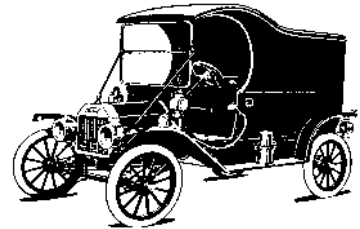




The Newsletter of The Model T Ford Club of Victoria (Inc.)
Reg. No. A0000819S

"model T" Torque



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Volume 44

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In this Issue...

- A MEMBER PROFILE FROM OUR W.A. MEMBER, ALAN LONG
- THE FATMAN STEERING WHEEL
- SOME NEWS FROM LONG TIME NSW MEMBER BOB TREVAN
- CONTINUATION OF 'OLD VICTORIAN FORD DEALER GARAGES', PORTLAND VICTORIA



Alan & Julie Long's 1910 Canadian Tourer

*"The only real mistake is the one from which we learn nothing."
- Henry Ford*



President's Message



Greetings to everyone,
February 2022 gone already! We have got to wonder where the 28 days went? It seems our lives have been de-restricted in the last weeks so let's hope things return to a new normal. What was our "normal", I believe, has shifted so we will adapt to it I suppose.

During this month I have had some inquiries from people with Model Ts in their sheds that they want to restore/repair. Cars are still hiding from view so it will be a good thing if they hit the roads again with owners being new club members.

Ballarat Swap was held on 25-26th Feb after 2 years of cancellation. It was a huge but extremely dusty/windy event. The venue had been excavated in patches all around the site locations leaving fine powder dust to spread everywhere. A lot of unhappy site holders & campers enduring the dust storm. My trip to Ballarat Swap in the truck was an eye opener with heavy traffic, freeway roadworks, traffic stoppages & detours both out & inbound. I don't know how commuters can handle the confusion daily. It should be better if & when all is finished though. We just have to pay up then!! While at my site, myself & Geof Baulch were approached by several more new Model T owners wanting tech advice info, club membership info from Victorian, Tasmanian & NSW T owners. All were given our Club details/contacts & encouraged to contact the T Club & members for any help & advice that we can supply to them.

We don't have long to go until Labour Day weekend in March. Warragul—the Walhalla & West Gippsland history theme tour. I am told we have a special "RUST" visit organized that's not to be missed! Don't forget to carry extra fuel with you! To answer some queries about the \$25 per 2 person rally fee charged. The Committee doesn't want to see any rally organizers out of pocket on the Club's behalf! Most times events have to be run checked & researched, catering organized & carried out so a token input by all of us, in the Committee's opinion, is fair. At some other event that we have the Club will pay for expenses incurred.

Our next Club meeting date has shifted to Friday 18th March at Ashburton Library. This is 1 week later due to a clash with the Warragul Rally. We will be using Zoom in addition to our normal meeting. I am hoping that we have a new setup for audio & video to overcome past problems.

The 2025 National Rally planning is under way. As usual the Rally will be officially launched at this year's National Rally at Dubbo in September.

Our **April rally** is to be from **Pakenham to San Remo. (details below)**. Graeme & Marg Wagland are hosting us all at their home for a seafood feast. This follows the April meeting on Friday the 8th. I hope to see lots of Model Ts rolling down the road to Walhalla & San Remo at our next events. If you have any ideas of events/rallies in your patch let a committee member know. Fresh ideas welcome! So Folks it's time to prepare for Executive & Committee positions to change around. Don't be afraid to take on a position to help run our great club. New & fresh ideas are needed & welcome.



Well that's all for now, good health & safe driving! "See You Over the Running Board"

~Dave & Chez~

San Remo Over Night Rally—April 9-10

- * **Event:** A seafood extravaganza at Graeme & Marg Wagland's home (Non seafood eaters will be catered for). **Please confirm your attendance with Graeme & Marg on 0407 575734**
- * **Where:** Pakenham to San Remo using a scenic route we have travelled before via Lang Lang, Loch & Kilcunda. Return by different route to Pakenham
- * **Depart:** Sat April 9 at approx. 9.30am at 235 Bald Hill Rd, Pakenham (Dave & house) and arrive in San Remo at 4-4.30pm. Trailer parking is available. Chez's
- * **Return:** Sun to Pakenham by 3.30-4pm to allow for daylight for your trip home
- * **Cost:** A Rally Fee will apply to cover catering @ \$25 per 2 person
- * **Accommodation:** Some onsite accommodation available at Waglands. Motels in San Remo or Newhaven available.





General Meeting Minutes



Meeting held 11/02/22

Meeting Opened: 8.10PM by President at the Ashburton library Ashburton and via Zoom.

Visitors: Shaun and Angie, the new owners of Henry's Model T and A Parts

Present: 21 attending in person, 8 on Zoom

Apologies: Peter Brown, Russell Medhurst, Brian Smith, Bernie McKeegan, Csorba family

Confirmation of minutes: Moved: Jo Baulch **Seconded:** Thelma Huitt

Tonight's Meeting: Get back together and guest speakers Shaun and Angie, new owners of Henry's Model T & A parts

Correspondence In: several emails, T. Topics, Vintage Ford, Backfire, Shannon's Auctions catalogue, library invoice, Buzzerbox, The Bent Wire, The Side Valve V8 Times

Treasurer's Report:

The treasurer's report was presented to the members and moved by David Jones, **Seconded:** Bruce Csorba

Last month's rally report: Picnic at Maroondah Dam, report given by Bruce Csorba. He said was a great day but not the same without Sean Dillon and Ian and Sally Barber.

