, "Look mate, I don't have a low speed so I just want to go to the bottom of the paddock to fix my band." The Marshall then said, "You can get to the car spot I'm directing you to go to using your reverse, and then I can come and help you with your low band as "I'm a T Model Mechanic!!!!". Needless to say I just looked at him and told him what I thought of that idea. I offered to sell my Model T to anyone interested, but the Marshall told me it wasn't worth anything the way it was. I let him have it, and Julie was really surprised that I was at the end of my tether at that point.





## National Rally - Dubbo 2022



### Tuesday 27th September – Day 2 continued...

Fortunately, Bill Wallace came to my rescue and we took up the low band allowing me to manoeuvre in the paddock in a normal manner. The Wellington Caves stop was an interesting place to visit despite not booking in for a cave tour. Many of our members took the guided cave tour, but I haven't heard any reports about the experience so can't let you know about that part of the stop. Julie and I visited the Japanese gardens and marvelled at the size of carp that were in the pond. After this we went back into Wellington for lunch without any trouble. After lunch the Wallaces, Rod Kieseker and the Jones' decided to take the shortest route back to Dubbo but once again the next problem befell our Model T when the starter button to activate a solenoid switch to our starter failed. I could not believe it. I threw Julie out of the car, put the car onto magneto and hand cranked it to start. Fortunately the T model is easy to start on Maggy when it is warm. We proceeded in procession to return to Dubbo without any more dramas, but quite frankly I was over it all and felt lucky that the trip home was uneventful with the exception of obligatory road works and potholes impeding our progress back to Dubbo.

I got back to our camp and started to review all the issues that had happened on the car. I was lucky that we hadn't cracked the transmission after the 1st stop. We had no band/transmission issues for the rest of the rally. The solenoid starter issue turned out to be a nut falling off the night before, giving me a poor contact to work the 12v switching aspect of the solenoid. It was a miracle that the solenoid had worked earlier in the day given that the 12v live wire was just sitting there for some time. Subsequently I found the missing nut under the car where it had fell the night before. How lucky was that? All repairs to our car were effected that evening and had no more problems with our car for the rest of the rally. Aren't Model T s just the greatest?

Foot note: On the Friday when we were leaving the final part to go home and put the cars on trailers, I was under navigator orders and Julie told me to turn down the Main Street of Dubbo. I went over one of the slow speed raised pavements and the car failed to proceed with a petrol issue. I thought I had run out. People came from everywhere so I could park it in a disabled bay of the street opposite the Myer emporium. I got out of the car, kicked the tyre, cranked the motor with some choke to get fuel into the motor and the bowl, then the bloody thing started and we were off, for another 20 metres until starting to starve for fuel...again. Here is a note for all you navigators out there. Don't tell the driver to go "steady" when the car is not running right and you are in the middle of modern traffic. Your driver knows to be "steady" without being reminded and it is not a good career move. But wait it gets worse. We turned the corner to go through the Newall Hwy roundabout (2nd exit). I entered the roundabout and the car stopped again. Julie jumped out, I jumped out, Julie took the wheel and I proceeded to push the "B....y" car through the roundabout with all of Dubbo watching me.. B doubles, caravans, tradies, every car you could think of. The carburettor blockage cleared and we got back to our camp, where I dropped the bowl, removed the mixture needle, got a straw and blew the carby out, reassembled the carby and then started her up and had no trouble with the car again. This was the last T Model issue to get at me but it didn't beat me and I didn't have to concede defeat to my Model T ford. The only trailer we saw for the whole Dubbo week was our transport Tandem to take our Model T Ford home to Rosebud. Job done, mission accomplished.

— David & Julie Jones —





## National T Rally - Dubbo 20T2



### Wednesday 28th September - Day 3 - Dress Up Day

Hi, I'm Grace Csorba and I would like to talk to you about the 28<sup>th</sup> of September 2022, my way. Me and my dad (Bruce Csorba), had driven from Melbourne, Victoria to get to this rally. My mum and my sister Ruth had to stay at home because they were busy. So, it was dress up day and me and my dad were so excited for this. We woke up and got dressed in our 1920s theme to match our car, we then got in the race car and followed the Mitchell highway to the info centre stop. When starting your car don't forget to turn on the Petrol!!! (Thanks Grace :-)

We then followed the arrows to the homestead. There were a few bumps and splashes (holding on to the hat basket). We walked to the area to have some afternoon tea and chose one box of sweets that looked delish and we both had a cuppa each.

