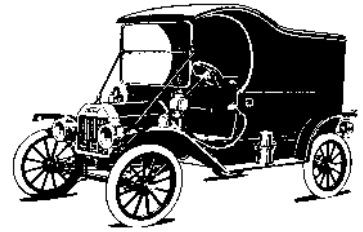




"model T" Torque



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



Web: mtfcv.com

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

Volume 46

NUMBER 9

October 2024

This month's cover photo features the car owned by our member Brian Churchill, who has contributed the member profile for October. Some members will be very familiar with Brian's car as it was formally owned and restored by long time veteran car enthusiast, Frank Dallimore. Famous for its victory in the 1970 international rally from Sydney to Melbourne, this 1915 T was designated victor amongst much more exotic marques such as Rolls Royce, Benz etc. It was a consistent participant in many Veteran rallies in Victoria and interstate. Now in Brians care, he is currently in the final stages of recommissioning it and we hope to see it out on the road again soon. Enjoy Brians profile in this edition.



IN THIS ISSUE...

- **Ford Trimotor**
- **Member Profile:**
Brian Churchill
- **Street Sweeper Ts**
- **A Speedster Article**

NEXT MEETING: October 11

Vintage Drivers Club Rooms

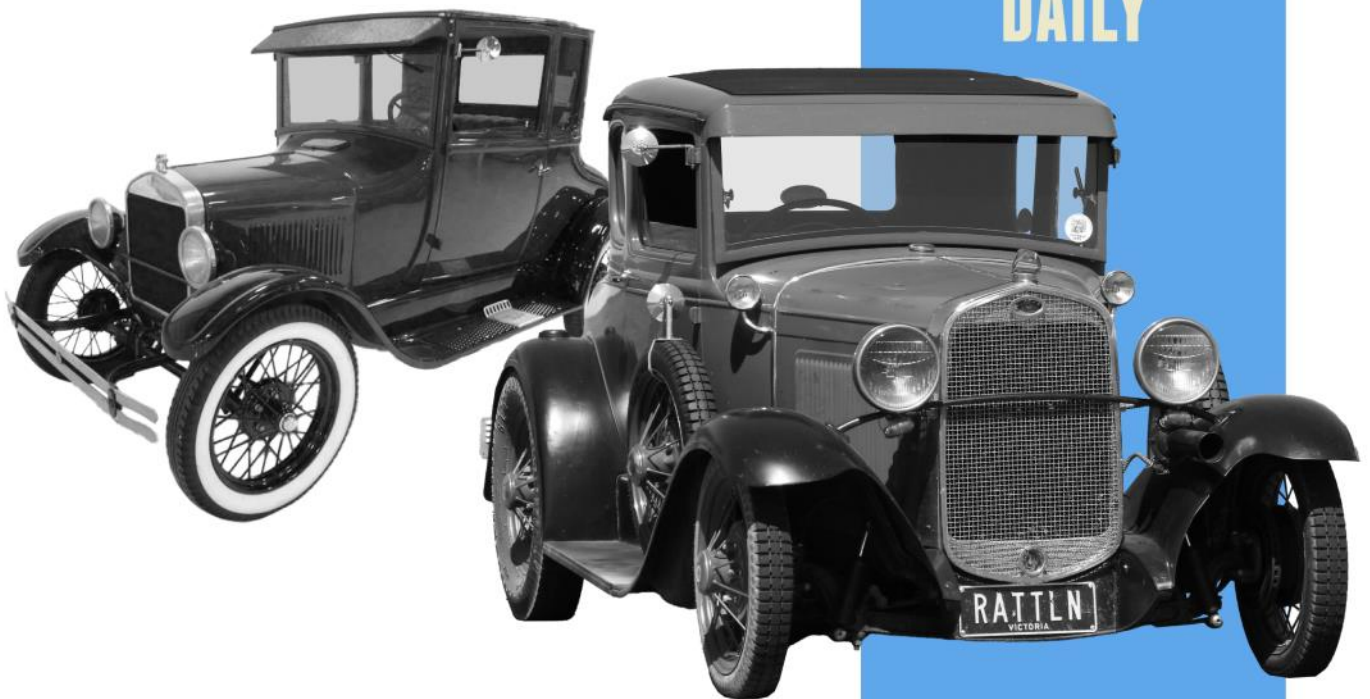
Factory 8, 41 Norcal Road, Nunawading

Meeting Activity: Guest Speaker-
Dean Williams 'Rust Removal'

*"Most fashionable commodity in US
is going to be old-fashioned
common sense & work."*

-- Henry Ford --

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Vice President's Message



As I sit here typing away, (with a healthy dose of procrastination), looking out the window at a drizzly/rainy sort of day, it got me thinking about the existing tourists/club members in the States (John, Thelma, Noel & Rhonda) and the forthcoming ones (Warwick & Paula). What wonderful

experiences and opportunities this hobby of ours can provide.



