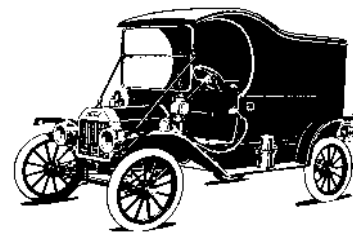




The Newsletter of The Model T Ford Club of Victoria (Inc.)
Reg. No. A0000819S

"T" model T Torque



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Volume 43

NUMBER 6

July 2021

In this Issue:

Presidents message, Secretary's and Federation reports, .
Upcoming events “. Rego's Due Save the date for the Melbourne Cup Weekend Rally,
parts for sale and items of interest.



*Move over Ben Hur,
the T Ford Chariot is coming through*

Next Meeting Friday 9th July Ashburton Library 8 PM
Covid restrictions apply. + Zoom details to follow.

Please note submissions to August Edition of TTorque to be received by the Editor
no later than 28th July

President's Message

Greetings to all,

The depths of winter are with us, chilly frosty mornings & dreary days. It's chilly to be working in the shed tinkering with cold fingers.

I am pleased to report that our last general meeting by Zoom format was a great success. We had approx 22 members online some from country & interstate locations. It was good to see members that can't make it to our Library meetings & be able to share photos of model T's & restoration stories.

We intend to have our July meeting on Zoom as well as the usual meeting at Ashburton. A Warning!! As I have never attempted to do a general meeting with both formats there could be some teething problems. It will either go well OR I crash & burn as they say. If you don't try you won't learn, Hey?

Again we have confusion with Covid rules & restrictions. It looks like all will be well for the immediate future. I hope all of you are fit & well! Tested, injected, not infected & not neglected or dejected!

It seems that organizing or planning an event triggers the cancellation switch!

We hope to reorganize the San Remo rally to Marj & Graeme Wagland's sometime in October.

We are hoping for better weather patterns in spring. There will defiantly be more daylight hours to help make traveling more relaxing.

Time & Date details will be published in T Torque & sent by email to all of you.

The committee are looking at having a weekend outing at a guest house type venue. We will inform everyone by email when dates are finalized. FUTURE ACTIVITIES:- Your Committee are always open for future rally & activity suggestions. If you have any ideas please share them with us so we can have an interesting calendar.

Our Club will be organizing & running the 2025 National Rally at Geelong. We as a Club will have to announce & have entry forms/expressions of interest ready for the Dubbo Rally next year. We don't have a great deal of time to assemble a running committee & personnel for the event. IS there any members interested to help organise & run the rally? It will be centered in Geelong to mark 100 yrs of Ford making & assembling cars in Australia under Ford Motor Company - Australia. We need to put on a SUPER event as Ford as we knew it isn't around anymore! PLEASE consider helping the Club & Committee make it memorable. All Rally Committee positions are not filled at this time! It is almost PANIC STATIONS folks!!

Our 2021 Cup weekend rally is to be held in Bairnsdale area hosted by the Bairnsdale Classic Car Club. Our accommodation will be centered at Swan Reach Holiday Park, 2143 Princes Hwy, Swan Reach. 51564366 The club has arranged for cabins to be held in MTFCV name. So, when you book mention you are with the MTFCV group.

We were keen to secure cabins/ camp sites early to avoid any housing problems in Nov. Please let us know if you are attending so we can inform Bairnsdale club for catering etc.

We are working on a new event calendar but as you realize Covid panic makes it difficult to plan ahead.

A new Club membership register is being worked on now. If you have any changes to address or contact details please let our secretary know by email

SAFETY! Another reminder to permit holders. Remember that it is the Owner/Drivers responsibility to have your car/vehicle in safe working order.

Download our club checklist. Carry out a safety check on your car & repair/adjust any faults you uncover.

If in doubt, ask a club safety officer/scrutineer for advice.

Check that your permit is up to date there have been some renewals going astray in the Post System!

MOST IMPORTANT!!!! ***** TREASURER WANTED!!! We will be needing a Club Treasurer as our current treasurer is retiring in September.

If you can help the Club, please speak to a Committee member or ring Rhonda for a job description.

