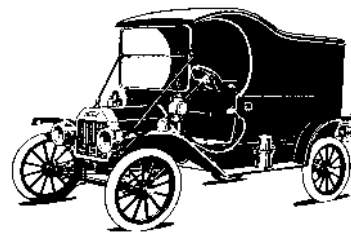




The Newsletter of The Model T Ford Club of Victoria (Inc.)  
Reg. No. A0000819S

# "T" model T Torque



Print Post Approved PP326342/00017

Volume 42

NUMBER 9

October 2020

## In this Issue:

Presidents report, cars for sale, great articles of interest,  
40th Anniversary badges and regos'due.



**This months edition features an article from Ian Barber and his Speedster Project, car pictured above**

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

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

## *Presidents Report*

Greetings to all.

Spring has sprung! Longer days, daylight saving soon.

Still locked in here & 5 km travel limit etc.

I hope it dry's up a wee bit at home.

We have had heaps of rain & ground is soggy. I will bog my roadster if I shift it out of my shed!!

It seems we are starting to win the battle with Covid19 but are still locked down in Melbourne Metro.

Let`s hope we can restart our workplaces, lives & move on soon.

There is not much to report this month. There have been some changes to VicRoads Club Permit use conditions.

We will email out a copy of the VicRoads notice to all club members for your reference.

Thanks to the contributors to T Torque. Well Done! Keep the articles coming please!

"I need to give a reminder that there are some membership subscriptions overdue, please check & get them paid ASAP.

If you do not wish to renew your membership please advise Rhonda Huitt (Treasurer).

Remember that Club permits are only valid to current club members.

Vic Roads now allow online payment of Club Permits."

There is a VicRoads endorsement form that must be signed by the Club CPS officers to confirm that applicant is a financial club member etc.

Our 40th Anniversary car & lapel badges are available still, purchasing information is published in T Torque.

I am hoping that we can gather soon & go driving our cars seeing some different scenery.

Hopefully we will be able to "Rally" very soon OR in the New Year!

Well that`s it for now.

Bye,

Safe Driving, Stay Heathy

"See you over the running board"

Dave & Chez



## *40<sup>th</sup> Anniversary Grille & Lapel Badges*

Grille & Lapel badge are designed as a stop/tail lamp.

Red, Yellow & Green in colour. Black background with Silver etching & writing.

### *PRICE*

Grille Badge \$35

Lapel Badge \$10

Postage Review.....Postage is \$2-50 (up to 3 badges)

### *PAYMENT*

Direct Deposit – MTFCV Bank Account (listed on back page magazine) add your name please.

Direct via Bank – Please add name to transfer to ensure treasurer knows whose payment received.

Chq/Money Order – Can be sent direct to: - Cheryl Weatherhead, 235 Bald Hill Rd, Pakenham. 3810

### *DELIVERY*

Contact Cheryl via Email or Phone to order –

Email: [dweatherhead@bigpond.com](mailto:dweatherhead@bigpond.com)

Phone: 03 59 412035

Badges can be held & picked up when T meetings resume.



### **My Speedster Project (On a Budget) By Ian Barber**

Some years ago, I joined the T model club after buying a 1923 ford from Ken Clyne at a swap meet at Chirnside. Over the next five years or so the car was finished, and I got a RWC and a club permit and drove the car on many rallies. It was a lot of fun but there was something missing. It was slow. Yes, it's fun with fellow club members all driving at 35 mph but I noticed a couple of members had built speedsters and this caught my interest. I figured I should build one.

Club member Steven Field had a good chassis I acquired (can't remember what I paid for it) and sat it in the shed. Sometime later I was at a swap and someone had packed up and left a rusty A model front end and a diff assembly there. These were loaded onto the trailer and taken home. I started thinking - a T with an A gearbox and rear end (what Henry should have done), A model wheels because they look the same as a T, lightweight body and lights for night driving...

When I went to school there were two ways to make a car go faster, fit a larger engine (too many legal hassles) or make the car lighter. I opted for the second idea. With the bits in the shed the first thing was to lower the chassis. I wanted to keep the same wheelbase (or they handle like sh!t), so a couple of lowering brackets were made for the rear. This gave a six-inch drop. Then the front end. I heard on the grapevine that Chris Dillon knew of a lowered front axle and after careful negotiation I got it for nothing. I believe it was a Bill Klemmer creation. This meant the front-end geometry was standard, and I had a rolling chassis. Stripping the A front end for the hubs I discovered the wheel bearings fitted a T stub axle, with a little fiddling.

