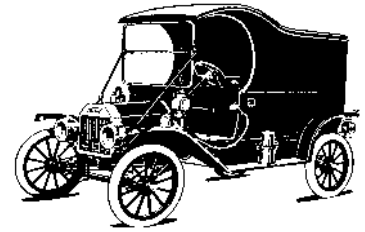




"T" model T Torque



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 45

NUMBER 4

May 2023

IN THIS ISSUE...

- **Brian Smith TT Truck Restoration Update**
- **Bagot Family— 'Four & More' Rally Report**
- **Early 1909 Ford Feature**



Members of the Shepperson Family in a Model T Ford (Ref: State Library of Queensland)

Description: George Shepperson's family including girls, women toddlers and babies

Location: Widgee, Queensland

"I have tried to live my life as my mother would have wished. She taught me as a boy that service is the highest duty in the world. I have tried to follow her teaching.

- Henry Ford -



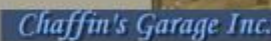
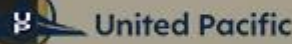
Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

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.

www.henryspares.com.au





President's Message



Greetings to all,

Things have been very busy for Cheryl & myself due to us selling the workshop property. I now have to start to shift "STUFF" out over the coming months to relocate to our home base. Seems like a huge task but it will be done. Resetting the machine shop up will be fun! Maybe I can find time to finish projects & help Chez do gardening! Or whatever you do after a working life. Play with Ford Flathead engines etc & get my Pommy motorcycles restored.



Since our last meeting there hasn't been a lot to report. Technical tips report was entertainment plus! Thanks to David Jones for an excellent & witty report of troubles you can be entrapped in when changing T bands, which developed into engine, rear axle out, transmission strip & cracked drum removal, fitting & riveting original gear to replacement drum assembly. Way more work than anticipated! "Expect the Unexpected!!" All back together now for the next 100 yrs of motoring. Well done David, you just need a bottle of hair restorer & all's back to normal!

Remember:- We can now Zoom share videos, YouTube clips or members Go-Pro/Drone footage clips if available. If you have any footage taken you would like to share send it on to us to use. If you want, we can arrange social learning/sharing content practice sessions on weekends or evenings. Let me or committee members know so it can be arranged! If you think that Zoom chat room calls are a good idea contact any committee member & we will endeavour to launch the show on a regular basis. BTW, I haven't received any requests so far.

Check out the various Model T Facebook sites for latest news, parts for sale & any upcoming events listed. Listed as: [Model T Ford Club of Victoria](#) & [Aussie Model T Parts & Cars for Sale](#).

VICROADS PERMITS: Don't forget to check on your Club permit status. I have heard of some mail that has been going missing & also hear that VicRoads permit department is understaffed. It is easy to overlook the notice if it arrives 2 months early! To assist members we have been listing upcoming permit info for some years in T Torque. Check the listing & mark off yours. We are also trying to keep our permit register up to date as per VicRoads requirements. NOTE: Permits can still be posted to me at the workshop address until mid September then mail my home address. They will be processed & returned as in the past. No changes.

2025 National Rally: The entry form & information for Eureka Gold Ballarat 2025 national rally have been uploaded to Facebook & MTFCV websites for all information needed. I am informed that plans are moving ahead well & will start to ramp up as this year progresses. Stay tuned!

EVENTS CALENDAR: INPUT NEEDED! Suggestions of activities & one-day events are always welcome, contact John Huitt or any committee member. A suggestion of a rally venue does not mean that you have to organise the event, so don't think you will be expected to run the event! Your committee are working on updating the Rally Organiser's Guide to make it easy & simpler to run an event to a standard format for the future. e also working on setting up car runs & other activities for the future. This is not an easy job and we welcome any suggestions of activities. One problem now is to secure enough accommodation or safe parking for us & our cars. Later in the year there will be an address change for the Safety Day usually held in Pakenham. I will confirm plans & advise you all in T Torque & by email.

On **Saturday May 6** we have a Combined Model T & A Run to **Henry's T & A Parts in Darley, Bacchus Marsh**. Angie & Shaun Colliver will be hosting a BBQ lunch for us. A big thank you to all at Henry's. Attendance numbers will be needed prior to the event to enable accurate catering. Inform John Huitt or Anne Cupid as early as possible please!

We have planned an **outing to the Melbourne Steam Club for their monthly open day on Sunday May 28th**. The club members have most machines operating on the last Sunday every month. The intention is to gather at M.S.T.E.C club grounds approx **10.30am** & park car for display etc. More details will be in T Torque & Email. A gold coin donation is charged by the hosts for admission. Address is 1200 Ferntree Gully Rd, Scoresby.

