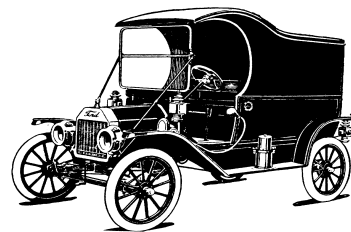




# "T" model T torque



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

Print Post Approved PP326342/00017

Volume 40

NUMBER 11

December 2018

## In this Issue:

President and Secretary's reports, Melbourne Cup update, Bunnings display, upcoming events and some great stories of young and old



*Young members turning dreams into reality*

**NEXT MEETING FRIDAY 14th December**  
**General Meeting & Christmas Breakup**  
**@ Ashburton Library, High Street Ashburton 8pm start**

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

**Please note submissions to January Edition of TTorque to be received by the Editor no later than 30th December**

## Presidents Report

Greetings to all ,  
Things have been moving fast as our Club year closes quickly.

The Melbourne Cup weekend rally was a great success visiting venues around Frankston & Mornington Peninsula.

A Great mix of Historic homes, Art works, Botanic gardens & Steam train ride.  
Thanks to Borg & Liz Sorenson for hosting all of us at their Aircraft Hanger at Tyabb Airport.  
Thanks to David & Julie Jones for hosting Lunch on Sunday for approx 50 members. Julie is a Wizard!

A Great job done by Jenny & Bruce Csorba & Jenny's parents to organize all the activities.  
Our last Club meeting featured a welding talk by John English outlining points on welding theory, preparation & metallurgy.

A demonstration day on Saturday at Pakenham A Grade workshop was well attended with TIG, ARC & Oxy welding demonstrated.  
BBQ Lunch was devoured & festivities finishing at approx. 2.30 pm. Our Committee met for a meeting to finish off the day.

IF you have any suggestions on Technical Resto Topics etc that we can cover let me know.  
The Club tent at Bendigo Swap had a good rollup of members for the BBQ lunch.  
Geoff Brooke has his spare T Tourer displayed for sale. Alas - No takers as yet. Thanks to Geoff & helpers your efforts are appreciated

The A & T Christmas party on 2nd Dec will have been held. I am confident that a good day will be had for all of us attending.  
Our December Club meeting on 14th December is a Chat & Natter night with supper. Could ladies bring a plate please.

Upcoming activities are Domain Rally on Australia Day, RACV Rally at Cruden Farm Jan 20th .  
Contact Robbie Dalton for information.  
March Labour Day weekend in Kelly Country looks like being well attended . Read up on Kelly history as we will visit sites of Kelly events etc.  
Don't forget to check your Club Permit expiries & dates. They can be easy to overlook payment etc as our lives get busier.

If you have any ideas for Weekend drives or 2 day events please let a committee member know. If you feel like a drive over our Summer break call some members to arrange an impromptu drive. It only takes a few calls to get it happening.

Have a good summer break. Keep it safe & happy.  
Merry Christmas to all!  
See You Over the Running Board  
Dave & Chez





*Jo Baulch (Secretary)*  
*General Meeting Minutes – Friday 9<sup>th</sup> NOVEMBER 2018*

**Minutes:**

Meeting Opened at 8.05pm, by President David Weatherhead at the Ashburton library Ashburton.

**New Members:** Nil

**Visitors:** Nil

**Present:** 29 members were present as per the Attendee register

**Apologies:** Paul Grady; Preety and Jaya; Maree Hadden; Barry Hancock; Jennifer, Ruth and Grace Csorba; Alan and Lorraine Fairnie; Marg and Lyle Detez; Peter Trewin.

**Confirmation of minutes:**

Moved: Geof Baulch

Seconded: Geoff Brooke

**Business arising from minutes:** Nil

**Tonight's Meeting:** John English talking on welding. John gave a great talk on the dos and don'ts of welding. Even those in the crowd who thought they had it all under control learnt something new. John went on to a question and answer session which was very enlightening.

**Sick List:** Lyle Detez remains on this list, full support to him and Marg during this time. Graeme Wagland is now recovering from yet more back surgery. Jean Anderson is becoming a little frail but is doing well at 96 yrs young. Alice Weatherhead is also improving after a bout in hospital.

**Correspondence In:** Federation Account

Jellis Craig, invite to a car show

PPC Restorers Catalogue

Office Bearers for Vic Roads Document

**Publications:** Buzzer Box; Brass Notes; and BackFire.

**Flyers:** Shannon's Vintage Auction (last weekend). Another Shannon's Auction is also on Nov 26<sup>th</sup> it is their Melb Late Spring Classic.