The engine I used was 1925 purchased at Bendigo swap for not much money and when I stripped it at work (when the boss was on holidays) it only had two pistons. After a bit of scrounging the engine was assembled and taken home and fitted to the chassis. The engine was fitted with a '27 crank as I heard it was slightly counterbalanced, a '27 sump so you can get at the fourth big end better, all the transmission removed except the clutch and no flywheel magnets or ring gear (who needs a starter). The cotton reels were bolted on so as to flick oil around the motor.

I needed an A model gearbox. I heard Swards in Nunawading had one and I got it for nothing. Then I had to stick it on the back of the T transmission. A dad from the kids' kinder said he could do it (he was a fitter and turner). He made me an adapter and shortened the A torque tube and prop shaft and I helped him wire up his Customline ute in return. This now meant I had the mechanicals basically sorted. And the wheelbase was as Henry designed it. I was told there is a formula that if lines were drawn through the chassis they should meet in the centre of the diff.

Now with a rolling chassis I needed to design a body. I visualized a body similar to a vintage MG body,

lightweight with no doors, just cutouts to get in and out. An old Land Cruiser roof rack behind the shed came to the rescue. I cut it down the middle, stood the sides up, bit of a bend here and there and presto I had a body frame.

Time went on and Sally and I decided we had been in Ferntree gully long enough and we sold up and moved to Launching place. The car sat in the shed for a couple of years (classic motorcycles is another hobby of mine) and I figured it was time to get into it again. With the body frame complete I discovered that I am getting older, and I couldn't get my leg over the body. A door was fabricated with hinges for the left-hand side (the exhaust was to run down the right-hand side). The body frame was then welded to a high firewall and dash I got at a T swap. I had previously acquired some 0.6 mm sheet steel from my brother in law when he was chucking it out and I put it away (for about 20 years). This was perfect for the body. As the body had no compound curves it was relatively simple. The steel was cut, pop riveted to the frame and crescent moulded aluminium put over the rivets to hide them. To make the scuttle which was curved I rolled the steel on the back veranda with a treated pine log, then rivetted crescent moulding to keep it in shape. This also worked for the one-piece bonnet.

Next was some paint. The body was lifted off and a coat of Bunnings red paint was sprayed over the chassis and engine. (I believe the American racing colours were red or blue chassis with a cream body). The body was put into my small workshop and with the heater going a coat of Bunnings cream was carefully brushed on. This was left for a few days to properly dry. The body was then refitted to the chassis. It was now starting to look like a car.

I needed to find some seats. Morris mini seats sat too high and I only had one metre to fit them in. My son Travis said he saw a bloke in Bayswater on gumtree stripping a Toyota bus to make into a motorhome. I rang the bloke, went to see him and through the cloud of marijuana smoke I bought two single seats for \$40 dollars. I doubt much work has happened on the bus since. The seats were trimmed in maroon vinyl and looked ok. The dashboard had some holes from previous instrument fittings so my son in law (a panel beater) welded over the holes and I cut new ones for a rev counter, voltmeter, water temp, ignition, lighting and trafficator switches. I tidied it up with a coat of crinkle finish paint (not from Bunnings).



I wanted the petrol tank outside the rear of the body as it hides the square rear end and you don't need a CAMS log book if I should compete in it one day. I had an old Tarrant tank I was going to alter so it stood on its edge but the local tank man said it was f,,,d so a new tank was purchased from Keith and this one was altered to my requirements. Bruce Csorba had a tall radiator so that was fitted. The car was then wired up and a battery box fitted to the rear of the chassis. A firm in Croydon who makes cables made the brake cables and the parking brake cables. The parking brake lever was moved about a foot further back so it could be reached.

Because I had used A model hubs, I needed A model wheels. I purchased four wheels and tyres from Warren Smith and they looked good. Then I discovered they were 19 inch and not 21 inch but they fitted and the car could be rolled. Bruce Csorba put me in touch with a bloke who had four 21 inch wheels with tyres that held air. After work I headed down to Surry Hills and came home with five wheels, pumped them up and bolted them to the car. Now I had the wheels I wanted and the untrained eye would not notice the difference. The 19 inch wheels were sold at a swap and I just about broke even. It was now looking even more like a car.



