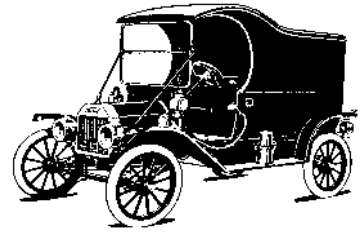




The Newsletter of The Model T Ford Club of Victoria (Inc.)  
Reg. No. A0000819S

# "model T" Torque



Web: [mtfcv.com](http://mtfcv.com)



Facebook: [Model T Ford Club of Victoria](https://www.facebook.com/ModelTFordClubofVictoria)

Volume 44

NUMBER 5

June 2022

## In this Issue...

- MORE ON THE HENDERSON SPRING FACTORY
- NATIONAL RALLY HISTORY AND NEXT EVENT UPDATE
- A BOOK REVIEW: 'FORD TRAMPS'
- RESTORATION UPDATE: NATOLI SPEEDSTER



Pictured is former club member Bill Fish's 1909 Mother in Law Roadster. Bill tragically died of snakebite in 2020. Bill's T has recently been purchased from Bill's estate by his Nephew, Nigel Fish and will stay in the family.

*"Don't find fault, find a remedy."*

*~ Henry Ford*



## President's Message



**G**reetings to everyone,  
I hope all is well with all of you. At the moment we seem to have members traveling all over our country, so safe travels to all of you. We send our best wishes to our members who are not well at this time & look forward to seeing you in full health.

Our last General meeting we trialed Zoom with Hotspot on a mobile phone. Amazing technology! Vision & audio was working very well with Zoom participants projected to the big screen, there were however some audio hitches yet to cure. Those members on line were able to join in the meeting as if in the room! It is a learning curve we are on with ZOOM & I believe it is improving each time.

PLEASE NOTE! Due to Library not being available on 2nd Friday night as usual we will be meeting 1 week later. Our **AGM is set for July 15th at Ashwood Library**, so try and attend in person or by Zoom. Don't forget to make Club Person of Year nominations!

As usual our **Annual Club lunch is set for Sunday 17th July - 12 Noon @ Cardinia Park Hotel, 200 Emerald-Beaconsfield Rd , Beaconsfield**. The Hotel is adjacent to the Roundabout of Inglis & Payne Roads. NOTE! Please let a Committee member know if attending as the Hotel will need numbers etc.

Well 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. If needed we have copies of Committee roles & responsibilities for you to read.

**Rallies & Events:** Look around your area & find things for the club to do-visit etc. We need ideas to be able to plan our calendar in advance. Up until recently it has been difficult to plan ahead without Covid cancellations. Hopefully that has passed now & our calendar can be set. If you have any ideas of events/rallies in your area lets a committee member know. Help to run an event is always available so don't worry. Why not check out a local history story or a character for us to re-discover on our tour. Theme tours/rally are a good way to appreciate our pioneers & forebears. Any ideas of things to do in dead of winter when it is too chilly to drive our T models , call me please all suggestions welcome! Why not a guesthouse or similar playing Monopoly, Squatter or Euchre or Snap card games or just Gas-bagging around a fireplace?

The **Flathead Ford Festival** is reappearing. The Festival organising committee are in discussion with Caribbean Markets now. More news as it comes to hand.

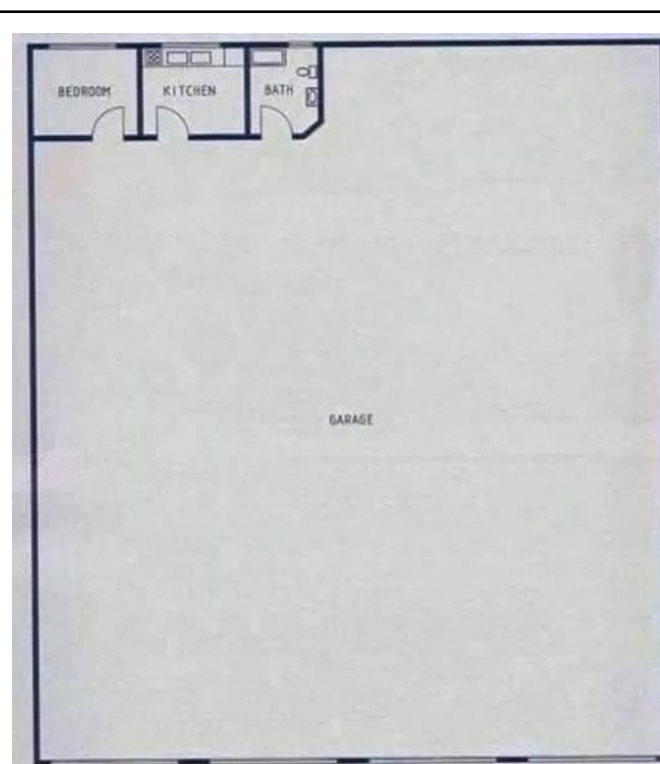
Our **2025 Rally Committee** are moving ahead with plans & organization. We will be officially launching the rally at Dubbo Nationals in September. Don't forget ideas for major rallies, local runs, drives & outings needed.

**NOTE: SUBSCRIPTION RISE** Subscriptions for 2022 to 2023 year were revised & voted in at last AGM & July general meeting. New Fees will now be: \$55 - emailed T Torque or \$70 - Printed T Torque. If you are paying your subs early please keep this in mind to avoid any confusion. Contact & inform our Treasurer of your payment.



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

~Dave & Chez~



Got our new house plans back from the architect. I don't understand why my wife's not happy.





## General Meeting Minutes



Meeting held 13/05/22, opened at 8:05pm by President David Weatherhead at Ashburton library and via Zoom

**New Members:** John Fotakis, Jim Hall **Visitors:** John Schipper

**Present:** 21 at library and 11 on Zoom **Apologies:** Borg Sorensen, Rod Kiesecker, Bernie McKeegan

**Confirmation of minutes:** Moved: Thelma Huitt Seconded: David Jones

**Tonight's Meeting:** David Jones talking about his Territory troubles

**Correspondence In:** Emails from AOMC, April & May Backfire magazine, thank you note from Beryl Gorry, Vintage Ford magazine, The Early Ford V8 Club, bank statement, voting information, Shannons auction, Ashburton library invoice, permits for renewal, event flyers, email thank you from John Morrison, thank you message from Pam Weidemann

**Treasurer's Report:** The treasures report was presented to the members by David Jones Seconded: Barry Hancock

**Last month's rally report:** Given by Geof Baulch

**Swap Meetings/Clearance Sales report:** Geof Baulch attended Maldon and Castlemaine

**Delegate's Reports:** AOMC: Will be held on the 23<sup>rd</sup> May Federation: Will be held on the 14<sup>th</sup> of May in Colac