**Correspondence Out:** Thankyou letters to be sent from Melb Cup Weekend.

**Treasurer's Report:**

The treasurer's report was presented to the members by Rhonda Huitt.

Moved: Rhonda Huitt

Seconded: Bernie McKeegan

**Swap Meetings/Clearance Sales report:**

Bruce Csorba gave a report on the Swap Meet held at Dillon's Motors. Unfortunately the turn out was only small Andrew Brand is reported as having had a good day.

More support for this event next year would be appreciated.

**Past Run's:**

The Melbourne Cup Weekend Run was held last weekend. There were 15 cars in attendance. Trevor Merton kindly reported on this. The BBQ on the Friday night was at the Big 4 Caravan Park in Rosebud. The BBQ went down with everyone present. On the Saturday they went to Ballum Homestead, which is one of the hidden treasures of the Peninsula; they then travelled onto McClelland Drive and a Gallery. Sat pm was a car show on the freeway at Baxter and Baxter Hotel, there were lots of people in attendance.

The Sunday was a visit to the Mooraduct Rail yard which was very interesting to all. Train trips were had by some to the Mornington Station and back. There were lots of opportunities for photo shoots around the rail yard and station as well as at Borg Sorenson's Hangar where a great time was had looking over Borg's collection. Lunch was partaken at David and Julie Jones, there were approx 10 extra day visitors today. Monday they visited the Cranbourne Botanic Gardens, where there was a guided bus tour of the gardens organised. The Tuesday was very wet, some still popped into Garden World for a look and were suitably surprised.

A great weekend was had by all. Hearty congratulations to Jennifer and Bruce Csorba on excellent organisation and a great weekend.

**GENERAL BUSINESS:**

?? 2019 run's Do we want Mildura in June then Nationals in Sept/Oct as well as Wangaratta in Nov (Traditionally we had no run in Nov on yrs of National Rally).

Maybe shorter runs, Sat/Sun closer to towns etc. There was much discussion on this, with no concrete decision made. It will be further discussed tomorrow at the committee meeting and then at December meeting.

Robbie Dalton alerted the club to a book called Dementia PRODEST. Robbie put forward a motion that the club purchase one for the library. Cost is 60 dollars Motion was 2<sup>nd</sup> by Alan Flude and carried unanimously.

**CLUB PERSON OF THE YEAR** trophy was presented to Robbie Dalton with many thanks for his contribution to the club.

**Committee Report:**

Our committee meeting is being held tomorrow, after the Welding display.

**Delegate's Reports:**

AOMC: Next meeting is end of November and it is the AGM

Federation: Next meeting is in February 2019

**This month's activity/run:** We have already had the Melbourne Cup Rally.

Tomorrow we have a Welding Demonstration by John English at Pakenham A Grade 9.30 start, BBQ lunch.

**Upcoming events:** Sunday 11<sup>th</sup> November is Armistice day please remember to STOP AND THINK at 11 am.

Great Australian Rally is on 20<sup>th</sup> January 2019 starting at Cruden Farm (home of Dame Elizabeth Murdoch), Entry forms to be in the magazine.

January 26<sup>th</sup> Australia Day in the Domain Gardens, this year is to be 100 Vintage cars from 1919 to 1930.

March Long weekend 2019 Return to Kelly Country. Staying at Everton and Milawa and surrounds. More info in Dec/February Magazine.

**Technical Tips/Queries:** Nil

**Restoration Progress:** Ian Barber ( a former member) has a 95% Model T Speedster that he requires sheet metal for to convert to a ute (Graham Hadden will chat with him).

**New or unusual products:** Fiberlock---- This is a product to tip into the radiator, it doesn't block the radiator but makes the motor run better. Was used on a car and it runs well now. Burson's sell it for approx \$20

**Parts Wanted:** Nil

**Parts for Sale:** 26/27 Ute in bits \$4,500

Bruce Csorba Hayes Wire Wheels 30 x 3 ½ inch

**Next Meeting/Activity:** Christmas Breakup

Friday 14<sup>th</sup> December at 8 pm at Ashburton Library

Ladies please bring a plate of supper to share.

**Raffle Draw:**

Drawn by: Robbie Dalton

Won by: Geof Baulch

Prize selected: Mini Hook and Pick set.

**Meeting Closed: 9.09 pm**

John English then gave his talk on welding.

He has been in the Welding Fabrication business since he was 18 yrs of age, so he has a lot of experience to share with us.





[ttorquenews@hotmail.com](mailto:ttorquenews@hotmail.com)

CHRIS SMITH

MODEL T FORD CLUB OF VICTORIA INC

**VicRoads is introducing a new number range for club permit number plates.**

The current series of plates for club permit holders ranges from 00000.H – 99999.H. We're currently issuing plates from 95000.H onwards, and expect to complete this series in the coming months.

