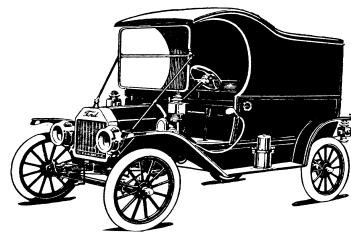


The Newsletter of The Model T Ford Club of Victoria (Inc.)  
Reg. No. A0000819S

# "T" model T torque



Print Post Approved PP326342/00017

Volume 38

NUMBER 6

JULY 2016

## In this Issue:

Vale Rob Moors; Minutes from 2015 AGM; Invite to Metcalfe; Able Day invite; come along to the Annual Luncheon; Model T Carburetors exposed; as well as a story on the Wonderful, Horrible life of Henry Ford.



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

## **NEXT MEETING IS OUR AGM**

**FRIDAY 8TH JULY at 8 pm @THE ASHBURTON LIBRARY.  
HIGH STREET ASHBURTON FOLLOWED BY PIZZA**

MTFCV web page address: [www.mtfcv.com](http://www.mtfcv.com)  
Email: [ttorquenews@hotmail.com](mailto:ttorquenews@hotmail.com)

## **PRESIDENT'S REPORT**

Hi All,

First I begin on a sad note.

Long time member Rob Moors passed away peacefully on the morning of the 29th of June.

He had a lot of involvement in the club over the years, including as President. The big yellow bus and the 15 tourer were familiar sights on our Rallies. He will be missed. Our thoughts are with Glenise and family. June's meeting at Shannon's was a change of pace. Interesting cars to look at. We were provided with pizza and drinks and given a talk on Shannon's auctions and insurance products. An interesting question and answer session was also had.

I hear the Queen's Birthday Rally was great, an enjoyable well run event.

The next general meeting will be our AGM with Pizza for a change. Please come along.

Ahead for July is a couple of the Club's big runs; the Annual lunch on Sunday 10th July, the Able Charity Day on Saturday the 16th and then a week later the big "Ford Flathead Festival" on the 24th.

At the AGM many committee positions and other club support roles will be vacated and we need some of you to step up and assist the club. It's that time of year when we ask our members to consider how they may contribute to the ongoing success of the Club. There are jobs of many sizes to suit your abilities or time available.

Please put some thought into nominating a fellow club member for "Club Person of the Year". Have a look around and see if someone stands out for their contribution to the Club in the past year.

The national rally is only a few months away, and those of you who have yet to enter, better get your skates on. It will be a great time with a big group of Model T people, always a fun thing. Contact Rally Director David Dare or a member of the committee.

As my two years draws to a close, I wish to thank the committee members and other club position holders for their service and support. I know you will all get behind the new committee and assist them in making this a great Club.

Get those T's out.

Thanks Bruce Csorba

## **IMPORTANT NOTICE TO MEMBERS WITH VICROADS**

### **PERMITTED VEHICLES**

If you have one or more vehicles permitted via this club, you MUST ensure that you remain a financial member of the club, by paying your renewal fees by the July Annual General Meeting each year. Following the August Club Meeting, a report will be made to VicRoads (as per our contractual obligations) advising them of any non-financial members. At the very least this may result in the cancellation of your permit. You will not be entitled to legally drive your vehicle.



## HEADS UP

This month we have a lot of things happening. So please write down these dates in your diary, put them on your fridge notice board or tell your wife, partner, girlfriend or all of them.

**Sun 10th July** Once again our annual lunch and presentation has come around. This is a great chance to have a pleasant lunch with other members and show your appreciation to our committee for the effort that they have put in on our behalf over the past year. Of course it is also an opportunity to meet the incoming committee first hand and tell them what you want from them in the coming year. (In a nice way)

**Sat 16th July ABLE DAY** This is our club's main charity event for the year. We meet at the Beaumaris Motor Yacht Squadron and take hearing and sight impaired people for a ride in our cars. This is a most rewarding experience for those who participate and is most worthwhile. Lunch is provided for us and we are always made very welcome. Please contact Alan Flude if you can attend. Ph 9551 1060 or 0419 308 846

