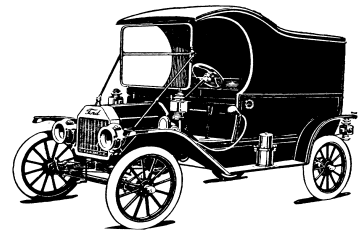


The Newsletter of The Model T Ford Club of Victoria (Inc.)
Reg. No. A0000819S

"T" model T torque



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Volume 37

NUMBER 11

DECEMBER 2015

In this Issue:

Many upcoming events to watch out for; reports on Bendigo Swap, Melbourne Cup weekend, National Rally for the Veteran Car club; a wedding or two; Delegates report and all the usuals.



**MERRY CHRISTMAS AND ALL THE BEST FOR
THE NEW YEAR TO ALL OUR MEMBERS AND
THEIR FAMILIES**

**Please remember that submissions to TTorque must be received by the Editor 2 weeks
prior to the next meeting**

**NEXT MEETING: FRIDAY 11 TH DECEMBER
PIE NIGHT
(LADIES A PLATE OF CHRISTMAS GOODIES TO SHARE PLEASE)
MEETING AT 8 PM, ASHBURTON LIBRARY,
HIGH STREET ASHBURTON**

MTFCV web page address: www.mtfcv.com
Email: ttorquenews@hotmail.com

PRESIDENT'S REPORT

Hi All,

Hope this finds you all well. Well the Cup Weekend rally to Camp Currumbene was a hoot. I drove the "Old Grey Mare" there, top down, with Ruth and Grace in the back. As always on a Cup Weekend Rally it rained "a little". Lots of wonderful dirt roads, and the Moon Scape of dry Lake Cooper made for a magical Tuesday Breakfast spot. The drive back Tuesday afternoon was good as well. Thanks to Norm Morgan and his daughter Carmel for a great rally.

Bendigo Swap was fun again. I saw a lot of members at my site. Thanks to Geoff Brooke for setting up the Club site. Many members stopped by, and we had a new member join.

Committee member Paul Daley is finishing up the calendar for 2016. Full of great opportunities to take the T's out.

The next general meeting will be the Christmas break-up and pie night. I hope to see you there. Prior to the next newsletter in February there are a few events which the club will be involved in. RACV Great Australian Rally - Mornington, Australia Day in the "Domain Gardens", and of course the club run on 6th February – the TTruck & Commercial Run, organised by Geoff Brooke. We will be taking our car on this event.

On a less happy note, one of our newer members, Anthony Sciberras, was crashed into by an inattentive driver. Anthony is OK, but the T is a repairable right-off. Anthony is keen to get the T going again.

You may receive this before the Annual Christmas Party – if so, we look forward to seeing you there with your T's, if not, I'm sure we've had a great day with a visit from Santa.

The quickest way to receive the newsletter is by email – send your request to the Secretary –

secretarymtfcv@hotmail.com, and we'll arrange to have your address added to the email list. Great way to see the photos in colour.

Best wishes for the Festive Season - Get those T's out.

Bruce.

HEADS UP

Sun 17th Jan 2016 The Great Australian Rally is our first opportunity to get our cars out for a run as a Club event in 2016. Once again the Rally will leave from 3 points and converge on the Mornington Racecourse after an approx. run of about one hour. Our Club will again have a prime position on the lawn area with our marquee set up to provide some shade if needed. Please try to come along and join in, on a good day to view lots of other cars from all eras. Entry forms available from Club or Rally website. All proceeds go to the Peter McCallum Charity for cancer research.

Sat 6th Feb. Our first Club run for the year. This has been designed especially for Ford TT's and Commercial Fords. However all Tees are welcome to join in for a run to remember. If you have a Truck that hasn't been out for awhile this is a chance to show it off, get it out of the shed, dust it down, clear the decks and enjoy a good day out.

March 2016 Our traditional Labour Day weekend rally will be under the control of our member John Docker and should be a really good one, so don't miss it.

Sun 20th March. Kalorama Picnic. Another picnic type event run to raise funds for the local C.F.A. Participants can meet and travel together or go on the organised run to the event and meet up at the reserve in Kalorama. It is an easy run up to the hills and plenty of other cars to see with displays and food stalls as well.



TORQUE January - February 201625

Here's a few tips we've learned over the years, to free up some space in your garage and put things in order.

- There's no such thing as "too organized" when disassembling something. Egg cartons, for example, make great temporary storage for nuts, washers and small bolts, and can be readily marked for easy reference. Which leads us to tip #2...
- Always keep a permanent marker in your tool box. In addition to labeling things (like egg cartons, for example), markers can be used to create handy alignment marks, wire identification marks, etc.
- We prefer propane soldering irons to electric ones, which never seem to have a long enough cord to reach were we want them. Propane soldering irons also come with a variety of tips, making them useful for heating shrink wrap tubing after soldering wires.
- Lying on a spare piece of cardboard is warmer than lying on a bare concrete floor or a poly tarp. Keep a large piece of cardboard around to make winter oil changes more comfortable.
- Preserve your shop manuals by copying just the pages needed for a particular task, and using these in the garage instead of the whole manual. Always read through the entire procedure (or, for the more tech-savvy, watch the YouTube video) before starting a job for the first time.
- When doing routine service, lay out the tools you'll need before you start wrenching. And trust us, you'll still forget one.
- Keep a garage chart for all your vehicles, listing tire pressure, oil type, capacity and date of last oil change. This beats fumbling through multiple manuals or searching multiple door jambs for the information.
- When saving parts, bag them and tag them for later identification. All of us have come across wayward spark plugs, plug wires or an air cleaner and wondered, "Hmm, what do these belong to?"
- Is the top of your wooden (or particle board) work bench beyond saving? Instead of rebuilding it or adding another sheet of plywood, glue a sheet of Formica (available at most home centers) to it. The end product will be surprisingly durable, chemical resistant and waterproof.
- Film canisters (remember them?) make an excellent place to store drain plug crush washers. Just remember to write what vehicle they belong to on the cap with the permanent marker.