The number series in our next release will range from 0002.H.2 – 9999.H.9. This new series will run on our existing plate design (dark red background/white lettering).

To ensure the plates are readable by electronic readers and intelligent management systems (used by the Victoria Police and tolling organisations), there will be some combinations in this new number range that we can't use, particularly those with the numbers 0, 1 or 5 directly before or after the H.

We'll let you know when distribution of this new series of plates commences being distributed.

**Club permit enquiry February Delegates Meeting**

### **CPS plates**

#### **Are plates transferable on sale of the vehicle?**

When a CPS vehicle is sold, the permit is not transferrable and must be cancelled with the purchaser to apply for a new permit. When the permit is cancelled, there is no requirement for the plates to be returned to VicRoads unless VicRoads specifically requests the plates to be returned (which is done when a permit is cancelled due to a breach.)

**CPS plates are not transferrable except where (1) the owner changes clubs or (2) the vehicle is sold to a member of the same club.**

There have been some instances of significant plates where re-use of plates has been allowed. These are considered on a case by case basis for rare and unusual circumstances.

## Inspired by the 3rd Generation, turning a project into reality!

It was a fun day recently when the “3<sup>rd</sup> generation special” 1916 Chassis was fired up and driven for the first time.

Inspired by my 15 year old son Calvin, and an article about a similar 3 generation project that I read in the Model T Times, I thought it would be a fun project to do something similar.

Starting with a left over front axle assembly from a recent replacement in my 1916 Tourer, I started to source parts to get the project underway.

An engine that I had previously sold to another club member was purchased back and was rebuilt. As part of the project, Calvin was able to document the rebuild of the engine and transmission and presented the operating engine in an engine stand at school to his teachers and friends. His Pop, (Bill Landy) and Grandpa Martin Dare were both in attendance as Calvin demonstrated the operating motor and transmission.

A chassis, front spring and steering column were sourced from a well known Model collector in South Gippsland and with other components being sourced from Club members and Swap Meets.

An abandoned project, Timber pickup body was purchased in NSW. A cabinet maker friend is completing the woodwork detail on the body and it should be near completion in early 2019?

Calvin has recently gained his learners permit and is looking forward to logging some hours behind the wheel of a Model T he can call his own.

I look forward to the day when Calvin can attend a T club event driving his own car.

Regards,

Bill, Warwick & Calvin Landy.



## Cup Weekend Rally

We arrived Friday afternoon, booked into the caravan park we were all staying. Was a very nice caravan park. Bruce, Jenny, Chris and Fiona cooked a beautiful BBQ, lots of meat and salad and everyone had a great chinwag. Talked about plans for the weekend, all sounded great.

Saturday morning we all met outside the caravan park and were joined by a few other club members. We had a run down of our plans for the day and we were off. First place we went was Ballam Park Homestead, where we got a tour of the house and a lovely morning tea of scones, jam and cream and a hot cuppa. We also found out there is such a thing as a "whatnot". There was a lot of old farm machinery and tools and a museum. When we left the homestead we went to McClelland Sculpture Park and Gallery. The gardens were lovely to wonder through with lots of interesting sculptures. We had lunch on the grounds then headed off to Borg Sorenson's aeroplane hanger where he was building a couple of Chipmonk aeroplanes. He had a Tigermoth, a couple of Chipmomks a Cesna and a Model T ute. He and his wife Liz put on an great afternoon tea. After that some people went to Tyabb Packing House Antiques then headed back. That night we went to Baxter Tavern for tea. They were busy but the meals came out quick. There was a live band playing. It was a great night.

Sunday we met out front again. First stop for the day was Moorooduc railway station where we had a tour of the rail yards, engines and carriages that were being restored. We then had a ride on the old steam train to Mornington and back. When we got back to Moorooduc we were asked to take the cars back to Mornington to get some photos of the cars in front of the steam engine. After that we headed off to David and Julie Jones house in Rosebud. They put on the most amazing lunch for us all It was incredible Them en all loved David's shed and the ladies all loved Julie's pantry. Thank you David and Julie for a great afternoon. Back to the caravan park after that, we chose to drive back along the coast to Frankston Was a magnificent day for model t cruising.

Monday, had a morning meeting and headed off to the Cranbourne Botanical Gardens. Little bit of rain on the way but cleared up. Garden were beautiful, all natives. Ann and I walked up to the look out tower, was well worth the walk, u could see both bays as the weather was starting to clear up. We caught up with the group and had a bus tour of the Australian garden, which was really interesting The tour guide was great she didn't stop talking about all the plants and landscapes, there was a lot for us to,learn. If you haven't been its definately worth a trip to go see it. We had a great lunch in the cafe Our sausage rolls were a big as a pie We stayed for a few more hours then headed off on our own accord. That night we had another BBQ with all the members. Thanks for cooking the snags Robby. We all had another good chat and talked about how good the last few day had been.