We have just had our annual auction night; the night was well attended but the number of lots were a bit lacking. Albeit I was fortunate enough to acquire a distributor which we needed for Jacinta's '27 Roadster project. (The two we have tried to resurrect from the bits we have found didn't quite work out as needed.) It is always a bit of fun watching the night progress.


Speaking with a few of our members, post auction, a couple of great ideas were planted in my noggin for next year. I will just have to extract them at the appropriate time. One idea that sticks out, which I encourage everyone to consider is an "Auction Box". Quite simply, a box, container or otherwise and throughout the year, just start to place items you know you will not use but choose to keep, "just in case" into the box. Everyone is different, we all have different thoughts and requirements, so someone's junk is generally still someone else's junk, but there could a solitary person who looks upon this with a different perspective.

We heard at the meeting of two families whose cars were completely built up from random bits, wasn't a concourse car, more like a snapshot of a person's history who can retell a story for each piece of the car, fascinating stuff. The club has its annual swap meet coming up soon, Sunday 27th October, so this a perfect opportunity to trial the "auction box" over the next month. These events only run with the support of the members. I will try to fill an auction box but will need to give it to someone to deliver as I will be away on our wedding anniversary.

We haven't made a great deal of progress on rally preparations but had a few little wins. Awhile ago, we went to put the new rubber onto the freshly powder coated rims. Couldn't believe it, the valve stems wouldn't fit in the rim holes. Being powder coated, I didn't want to ream out a hole. So, off to the local Tyre Power and showed him the issue. He removed existing stem, ordered in some vintage stems, and simply put them on, happy days. Just waiting for the warmer weather to arrive to facilitate the tyre install.

So, on that note, until next time,

Happy Motoring, from your VP! — Chris Bagot —



The
20 h.p.
"Ford"

**The Car that has
Captured Australia**

The 20 h.p. 4-cylinder "Ford."

*The following Letter is a telling testimony of
the merits of the "Ford" Car.*

[Copy of Letter received from Messrs. Tarrant Motor Co.]
Melbourne, 7th October, 1910.

Messrs. Duncan & Fraser,
Franklin Street, Adelaide.

Dear Sirs—We have recently learnt that you have secured the Agency for South Australia for "Ford" Cars, and certainly must congratulate you on securing this Agency.

We have been handling the "Ford" Car for some time past now, and, in fact, during the season which has gone by we have sold about one hundred Model "T" "Ford" Cars; our shipments from the "Ford" factory practically amounted to 10 cars every month.

It has really astonished us what the "Ford" Car has accomplished in Victoria, and the satisfaction it has given to the various owners, and in our minds there is a great future before the "Ford" in Australia. We wish you success with the "Ford" Agency, as you certainly have a splendidly built and wonderful Car in the Model "T."

In one month we sold 23 "Fords," and this will give you an idea how these Cars are selling with us. We have placed them in all parts of Victoria, at great distances from Melbourne, and we have testimonials from any number of owners that the "Ford" Cars are giving excellent results. In a territory like South Australia you should do a very large business with this "Ford" Agency, and we congratulate you in being fortunate enough to secure it.

Yours very truly,
(Signed) THE TARRANT MOTOR CO.

Note Description of the "Ford":
The Vanadium Steel Car 4 Cylinders.....
Axles clear 13 inches from ground..... Wagon
track 5 ft between wheels Gear changing
by pedals only .

Note Special Equipment of the "Ford":
Folding Wind Screen.....Cape Cart Hood.....
Curtains for sides.....Two Side Lamps (Kero-
sine).....Two powerful Acetylene Head Lamps
.....Dual Ignition....."Stewart's" Speedometer
and Mile o Recorder.....Tyre Pump.....Tools
.....Large Tyres.....Tail Lamp

Price, Complete, £310.

Sole Agents for South Australia:
DUNCAN & FRASER,
Franklin Street (near G.P.O.), Adelaide.