If you have any news or anything you want to share with us contact our Editor as input & stories are always needed for T Torque. JUST ANOTHER REMINDER! You, the club members need to put some thought to who will be on committee next year as I feel my time as President is well due by next July. There will be other committee persons wanting as rest as well. We will need a new president, vice president & 1 committee member. We welcome new people & fresh ideas & directions! Distance is not a big hurdle now due to Zoom video meeting contact. It's not that hard to do!. A brief explanation of Roles & Responsibilities will be released to help sooth any anxieties you may have with the roles! If you have any further queries, feel free to contact me.

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 Apr 14, 2023, 8:05PM by President David Weatherhead at Ashburton library & via Zoom

Present: 22 in person, 11 on Zoom

Apologies: Roger Wotherspoon, Barry Hancock, Bill Wallace

Confirmation of minutes: Moved: Jo Baulch Seconded: John Huitt

Business arising from minutes: Nil

Tonight's Meeting: Transmission talk by David Jones

Correspondence In: EMAILS AOMC Pre WW2 Motoring Weekend Bendigo, Cavalcade of Transport, Cruising The Campaspe, Distracted Driver Rules, Club Management Seminar MAIL The Bent Wire, T. Topics, The Side Valve V8 Times, Backfire March & April editions, bank statements, library invoice, thank you cards from Roger Wotherspoon and David Lang

Correspondence Out: Condolence cards to Roger Wotherspoon on the passing of his daughter Kate, David Lang on the passing of his mother, Julie Long on the passing of her husband and club member David Long and to Steve Brown on the passing of his father.

Treasurer's Report:

The treasurer's report was presented to the members by David Jones, seconded: Rhonda Huitt

Last month's rally report: A report on the Benalla rally was given by Geof and Jo Baulch

Swap Meetings/Clearance Sales report: A club member auctioned off a lot of memorabilia and will be having another online auction through Donningtons online.

Upcoming swap meets: 16th April Kerang, Lancefield, Mirboo North motorbike Swap, 22nd April Echuca, 30th April Colac, 7th May HTPAA antique hand tool market Caufield East, 13th May Geelong Swap

REPORTS...

2025 RALLY: Still not too much to report, need to start talking to sponsors, had another entry come in.

Delegate's Reports: AOMC: No Bernie tonight so no report, Federation: No meeting yet

Upcoming events: BBQ at Henry's with the A Model Club at 1:00PM on the 6th of May. Please let us know if you're coming so we can give Angie numbers FOR catering.

Technical Tips/Queries: Brian Smith advised everyone to check their valve keepers because they do wear out.

Restoration Progress: Orlando Talamo has his car on permit. He has Leighton Peacock's '27 Tourer. Jean-Pierre Gorry also has his '26 Geelong ute finished and on permit and has been driving it around town.

New or unusual products: Neither new or unusual, but Ann brought in a small glove box sized first aid kit that her and Dean found at Award RV Superstore in Ferntree Gully. Its small enough to even carry around in a handbag, was \$12.00 and includes 30 items.

General Business:

- New membership register has been emailed out, please let Warwick know if any changes need to be made.
- Coming up in May the Veteran and Vintage Drivers Club will be holding a rally in Bendigo.
- Also coming up will be the Heyfield Vintage Rally.
- Peter Ninnis's local Swan Hill car club will be holding their 50th anniversary rally. It's held every 5 years. This year they have 40 entries with around 76 people attending. Heritage Picnic also coming up. Cameron Smythe told us family of a deceased member has 270 items up for auction on Auctions Plus.
- Due to a mailbox malfunction, members' emails were attached to the magazine email. Warwick apologised about this.
- Thelma related a story about a recent road trip when they got a flat tyre. John failed to pull over in the first location Thelma told him to. The resulting damage to the tyre from the extended drive resulted in an expensive replacement tyre. Lesson learned, pull over when told to by your wife!

Next Meeting/Activity: Another talk TBA

Raffle Draw: Drawn by: Geof Baulch, Won by: Brian Smith, Prize selected: Fold up crate.

Meeting Closed: 9:20PM

— Ann Cupid, Secretary —





Club Calendar 2023



CLUB MEETING: 12 8pm General Meeting
CLUB EVENT: 6 Model T & Model A run, Henry's T, A & Rod Parts 1pm, 1 Vigor Court, Darley (Bacchus Marsh) Contact President Dave for further details
 28 Melbourne Steam Club Open Day—Club Run (see President's report)
OTHER EVENT: 20 Heyfield Vintage Rally (refer to 'Upcoming Events' page)



CLUB MEETING: 9 8pm General Meeting
OTHER EVENT: TBA



CLUB MEETING: 14 8pm General Meeting
CLUB EVENT: TBC ANNUAL LUNCH



CLUB MEETING: 11 8pm General Meeting
CLUB EVENT: TBA



CLUB MEETING: 8 8pm General Meeting
CLUB EVENT: TBA
OTHER EVENTS:

**Next General Meeting — Fri May 12
 at the library & via 'Zoom'! 8pm**



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

May

Llyod David 6062
 Laurie Ford 7431
 Ian Northy 3894
 Linda Phillips 71021H
 Ray Smith 3257
 Laurie Wadeson 3565
 Stephen Weatherhead 5470

June

Gregory Angelo 1820
 Geoffrey Brooke 3358H2
 Andrew Brown 5446
 Robert Dalton 6481
 Laurie Ford 7457
 Noel Huitt 5108
 Linda Phillips 1188H3, 3629H4
 Mickie Turner 6243
 Graeme Wagland 5099
 Bill Wallace 934GH
 David Weatherhead 258BH, 41328H
 Geoff White 457
 James Wotherspoon 8089

July

Geof Baulch 546A-H
 Paul Daley 988, 752
 Chris Dillon CH4195
 Bernie McKeegan 08777H
 Malcom Moors 1506
 Peter Natoli 7-636
 Brendan Pell 1318H9
 Dorothy Reddick 7389
 Peter Rutley 8083
 Dean Walker 7373
 Bill Wallace 5922



'Under the Hood' by the Editor



Greetings Members,

It is a pleasure this month to recognise in this May edition all of the Mums of the club! Happy Mothers day! This year will be the first year without my Mum on this special day. Mum was always very supportive of Dad's vintage car hobby and while Dad prepared the car, Mum ensured us kids were going to be warm and fed wherever the journey was to take us. As I reflect, perhaps if it were not for Mum's efforts, my enjoyment and enthusiasm for this hobby might not have been so high!



As the Winter weather decreases T rallying activity, the lack of rally reporting to the T Torque may result in a drop in material? My thoughts are over the Winter to produce a themed newsletter devoted primarily to Model T Speedsters. In the club we have a number of members who own and drive Speedsters and a few projects under construction and planning. Could members please forward any speedster related material to the editor's email of the club post box? Materials might include a restoration update of a project, a planned project, special speed accessories or events you have been to that include Model T speedsters. I await your contributions!

A more recent tradition for me and also any other who want to tag along has been an ANZAC Day cruise in the T. A bit of a post Covid hangover has meant that many establishments were not open, however I was able to find one rural pub at Newry who were happy to have guests. I have included a few pics of the of the day out. As always, if you are out and about in your T for any event or activity, please send through a bit of a description of your day and or event to share with members. The "newsletter" as we call it, is all about club news, so please share. Our own local unique news can't always be found on the internet and is always more special to share with members.

As mentioned in his previous reports, President Dave and several other committee members will retire from the club executive this year. Dave and the committee have steered the club through the very difficult time of Covid lockdowns and cancellation of many of the events we have been used to attending. However, due to committee initiatives and member support, Zoom meetings, and additional email club communications the club has prevailed! Is it now time for yourself to consider joining the club executive and moving the club forward into its next stage?



As well as changing the way the club operated during Covid, we also had to adapt our personal lives. Trips to the post office, banks, shops etc were replaced with online transactions. An interesting reflection on this change, relative to the club is that we now distribute the newsletter as an option to around 90% of our membership via email. In my opinion, the electronic version of T Torque is far superior to the printed version. Members can enjoy it in full colour, have instant access to other links and commentary via hyperlinks which would not normally be able to be printed because of cost and page constraints. As we move to a new year would you consider receiving your T Torque in electronic copy only? Just my thoughts!

The electronic version of the updated membership register has been circulated. Please advise the secretary of any changes or updates to be made.

Keep Touring in your Ts! — **Warwick Landy**

Email your contributions to tforquenews@hotmail.com or send to the club mailbox. Submissions are due the third Friday of the month.





Feature Article — Early 1909 Model T Sells at Auction



Featured in "Newsy Bits" some months ago, this early Model T Ford chassis restoration was documented in the MTFCA classifieds as for sale. Since then, the owner has not been successful in making a sale so decided to auction it with Bonhams. The auction advertising provided a unique opportunity to share some photos of this extremely early and rare Model T chassis. These early 2 lever Ts were very much proto types and very different and even experimental compared to the models we enjoy driving. These pictures from the auction catalogue provide a rare insight into the very first Model Ts and the distinct differences to their later model assembly line counterparts. — Ed