Well that's all for now,

Good Health & Safe Driving

"See You Over the Running Board"

Dave & Chez





General Meeting Minutes

Minutes: MTFCV meeting held by Zoom

This meeting was opened by Dave Weatherhead at 8:06 pm

New Members:

Jean Pierre Gorry of Bunyip, 1927 ute

Visitors:

Nil

Present : 23

Numbers present as per attendance register

Apologies:

Dean Williams, Ann Cupid, Steve Brown

Confirmation of minutes:

Moved: Geof Baulch

Seconded: Col Weideman

Business arising from minutes:

Laptop and Office 365 program purchased and passed on to secretary as soon as possible, Zoom license purchased

Tonights Meeting :

Experimentat! Zoom meeting

Correspondence In:

Usual magazines and emails

Greg Angelo permit renewal

Bank statements

Don MacPherson reported stolen tractor radiator at Katamatite he asked that we share it with all our contacts.

Correspondence Out:

Nil

Treasurer's Report:

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

Moved: Rhonda Huitt

Seconded: Glenice Moors

Last month's rally report:

A report on last month's rally to Marysville

was presented in the magazine

Unfortunately San Remo weekend cancelled due to Covid restrictions

Will reschedule as soon as practical, probably Spring time

Swap Meetings/Clearance Sales report:

Nil

Committee Report:

Meeting was held by Zoom on 3rd June

Secretary's laptop has been purchased along with necessary programs to run it

Calendar of events will be finalised shortly with some great runs for both Model T's and modern cars

New membership register will be published soon, please advise any changes relevant

Delegate's Reports:

AOMC:-

Nil

Federation:-

Peter Ninnis via Swan Hill car club reported on Federation Zoom Meeting, Bendigo Swap maybe in doubt due to low number of volunteers and pandemic rules. Final call on the Swap Meet will be announced in July.

The Golden Oldie rally has been postponed to 2022

This month's activity/run:

Presentation by Brian Churchill on Henry Ford and his contemporaries

Upcoming events:

Restricted due to current Covid rules

Technical Tips/Queries:

Nil

Restoration Progress:

Nil

New or unusual products:

Nil

Parts Wanted:

Nil

Parts for Sale:

Nil

General Business:

Committee are investigating a social weekend away using our modern cars. We are looking at a venue called Rusty Springs at Avenel near Seymour. Roughly the venue has 16 rooms in all. A combination of double and single rooms with a 15 x 18m common room with well equipped kitchen, including cooked breakfast at reasonable cost. Possibly late July early August.

Kevyn Brown tribute car run was discussed, possibly using Rob Roy Hill Climb. Family has requested that it be lowkey one off event.

Warwick Landy and Bruce Csorba both advised that photos of Kevyn and his cars were featured in Geelong Sprint adverts.

President Dave checked that all emails for Zoom meeting had been sent and received. If you did not receive an email inviting you to the Zoom meeting please let a committee member know so this can be rectified in the future.

President Dave had a Zoom meeting with organising committee of the Flathead Ford Festival, they are looking for a new venue due to the loss of Caribbean Gardens site. Melbourne Steam Traction Engine Club site grounds have been suggested. Negotiations are ongoing.

Warwick Landy is attending the National Veteran Car Rally at Swan Hill in October, he was pleasantly surprised to receive an acceptance to his application and will join 200 veteran cars on that rally.

Warwick Landy also queried if we intended to use Zoom meetings at Ashburton Library. Dave said that this had always been his want and his intention when we agreed to purchase the program. It was noted at the June Zoom meeting had quite a few regional members joining in. It was good to see their enthusiasm at being able to attend.

Other suggestions for Zoom use could be virtual walk throughs of garages, work shops and sheds etc and if someone is wanting help with their car or repairs we can organise a Zoom help session or a general chit chat session on a rainy afternoon.

Evelyn Hill showed photos of his work in progress on TT Truck restoration with an original photo of his Grandfather's 1923 truck carrying a "haystack".

Warwick Landy showed photos of his 1916 T rebuild progress.

Next Meeting/Activity:

Brian Churchill talk on Henry Ford and his contemporaries

Date:

Friday 9th July at 8:00pm at Ashburton Library

Zoom by invitation to be advised

Raffle Draw:

Nil

Won by:

No raffle

The prize selected was

Nil

Meeting Closed:8:35p

FEDERATION REPORT via ZOOM 15th MAY 2021

This meeting was to be held at Colac but due to COVID 19 rules it had to be a zoom meeting. The usual items were attended to then the items for General Business were acted on.

