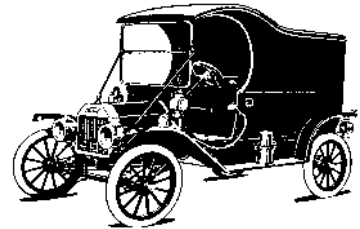




The Newsletter of The Model T Ford Club of Victoria (Inc.)  
Reg. No. A0000819S

# "model T" Torque



mtfcv.com  
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## In this Issue...

- MEMBER JENNY STEVENS' COUPE RESTORATION
- THE 'TARRANT STORY' CONTINUES — 'THE MAN BEHIND THE NAME'
- RESTROSPECTIVE MELBOURNE CUP WEEKEND RALLY REPORT
- READ ABOUT CLUB MEMBER FRANK VAN EKEREN AND HIS EXPANDING FLEET OF MODEL TS!
- NOVEMBER ZOOM MEETING SPECIAL GUEST DETAILS



The T drivers - The first MTFCV Melbourne Cup Weekend Rally 1984, Daylesford Town Hall

*"Whether you think you can or think you can't, you're right."*  
- Henry Ford



## President's Message



**G**reetings All!

We seem to be emerging from the Pandemic Restrictions slowly. Some travel & assembly rules seem strange but I suppose things will normalize over time.

Your Committee have met by Zoom and we are glad to announce that we have a new Treasurer! Welcome to David Jones who has taken up the role for us all. We now have a full Committee.

I am looking forward to a new phase of operations for our Club. We are still auditing the Club permit register & correcting any mistakes found. The Club only has to record the cars/vehicles permitted by MTFCV, so to avoid any confusion just confirm MTFCV issued permits only please.

We still have some subscriptions unpaid. Could you check or ask if you are in doubt? It has been a very strange year so some things can be overlooked.

The Club event calendar events are an ongoing exercise, long term planning is a challenge. We have had to postpone the November Cup Rally & the Club Swap Meet. We have rescheduled Cup Weekend at Bairnsdale over to November 2022. Our Swap meet will be held as soon as practically possible. Look for an email announcement.

Please join us on our Zoom Club meetings, connecting is not too difficult using the instructions published in T Torque. It's good to see members from around the state & have them more closely involved. A special feature of this month's Zoom meeting will be a guest speaker from the Model T Ford Club of America, Kathy Tagert in the USA. Kathy is a board member of the Model T Ford Club of America, has had an interesting career in service to her country and is an avid early Ford & Model T collector. She will be able to give us a unique insight to the USA Ford activities. Thanks to Editor, Warwick Landy for setting up this special event. Time differences mean Kathy has to arise early so thanks to her, in advance. I am sure we will all enjoy hearing & seeing what is happening in Model T Ford-USA land.

Don't forget to check your tyre pressures & water/ oil levels & clean fuel lines before breaking out over Cup Weekend. If the "Metro Lockdown Victims" want to go for a drive give me a call. I am sure I can arrange an interesting drive to a "Picnic" ground or similar in West Gippsland territory!

Again please attempt to join us on our next 8 pm Zoom Club meeting, the line opens at 7.30 to help with any linkup problems.

Well that's all for now,

Good Health & Safe Driving!

"See You Over the Running Board"

**Dave & Chez**



### Pandemic Ts!

Not the first pandemic that Model Ts have endured. It will be great to get our Ts out and get back together again soon!



**American Red Cross volunteers from Detroit, Michigan during the 1918 Spanish Flu epidemic.**



## General Meeting Minutes



### MTFCV meeting held online via Zoom on Friday 8th October 2021

**Minutes:**

Meeting Opened on Friday 8<sup>th</sup> October at 8:03pm by President David Weatherhead via Zoom.

**New Members:** Nil

**Visitors:** Nil

**Present:** 23

**Apologies:** Chris and Fiona Dillon, Peter Rutley

**Confirmation of minutes:**

**Moved:** Alan Weatherhead

**Seconded:** Colin Weidemann

**Business arising from minutes:** Nil

**Tonight's Meeting:**

**Correspondence In:** Several emails

**Correspondence Out:** Nil

**Treasurer's Report:**

The treasures report was presented to the members by Rhonda Huitt

**Seconded:** Paul Grady

**Last month's rally report:** Nil

**Swap Meetings/Clearance Sales report:** Williamson's sale Shepparton 2 online auctions, Model T parts in Mount Macedon advertised on Gumtree

**Reports**

**Delegate's Reports:**

**AOMC:** In last month's magazine

**Federation:** In last month's magazine, next meeting will be held on the weekend of 16<sup>th</sup> October via Zoom. It would have been held in Shepparton.

**This month's activity/run:** Swap meet at Dillon's Motors postponed due to Covid. As soon as we can have it there will be a bulk email sent out to everyone.

**Upcoming events:** Cup weekend rally in Bairnsdale is still yet to be confirmed due to Covid

**Technical Tips/Queries:** David Jones told us about a "gasket cutter" he had. Was bought at Spotlight for around \$500. He is able to draw up the shape of whatever gasket he wants and cut it perfectly.