1909 Ford Model-T '2 Lever', Chassis no. 489

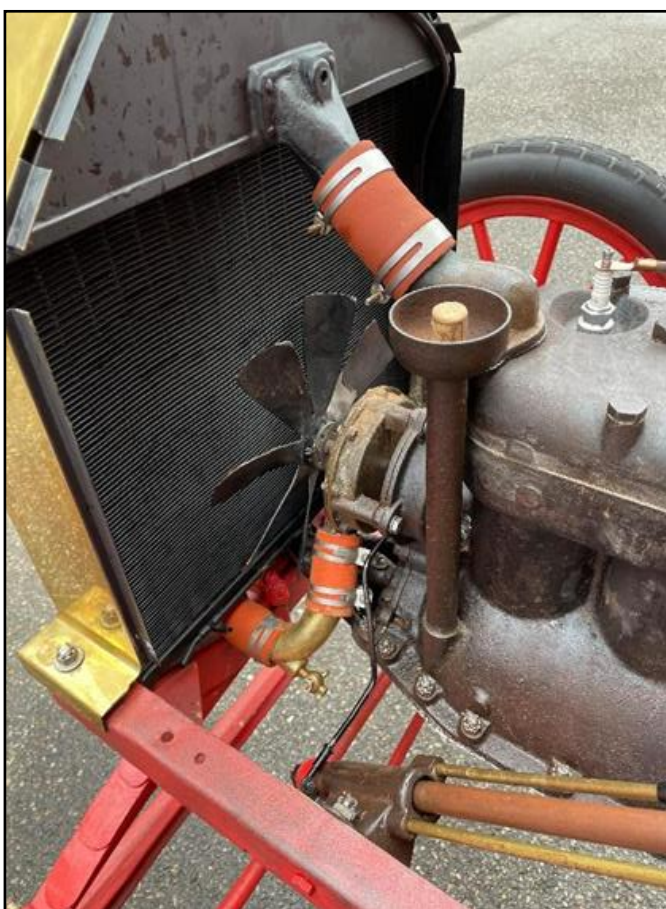


Dating from only the second year of production, this early Ford Model T was exported in January 1909 to either France or Switzerland (source: book by Bruce McCalley). It is number '489' out of the more than 15 million Ford Model Ts manufactured between 1908 and 1927. It is also one of the first 750 that differ in many ways from later cars, the principal difference being that it has two control pedals and two levers instead of the three pedals and a single lever of the subsequent examples. Indeed, this second lever is for reversing, which later became a pedal. These cars also have a specific water pump, chassis

reinforcements, axle, engine crankcases, and gearbox. As such they may be considered prototypes of the production Model T that was the world's the best-selling car before the VW Beetle.

This car was equipped with a magneto in 1913 at a Bosch agency in Geneva, as indicated by the Bosch archives and inscriptions on the magneto. Red paint traces found on the axle and chassis during disassembly confirmed the original colour and the fact that the car was fitted with a Touring body. By 2012, only the chassis, engine, gearbox and axle had survived. Research into this car's history leads one to believe that it was the first car driven by a woman in Switzerland (see diary on file). Indeed, very few Model Ts were imported into France and Switzerland in those days.

The chassis has been completely restored in the spirit of preserving as many of the original parts as possible. However, all internal mechanical parts have been changed or restored and to complete the car (see detailed list of



Left: The distinctive early engine block with the integral water pump. The water pump was discontinued in favour of the full thermosyphon system. A feature of the first engine blocks was the oil filler on the left hand side of the block which was an integral part of the engine casting. The head and water inlet were also unique to the first 500 cars.

many other original or new parts purchased in order all these components on file). The engine, axle, gearbox, regulators, and axle rings, etc have been completely restored, while the damaged cylinder block has been reinforced. The Bosch magneto has been removed and the ignition is now by trembler coil and battery (the magneto has been kept because it is part of the car's history).



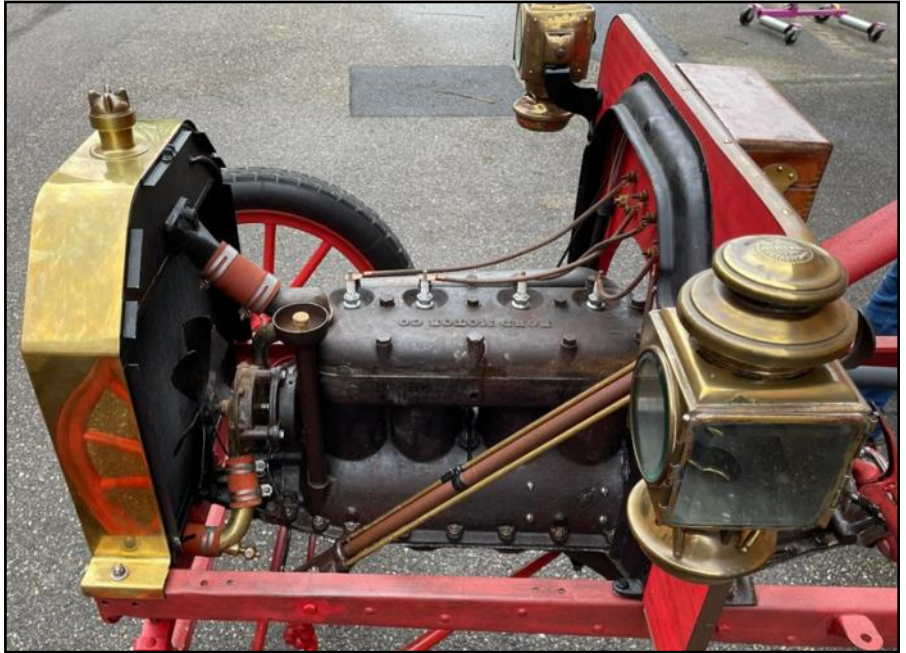
Feature Article — Early 1909 Model T Sells at Auction