General Meeting Minutes



Meeting Opened on Friday 9th August 2024 at 8:04pm by President John Huitt at the VDC Clubrooms, Nunawading and via Zoom

Present: 22 present at meeting and 4 via Zoom

Apologies: John and Thelma Huitt, Noel and Rhonda Huitt, Noel Inman, Jean-Pierre Gorry, Cheryl Weatherhead, Bernie McKeegan, Jenny Stevens, Julie Jones, Warwick Landy, Jennifer, Ruth and Grace Csorba

Confirmation of minutes: Moved: Chris Dillon, Seconded: Barry Hancock

Tonight's Meeting: Auction Night

Correspondence In: EMAIL: AOMC bulletin, Country Delegates Meeting, Club & Trade Showcase MAIL: Backfire magazine

Correspondence Out: Letter to Rod Smead

Treasurer's Report: The treasurer's report was presented to the members by Treasurer Jake Brown

Moved: Jake Brown, Seconded: Jo Baulch

Swap Meetings/Clearance Sales Report: Dean Williams attended the Shepparton Swap meet. He sold lots of large items and bought a 1927 triple core radiator and an old club honour board (without the badges)

Upcoming Swap Meetings/Events: September 15th Bairnsdale Swap Meet, September 22nd Birchip Swap Meet, September 22nd Sandown swap Meet, September 22nd Wallan Swap Meet, October 5-6th Alexandra Heritage Festival, October 5-6th Bendigo Collectables fair, October 27th MTFCV Swap Meet

Reports: 2025 Rally: Currently there are 61 entries, Geof has spoken to the motels in Ballarat and the majority of them are prepared to give any one who books for the rally a 10% discount on accommodation. Please call your choice of accommodation by phone and tell them you are coming for the rally to receive this discount. DO NOT book online or you will be paying full price.

This month's activity/run: 53rd Annual Spring Rally in Wangaratta, held by the Veteran, Vintage and Classic Vehicle Club of Wangaratta Inc.

Upcoming events: Sunday 22nd September 'Rob Roy', Sunday 20th October 'Ford Flathead Festival', Sunday 27th October 'TFCV Swap Meet', Friday 1st -Tuesday 5th November 'Point Lonsdale Rally'.

Parts Wanted: Chris Bagot is looking for a 1927 radiator surround

General Business: Previous club member, Bruce Anderson has kindly donated some Model T books, pamphlets and paraphernalia to our club library.

Parkes Museum is winding up and will soon have some Ts and As for sale

Next Meeting/Activity: Talk by Dean Williams on rust removal

Raffle Draw: Drawn by: Chris Bagot, Won by: Geof Baulch, Prize selected: Stubby ratchet spanners

Meeting Closed: 8.46pm

— Ann Cupid (Secretary) —



Grammar T Talk

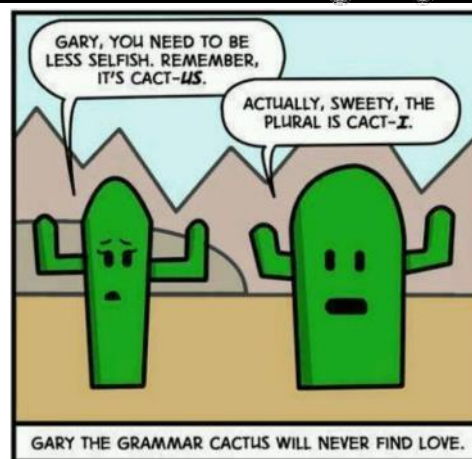



Model Ts or Model T's????

A major part of my (self-appointed) role, is editing grammar and punctuation in the wonderful contributions that we receive for our newsletter. A common error that comes to me and that I'd like to clarify, is this...


When referring to more than one Model T car, the correct plural form is "**Model Ts**". The "s" is simply added to the end to indicate more than one car, and no apostrophe is needed, as apostrophes are used for possession, not for forming plurals. Using "**Model T's**" with an apostrophe would suggest possession, as in something belonging to a Model T, rather than indicating multiple cars. Therefore, the correct usage for plural is **Model Ts**.


— Paula Landy (Editor's Assistant) —





Club Calendar 2024/25






October

CLUB MEETING: 11 8pm General Meeting - Guest Speaker: Dean Williams: *'Rust Removal'*

CLUB EVENT: 20 Flathead Ford Festival (see 'Upcoming Events')

OTHER EVENTS: 6 Eurora Show n Shine




November

CLUB MEETING: 8 8pm General Meeting: Guest Speaker: David Jenkins: *'Carbies'*

CLUB EVENT: 1-5 Cup Weekend Rally — Point Lonsdale (see 'Upcoming Events')

OTHER EVENTS: 16-17 Bendigo Swap Meet




December

CLUB MEETING: 13 8pm General Meeting

CLUB EVENT: 1 T & A Christmas Picnic—details TBA

OTHER EVENTS: TBC




January

CLUB MEETING: No Meeting

CLUB EVENTS: 19 Cruden Farm festival of Motoring

26 Australia Day Run TBC




February

CLUB MEETING: 14 8pm General Meeting

CLUB EVENT: Eurora/Mansfield Weekend (details TBA)