**Restoration Progress:**

**New or unusual products:**

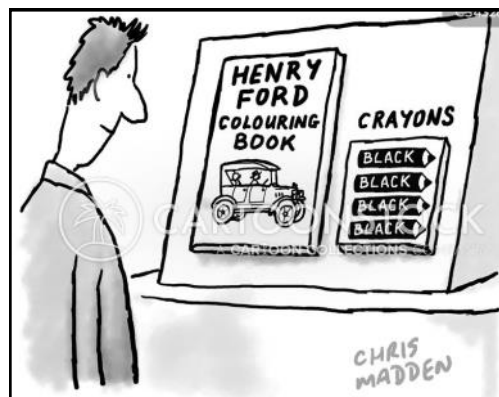
**For Sale:** Nil

**General Business:** Peter Ninnis congratulated Warwick on the magazine. Evelyn Hill agreed. Warwick gave the credit to Paula. Not everyone has their hard copy yet. Rhonda spoke to a lady from Geelong who said that several clubs down there are taking care of Ford memorabilia and are trying to find a permanent home to display it to the public. VicRoads sent an email explaining the definition of "Local Zone", this means the area within a radius of 100metres from the entrance of the club permitted vehicle's garage address on a public road. Also discussed was the matter of if you are driving your T at night past midnight this is classed as another day and you must stop and fill in your logbook for a 2<sup>nd</sup> day of driving. Some permits are getting rejected for not having correct signature. John Lewis and Bernie McKeegan are working to get this problem sorted. The committee is working on a new club register and on a calendar of events.

**Next Meeting/Activity:** TBA

**Raffle Draw:** Nil **Meeting Closed:** 8:44PM

**Thanks—Ann Cupid**







## Club Calendar 2021 / 2022



**CLUB MEETING:** 12th, 8pm  
**CLUB EVENT:** Cup Weekend 4 Day Rally — postponed



**CLUB MEETING:** 11th, 8pm  
**CLUB EVENT:** 5th Model T & A Christmas Party  
**OTHER EVENTS:** Historic Sandown, 2021 Mustang Roundup



**CLUB MEETING:** No meeting  
**CLUB EVENT:** Korumburra Swap Meet, Australia Day Celebrations



**CLUB MEETING:** 11th, 8pm  
**CLUB EVENT:** Club Run  
**OTHER EVENTS:** Berwick Swap Meet, Ballarat Swap Meet



**CLUB MEETING:** TBA  
**CLUB EVENT:** Labour Day 3 Day Rally, 11-14th March  
**OTHER EVENTS:** Yarra Glen Swap Meet, Geelong Revival Motoring Festival 4th—6th



**CLUB MEETING:** TBA  
**CLUB EVENT:** 3rd—'All Ford Day', Geelong  
**OTHER EVENTS:** Yarra Glen Swap Meet, Geelong Revival Motoring Festival 4th—6th



**CLUB MEETING:** 12th  
**CLUB EVENT:** National Rally 20T2, Dubbo NSW Sep 25th - Oct 1st

**Next Meeting Friday November 12th, 8pm via 'Zoom'!**



## Club Permit Renewals



Club permit renewals must be signed by the club permit holder and an authorised MTFCV officer to confirm that the permit holder is a current member of the club. Members having vehicles permitted through MTFCV must be a financial member. If you no longer own or have the listed vehicle on red plates, please contact the secretary.

Ann Cupid, 0427 984797 [secretary@mtfcv.com](mailto:secretary@mtfcv.com)

November	December	January
Paul Daley 981 Chris Dillon 3220 John Huitt 5325 Noel Huitt 74998H Andrew Phillips 24744H, 51257H, 24745H Scott Staples 623, 4711 Graeme Wagland 11911H, 8188H Bill Wallace 199499H Richard Wearne 6102	Paul Daley 7870 Chris Dillon 21064H John Docker 5814 Bob Draper 342 Norman Morgan 6155 Kirsten Morgan 481 Andrew Phillips 52322H, 7872H, 87725H Gary Skerman 468 Borge Sorenson 5842 David Weatherhead 3035H	Peter Brown 8009 Paul Daley 983 Justin Deacon 513EH John Huitt 12239H Andrew Phillips 20526H, 01905H Linda Phillips 67029H, 89755H, 89754H, 89753H Gregory Russell 470RH Alan Sampson 5787 David Weatherhead 54598H



## 'Under the Hood' by the Editor



Greetings Members,

Some things never change! The age-old problem of the club newsletter is to ensure there is enough content from month to month. Over the years it seems that most of our editors have had issues with not quite enough content to fill the bill. I am pleased to take on the role at a different time when information is easily recorded, transmitted and filed! I am very keen to receive some more member profiles, restoration progress articles and features of your T's. If you are out and about in your T in a regional area, share some pictures and words about your trip with the members.



December is sneaking up on us. I would love to have a cover picture for the December issue featuring a T with a Christmas theme? Is there anyone out there willing to take up the challenge on the promise their picture will feature on the front cover? Please send your contributions to the editor. A big thanks to Jenny Stevens for the wonderful article on the restoration of her 1925 T Coupe.

Sadly we have not been able to participate in the club's annual Cup Weekend Rally, so I thought it might be interesting to look back at the first Melbourne Cup Rally to Daylesford that started the tradition, in replacement of a recent rally report.



Thankyou for your positive feedback on our first edition. This is a team editorial effort, with myself, sourcing and writing the content and Paula making it all look wonderful. Paula has always been very supportive of my Model T hobby, and once again without her skills, support and assistance, T Torque would certainly not look like it does.