Delegate's Reports:

Federation: Geoff Baulch said there will be a Zoom meeting Saturday 12th February. Last report in last magazine.

This month's activity/run: Ballarat swap meet

Upcoming events: Labour Day long weekend rally at Warragul. Please let Alan Weatherhead know if you are coming.

Technical Tips/Queries: Nil

Restoration Progress: Cameron purchased a hand pump off Andrew Brand

New or unusual products:

- Ann brought in her eyemuffs. They are earmuffs with goggles attached. Great for shed or yard work. Instead of trying to fit your eye protection under your earmuffs they are all in one piece. They also go over your regular glasses. You can find them by googling eyemuffs.

For Sale:

- Des Cooper selling his Roadster Model T ute. He's planning on selling his stuff down at Warrnambool. Probably about \$5,000.00 worth, some brand new. He would rather it go as a job lot. Geof Baulch has a list.

Parts Wanted:

- Cameron Smythe after an exhaust whistle. Can purchase through Henry's
- Left hand outer bearings – Shaun from Henry's said haven't been able to get them

General Business:

- 2025 rally being run by Geof and Jo Baulch in and around Ballarat. They do have a few helpers but will need more. Rob Turner from the Model A club and Warwick Landy have offered to give advice. Steve Brown also got some info from his friend in the Austin 7 club.
- Dave has been sorting out the problem with Vic Roads, soon everyone can get their papers signed with no problems.
- David and Bruce spoke about Kevyn Brown's memorial service.
- Shaun and Angie spoke to us about taking over Henry's Model T & A Parts from Keith Eastwood. The address is 1 Vigor Court, Darley, Vic, 3340. Their hours are 8:00am-4:30pm Mon to Fri and 9am-12pm Sat. They will open any time for us if we call first. We are hoping to do a run out there.
- The club would like to send condolences to the Smythe family for the passing of Cameron's brother and to the Dorne family for the passing of Philip's father.

Next Meeting/Activity: Ashburton library and via Zoom, Friday 18th March 8:00pm

Raffle Draw:

If anyone sees anything that would be a good raffle prize, please buy it and the club will reimburse you

Meeting Closed: 9:00pm

— Ann Cupid, Secretary —





Club Calendar 2022



CLUB MEETING: 18 8pm Library & Zoom. Note that this is the 3rd Friday due to 3 day rally
CLUB EVENT: 11-14 Labour Day 3 day rally, Warragul Victoria
OTHER EVENTS: 4-6 Geelong Revival Motoring Festival
 13 Yarra Glen Swap Meet
 20 Kalorama Rally, refer to 'Upcoming Rallies & Events' page



CLUB MEETING: 8 8pm
CLUB EVENT: 9-10 San Remo overnight rally
OTHER EVENTS: 3 'All Ford Day' Geelong



CLUB MEETING: 13 8pm
OTHER EVENTS: 1 Gippsland Vehicle Collection Swap Meet, Maffra



CLUB MEETING: 10 8pm
CLUB EVENT: 11-13 Queen's Birthday Long Weekend Rally, tbc



CLUB MEETING: 8 8pm
CLUB EVENT: tbc



CLUB MEETING: 8 8pm
CLUB EVENT: tbc



CLUB EVENT: 25 Sep — Oct 1 National T Rally 20T2, Dubbo, NSW.
 Get your entry in for a big showing from the Victorian membership.
http://www.modeltfordclubnsw.org.au/uploads/8/4/9/5/8495665/dubbo_entry_form_v6.pdf



Next General Meeting — Friday March 18 at the library (also 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



March

Geof Baulch C9893
 Jennifer Csorba 34732-H
 Laurie Ford 766, 5453
 Neil Girvan 642
 John Huitt 651
 John Morrison 35701H
 Borge Sorenson 910FH, 8320
 Peter Trewin 6931
 David Weatherhead 4924

April

Jim Bull 4421
 Bruce Csorba 7399
 Paul Daley 61287H
 Paul Grady 7640
 Rodney Kieseker 6420
 Bernie McKeegan 07099H
 Linda Phillips 0824H6, 0824H9, 0824H4,
 0824H7, 0824H3, 0824H2
 Brian Smith 02965H
 David Weatherhead 0452H, C9939, 5172

May

Lloyd Davis 6062
 Laurie Ford 7431
 Ian Northy 3894
 Linda Phillips 71021H
 Ray Smith 3257
 Laurie Wadeson 3565
 Stephen Weatherhead 5470



'Under the Hood' by the Editor



Greetings Members,

This month it has been a pleasure to present a member profile from our long time Western Australian member Alan Long. I hope you enjoy reading Alan's story. Alan has also shared some great pictures of the Perth WA Model T assembly plants from the 20s which I hope to share in a future edition.

Our Geelong member Evelyn Hill has also been a great contributor about all things Model T happening in the Geelong region. Some of Evelyn's contributions will appear in various articles in future editions also.



This month's edition features a number of hyperlinks for you to investigate further information on some of the subjects presented here. Hyperlinks are a great feature that enable some further reading on subjects that are of interest to T folk, but may be too large or slightly off topic to enable full inclusion of the subject matter here. Of course, this is a feature only available to those readers who receive T Torque electronically and choose to read on their devices rather than the hard copy. Of particular note, this month, check out the link to the MTFCA forum and

the discussion about the Model T number 2 up for auction. Also of note, is the wonderful supporting article about Brendan Hoban written about him by his son. Brendan had previously shared this on the MTFCA forum.



As we approach the March long weekend rally in Warragul, I wish you all the best with the preparation of your cars. Please take lots of pictures and forward your experiences of the event to us to share here in T torque with the members. Hopefully we will have plenty of contributions for the April edition.