OTHER EVENTS: 1-2 Heritage Vehicle Display, Lardner Park Warragul

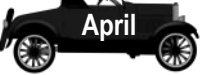


March

CLUB MEETING: 8 8pm General Meeting

CLUB EVENTS: 23 Club Run—Kalorama Rally

OTHER EVENTS: 25 Yarr Glen Swap Meet





April

CLUB MEETING: 11 8pm General Meeting

CLUB EVENT: TBA

OTHER EVENTS: TBA

	Club Permit Renewals			
<p>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.</p> <p>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.</p> <p>Ann Cupid, 0427 984797 <u>secretary@mtfcv.com</u></p> <p>If members need a permit signed & can't meet a safety officer in person, mail the permit with a stamped self addressed envelope to a safety officer. These will be processed & returned in the mail.</p>	<p>October</p> <p>Geof Baulch 3837 Stephen Brown 7644 Robert Dalton 557 Laurie Ford 944 Craig Holst 010 Rodney Kieseker 6437 Bernie McKeegan 4585 Malcolm Moors 49220-H Andrew Phillips 02321M Hartmuth Scholz 8437 Ray Smith 5199 Alexander Trifonov 4428</p>	<p>November</p> <p>Paul Daley 981 Chris Dillon 3220 John Huitt 5325 Noel Huitt 74998H David Jenkins 7916 Russell Medhurst 8-245 Andrew Phillips CH9993 Linda Phillips 24744H, 51257H, 24745H Russell Gregory 26760H Hartmuth Scholz 7646 Graeme Wagland 8188H Bill Wallace 99499H, 260RH Richard Wearne 6102 Colin Weidemann 8314</p>	<p>December</p> <p>Paul Daley 7870 Chris Dillon 2106H4 Bob Draper 342 Norman Morgan 6155 John Morrison 76921H Kirsten Morten 481 Andrew Phillips 4731 Linda Phillips 523222H, 77872H, 87725H David Weatherhead 3035H</p>	



Article of Interest



National T Rally History - Warwick Landy

Back in 2022 I included in T Torque an article covering the history of the previous National Rallies held. The article was preceding the 2022 National Rally at Dubbo in an effort to create a bit of enthusiasm for the event. It is now less than a year until our own club again hosts a national event at Ballarat. Have you got your entry in yet? This month's article continues coverage of the 1992 event held at Griffith NSW hosted by the Model T Ford Club of Australia, NSW. The 1992 event was memorable for a number of reasons, as Paula and I arrived at the event and announced our engagement to my parents and also to T club members who were on the rally. It was also the rally where we acquired a record 13? punctures on Dad's newly restored 1910 T.

'Rally 9T2' - Griffith

Returning to regional NSW and hosted by the *Model T Ford Club of Australia (NSW)*, the 4th National Rally for Model Ts was held in the regional town of Griffith in Central NSW. The flat country roads and nearby regional towns and attractions provided a great location for T touring. The rally was served well by a very experienced rally committee and the success of the event was testament to their work.

A feature of the New South Wales hosted rallies was the rally entry numbers produced on tin number plates and fitted to each rally vehicle. As always, rally entry number 1 and numbers 09 through to 27 were highly sought after.

The rally was served well by a very experienced rally committee and the success of the event a testament to their work. Rally Director was Gil Whitehouse and was ably assisted by his Secretary John Vickery and Treasurer Geoff

Smith. A number of younger club members were also included in the rally committee, Jacqueline Vickery and Kylie Dawson who later went on to serve on the club executive.

By 1992, the National rallies had adopted a tried and proven recipe of daily runs, nighttime activities, and period costume dress up days. The rally headed out each day in different directions, featuring regional towns such as Leeton, Barellan, Goolgowi and Coleambally. The recent heavy rain in the area ensured that anyone who ventured off the bitumen was likely to get stuck in the deep roadside mud.

The Rally souvenir picture book featured colour photos of the 155 T's entered in the event and a souvenir rally VHS video was also produced. A highlight of the event

was the Model T Grand Prix held at the oval track dirt surfaced 'Blue Dot Speedway'. Our own Victorian member Bill Wallace won the event driving Ivor Austin's Speedster (pictured 2nd from left). The racing was quite genuine and the speedster were actually moving sideways around the track at times and suspension was bottoming out!



Paula & myself in period costume back in our younger days!