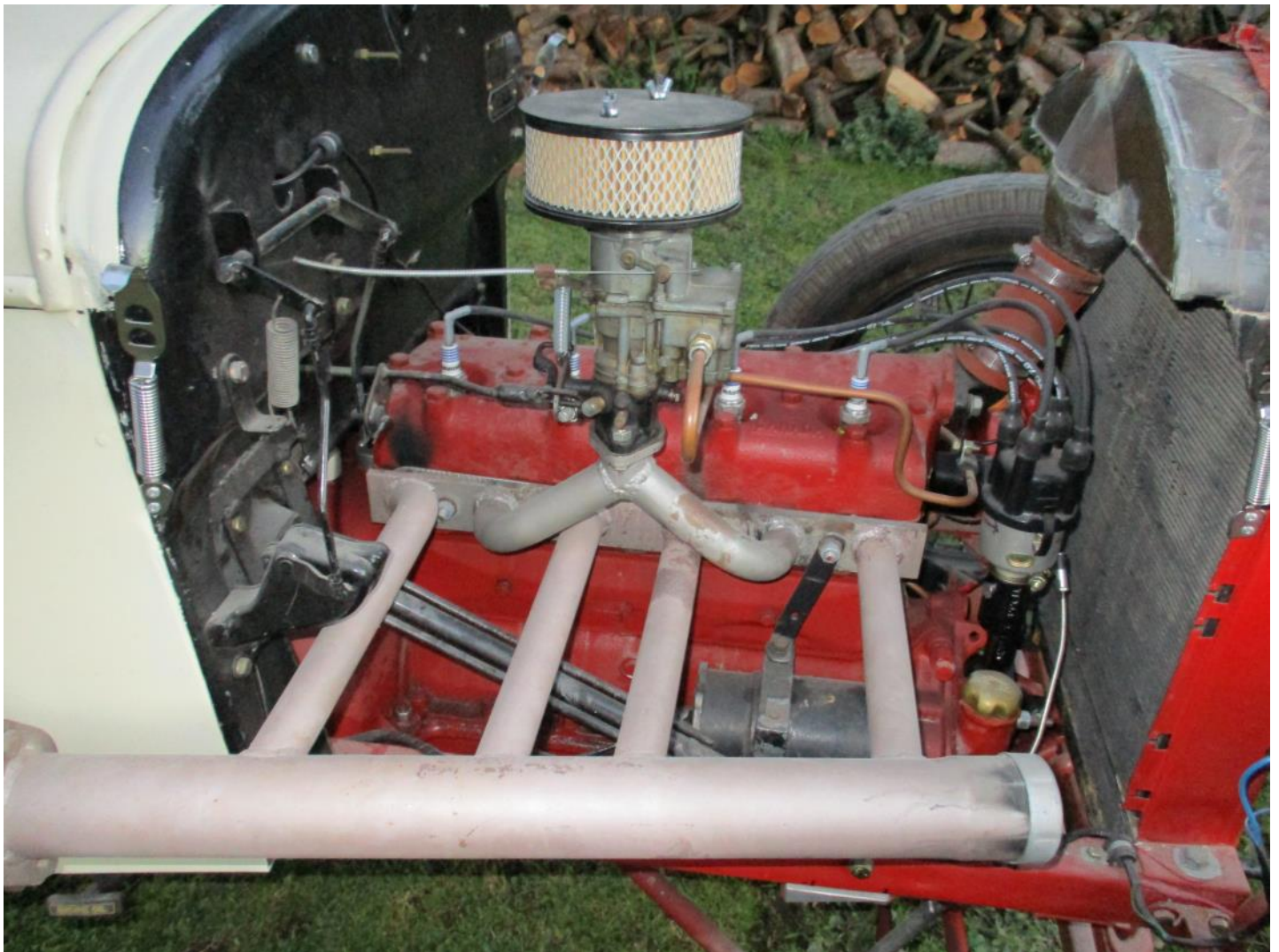
Now this is when I had to pay some money. I wanted a free-flowing exhaust (with no mufflers). Reading early books on speed accessories I made a manifold with four straight pipes about a foot long and these joined to a pipe that continued to the rear of the car. Also two curved pipes went up and had a flange welded on to accept an early Holden carby. (getting hard to find at swaps now). I had this assembly professionally welded as I didn't want to blow holes in it. I used an HT Holden linkage as the engineering worked for a foot throttle. I had a crude chain drive distributor and now was time for the big moment, starting it up.