Please send all contributions about your T driving, restoration, and technical tips to torquenews@hotmail.com Keep Touring in your Ts,

Warwick Landy — Editor

FEDERATION REPORT - MEETING (via Zoom) 12TH FEB 2022

The meeting started with the usual welcomes and apologies, the minutes of the previous meeting, correspondence, financial report, then down to General Business.

The Club Permit Scheme Review has been implemented. VicRoads has been asked to clarify if a person registered with VicRoads can sign their own CPS renewals on behalf of the Club as some of these have been refused in the past whilst others got through.

Bendigo Swap: The Bendigo Club has agreed to manage the Swap meet for the next 5 years. This is if it's possible in the terms of the Health Minister's requirements and that

the set up and running of the event is easier on the members who volunteer to work at the Swap. There will be an increase in the number of volunteers needed due to Covid requirements. A Volunteer list will be sent to each club.

RACV will remain the only sponsor for the Golden Oldies Tour which will start from the Wanghnu Picnic. They are requesting that entrants be triple vaccinated to satisfy some of the venues they will be visiting.

In general business much discussion was had on zero emission requirements that have been announced and how that will affect the whole movement across the country. This will be the next important task we will all have to deal with. The Luxury Car Tax and the asbestos in imported cars has been the AHMF's main bugbear with the Federal Government. This is the topic that is going to come up more in the future.

2022 Events:

- March: 20th —Mortlake Picnic, 26th & 27th Wunghnu Picnic (includes the start of the Golden Oldies Tour)
- April: 10th - Scoresby Picnic
- Aug: 27th - Bendigo to Castlemaine event, 28th - Marong Picnic
- Nov: 12-13th - Bendigo Swap

2022 Federation Meetings:

- May 14 Colac, Aug 6 Shepparton/Congupna, Oct 22 Baw Baw/ Warragul

Kind regards,

Geof Baulch — Federation Representative





Feature Article



The 'Fat Man' Steering Wheel

The feature article this month was inspired by my recent purchase of an accessory 'Fat Man' adaptive steering wheel to enable me to have better access to the cockpit of my pickup.

An unfortunate feature of the pickup and some other T bodies is the poor access from the drivers side. I had been eyeing off a reproduction Fat Man folding steering wheel adaptor in the Lang's catalogue for a long time but the exchange rate made it too expensive. However, a chance viewing of the MTFCA classifieds saw one listed at a greatly reduced price making the purchase possible. The purchase went smoothly, but the purchase was lost in the mail system for over 4 months and I thought I would never see it! Eventually it arrived and it is now fitted to the pickup and access can be gained to the driving seat from that side if required.

The Fat Man steering Wheel is one of the most popular and sought after Model T accessories. "Fat Man" became the generic name for a sliding or tilting wheel that gave easier access to the driving compartment of the Model T. Imagine trying to name the accessory in these current politically correct times. Would it now have to be called 'The Weight Challenged, Gender Neutral Steering Device'?

The following text about this unique accessory is courtesy of the Hemmings Motoring Magazine, USA.

-Warwick

Landy



Today, even the least expensive car comes festooned with all of the features once reserved for luxury cars: power windows, leather seats, multi-speaker, Bluetooth-enabled sound systems that would make an audiophile cry tears of joy and, almost universally, tilt-and-telescoping steering wheels that can accommodate virtually any size person.

In the early days of motoring, adjustable steering wheels were a popular aftermarket option, most notably on the near-ubiquitous Ford Model T, but available to virtually any other make of car. Rather than designed for making every driver comfortable behind the wheel, the earliest moving steering wheels, nicknamed "fat man" wheels, were made to accommodate ingress and egress. Large-diameter steering wheels and high, non-adjustable bench seats of the 1910s and 1920s made getting into the seat and behind the wheel a challenge for many, but those fat man wheels that tilted, folded or slid out of the way could make things a lot easier, even for skinny folks.

Quite a few manufacturers made fat man wheels and the design and operations varied widely. The first of such wheels began appearing in the 1910s, mostly as a relatively common accessory for the Model T. One of the most popular adjustable steering wheels of the era was the Neville More-Room Steering Wheel, invented by A.G. Neville, of West Virginia. Neville's wheel, allowed for the wheel rim to slide up and out of the way once a lever was pressed to release it from the center H-collar that was mounted to the steering column hub. This mechanism, available in aluminium and walnut or steel and rubber, allowed for up to eight more inches of room under the wheel for a driver to get into--or out of--the car.





Feature Article

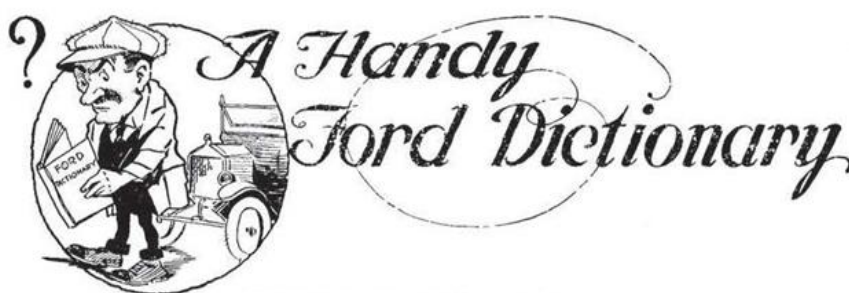


The Fat Man Steering Wheel continued...

But Neville's patented invention was hardly the only option. The rival Tiltlok system had an open center wheel and a steering-column mount with a cylindrical boss attached to it that housed a lock. The wheel itself hinged on the top of the column, the open center fitting on the mount when locked in place. The entire wheel could be unlocked and hinged up and out of the way. Similar wheels from other makers tilted to the right instead of up.