Tuesday we got up and the rain was pelting down which made it really hard to,pack up,our tent. It just got chucked in the boot. Some of the members went to Gadenworld in Springvale on their way home. We just went home in the rain and put everything in the shed in the rain but it did clear up for the people that went to Gardenworld.

A big thanks to Bruce, Jenny, Ruth and Grace for a great weekend.

Dean Williams & Ann Cupid





## GREAT AUSTRALIAN RALLY

Well once again the Great Australian Rally is on again. After missing last year it is back with a new sponsor, EASTLINK, and a new venue at CRUDEN FARM, the former home of Dame Elizabeth Murdoch.

Our Club has once again reserved an area in the grounds where we can all park together and have our small marquee set up. This is a great opportunity for members to start the year off with a pleasant drive to Frankston, enjoy a picnic lunch in beautiful garden surrounds while enjoying the company of other Club members.

So come along and check out all the Veteran, Vintage and Classic cars on display and trade stalls, and at the same time contribute to the Peter McCallum Cancer Foundation. This event is always well organised by The all British Classic Car Club Victoria.

So start the year off with a drive and relaxing afternoon listening the the R.A.N. Band looking at cars and gardens, and catch up on all the gossip from the holidays.

For more info contact Robbie

**EastLink GREAT AUSTRALIAN RALLY 2019**

**RALLYING FOR A CURE**  
CRUDEN FARM, LANGWARRIN  
SUNDAY 20th JANUARY 2019

**Peter Mac**  
Peter MacCallum Cancer Foundation  
Proud Supporter 2019

**START LOCATIONS:**

- EASTLINK HEAD OFFICE RINGWOOD
- MELBOURNE 597 ST KILDA ROAD
- STUD PARK ROWVILLE
- WESTERN PORT MARINA, HASTINGS

**ALL BRITISH CLASSICS CAR CLUB Vic Inc.**

**EastLink**  
Time better spent

**LIQUI MOLY**

**Meguiars**

**Cruden Farm**



## BUNNINGS DISPLAY DAY OCTOBER

Once again we were asked to display some of our cars at the Vermont Sth. Bunnings to coincide with their Spring launch.

We had the usual culprits turn out, namely Dean Williams 1926 Tourer, Robbie Dalton 1921 Tourer, Geoff Brooke 1925 Tourer, Chris Dillon 1924 Tourer, Brian Smith TT Truck and Phil Dorne with his Speedster. Phil's daughter Sara came along for a ride.

Russell Medhurst brought along his MG TC and Nathan Medhurst turned out his 1965 Valiant AP5. Also in attendance to lend support were Steve and Jake Brown, Pam and Colin Weidemann, and relatively new member Jenny.

It was good to see Lyle Detez make an appearance along with Marg, of course Chistine and other partners also turned out for the day. So we were able to show our cars off again and Bunnings made a contribution to our raffle.

Thanks to all for your support. Robbie.



## An Epic Journey by Norm Morgan

Cousin Phill in his '68 austin ex fire truck and my self in the Bottle O left Colbo last Thursday on a planned trip to Lightning Ridge, Bourke and then to follow the Darling River down to Wentworth and Red Cliffs which is Phil's and was my home town.

We enjoyed an easy and uneventful trip to Henty and camped with my number 2 daughter and on Saturday took in Temora Warbirds air show which features military aircraft from ww2 right up to the Fa 18 and including the iconic spitfire among other's. If you can live with a sore neck for three day's it really is a site worth seeing.

Departed Henty Monday for West Wyalong stopping for lunch at the Jail break cafe at Old Junnee, our first mistake, it's not licenced otherwise day was easy.

Originally our plan was to go thru Forbes until the Rabbit Trap hotel was bought to my attention and then one of the Colbo pubs more frequent patrons insisted that the Fifield hotel was one not to be missed and we didn't but shoulda, arrived around 3.00 and set about rehydration , happy hr kicked at 5.30 when all the local cockies arrived and I think it finished about 10.30 when after two middies of port I flopped for the nite on veranda couch, severely flyblown in the morning.

Wednesday it was of to Albert and the Rabbit Trap hotel a short easy day so left Fifield late and managed to stay respectable, had an early night around our fire drum and planned an early start Thursday. A week on the road and a 100k run to Warren where the indicators and horn gave up, never went near a pub but topped up up at the IGA, got some food also and camped by the Macquarie river, nice spot.