What are your favorite garage hints? Drop a line to the editor and let me know!!!

MARCH LONG WEEKEND RALLY 2016 SAT 6TH TO MON 8TH MARCH

LOCATION: Milawa

ACCOMMODATION: Milawa Caravan and Tourist Park

Ph: 03 5727 3203

Milawa Motel

Ph: 03 8899 6966

As this is a very busy time of the year in this area, be sure to book early to avoid disappointment.

Director: John Docker Ph: 03 5727 3369 Mob: 0427 218 336

2016 Model T National Rally

- **Entry price rise** as of January 01 2016.
- **Motel/Hotel rooms** there are plenty still available.
- **Lardner Park** powered and watered sites available at \$20-00 per night.
- **Covered Vehicle Storage** at Lardner Park is included in your entry.
- **Daily runs** are less than 200 km per day.
- **Meal Stops**- Included in your entry fee – we have added included meal stops and anticipate more to be added over the coming months.
- **Early entry** to Lardner Park is available for setting up.
- **Event Entries** – we will be reviewing the event cap early in the New Year.
- **Vehicle safety inspection reports :-** For those states which do not have regular 12 monthly vehicle inspections as part of their vehicle roadworthy / registration approvals, the current Model T Ford (your club) vehicle safety self-inspection document is what you are required to complete as part of your entry requirements.
- **Merry Christmas / Happy Holidays from your 2016 rally committee**

SEA MOUNTAINS & VALLEYS TOUR T – 2016

Hosted by the Model T Ford Club of Victoria Incorporated

Web – www.mtfvic2016.org.au

Email the Rally Director – dandrdare@bigpond.com

Ph – 03 5626 1551 **mob** – 0408 056 981

Commercial Rally (cars and vans welcome) Saturday 6 Feb. 2016

Meet at 166 Toomuc Valley Rd. Pakenham 9.30 am for a cup of tea/ coffee 10.30am start. plenty of room to park your trailer and cars.

We will be travelling up to Gembrook then onto the Bunyip State Forest, this is a lovely drive with not a lot of other traffic.

There will be some gravel road on the drive, but not too rough. Returning back to Pakenham thru Tynong Nth later in the afternoon.

Please mark this on your calendar for the first rally for 2016

For more details contact Geoff Brooke 0429601113



TORQUE January - February 201617
The Right Side of the Road By Richard F. Weingroff

The Federal Highway Administration has often been asked about the American practice of driving on the right, instead of the left, as in Great Britain, our "Mother Country." Albert C. Rose, who served as "unofficial historian" of the U.S. Bureau of Public Roads during much of his long career with the agency (1919-1950) researched why. Rose found that, "All available evidence seems to indicate that the RIGHT-HAND travel predominated in Colonial America from the time of the earliest settlements." The ox-team, the horseback rider, the handler of the lead horse, and even the pedestrian all travelled to the right. Travelers with hand guns carried their weapons in the hollows of their left arms and travelled to the right, the better to be ready if an oncoming stranger proved dangerous: When wagons came into general use, they were hauled by two, four or six horses and the driver rode the left rear (wheel) horse like the Old World position. Handling the reins or jerk line with the left hand [and] the long black-snake whip with the right, these drivers travelled to the right so as to watch more closely the clearance at the left. The heavy Conestoga wagons introduced about 1750, in the vicinity of Lancaster, Pa., gave an added impetus to right-hand travel. The drivers rode the left wheel horse, postilion fashion, or rode the "lazy board" at the left side of the wagon, or walked along the road at the left side of the horses. He also noted a "smouldering opposition to customs of the Old World." Thus no valid reason existed for transplanting the English left-hand rule especially since the nationals of other European countries had established in America widely separated settlements in which their own customs were observed.

Australian historian M. G. Lay agreed with Rose that the Conestoga wagon provided a "major impetus for right-hand driving in the United States": The driver kept to the left in both cases in order to use the right hand to manage the horses and operate the brake lever mounted on the left-hand side. Passing therefore required moving to the right to give the driver forward vision.

Rose found that no formal rule of the road was adopted by the new country or any State until 1792. In that year, Pennsylvania adopted legislation to establish a turnpike from Lancaster to Philadelphia. The charter legislation provided that travel would be on the right hand side of the turnpike. New York, in 1804, became the first State to prescribe right hand travel on all public highways. By the Civil War, right hand travel was followed in every State. Drivers tended to sit on the right so they could ensure their buggy, wagon, or other vehicle didn't run into a roadside ditch.