Drivers of the day might have also found themselves folding a Spencer, Lokwell or American Wood Rim Company offering. Like the Tiltlok, the Fox steering wheel was hinged, but it used an articulated double hinge to get it up and out of the way. Still others had a fixed central bar, like an axle upon which the outer rim could rotate out of the way. Another style allowed the wheel to fold downward toward the steering column instead of up and away from it.

When adjustable steering wheels arrived as a luxury option in the 1950s, they were largely designed to adjust for the driver's comfort once inside the car, but Ford, starting with the Thunderbird in 1961, added the option for Swing-Away steering that allowed the driver to move the entire steering column out of the way, to the right, in order to step into and out of the car. It was later offered as an option on some other Ford models, but, it, too, went away after USA Federal Motor Vehicle Safety Standards came into force in 1968 and mandated a collapsible steering column.



Compiled by Edward Fountain Penn.

Air—Sixty in front, seventy-five behind.
Anti-Rattler—A Ford with engine dismantled.
Blow Out—(See puncture.)
Brake—Stop skip system.
Breather Pipe—An oil well going dry.
Carburetor—An apparatus which is never adjusted just right.

Clutch—A foot rest.



Coil—The plaything of garage men.
Commutator—(See timer.)
Crank Handle—Your boss.
Dammit—Pass word of the Ford fraternity.
Differential—A hidden secret.
Enamel—Soft tender outerskin of the animal.

Engine—Mule power disguised as horse power.



Exhaust—Where your gas money goes up in smoke.



Flat Tire—The end of a perfect day.
Garage—The wood shed with the alley door enlarged.

Gasoline—Ford stimulant.



Grease—Hub decoration.
High—Not low.
Hood—Metal concealer of all the turmoil.
Ignition—A tamed bolt of lightning.

Inner Tube—A pin cushion.



Junk—After seven faithful years.
Kick—Playful antic of kittenish crank.

Knock—Any other noise but a rattle.



Lean Mixture—Not a rich mixture.
License Number—Tin medal presented by the state for your bravery.
Lizzie—Family name of Miss Tin.
Low—Not high.
Magneto—The car's heart.
Manifold—The car's lungs.
Oil—Fluid to place in oil can.

Oil Can—Can to place oil in.



Oil Cup—Place to place oil can filled with oil.

Patch—Reseat for tire pants.



Priming Rod—A friend in need.

Pump—Back breaking attachment for weak lunged tires.



Puncture—(See blowout.)
Quarter Turn—Gymnastic exercise which will not start car on cold day.

Radiator—Hot water bag for Lizzie's stomach.

Radius Rod—One of a half hundred iron bars somewhere underneath.

Rattle—Song of the moving Ford.

Rear Wheels—Front Wheels while reversing car.

Rich Mixture—Not a lean mixture.

Road Hog—The other fellow on a narrow lane.

Self Starter—One who can start his Ford without calling in the neighbors.

Shock Absorbers—Passengers in the rear seat.



Skidding—Dodging dry spots on a wet road.

Spark Plugs—Carbon collecting queensware.

Switch—The key to success.

Tank—A bottomless gasoline can under the front seat.

Timer—(See commutator.)

Tires—Lizzie's rubber heeled slippers.

Tire Pressure Gauge—An instrument which usually points to No. 45.

Uproar—Starting out.

Undertaker—The final driver.



Valve—Part of the engine.

Vibrator—Part of the coil.

Vulcanizer—One who vulks.

X—Mysterious symbol on spark plug, meaning "You are it."

Yap—Country constable.

Did you know?

- *In 1916 at the Ford Highland Park Plant workers lost 192 Fingers, and suffered 68,000 lacerations
- *Henry Ford was said to have quoted "good brakes encourage bad driving"
- * By 1914 Henry Ford was accumulating \$20 Million a year in personal wealth.
- *In 1908, there were 40 other car manufacturers in Detroit and 200 component suppliers.
- *The Production Line reduced the price of T's by nearly 60% plus improved quality.

- Alan Long



Member Profile



Alan Long

This month's member profile comes from our Western Australian member, Alan Long. Thanks to Alan for sharing his lifetime of involvement and passion for Model Ts with us. - Ed

Greetings from Western Australia! I have been asked to write a brief overview of my life as a Model T Ford enthusiast, Motor Mechanic, owner of two Ts and Member of Model T Clubs throughout Australia and America.

My earliest memories of Model Ts were as a passenger in my Grandparents' 1926 Ute. It was built in December of 1926 (delivered Jan 1927) for the sole purpose of being a delivery vehicle for their dairy / milk round, and later a nursery / florist business till 1964. Back in those days, some dealerships delivered new vehicles to the buyer's home and if necessary, gave driving lessons to the new owner. This was the case for Lynas Motors, Hay Street, Perth. The salesman, Roy Jackson, drove the ute to north Perth and taught my Grandmother the finer arts of driving. Grandad learnt sometime later and continued to drive it until he and it were both unroadworthy.

I regularly went with my grandfather in the "ute" on business errands in the late 1950s and early 60s and those trips are still, to this day, very clear in my memory. This was quite an experience to be driven around in a old bomb that used string between both door handles to keep them closed, a massive crack in the windscreen, headlight globes rolling around inside their buckets and very wobbly wooden wheels with canvas as tread on the tyres! It was on one such outing that the old T was spotted by a police traffic patrolman in Perth City, who promptly gave the T a Yellow Sticker / Work Order, effectively finishing its days on the road! Realising my interest in all things mechanical, Grandad drove it home, parked it up, and (after consulting with Nana) gave me the key and said "It's yours!"