**Upcoming events:** 2025 Rally: not much happened yet. We have a Treasurer & a Secretary. Working on a name.

**New or unusual products:** Warwick showed his veteran fan hub, modified to take bearings, doesn't need lubrication

**For Sale:** Will be a 24 Tourer and a 26 Tourer for sale soon. Will be advertised in magazine & on club Facebook p

### **General Business:**

- Annual Club lunch will be on Sunday July 17<sup>th</sup> at 12:00pm at the Cardinia Park Hotel, at the corner of Inglis Road and Paynes Road. Please let Chez or Dave Weatherhead know if you are coming.
- Our condolences to Bruce Walker whose wife sadly passed away.
- Dave Weatherhead and Rob Turner have been trying to revive the Ford Flathead Festival. It's not called Caribbean Gardens anymore, it has been redeveloped. The guy is happy to have us there. Dave and Rob have been in touch with other Flathead clubs and are trying to work out a date in Spring.
- Please let the Committee what events you would like to do in the future.
- AGM coming up in July. All positions need to be looked at. Please put in an application.
- Please also think about Club Person of the Year.
- Club Facebook page up and running. Please post photos or videos of anything to do with your car or your shed.
- Committee will be meeting next Saturday 21<sup>st</sup> May

**Next Meeting/Activity:** Dave trying to get a speaker

**Raffle Draw:** Drawn by: Paul Grady Won by: Thelma Huitt Prize selected: Supercheap voucher

**Meeting Closed:** 9:00PM

**Ann Cupid, Secretary**

### **AOMC Delegates Report - 23/05/2022 - Bernie McKeegan, Delegate**

*Meeting held at AOMC Office, Rosalie St. Springvale. A copy of the minutes are available at [www.aomc.asn.au](http://www.aomc.asn.au). The summary below contains my understanding of the items which I believe are of interest to our members.*

**CLUB PERMIT SCHEME:** There has been very little advice from Vicroads regarding CPS items. Privatisation is under way. John Lewis has joined the new company and will be involved with policy and processing of club permits. A new contact person at Vicroads has not yet been appointed.

**EVENTS:** Most clubs are now holding events at normal frequencies.

- AOMC Restoration Seminar Sat 18 June, Management Seminar 13 Aug

### **GENERAL ISSUES / DELEGATES REPORTS / CURRENT ISSUES:**

- The AOMC are currently negotiating with an insurance provider for a better deal for clubs.
- The RACV will now sponsor events for clubs without an ABN through the AOMC.
- All Clubs are being encouraged to run their own events for National Heritage Day in future years.
- Much discussion took place about carbon emissions from vehicles. We need to promote positive information regarding our vehicles.

**GUEST SPEAKER:** Chris Rushen from Bridgestone Tyres. Bridgestone is the largest tyre manufacturer in the world. They spend \$800 million on research each year. 50 million tyres are disposed of each year and should be responsibly disposed of or recycled. Bridgestone have a program for car clubs, and give presentations at car club gatherings. They also offer a 15% discount off recommended retail prices. Tyres should have a visual inspection at 5 years and scrapped after 10 years in normal circumstances. It is also recommended that tyres should not be left in contact with concrete when left for long periods, as this draws moisture out of the tyres.

- The August Delegates Meeting will be held on 27<sup>th</sup> August at Seymour



## Club Calendar 2022



**CLUB MEETING:** 10 8pm  
**CLUB EVENT:** No event



**CLUB MEETING:** 15 8pm (Note: 3rd Fri of month due to library availability) AGM & Supper Night  
**CLUB EVENT:** 17 Annual Club lunch - 12 Noon @ Cardinia Park Hotel, 200 Emerald-Beaconsfield Rd, Beaconsfield



**CLUB MEETING:** 12 8pm  
**CLUB EVENT:** TBC  
**OTHER EVENT:** 28 Federation Picnic, Marong



**CLUB MEETING:** 9 8PM  
**CLUB EVENT:** 25 Sep — Oct 1 National T Rally 2022, Dubbo, NSW.



**CLUB MEETING:** 14 8pm  
**CLUB EVENT:** 28 Oct – 1 Nov, Cup Weekend Rally - East Gippsland, (Bairnsdale & District)



**CLUB MEETING:** 14 8pm  
**CLUB EVENT:** 28 Oct – 1 Nov, Cup Weekend Rally - East Gippsland, (Bairnsdale & District)



**CLUB MEETING:** 9 8pm  
**CLUB EVENT:** T & A Christmas Party — tbc

**Next General Meeting — Friday June 10 at the library (also via 'Zoom!')**

Meeting  
Reminder!



## 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)

**If members need a permit signed & can't attend safety officers in person, mail the permit with a stamped self addressed envelope to a safety officer. These will be processed & returned in mail.**



### June

Gregory Angelo 1820  
 Geoffrey Brooke 3358H2  
 Andrew Brown 5446  
 Robert Dalton 6481  
 Laurie Ford 7457  
 Noel Huitt 5108  
 Linda Phillips 1188H3, 3629H4, 6129H6  
 Mickie Turner 6243  
 Graeme Wagland 5099  
 Bill Wallace 934GH  
 David Weatherhead 258BH, 41328H  
 Geoff White 457  
 James Wotherspoon 8089

### July

Geof Baulch 546A-H  
 Paul Daley 988, 752  
 Chris Dillon CH4195  
 Bernie McKeegan 08777H  
 Malcom Moors 1506  
 Peter Natoli 7-636  
 Brendan Pell 1318H9  
 Dorothy Reddick 7389  
 Peter Rutley 8083  
 Bill Wallace 5922

### August

Chris Cansdale 09187H  
 Robert Dalton 5110  
 David Dare 799  
 Alan Flude 4590  
 Russell Hughes 834  
 Malcom Moors 3478  
 Norman Morgan 6278  
 John Morrison 6696  
 Linda Phillips 1568H2  
 Brian Smith 5494, 5111  
 David Weatherhead 158BH  
 Dean Williams 5415



## 'Under the Hood' by the Editor



Greetings Members,

As you read this edition of T Torque, hopefully Paula and I will have just returned from a long-awaited holiday in the Northern Territory. This will be the third time we have tried to make this holiday, as on the previous two occasions we had to cancel due to Covid lockdowns.