Lay also emphasized the ditches as an influence: With the growth of traffic, the roadside ditches also led to a growing tendency in the United States in the late nineteenth century for drivers of light horse-drawn vehicles to both drive on the right and sit on the right to avoid the greater evil of the ditch. It was also common practice with bench-seated drivers of single-line horse drawn carriages, where the need to accommodate the whip in the right hand predominated. When inventors began building "automobiles" in the 1890's, they thought of them as motorized wagons. As a result, many early cars had the steering mechanism-a rudder (or tiller), not a wheel-in the centre position where the side of the road didn't make any difference. Lay points out that technical innovation created the configuration we are familiar with in the United States: However, with the introduction of the steering wheel in 1898, a central location was no longer technically possible. Car makers usually copied existing practice and placed the driver on the curbside. Thus, most American cars produced before 1910 were made with right-side driver seating, although intended for right-side driving. Such vehicles remained in common use until 1915, and the 1908 Model T was the first of Ford's cars to feature a left-side driving position. By 1915, the Model T had become so popular that the rest of the automakers followed Ford's lead. Lay traced the first regulation of one-side-or-the-other to the Chinese bureaucracy of 1100 B.C. The Book of Rites stated: "The right side of the road is for men, the left side for women and the center for carriages." This Western Zhou dynasty rule applied only to the dynasty's wide official roads and was "more concerned with protocol than avoiding head-on collisions." Over 3,000 years later, Lay concluded, "there are no technical reasons for preferring driving on either the left or the right side of the road."

Reference: Ways of the World: A History of the World's Roads and the Vehicles that Used Them (Rutger's University Press, 1992)

This article appeared in The Edwardian - magazine of The Veteran and Vintage Car Club of the ACT.

BENDIGO SWAP POPULAR WITH MEMBERS

With over 1,600 sites and more than 20,000 visitors, the Bendigo National Swap held over November 14th – 15th again proved to be a popular feature on the motoring calendar.

Geoff Brooke was responsible for organising the Club's site this year, and Geoff was able to take his TT Truck, BBQ and chairs as well as drinks and food to set up the hospitality for members. Assisting Geoff with the lunchtime BBQ was Chris Dillon and Paul Daley, and many members called by including Kevyn Brown, Rob Moors, Bruce Csorba, Geof Baulch and Alan Brown.

Visiting Bendigo were members of the Outback Model T Ford Club of Northern NSW and Paul Daley invited them to join the hospitality at lunch, and we were able to host guests from the Studebaker Club as well. The interaction between the motoring fraternity is a highlight of the weekend.

Chris Dillon reports that he signed up a new member, and although the crowds were up on previous years, there were fewer country members calling by for the lunchtime BBQ.

The Club recognises the hard work that Geoff Brooke put in to ensure we were well represented again at this important event.

By Paul Daley



Warwick Landy and Frank Van Ekeran have been out and about a bit lately doing some weddings for friends.



VETERAN CAR CLUBS OF AUSTRALIA NATIONAL RALLY

While the Annual Melbourne Cup weekend rally was happening, the Annual Veteran Car Clubs of Australia, National Rally was also being held in Goulburn NSW. Now being the owner of a Veteran T again, I was keen to attend an all Veteran car Rally, so last year booked in on the rally. Unfortunately Dad was unable to attend the event with me so I rallied the week on my own but was able to carry several visitors including our USA member Joss Sanderson on one day and also our WA member, Allan Long on another day.

Other Victorian club members included Frank Van Ekeran in his 1916 Tourer, Bill Formby in a 1912 Tourer. Vern Gitcham in a 1913 Roadster and Paul Daley rallying in his Veteran Overland. Of the entered 119 Rally participants, the starting list included 25 Veteran T's. It was good to catch up with other T owners from other states that I had met on previous T rallies!

The event was run out of the Goulburn Workers Club sports ground. The clubrooms under the old grandstand made a nice venue for rally headquarters which became the social hub for the week. A cup of tea or coffee and a biscuit was always available there and plenty of people milling about happy to talk about old cars. Each day began from here, and following a drivers briefing from the rally director the 120 Veteran cars were set loose on the surrounding roads to enjoy the scenery.

Day trips included circular journeys on different roads to the nearby towns of Taralga, Crookwell, Bungonia, Windellama, Gunning and Tarago. Each run was kept to minimal distances considering the lesser speed of some of the early twin and single cylinder Veterans. I worked out early on in the event, either to leave first or leave quite late to avoid being held up on the road by the older single and twin cylinder Veterans. The owners of these cars are to be commended for their patience, with some having top speeds of less than 40km/hr on flat roads, never mind what happens when you come to a hill! Veteran Model T's really do go well. The only other cars on the roads during the week capable of mixing it with the T's were similar American cars such as Overland, Cadillac and Dodge!

Highlights of the week included a day tour around Goulburn in three separate groups. Attending three historic venues in the town. The roundhouse rail museum, Riversdale House and the Goulburn Historic Water Works. All of these venues were fantastic to visit and the tour and I highly recommend a visit if you are in the area. The day ended with a car display in the CBD of Goulburn followed by a Gas Light parade through the city streets. The public were out in force and it was great to be clapped and cheered along the main streets of Goulburn with my one functional electric headlight on and my LED sidelight glowing! Other entrants had the more traditional Veteran acetylene headlight and kerosene sidelight fully functional!

It was a great week spent with likeminded Veteran motoring enthusiasts but I still like it better when it is all T's! Don't forget to get your entry in for our big event in Warragul next year!

Warwick Landy.





THE MODEL T Ford CLUB
OF VICTORIA INC.
Reg A0008195

Chris Dillon (Secretary)

General Meeting Minutes

Minutes: Meeting Opened at 8:05 PM November 6th by President Bruce Csorba at the Ashburton library Ashburton.