Golden Oldies Tour this year was to be held in August but is deferred until March next year. It will leave the Wunghnu Picnic near Shepparton on 27th March 2022 finishing in Bendigo April 13th 2022.

Picnic at Marong Sunday 29th August is still going ahead at this stage.

Bendigo/Castlemaine Run 28th August going ahead. Baw Baw Picnic Sunday 31st October going ahead as planned.

Bendigo Swap Fri 12th to Sunday 14th November is going ahead at this stage with a final decision to be made in July. Correspondence will come to Clubs for you to consider volunteering for a shift. The contract for the Showgrounds has been extended for a further 5 yrs for the Swap Meet.

CPS renewals have been arriving late or just in time. There was a shortage of log books for awhile.

Currently working on slimline plates but no announcement as yet.

The ten year Department of Transport review is due of the Road Safety Regulations, including CPS is underway.

Increase the age threshold for eligible vehicles to 30 years

Introduce a definition of replica for eligibility into the scheme

Require evidence to accompany applications for club permit as requested by the secretary to the Department of Transport.

Introduce new penalties for offences committed under the CPS

They are hoping to implement these changes from November this year, so public consultation is being sought.

There is also the issue of electronic log books and a lesser number of log book days (10 + 10 day) but this is only still talk at this time.

PS: The Mortlake Picnic was cancelled this year but the Federation presented the Kindergarten a \$500 check in appreciation of their support over the last 15 yrs of the picnic.

Next Meeting to be held in Shepparton in August.

Geof Baulch

Federation Representative.

Our first general meeting on zoom. Unfortunately the bad weather that caused loss of power to so many meant that there wasn't as many attendees as hoped. It was fun, and will provide a perfect way for our members who live further away. Cheers, Pam



In follow up to the presentation of the virtual tour of the Piquette Plant at the May general meeting, I encourage all members to take a visit to the virtual museum tour for themselves. This Museum is a wonderful, preserved piece of Ford history and well worth an on-line look.

1. Enter the website <https://www.fordpiquetteplant.org/virtual-tour/>

2. Click on the 3D Virtual Tour on the webpage Header Bar.

3. Use you mouse to guide you around this excellent facility.

Enjoy Warwick!



On a test drive abt. 1920. Salesman C.m. Rathbone in driver seat. Castlemaine FORD (Rowe Motors) Car is Tarrant body with FORD chassis; built in Melbourne at the old East Melbourne Cable tram haulage house (Lygon-street?) Salesman; formerly of Alexandra Fire Brigade Band 1911-1914



Resetting/checking Valve Clearances on 4cyl Engines

From Dave Weatherhead

Most 4 cylinder engines have 180 deg flat-plane crankshafts = 2 cyls up & 2 cyls down
 Cyls 1 & 4 pistons at top of bore when 2&3 cyls at bottom of bores
 Firing orders can vary according to manufacturer's camshaft design
 Model T is 1,2,4,3 while most modern 4's are 1,3,4,2
 Cylinders fire every 180deg of rotation thus 720 degs (2 turns) needed to repeat the firing pattern on each cylinder.

Check method No 1:- This 1st method was taught to me at Trade School & by my Father

Rule of Nine Method

The basis of this method is that the 2 valves in consideration add to the sum of NINE
 Looking at the valves & cam followers number them from 1 at timing gear end to 8 at the opposite end of camshaft.
 Raising No1 valve off seat to maximum lift means No8 valve will be closed & on the cam base circle. $1+8=9$
 No8 valve clearance can now be checked & adjusted to specification.
 Raising No2 valve off seat to maximum lift has No7 valve closed & lifter on base circle of cam. $2+7=9$
 No7 valve clearance can now be checked & adjusted to specification.
 No3 valve fully open = No6 valve closed $3+6=9$ No4 valve fully open = No5 valve closed $4+5=9$
 Working through all valves in sequence will have your clearances set in no time.
 Setting clearances with cam follower on the base circle is most accurate, removing any interference with cam flanks etc.
 Just remember that the sum of both valves must add up to NINE (9) Good adjusting!