**Sun 24th July FORD FLATHEAD FESTIVAL** This will be the 2nd time we have had this event to attend. It is a gathering of all Side Valve Fords at the Caribbean gardens and the money raised will this year be given to the Prostate Cancer foundation. The Ford FlatHead Festival is an opportunity to display your car amongst other Fords from a similar era. The day is organised by a joint committee from the following clubs MTFC of Vic., MAFC of Vic., Early Ford V8 Club of Vic., and FORDOR (8 and 10 HP SV Fords)

So organise your friends and drive up together or meet at the gate as all cars will be parked as they arrive, not in club areas. Bring a picnic lunch or buy onsite and enjoy looking at other cars and also the market. We had 20 cars last year on a lousy day so lets try for a few more this year.

**Sun 14th Aug.** This is our President's annual Icicle run. More details later.



## METCALFE TRACTOR PULL

The little hamlet of Metcalfe presents a fun filled day for families on Sunday 18th of September at the Metcalfe recreation reserve. Vintage tractor pull competition and wood chop events all day. Entertainment including music, face painting, miniature train rides, jumping castle, vehicle displays, stalls, swap meet, silent auction and food stalls.

All proceeds to our local community groups- CFA, tennis club, hall, Land Care and senior citizens.

Entry \$5.00, Primary School children free

**Start:** Sun 18 September 2016. 9 a.m. til 4 pm

**Phone:** 0416 024 698 | **Email:** [margiern51@gmail.com](mailto:margiern51@gmail.com) |





A0000819S

Chris Dillon

Secretary

The Model T Ford Club of Victoria

P.O. Box 383,

Chadstone Centre P.O. 3148.

Minutes of Annual General Meeting of the Model T Ford Club of Vic.

Meeting opened at 8:04 PM.

All members welcomed by President Bruce Csorba.

Bernie McKeegan was then called to chair A.G.M.

A.G.M. opened by Bernie at 8:05 PM and welcome extended to all present.

**Present.** 44 members

**Apologies.** Colin and Pam Weidemann, Marg Detez, Peter Trewin, Rhonda Huitt, Graeme and Marg Wagland, Andrew Brand, Rob and Glenise Moors, Malcom Moors, Jennifer, Ruth, and Grace Csorba, Ray and Sandy Smith.

**Confirmation of previous 2014 AGM minutes:**

Moved: Lyle Detez. Seconded: Scott Staples.

**General Business arising from 2014 AGM** Nil

**Reports:** President, Bruce Csorba.

President's Club year Report 2014/15 – Bruce Csorba

My first year back on committee and it has been an adventure. Time has flown and here we have arrived at the AGM and Annual Lunch. The committee came together quickly and we've been able to achieve a number of changes and improvements.

Highlights of the Year: Long weekend rallies – These are opportunities to take our cars out for a few days. The November Cup weekend to the Hume Weir locale, March campout in Glenaroua and the June Long weekend in Horsham.

Monthly rallies – These were to more local destinations. These included a nice drive down the Peninsula to the car museum in Arthurs Seat, as well as the chocolatier in Yarra Glen and Historic railway in Healesville, Rob Roy historic racing to the Efficiency Run in Wheelers Hill, as well as the Able Day Charity Event. Three workshop days were included this year, including a new regional location, at Ray Smiths in Rochester.

General Meetings – A varied itinerary. Guest speakers were from within our membership showing the wealth of knowledge we have within our group. Our annual auction night was well attended.

Committee Achievements 14/15 Your committee has been working to keep the club on a stable footing.

The committee has met regularly on the fourth Tuesday of the month.

The committee and other club officer roles and responsibilities were reworked and updated in order to spread the committee work load and to encourage members to participate. Some of the new roles include the event coordinator, assistant newsletter editor and hospitality team.

The membership list has been updated, including financial and red plate status, and newsletter delivery preference. The procedure has changed for the mail out list to ensure all financial club members receive our Newsletter and to ensure a smooth introduction of the newsletter email option.