New Members: Anthony Sciberras 27 T Ford Tourer.

Visitors: Nil.

Present: 29 as per register.

Sick List. Rob Moors. David Bailey. Trevor Merton. Barry Hancock.

Apologies: Russell and Marcia Medhurst.

Dean Walker. Barry Hancock. Trevor Merton.

Bill Wallace. Peter Trewin. David Bailey.

Shirley Wearne. Lyle and Marg Detez. Paul Daley.

Confirmation of minutes: Moved: Anthony Sciberras
Seconded: Bruce Walker.

Business arising from minutes: Nil.

Tonight's Meeting: Show and tell.

David Baud presented an Exploded universal.

David Weatherhead presented a thread chaser for exhaust manifolds and nut.

Chris Dillon talked about tyre tubes and exhaust stoves.

Bruce Csorba talked about round tail lamps, different types, original, aftermarket, spade mount, Disco style dash lamps, Nickle plated roadside clearance lamps, hub caps and non-Ford hub caps.

Correspondence In: Maroondah printing tax Invoice 57,414 October.

Maroondah printing Statement October.

Australia Post tax Invoice 1004582478

Australia Post Final Notice 7179266

JLT club insurance renewal MODTFO-009150

N.A.B Community fee saver A/C statement, September.

N.A.B. Cash manager A/C statement, September.

Flyers: Bairnsdale Motor Expo Sat 13th – Sun 14th Feb 2016

Shannon's Auctions.

Rare spares

Membership Renewals. Greg Maher. Ian Blume.

Brian Hussey

Publications:

The Bent Wire September – October 2015.

The Vintage ford Vol 50, Number 5 Sept/Oct 2015

The Vintage Driver October 2015

Brass Notes. October 2015.

Buzzer Box October 2015.

Federation News.

Correspondence Out:

Thankyou letter to Reg Thomas.

Continued:

Treasurer's Report: The treasures report was presented to the members by Alan Flude.

Seconded: Jo Baulch.

Last month's rally report:

Robbie Dalton talked about Motor Classica, met at Dillon's workshop quite early then headed off to the exhibition buildings in convoy, we were given a fantastic fenced off area there, everyone was busy all day talking to the public, we suspect that the overwhelming interest from the public was due to the fact that we were the only Veteran / Vintage vehicles there, a great day had by all.

Fiona Dillon talked about the Cup weekend rally to Camp Curumbene what a great effort Norm Morgan had put in to running the event, one of the many highlights was the last days breakfast on the dry Lake Curumbene.

Bruce Csorba talked about the swap meet at Dillons Motors, once again a great day had by all, lots of parts changing hands, sold a lot of stuff.

Committee Report:

Chris Dillon presented the committee report.

* It was decided that the general meeting should go on for 40 minutes max, at 8:40 we stop for a 10 minute break then start the guest speaker who shall finish up at around 9:30.

* Paul Daley presented a case for the club to purchase a new computer for the Secretary, Alan Flude to acquire through his contacts at work up to \$1,000.00

All Committee were in favour.

* Alan Flude will maintain a T register of ex members Model T's and where are they now, then present at each meeting new results.

* Chris Dillon to acquire quotes for a 4 X 4 metre tent for Bendigo.

* Chris Dillon to look into banners for Club and report back.

Event Coordinator report:

Presented by Robbie Dalton.

Delegate's Reports:

AOMC: Bernie McKeegan said meeting 16th of this month and will be attending.

Chris Dillon reported on letter from Vic Roads to Neil Athorn, see letter in minutes.

Federation: Chris Dillon reported that no Federation raffle will be had next year, Rob Moors said that the Federation picnic will only be for Federation Clubs and may require a pass.

This month's activity/run:

* Sat 14th – Sun 15th Bendigo Swap

Continued:

Upcoming events: * December Sun 6th Combined T & A Christmas Party

* December Fri 11th General Meeting – Christmas Break-up

* January Sun 17th RACV Great Australian Rally – Mornington Racecourse

* January Tue 26th Australia Day – Federation Car Display – King's Domain

* February Sat 6th TTruck and Commercial run – Geoff Brooke

* February Fri 12th General Meeting

* March Sat 5th – Mon 7th Labour Day Weekend Rally

Technical Tips/Queries: Nil.

Restoration Progress: Alan and Loraine Fairnie's car coming along, lamps fitted up, no guards or engine fitted yet.

New or unusual products:

David Weatherhead talked about fitting a Model A crank seal A6700 to a Model T, it will fit and work quite well if care taken in fitting it.

Parts Wanted Nil

Parts for Sale: Robbie Dalton will be placing a bulk order for Scat Cranks at a good price, if interested give him a ring.

David Baud Selling "Annabel"

General Business: Jo Baulch asked if we are going to put out a club register booklet, Bruce Csorba answered yes and is work in progress.

Next Meeting/Activity: Christmas breakup and pie night.

Raffle Draw: Drawn by: Fiona Dillon.

Won by: Rod

Prize selected: Tie Downs.