Keep Touring in your T's — Warwick Landy

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

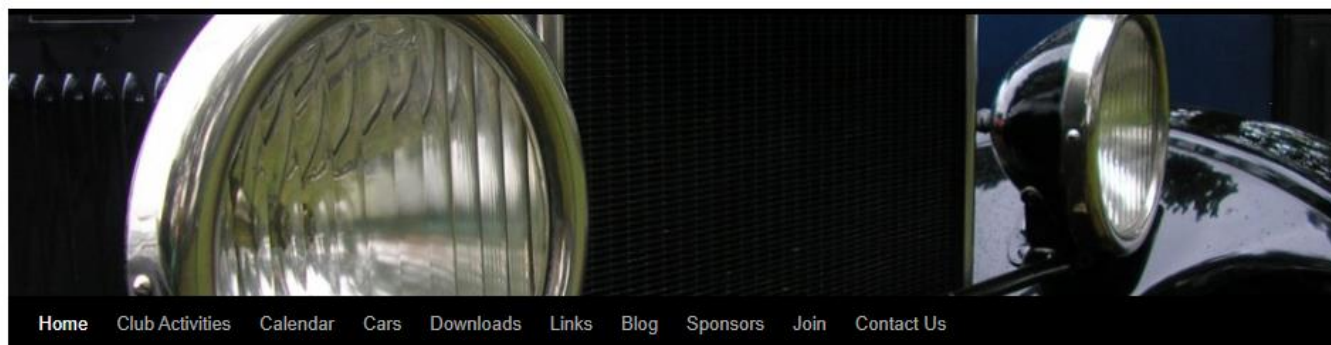


## Website of the Month



This month, we feature our own 'Model T Ford Club of Victoria' site, which can be found at [mtfcv.com](http://mtfcv.com). Club member, Andrew Brand set up and maintains our current website.

### The Model T Ford Club of Victoria (Australia)



**Home** page is simple and easy to navigate. Just click on any of the "white" subjects in the bottom bar of the header picture. The 'Home Page' gives an outline of our history and the club's objectives and activities. The home page also offers links to other clubs, our contact details and new member application information. The **Calendar** provides updated information about club meetings, events and activities. The **Blog** is additional coverage of recent and past club events attended and written about by the webmaster. There is plenty of good reading and viewing here. **Links** provides access to parts suppliers, other similar club websites and links to our sponsors.

Enjoy our club website and don't forget the resources available to members here!





## Member Profile



### Frank van Ekeren



**Frank's first Model T, his 1916 Duncan & Fraser Tourer**

I joined the MTFCV not long after buying a T and have enjoyed many a rally when ever I could spare the time, also many local runs accompanied by Warwick Landy and any one else who cared to tag along, just for the fun of driving a T.

My loving wife of some 46 years, Kerry, has put up with my obsession with cars and bikes, even several tractors and trucks over the years. I have told her more than once, that I like things that are old, that's why I keep her.



Wanting a veteran car, I bought my first T in Aug 2007, a 1916 Duncan & Frasier touring to add to several other makes of cars I had at that time, after learning about them and how easy parts could be obtained and the unique way of driving, I had a second love that has grown over the years. At the moment, the stable is 5 T's. 1916 Touring, a 1916 Buckboard, 1924 Coupe, 1926 Touring and a 1927 Touring.



**Frank's 1924 Coupe & 1927 Tourer**



I'm a motor mechanic by trade, starting in a wrecker's yard while still at school and then trained by my father and older brother in a fully equipped mechanical and machine shop.

I was involved in lots of other business ventures over my working life including contract maintenance, a service station, shops, farms, land lord and renovating and flipping houses with the last 13+ years in a Motel. I've been retired for 2-1/2 years now and have no trouble filling in time working on T mechanical rebuilds etc., to help other club members and T lovers to keep the wheels a-turn'n.

**Frank's 1927 Tourer, 'Piggy'**



## The Tarrant Story



### **A page dedicated to obtaining, sharing and preserving all related information on our Victorian bodied Fords, the Tarrant...**

*Editors Note: In future editions of T Torque, I hope to feature some of our members cars and display some of the coachwork that came from the Tarrant factory. Before starting these features, I thought it would be good to share some of the man behind the name.*

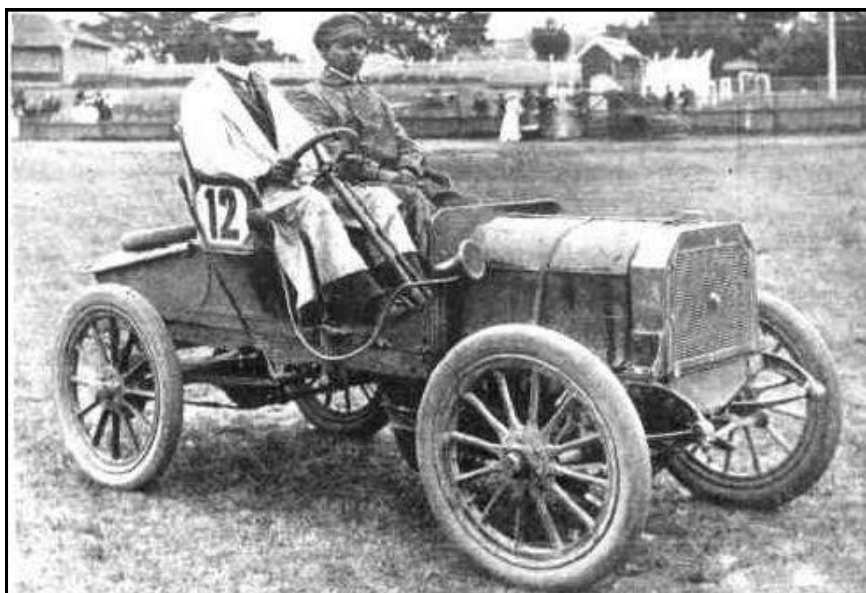
#### **Harley Tarrant, The man behind the Fords!**

Harley Tarrant (1860-1949), businessman, was born on 6 April 1860 at Clunes, Victoria, son of Joseph Tarrant, miner, and his wife Caroline, née Brownlow, both from Oxford, England. His father owned the Clunes Gazette and, later, the St Kilda Chronicle and Prahran Chronicle. After attending Clunes Grammar School, Harley was articled to a firm of civil engineers; he worked as a surveyor on the Nullarbor Plain and from 1884 for the New South Wales Department of Lands. In 1888 he set up his own surveying business in Melbourne and undertook commissions for the Melbourne and Metropolitan Board of Works.