Cloud storage is now used for easy and backed up access, for the whole committee, to club forms and documents.

A procedure manual for running weekend and long weekend rallies has been developed and is distributed to those running our events. Long weekend rallies now incur an entry fee to cover club costs. The Web site has been moved to <http://mtfcv.com>. Thanks to Andrew Brand for taking on this task and revamping and enhancing the web site.

A club brochure was designed and printed to be used at public events. (Thanks Paul Daley)

## AGM 2015 minutes cont....

Able Day is now an official Annual club charity event.

An annual calendar of events has been drawn up to provide overlap for the incoming committee.

Thanks

Thanks to those members who have organised and run the many rallies throughout the year, and to those who gave their time to present at our general meetings.

Thanks again to the Committee members, non-committee officers, and club helpers for their time and support during the year.

Treasure report presented by. Alan Flude.

A full financial reconciliation of the clubs finances for the 2014 / 2015 year was presented to the members, with copies available from the treasurer after the meeting for those interested.

Seconded. Paul Daley.

2016 Rally. Presented by David Dare.

David presented a slide show. 2016 in good financial shape. Current liabilities are Lardner Park balance and 2016 Rally Start-up capital.

### **Election of Office Bearers:**

Nominations were received for some positions. As only one nomination was received for each position the following members will make up the executive committee for the coming year.

**President** -Bruce Csorba. **Vice President** **Secretary** -Chris Dillon **Treasurer** -Alan Flude.

Committee Person 1 -Paul Daley Committee Person 2 -Dean Williams Committee Person 3 -Geoff Brooke.

Committee Person 4 -David Dare. Committee Person 5 -Ivor Austin.

**Non-Executive.** Editor -Jo Baulch. Assistant Editor -Paul Daley.

Safety Officer -Chris Dillon. Safety Officer -David Weatherhead. Safety Officer -Ray Smith.

**Club Delegates:** Federation— A.O.M.C. -Bernie McKeegan.

Librarian -David Baud. Webmaster -Andrew Brand. Events Director -Robbie Dalton.

Hospitality -Fiona Dillon. Meet and Greet -Scott Staples. Bendigo Swap Organiser .

A & T Christmas Party Organiser. Property Officer. -Dean Williams. Mail out -Dean Williams.

**Membership Fees:** The Outgoing committee recommendation is for fees to remain at \$45.00p.a.

With a \$5.00 magazine charge if want hard copy.

**General Business.** The secretary will lodge an annual statement with Consumer Affairs Victoria within one month of the AGM.

Cheryl Weatherhead asked David Dare whether rally entrant fees received to date reach a breakeven point for the rally including the full cost of hiring Lardner Park. David replied the only additional cost of this rally when compared to other National Rallies was the Lardner Park venue, and the breakeven point had now been reached.

Bernie McKeegan on behalf of the members thanked the outgoing committee for their efforts and congratulated the incoming committee wishing them well in the new term.

Meeting closed at: 8:48 pm.

## **ANNUAL LUNCHEON**

All members are invited to come along and participate in the Clubs annual lunch to be held on  
**Sunday 10th July.**

Our annual lunch this year will be at The Pine Grove Hotel.

This is a return to a venue we haven't been too for many years and a change is always nice.

A scenic drive to Upper Beaconsfield can be had for those wanting to drive their Tees to the lunch.

Plenty of parking is available in view of the bistro.

**We are booked in from 12.00 noon.**

So the address is PINE GROVE HOTEL, Stoney Creek Rd. Upper Beaconsfield.  
(Mel 210 J9 )

Please try to join us and enjoy each others company.

## MODEL T CARBURETORS

I have been thinking lately about how much air flows through a model T carb and what effects do the air cleaners we use have on these figures. I arranged the use of a flow bench which is used to test cyd heads but can also test carbs. It produces results in CFM (cubic feet per minute) .I selected 3 carbs for the test all NH Holleys. All were stripped and cleaned to bare metal and all air bleed holes and throttle shaft holes blocked so there would be no air bleeding during testing. An adaptor was made to attach the carbs to the machine.