Meeting Closed: 9:45



FedNews

"Our Heritage Motoring Journal"

Edition No. 91

Page 13

October - November 2015



Registration & Licensing
Practice & Standards
60 Denmark Street
Kew Victoria 3101

Telephone 13 11 71
Fax (03) 9853 9112

vicroads.vic.gov.au

Mr Neil Athorn
President,
Federation of Veteran Vintage and Classic Vehicle Clubs Inc

15 July 2015

neil.athorn@bendigoadeelaide.com.au

Dear Mr Athorn

LOGBOOK REQUIREMENTS FOR CLUB PERMIT VEHICLES PARKED OVERNIGHT ON A ROADWAY

Thank you again for your invitation to speak at the Federation's delegates meeting of 2 May 2015. The purpose of this letter is to correct advice I gave to club delegates at the meeting in relation to the requirement to complete an entry into the club permit logbook if a vehicle is parked on a roadway but not driven.

You will recall at the meeting I was asked "if a club held an event over a number of days and a designated day was a rest day and either the cars or bikes were not used should an entry be made in the log book". My reply was that if a vehicle is parked on a roadway (more than 100 metres from the entrance to the permit holders' garage address) a logbook entry must be made.

I have today received advice from VicRoads' solicitor that this advice was not correct.

The correct position is that if a vehicle is parked on a roadway without being driven for that entire day, no logbook entry is necessary. This is because regulation 157 of the *Road Safety (Vehicles) Regulations 2009* (copy attached) states that "each day that a vehicle is operated under a club permit will be driven outside of the vehicle's local zone, the driver must fully complete the next available entry in the logbook before beginning the journey". Prior to today's clarification, my view was that "driven" included being parked on a roadway, but I have been advised that "driven" does not include being parked.

Can you please advise your member clubs that **no logbook entry is required if vehicles are parked on a roadway without being driven for that entire day. A logbook entry is required if the vehicle is driven.**

I apologise for and regret any inconvenience that has resulted from my incorrect advice.

Yours sincerely

JOHN LEWIS
PRINCIPAL PRACTICE ADVISER



The RACV Great Australian Rally Sunday 17th January 2016.

The All British Classics Car Club Vic. Inc. is again organising the Great Australian Rally. Participants can leave from Stud Park S.C. in Rowville, Westernport Marina at Hastings or Melbourne City. This event is always an interesting day out with plenty of interesting cars of all types to view, displays and sales sites are also in abundance. So please try to join other members of our Club on the lush grass position we have for a chance to get together and relax after the Christmas rush. Bring a picnic lunch to have or buy some food on site. Chairs are a bonus if you want to have a rest. Last year we had about twelve Tees make the run, so let's try to improve on this and really have a good turn out.

P.S. Check out the Tees on the entry form and the Minerva on the front cover.

Whose are they?



MELBOURNE CUP RALLY WEEKEND 2015

Once again our major rally for the year has come and gone. Norm Morgan organised this years event and it was centred out of Camp Curumbene near Corop. Norm did a magnificent job in having the rally cover a variety of road types, but all of a quality so as not to cause too much angst for the drivers or there cars. Each day we seemed to be able to get away with plenty of time to spare, we had plenty of stops and were never rushed to get going yet still managed to do close to 200 kms each day. Plenty of interesting visits and sights to see along the route chosen. With everyone staying at the same venue we all had a chance to get to know other members a bit better, especially over a good brekky. This rally was certainly as good as any other that we have had and was thoroughly enjoyed by all those who participated. Well done Norm.

Saturday: We had to be up early for a 9 am departure towards Elmore, well that's where some of us got to, that is that we were lost (Csorba's, Dillon's and Baulch's). After some detours we found the missing corner and then proceeded to follow where the T's had gone before us, down along the Campaspe River to a nice little camp spot at English Bridge. Here we stopped for a cuppa and disturbed some campers!!! From here we next stopped at Dalton's Road for Robbie for a photo shoot, then onto Toolleen where we turned at a quaint church on the hill, towards Rushworth. Before reaching Rushworth we visited a little cemetery at Whroo, where many early Australian gold rush folk rest in peace amongst the native bush. From Whroo we travelled on sealed roads into Rushworth to have a well earned rest and to partake of a Midday Meal. We then headed across to the museum for a look see and then to be entertained by by a local driving a traction engine down the main street of Rushworth. From here we travelled to Colbinabin for some photo shoots. These took place in front of the General Store and also in front of the local pub. Just before here we stopped at the local football oval and Robbie Dalton found that his T was travelling a little HOT!! On closer inspection it was found that it was the radiator. It was found that a hole had appeared at the bottom outlet of the radiator, with this plugged he was on the road again only to find that the head gasket had let go with the heat. We decided to stay in Coli as that's where we were having our evening meal, rather than going back to Corop then back to Coli. So with our meals organized and a head gasket procured we set about changing it for Robbie. We had tea and then headed back to Corop. I must say the meals were huge, in fact extra huge. All in all we did kms for the day and half of them was on gravel.

We enjoyed ourselves immensely.

Thanks to Norm and his daughter Carmel.

Geof and Jo Baulch



Sunday: After brekky in the recreation room we wandered out to the cars to find the bonnet up again on the Dalton's Tourer, with Robbie checking valve clearances in the hope of getting it running on four cylinders again after the high temperature meltdown the day before (the car not Robbie - when the engine got hot enough to melt the solder on the plug leads after the rust holding the radiator bottom outlet together decided it had done enough). It was not to be though, so Robbie and Christine hitched a ride with John and Shirley Morrison and my delivery came in handy to carry the bags, chairs and stuff for both couples. Tourer back seats are fine for carrying stuff, until you need to fit in passengers.