After we walked around and placed our cups outside on a bench

and proceeded into the Dundullimal homestead. We went from room to room and had a fantastic time. We then left and halfway up the road we realised we had forgotten the cups at the homestead so we did a U-turn and got them back. We then continued to the showgrounds, parked and posed for some pictures, me and my dad.



Just before we went to get lunch and dad decided to polish the car. We then went to the line for lunch, I could smell the lovely lunches. At 2:31 me and dad got ready for the judges to come and have a look at our costumes. My mum had previously spent a week making the dress. We then left into the rain to head back to the caravan park to get changed into our casual clothes and to have a pit stop. Once we were ready we headed off to the RSL for dinner. Dad got a pepper steak with chips and wedges (and a light beer). I had a spaghetti bolognese and a pineapple fizzy drink (and a waffle). Then we went home and did some activities. (Played Cards) After we had a drink each and went into our warm and fuzzy beds.

### A Rally Report From a Canine Perspective...

Hey everyone — I had a woofing good time at my first Model T Ford rally, thank you everyone for all the pats and attention I loved it! I've seen so many new things over the week including planes at the Narromine Aviation Museum, Dundullimal Homestead I even got to go inside the homestead (my mum snuck me in but don't tell) and I saw the Wellington caves they would have been better if they let me in though but mum showed me photos and they looked pretty cool, so I guess I'll have to take everybody's word for it. I made so many new friends throughout the week I might not remember all of your names but I know you all remember mine everybody was so friendly giving me treats and saying hi to me before they even said hi to my mum. I liked that. But most importantly I loved all your cars they were all amazing, but I have to say they are very loud when I'm trying to sleep. I love going for rides in the Model T and looking out the window it was so much fun! Thank you all for making my first ever holiday great. I'm excited for the next rally. Hopefully my mum will be driving next time so I will have more room, it was a bit squishy in



poppy's car, you humans take up too much room but that's okay I still loved every minute of it especially swimming in the river on the last day! See you all next time!

— *Lightning Brown (and Tamara)* —



## National T Rally – Dubbo 20T2



### Thursday 29th September—Day 4

Today we set out to drive another large day, touring in Grandpa's 1925 tourer. It was another day facing almost 200km of driving, doing a loop around Dubbo, stopping at Collie and then Gilgandra and then back to Dubbo to finish off the day. We were rolling through the information centre car park to start off the day and leaving all the volunteers in a cloud of white smoke. We later thought this to be excess fuel in the engine after replacing the head gasket the day prior, from a mishap on the Tuesday. We left Dubbo northbound on the Newell Hwy, then veering onto Collie Road which we were on for about 8 water crossings. It sure was nice following a few cars along this road, as they pointed out or just drove straight through many of the pot holes on this road, many of which were covered by lots of water. It made our water crossings a lot smoother as we watched the cars ahead hit them first. This then got us to morning tea at the Collie Hotel.

The township of Collie had a population of 39 people, it was interesting seeing the town's local drinking hole. Meeting Tom Hancock, the publican was pretty cool for myself personally, as he has become somewhat of a social media



star making short videos about living in a small country town in rural NSW. After having a tea, some cakes, and a small purchase of some local merchandise, we headed eastward to Gilgandra on the Oxley Hwy. After having to push start Dad in Grandpa's 27' Coupe we were on our way.

The 35km drive along the Hwy was very nice and it was good seeing different farming scenery. Half way along the road, we pulled over, all three cars, even though after the first night's introduction the NSW committee didn't want "All those friendly Victorians pulling over to help one another". At this point we stopped to tighten Declan's exhaust pipe nut, and his partner, Meg had obviously had enough of him by this stage, so she jumped in with us. We rolled into the Gilgandra Agriculture Museum and parked in the line-up for lunch.

Whilst at the museum, we all had a feed and then meandered into view the museum. It was interesting looking through all the little rooms they had set up around the main shed, with all their different uses. Liv thought it'd be a good idea to lock myself (Connor) in the old Jail house; everyone got a good laugh. Walking in the main shed of the museum was just like walking into Grandpa's shed back home, just everything had a little more order.



# National T Rally – Dubbo 2022



## Thursday 29th September—Day 4 continued...

It was interesting looking at all the old machines and made me appreciate all the many hours the farmers used to have to do back in the day. It is amazing how far the technology and machines in the agriculture industry have improved. Declan found a new form of therapy. He was amazed at how therapeutic an old typewriter was.

Driving home, we were on the Newell Hwy again, but this time heading south. After being overtaken by a few newer headers from what we saw at the Museum. We then turned off at Eumungerie and ran parallel to the Hwy, crossing the railway a few

times. We saw a lot more of the same countryside and also an odd animal that after better looking at it, we recognised it to be a pair of bison. We then came into Brocklehurst and then it was a familiar run home into Dubbo.