His interest in motoring began in this period. In 1897-98, basing his account primarily on overseas journals, he helped to publicize the new motor car in the cycling monthly Austral Wheel. His rural background and surveying experience had made him aware of its potential value in a country of immense distances and relatively few railway lines. In August 1897 he patented an engine powered by kerosene, a fuel which he declared to be safe, cheap and readily available, whereas electric motors needed recharging stations, and steam-driven machines were dangerous and 'too heavy for rough country roads'. Although his first car was a failure, its kerosene motor proved suitable for such stationary work as pumping water to farm houses. By 1899 he sold his engines as far afield as Western Australia. With larger premises, he also imported cars, beginning in February 1900 with a Benz.

Business boomed and the profits enabled Tarrant and his partner in Tarrant Motor & Engineering Co., W. H. H. Lewis, to build one of the earliest Australian-made, petrol-driven cars: completed in 1901, it had an imported Benz engine. Two years later their next machine was 90 per cent locally made, including the engine, and became the prototype for at least eight others, all built—to suit Australian conditions—for endurance rather than speed.

Tarrant's victory in the two Dunlop reliability trials of 1905 and the success of a Tarrant car in 1906 helped to develop confidence in local manufacturing, but he could not compete with imports produced in larger numbers for a bigger market, especially after Tarrant Motors Pty Ltd acquired the Victorian franchise for Ford in 1907. Nevertheless, the firm made three aero engines for the military in 1915 and continued to manufacture motor bodies which, being bulky, were expensive to import. During World War I the company began assembling Ford chassis from imported components; by this time it also had a thriving spare parts, accessories and repair business. The establishment of the Victorian



**Tarrant's 1905 Melbourne to Sydney Race car**

'Franchise' of the Ford Motor Company was a master stroke by Tarrant, as the Ford product was to become the highest selling vehicle in the world, very much suited to Australian conditions and the foundation for Tarrant's continued success in the motoring business.

Tarrant played an important role in local motoring affairs. He lobbied on behalf of the Motor Importers' Association for better traffic regulations and served in 1906-10 on the governing committee of the Automobile Club of Victoria, helping to demonstrate the capabilities of the motor car by organizing and participating in the club's competitions and tours. In 1904 he had won his event in the club's first motor race meeting, averaging 26 miles (42 km) per hour.





## The Tarrant Story continued...



In 1908 Tarrant had become first commanding officer of the Victorian branch of the part-time Australian Volunteer Automobile Corps and from September 1914, with the rank of colonel, was in charge of Commonwealth military motor transport. The magnitude and urgency of wartime needs made mistakes inevitable. A 1918 royal commission report charged his administration with inefficiency and waste, alleging that the public had been misled by the extent to which Tarrant Motors was favoured with repair contracts. Harley accepted responsibility by resigning, but in 1920 was appointed M.B.E.

After the war Tarrant retired from the business, complaining of physical exhaustion and a skin rash. Sufficiently wealthy not to need to work, he freely indulged his passion for camping and overseas travel. In 1932 he came out of retirement to take over production supervision at Ruskin Motor Bodies Pty Ltd, an affiliate of the Tarrant company. A tall, dignified man with a bushy moustache, he had done much to pioneer and consolidate the first phase of the Australian motor industry. His wife Charlotte Jane, née Gill, whom he had married on 20 March 1901 at Balaclava with Australian Church forms, died in 1945. Survived by a daughter, Tarrant died on 25 February 1949 at his Toorak home and was cremated with Anglican rites. The company was sold in 1950 to the Austin Motor Co. (British Motor Corporation).



*The only surviving example of the car that bears his name, is the 1906 Roadster that is now part of the RACV fleet and is on permanent display at RACV headquarters in Noble Park, Victoria, as a tribute to Tarrant's contribution to Victoria's motoring growth and history.*



## Technical Tip



This month's technical tip comes to us again from Richard at T Service in the UK. Performing service work on one of his customers cars, this is what was found in the screen.

***A large amount of what is most likely band lint material. Richard says "Waste" lint from Cotton/Kevlar bands can quickly clog your internal and accessory external oil lines, starving your bearings of lubrication. Installation of the filter screen will help to remove this potential problem.***

The transmission filter screen is an accessory part available from most Model T parts vendors. Our Aussie supplier, Henry's, lists the part as T-3300-OS Transmission oil screen \$65.00 from the 2015 Catalogue.

A strategically placed magnet in the screen can also help to attract some of the metal deposits from your engine/transmission oil between changes.

A highly recommended addition to your T, and regular service inspections to remove the rubbish may help to prolong the life and health of your T's engine and transmission.







## Upcoming Rallies and Events



### November General Meeting (Zoom)

For the first time ever, our General meeting will feature an international guest speaker via the marvels of Zoom. Please be sure to attend the meeting and refresh yourself with how to use Zoom (refer to pg. 15 of October Newsletter).



Kathy Tagert, board member of the Model T Ford Club of America will be in attendance to discuss the management and activities of the largest Model T Ford Club in the world. Kathy will also talk about her spectacular collection of early and rare Model Ts.



As an additional bonus, to make this a 'not to be missed' meeting, we will also be joined by MTFCA president, Larry, MTFCA executive director and Vintage Ford Magazine Editor. Please ensure that you are familiar with 'Zoom' to be part of this very special meeting.



### National Rally 20T2 Dubbo

25th Sep—1st Oct 2022

[National Rally 20T2 Dubbo Entry Information](http://www.modeltfordclubnsw.org.au/)

(<http://www.modeltfordclubnsw.org.au/>)

Facebook: 20T2 NSW Rally Email: [rally20t2@gmail.com](mailto:rally20t2@gmail.com)

## MODEL T & A CHRISTMAS PARTY!



It's finally time to get your T out for a drive and display!  
Let's reclaim the prize for outnumbering the A models!