As was the norm, Norm Morganised us to leave at nine or thereabouts and we headed off towards Kyabram where we stopped at the Fauna Park and were greeted with a tasty Devonshire tea on arrival, and while some wandered the park others chatted in the café or al fresco in the garden behind.

From there we headed by a circuitous route, again in what had become the norm from Norm, mainly on secondary roads away from the traffic, out into the middle of nowhere where we found the Falcon Hotel, our lunchtime stop. Must get very windy in these parts as not only had the dunny blown upside down, but so had the tractor nearby!

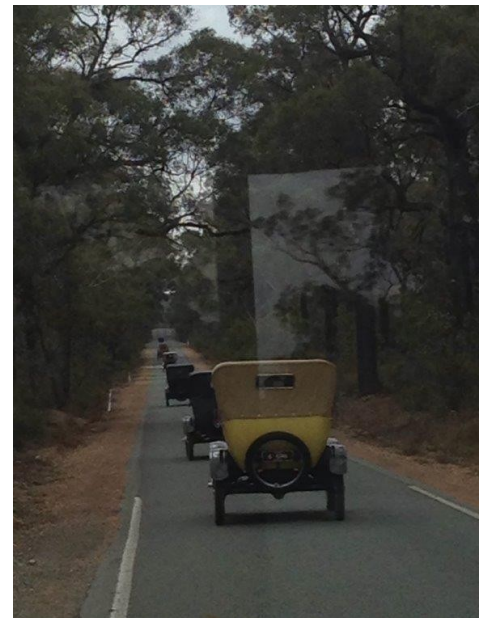
After a nice meal and more chat we headed off towards Echuca with a keen eye on the black and threatening skies overhead. We arrived at the Great Aussie Beer Shed and Heritage Farm Museum just as the storm hit and hastily took refuge in their big shed. The rain persisted down such that you could hardly hear yourself speak but was all over very quickly so we just got on with the tour and were thankful for the timing and that we didn't actually have to drive in the rain. Raconteur owner Neil gave a very interesting presentation with an explanation of a number of the old and interesting items on display then turned us loose to wander in awe amongst the thousands of items in his eclectic collection. It would be easy to spend a half day there but we dragged ourselves away, cleaned windscreens, mopped the rain off the seats and headed towards Rochester.

We found out later there had been a storm cell hovering over the area and on the way to Rochester we observed many trees blown down and were told at the fuel stop that there had been a microburst there which dumped 90 mm of rain in ten minutes. We saw much localised flooding but luckily no roads were blocked as we went through although the bowling green resembled a swimming pool, with the custodian standing there scratching his head. Maybe they were to play pennant later in the day, if so they'd need goggles and snorkels to find the jack.

After more rumbling and rambling through well-watered farmland, not that the farmers wanted the rain just then as they were in the middle of getting their crops off, we choofed our way back to Corop and Camp Curumbene.

Norm's daughter Carmel was there again to woman the barbeque and we enjoyed another night of hospitality and conviviality with lots of chat and banter before the night drew to a close and we retired to prepare ourselves for doing it all again tomorrow. Another interesting, enjoyable and relaxed rally day enjoyed by all. Well done Norm (and Carmel).

Russell Medhurst



Tuesday: We were all advised by Norm not to have any breakfast this morning, so we naturally thought what is Norm up too. A short run had been organised and we were not told much else about the morning. We travelled along roads similar to ones we had travelled all weekend and then along a section of bush track, to find ourselves on the edge of a dried up Lake Cooper. To our surprise we could see in the centre of the lake a couple of vehicles with a B.B.Q set up, all ready to serve us with a egg and bacon roll brekky, with a cuppa for good measure. After this most pleasant meal some proceeded to test their cars out on the dried out bed of Lake Cooper, Mickie Turner managed to travel the full length and found it a lot of fun. Not much debris on the bed, a few shotgun cases and the obligatory beer bottle of course. A lot of Carp carcasses in some areas, and they were quite big. We soon headed off on a rougher bush track to get away from the Lake area and then travelled on good roads until to the delight of the men and anguish of the ladies we ended up on a property with literally acres of rusty cars and trucks, wrecks, rusty farm bits and parts of all things mechanical. We spent some time looking over this paradise and some money was seen to change hands for a special piece that someone just had to have. (You know what it is like) From the rusty relics we travelled to Hennings Winery. Darryl Rathgen, a descendant of original German settlers in the area in the mid 1800's gave a short talk on the history of the winery. Tastings followed this. We then proceeded down a steep path made of hand made bricks to a cellar which was dug out from under the barn and tasting room. The area is full of history as it was originally settled as a complete settlement. The Germans saw the potential of the area and changed over from conventional farming to vineyards and this has remained a region for grapes ever since. After the winery we all made our way back to camp to load up and head home. It is amazing how much could be fitted into one morning and it was a great way to finish off a great rally.

Well done Norm.

Robbie and Christine Dalton



More photos from a great weekend



AOMC Delegates Report
Meeting Date 16th. November 2015.
Venue. Chevrolet Car Club Rooms. Moorabbin.

A copy of the minutes of this meeting are available on the AOMC website at www.aomc.asn.au. The summary below contains my understanding of the main items which I believe are of interest to the members of the MTFCV.

New Delegates / Member Clubs. 6 new delegates, 2 visitor and 2 new member clubs were welcomed.

Treasurers Report. The Treasurer's report was presented to the Delegates. The Association is in a healthy financial state, although the net yearly result is down about \$17K on this time last year. This is due to postponing the American motor display due to weather and sponsorship. Once re scheduled this event was successful and the financial result will show in the next years figures.