Myself with the T after it was gifted to me.

1964
7 Park Pt
North Perth
Dec 17 1964
To whom it may concern
I have given my Model T Ford car to my son in law George Long - and my Model T Ute to my grandson Alan Long
Lynas P. Mac Annan

I do have a hand written receipt dated December 1964 that the Model T Ute is a 'gift' from my Grandmother. I was 11 years old in 64. The T has now been in the family 95 years and with me for 58. I started to dismantle the vehicle soon after it was mine and 32 years, marriage, Daughter and three homes later it was finished and licensed again.



Member Profile cont...



Alan Long

Registration is now ALANS T. One regret is the windscreen (complete with sticker) wasn't kept, nor the number plates which I assume would have been the originals. These plates aren't shown in either of two remaining photos of the wreck of a vehicle and no one in the family remembers what the rego number was. Also, these plates were possibly removed by the police officer at that time. Original paint colour found in obscure places indicated it was originally green so I had it painted the closest match to "deep channel green" as used by Ford Canada. Although the vehicle was ordered as a ute, it came to light during restoration that this was a Tourer cut down to add a custom, locally built wooden back section. This was common practice by dealers at that time. Wishing to make it better than the day it was delivered back in 1927, I found other, necessary original panels to make it into a roadster



Restoration complete!

body / wooden pickup. Most likely the original car was assembled at the Ford Assembly Plant in North Fremantle, Western Australia in late 1926. This assembly plant was operational in July of 1925 and the attached photo is evidence that the first Model Ts assembled in Western Australia were pre 1926 Models.

With a strong interest in Model Ts, mechanical bits and pieces and a father who worked for Ford Motor Company for 33 years, I jumped at the opportunity he offered me as an apprentice motor mechanic. This

coincidentally, was at the same Ford Dealership that supplied the T. I started there in January 1969 and finished up as the automatic transmission specialist prior to moving to Borg Warner in 1975.

The 26 T has performed faultlessly from 1996 till this day and is used frequently on events with the T section of the VCCCWA where I hold the position of chairman. I do have two other classic Fords. One is another Model T 1910 Tourer that I restored and has won numerous awards at the 2013 Nationals in Tanunda SA, as well as our own local Club. The other is a 1966 Mustang V8 Convertible Built 40 years after the ute (December 66).

My wife Julie, daughter, grandkids, parents and extended family enjoy travelling in all of these cars when the opportunity arises. I plan to use, maintain and enjoy these wonderful vehicles as long as I can. Cheers for now. — Alan Long, Hillarys WA





Member Article



This car has been in the Lismore New South Wales district since 1922.

In 1919 a local Teven (via Ballina)-farmer (G.Lovelock) sent his grandson to college in America to learn how to run farming properties. He gave him money to buy a Ford T car so he could get to college. In 1922 he brought the car back home with him and proceeded to use it to go from their Teven property to their Maleny property in Qld. From there he proceeded to their next property in Boonah for the same property inspection before returning to Teven. This ritual continued for forty years with the car clocking up 600,000 miles (1 million kms).

On his death in 1965, the car was sold locally to Mr Kevin Munro of Alstonville and restored. When he purchased it, there was still inside the car, an axe for chopping any fallen trees, a block and tackle for removing the engine should it need repair on the road, plus a cupboard door that he would lay across the front and back seat tops as a bed when stopping on the road overnight.

As Kevin and I had been lifetime friends, he agreed to sell the car to me when he was ready. This he did, some years back and it has been a big part of my life since.

—**Bob Trevan**





Old Victorian Ford Dealer Garages



This month's old Victorian Ford Dealer Garages contribution comes from our Portland Member Phill Ruge, who has generously allowed us to reprint his article which was published in his local car club newsletter. Thanks to Phil for sharing these wonderful old photos and the accompanying descriptions.



Portland Central Garage in Percy street, Portland c1923

This photo of the Hedditch & Coghlin dealership, whose business opened in early March 1923 in Portland, likely records the first purchase of Ford Model T cars for the dealership. Ford advertising signs have not yet appeared on the building. These Ford model T's were driven from Melbourne to Portland by local drivers on behalf of Hedditch and Coghlin. This was the only way to get a car from Melbourne to Portland – drive it. It's not recorded whether the drivers were paid or just did it for the adventure. I wonder how many of these drivers went on to buy a Model T after their experience of driving a Model T Ford for some 250 miles? The roadster on the left is also a Model T Ford and the only one to have sidelights. It also has a new tyre on the running board.

(All four of these vehicles appear to be identical to the car owned by Geof Baulch. Could it be possible that one of these cars pictured is actually Geof Baulch's car, as his car came from the nearby Western district town of Casterton? -Ed)



F.A. Franks Garage, Gawler street, Portland c1926



Old Victorian Ford Dealer Garages continued...