Friday, a big day, 180k to Corinda another recommendation by another Colbo pub patron ( gotta stop listening to these blokes ) just as the primary school got out so spent an hour driving kid's, mothers and teachers around town and found the mums had paid for my next 6 drinks and I was only going to have four. Checked the camp ground while driving around and the only shade was from a couple of star pickets so decided to as at the pub for further and betters but that idea went down the drain as it was happy hr again, did remember to eat and at eleven oclock thru my swag down on the veranda.

Saturday the plan was head out to Come by Chance in hot hard head wind but at the turnoff we found the radiator had sprung a leak so temp fix put back on the road and the chance got the flick, Walget here we come, the wind picked up and putting a litre of water in the radiator about every 50ks thrilled ne to bits. The only thing I can say about Walget without being told I'm politically incorrect is that it exists but I'm not sure why although the sport's club does a good feed and the beer was good to.

75ks to the lightning Ridge, the main reason for the trip, 36 dgs and wind hard from the west so got to enjoy 20ks of dust storm with a bit of thunder an lightning thrown in then it started to rain and yep you guessed it, the bloody wipers dont work and while doing U turns in town looking for a caravan park the indicators and horn pack it in, Sheesh.

Set up camp in the shade of a chain wire fence and head for the bowls club, happy hr again and boy were we ready for it this time. Turned in happy and pain free about 10.00 and sometime in the wee hour's the mother of all storm's kicked in for about 4hrs, what sounded like a couple inches of rain was only 3 ml.

Will look around here for a couple of day's and then head into more politically incorrect territory.





The roadside radiator fix got us into Lightning Ridge with no further problems so Sunday saw the radiator out to do something more permanent, that magic metal set's rock hard so was not game try removing it and risk a job I didn't want to now about so more M.M was applied and now all is good but is something to watch for the next 2000ks.

Have had good look around the Ridge in the company of an ex Colbo fella who pointed out all the high points which are round holes in the ground, square holes, piles of rock, the pub beer garden where the local indigenous land council meets every day at 12.00 and meetings run till last man / woman standing mopes up the spew, needless to say I have not attended any meetings as I would probably be coincided politically incorrect, the main point is bowls club, cold beer great meals and did I say nice cold beer.

Phil, my traveling companion is ecstatic, the place is littered with rust and corrosion, he spent yesterday stripping what he could of an Austin truck and as I write is now pulling out the heater demister of another in 38 deg heat.

Bloody hot since we got here, temp has not been under 36 and currently 38, as a result the diet is just managing to sustain life, its fortunate that just across the road is a really good breakfast cafe, that starts the day, lunch is best forgotten as it generally involves a twist top or three when the temperature hits the middle 30's, tea is not something to waste energy on as it's still bloody hot at 8.00pm, the last three nites the evening meal has been twist tops, three slices of coon cheese held down by a couple of slugs Muscat, not sure what tonite offering is as we're out of cheese.

The plan right now is to hit the road at sparrow fart tomorrow and go as far as possible by lunch time wherever that maybe and camp up before it gets to hot.

The journey fluidly continues,.....

Finally got away from Lightning Ridge Friday with the Austin full of spare parts and headed for Cumborah, 45ks of sealed back roads and onto 20 ks of dirt road of varying surfaces to Grawin (pronounced Graaawin as in Caaarlton ) opal fields and home of the Club in the scrub, interesting odd ball joint that does a good berger and nice cold ale. Twelve ks around the corner is the Glengarry Hilton, cant speak for the meals but the beer was first class and the barmaid very obliging. A further 5 ks around the corner is the Sheepyard Inn which on Friday nites does wood fired pizzas and of course cold beer.

Another nite in the beer garden finalized a short hard day, This journeying business could prove fatal.

Away from the Sheepyard around mid morning and took the track 80 ks thru the bush heading to Brewarrina, Strezlekie track all over again, horrible...

Now camped at Brewarrina and heading to Bourke and ???

Journeying onwards.....



Dear Mr Ed, firstly apologies for the brief and seemingly negative missive regarding the Grawin / Sheeppyard opal field's, at the time of writing I had spent all day worrying about what at the time was very possibly a serious health problem and in fact we had made the decision to reconsider the remainder of the trip in the morning after reaching Bourke and head for Colbo via the shortest and quickest route, but more on that issue another day, fortunately we are still on track.

Back to Grawin etc , the area is interesting, different, and well worth the time to visit, a true moonscape with hundreds of holes and an equal number of heaps of blindingly white rubble, there is not on professionally built structure, all humpies and shacks, most of the roofs are fixed down with masonry anchors, ie, rock's but they seem to do the job and the area we were told still producing good opal, but nobody talks about what they've dug up.