Speaking of holidays, the country and the world is opening back up again, which should all but ensure that the upcoming Model T National Rally at Dubbo is well attended by Model T enthusiast from all over. From the data in the most recent rally update, we currently have only 15 Victorian entrants attending the event. As these events only come around every three years, I encourage all MTFCV members to consider entering and being part of what is always a great event. The Dubbo area has many great attractions and the surrounding country roads are perfect for Model T driving. Imagine being on the road with over 100 Model Ts and enjoying the company of like minded enthusiasts from all over. Also, I have included some stats and information from the latest Dubbo National Rally Newsletter which we hope will inspire you to register and attend.

In this edition, I have included some history and observations about some of the early National events. These summaries will continue to be included in T Torque as time and space permits, as a bit of a series to celebrate the evolution and success of these events for us Aussie Model T enthusiasts. Our club has successfully hosted four of these National events of which we can be very proud. The Cen'T'enary Rally in Echuca in 2008 was by far the largest ever, with over 300 Model Ts in attendance.

Of course, part of the Dubbo rally will be the launch of the next National Rally which will be hosted by our club. If you are keen to be involved in planning and executing our next rally, please contact rally organisers, Geof & Jo Baulch.

Until next month, keep Touring in your Ts.

**Warwick Landy**



Email your contributions to [ttorquenews@hotmail.com](mailto:ttorquenews@hotmail.com) or send to the club mailbox.



## More Henderson Spring Follow Up



Peter had what he thought was a Henderson Spring mount on a front axle. However, after looking more closely, Peter has identified it as another maker and is quite different in style from the Henderson. Is there a second Aussie Spring manufacturer or did it come from the USA?? Can anyone identify the maker of the accessory front spring Peter owns as pictured?

— **Peter Natoli**







## Model T Ford National Rally History Feature



### Rally 'T' 83, Parkes NSW

The very first Model T Ford National Rally was conceived and executed by the Model T Ford Club of Australia, NSW. Conducted in the regional NSW town of Parkes, the area was chosen for its perfect T Touring roads, adequate accommodation and its central location to Model T enthusiasts from across Australia. This event set the tone for all events to follow, being a 5 day hub type event including places of interest and various activities around the region.

Interestingly, this event preceded the rolling starts that we enjoy today. A long standing memory for most of the event participants is a long unbroken line of over 100



Ts driving up the very busy Newell highway en-route to the Parkes Radio telescope which was after made famous by the production of the movie, *'The Dish'*. A very well produced printed rally guide of all maps and daily activity detail set the standard for all events to come. The 'Rally 'T' 83' Rally Guide featured many unique themed cartoons. Coverage of the event was well documented in *'T Torque'*, with one very clever offering of a poem covering all the week's activities from the Burgess family in their newly restored Model T. A large convoy of members travelled together towing Ts with an overnight stopover at Narrandera. A young Andrew Brown drove his speedster solo all the way from



Melbourne to Parkes. The rally souvenir picture books showed pictures of the 124 entrants' vehicles. This was a nice souvenir of the event and also became a standard for all events following. The event was also covered by the TV media. The 'Leyland Brothers', from Australia's popular early travel show *'Ask the Leyland Brothers'*, attended and filmed the event, as did the ABC, which produced an excellent documentary for the *'Weekend Magazine'* show. Club member, Ian Mallows was heavily involved with the production and edit of the finished version.

### Southern T Jamboree, 1986 Adelaide



Soon after the success of *'Rally T 83'*, the then two Model T clubs from South Australia, the *'Ford T Register'* and the *'Model T Ford Club of Australia, SA'*, combined to host the second ever National Model T Ford event. On this occasion 103 Model Ts converged on the bayside suburb of Adelaide, Glenelg, for a week of Model T fun.

The 3 year break between events became the standard forever after this event, with Model T Nationals being held every 3 years with our own *MTFCV* committing to host the next event in 1989. Our club was extremely well represented at this event with nearly a quarter of the participants coming from Victoria.

A unique feature of the rally was the roadside directional signage which was a cartoon likeness of Henry Ford cut-out with an extended arm pointing us in the right direction. Rally committee members were easy to find as they were also dressed as Henry in their colourful outfits. A number of *MTFCV* members drove their Ts in convoy to Adelaide and also participated in the famous *'Bay to Birdwood'* event. In the days prior to the rally. As with the 89 rally, this event was attended by a contingent of USA Model T Ford enthusiasts from both the *MTFCA* and *MTFCI* adding an international flavour. International guests have continued to attend all ensuing National rallies.





## Model T Ford National Rally History Feature



### T Time '89, Wangaratta Victoria



Launched at the close of the '86 rally, 'T Time '89' was a natural follow on from the two previous events hosted by NSW and SA. A subcommittee of keen MTFCV members took on the huge task of organising our club's first national rally. The fantastic location of Wangaratta was chosen, which featured terrific regional touring roads suitable for Ts and many local attractions.

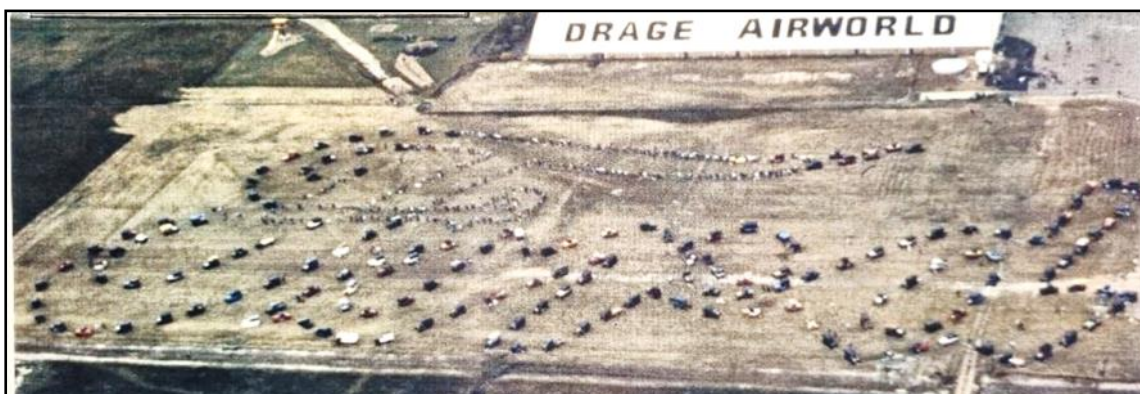
Fundraising for the event had a very unique solution, with the club building and auctioning a Model T Ford pickup to sell. Many

members donated time and parts to make the project come to fruition and provided a much needed funds boost to the rally program. A new feature to this rally was the rolling start format which was subsequently adopted for all future rallies. This involved the entrants' cars passing through a central starting point during a designated flexible start time and location. Daily news and notes also became a future rally standard after their introduction here.