Check Method No2:- Valve Overlap Method

This method differs slightly as 2 valves can be checked & clearances set at same time.
 Numbering valves 1 to 8 from timing gear to opposite end of camshaft
 Note engine firing order & write it down with 1st two cyls above & 2nd two directly under 1st numbers
 ie T Ford = 1,2,4,3
 When written No1 is above No4 & No2 is above No3. 1,2/4,3
 This card is a help when running through the adjusting sequence
 With Cyl 1 valves closed it can be observed that No4 cyl valves are both open with valves moving on opposite directions.
 This is called "rocking" This means that it is possible to check valve clearances in No1 cylinder & adjust accordingly.
 Checking card shows next cyl is No2, rotate crankshaft 180 deg & No2 valves are closed & No 3 valves "rocking"
 No2 cyl valves can now be adjusted to specs.
 Checking the card it shows No4 cyl under No1 indicating & No4 valves closed & No1 valves rocking.
 No4 valve clearances are now ready for adjustment. Turn Crank over 180deg will have No 3 valves closed & No2 valves rocking.
 It's time to adjust the last 2 valve clearances in sequence.
 All that is needed is to run through & confirm your settings & closeup the valve chest.
 Valve clearances vary from cam grinder specs to what your engine performs best with.
 Minimum Clearances on reground cam would be in the order of .010" on Exhaust & .006" on inlet (cold settings)
 If original cam is being used open up clearances to at least .015"-.025" range. (Estimation only!)

FYI:- There is another Ford method outlined in the "Ford Bible" repair manual as it is already printed in that book you could look it up yourself & try it if you so desire.

NOTE: the design of Model T cam followers means that it is difficult to adjust the clearances without raising the lifter to allow spanner access. This means that you must turn the crank back & forth to complete the job.

It's frustrating but the only way to carry out the job.

Good Luck,

Dave Weatherhead.

Recently our Grand Daughter has a "Heritage Day" at her Pre Primary School

We went along with our 1910 Model T to show the Children how it was Motoring in the old days. The word got around that we were there and at the end we had four classes come down and sit in the car. A great day for all.

Regards Alan & Julie Long
Western Australia

Some good questions were asked however they missed the fact of no Searbelts!



Best invention ever when it comes to upholstery. A compressor and a staple gun to fit. Saves time and fingers. Glue comes in handy too. We are finally working on the finishing the inside. So far so good. Pam & Colin Weidemann!



When it comes to interior panels you definitely need to check everything twice. Doesn't pay to think that each panel will just fit easily. We found quite a few holes in the body didn't line up properly with the upholstery pins in the panels. Near-enough doesn't work. Any misalignment means the bayonet pins bulge back through the upholstery and look terrible. Pam & Colin.



1916 Tourer Rebuild Update.

Andrew Brand has been following progress via Facebook of the restoration of my 1916 T and asked me to share an update in T Torque.

The May 2014 edition of T Torque, featured an article I wrote about being able to buy and recommission a 1916 tourer that Dad restored in the late 60's /early 70's. It was the car that was responsible for my interest in the hobby, and it has been great to own it. Seven years has passed quickly and the car and me have established our own history.

After recommissioning work, the cars first event was a March long weekend event at Coleraine in 2014. Since then, I completed many club events and long weekend rallies, including a very memorable trip to McKillops Bridge in East Gippsland. The car was a pleasure to drive, extremely reliable and was used at every opportunity around town locally including taking the kids to their weekend sporting events.

Given my enjoyment and trust in the cars reliability the opportunity to go "outback" touring to Cameron's Corner with a bunch of other Model T's was planned. Sadly, on day one of the run, an unplanned excursion into a Bulldust hole caused the car to rollover and once the damage was assessed, it was deemed to be a write off. The car was shipped home from the accident site and stored, some of the parts were transferred to my other restoration project and it sat largely ignored for a few years.



Upside-down T

Covid has interrupted life for many of us, but the plus side has seen many hours at home in the shed working on projects. My 1916 pickup was completed last year and now attention has turned to the rebuild of the tourer.