One afternoon I pushed it out of the shed and with much cranking it started and filled the back yard with smoke. This was fantastic, it worked. Then I pushed it back into the shed. A couple of aero screens were fitted, a rear view mirror and lights were fitted and wired. I even fitted blinkers, stop light and a horn. I was being poached for another job at Yarra Glen so I had to move quickly. The car was loaded onto a trailer and towed to work at Mitcham for a RWC. Naturally it passed with flying colours, a trip to Vic roads and it now had a club permit. I had not driven the car at this stage.



To make the engine run smoother the crude distributor had to go. I purchased a Texas T distributor from Keith and fitted it to the engine. I didn't want an eighty year old unit that was worn out. I then started the car, Sally hopped in and we carefully drove around local roads. It pulled up a steep hill in second gear but the clutch wouldn't free enough for easy gear changes. Also I noticed the voltmeter was down to 8 volts so quickly turned around and headed for home. So, a couple more things to do. I purchased a Jack rabbit clutch from Keith, removed the rear axle assembly and A model gearbox, took the hogshead off and unbolted the flywheel and clutch assembly from the motor. I fitted the new clutch and bolted everything back together. Now I could engage gears with little or no protest and drove the car around the back yard, doing a couple of donuts. But I still had to fix the lack of charge problem.

Looking at what other speedster owners had done on the computer was not all that promising. I could use an alternator, ugly and won't suit RH drive, a T generator converted to 12 volts, expensive or a T generator converted internally to an alternator, more expensive. Being a greengrocer by trade (autoelec) I cut my teeth on old Lucas generators so with a bit of thinking I commissioned an engineer to machine a plate that was Lucas on one side and Ford on the other side. A few (quite a few) dollars later I bolted the new generator to the car, cranked it up and the red light went out and the voltmeter went up to 14 volts, so it worked.



Now all I need to do is to drive the car and sort out any remaining little issues it has but we now have a bigger problem, Covid 19, so I can't exercise the car. However this will pass in time so I am looking forward to putting a few miles on the clock. I would be happy if the car does 50 mph. My future plans are a Z high compression head and maybe a hi lift camshaft.

Yours in T Modelling, Ian Barber.

## *For Sale*

**Model T Ford 1924 Tourer.**

**This car has been in our family for the past 42 years.**

**It has a rare and elegant Dalgety Tourer body.**

**The motor and bands were completely reconditioned by David Weatherhead in 2010 and a new roof and side curtains made at the same time by Trevor Young at Merton.**

**The car consistently starts second go with the electric starter motor. The only non-original components are the tail light, battery and the regulator.**

**New Firestone tyres all round. Spare wheel and tyre attached. Original speedometer works. Brand new 6v battery.**

**Garaged at Mansfield, Victoria.**

**MTCCV club registration No 5677**

**\$24,000**

**Rick Lindsay 0418 569 985**

**T-RADN' TABLE**







This fully restored 1918 T comes with its own purpose built tandem trailer with electric brakes, ramps and electric winch.

The car is located in Rathmine NSW.

Asking prices is \$19,000.00

For more detail please contact the owner Brian Sherlock on 0407013582 or Barbara 0438184568  
Email [beatricks47@gmail.com](mailto:beatricks47@gmail.com)

### Restored 1918 Model T Ford

We obtained the vehicle via an ad in the "Old Machinery Magazine" about thirty- five years ago. It had been used by a farmer in the Kingaroy district of Queensland. Like many of these rural vehicles it was cut down and used as a utility runabout and general- purpose workhorse. The unit was virtually held together with fencing wire.

The history of the T Model Ford was for me just as interesting as the restoration process. Some 15 million of these machines were manufactured between 1909 and 1927: it was later named as " Car of the Century". It provided the means of opening up the lives of the rural communities of the 1920's.