The souvenir rally book produced after the event featured photos of the new record number of 226 participating Ts. The Victorian club national rallies have continued to enjoy record numbers of Ts due to the central location between the East and West Model T Clubs. 'T Time '89' was the first T national rally to attempt an aerial photo. 164 Model Ts participated in recreating the Ford Script as well as the rally entrants to complete the outline. A designated speedster day was

also a feature, with all rally participants able to participate in some laps around the famous Winton Motor Raceway.

This event was an absolute credit to our club and raised the bar high for the standard of rallies to come.



### **NOTICE TO MEMBERS**

#### **Annual Subscriptions 2022-2023**

The recommendation by the treasurer at last AGM 2021 was that our fees rise to:

- \$55 - emailed T Torque or...
- \$70.00 for Printed/Posted T Torque copy.

This recommendation was taken by Committee starting as of July 2022 & on.

If you intend paying the Subs early, please pay at updated rates.

If you have paid prior to this notice could you contact the treasurer to correct any balance outstanding.

**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.**

#### **CHEQUE PAYMENT:**

**Must be made to: 'Model T Ford Club of Victoria' (NOT MTFCV)**





## Model T Ford National Rally Update

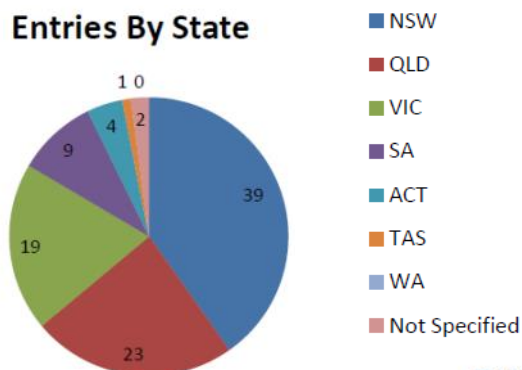


### National Rally 20T2 Dubbo NSW

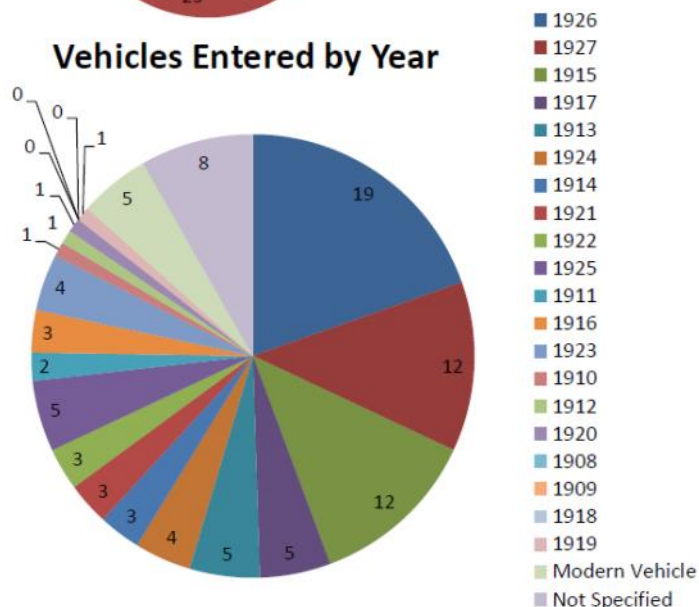
Some interesting statistics presented below came from the latest national rally update. Please members, get your entries in. It will be 3 years until you get your opportunity to be on the road with this many Model Ts. The organisers have endured a lot through the pandemic to press on and bring this event to us. Lets support it and attend if we can. Considering attendances at previous events, this time around our club is not well represented.



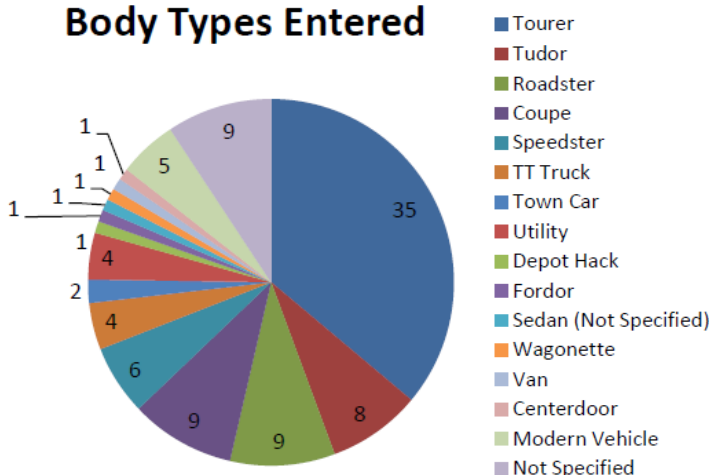
Entries By State



Vehicles Entered by Year



Body Types Entered



BY STATE	Count	%
NSW	39	40%
QLD	23	24%
VIC	19	20%
SA	9	9%
ACT	4	4%
TAS	1	1%
WA	0	0%
Not Specified	2	2%
<b>TOTAL</b>	<b>97</b>	

Car & Driver	97
No of Passengers - Adult	79
<b>TOTAL ADULTS</b>	<b>176</b>
No Passengers - Children	26
<b>TOTAL PARTICIPANTS</b>	<b>202</b>

YEAR	Count	%
1926	19	20%
1927	12	12%
1915	12	12%
1917	5	5%
1913	5	5%
1924	4	4%
1914	3	3%
1921	3	3%
1922	3	3%
1925	5	5%
1911	2	2%
1916	3	3%
1923	4	4%
1910	1	1%
1912	1	1%
1920	1	1%
1908	0	0%
1909	0	0%
1918	0	0%
1919	1	1%
Modern Vehicle	5	5%
Not Specified	8	8%
<b>TOTAL</b>	<b>97</b>	

Body Type	Count	%
Tourer	35	36%
Tudor	8	8%
Roadster	9	9%
Coupe	9	9%
Speedster	6	6%
TT Truck	4	4%
Town Car	2	2%
Utility	4	4%
Depot Hack	1	1%
Fordor	1	1%
Sedan (Not Specified)	1	1%
Wagonette	1	1%
Van	1	1%
Centerdoor	1	1%
Modern Vehicle	5	5%
Not Specified	9	9%
<b>TOTAL</b>	<b>97</b>	

**25th Sep—1st Oct 2022** Click here for [National Rally 20T2 Dubbo Entry Information](https://www.modeltfordclubnsw.org.au)

[www.modeltfordclubnsw.org.au](https://www.modeltfordclubnsw.org.au)

Facebook: 20T2 NSW

Rally Email: [rally20t2@gmail.com](mailto:rally20t2@gmail.com)





## Feature Article Follow up - The Henderson Spring



### Henderson's Federal Spring Works

Manufacturers  
of Springs of  
Every . . . .  
Description

*It has been wonderful to receive some follow up from four members regarding Henderson Springs and their products. Thanks to Russell Medhurst, Bernie McKeegan, Robbie Dalton and Peter Natoli for their responses.* — Ed

Following on from the interesting article about Henderson's Spring Works in last month's T Torque, enclosed is a picture of a set of Henderson Spring Works bumper bar clamps I have. They are solid cast brass and designed to clamp a pair of flat bumper bars. I've never seen another set, either on a car or at swaps, so think they're fairly rare surviving accessories. — **Russell Medhurst**



Re. your mention of the Henderson's Spring Works in North Melbourne brings back awful memories for me.