Article of Interest



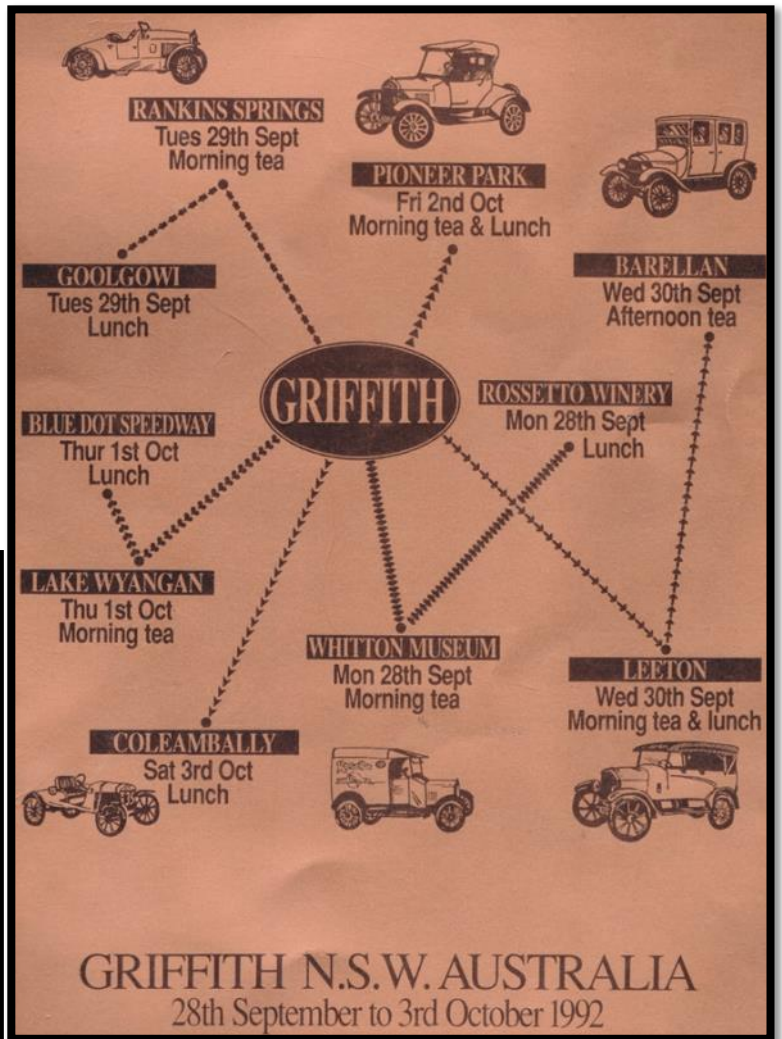
'Rally 9T2' - Griffith continued...

Another highlight was an extremely entertaining musical event presented by some of the committee members at the final presentation dinner. By 1992, Our Aussie events had become quite popular with International T enthusiasts with a total of 36 International attending.

Overall it was a very successful event, the Model T Ford Club of Victoria was well represented with many entries and a few new restorations.

The next event for 1995 was launched and to be hosted at the Barossa Valley by the South Australian T Club. More about this one in a future edition!

— Warwick Landy —



Top Left: The directional signs

Top Right: The Cover of the Rally Book showing the daily runs

Middle Left: Founding members Marilyn & Ken Clyne (dec.) with myself

Bottom Left: A couple of Ts present at the rally

Above: Me getting the lights on Dad's 1910 ready for a night drive. Dad (Bill) to the right and Mum (Pam) in the car



Member Profile



'My Fun With Old Cars' - Brian Churchill

I have always loved cars. Cars of all types. But mostly old cars and mostly Fords.

To find out about you, people will generally ask you, "What do you do for a living ? For me, I think, a far more interesting questions is "What do you do for a hobby?" For us, our hobby is old cars and it is a fantastic hobby! You can enjoy it at any level of knowledge, skill, enthusiasm or wealth. You can restore them, modify them, drive the wheels of them, socialise with great people, or simply wash them and admire them. You can learn about the mechanical side, the body work, the electricals, the history, etc, etc.

For me I love it all. And if you have an old car – you always have something to do.

I got into old Fords in my late teens when my brother, Kevin, was restoring his first Model A. I would go up to his place in Bacchus Marsh and muck around. Eventually I scrounged from him a chassis and some other bits and started my own car. That car was built up completely from bits collected at many swap meets – you could do that in the late 70s early 80s – not any more. Eventually I finished that, (a 1928 Roadster Pickup), and Carol and I drove our first big rally from Melbourne to Kiama in 1984. It bucketed down raining all the way there and the soft top was leaking in many places. I couldn't care less but it was not a good introduction to the joys of vintage motoring that I had been promising Carol for the many years that she had been watching me restore it. At one town, Carol decided to go into the supermarket, buy some big black plastic garbage bags and sit inside them to keep her legs and feet dry. It worked, she was happy and no harm was done !