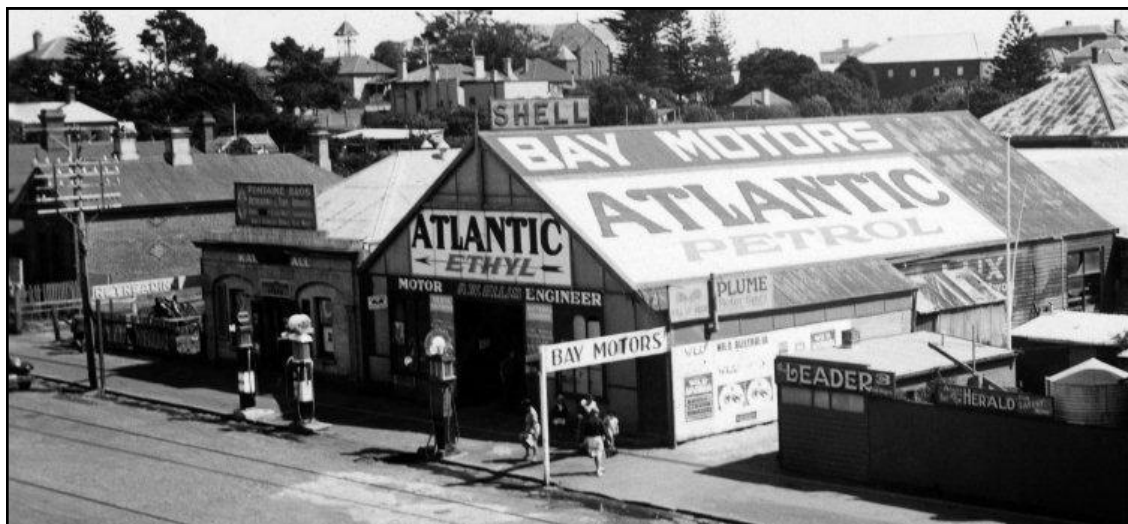


By December, 1926, Hedditch & Coghlin had sold this business to Kenny & Westlake but the name of the business 'Central Garage' remained the same. Kenny & Westlake did not advertise Ford cars but do say they have taken on the AJS motorcycle agency.

The previous photo is c1926 and F A Franks is now located in Gawler street, Portland. He commenced business in Portland in March 1920, advertising that he had purchased the livery stables of Mr. Hickey at the Mac's Hotel Portland and sells tyres, tubes and benzine as well as having a hire car.

Both cars in this photo are Model T Fords. It is unlikely that there were 2 Ford dealerships in Portland. There are three possible explanations. Firstly, Franks was a second hand car dealer. Second, he serviced all makes of cars. Thirdly, he took over the Ford dealership in 1926, which would explain why Kenny & Westlake did not advertise Ford cars. The car in the driveway has registration number 1473 on the radiator, which is a number plate originally issued to a veteran car in 1910. As number plates were relinquished, it was common practice in Victoria to reissue these early numbers during the 1920's and 1930's.

(The idea that the cars outside the garage are second hand T's make sense, as if the photo is dated 1926. The T's pictured look to be around the 1918/19 Model year. -Ed)



A later photo shows the same building now renamed Bay Motors, after a change of ownership. Note the manual bowsers now positioned on the footpath. These would have been a vast improvement on the 2 gallon tins that benzine was previously sold in.

All photos from Grahame McDonald Collection

Special Purpose Van

Old T special purpose van I've not seen before. The words give background and source of the contemporary historical pic. The T was in use in our area in my fathers time. *by Russell Medhurst*



Before 1925.

In May 1925 the Shire was subdivided into Box Hill Borough on the western side, and the eastern half became the Shire of Blackburn and Mitcham. Box Hill took over the electricity business under its own name, but continued to supply both areas by purchasing power in bulk from the Metro Elec Supply Co, and distributing it to retail customers.

(Shared from the group: Melbourne & Victoria—Through the Decades)



Event Reports



Ballarat Swap Meet

Finally, a Ballarat swap to attend. I could not wait. The last time was 3 years ago and I camped in the newly built Teardrop. It was a great thing having my own digs, but this time, while telling Julie that I was attending this year's event, she told me we would get up early instead, on Friday. This is where the trouble started.

One has to negotiate get up times now, especially when you have your wife with you. Not that there is anything wrong with that. However, one does hark back to the days to 6 am starts, getting up at 3 am to make the drive to Shep, Ballarat, Bendigo etc but the times they are a changing. I am happy to report that we got up at 5 and were on the road at 5:35am. Lets GO! Had a reasonable trip to Melbourne but the outbound past the west gate bridge had stuff up written all over it. I was laughing at the suckers lining up to go Grive Parade, then to my surprise found that the Western Ring Road on ramp was diverted. We dialled up Dr Google and got on to Kororoit Creek Road and promptly ignored any further instructions to double back into Melbourne. At any rate, long story short, it cost us 30 minutes. The rest of the trip to Ballarat was uneventful. St McDonalds provided our brekky but it cost me another 15 minutes. Don't worry, y anger management courses have paid off and I coped really well, but I still don't like hash browns!

We arrived at the swap after successfully selecting the correct Ballarat off ramp (I stuff that up every year). Got in the queue with all the other hillbillies but chose a line with a person driving a GOLF BUGGY. This guy must have had massive kahunas as everyone was hating him for being in the queue with pedestrians. It took 15 minutes to get past check point Charlie. Not real happy but we were in.

We went to the right as the plan at this point was anti clockwise. First T Model site was a dude trying to flog a veteran T model collection of parts that had been in an "accident". Warwick has information about the event and owner - good to see Warwick didn't cause this one!!!! LOL. I was not curious to get prices from the bits, but we just kept walking. In the sector we were walking in the unevenness of the ground and the bull dust for want of a better description absolutely made conditions unbearable for vendors. I really think that corner of the swap's vendors need to be compensated for the poor environment conditions that they had to trade under. It was crap.