The Treasurer is proposing a fee increase for 2017 to be moved later tonight at the AGM.

Guest Speaker. There were 2 guest speakers the first being Daryl Meek who manages and liaises with motoring clubs and associations for the RACV.

He spoke on a survey of motoring clubs he conducted to appreciate the size of Historic Motoring in Victoria. It was about 10 years since such a survey had been conducted. Whilst the survey was sent to 320 clubs only 138 responded and of these 116 returns were useable. As a result of this numbers were extrapolated / weighted / and assumptions made. This leaves question marks over the end result. He actually received feedback from 51% of clubs who received the survey. Data from the 116 useable returns shows. Members 24,920. (club average 215). Eligible vehicles 32,595. (average 281). 25 years plus vehicles 26,228. (average 226). For further details see page 20 of the AOMC November newsletter. Second speaker was Keith Mortimer (current AOMC committee member) who spoke on a recent 1 day "think tank" held by the executive to review the organisation. This included items such as where they had come from and going to, their purpose, mission and values, policies and procedures and risk management.

Club permit scheme report. This report was presented by Rod Amos and is his last, as he is standing down from his position. (Anyone who has a car on the CPS scheme has a lot to thank Rod for. Amongst at times weighted odds, he fought to achieve the revamped scheme we have today which I believe is a tremendous effort and makes using our cars as enthusiasts very enjoyable).

The AOMC has suggested the CPS eligibility stay at 25 years, hoping to entice more young drivers to join other enthusiasts in the movement.

The subject of Replicas is still being considered by VicRoads. The main issue appears to be the difference between "exact replicas" versus "looks a bit like but possibly vastly different under the skin replicas".

Victoria is the only state that recognises replicas. Maybe a different type of plate may be introduced.

VicRoads are still looking into what constitutes a club. Confusion still exists re. vehicles on H plates being transferred to M plates. It is basically up to clubs and individuals to instigate change if required.

12 monthly inspections of CPS vehicles is not on any agenda's with VicRoads or any other authority.

AOMC Events. RACV Classic Showcase at Flemington Racecourse. 10th. April 2016.

Shannons American Motoring Show at Flemington Racecourse. 1st. May 2016.

National Motoring Heritage Day at Mornington Racecourse. 15th. May 2016.

Restoration Seminar. Sat. 18th. June 2016. (TBC)

General Business / Delegates reports / Business Arising. Daryl Meek (RACV) spoke on the Australian Motorfest at the showgrounds earlier this year. He believes the RACV and VACC will not jointly hold the event next time, which will probably be in 2017. The AOMC are looking to hold 1 Delegates meeting in 2016 in a country / regional area. The current newsletter is to be given a name other than just newsletter.

The Melton Council's proposed regulations about parking unregistered vehicles on private land should not impact on enthusiasts who usually keep vehicles out of sight and in garages etc. Apparently several councils are looking into similar regulations.

Continued:

Following a survey of member clubs by the AOMC re. the 25 year eligibility for CPS 88 returns were received. Of these 45 wanted 25 years, 42 wanted 30 years and 1 wanted 40 years. Hence the Association is suggesting the scheme remains as is at 25 years.

New South Wales is trialling a CPS where members will get 60 days of log book outings as well as their existing club sanctioned outings. The current system on full rego. where a vehicle passes to a spouse on the death of a car owner is now being changed to apply to the CPS car owner.

Although CPS vehicles will still be on a different database to fully registered vehicles police will be able to access CPS records.

The AOMC did not reply to recent media reports about hoons and cheap rego. on the CPS scheme.

NEXT DELEGATES MEETING WILL BE HELD ON FEBRUARY 15th. 2016

AGM. Monday 16th. November 2015

The main items from this meeting (in note format), which I believe to be of interest to Club members are as follows.

Iain Ross is standing down as Shows Venue Manager. A replacement is being sought.

Financial report is as presented to the delegates general meeting.

Rod Amos stood down as vice president and his position filled by Keith Mortimer.

2 general committee members stood down and were replaced by Colin Jenkins and Andrew Gottschalk.

All other committee positions remained.

Bernie McKeegan. Delegate.

THE KALORAMA RALLY**A CELEBRATION OF HISTORIC MOTORING**

Sunday March 20th 2016

Since 1955, historic vehicles of all types have assembled at the Kalorama Oval for what is now a static display and an opportunity for drivers and owners to simply "catch up", enjoy each other's company and their machinery and generally chat about all things motoring.

Co-ordinated by The Vintage Drivers Club and other like minded clubs, the event is open to All vintage, veteran and classic vehicles.. It is an excellent opportunity to take a pleasant drive up through the beautiful Dandenongs,, knowing that at the end of the drive, is a most beautiful mountain setting packed with an eclectic range of vehicles and owners.

With awards for the best Motor Club display and Most Popular Vehicle award, children's events, face painting, the day will be full of fun and interest.

To join the convoy of cars navigating their way along a picturesque route to the oval, how about meeting us at the Manhattan Hotel cnr Canterbury Road and Heatherdale road Nunawading by 9.00am for a 9.30am start. (Melways ref 63 D1). Otherwise, simply head to the Kalorama Oval where gates open at 10.00am. (Melways ref 120 B9)

For a small cost, lunch and refreshments can be purchased from by the Kalorama CFA. Entry is \$8.00 per person over 16 with proceeds going to the Kalorama CFA.