The 3 carbs selected were

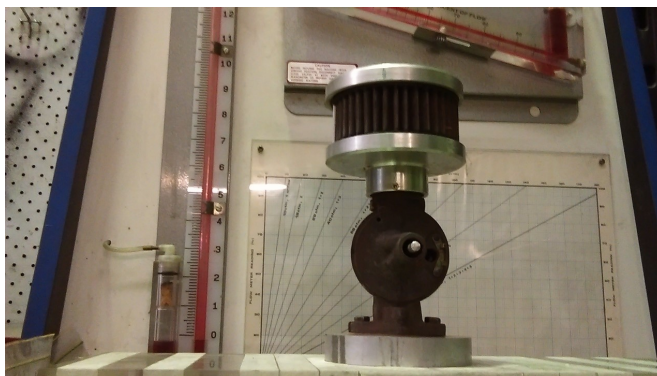
1. Std NH Sway Back
2. Std NH Straight Thru
3. Modified Throat NH Straight Thru

Air Cleaners Old style right angle with large K.N. element mounted vertically  
 Custom made offset with K.N. 2" x 3.5"  
 Common spring loaded type with "White" filter

### Test results

TEST 1: Base line figures recorded on all 3 carbs  
 2: Right angled filters fitted to all 3 carbs  
 3: Custom filter fitted to all 3 carbs.  
 4: Spring loaded filter with White elements fitted to all 3 carbs.

RESULTS: Carb 1: Not to much loss of flow, all air cleaners reasonably efficient.  
 Carb 2: With more air flow the K.N. filters hang on but the White element fades.  
 Carb 3: Again as air flow increases the K.N. elements are better. Notice when fitted the K.N. Element air cleaner 3 picked up 3 cfm.



TEST SPECS: 28 degrees room temperature  
 Tested @ 10" of Vacuum  
 Super flow 110 flow bench

Test number	1	2	3	4
Carbys tested	Base line no air cleaner	Old style right angle KN pod element	Custom off set KN element	Common Spring Style White element
1. Std sway back	30.2 cfm	29.4 cfm	29.8 cfm	29.2 cfm
2. Std straight thru	51.6 cfm	49.8 cfm	51.3 cfm	47.5 cfm
3. Modified straight thru	56.0 cfm	52.2 cfm	54.9 cfm	50.4 cfm

The final test was to change the White element to the K.N on the No 3 carb. It improved from 50.4 cfm to 53.0 cfm.

What does it all mean? Well the biggest numbers are not always the best and the proof will be in the driving. Hope you found this interesting.

Regards John Morrison.



**\*\*\* Calendar of Events – 2016 \*\*\* (Club events in Bold)**

July Fri 8th **Annual General Meeting and Pizza Night**

Sun 10th **Annual Presentation Lunch – Pine Grove Hotel, Upper Beaconsfield**

Sat 16th **ABLE Day on the bay – Alan Flude**

Sun 24th Ford Flathead Festival – Caribbean Gardens

August Fri 12th **General Meeting**

Sun 14th **President's Icicle Run**

September Fri 9th **General Meeting – Auction Night**

Sat 10th **Workshop Day – Dillons Motors**

Sat 24th – Sun 2nd Oct Sea, Mountain & Valleys Tour T – Lardner Park

October Fri 14th **General Meeting**

Sun 16th **Model T Swap Meet – Dillons Motors**

## MTFCV ANNUAL CHARITY DAY

### *Able Day on the Bay*

9am - 3pm

*Lunch provided*



BEAUMARIS MOTOR  
YACHT SQUADRON  
Foreshore, Beach Road  
Beaumaris VIC 3193

Contact Alan Flude for more information or to register attendance  
aflude@infomedia.com.au P: 9551 1060 M: 0419 308 846

**OUR ANNUAL ABLE DAY THIS YEAR IS SATURDAY 16TH JULY 2016**



Chris Dillon  
Secretary

**Minutes:** Meeting Opened at 7:58 PM 3rd June 2016 by President Bruce Csorba at Shannon's Headquarters 321 Warragul Rd Cheltenham.