The accident caused major damage to the chassis front crossmember and steering components of the car. Fortunately, I was able to source a correct and straight 1916 chassis from club member, Allan Bennet. However, the chassis was bare of all external bracketry, so these were all chiselled from the busted chassis and re rivetted using traditional hot riveting techniques for the job. Having a straight and current chassis again formed the basis of the reassembly. The bent front axle was straightened and a replacement front radius rod, tie rod and draglink were sourced from spares and club members! Any tasks requiring 2 people, or the use of oxy acetylene equipment usually took place at club member, Frank Vanekeeren's workshop, just a short drive away. I am indebted to him for his availability and skills when required. Frank also completed a teardown inspection on the motor and transmission. The sump nose was straightened, new piston rings and transmission bands installed, and it should be as strong and reliable as it was pre accident.

Wheels, radiator, and rear end from the wreck became donor parts to my same year 1916 pickup project so they needed replacement. I assembled a set of hubs and felloes, which were respoaked by Dean Williams. Demountable rims and clamps were sourced from various locations. Robbie Dalton was a bit piece in the puzzle helping to complete a set of demountable rims and clamps. The restored wheels are nearing completion and will eventually be put on the pickup and the original non demountable set returned to the tourer. A new rear end assembly was built from



Hot riveting the replacement chassis

spares. With the chassis components, all was sent off to the sandblaster for blasting and a coat of black. Reassembly has begun and it is great to see all the components back together. I hope to have the completed chassis running and drivable very soon.

Progress on the body has been a bit slower but also very interesting. In some ways, the accident has been a bit of a blessing and with the forced re restoration it gives me the opportunity to correct some of the things that were not done right the first time around.

Since the 60's, restoration techniques and information available has changed a lot. These days with the click of a mouse, I can inspect internal construction details of the wood in the body, source a supplier, give the credit card numbers and soon the stuff arrives for assembly. 50 years ago, Dad was sending letters, copying polaroid photos, and referring to hand drawn sketches!



Repaired and painted chassis parts being reunited after restoration and paint.

In the accident the timber framed body sustained some serious damage so a major strip down and rebuild has been in progress alongside the chassis rebuild. The seat upholstery was stripped out and revealed all of Dad's creative timberwork from 50 years ago. I have pretty much only retained the main timber rails of the body and the door fames and internal door timbers. Seat frames, front floor and firewall assemblies have all been replaced. I am not a carpentry guy, so I have purchased some new wood components from Ford Wood in the USA. I also chose to buy new steam bent tack strips for the body from RV Anderson in the USA. His work is excellent. These tack strips have been the biggest challenge to fit to the body frame. It is still ongoing but when completed it will be the way it was built when it left the factory. It has been very satisfying to also source all the correct body irons for inside the body to support the hood assembly. Dad was also very creative and resourceful back in the day to fabricate things that would "do the job" rather than be sure what was correct or authentic!

Some panel beating will be required on the rear mudguards and the rear tub section of the body



Installing new upholstery /body tack strips

then a full repaint. It will be painted the same dark green, but I plan a new addition of some some new striping along the side of the body, to replicate the styling of a Victorian built Tarrant "Intermediate" styled Tourer. A feature of my car has always been the front cowl mounted brass vents which were a feature of the Victorian Tarrant sold Fords.

A new top and upholstery will also be installed.

I am working hard on this one, to ensure Dad and I still have a few trips left in it together as we have already shared many special memories with this car. Aiming for completion sometime late 2021!

Looking for a small drum ruxstell complete or parts to add to the car?

Warwick Landy June 2021.

Items for sale

1913 T Roadster, Unrestored & Complete, Eng No V3477	\$25,000
1915 Steering column & wheel complete unit	\$180.00
1912 J&O Brown 105 tail lamp	\$850.00
1 - 1910 Speedo drive gear	\$85.00

Contact Bill Formby 0356 252344 0488 288164

For sale:

1911-15 cast cam hand brake. \$150.
Straight through NH carby. Good but needs float hinge replaced (included). \$100.
1920's Duncan & Fraser windscreen brackets & posts. Solid, need straightening. \$60 pair.
1920's Duncan and Fraser left front door with brass hinge half plus another hinge half for RH door. \$30 lot.
Decent universal joint with minor wear \$25.
Brake drum for 1926-27 wood wheel. \$10.
1926-27 Holley NH carby. \$15.
1909-13 2 piece torque tube front fitting, raw casting. \$30.
Vintage exhaust manifold. \$15.
Carby heat stove. \$15.
1923-25 coil box less lid. \$20
Vintage radiator top tank with neck. \$25.
Pair black & brass sidelamps, unbranded 1913-14 style. \$300 Pair.
Vintage front fender irons. \$20 Pair.
1919-25 brake backing plates on cut off diff tubes. \$10.
1913-15 double key steering spider. \$30.
Set brass bonnet clamp raw castings, 1917-18 style. \$20.
1913-15 transmission cover. Rough but has ribbed clutch pedal, "R" and "B" pedals. \$60.