Iain Ross
9890 0524

SEA MOUNTAINS & VALLEYS TOUR T – 2016

The Tour Fact Sheet

* Entry cost at current rate Driver and Vehicle - \$ 324.00

* Entry cost for adult passengers – - \$ 199.00

* Entry cost for kids aged 6 – 14 - - \$ 154.00

* Kids aged under 6 – NO CHARGE AT ALL

* These prices are correct up until December 31 – 2015

Lardner Park Camping sites - \$ 20.00 per site per night

*** We have been asked many times' can we get in a day or two earlier to set up and go back for the car?'**

*** YES – we will only charge you for the nights prior to the event in which you actually stay on site at Lardner Park.**

If you would like further details on this event and how we are progressing in setting up meal stops please visit the tour web site and read the Tour Fact Sheet in its entirety.

Rally Committee

SEA MOUNTAINS & VALLEYS TOUR T – 2016

Tour web site - www.mtfvic2016.org.au

*** Calendar of Events – 2015/2016***

(Club events in Bold)

December Sun 6th Combined T & A Christmas Party

Fri 11th General Meeting – Christmas Break-up

2016 Events

January Sun 17th RACV Great Australian Rally – Mornington Racecourse

Tue 26th Australia Day – Federation Car Display – King's Domain

February Sat 6th TTruck and Commercial run – Geoff Brooke

Fri 12th General Meeting – Dean Williams – Fitting Rim Savers

Sun 21th Yarra Glen Swap

Thu 25th – Sat 27th Ballarat Swap

March Sat 5th – Mon 7th Labour Day Weekend Rally – Glenrowan

Fri 11th General Meeting – Chris Dillon – Vacuum tanks

Sun 13th Club run

Sat 19th Workshop day – Ray Smith - Rochester

FOR SALE:**T-RAD'N TABLE**

Expressions of interest are invited for the purchase of the following as a whole or part thereof.

Frontinac Over head valve conversion head for Model T Ford.

Head Number T4612T Purchased from U.S.A. some years ago.

Original aluminium Frontinac rocker cover

New valve guides machined and fitted. New Valves. New valve springs, (All assembled) Head machined.

Push rods. Rocker overhead gear and rocker posts etc. (May need some attention) Head gasket.

No intake or exhaust manifolds. Still in glad wrap as machined.

1926/7 Ford T Block Number C635277, machined to .060 oversize for aluminium pistons. Still in glad wrap.

Transmission, large brake drum, Flywheel and coil ring.

Trans cover with lugs, pedals, sump, crankshaft, camshaft. Etc.

Zenith Carby, all brass, to suit above. Marked Zenith Detroit USA. US PAT DEC 29 08

I had planned to build a 1923 T Duncan and Frazer roadster (which I still have) fast car but have changed plans and am now restoring a 1912 Torpedo roadster. The above is surplus to requirements and is reluctantly offered for sale.

Contact: Ralph Zwar. Harrow Vic. 3317. Phone 03/ 55881317

For Sale:

T Ford Running Boards

\$100 for the pair

Contact: Harry 0412 155 029

1926 Roadster ute project. All original roadster ute panels, not cut-down tourer. (incl. Bonnet, r/boards, aprons and guards) to suit "As found" style car. Wire wheels and hubs. Complete motor unit #TK1006. Complete windscreen. Chassis and axles etc. No hood irons (Could build roof?). No Seats. Needs complete re-wooding (whole timber sub frames can be bought in NSW) Comes with very sound wood pick-up bed with lovely iron work. **\$4500** (Many photos can be sent)

1916 Tourer project

New timber frame, restored chassis. Good wood fellow wheels.

Overhauled 1916 motor unit C68023. All other mechanical parts to suit including taper springs.

All panels except rear centre panel and cowl sides.

Windscreen frame, Good radiator. Lights. Coil Box. Most of a set of Brass hood mechanism as per Australian Suppliers.

Build a '16 for '16 **\$7500** (Can take photos and send)

Contact: Bruce Csorba Mobile: 0425 749 273 email: doodlebugt@gmail.com

Car trailer.

Light weight but strong, single axle, heavy duty tyres, built to carry a Ford T veteran but ok for a similar car. Fitted with electric brakes, control unit supplied, winch fitted + heavy duty ratchet tie downs supplied. Trailer tracks perfectly at 110 kmh.

Contact: Aub Smith 03 9583 3960 \$1200 ono

T- RADN' TABLE

A free trading place to advertise your goods - and to pick up a bargain or two! 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 your ads to the Editor at ttorquenews@hotmail.com or to the Club's post office box 2 weeks prior to the next meeting.



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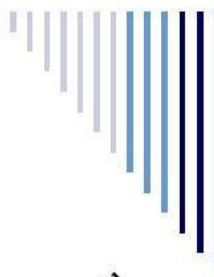


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INFORMATION

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.

Meetings are usually held on the second Friday of the month at the club rooms at the Ashburton Community Library, 154 High Street Ashburton corner of High Street and Munro Ave (Melway ref 60 C9) and an outing is **usually** held on the Sunday following the monthly meeting.

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 P.O. Box 126, Centerville, IN 47330, USA. (Home Page www.mtfca.com) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA., (Home Page www.modelt.org). Both clubs produce excellent magazines (Vintage Ford, Model T Times) and we encourage membership of both organisations. Contact the MTFCV Committee for information.