Over the years we have had 2 Model As, a Dalgety Model T, a HK Holden Monaro, a MK11 Jaguar, Minis and quite a few other less interesting things. Currently we have a 1916 Model T (previously Frank Dallimore's car), a 1928 Model A Tourer, Mazda MX5, and recently an older Landcruiser Troopy. The Model T hasn't been out much due to front-end problems and other niggles which have recently been sorted, and it should soon be back on the road. I look forward to learning to drive it confidently in all situations !!

I have a very strong interest in the history side of things, especially Henry Ford and Ford Motor Company but more recently all car histories including the cars, the companies, the people behind them, why the particular model was conceived, the design, mechanical specs, etc, etc, etc. It's never ending !!!

In 2012 we went to USA and of course had to include Detroit, Piquet plant, Henry Ford Museum & Greenfield Village. The rise and fall of Detroit has been a continuing fascination for me and in 2015 we went again to the USA.





Member Profile continued...



'My Fun With Old Cars' - Brian Churchill

This time we met up with Queensland Ford enthusiasts Doug Partington, John Page and their group and again visited many Detroit sites, some private collections, The Henry Ford and the Gillmore Museum in Hickory Corners.

The highlight was 'THE OLD CAR FESTIVAL' at The Henry Ford in Dearborn. Held over two days every year in September with over 1,000 pre-1932 cars let loose in Greenfield Village. 'Free Range', so to speak. Most of the cars are parked in the beautiful grounds, but lots of them are driven around the village



all day as often as they like. Drivers are keen to pick up passengers anytime you ask. There is a 'gaslight' parade at night. The majority of cars are Ford Model T which probably replicates how the streets would have looked in 1932. It is such a wonderful sight. You have to go if you can, or at least see the website [here](#).

In 2016 we went to London and joined in the 'LONDON TO BRIGHTON VETERAN CAR RUN'. This is a commemoration of the famous 'Emancipation Run' of November 1896. That emancipation run celebrated the introduction of the 'Light Locomotives on the Highway Act' of November 1896. This new act removed the requirement of the 'Red Flag' Act of 1865 requiring that a person must wave a red flag whilst walking in front of a motorised vehicle on public roads. The old act practically stymied the development of Motor Cars in England whereas other countries, in particular France, and to a lesser extent Germany and others, were developing way ahead. You can imagine the excitement in England at the time of the new act.

This event is a truly a fantastic experience watching the hundreds of pre 1905 vehicles arriving with their carbide lamps and the smoke, smell and clatter of it all. Many of the cars that enter are normally hidden in private collections or museums and only come out once a year for this rally. To give you an idea of the attendance, in 2023, 411 cars registered, 15 withdrawn, 28 did not start, 43 retired, and 325 finished. Again, you have to go if you can, or at least see the website www.veterancarrun.com for stories, videos and galleries.

We followed the rally along from the handy viewpoint of a double decker bus which you can buy tickets for. I hope to do it again but don't know if I will do the bus again, or perhaps watch them crossing the bridge in front the iconic Parliament Houses at 7am, or perhaps pull up a picnic chair for the day at one of the many country pubs that are along the route!!

Unfortunately, last year I lost my wonderful life companion of 42 years and have to make a new life for myself. Carol loved the cars (see front cover photo), I think almost as much as I did, and was always by my side. She never said no to any of my car dreams (except Volkswagens for some unknown reason). And she had a brief chance to enjoy one of her own dreams, being a bright Red Mini Cooper JCW. Fortunately, I have this great hobby and all of the people associated with it, and of course, my family, 3 tremendous sons, and their wives and children.

Let's all keep playing cars!!!!





Article of Interest



Mud "Splash" Guards

This month's article of interest was kindly supplied by NSW Model T historian, Peter Kable. Thanks to Peter for sharing this bit of Japanese T history and about a unique Japanese accessory.

A post was placed on the MTFCA forum in January 2024 showing a Model TT Japanese bus. These buses were purchased by Japan after the 1923 Earthquake to provide transport for Tokyo as all their tram and rail systems had been destroyed. On the wheels of the Entaro Buses were brackets with a brush device hanging outside the lower edge of the tyres.

A search eventually showed the purpose of the strange brush like devices on the wheels of Model Ts and other vehicles was to prevent the splashing of mud and water on pedestrians. A photo of a vehicle in the Toyota Museum in Tokyo had a replica on display explaining its purpose.

Mystery solved, but questions remained as to what was the full story, why were there examples in faraway Japan and Taiwan as well as in Ireland and why are there so few photographs of vehicles with the "mud Splashers" attached (as they were known as)?

Splasher attachments were at different times in the first 20 years of the 20th century, a hot topic, with legislation enacted in several countries. Japan seems to be the one where the Splashers were in use the longest. Vehicles with the devices attached were in use well into the 1930s.