The weather was a lot more enjoyable from the day before and overall, it was an awesome day in the T.

### Rally entrant #51:

— Connor Bagot, Liv Howie, Jacinta Bagot —

Left: 3 generations of Bagots!





## National T Rally – Dubbo 2022



### Friday 30th September - Day 5

Well, another early start due to no curtains in the back of the F250 (sleeping accommodation). Whilst drinking my morning coffee and doing Wordle all I can say is "Thank God it's Friday". Pete is eating his breakfast and then he will get his baby out of the trailer. I better go and have my shower before he forgets me and leaves me behind. The other day he did need me to walk through a giant puddle checking where the potholes were, so I do suppose I come in useful.



Parked at 'Sandy Beach'  
(Peter & Linda's 1913 Roadster on right).

Rolling start is at the information Centre at 8am then we head off on a round trip of 59kms (Thank goodness it is only a short run). Water wasn't too deep on the causeways so I didn't have to check for potholes this time! One causeway did have a lot of potholes, you couldn't miss any of them. Pete trying to swerve around them at a crawling pace. At least I didn't get tossed out of the car but he nearly did.

Arriving at Sandy Beach for morning tea and this was also our lunch stop. Guess who had to clean the car and yes, more nattering. Haven't they had enough Model T talking yet!!!!!! After morning tea, yes, the boys are still talking Model Ts, we have an entertaining State vs State Frisbie competition. The competitors found out it's not as easy as it looks. Our Vic team of the Mighty Ducks (the Bagot family representing 3 generations), did us proud, with Connor announced as equal 2<sup>nd</sup> in the individual and the team in a showdown for 1<sup>st</sup> against Tas. We got a proud 2<sup>nd</sup>.



The Bagot family dressed in their uniform duck shirts ready to play and support each other in the frisbie competition.

Boys are still talking Model Ts!!!!!! At least the sun is shining and it is a very pretty park. Jo Baulch is contently crocheting under a tree and Paula is going around taking happy snaps. Guess what the boys are doing, yes talking Model Ts!!!!!!

After an amusing afternoon back at the caravan park, watching idiots trying to park vans and set up camps, we head off to the showgrounds for the final dinner. Luckily, there was a change of plans and it was changed to the indoor centre and not out in the pavilion. Lot of chatting going on and some have dressed up in period costumes. A mum and her very young daughter have dressed up in identical costumes, so cute. With this rally it has been great to see so many families attending who will become our next generation of Model T drivers.

**Presentations:** Fire engine - Harry and Jason, Open Car Steel Radiator, - Murray Alcock, Open Car Steel Radiator - Allan Bennet, Closed Car Steel Radiator - Graeme Wagland, Open Car Brass Radiator—Gary Brant, Closed Car Brass Radiator - Terry Maher, Commercial - John Wagner, Speedster - Bruce & Grace Csorba, Best in Show Car - Mulligan Family, (Everyone dressed in period costume Mum, Dad 1girl & 2 boys), Shannons Restoration Story - Harry Sells & Peter Cameron.

Chris Brancaccio, board member of Model T Ford Club of America, gave a great speech thanking everyone for the hospitality that was shown to both himself and his wife Rose. Geof Baulch and his rally committee gave a speech about the forthcoming rally in 2025 which will be held in Ballarat. Great job guys. I think I might actually look forward to that Rally.



At the caravan park at the end of the day's touring.  
Drivers enjoying happy hour!

Dinner was fine except for the lack of forks but great company. If you were looking for eggs and bacon the next morning you would have been sadly disappointed.

Let's face it a great rally is always decide by the people you travel with and you the company you keep. Well done!  
Your roving reporter — **Lynda Ninnis**



## Member Contribution



### Red Dirt Revival at Lake Perkolilli WA 19-25 Sep 2022



Lake Perkolilli is about 35 kms NE of Kalgoorlie in WA. It was here that WA's first serious car racing started in 1914; on a red dirt clay pan which remains unaltered today, except for what nature has done over time. The advent of WW2 in 1939 brought an end to racing at Perkolilli. Re-enactment events have been held 5 times since in 1997, 2014, 2017 (washed out), 2019 and 2022. Our involvement was simply to lend support to a long-term friend, who was "racing" his 1928 Chev speedster. Racing is not really the right word to use, hence the use of words like 'event', 'revival' and 're-enactment'. There were 2 Portland cars at the event out of a field of approx. 120 cars and 20 motorbikes,

all pre-1939. There are no winners and no prizes, except for a few novelty prizes.