When I started my electrical apprenticeship back in 1962, the company that employed me carried out all electrical works at their North Melbourne factories. They were filthy foundries to work in and car parking was a nightmare.

My greatest memory of their premises was their toilets / amenities. The toilet cubicles were raised to a mezzanine level accessed via a stairway where everyone on the factory floor or office could see who was coming and going. At the top of the stairway was an elderly chap with paper and pencil to record your name and the time you entered the cubicle. On leaving, the cubicle, he recorded the time you left the cubicle.

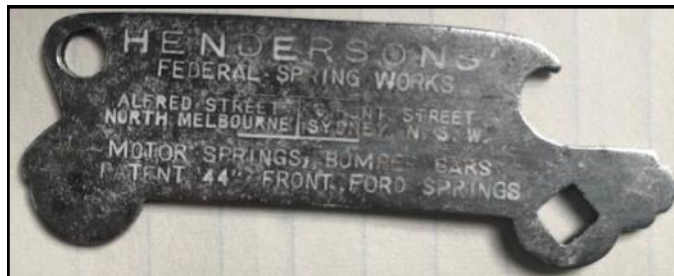


How workplaces have changed! Could you imagine this today? Regardless of what people think of unions, they were needed to sort out some workplaces / conditions. — **Bernie McKeegan**

As a follow up to your story on Henderson's Federal Spring Works in the latest T Torque, I thought you and members may be interested in the following. It is a bottle opener in the shape of a Model T Ford albeit a bit stretched, advertising on one side and an engraved T Model on the other.

Of importance is the bottle opener of course, no flip tops back then. Also a small square hole for adjusting something? I have also enclosed photo of my front end with a Henderson spring. Also of note is the 6 bolt spring clamp plate.

— **Robbie Dalton**





## MODEL T V8



*From the MTFCA forum and <https://www.macsmotorcitygarage>*

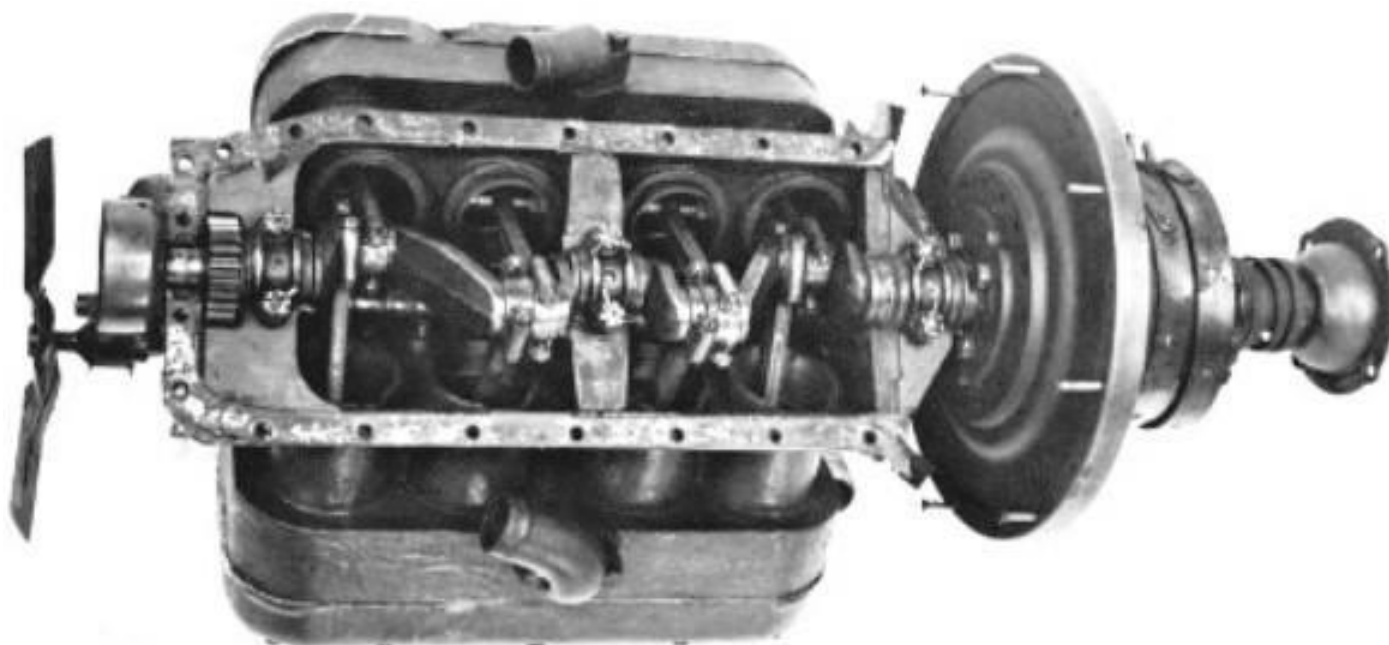
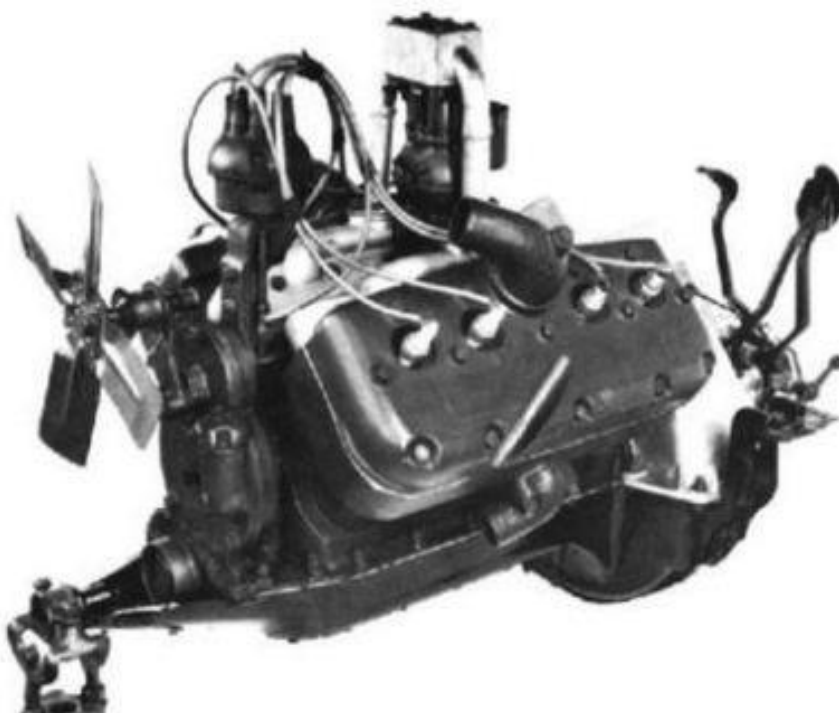
### **Did you know that there was a Model T V8?**