Top: Two Entaro buses with the splashers attached

Middle: At the time, it was required by law to wear a brush to prevent "mud splashing" on passersby.

Right: A Korean Police Overland with mud splashers fitted





Article of Interest continued...



Mud "Splash" Guards

The Model T Ford Japanese version was simple, the hub cap was removed and a metal threaded cup similar to a rear Model T wheel puller with a shaft extension was screwed into place, the shaft had a bush or a bearing race from which the bracket and brush hung. As the wheels turned gravity allowed the brush to remain in place outside the bottom of the tyre. The splashing out sideways of the muddy water was not a problem before the motor car arrived as wheeled vehicles travelled far slower and most wheels were very narrow compared to the new pneumatic tyred wheels.

The splashers were attached to front and rear wheels with suitable brackets, ropes or chains, the Entaro buses seemingly used brushes on both the hub and hanging chains on the rear wheels. The Japanese were known for their most exacting laws, taking no chances about any problem and any problem quickly received laws to try and eliminate them. Reports in papers were always mentioning the latest rule being enacted and in 1928 was one the "anti Cuddling" law. This law required all cars to be equipped with dome lights which had to be lighted at night when the car was being driven. The law was to safeguard passengers after an incident occurred resulting in a passenger dying in the back of an unlit hire car.

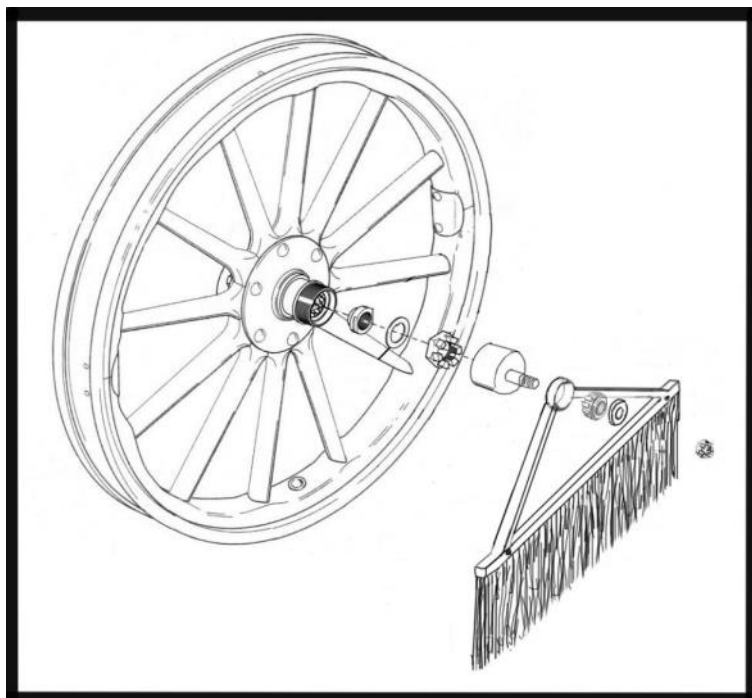
In Japan only a small number of vehicles were there before the 1923 Earthquake but with the complete destruction of the electric rail and tram systems motor vehicles were needed immediately. America was in the best place to supply vehicles and Ford more so than all the others. The Imperial Railway ordered 1000 Ford Trucks which arrived early in 1924. The wood crates holding the chassis were quickly used to build a simple bus body which could seat 12 people. In 9 months following the disaster, over 5,700 Fords (cars and trucks) were imported into Japan. Before that except for 24 Model T Ford taxis in Tokyo run by an American firm, only a handful were in the country.

The mud splashing problem was mostly happening in countries where the cities had narrow roads. These were usually the very old cities where buildings were built with only small passageways between them as foot traffic was mainly the only kind. When motor cars arrived, the areas were far too narrow for both vehicles and pedestrians. Cities such as Tokyo, London and other large towns as well as Paris and large European cities, had a mud problem to deal with when it rained, which was often. Some brick, cobble stone or wood block surfaces did exist but the amount of mud free surfaces was tiny in comparison to the heavily populated areas which now had vehicles capable of splashing close pedestrians. It was not only mud but often manure from the horses on the roads.

In America the problem appears to have been minimal, as cities and towns tended to plan for wide roads and most often buildings had wooden verandas raised above road levels. In Australia a similar situation prevailed in most areas and news of the overseas mud splashing problems were reported in newspapers, but little action took place though it was noted that deliberately splashing people could result in a fine. At one-point, complaints were being received of motorists delighting themselves by purposely driving into puddles with the intention of splashing the pedestrians. The problem surfaced every now and then but as Australia was more widely suffering from dust than mud, only occasionally mud splashers were reported. Passengers on trams were often the targets of drivers who often appeared to deliberately set about driving close to the trams to splash passengers. Cases can be found from as early as 1910 and drivers were taken to court and had damages awarded against them. Actually going one step forward and investigating devices to combat the problem don't appear to have taken place locally.