The car is presented in rolling chassis form. The engine was run-in in situ and the rolling chassis has covered around 20 kilometres on a private track. The engine is said to perform very well, starting at a quarter turn of the crank handle, likewise the clutch and gearbox. The vendor advises us the axle sometimes makes a faint noise when cornering or when the wheel is raised to start, but given its design it does not seem abnormal. The inner tubes are new but the tyres will have to be changed before further use. It will probably be necessary before the next engine start to grease the water pump and re-magnetise the magnetic flywheel's magnets, but the coils are said to work very well with the battery. The vendor will provide starting instructions if required.



The distinctive 2 lever gear mechanism. The first 500 cars have become known as the '2 lever cars', as the second lever was used as a reverse in place of the pedal, which became a feature of all future production Ts. The reverse lever was a carryover from the previous Model N, R, & S models.



The distinctive early engine block with the integral water pump. The water pump was discontinued in favour of the full thermosyphon system. A feature of the first engine blocks was the oil filler on the left hand side of the block which was an integral part of the engine casting. The head and water inlet were also unique to the first 500 cars.



Here is an example of what a complete and restored 2 lever Model T should look like as a complete car. A similar car to this one, claimed to be car number 2, and sold at auction for around \$250000.00 USD.



Restoration Update



Brian Smith - Model TT Tow Truck

Tow trucks were a part of my work place when I did my apprentice ship at Watsonia garage in the sixties with Wally Martin. When I started they had a jail bar with a bare bones power winch and jib. There was a 1951 ford which was commissioned in my first year, and during my time a 1961 f500 was built up as a tow truck (this one replaced the jail bar) both with old style jibs built using ford torque tube on the jib and the old style body work on the back, They were very stylish in their day.

I already had some TT parts collected over the years, and after the "Apple truck " was on the road my attention turned to my TT parts. A weaver winch and auto ambulance came to my possession. It was enough to re- create a TT tow truck after much research.

I started the build around 2012 and it progressed slowly to a rolling chassis with the motor and weaver components fitted and painted by 2015 when I retired. I had built a large shed at home and my workshop equipment etc came home with me including the tow truck. With everything now home and lots of jobs which had been on hold over the previous 25 years in business, all hobbies stopped.

Fast forward to 2022 and my younger daughter, Steph's wedding was looming up to be held on our property (lots of work to be done) and Daniel, the groom, suggested the unfinished tow truck would work well in the ceremony. (finished of course) Ah, the things we do! So now with a timeline of a bit over a year it was time to get serious and finish it. At this point there was no cabin. The truck is 1919, so very early for a TT, so I needed to be mindful of the type of cabin for an early TT as a lot of early trucks were as supplied by the dealers, then fitted with a tray and a rudimentary seat.

PHOTOS...

Top: The 1951 Ford finished in my first year. It was burnt on black Saturday along with the other Fords in Wally's collection.

2nd: Body built and ready for paint

3rd: Chassis complete, trial fit of body

Bottom: Trial fit of windscreen, cab and hood bows





Restoration Update continued...



Brian Smith - Model TT Tow Truck

As mentioned, I did troll through lots of old photos of the era before starting on the cab, and so with the help of a friend (cabinet maker) and my drawings and photos, it slowly came together, not without a race to the finish line however.

With the wedding on Saturday, I painted the body on the Friday of the week before, then of to the trimmer on Monday, received body back from trimmer 7.30 Wednesday night, two days before wedding! Still had to fit body on chassis wire it up, make fuel lines, fit windscreen And fire up engine for the first time,,,,, what could possibly go wrong? Well as it turned out, nothing other than a few hiccups and what a great day it was. Checklist. 150 people, toilets, caterers, band, parking, marquee, weather. Phew! Phew!

— Brian Smith —



Above: The TT with wedding marquee in the back ground

Top Right: The TT with groomsmen arriving at the wedding.

Right: Views of the finished TT

Below: Brian's fleet of vehicles





RACV Four & More Rally, Veteran Car Car Club



Mansfield, Victoria—April 22-25

An Interpretation of Events—Neil Bagot & Family

It has been a long time coming, but we managed to get our ducks in row at our dairy farm, which allowed us to get dad's (Neil Bagot) 1912 Tourer out from under the covers. Simple process you may think,...