**New Members:** Nil

**Visitors:** Nil

**Present:** 29 members as per register.

**Sick List.** Rob Moors.

**Apologies:** Lyle Detez., David Baud. John English. Lorraine Fairnie. Dean Walker. Jo Baulch. Col and Pam Weiderman.

**Confirmation of minutes:** Moved: Geoff Brooke. Seconded: David Jones.

**Business arising from minutes:** Incorrect spelling of Julie Jones.

**Tonights Meeting:** Shannon's Headquarters.

Shannon's presented a comprehensive talk on what they offer as an insurance company, a discussion was had around how they could help us as members with any added services, we were then given tea in the form of pizzas and drink, after which we were led down to the show room where many interesting cars were looked at and discussed.

**Correspondence In:** Maroondah Printing Tax Invoice 59,100 Maroondah Printing May Statement.

Returned Magazine, Ron Patterson. Federation Marong Picnic 28th August 2016 Changes letter.

Federation Minutes 20th Feb 2016. Federation Agenda for Sat May 21st 2016 N.A.B. changes to term deposit terms and conditions letter. N.A.B. Cash Manager Statement April 2016. Aust Post Tax adjustment notice 1005257712. Model "T" Ford Club Of Australia Inc. Renewal form.

**Publications:** Adelaide's "T"-Torque May 2016; Federation Marong Picnic 28th August 2016 Changes letter; Fed News Edition No. 92 April – May 2016; Buzzer Box May 2016; Backfire May/June 2016; Brass Notes May 2016.

**Flyers:** Shannon's 2016 Sydney late Autumn Classic Auction; Bendigo Swap flyer; Federation calendar of events 2016 – 17.

**Correspondence Out:** Nil

**Treasurer's Report:** The treasures report was presented to the members. Alan proposed that the Subs be increased for printed magazine from \$45.00 to \$50.00 and that email magazine be kept at \$45.00.

Motion was put to members and approved. Moved: Alan Flude Seconded: Kevyn Brown Motion Carried: 26 members agreed 3 members disagreed.

**Last month's rally report:** \* Trevor Merton talked about a run he did down to East Gippsland for 10 days, Fish Creek, Foster, Yarram and Sale, 900 km, running on 2 ½ cylinders, had electronic ignition problems, but still had a good time.

\* Kevyn Brown talked about Winton and what a fantastic weekend was had.

**Swap Meetings/Clearance Sales report:** Nil.

**Committee Report:** Presented by Geoff Brooke.

1/ Preety Agarwal has offered to become Secretary.

2/ Preety suggested coping library books front covers instead of lugging books to General meetings, further discussions to be had.

3/ Geoff Brooke has offered to run Bendigo Swap this year.

4/ The committee is looking for a Treasurer, Librarian, editor and a Federation Delegate.

**Event Coordinator report:** Robbie Dalton presented a comical report, please see list, other cars are welcome to the ABLE day, Please let Alan Flude know if you intend to go. 0419-308 846



Minutes cont....

**Delegate's Reports:** AOMC: Bernie McKeegan, presented a very informative report to meeting, a copy has also been placed in May "T" Torque.

Federation: Nil

**This month's activity/run:** \* Sat 11 - Mon 13th June, Queen's Birthday Rally – Rosebud – David Jones. If you are going please contact David or Julie Jones. Mobile 0416-287 797 or home 5986 4202.

**Upcoming events:** \* Sat 11 - Mon 13th June, Queen's Birthday Rally – Rosebud – David Jones. If you are going please contact David or Jill Jones. Mobile 0416-287 797 or home 5986 4202.

\* Friday July 8th, Annual General Meeting and Pie Night.

\* Sunday July 10th, Annual Presentation Lunch – Pine Grove Hotel, Upper Beaconsfield.

\* Saturday 16 July, ABLE Day on the Bay. Alan Flude.

\* Sunday 24th July, Ford Flathead Festival – Caribbean Gardens.

\* Fri August 12th General Meeting Ashburton Library.

\* Sun 14th August, President's Icicle Run.