We then walked further afield where the atmosphere was better and stumbled upon a fair amount of Model T Ford stuff from time to time. As we have interest in other marques, I stumbled upon a vendor selling a pair of Austin 7 headlights. I picked the lights up and a guy in his wheel chair told me he was negotiating for them. I put them down but was definitely spitting blood. We walked away telling the seller we would call back, but I just went around the corner peaking around the corner of a caravan to watch this old bloke put the lights in his saddle. I missed out and I blame "Dan Andrews" LOL for costing me the 30 minutes I would have needed to see the lights 30 minutes earlier. (Remember the detour in Melbourne).

At any rate I finally did have a win buying a straight through Carby from a stall 3 doors up from Andrew Brand. It wasn't about the carbs, its all about the bragging rights. I believe AB did alright all the same. Well done Andrew, I met up with another suspect crew in Fludey, Zorb and Robbie Dalton. All reported a reasonable day's trading. Their corner anchors Model T land in the Ballarat swap. Next door, was Allan Bennett and he still looked the same, however my greeting to him could have had better chosen words Allan just keeps going, though I felt his trailer of goodies seemed to be diminishing and his trade was more anchored on tools.

It was around 3 pm and time to leave. I had a big commitment to fulfil on Port Philip Bay the next 2 days so had to get some beauty sleep. Julie did well buying her little knick

knacks as well s a set of 3 commercial traveller samples of buttons that were over 100 years old. They will look great in her sewing room. Hope those who went to Ballarat, found the parts and treasures that they dream about.

Regards — David Jones





Newsy Bits



EXTRA! EXTRA! READ ALL ABOUT IT

EARLIEST SURVIVING MODEL T??!!

1908 Ford Model T serial number '2' is set to be sold at auction. The link to the auction is below for those interested. There is also a very lengthy thread on the MTFCA forum discussing the car in question.

<https://www.bonhams.com/auction/27329/lot/281/1908-ford-model-t-touringserial-no-2-see-catalog/>

<https://www.mtfca.com/phpBB3/viewtopic.php?f=2&t=26851&sid=95a120d8f9cd27a8d13b4e01e0dbf36f>

1908 Ford Model-T Touring Serial no. 2 (see text)

177ci Flathead Inline 4-Cylinder Engine

Single Carburetor, 22bhp at 1,600rpm

2-Speed Planetary Manual Transmission

Transverse Leaf Springs and Solid Axles Front and Rear

2-Wheel Drum Brakes

**Believed to be the earliest Model T surviving*

**Discovered in upper Michigan by Donald Hess in 1958*

**Extensively restored between 1995 and 2001*

**Hershey 1st Prize Junior Award in 2001*



CARS & COFFEE

Pictured recently at the Drouin Cars and Coffee monthly Sunday car meet, Don Cheeseman's original 1926 ute pictured with Alan Weatherhead's 1926 Ute. This event attracted an

estimated 400 cars of all different ages, makes and models for the February gathering. The Ts were easily the oldest vehicles in attendance, and attracted plenty of attention.



Do you have any 'Newsy Bits'??
Let us know at tforquenews@hotmail.com

BUSY TREASURER!

Treasurer David Jones is keeping busy with preparation for paint on the Austin 7 project as well as redoing the diamond buttoned upholstery in the back of the 1914 Tourer.



— ON THE MOVE —

Long time club members Colin and Dianne Strack of Geelong have moved from Geelong to Streaky Bay South Australia. Colin now owns the speedster that was built by Ken Shebler in the late 1980s. Colin's Speedster has also been owned by Graham Wagland and the late Kevyn Brown. Wishing the Stracks a safe transfer and a happy future in Streaky Bay. May there be many new roads to discover in the Speedster.

Photos supplied by Eveyln Hill of Geelong.



Colin's T loaded ready for the big move.



Newsy Bits continued...



NORTHERN HEMISPHERE T ACTIVITIES

While we are enjoying our Southern hemisphere Summer and ideal T touring weather, a more hardy Model T group in the Northern hemisphere are enjoying a unique annual Winter Model T rally. The Model T Ford Snowmobile Club, A chapter of the Model T Ford Club of America, host a National get together for Model T powered Snowmobile conversions each February. This year's event was

held in Westbury, Vermont USA, which in February ensures perfect snow covered terrain to tackle. There were many and varied snowmobile conversions manufactured and fitted to Model T chassis.



More about the snowmobile club can be found at <http://www.modeltfordsnowmobile.com/>

Here are some images of this year's event.



OUT WITH THE OLD, IN WITH THE NEW!

Brendan Hoban has not been using his Model T of late. Unfortunately he sustained a back injury while cranking his T. His back has recovered and he has since achieved a successful start, but the T has temporarily been replaced as a mode of transport. Brendan now enjoys his new mode of transport, a full electric Tesla 3.

While searching for a picture of Brendan's T I came across this lovely article written by Brendan's son. <https://www.mydadsmymate.com.au/stories/ben-brendon> Check out the link for more about this story associated with the father and son pictured on the running board.





Upcoming Rallies and Events



Old Roads, Old Souls & Old Wheels.....

Join us to recount an historic story of Walhalla that also has ties to the current times. ..

Labour Day Weekend, 11th - 14th March 2022

For catering purposes please advise rally organisers that you will be attending.

Alan Weatherhead: 0418 520 272

Cameron Smythe: 0428 308 833

- *Trailer parking and car parking at Weatherhead's by arrangement*
- *Gerry can for fuel recommended for both Sat. & Sun. Tail end Charlie can carry for you if required*
- *Be prepared for four seasons in a day!*
- *Friday Night Bbq: supplied by the club, gather from 6pm at Weatherhead's— 162 Armours Rd, Warragul. BYO drinks and chairs*
- *Sunday museum admission—\$10 per adult*
- *Sunday night dinner at Warragul Country Club, at own expense (please advise organisers by March 7 to confirm bookings)*



64th ANNUAL KALORAMA RALLY SUNDAY March 20th

This iconic vintage motoring event is back on again for 2022! This year's event features vintage and classic specials. Mystery Tour commencing at Manhattan Hotel from 9.00am for 9.30 start.