I received the entry form early to mid-March and circulated it around our family. Our eldest son, Connor was first to respond with a confirmation. Mansfield is where Liv, Connor's partner's, family farm is. Both Connor & Liv drove at the national rally in Dubbo with dad's 1925 Tourer. Jacinta, who is now studying and living at the University of Tasmania was coming home that weekend for another function. She rearranged some flights & dates, another confirmation. Declan & Meg were a late entry having already committed to something else prior, so they re-arranged their plans as they were eager to come after having a great time driving the 1925 pick-up at Dubbo. Charmaine was a given as both Dad and I were going, therefore the need for both of us to be looked after was present. Mum chose to stay home and enjoy the peace. Family sorted, next the car.

Transport: We had a trailer of sorts, but I was concerned with trailering the '12 with the top up, so off to our trusty steel worker to make some modifications to help protect the car. Charmaine was able to collect the necessary things from Bunnings Thursday night which were needed to complete the trailer. Declan & I started work on the trailer after work on Friday (yes, the night before departure). Impressed with our handywork, we proceeded to load the car onto the trailer about 9.30pm.



Charmaine & Jacinta picked up Grandpa Saturday morning, and brought him up to the shed where I was still strapping the car down. We gathered some tools, spares, oil & brass things into the Ford Ranger and we were ready to blast off, albeit an hour or so behind planned departure time. We stopped twice on the way to Mansfield to check the car, trailer & local facilities. Car, trailer & Grandpa travelled exceptionally well.



The Rally started Saturday with a 12.30 lunch and briefing at one of the local pubs. Connor & Liv were already in Mansfield, he had been working in Wodonga the week prior, so we asked him to go in without us and collect the rally pack, as we were running behind schedule. This turned out not too bad as he ordered our lunch, and it was on the table when we arrived in sunny Mansfield.

One change to the itinerary, was that the Sunday and Tuesday runs had to be swapped as there was an emergency services conference being undertaken at the Jamieson brewery on the Sunday and the rally entrants couldn't be accommodated. A small voluntary shakedown run around the Mansfield that

afternoon was organised. We didn't participate in this, instead getting the '12 off the trailer, settling into the accommodation, filling up with petrol for the next day and most importantly, getting the mandatory ice-cream.

Sunday 23rd – Mirimbah & Merrijig

Rolling start 9.00am, weather was brisk until the fog cleared into a truly beautiful day. Dad claimed the navigator's seat beside me, whilst Connor & Liv performed the navigation and indicator duties from the back seat. From my years of being around cars and in-depth knowledge, I can confidently say there were 3 Model Ts and a bunch of other ones in attendance. The road we travelled on was undulating and very enjoyable. I personally was a little nervous as this was the first "real" rally we have taken the '12 on and I didn't have my usual security blanket of the Model T club members to lean on. We had a photo opportunity at the BASE of Mt Buller entry gates.





RACV Four & More Rally, Veteran Car Car Club



An Interpretation of Events—Neil Bagot & Family continued...

Proceeding to the Mirimbah general store where, once we ordered our morning tea, we had ample opportunity to talk, look, talk, stretch our legs, ponder, then the coffees arrived. After our morning tea, we proceeded back the way we came to the Hunt Club Hotel, Merrijig. Lunch was great, 3 options, chunky beef pie, fish & chips or a chicken schnitzel. Sunday night was BBQ night at the caravan park camp kitchen, once again catered very well.

Monday 24th – Cheshunt

Everyone had been talking of this run, as it had a big, long hill at the start and a big, long descent at the other end. As the runs were out & back on the same route, the two climbs and descents had to be undertaken twice. What could go wrong?

Well, off we went, undeterred, Dad once again in the navigator's seat, Declan & Meg in the rear seat performing the navigator and indicator duties. The '12 impressed us all as we first rounded up the 1916 Benz prior to the hill. Halfway up the hill we passed the chain driven 1915 Metz. That wasn't too unexpected, as it was being pushed. Connor, Jacinta & Charmaine were following in the modern. Connor got out and provided some much-needed horsepower to get it to the top of the hill. The hill kept going, it claimed the scalp of the 1914 Chalmers. This subsequently turned out to be a failed auxiliary fuel pump, a much-needed item to keep fuel supply up to the 6 cyl, 7+litre motor. The fuel pump had been installed as the built in air compressor wasn't working to pressurize the fuel tank, (I think, no responsibility for accuracy of cars/motors taken) As it turned out, this car has actually been driven from Hobart to the Rally. Once we crested the perceived top, there was another. We then toured through some very pretty scenery, bush, vineyards



open fields etc etc. A brown tourist sign was seen, so off we veered and took an unauthorised turn off to "powers lookout" for an uninterrupted view across King Valley. Luckily/unluckily, Charmaine was present, otherwise there would've been a photo of a 1912 model T perched out on the lookout platform rather than the family members. It would've fit, we measured. (Funny how all the boys thought it to be a good idea.)

reverse & brake pedals sparingly. As we entered Whitfield, this signalled the bottom, following the river to our buffet pizza lunch at Cheshunt. Freshly cooked oven fired pizza and a





RACV Four & More Rally, Veteran Car Car Club



An Interpretation of Events—Neil Bagot & Family continued...