Sunday December 5, from 10.30am

Ashburton Scout Hall, 335-339 High St Ashburton







## 'Shed Shares', Restoration Progress



### What's happening in our sheds?

#### 1925 Model T Ford Coupe Restoration —by Jenny Stevens

The car was bought at the Pegasus Cup Day Swap Meet in November 2014. The number plate on it indicated it was last registered in Iowa in 1976. The car was on the back of a truck, and looked fantastic, basically straight with some minor dings with the exception of the bonnet which was hanging by one of the seven hinges sections on one side, and three on the other. The top was also dented in where it had been sat on. The only visible rust was on the bottom of the panel under the boot lid. Ian Seamer assured us he would be able to get it running in half an hour.



Complete original car ready for restoration



Phil said he had always wanted a good original car, so after a bit of negotiation it was ours. So we became the proud owners of a Model T.

The seller delivered it for us, and we were relieved to find it fitted under the door of the garage by 1cm! It was pushed to the back of the garage and there it sat for 4 years. At this point Phil decided he would sell it, he decided he didn't want to tackle it. At this point I decided that I would restore it. Little did I know what I was getting myself in for!

Ian Seamer came around in mid 2018, and after lending me a set of coils he did indeed get it running, although it took a bit more

than 30 minutes. It was probably the first time it had run in 42 years. It had no exhaust, was extremely noisy and smoky, but a very exciting moment!

I joined the T Model Club and Chris Dillon very kindly came around to assess it for me. He got it running and assessed the general condition and said a complete restoration was needed.

After driving it up and down the drive, the fun began. First up was removing guards, running boards, bonnet, radiator, then the body. I made up a timber frame with wheels the same size as the chassis to keep the body mobile. The motor was removed, and the front and rear end were removed and dismantled.



Chris agreed to do the mechanicals for me as I decided it was beyond my capabilities. After inspection of the chassis, front end components, diff housing, tail shaft, and lots of other bits, all went off to the sandblasters, and was then painted in black 2 pack. Then started the first of many orders to Lang's for all the worn out components and the start of many Friday mornings as Chris rebuilt the front end, diff, tail shaft, steering column, starter motor, and transmission. The Bobbin plate was rebuilt by Ray Smith, the magnets remagnetised by a local bloke.

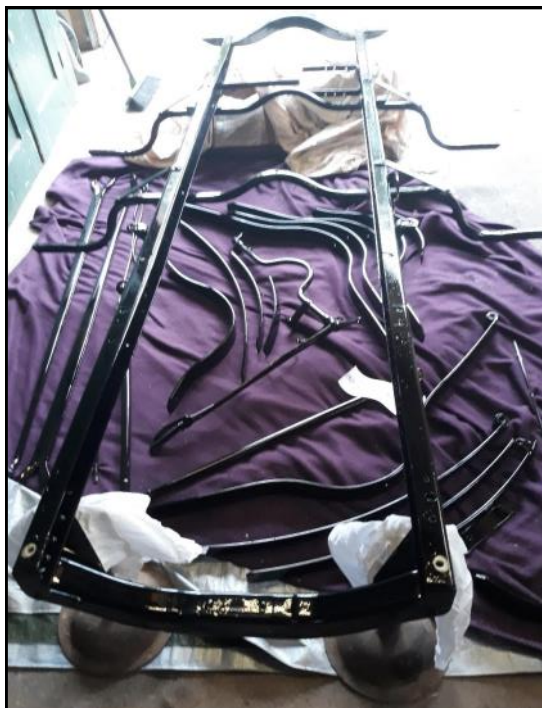




## 'Shed Shares', Restoration Progress



### 1925 Model T Ford Coupe Restoration continued...



Chassis parts sandblasted and painted ready for assembly

Meanwhile, we rebuilt the carby, stripped the paint off the timber wheel spokes, refinished in polyurethane, rims sandblasted and painted. Bought a new radiator, stripped and cleaned the petrol tank inside and out, and repainted. Bought a new rear panel from Lang's, as the one on the car was rusted out, across the bottom. Running boards have been sandblasted, repaired and primed. Will need a little filler where they are heavily pitted. I was very lucky to pickup a set of valance panels at the last Ballarat swap meet, (before we returned home to meet our 12 hour old new granddaughter). One of the valance panels on the car was rusted out where the running board slots in. The new one needs a little reshaping but is very solid. Front guards had splits in the usual places and were a bit knocked around but in amazing shape for a 95 yo. They had some work done by a panel beater mate of our son's, and still need a little more, which will be done by Rod, a mate of Phil. Rod has also repaired the bonnet hinges and the dents in the bonnet. He has also repaired the rear guards and the bottom of the doors and made an outside panel skin. All metal finished. He does amazing work for a retired English teacher!



Re-wooding the body

with Tassie oak, trying to use what was left of the old timber for patterns, and with much trial and error, (some pieces being made 3 times), most of the timber is now done. Being a woodworker, I decided I wanted a timber steering wheel. With some blackwood donated by a guy from work, this has now been completed.

Meanwhile the motor was sent to Steve Fleming in Dookie to be rebuilt. This was at the start of the first lockdown. When it was finished, we were in the second lockdown so it sat there for a few months until a friend of our sandblaster was able to pick it up on one of his country courier runs. And so it sat at our place until more lockdowns later, Chris was ready to put it all together.