Monday and Tuesday are set aside as practice days, allowing passengers and non-CAMS licensed drivers to have a go. Wednesday is time trial day (for setting handicaps) and Thursday through to Sunday are 'event' days, where up to 8 cars are on the track together for 2 laps of the 4.25 km circuit. On these days, handicaps apply with the aim of all cars finishing the 2 laps together. On the last 4 days, no car was allowed to pass another on the track for safety reasons (too much dust!). This worked pretty well and it didn't really matter whether your car was good for 70 kph or 170 kph as handicaps and groupings sorted that out.

There were 17 Model Ts at Perkolilli this year, including one from Tasmania, but none from Victoria. They ranged from pretty much standard Model Ts through to race prepared, highly modified, speedsters. Only a couple had Rajo heads or Ruxtalls fitted. All modifications have to be period correct, but this rule seemed very flexible in some of the 1930s cars! The following comments are about just 4 of the Ts there.

Kevin Boardman from NSW had his 1914 T Speedster there for the 2nd time. The mechanicals were largely unmodified right down to original conrods, but it did have a Model A crank, coil, distributor and modified oiling system using a plunge pump. The exhaust was straight through and a larger capacity carby. The acceleration was phenomenal on this car and it performed well all week. The car was lowered (see below), using a Chev front axle so he could still crank start the car. Kevin willingly helped out other drivers with their cars all week, as did many.







## Member Contribution continued...



### Red Dirt Revival at Lake Perkolilli WA 19-25 Sep 2022

Maurie McGregor's 1914 T 'Turner Special' has been to 3 Perkolilli re-enactments and is a WA car. This car was originally built by renowned WA T enthusiast, Graeme Lockhart. It has a basically standard engine and transmission except for alloy pistons and head, period Bosch distributor, extractors and of course – twin carbies. Maurie described the car as "fun with a dash of danger". It was a very well presented car as were all of the Ts present.



Rex Barber of WA, with his beautiful Mercury bodied 1920 T (below) – another Graeme Lockhart built speedster with not many modifications. The Mercury Company in Kentucky made sports bodies for the Model T, substantially modifying the appearance of the normal T to something they described as, "so improved structurally as to combine simple, comfortable and substantial qualities with pleasing streamline effects." I have to agree! It is a truly attractive and rare Model T. Rex told me it is one of 4 known replica Mercury bodies worldwide and probably the only one is Australia.



Pictured (right), is James Gatti of WA who, with his neighbour, David Cooper, bought this 1923 LHD T specifically for Perkolilli. Neither had previous experience with Ts and had to learn to drive it pretty quickly. The car presented as very standard, except for the SU carbie, and drove well until Saturday when a 'knock' turned up. This was a broken conrod shell. Willing helpers were ready to have a go at an onsite repair but it proved to be too big a job in the dust. James and David learnt a lot about Ts over the week and had a ball on their first outing in the dust.



Was it worthwhile attending? Absolutely (plus it made us look younger – every white hair on my head was orange!). Does it cost a lot to enter and prepare a car? No. You can use your normal T with some preparation. The next Perkolilli 'event' is in 2025, so you've got time to think about it.





## Member Contribution continued...



### Red Dirt Revival at Lake Perkolilli WA 19-25 Sep 2022

Finally, some of you will remember Johnno Everett (NSW) at the 2019 Maryborough National T Rally, driving the Grace Bros truck (which he drove there ex Sydney). Johnno was at Perkolilli in a Model A speedster, driving it all the way from Sydney in 13 days and all the way home, without trouble as far as I know. Coming home we crossed paths 4 times between Kalgoorlie and Port Augusta (he just drove longer days). On the track, he deliberately restricted his speed to around 70 kph (wanting to get home again), whilst several others blew their Model A's up, pushing too hard. There's a moral there!

The Ts at Perkolilli this year held their heads high in some pretty good company, which included a pre-war Rolls Royce and Bentley roadster.  
— *Phil Ruge* —



Cars coming off the track with another group lined up to start and a few light planes in the background.



## Member Contribution continued...



### Bruce Csorba's Day out with his T!



My 1915 with "What's that in the background?"