Yes, there was such a thing, but it wasn't a product of the Ford Motor Company. An enterprising Ford dealer in San Bernardino, California produced the Flivver V8.

Henry Ford's Model T (1909-1927) has been called many things over the years, but "powerful" is probably one of the least-used adjectives. Its eager but meager four-cylinder engine displaced 177 cubic inches, producing all of 22 horsepower at 1,600 rpm. When the Model T first appeared in the fall of 1908, 22 hp was actually a rather impressive figure, but as the years passed by, so did the rest of the industry.

For his part, Henry Ford was content with the Model T's modest output, but at least one Ford dealer took the matter into his own hands. In 1917, J. Dale Gentry, who owned and operated a Ford agency in San Bernardino, California, created a clever V8

version of the Model T four-banger with the assistance of Martin Lewis, a local engineer. The Gentry V8, or Gentry-Lewis V8 if you prefer, was built around a production Model T crankshaft, as illustrated in the photo above. Each pair



of opposing cylinders in the vee-block configuration shared a crank journal through the use of custom-made narrow connecting rods. The two banks shared a common camshaft as well. A local foundry reportedly performed the required casting operations, while the machining was handled by another local shop. The Ford's thermo-syphon cooling system, two-speed planetary transmission, and other signature features were retained. An eight-cylinder distributor provided the ignition, while a single Zenith updraft carburetor fed the two cylinder banks.





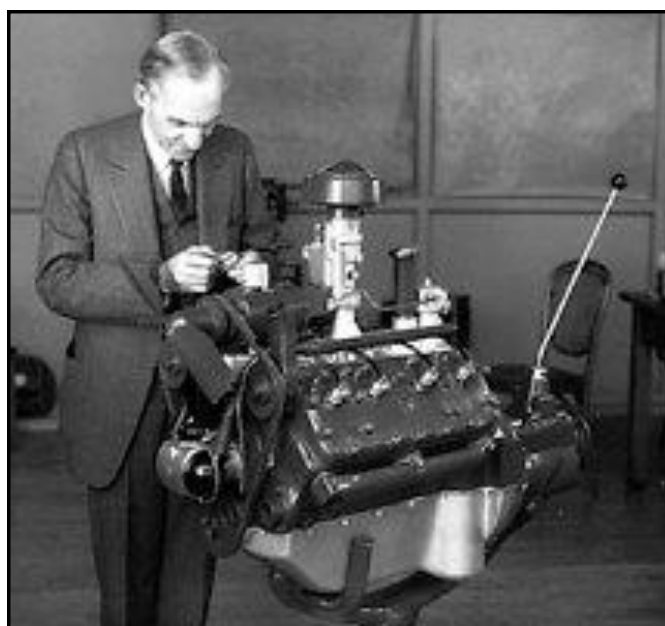
## MODEL T V8



As the story goes, around 20 or 30 of these engines were produced and sold when Mr. Gentry was paid a visit from representatives of the Ford Motor Company. The agents reportedly inspected the dealer's handiwork and then ordered Gentry to stop immediately or lose his franchise. Gentry complied, but his relationship with the factory continued to be a rocky one, it's said, and in 1926 they finally parted ways when Gentry declined to participate in a Ford battery promotion. In the Model T days, Ford was known for its rough handling of dealers. If a dealer refused to play ball, he might find a competing location opened across the street.

At least one of the V8 engines survived, and for some years it

was part of the collection at the Henry Ford Museum before it was auctioned off in a surplus inventory sale. Today the oddball Model T V8 resides in a private collection.



**Henry Ford pictured with his first factory V8 produced about 15 years later.**



## Feature Article



### 2 Cylinder Model T Motors

During the 1930 to 1960's T Model Ford engines were used for many things from running saw benches to generating power on farms. One common use was to cut down the motor to a one or two-cylinder engine and power small items around the farm such as water pumps, small power plants and shearing plants.

My father-in-law was an apprentice motor mechanic after the war and often got the job of cutting down the engines. He worked at Cordners Garage in Dimboola on the edge of the Little Desert and the demand for stationary engines was high. He recalls the boss saying to him **"here are 2 hacksaw blades and if you use any more it will come out of your pay"**. To cut an engine in half was a big job and especially the crank shaft which was of very hard steel. Would today's mechanics tackle this job with a hacksaw?

The photos of a cut down 2-Cylinder T Model Engine belong to my neighbour over the road. He is a retired farmer who used the motor on the farm – he has restored it and takes it to the Stationary Engine displays around the Wimmera.

— Cheers Gary Knight



*Inspired by Gary's contribution I decided to add a little more to the 2 cylinder Model T engine story. — Ed*

It seems a number of folk have taken on the challenge of producing their own 2 cylinder portable Model T engines. Oliver Gellert from Western Victoria states the following of his pictured engine. Oliver's video on Youtube of the operation of his engine and the operation of the attached Model T transmission can be viewed here. <https://www.youtube.com/watch?v=aDJxXdVpKVY&t=62s> Oliver's video has attracted over 144000 views.

It seems that there are enough of these cut down Model T engines around to suggest that they may have been made in a more commercial quantity at a



I cut this Model Ford engine in half in 1957 using 11 hacksaw blades. The only part not cut with the hacksaw was the camshaft as it was too hard and had to be ground through.

number of small engineering firms to serve in a number of applications. I have heard of some small boats in the Gippsland Lakes area being powered by 2 Cylinder Model T motors but have been unable to find a picture of one in service.

Do any of our members have any further information or comment to add to this article?