The following morning my problem became obvious but I was not ready to talk about it so we headed out on the planned route which I wrote about in my earlier email which suited me fine and camped at Brewarrina which should be fenced off, removed from all maps and the inhabitants ignored, we set up camp near the toilet block with some light spill on our camp but two cars at the other end of the caravan park were pinched and one van ratted, a top spot. Bailed out this morning heading for Bourke with a final decision on which way to head home to be made on arrival but things improved all the way so we thought, stick to the plan and head down the Darling river, well we all know about plan's.

Fuel was needed in Bourke and as every one knows 95 ron fuel is located right along side the 91 ron ulp nozzle, accept in Bourke where the diesel is alongside the ulp, while I was filling up the idiot cousin and traveling companion pulled along side and promptly dropped 95 lts of diesel on top of the ulp he runs on, not even two strokes run on 50/50 mix so \$150 worth Jerry cans later to siphon out 80lts and tip in my 60 spare lltres it was back to the servo for further dilution, the result being I'm being followed by a crop duster down the Darling river to Louth.

About 40 ks out of Louth we stopped for a 10 min stretch etc but when we pulled away the magnificent Bottle O did not want to cooperate, running like chev or even a VW so time was spent shuffling coils and cleaning thing's to get it running well enough to get into the Shindies Inn mid arvo.

The next couple of hours was taken up with closer inspection of the works, eliminations and a little bad language all to no avail, bugger it and bugger the tent so it was a decent feed and clean sheets for the nite and ease the mental strain at the bar, the only good thing for the day was that my personal problem seems to have cleared up.

Monday, a new dawn, a new day and God is showing his love for me by way of a beautiful sunrise and egg and bacon breaky, but the bloody T model hates me, nothing goes right not even a couple of call to roadside assist on 1300 Smith helps, as a result its clean sheets at the Louth pub again tonight.

Hopefully God will show some real loving tomorrow because about now I sure as hell need some, right now I'm going to bed with the sooks, nighty night.....

The journey will go on ( hopefully )





Tuesday 29th, ok the first thing thats gonna happen after breaky is to check the timing, why didn't I do this first, timing reveals No 4 is continuously firing, more calls to 1300 guru and I pull of the timer ( distributor to you flash fellas ) remove no4 contact and clean, nothing obvious but when reassembled the Bottle O runs beautifully and me 'n the T are in love again and all is forgiven.

By this time its to late and to hot to move on so its a couple of beers a bit of tucker and a nana nap and another nite on sheets.

Early start Wednesday while its cool and head for Tilpa 95ks away down the west side of the Darling River, about halfway there on a raggy piece of track the T starts to play up just like its previous antics and the language becomes supreme, first thing is to check the sat nav to find out where in hell I am, that should help I hear you say, well it did, happened to notice the lid on the coil box had come adrift and was dancing around with the gear on top of the coils, removed same problem solved, lid is now riding in the back.

Arrived Tilpa, road not great and day warming up so hit the pub for a couple or three, population of Tilpa when they're all home is six, advise from other travelers was to switch to the east side so of we go heading for Wilcannia 145ks away, road variable mostly bad not chev country but does lead to th golf club bar. Wilcannia is a dying town, the river is not running and what water is in the pools is green and local bores are becoming saline. A sad place. Managed to find a nice shady spot alongside the river for the nite and woke up with kangaroos grazing thee feet away.

Got away from Wilcannia around 10.00am as it's a short 150k run to Menindee and the West side is recommended by a council worker as they have been doing a bit of work on the track, as it turns out a bit is the accurate part of his information.

First 10 k is bitumen and then it goes to \$/#@t when it's not only unbelievably rough it's deep sand which is not compatible with the skinny wheels on the T, when the road surface does improve it's blindingly white and the dust blowing of it reducing visibility to about 50 mts.

These conditions alternate in about 10k stretch's and it's maddening, rough as guts slow down and endure it longer then the track improves so you can put on a bit of pace and get the rotten stretch that much quicker and then do it allover again, not a great way to live.



Finally hit the bitumen about 3ks short of the Broken Hill / Menindee road and decided we had a very hard earned thirst so stopped for a short hour to alleviate the problem before enjoying the final 20ks, and just 100mts from the pub I feel the back end start to wander around and we all know what that means, a flat, why is it that I can beat the hell out of little T model tyres for hundreds of kilometers on lousy dirt roads and pick up what looked like the pin end of a drawing pin on the good stuff, same scenario as our last trip.