"88 miles per hour"

Bruce Csorba reports that he attended the Manningham Rotary 'Future Vehicles Expo' on the 23rd of October. Bruce has provided the following photos and captions of the day and reported that he enjoyed talking to many people and explaining about his T Racer

Another great example of the opportunities out Model T's can create. It was great for Bruce to be able to park so close to another legendary car, a DeLorean.  
— *Ed*



## 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](mailto:torquenews@hotmail.com)

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## Upcoming Rallies and Events



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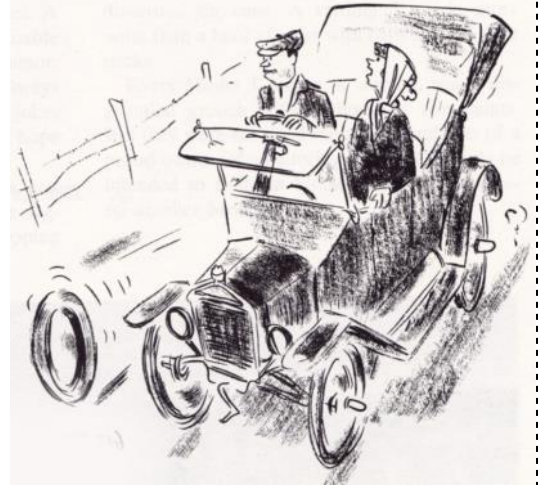
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### LABOUR DAY WEEKEND - BENALLA

10th-13th MARCH 2023

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Come and join us for a long weekend packed full of great drives and heaps of history, touring picturesque Northern Victoria.

Highlights will include:



- ◆ Making new friends with our invitation run with members of the Goulburn Valley Motor Vehicle Drivers Club through the Winton Wetlands to the Silo Art Trail;
- ◆ See a magnificent private Antique Tractor Collection
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- ◆ Dinner at historic Tatong Tavern and guest speaker. Visit an Aviation Museum and be fascinated by its WW2 history.



## MODEL T & A CHRISTMAS PARTY!

Sun Dec 4

Ashburton Scout Hall,  
335-339 High St Ashburton

**BYO Picnic Lunch**

Bring your T along for a drive and display!



Let's reclaim the prize for outnumbering the As!





# Newsy Bits



## Special Celebrations for Members...

Congratulations to Bernie & Jill McKeegan who have recently celebrated their 50th Wedding anniversary!



Congratulations to Ruth Csorba on completing Year 12! She is pictured here ready for her Valedictory Ball with proud Dad Bruce. Congratulations Ruth and all the best for your final exams!



## MODEL T FORD WINS TROPHY AT MOTORCLASSICA



The very high profile *MotorClassica* event held recently at the old Exhibition Building in Melbourne featured some very exotic cars on display, but a humble 1922 Model T Coupe was a prize winner and received plenty of attention in the Preservation Class.

## WEIDEMANN TUDOR ON MAIDEN TOUR!

For quite some time we have followed the restoration of the Weidemann Tudor Sedan. It was great to see it has made it first official club rally, the Flathead Ford Festival. Congratulations Colin and Pam!



More coverage of the event in December T Torque.



Bryan and Helen Smith have just completed the 1921 alpine Reliability trial in their Model T amongst some pretty impressive vintage machinery. After a bit of drama on day one, the trusty Model T completed the event successfully. We look forward to full coverage of the event from Brian and Helen's adventures next month.



From the club Facebook page during the Dubbo rally, there was some discussion as to what a collective group of Ts should be called. The question was asked by Julie Jones, and Russell Medhurst came up with the answer, 'A Tootle of Ts'!

If you haven't yet joined our page this is the link. [Model T Ford Club of Victoria](#)



## — Devastating Floods —

Floods in the North of the State have been devastating former members. Graham and Marilyn Baker's home in Rochester has been inundated with water. However, nearby T club members, Ray and Sandy Smith have been able to help out where required. Hopefully, if any other members are in trouble, our flood free members can assist.

Do you have any 'Newsy Bits'? Send them through to us at [ttorqueneews@hotmail.com](mailto:ttorqueneews@hotmail.com) We value your input!



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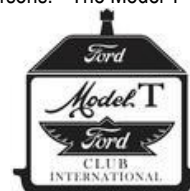
The Model T Ford Club of Victoria (MTFCV) was formed in 1980 and is aimed at encouraging and promoting Model T Fords, to help in the restoration of Model T's, and to create a register of Model T owners.

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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](http://www.mtfa.com)) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA ([www.modelt.org](http://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 period feature photo is a very nice picture of a somewhat used 1913 Canadian Tourer pictured outside the Geelong Library C1915. The original text accompanying the photo suggested the picture was taken outside the new Geelong Library on opening day. However, a Google search suggests the first library opened in Geelong in 1959? Can a member offer any more information o this lovely picture?



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Victoria  
C1930  
TARRANT  
Model T right  
of picture

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