Once the body was off, I discovered that what we thought was a good original car, was an original car with most of the woodwork full of dry rot and borer. The rhs front door pillar was broken in two, held together by 2 bolts through the cowl, the rhs of the top wood a hotchpotch of many pieces. The bottom of both rear pillars were missing. The complete subfloor was rotten, together with all the timber around the rear, the header panel and much of the other supporting timber. So with the big lockdown last year the timber was gradually replaced



New roof timbers





## 'Shed Shares', Restoration Progress



### 1925 Model T Ford Coupe Restoration continued...



The sump had one ear broken, so a new one was sourced from Rod Kiesecker. After sandblasting and painting Chris got the motor, transmission and sump all back together. Enter lockdown 6. It is still sitting in Chris's workshop.

The rear floor pan was rusted out, so decided to try my hand at fabricating a new one. Got some folds done by a sheet metal place, then I made the rear spring arch and body bolt pieces which will be welded in. First time at mig welding and I think I did OK! The sill plates were split, and after working out that they were made from zinc, my brother-in-law managed to solder them back together, nice to be able to keep them original. The sun visor has been stripped and repaired ready for painting.

In mid July I had 2 weeks' annual leave and the plan was to strip the body, guards etc., ready for primer. Day 3 saw me slip down an embankment

and break my wrist! 6 weeks in plaster and now 2 weeks of physio sees me getting some movement back into it although still very weak. Very frustrating! Consequently I have been able to do nothing for the last 8 weeks (12/9). Hopefully in a couple of weeks I will be able to get back into it. Hopefully the body will be in primer in the next month or two, and any other body work (a few minor dents) will be finished.

Once this lockdown is over, and the engine is fitted, the body will go back on the chassis for final fitting of the rhs door and the top timbers, then the trim kit can be ordered. The final fit up of the guards, running boards, rear panel, boot lid, bonnet etc., can then happen before painting.

I have been helped by many people with this project, both within the club and outside - Chris Dillon for mechanicals, lots of advice and some parts, Andrew Brand for lots of parts, Rod Kiesecker for the sump, Borg Sorenson for the brake drum, Ian Seamer for early encouragement, my husband Phil for all his help, advice and encouragement, Russell for painting chassis components, Andrew for sandblasting and Rod and Darryl for body work.

Thank you to all, without you all, the car would never get finished. I have honed some old skills and learnt some new ones, and a lot about how a model T works from the many hours watching Chris work on it. The aim is to get the car finished early – mid next year to give me time to learn how to drive it, as the ultimate aim is to make it to Dubbo next year and am really looking forward to enjoying some local runs with the club before that.



Hand crafted wooden steering wheel



Fully rebuilt engine and transmission ready for installation



## Old Victorian Ford Dealer Garages



**Please pass on your contributions to the editor. Club member, Andrew Brand has particular interest in old Victorian garages and dealers and is keen to help research and share his findings.**



I have had this picture on file for awhile. It of interest because it is in the nearby Gippsland town of Warragul. The picture is dated around 1917/18 and has 3 brand new Ts on display. They are clearly supplied from Tarrant's of Melbourne as they have the features of the unique Tarrant coach-built designs.

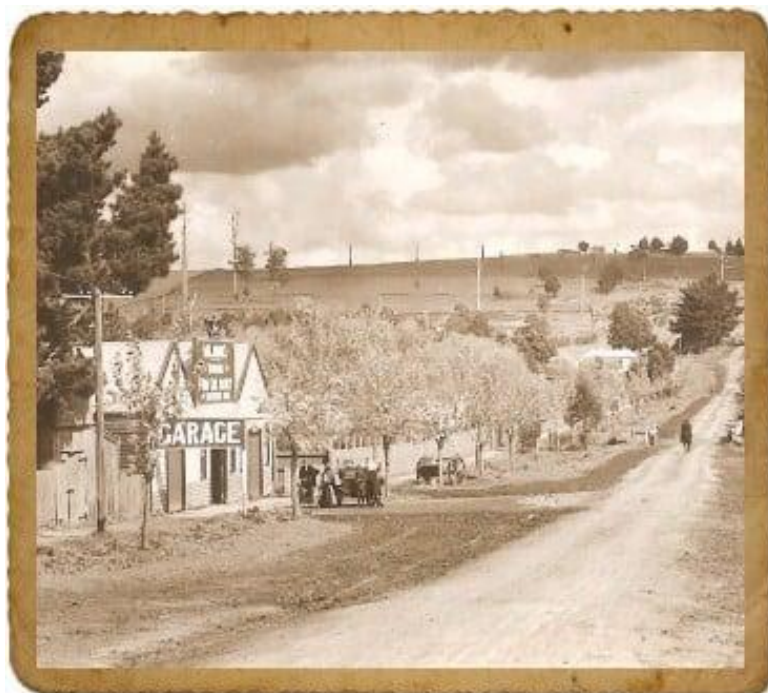
Until recently I was unable to find any other information on 'Dan Moore's Garage', until I came across the photo below, which comes to us courtesy of the Warragul Historical Society. The photo shows the same dealership, with the accompanying text.

The photo is looking south along Warragul-Korumburra Rd (also known as Howitt St) c.1918. This road, the southern entrance to Warragul, is also – incorrectly – known as South Rd. Dan Moore's Garage is captured on the left with an old vehicle out the front. The garage later moved up to Queen St and Warragul Agricultural Society took over the building and turned it into the Exhibition Shed. It is now known as the Warragul Exhibition Hall.

Note the bridge over Hazel Creek past the garage. The creek was later diverted further south to the junction of Burke St. This photo is slightly earlier than the first and incorrectly captions the picture as c.1918. The Model T pictured features a brass radiator which at the latest, dates it 1916.

I have driven my T past this location on numerous occasions and a building still exists on the same site. It is incredible to consider, that long time club members, Neil and Helen Bagot built a home located at the approximate top corner of this photo, and that members, Alan and Caroline Weatherhead have built and live just over the top of the hill at the left of this photo!