Former club member, President and National Rally Director, Ken Shebler also took on the challenge of building his own 2 cylinder Model T motor. Pictured here is his example exhibited at the rally headquarters of the T Time 89 National Rally at Wangaratta.





## Restoration Progress



### Peter Natolis 1926 Speedster

*While Peter was good enough to supply some pictures in response to the Henderson Spring article, my eagle eyes spotted Peter's Speedster restoration in the background of one of the pics. Peter has supplied the following extra information on his Speedster project. What a neat looking car. I hope to see it on the road soon. — Ed.*



I went through some of the pictures of the speedster that has been taking shape the past three years and realised what a journey it has been.

The chassis has been Lowered by 125 mm front and rear. Extended wheelbase by 175 mm, new drive shaft, handmade intake and exhaust manifolds, handmade petrol tank. The list just goes on and on.

Each stage has it's own story, and while I have found it all fascinating, I'm not sure if you are ready for a remake of 'War and Peace'.

Stock engine which should be able to breathe a little easier with the exhaust manifold and get a little more fuel from the A Model Tillotson carb. Brakes hopefully making use of the 26/27 drum brake by fitting a brake equaliser kit from Snyder's.

— Peter Natoli







## Book Review

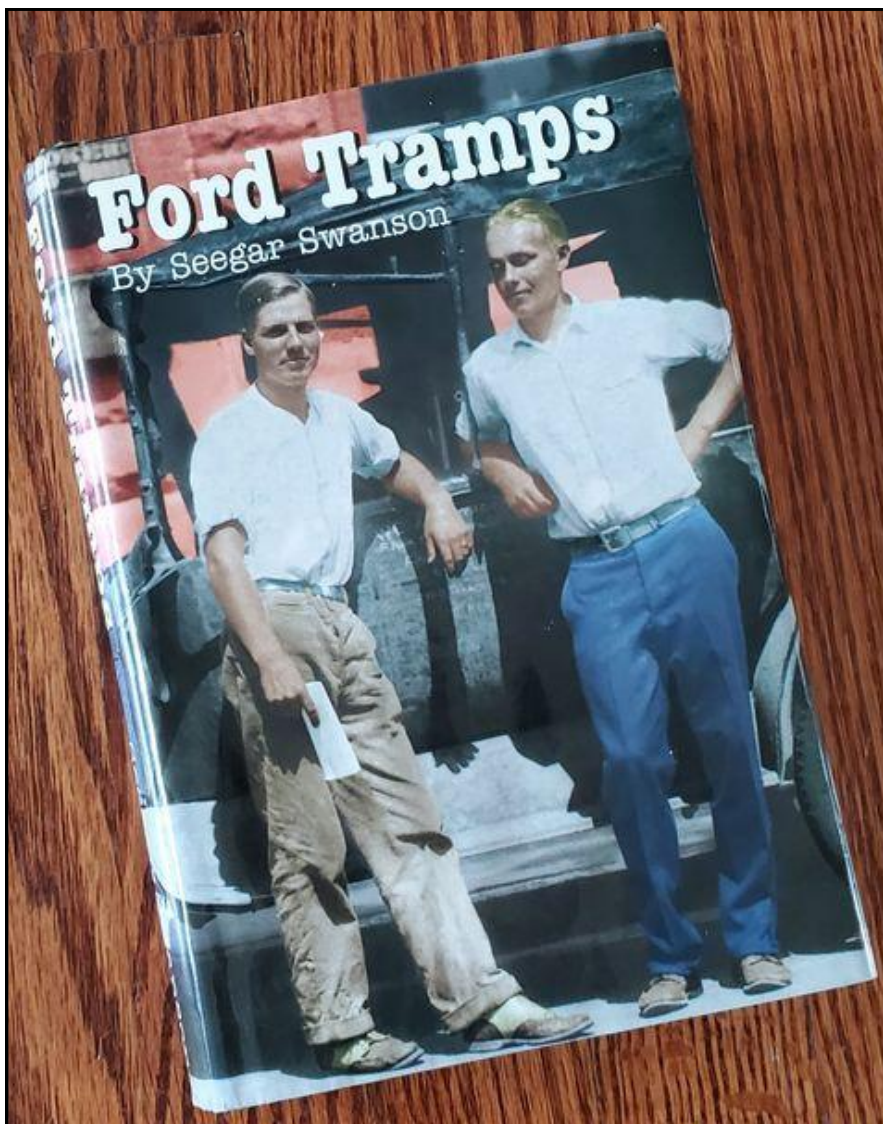


***Once again this month, we present another Model T themed book reviewed and presented here with the permission of Jarrod Williams.***

I'm back for another Ford themed book report! This time I read "Ford Tramps" by Seegar Swanson. I would like to thank David Hjortnæs for the book recommendation. The book is exactly what I needed! This was an inspiring story of the real-life cross-country trip of two young men taken in 1924. Elliott Nystrom and Seegar Swanson bought a 1919 Model T Touring car with electric start (promptly named "Good Ship Wonderlust") for \$125 that neither knew how to drive. They then cut the front seat on each side to allow the middle section to recline backwards, allowing them to sleep the length front to back. The two men would sleep outside in their car almost every night of the trip, unless visiting friends who insisted they sleep inside. They left Ashland Wisconsin on September 12, 1924, returning on July 24, 1925. After driving some 15,000 miles achieving their goal of driving to the 4 corners of the United States. Departing on their journey with only \$100 between the two friends, their idea was to stop and find work every time they ran low on funds. By the end of the journey, they had picked apples and slashed cabbages, worked in a road crew laying concrete roads, cut and dried Alfalfa, and picked oranges and grapefruit in Florida and again in California.

This journey is extremely well documented, taking excerpts directly from their journals. Costs of almost everything during the trip were kept in a ledger and explained in the book. Gas for .20 cents, quarts of oil for .35 cents, spare tubes for .23 cents, secondhand wood wheels for \$1.00. The men parked their car on the side streets in state capitals soaking in history and visiting the western national parks of Yosemite, Grand Canyon, and Yellowstone. The description of roads, or lack of roads, is inspiring. There are numerous chapters where they only mention 1-mile concrete roads as the main street for a big town. The roads out of Yosemite were so bad from a week of rain that the men stayed an extra month waiting for the roads to dry enough that the Model T could make it out. Other than that, they are on dirt roads the entire trip. This leads to the two patching tires non-stop, 9-10 times a day in some instances. With a top speed of 20-25 mph, the men would drive an average of 200 miles a day.