Continuing back to the main road, some more meandering, then we started the long descent. This had more spectacular views and was a pleasure to drive down, only having to feather. During discussions it was learned that the descent into Whitfield is a road used for the "Targa High Country" rally. Once everyone had consumed more than required pizza, we were asked to park in front of the hall for the hall committee to take some photos.

I wasn't perturbed when Connor suggested that everyone, (except dad & I), go look at a local waterfall, local knowledge coming into play. I think this was the

best part of the Rally for Charmaine. Two adults vs four adults to climb back up the hills, needless to say we sailed up. You couldn't wipe the smiles off our faces. The trip back to Mansfield was almost therapeutic, especially the ice-creams once we returned. A little

maintenance was in order once we got back. Dinner was provided at the Delatite Hotel, anything from the menu, once again exceptional meals and banter.

25th April – Anzac Day

Our family attended the dawn service at the Mansfield war memorial, along with a large crowd, including some of the rally entrants who walked up. This being our last day in Mansfield, we packed up the house we were staying in and hooked onto the trailer. We planned to load up at Jamieson rather than back at Mansfield as we had to vacate our residence at 10am. Another day of perfect weather saw us roll out towards Jamieson with Connor & Jacinta performing navigation and indicator duties. As we rolled past the Mansfield airport, Connor informed us that during the fire season, ELVIS is stationed there. Each morning he would head out for an hour's flight. Unfortunately it wasn't fire season and ELVIS had left the hanger. The road towards Jamieson was undulating. Having never been there before, I thought beside Lake Eildon it would be flat and wasn't prepared for some of the steep pinches that was presented. Low pedal was needed. Jamieson was in full colour of autumn. They had their well represented Anzac Day parade at 11am which included a fly over from a helicopter.





RACV Four & More Rally, Veteran Car Car Club



An Interpretation of Events—Neil Bagot & Family continued...

We proceeded to the Jamieson Brewery hoping to get some lunch, it was shut for the day. Connor, Declan & I loaded the car onto the trailer and strapped it down while Charmaine, Dad, Jacinta & Meg headed back to Mansfield for lunch. We soon made it back to Mansfield and joined them.

As this was the first real shakedown for the '12, I have a list of jobs which need a bit of attention before heading out again.

All in all it was an absolutely wonderful few days away, the only thing that would have made it better was if Essendon had won!

— *Chris Bagot* —





Upcoming Rallies and Events



Cavalcade of Transport Trentham Historic Railway Station

To celebrate National Motoring Heritage Day

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls



SUNDAY 21st MAY 2023

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators
Veteran, Vintage, Classic, Historic and Collector Vehicles.

Cavalcade of Transport THE MAFFRA SHED

To celebrate National Motoring Heritage Day

- Lions Club BBQ
- Discounted entry of \$10.00 per person to visit the Gippsland Vehicle Collection Museum.
- Organised by the Gippsland Vehicle Collection Inc
www.gippslandvehiclecollection.org.au
s62lawrence@gmail.com



SUNDAY 21st MAY 2023

1A Sale Road, Maffra

Gates open at 10am for Display vehicles & 10.30am for spectators
Veteran, Vintage, Classic, Historic and Collector Vehicles.



The month of May incorporates National Heritage Motoring Day. The AOMC are hosting 2 events for regional Vintage car enthusiasts, one at Trentham in the West and one at Maffra in the East. Take the opportunity to get some T friends together and attend one of these events. If you would like a full weekend of T motoring, consider participating in the Pre WW2 Motoring weekend at Bendigo. See add below, or consider a double header of events in Gippsland, the 40th anniversary Heyfield Vintage machinery rally on Saturday and the Maffra Heritage motoring display on Sunday?

Enquiries: [95584829](tel:95584829)

office@aomc.asn.au

fb.com/aomc



Working for Motoring Enthusiasts

JOIN US AS WE CELEBRATE PRE-WAR MOTURING AT THE INAUGURAL

Pre-WWII Motoring Weekend

Incorporating National Motoring Heritage Day

May 19 -21 2023

Bendigo

Based in Bendigo we have a weekend full of driving to suit cars of all Pre WWII eras, makes and models

Entry forms and information will be available soon

PROUDLY PRESENTED BY:



20th-21st May 2023

Heyfield Vintage Machinery Rally

BRING ALONG THE FIRST ITEM YOU EVER DISPLAYED AT HEYFIELD OR AT A RALLY



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

FOR SALE: 1914 Model T Pie Wagon

Includes- Motor (95% complete, missing clutch pressure plate and 4th main, restored radiator, front & rear axles including shackles & perches (missing track rod), fuel tank, radius rods, torque tube including parts to convert to 2 piece, steering column and brass steering wheel, coil box and brass topped coils, firewall with speedo attached, motor is fitted with timer riser, timing gear cover with provision for generator, full set of wheels and near new tyres (vintage), fitted with starter and outside oil line. Many other parts.