Like all restorations of this nature, parts had to be found, many of these themselves needing some restoring - repairs and cleaning up. The parts hunt lead to some interesting encounters. During the restoration some discussion was had about the date of the vehicle. Consensus was that it was made in 1918, and an enthusiastic collector and experienced restorer, a member of the Model T Ford Club, looked at it carefully and agreed that 1918 was proper attribution. The variety of printed material acquired over the years is included with the car.

This vehicle comes with a purpose built 4 wheel car trailer with electric brakes, loading ramps and a 12 volt winch.

### Notes on Restoration

- Vehicle has been completely dismantled, sand- blasted and spray painted.
- Engine and transmission overhauled by the T Club recommended specialist Bob Croft (then in Kiama NSW area). Receipt for this work appended.
- Crank handle start is difficult but starter motor (6 volt) already on vehicle is a great help.
- Engine has had minimal running time – approximately 2 hours in short periods in case of overheating, which proved to be no problem.
- Braking system now incorporates the equivalent of the "Rocky Mountain Brake System" which uses large externally contracting rear brake drums. This system is now connected to the foot brake pedal and hand brake.
- Updated ignition system fitted to drive a train of sparks fed to the spark plugs – low tension system. Existing trembler coils which produce the familiar buzz sound are still there. Pamphlet with car explains the system.
- Third brush generating system.

Many publications and reference books come with the vehicle.

Even though the restoration journey has been spread over many years, we have enjoyed the experience of exposure to the Model T Ford, the car that changed lives and life styles for millions of people, especially among the rural areas of the U.S.

I have enjoyed owning and working on this historic car but have now run out of time and energy to put it on the road. I will be continuing work on my other interests, which are more in line with my present lifestyle.



## *For Sale*

Engine No.C657672..Left hand drive,Ruckstell rear axle & Rocky Mountain brakes.\$18,000.Ph.John.0428387499



## **PARTS FOR SALE**

### **PANEL SHEET METAL (COLD ROLLED)**

There are 2 thicknesses .75mm & .95mm - same price for both

SIZE.	PRICE.
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8 x 4 feet	\$50
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8 x 2 feet	\$30
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4 x 4 feet	\$30
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2 x 4 feet	\$20
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Can cut to size for a small charge

Dean Williams

0413 462 224 (after 5pm)

**T- RADN' TABLE**

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

Hello there to all our club members,

Your committee 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 a few 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.

### **October**

Geof Baulch 3837  
Steve Brown 7644  
Craig Holst 10  
Rod Kieseker 6437  
Bernie McKeegan 4585  
Malc Moors 49220-H  
Alexander Trifonov 4428

## **Your Annual Subscriptions are now due.**

### **November**

Chris Cansdale 5056  
Paul Daley 981  
Chris Dillon 3220  
Bob Draper 342  
Noel Huitt 74999H  
Andrew Nolte 7237  
Andrew Phillips CH9993  
Terese English 714  
Linda Phillips 24744H, 51257H and 24745H  
Greg Russell 26760H  
Scott Staples 623  
Graeme Wagland 11911H and 8188H  
Richard Wearne 6102.

*“For less than a tank of fuel you can renew your annual subscription and ensure that our club remains a prosperous and viable place for all of its members.”*



**Thanks everyone**

**Jo Baulch**

**Secretary ( Phone: 03 5342 4837 or 0427 424 837)**

### **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](mailto:ttorquenews@hotmail.com) or to the Club's post office box 2 weeks prior to the next meeting.





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## YOUR COMMITTEE FOR 2019/2020

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

### Vice President:

**Geof Baulch** (H) 03 5342 4837  
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:

Rhonda Huitt (Noel) 0429 855 963  
Email: [treasurer@mtfcv.com](mailto:treasurer@mtfcv.com)

### Committee Members:

Steve Brown (Veronica) 0457 436 077  
Dean Williams (Ann) 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:

David Weatherhead (Cheryl) (H) 03 5941 2035  
Chris Dillon (Fiona) 0407 179 577  
Ray Smith (Sandy) (H) 03 5484 3152  
Brian Smith (Helen) 0401 802 264

### Newsletter Editor:

Paul Grady 0419 106 632  
Email: [tortueneews@hotmail.com](mailto:tortueneews@hotmail.com)

### Webmaster: Andrew Brand (Felicity)

Email: [webmaster@mtfcv.com](mailto:webmaster@mtfcv.com) 03 9876 7295

### 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.