Can anyone supply any further information or pictures of this dealership?







## Melbourne Cup Weekend Retrospective Rally



*In the absence of Melbourne Cup Weekend Rally reports, my thoughts were that it would be good to remember the rally that started it all. Thanks to Geof and Jo Baulch for scouring the early 80s newsletters and unearthing the coverage below of the first ever Victorian Cup Weekend Rally. Also thanks to Colin and Pam Wiedemann and Pam and Bill Landy for additional photos of the event. (Editor)*

*The club's first overnight Rally was to the Central Victorian town of Daylesford. Bookings were closed with 22 entrants to participate in the first organized overnight 4 day Rally. The rally committee had finalized the program based on suggestions that had been earlier discussed. All entrants were to receive by mail, a rally guide, with program, entrants' list, routes, times, tours, social events, accommodation and other info for a tour of this nature. This was the information printed in the October Issue of T Torque back in 1984. It was the first overnight rally organized by the club. Following is what happened as Pam Burgess remembered it... (Jo & Geof Baulch)*

**Sat 3<sup>rd</sup> November:** T Models and moderns assembled at the Zoo Car Park. The weather was cool but fine, great for rally driving. George and Karin Hawthorn had entrant numbers for all the cars and magnificent rally packs full of many, varied and interesting things. The younger members had separate bags and there was much excitement among them. Well done to Karin and George. Ken Shebler had compiled rally guides for all. These gave day to day activities, maps, hints on what to take and how to survive etc. So armed with all these things, and full of excitement and anticipation we set off. The Landys and the Clynes had already travelled for 2 hours just to get to the zoo, so it will be a long day for them. Not far down the road we had our first stop for a blowout on the Burgess car. This was quickly repaired. Melton was the morning tea stop but on arriving we encountered a town Festival. Bands playing, Police sirens wailing and people everywhere. After a few stops for minor problems the cars arrived at Daylesford and we checked into our accommodations. Refreshments were had and tyres changed by a club member in very WHITE overalls and engines were checked. Then Roy McKenna took us on a short tour around the area showing us the Blow Holes (where the Chinese panned for gold) and the springs where everyone tasted the water. Unfortunately the Knights and Landys missed this tour as they had problems just outside of Daylesford. At 8.30 pm a social evening was organised at Central Springs Motor Inn with a 1920's Era Dress up. So after a lovely dinner the tables were moved back for dancing, games and judging of the costumes. A fun night was had by all except the Shebler's as they had to drive their modern back to Melbourne for a wedding and arrived back on the scene in time for a night cap.



*Rally participants assemble, Day 1 at Melbourne Zoo*



*Impressive line-up of Ts in Daylesford Main Street, start of Day 1*

**Sunday 4<sup>th</sup> November:** Everyone was up early for a great breakfast beside a roaring fire in the dining room. With all assembled at the Town Hall it was time to journey to Newstead, there we met the Editor and Publisher of "Restored Cars" magazine. We then drove to a property where he has a large collection of Classic Cars, after which we lined our T's up for a photo shoot, which will hopefully be in a future edition of the magazine. From there we went to the Historical Town of Maldon for lunch. Then it was on to Dunolly where Laurie Wadeson had a huge bus for us to tour in around the area, the highlight being the GEB Wheat Terminal. Back to Maryborough and Laurie's place, where we met some locals and checked out their T Models.





## Melbourne Cup Weekend Retrospective Rally cont...



Bill Landy repairs a flat in Maldon

**Monday 5<sup>th</sup> November:** The morning was cold but better weather was ahead. The first stop was the Mohair Farm at Lockwood with a guided tour organised. From here it was to Lake Weeroona in Bendigo for lunch. Here the sun came out and we warmed up a little. The Bendigo Pottery was next, then the Hartlands Eucalyptus Distillery, then a quick visit to the Chateau Le Amon Winery at Big Hill, then back to Daylesford for a BBQ tea. Following on from tea was much chatter about the day's interesting visits.

**Tuesday 6<sup>th</sup> November:** Started off with lots of photos in front of the Motel and rides for Mal and his children. We made our farewells and returned home, stopping at Gisbourne where the Orchards' gave us lunch. Many thanks to Bruce and Doreen. Gidget Knight was fantastic for towing the back up trailer over the weekend. The Burgess' needed the trailer on the Tullamarine Freeway on the way home because of a broken axle. At various

spots during the rally Dennis Le Paige popped up with his video. Ken Clyne and Pam Landy were also busy filming. We look forward to seeing all these in the future.

Many thanks to all who participated in our first 4 day Hub Rally. It was lovely to have country and city members join together and we look forward to seeing you all again. It was also pleasing to see how all the younger members had a great time and got on well with each other. We really have a great Club.

**By Pam Burgess (Extracts from the Oct and Dec 1984 T News)**

**P.S. From Karin Hawthorn:** I would like to thank the committee for our great Rally to Daylesford. It was a hectic 4 days, plus fun filled evenings with entertainment organised by Paul and Pam Burgess. Special thanks to Laurie Wadeson and his wife for afternoon tea and a bus tour with a difference. Our host Mal at the Central Springs Motor Inn with great meals. Some of us carried more luggage than necessary but the prize goes to the Landy Family who took along a suitcase filled with Pam's sewing material. Thanks to Bruce and Doreen Orchard for lunch. I think another Rally in 1985 will be a sure thing!