\* Friday September 9th General Meeting – Auction Night

\* Sat 24th to Sun 2nd Oct, Sea, Mountain & Valleys Tour T – Lardner Park

**Technical Tips/Queries:** Nil

**Restoration Progress:** \* Alan Fairnie reported that the body is all finished, Midnight Blue is the colour and the car is presently being upholstered.

\* John Huitt's car presently stripped down to chassis, body to be repainted and new engine to be fitted.

\* David Jones said Ivor's car is pretty impressive, getting ready for 2016 National.

**New or unusual products:** Nil.

**Parts Wanted:** Trevor Merton is after a 26 /27 Chassis.

**Parts for Sale:** Nil

**General Business:** \* Members were asked to think about Club person of the year and give nomination forms to the Secretary, Forms in Magazine.

\* Committee looking for a Treasurer, Editor, Librarian and a Federation Delegate for next term.

\* Club fees are now \$55.00 with posted and emailed Magazine and \$45.00 for emailed only Magazine.

\* David Jones talked about EBay America, replica Bugatti type 35 no motor \$85,000 US, made in Argentina.

\* It has been decided that there will be no Cup Weekend Rally this year as too close to National Rally.

\* Permit book up dates will be bought to member's attention as they become available.

\* It's was recommended to redo the Clubs safety officers and signatories list on Vic Roads website as now can be done online.

**Next Meeting/Activity:** A.G.M.

**Raffle Draw:** No Raffle

**Meeting Closed:** 9:08 pm



**NOMINATION FORM****CLUB PERSON/S OF THE YEAR 2016**

I \_\_\_\_\_  
being a member of the Model T Ford Club of Victoria Inc. do hereby nominate

\_\_\_\_\_ as Club Person of the Year for 2016

Signed \_\_\_\_\_ Date \_\_\_\_\_

**NOMINATION FORM FOR OFFICE BEARERS 2016 – 2017**

The Secretary

The Model T Ford Club of Victoria Inc.,

PO Box 383

CHADSTONE CENTRE PO Vic 3148

I wish to nominate \_\_\_\_\_

for the position of \_\_\_\_\_

on the Committee of Management of the Model T Ford Club of Victoria Inc.

Signed \_\_\_\_\_ Signature of Nominee \_\_\_\_\_

**FORM OF APPOINTMENT OF PROXY**

I \_\_\_\_\_ of \_\_\_\_\_

being a member of The Model T Ford Club of Vic Inc. hereby appoint \_\_\_\_\_

of \_\_\_\_\_ being a member of that Incorporated

Association, as my proxy to vote for me on my behalf at the Annual General Meeting to be held on

Friday 8th July 2016 and at any adjournment of that meeting.

Signed \_\_\_\_\_ The \_\_\_\_\_ day of \_\_\_\_\_ 2016.

## VALE ROB MOORS

It is with great sadness and regret that I am informing all members of the passing of a long time member Rob Moors. Rob passed away on Wednesday 29th June 2016 after a long and courageous battle in the presence of his family. Rob and his wife Glenis lived in Bendigo.

Rob and Glenis joined the Model T Ford Club of Victoria in 1990 and over the years, he and his dad Hal, along with his brother Malc have contributed greatly to the Club.

I first met Rob and Glenis at a long weekend rally in Bendigo. This was our first rally and the first that they ran together as well. They then went on to run some other rallies in and around Bendigo, including Castlemaine.

They came to most meetings over the years with both Malc and Hal in tow. It wasn't until 2008 that we talked Rob into a position on the committee as Vice President. He followed on with 2 years as President. He stayed on the general committee after this for a further 12 months. He served as our Club delegate to the Federation for many years, firstly as a back up to his dad Hal and then in his own right following the passing of his dad.

Rob has owned a considerable number of T's and has always participated in club events and meetings etc.

He will be sadly missed by those who had the pleasure to know him and once again the club has lost another good member.

I am sure I can speak on behalf of the club in offering our sincere condolences to Glenise and Rob's family at this sad time.

It was a pleasure to know and work with you Rob.