Andrew Brand, ph 0414 219 250.

For Sale—Items from Robert Skewes

I have attached photos of an old bit of kit which has been in my possession for quite some time. It is a portable power plant with belt pulley and on wooden skids for transport.

As I am moving house soon, It has been pulled out of the shed in which it has been stored, but I will struggle to find room for it at my new domicile. I have decided therefore to offer it for sale. The engine number is C 507397 and cast date 11/ 23. The engine has a couple of unique features, one of which is the conversion of the generator into a throttle governor with long lever protruding through the generator case (see photo). Also the transmission cover has a speedometer fitting brazed into it, and a gear on the main drive behind the clutch shaft. Unfortunately the matching gear and shaft are missing. I think this arrangement was an after market kit



available in the 1920's . It is the first time I have seen one of these, but I am sure someone will know more about it.

The engine turns over freely and has reasonable compression. The transmission drums show little sign of wear, so it would seem to have done few miles as a vehicle and may be a good engine for someone, or leave as is. \$500

Other Items which need to be disposed of include:

Front axles
 Veteran Front spring hangers (some need work)
 Steering columns
 Some veteran rear spring leaves (not Main)
 T truck rear axle assembly, diff parts, rear springs etc.

T truck steering bearing bracket (different to car)

Side lamps and parts.

Engine, generator and starter parts

Tatty front guards with brackets

Engine parts

Transmission parts

Hogs heads etc

4 old pattern Good Year tyres – good for static display car etc.

Unfinished Rocky Mountain brake kit (drums etc)

These latter unpriced items all cheap as they need to go.

Bob Skewes

mob 0400 017 831

email robertskewes @bigpond.com



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.

JULY 2021

Neil Bagot 5183
Geof Baulch 546A-H
Chris Cansdale 09187H
Bill Wallace 5922
David Weatherhead 0452H and 158BH

AUGUST 2021

David Dare 799
Alan Flude 4590
Russel Hughes 834
Trevor Merton 5606
Brian Smith 5494 and 5111
Dean Williams 5415

SEPTEMBER 2021

Neil Bagot 5681 & 4999
Arthur Bartlett 5192
Geoff Brooke 7376
Bruce Csorba 5251
Alan Fairnie 3550
Barry Hancock 3719
Peter Natoli 6202
Greg Russell 6100
Ray Smith 5199
David Weatherhead 4378

OCTOBER 2021

Geof Baulch 3837
Chris Cansdale 23855H
Paul Daley 985
Robert Dalton 557
Craig Holst 010
Rod Kieseker 6439
Bernie McKeegan 4585
Malc Moors 49220-H
Andrew Phillips 02321M & 09594H
Scott Staples 956 & 316
Alexander Trivonov 4428
Bill Wallace 10343H

Thanks everyone

Ann Cupid

Secretary (0427 984 797)

T- RADN' TABLE

A free trading place to advertise your goods - and to pick up a bargain or two! Note that an ad stays in for two issues unless otherwise advised. All For Sales must include prices. Vehicles for sale must include engine number or registration number (Not Club Permit Number) by law. Publication of ads does not constitute endorsement of price, condition, or authenticity by the Club.

Please send your ads to the Editor at ttorquenews@hotmail.com or to the Club's post office box 2 weeks prior to the next meeting.



MODEL T FORD CLUB OF VICTORIA

SAFETY SELF INSPECTION CHECKLIST

THIS SHEET MUST BE SATISFACTORILY COMPLETED PRIOR TO CLUB PERMIT RENEWAL OR CLUB SAFETY DAY INSPECTION

Date.....

Reg./Permit No.....

Signed.....