NOT included: front guards, bonnet and horse collar **\$9500.00 O.N.O.**

Contact: Ivor Austin 0428578222

FOR SALE:

1927 T Tourer.

Restored and reliable. Recently completed a return trip to Adelaide. Pictures to come.

Contact club member:

Norm Morgon 0421 155 007

Email: norm.soupu2@gmail.com

WANTED TO BUY:

1913/14 12 rivet rear axle complete or housings

**Contact: Bruce Csorba
0425 749273**



FOR SALE:

1923 TT Truck

Older restoration.
Runs and drives.
Engine number
C363793.

Located in Terang

\$18,000



Contact: Lauren 0421557101 after 7.30 pm

WANTED:

Safe return of a special Model "T" Exhaust manifold nut spanner. This spanner was loaned to a member during the Ballarat rally at the Lunch stop at Meredith. Please arrange return to **Robbie Dalton. Ph: 0439 363283**



WANTED TO BUY:

Trafalgar Holden Museum in Gippsland are seeking 2 Holden Motor Body Works/Tarrant windscreen frames and posts to assist them with recreating a full size replica permanent display of the 1924 Adelaide Motor Show (see picture). Can you help?

Contact: Neil Joiner 0418 512239





Newsy Bits



**EXTRA!
EXTRA!**

CALVIN LANDY GOES SOLO!

Calvin Landy recently drove the family '26 Fordor sedan solo for the first time. It was great to have two Landy Ts out together. We attended a local 'Cars and Coffee' event, then he headed off to pick up a mate and completed a 60km trip with Warwick and Frank in their Ts. More about this event at the Club Facebook page, click [Click here](#)



Gippsland Vintage T Tour

Members are invited to attend a weekend of T Touring in the Gippsland area taking in 2 iconic Gippsland Motoring events and locations.

When: Saturday 20th & Sunday 21st of May

Where: Accommodation based at Coachlamp Motel, 134 Princes Hwy Rosedale, 03 5199 2301

Make your own booking to suit! Frid, Sat??

This rally will feature scenic routes on both Saturday and Sunday, to and from the two feature events of the weekend, The 'Heyfield Vintage and Machinery Rally' on Saturday and the 'Cavalcade of Transport' display at the Gippsland Vehicle Collection (Maffra Shed) Museum on Sunday. See the 'Upcoming Events' page.

Please advise **Warwick Landy, 0400 168319** landylandy@bigpond.com or **Frank van Ekeren, 0409 064140** fvanecker@bigpond.net.au of your attendance asap as we will endeavour to make a social Saturday night booking at the sensational Rosedale Smokehouse. **Dinner bookings close 13/05/23**

Paul Daley's 14 Roadster Has a Birthday

Paul Daley's 14 Roadster was due for a bit of an engine freshen up and some maintenance. After inspection it was deemed that a full rebuild of the engine was required. The rebuild is now complete and hopefully it will be seen on a Model T club run soon.



Smith Family Wedding!

Congratulations to Brian and Helen Smith on the marriage of their daughter. Brian and Helen were missed at the Benalla rally, however, preparations were in full swing as they transformed their property for the occasion. A unique graded place for the giant Marquee, the picket fence and special modes of transport for the wedding party, not to mention the completion of the TT Tow Truck for the day. All the best



Robbie Dalton continues to make good progress on the build of his T camper. The chassis and engine are now largely complete. A combination of various accessory differential and gearboxes will provide the car with an infinite number of gear ratio choices! We look forward to a more detailed update of the build.

Do you have any 'Newsy Bits'?

Send them through to us at: ttorqueneews@hotmail.com



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03 53424837

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0418 543939

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.

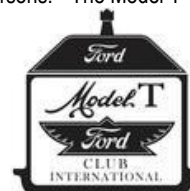
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Chapter Member of the Model T Ford Club of America, 310 N. 8th Street Richmond, IN 47374-3035, USA

(www.mtfcv.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 period photo features another TT truck in Melbourne. The Model TT Truck certainly made a big contribution to the development of Melbourne during its years of production.

— Ed —

MacRobertson developed many iconic Australian confectionary products, including Freddo Frogs, the Cherry Ripe bar and Old Gold Chocolate. By 1923, the Fitzroy factory was producing around 700 different confectionery lines and employed 2600 people. In 1926, the company secured the major shareholding in Lifesavers (Australasia) and the manufacture of Lifesavers was relocated to their Melbourne factory.



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 agrade52@bigpond.net.au
 14 Racecourse Rd, Pakenham 3810

Activities for one and all were a feature of our March Benalla rally. Linda Ninnis and Jo Baulch found time for a spot of crocheting outside the Dookie pub before our lunch.



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