If you, like me, lust to have your own experience as the old timers did, this is an absolute read. I dream of driving across the country in a Model A or Model T, taking my time and soaking in our great country and her peoples. If you choose the Lincoln Highway, Route 66, or your own route, this book is very inspiring and shows that even back in 1924 a little used 1919 Model T made it all the way around the United States with only minor mechanical servicing. Our old Fords are living breathing machines, 80-+100 years' worth of history sits right beneath you every time you go for a drive. Please read this book, it was 339 pages of pure inspiration and will compel you to explore in your old Ford... I promise!







## Newsy Bits



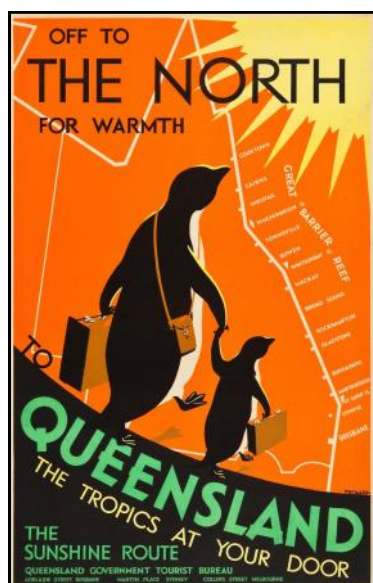
### ANOTHER CAR FOR OUR TREASURER!

David and Julie Jones are adding to their fleet of Vintage vehicles. Recently, while attending the Austin 7 National Rally at Warrnambool, David and Julie became the new owners of an Austin 7 Chummy Tourer. David was notified of his winning bid while attending the National rally event final dinner. Ironically, although the car and auction was in Sydney, the seller was nearby at the dinner on another table! Introductions were made and arrangements to pick up the car were made. David and Julie report that the Warrnambool area is ideally suited to a Model T event and that the club should investigate touring the area in Ts very soon.

### UNIQUE T



This interesting 27' TT Ruck appeared recently on the Henry's T, A & Rod parts Facebook page. It was spotted and photographed at an event in Victoria. Apparently the vehicle is owned by the uncle of a Mr Lindsay Hubbard. Does anyone know any more about this unique looking TT Truck?



Warragul members, Cameron and Belinda Smythe are heading off on a 4WD trip of a lifetime!

They will travel up the East Coast to the Top end and tip of Australia. Rumour has it, Cam will celebrate a special birthday while on the trip. Happy 50<sup>th</sup> from the club to Cam, and safe travels to you both!

Rod Keiseker participated on the May meeting Zoom call from his sick bed at home. Rod has just returned home from a stay in hospital and major cancer surgery and treatment. All the best to Rod from the club for a speedy recovery.



Also from the Henry's T Parts Facebook page, Vic Ashton's newly restored T 1912 Mother in Law Roadster was pictured out and about. This has been a long term project for Vic. Hopefully soon we will get to read a bit more about its restoration.



Do you have any 'Newsy Bits'? We're always looking out for more!  
Send to [tforquenews@hotmail.com](mailto:tforquenews@hotmail.com)





## Upcoming Rallies and Events



### ANNUAL CLUB LUNCH

17th July, 12 noon  
@Cardinia Park Hotel,  
200 Emerald-Beaconsfield  
Rd, Beaconsfield

The Hotel is adjacent to the  
Roundabout of Inglis & Payne  
Roads. NOTE! Please let a  
Committee member know if  
attending as the Hotel will need  
numbers etc.



### Marong Picnic - August 28

Normal rules will apply, that it is free to members of Federation VVCC to enter. All others in historic vehicles are welcome but there will be a fee per car. This is a private event and not open to the public. There will be no traffic movement between 10.30am and 1.00pm. Rotary will be onsite providing catering.

Enquiries to Neil 0408 033839



### National Rally 20T2 Dubbo



**25th Sep—1st Oct 2022**

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

[www.modeltfordclubnsw.org.au](http://www.modeltfordclubnsw.org.au)

Facebook: 20T2 NSW Rally

Email: [rally20t2@gmail.com](mailto:rally20t2@gmail.com)

Don't miss an incredible national T Model  
event!

[Click here for your entry form](#)

### Annual Cup Weekend Rally Oct 28- Nov 1, 2022

Our 2022 Cup weekend rally is to be held in the Bairnsdale area and hosted by the *Bairnsdale Classic Car Club*.

Our accommodation will be centred at *Swan Reach Holiday Park*, 2143 Princes Hwy, Swan Reach.

<https://www.cpoaus.com.au/caravan-holiday-parks/gallery/swan-reach-gallery/> Ph: 03 51564366

The club has arranged for cabins to be held in MTFCV name, so when you book mention you are with the MTFCV group. Swan Reach is 20Km east of Bairnsdale on Princes Hwy and the Holiday Park is over the river east of town centre on the left hand side. We are looking forward to catching up with everyone at this event.







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

### For Sale:

#### **1924 Model T Van Project**

Needs mudguards, valance, radiator, bonnet, headlights and battery to finish. Has all running gear including starter motor. Modernised electrical system. 5 new tyres. Eng. No. C484966. \$15,250.

**Contact Phil Ruge: 0408994952**



### FOR SALE:

1926 Roadster ute project. All original roadster ute panels, not cut-down tourer. (incl. Bonnet, r/boards, aprons and guards) to suit "As found" style car. Wire wheels and hubs. Complete motor unit #TK1006. Complete windscreen. Chassis and axles etc.

Don't have correct hood irons, have some that may do. (Could build roof?). No Seats. Needs complete re-wooding (whole timber sub frames can be bought in NSW) Comes with very sound wood pick-up bed with lovely iron work. \$4500 (Many photos can be sent)

**Contact Bruce Csorba: 0425 749 273 doodlebugt@gmail.com**

### WANTED TO BUY:

Wanted to buy- NOS original and serviceable 30 by 3.5 Olympic tyres. Need spares to be able to continue running a matched set. **Contact Warwick Landy: 0400 168319**

### WANTED TO BUY:

We are on the hunt for a few more items to progress our project, 1927 Roadster.

Front spring (flatter type), hood shelves, top irons & bows, front seat, original condition would be fine.

Thanks **Contact Chris Bagot: 0407 827671**



PO Box 383 Chadstone Centre, Victoria, 3148, Australia

[mtfcv.com](http://mtfcv.com)

## Committee

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03 53424837

AOMC:

Bernie McKeegan (Jill)

0418 543939

## 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

\$55 (emailed newsletters)

\$70 (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.mtfca.com](http://www.mtfca.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.







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This classic Ford was pictured sometime in the late 1920's on a Station in outback South Australia.  
More about this car and additional pictures in a future edition of T Torque.

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