Steering

Yes/No

Steering wheel has minimal to no play _____
 Acceptable wear and minimal to no play in: _____

- Radius rod (wish bone) to crankcase _____
- Ball arm (pitman arm) to steering gear connecting rod (drag link) _____
- Steering gear connecting rod (tie rod) to yoke ball _____
- Spindle bolts (kingpins) _____

Spindle connecting rod bolts

Cotter keys (or lock washers, if holes not drilled) installed:

- Radius rod (wish bone) to front axle (2 required) _____
- Steering gear bracket to frame (3 required) _____
- Ball arm (pitman arm) to steering post (1 required) _____
- Steering gear connecting rod (tie rod) to yoke ball (2 required) _____
- Steering gear connecting rod (tie rod) to steering gear ball (2 req.) _____
- Spindle connecting rod to spindles [2 (1 per spindle)] _____
- Spindle bolts (king pins) [2 (1 per spindle)] _____
- Spindle arms [2 (1 per spindle)] _____
- Front spring hangers (shackles) [4 (2 per side)] _____
- Front spring to frame [2 or 4 required, depending on year] _____

Yoke ball [1 required]

Safety-wire crankcase studs holding radius rod ball cap

Grease in steering gear case and steering gear bracket

(also check gear post and pinion gears for ware) _____

Check for play in steering gear case to steering column (check rivets/taper pins) _____

Brakes

Brake pedal (and, reverse pedal) should bottom out before reaching floorboards _____

Both rear wheels should lock up under hard braking _____

Auxiliary brakes are highly recommended for stock cars and should be installed if car has an auxiliary transmission _____

Emergency Brakes

Hand brake sets securely before limit of its travel (check pawl and spring) _____

Both rear wheels should lock _____

Cotter keys (or lock washers, if holes not drilled) installed: _____

- Control shaft assembly to frame [4 required] _____
- Brake shoe bolt [2 (1 per side)] _____
- Brake rods [4 (1 per end)] _____

MODEL T FORD CLUB OF VICTORIA

SAFETY SELF INSPECTION CHECKLIST cont.

Engine/Power Train

Yes/No

Oil leaks – within acceptable limits _____

Petrol leaks – none, when parked (in-line shutoff valve recommended) _____

Cotter pins installed:

- Carburettor rod [2 (1 per end)] _____
- Choke/carburettor adjustment rod [1 at carburettor] _____
- Commutator rod [2 (1 per end)] _____
- Crankcase arm to frame [4 (2 per side)] _____
- Low speed connector [2 (1 per end)] _____
- Universal ball cap [2 (top bolts)]- bottom two cap screws safety wired together _____

Fan bolt (on earlier cars) _____

Wheels

Spokes (and felloes on earlier cars) should be tight _____

Front wheel bearings – no play, good condition and greased _____

All wheels tight and axle/spindle nuts cotter-keyed _____

Lug nuts tight on demountable rims _____

Check tires for wear, weather cracks, rim cuts etc. _____

Rear Axle

No oil leaks at outer seals _____

Differential gearcase oil level _____

Cotter keys (or lock washers, if holes not drilled) installed:

- Rear to spring to frame [4 required] _____
- Rear spring hangers (shackles) [4 (2 per side)] _____

Rear spring perches to wheel flanges (backing plates) [2 (1 per side)] _____

Other

Lights function, no shorts in electrical system _____

Brake light (may not be original equipment, but recommended) _____

Safety glass _____

Rear view mirror(s) _____

Fire extinguisher _____

First aid kit _____

Registration and insurance papers _____

****Our Valued Sponsors****.



*Supplying Model T Parts, and other restoration supplies to early vehicles.
Our service is only a call away!*

Keith & Glenys Eastwood
129 Ballanee Rd
BALLAN VIC 3342
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President:

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

Vice President:

Geof Baulch (Jo) (H) 03 5342 4837
Email: vicepresident@mtfcv.com

Secretary/ Public Officer:

Ann Cupid 0427 984 797
Email: secretary@mtfcv.com

Treasurer:

Rhonda Huitt (Noel) 0429 855 963
Email: 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
0407 339 601
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: ttorquenews@hotmail.com

Webmaster: Andrew Brand (Felicity)

03 9876 7295
Email: webmaster@mtfcv.com 0414 219 250

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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