RIP

Yours sincerely  
Geof Baulch

## AGM FRIDAY 8th JULY 2016

This meeting and Pizza night is happening on Friday 8th July at the Ashburton Library on High Street Ashburton.

The general meeting will kick off at 8 pm.

It will then be suspended as the AGM is carried out.

The general meeting will then be concluded and a supper of pizza will be provided.



## **The Wonderful, Horrible Life of Henry Ford**

by Richard Snow

This challenging article by Richard Snow, the author of ‘I Invented the Modern Age – The Rise of Henry Ford’, is available at bookshops and you can also order online.

He was a magnificent pioneer who made cars affordable and paid his workers well. But he also became an unsettling, terrible person. Richard Snow, the author of the new biography *I Invented the Modern Age: The Rise of Henry Ford*, on why the auto mogul spiraled so far down.

Henry Ford is among the strangest—and in some ways the least appealing—of great men. He hated cows, and declared in absolute seriousness “The cow must go!” He believed the Jews had invented jazz as part of a race-wide campaign to corrupt, and then dominate, America. In 1915 he chartered an ocean liner, filled it with intellectuals and journalists, and set sail for Europe ablaze with a messianic intention. In the words of The

New York Times’s headline, “GREAT WAR TO END CHRISTMAS DAY. FORD TO STOP IT.” He famously said history was bunk, and then spent the latter part of his life building on some empty acreage in Dearborn, Michigan, a vast museum devoted to American history.

It’s a wonderful museum, an endlessly fascinating place.

Ford collected on the grandest possible scale. When he wanted the laboratory where his idol Thomas Edison had invented the electric light, he simply uprooted the buildings and brought them to Dearborn, along with seven carloads of the New Jersey dirt they had stood on, so they could live out their days amid familiar grass and fungi.

Ford got his hooks into me through his museum; that’s what made me want to write a book about its creator. Of course, I understand what a friend meant when he said to me, “Isn’t this story about as well known as the Nativity?” But I don’t think it really is. Everybody knows the name, and the comment about bunk, and that the man spent years in a stew of anti-Semitism, and that he built a lot of cars. But the true breadth of his accomplishment is now so much a part of the world we inhabit that his influence has become as transparent as the air we breathe.

Every century or so, our republic has been remade by a new technology: 170 years ago it was the railroad; in our time it’s the microprocessor. These technologies do more than change our habits; they change the way we think. In between the steam locomotive and Apple came the Model T. One day toward the end of his life Ford was talking things over with a local schoolboy named John Dahlinger, and they got onto the subject of education. Ford spoke of the virtues of the one-room schoolhouse of the McGuffey’s Readers era, and this sounded pretty stodgy to Dahlinger. “But, sir,” he protested, “these are different times, this is the modern age and—” “Young man,” Ford snapped, “I invented the modern age.” This is, of course, an insane pronouncement. Or would be were it not pretty much true. Ford was born three weeks after the battle of Gettysburg into a rural America whose routines he detested almost as soon as he became aware of them. Not the life itself—he would always revere that—but the labor that supported it. All farm work is hard work, and while he was still in his teens Ford was experimenting with ways to shift to machines tasks that men and women had performed since biblical times.

Early on he became fascinated with automobiles, and was charming and persuasive enough as a young man to have no trouble finding backers. His investors, not unreasonably, wanted the Ford Motor Company to build expensive cars. In 1907 a Packard Gray Wolf two-seater sports car (though that term was still 40 years in the future) cost \$10,000; a nice suburban house might go for \$2,000. Work out that calculation today. If prices had stayed relative, the house would cost \$1.2 million—and a Dodge Viper would cost \$6 million. Of course it was more desirable to sell something that cost thousands of dollars than something that cost hundreds.

Ford believed exactly the opposite. Make the car cheaper; you’ll do better selling lots of low-priced cars to farmers and shop clerks than you will a few costly ones to millionaires. The way to achieve this, he told one of the backers of his new company, “is to make one automobile like another automobile... just as one pin is like another pin when it comes from a pin factory, or one match like another match when it comes from a match factory.”

Cont....