At the pub I decided the tyre could suffer in the heat while we enjoyed the air conditioned comfort in side and all that goes with it for an hour or so but the job eventually dragged us out, getting the flat off was no problem but the replacement was something else like the wheel had gone hexagonal or possibly square and could get no cooperation from it at all untill a bystander produced the biggest pair of multigrips I have ever seen which got the job done, normally bystanders are a pain in arse but this bloke deserved a couple beers, of course he reciprocated and one drink lead to another and you can guess the rest, suffice to say I have a new best friend.

Away early next morning and looking forward to what we're told is 240ks of good dirt road and long stretch's of bitumen to Pooncarie, wakky do lets do it, the first 20ks are bitumen followed by long lengths of very average dirt and short bits of the black stuff the last of which boasted a sign telling us that road conditions vary and to drive accordingly, we worked that out twelve months ago but every little bit of info helps, turned out this bit of bitumen was about 30ks and then as promised conditions varied and our journey became pure hell, 40kms of the most unimaginable road that took over two and a half hrs to navigate and navigate it was from one side of the road to the other looking for something a little bit better only to find that it was probably better where you came from but when you got back it wasn't, absolute pure bloody hell and it was pair of battered bodies that struggled into Pooncarie but don't let anyone tell you the T model's a pussy, they're tougher than a mallee root. Another happy hour and another pleasant evening but the body was bugged so thew the swag down on soft lawn in the beer garden and enjoyed the sleep of the pure. Out of town at a reasonable time with about 180ks of bitumen to Red Cliffs, Phil's home town and originally mine, given the conditions and short run I treat the Bottle O gently and run the miles down at about 60 k/hr (even the mighty deserve a rest ) an easy run without excitement untill 15ks from its home the Austin refuses the go any further and an hour is wasted on pomie junk, the condenser has broken its earthing mount and proves the value of all the spares he scrounged in Lightning Ridge, finally make it to Phil's shed its Friday arvo so we crack a coldy shake hands and pat ourselves on the back, its been another good and enjoyable trip done different but I still have 500 plus ks to my bed. Saturday is spent fixing the flat, tidying up the temporary wiring put in at Louth and repack my gear interspersed with congratulatory coldies and we decide to show of by driving into town tomorrow, its market day and a club run for Philip's club and a chance to catch up with old school mate's.

The plan is to be in there about 10am when the joint is in full swing and promptly at 10 I enter the roundabout in the centre of town and the market only for the wiring harness below the ignition switch to start emitting clouds of stinking white smoke which reinforced the value of a battery isolator, rang an auto elec mate of Philip's who traced the problem to the alternator wire, more temporary wiring and back on the road but not before the CFA bloke tried to sell me a \$20 fire extinguisher, back to Phil's and put the T in the shed as it looks like a wet nite and it was 20mls worth.

Tuesday, Cup day and time to turn my head for home, there had been some discussion over the condition of the front tyres as tread was becoming scarce so I decided to take it easy at around 60k or so and enjoy the tail wind, the plan waas to camp overnite at Lake Boga so it's down the Calder to Hattah a left to Manangatang, Chinkapook and pick up the Murray Valley Hwy at Swan Hill then to Lake Boga for lunch and beer.

Its only 2.00pm to early to camp so its kick the tyres top up the water and fuel and keep going still enjoying the tail wind. At Gunbower the pub is shut so Torrumbarry becomes a must, on arrival I find a good crowd of Cup day revellers and join them, while I walk 10 yds towards the pub a bunch of the curious gather around the T for a close inspection and that's when the front right tyre decided it wasn't going any further, BANG and road metal flying everywhere, first time I've seen 15 people airborne and traveling in different directions at the same time, in that instant they probably thought I was a muslim come to get em, good for a laugh though.

After a couple of coldies I can start to smell Colbo so its time to change the tyre and get back on the road, head of to-wards Lockington and now have a cross wind, can't get any better than 55ks out of the old girl untill we get a bit of shelter and things pick up.

Finally make Colbo around 5.30 after a nine hour 530k drive, a long and tiring day but well worth it.

To summarize, we traveled approximately 4000 ks across the full range of road conditions and yes we had a couple of minor issues but if your going to do the journeys we enjoy in a near 100 year old vehicle they're to be expected and it was good to be able to fall back on 1300 smith, he really needs to out live me otherwise I'll seriously get stuck somewhere out there.

Looking back I have to say we had a most enjoyable experience even on the worst of the roads if just for the challenge, and having said that I guess its the challenge that takes us out of our comfort zone

Would I do it again ? Nope, I've been there and done that, is there another trip planed ? Not yet, but there will be by the time May next year comes around.

The journey will continue.

Norm



## CALENDAR OF EVENTS

### DECEMBER 2018

Friday 14<sup>th</sup>      General Meeting and Christmas Breakup.  
Ladies to bring a plate of supper to share please.