**The cover photo from left to right features the following participants: George Hawthorn, John Olsen Alan Fairnie, John Gleeson, Geoff Weidemann, Bill Landy, Denis Le Paige?, Paul Burgess, Bruce Orchard, Ken Shebler, Unidentified behind Ken, Ian Mallows, Don Knight, Ken Clyne, Bob Cusack and Moyle Bunworth.**

### Sunday 4<sup>th</sup> November continued...

The Wadeson's put on afternoon tea and sweets and ice-creams for the younger ones. We then inspected the Old Courthouse and Lockup. Some of the two day visitors then left for home whilst the rest of us headed back to Daylesford. A few hills were encountered on the way back which presented a problem to some cars. After all cars arrived back safely but a little tired the members freshened up for dinner and then some more dancing and playing of 78 records to while away the evening.



Ts pictured outside the historic Maryborough Railway Station



Ron Bear from Kerang joined a part of the weekend



Ts outside the new Central Springs Motel





## Newsy Bits



### Famous Club T!

Fans of "The Block" renovation TV show will have again notice a appearance's of MTFCV member, Geoff Brookes TT Truck on this years series. Painted up in the shows sponsors colours of A2 Milk, The T was delivering milk to the set, with TV personality Scotty Cam at the wheel. No doubt a highlight of Scotty's lifetime car driving experiences! Hopefully Geoff can share a bit more with us about how the TT came to be part of the show?



### New T!

In the comings and goings of club cars, Russell Medhurst has sold the Taxi and is now the proud owner a 1927 Coupe. His Coupe has had several owners over the years in South Australia, before heading off to NSW and is now in Victoria! We look forward to seeing it at a club event soon.

### — Solo Rally —

Frank and Kerry Van Ekeren had planned to participate in the National Veteran Rally at Swan Hill in October. Undeterred by the cancellation of the event, they still headed off to Swan Hill on a tour of their own and have been enjoying the sights of the Swan Hill region in their T.



Do you have any 'Newsy Bits'??

Let us know at [torquenews@hotmail.com](mailto:torquenews@hotmail.com)

### National Rally

It has now been two years since a number of members attended the National T Rally at Maryborough. Social media feeds have had numerous reminders of what a great event it was. Only a year to go until we meet at Dubbo. Have you got your entry in yet?

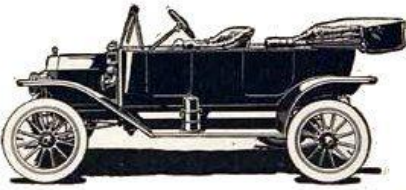




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### For Sale / Wanted

- **Brass Stewart 26 Speedo** with Brass outer no inner cable all in beautiful condition **\$850.00**
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- **Master Vibrator**, no top lid **\$250.00**
- **Adleake Side Lamps**, real nice very different **\$450.00**
- **Ford Brass Motor Meter** **\$150.00**
- **1913 Bonnet Ruff**, **\$120.00**
- **Large Stewart Speedo** with Elevation counter lovely item **\$550.00**

All items located at Bayswater Workshop, **Scott Staples—0419 710039**

- 
- I am chasing a **Ruckstell** for my 1922 Tourer for our family of 5. My rear diff is not great and with our 5, I struggle with some hills. If you can help me find one or if you have one that would be great. Cheers!
  - I have an abundance of **hogs heads** if any interest
  - I'm looking for an **exhaust whistle**.

**Cameron Smythe 0428 308833**

- 
- I'm after a pair of 1927 **headlights & crossbar**.

Thanks, **Graeme Wagland 0408 996627**

Parts wanted for 1927 Model T light truck

- **Radiator surround,**
- **Front radius rod**
- **Headlight bar**
- **Headlight housing**

**Harry Black 0409 212396 03 92661756** [harry@black52.com](mailto:harry@black52.com)

- 
- Wanted to Buy: **Torque tube & useable driveshaft assembly**. Complete or less pinion bearing assembly and universal joint.

**Warwick Landy 0400168319** [landylandy@bigpond.com](mailto:landylandy@bigpond.com)

From the Aussie Model T Parts Facebook page: An opportunity to purchase a really cool piece of Model T memorabilia! (Ed!) I have for sale my **Franklin Mint 1913 Production Line**. It has been out of the box to look at once then repacked. With a sad heart, I am now offering it for sale as well as some of my other model T treasures. I am asking for offers over \$1100 for it and we can ship at the buyer's expense or work out a pick up.

**Ray Green**  
**02 63294847**







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### Membership

The club welcomes new members who have an interest in the Model T Ford.

Members receive 11 monthly editions of the Model T Torque newsletter. The Model T Ford Club participates in and administers the VicRoads Club Permit Scheme.

Members have access to a full register of Model T owners and their vehicles.

A full calendar of club activities including monthly meetings, annual rallies and other motoring events is planned annually.

Generally, three annual rallies over the traditional, March, June and November public holiday weekends are planned in Regional Victorian locations for member participation.

The club conducts an annual Model T only, cars and parts Swap Meet.

Member participation in other club gazetted events is also encouraged.

### Meetings

General meetings are held on the 2nd Friday of each month (except January) at **8pm** at the **Ashburton Library Meeting Room**, (154 High Street, Ashburton) and / or via 'Zoom' online. Meetings start promptly and usually include a guest speaker and informal supper. They conclude at approximately 10pm.

### Annual Subscriptions

\$45 (emailed newsletters)

\$55 (newsletters printed & posted)

Subscriptions are due annually in July.

#### BANK DEPOSIT:

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### Club 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.

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. ([www.mtfa.com](http://www.mtfa.com)) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA., ([www.modelt.org](http://www.modelt.org)). Both clubs produce excellent magazines (Vintage Ford, Model T Times) and the Model T Ford Club encourages membership of both organisations.





This delightful photo has come to us via an enquiry to our club website. Andrew Brand says "Ralph Sanderson contacted me through the website for help with identification. This is one of those rare times when we can come up with an exact match. 1917-18 Tarrant 'Melbourne' Tourer. Still trying to identify the people."

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