Further details at: <https://www.facebook.com/KaloramaRally/>

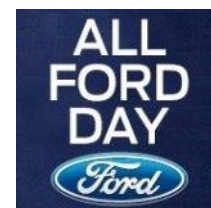



FEDERATION

Scoresby Picnic Car Show

Sunday 10 April 2022

Hosted by the Dandenong Valley Historic Car Club Inc.



ALL FORD DAY GEELONG April 3 2022, 9am - 3pm

2022 sees the 31st year of the 'All Ford Day', in a new location at **Eastern Park, Geelong**, with over 1,200 Ford vehicles on display in one of the largest single make events in Australia! Ford vehicles of all types, ages and models will be joined by classic race and muscle cars, hot rods, street machines, celebrities, automotive industry displays and entertainment for the whole family! Keep the date free! All participants must pre-enter.



National Rally 20T2 Dubbo

25th Sep—1st Oct 2022

[National Rally 20T2 Dubbo Entry Information](#)

www.modeltfordclubnsw.org.au

Facebook: 20T2 NSW Rally, Email: rally20t2@gmail.com

Have you paid entry and booked your accommodation??

The rally is approaching fast!



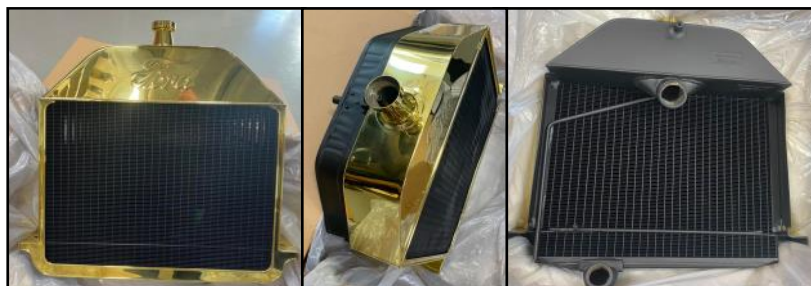
T-RAD'N' TABLE



A free trading place to advertise your goods. 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

For Sale:

Model T Brassworks radiator, 1913/14 style
Normally retails at \$2950 but putting it out to the club members for \$2800. Let me know if you need any more details. Contact Angie at Henry's Spares 0409 996393



FOR SALE:

Spare parts lot. Prices Negotiable, please call Des Cooper on 0407 052 733

1 chassis	\$100	Step luggage bracket	\$20	Steering lower bracket to chassis	\$35
1 engine	\$25	4 1926/27 front guards	\$50	2 new grease cups (small)	\$5
2 sumps (both)	\$10	1 pair 1926 headlight bodies	\$60	New pedal pads (up to 1925)	\$25
1 diff with rear springs	\$50	1 1927 headlight bar	\$10	New licence plate bracket	\$5
1 drive shaft	\$25	4 rear guards	\$100	Radiator mounting kits	\$20
Front axels, steering rods etc	\$50	1 radiator & surround early low type	\$40	New windscreen wiper & mirror	\$50
Flywheel & magneto plates	\$20	Fan blades & hub	\$10	Exterior engine oiler kit	\$50
Engine block	\$35	Steering column	\$40	4 veteran shackle oilers	\$40
Head	\$20	1926/27 bonnet	\$10	Numerous running boards, hood shelves & wood blocks	\$40
Hogshead, peddles & numerous transmission bits	\$50	3 dash panels	\$30	1 new pair right & left camshaft & bushes	\$20
Numerous carbies (the lot)	\$10	1 lh door to suit centre door body	\$400	New A ford dash light	\$40
Veteran crank & cam shafts (straight cut gears)	\$400	New lined brake shoes	\$100	1 claxon horn	\$75
Coil boxes 26/27 with lids	\$60	New 1927 kevla b& linings	\$100	1 early t-ford vibrating horn	\$75
Manifolds	\$10	New lower radiator garnish	\$25	1 fat boy steering wheel	\$350
Veteran side lamp body	\$20	6 new a ford hub caps	\$75	New early magneto post	\$40
Windscreen pillars & frames	\$30	New universal joint shims	\$10	New exhaust flange nut	\$20
1927 wire wheels & tyres	\$800	New windscreen rubbers	\$10	Numerous gasket sets, springs, rivets etc	\$50
1 1923 rim & tyre	\$25	3 new wiring harness kits	\$50	Morris cowley headlight & a starter generator	\$100
2 1926/1927 brake drums	\$20	Numerous new fan belts	\$60	Numerous tourer doors	\$25
1 tourer spare wheel bracket	\$35	Side skirt kick plates	\$60	1926/27 running boards, side skirt & bonnet shelves	\$500
1 roadster wooden body (new)	\$800	Taillights	\$40	Headlight rims & reflectors	\$25
1 turtle deck with lid	\$750	Various spring shackles & new bushes	\$20	Steering lower bracket to chassis	\$35



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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:

*BSB: 083-004

*Account Number: 03-923-0022

*National Australia Bank

Please put your name as a reference.

Payment by cheque must be made to:

'Model T Ford Club of Victoria' (NOT MTFCV)

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) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA., (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 picture is of a C1917/19 Tarrant bodied Tour. Note the unique accessory radiator surround and the heavy pinstriping. Pictured supplied by Andrew Brand, Courtesy of State Library of Victoria.

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