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### UPCOMING EVENTS

- Great Australian Rally 20<sup>th</sup> January 2019 Starting at Cruden Farm (Entry forms in the magazine)
- Australia Day in the Domain Gardens 26<sup>th</sup> Jan 2019 Vintage Car Display 1919 to 1930.
- Labour Day March long weekend 2019, in and around Glenrowan.
  - *Staying at Everton, Milawa and surrounds. John Docker and Geof Baulch (Organisers)*
- September 28<sup>th</sup> to October 9<sup>th</sup> National Rally Maryborough Queensland
- Melbourne Cup Weekend    ??? Memory Lane back to Wangaratta 30 yr. Anniversary



# COME TO GLENROWAN LABOUR DAY WEEKEND SAT 8TH TO MON 10TH MARCH 2019



The Model T Ford Club of Vic invite one and all to an historic look at Ned Kelly and his family, their antics and wanderings in and around the town of Glenrowan and surrounding areas.

Visit old haunts and find some new ones.

Able to be organized by John Docker and Geof Baulch.

This will be a relaxing weekend of follow the leaders where ever they may take you. There will be some dirt road driving entailed but none the less an exciting time to be had.

## ACCOMMODATION:

EVERTON CARAVAN AND TOURIST PARK

PH: 5727 0365 (Booked out)

MILAWA CARAVAN AND TOURIST PARK

PH: 57273203 (Cabins reserved until end of Dec)



**REMINDER FOR UP COMING REGISTRATIONS THAT ARE DUE.**

Hello there to all our club members.

With the appointing of a new committee we felt that a reminder for people (especially those with multiple cars/bikes to keep a track of) of their upcoming registration due on their vehicles would be a good idea.

Thus far it has jogged the memories or RTA checking of 3 members, so is proving worthwhile. If you no longer own or have the listed vehicle on red plates can you please ring the secretary and let her know.

This list has been compiled from our current registration register.

**Due December 2018**

Paul Daley 66517H

Trevor Merton 6919

John Morrison 76921H

Kirsten Morton 481

Linda Phillips 77872H and 52322H and 24744H

Andrew Phillips 4731

David Weatherhead 3035H

**Due January 2019**

Paul Daley 983

JD (Justin Deacon) 513EH

Linda Phillips 01905H & 67029H

Andrew Phillips 020526H

Rob Sinclair 3523

Dave Weatherhead 54598H

**Due February 2019**

Peter Brown 7396

Philip Dorne 7253

Bruce Weatherhead 3135

Scott Staples 5840

James Rosenbrock 6870

Andrew Phillips 34052-H

Norm Nettleton 13011H

Malc Moors 06360H

Noel Huitt 5108 and 06072H

John Docker 5814

Paul Daley 774 and 984

Geoff Brooke 6417

Thanks

Jo Baulch



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**& Display cars from 8.00-10am**

# Sunday 10th March 2019

**Site Fees** - Swap sites \$20.00 Indoor sites \$25.00 Swap meet sites entry from 6.30 am at gate A,B,C

**Entry** - \$10.00 two occupants, extra occupants \$8.00 each, single occupant \$8.00, Children under 15 Free

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## YOUR COMMITTEE FOR 2018/2019

### President:

David Weatherhead (Cheryl) (H) 03 5941 2035  
Email: [president@mtfcv.com](mailto:president@mtfcv.com)

### Vice President:

John English (Terese) 0407 871 670  
Email: [vicepresident@mtfcv.com](mailto:vicepresident@mtfcv.com)

### Secretary/ Public Officer:

Jo Baulch (Geof) (H) 03 5342 4837  
Email: [secretary@mtfcv.com](mailto:secretary@mtfcv.com)

### Treasurer:

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Email: [treasurer@mtfcv.com](mailto:treasurer@mtfcv.com)

### Committee Members:

Steve Brown (Veronica) 0457 436 077  
Dean Williams (Anne) 0413 462 224  
Geoff Brooke (Heather) 0429 601 113  
Graham Hadden (Maree) 0408 002 073

### Club Permit Renewals:

Chris Dillon, David Weatherhead, Ray Smith, Brian Smith,  
Jo Baulch.

### Technical Advisors:

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Ray Smith (Sandy) (H) 03 5484 3152  
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### Club Librarian: Brian Smith (Helen)

0401 802 264

### Club Delegates:

**to Federation of V.V. & C. Clubs:**  
Geof Baulch (Jo) (H) 03 5342 4837  
**to AOMC:**  
Bernie McKeegan (Jill) 0418 543 939

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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 996, Richmond, IN 47375-0996, USA. (Home Page [www.mtfca.com](http://www.mtfca.com)) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA., (Home Page [www.modelt.org](http://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.