Ford got the car he'd been reaching for with the Model T. It was ugly, cantankerous, simple enough for any farmhand to understand and fix, and indomitable. Almost every American could afford to buy one, and millions did. By 1919 Ford was selling half the cars built in America.

He did this by lowering the price instead of raising it in the face of steady demand. (In its last year the car cost just \$295 new.) But more important, he was able to make his automobiles in their multitude—one a minute, finally—by developing moving assembly lines to bring the job to the worker, rather than having the worker move around the factory. At Ford, workers stood still, each performing one small motion—tightening three screws, twisting on a hubcap—as the developing car rolled past. This was the first true mass-production line, and when Ford doubled his workers' wages to the then-unheard-of sum of \$5 a day, so that the same people who built the cars could buy them, the destination of those moving lines became clear: mass consumption; the middle class; the modern age. And then, at the peak of a success unsurpassed in industry, Ford's nature began to curdle and darken. There is something unsettling, almost eerie, about spending time with him, because almost exactly halfway through his life, you see him turn from being a genuinely great man—kind, wise, benevolent, effective—into quite a terrible one, all in what seems like little more than a year's time. He went from putting all his formidable energies toward an altruistic goal to ones that were either boring (square dancing), toxic (anti-Semitism), or heartbreaking (he so dominated his greatly gifted son Edsel that many—Edsel's own son Henry II included—believed he hounded him into his grave).

This change is at heart mysterious, but I believe a great deal of it had to do with Ford's identification with his car. It was a pioneer, that car, but after 10 years on the road competitors were beginning to see the automobile not as a utilitarian necessity but as an object of desire. Ford came under more and more pressure to change the Model T, and the idea was agony to him. For he saw in his car not just the machine that made him the richest and most famous man in America, but a moral force as well: it was just as much car as people needed, and not a bit more. You can't perfect perfection, and so, frustrated and tormented, he went off on grimy adventures like trying to prove that Jews had arranged the Lincoln assassination. ("Ah, yes," said a friend when I told him about this theory, "Booth's Broadway associates.")

He was married—and it was a solid marriage—for 60 years to Clara, whose unwavering faith in him was such that he called her "The Believer." But he may have taken on a mistress, a lively spirited young French-Canadian woman named Evangeline Cote whom he found working as a private secretary for one of his lieutenants and immediately took for his own. (If so, that lasted for 30 years; Ford stuck with the things he liked.) The evidence is circumstantial, but pretty strong. He got her to marry a colleague of his choice, and gave her a Tudor manor equipped with a six-car garage and a refrigerated fur-storage vault a mile away from his own home, a summer house on Lake Huron with a seaplane ramp and a Curtis flying boat to dock at it, and, since she liked horses, a private race track. When, in 1923, she gave birth to a baby boy, Ford gave her the cradle he had occupied as an infant. A lot of people thought the child, John Dahlinger—to whom Ford made his claim to be the author of the modern age—was Ford's son. John definitely did, and in the 1970s wrote an aggrieved, whiny book making the claim.

Whatever comfort Evangeline may have given Ford, it could not compensate for the death of his greatest creation. He finally stopped production of the Model T after building 15 million of them, far too late, in 1927. And for the 20 years that were left to him, he went on to cast misery about his plant. By the mid-'30s, Ford workers were muttering to one another, "Who invented the Gestapo, Henry or Adolf?" And yet, there was always an astringent, bleakly humorous honesty to the man. Once he'd become famous, he became the subject of sermons. Preachers said that he kept a copy of the Scriptures in every room of his house, so holy wisdom would always be close to hand for reference. Having heard a good deal of this, a reporter asked the carmaker if he regularly attended church. "Nah," Ford said. "The last time I went, somebody stole my car." You can't always like him, but it's hard to hate him. And, I found, it's impossible to be bored by him, square dancing or no. And, of course, in a sense, what he was and what he did are with us always. Toward the end of Ford's life, Will Rogers said to him, without a hint of his customary folksiness, "It'll take a hundred years to know whether you've helped us or hurt us. But you certainly didn't leave us where you found us." - Reprinted with thanks

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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.

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