Go to Trove and enter "Mud Splashers" for actual accounts of splashing.

— Peter Kable —



The Model T Ford Splasher



Article of Interest continued...



The Ford Trimotor Aeroplane

Continuing on with the theme of Model T era and Ford aircraft, it is a pleasure to present this article on the famous Ford Trimotor.

The Ford Trimotor (also called the "Tri-Motor", and nicknamed the "Tin Goose") is an American three-engine transport aircraft. Production started in 1925 by the companies of Henry Ford and ended on June 7, 1933, after 199 had been made. It was designed for the civil aviation market, but also saw service with military units.

In the early 1920s, Henry Ford, along with a group of 19 others including his son Edsel, invested in the Stout Metal Airplane Company. Stout, a bold and imaginative

salesman, sent a mimeographed form letter to leading manufacturers, blithely asking for \$1,000 and adding: "For your one thousand dollars you will get one definite promise: You will never get your money back." Stout raised \$20,000, including \$1,000 each from Edsel and Henry Ford.

In 1925, Ford bought Stout and its aircraft designs. The single-engined Stout monoplane was turned into a trimotor, the Stout 3-AT with three Curtiss-Wright air-cooled radial engines. After a prototype was built and test-flown with poor results, the "4-AT" and "5-AT" emerged.

The Ford Trimotor using all-metal construction was not a revolutionary concept, but it was certainly more advanced than the standard construction techniques of the 1920s. The aircraft resembled the Fokker F.VII Trimotor (except for being all metal which Henry Ford claimed made it "the safest airliner around"). Its fuselage and wings followed a design pioneered by Junkers during World War I with the Junkers J.I and used postwar in a series of airliners starting with the Junkers F.13 low-wing monoplane of 1920 of which a number were exported to the US, the Junkers K 16 high-wing airliner of 1921, and the Junkers G 24 trimotor of 1924. All of these were constructed of aluminium alloy, which was corrugated for added stiffness, although the resulting drag reduced its overall performance. So similar were the designs that Junkers sued and won when Ford attempted to export an aircraft to Europe. In 1930, Ford countersued in Prague, and despite the possibility of anti-German sentiment, was decisively defeated a second time, with the court finding that Ford had infringed upon Junkers' patents.



Members of a USA Model T club assembled by a Trimotor that still offers joy rides.



Article of Interest



The Ford Trimotor Aeroplane

Although designed primarily for passenger use, the Trimotor could be easily adapted for hauling cargo, since its seats in the fuselage could be removed. To increase cargo capacity, one unusual feature was the provision of "drop-down" cargo holds below the lower inner wing sections of the 5-AT version.

One 4-AT with Wright J-4 200-hp engines was built for the U.S. Army Air Corps as the C-3, and seven with Wright R-790-3 (235 hp) as C-3As. The latter were upgraded to Wright R-975-1 (J6-9) radials at 300 hp and redesignated C-9. Five 5-ATs were built as C-4s or C-4As.

The original (commercial production) 4-AT had three air-cooled Wright radial engines. It carried a crew of three: a pilot, a copilot, and a stewardess, as well as eight or nine passengers. The later 5-AT had more powerful Pratt & Whitney engines. All models had an aluminium corrugated sheet-metal body and wings. Unlike many aircraft of this era, extending through World War II, its control surfaces (ailerons, elevators, and rudders) were not fabric covered, but were also made of corrugated metal. As was common for the time, its rudder and elevators were actuated by metal cables that were strung along the external surface of the aircraft. Engine gauges were also mounted externally, on the engines, to be read by the pilot while looking through the aircraft windshield. Another interesting feature was the use of the hand-operated "Johnny brake."

Like Ford cars and tractors, these Ford aircraft were well designed, relatively inexpensive, and reliable (for the era). The combination of a metal structure and simple systems led to their reputation for ruggedness. Rudimentary service could be accomplished "in the field" with ground crews able to work on engines using scaffolding and platforms. To fly into otherwise-inaccessible sites, the Ford Trimotor could be fitted with skis or floats.

The rapid development of aircraft at this time (the vastly superior Boeing 247 first flew at start of 1933), along with the death of his personal pilot, Harry J. Brooks, on a test flight, led to Henry Ford's losing interest in aviation. While Ford did not make a profit on its aircraft business, Henry Ford's reputation lent credibility to the infant aviation and airline industries, and Ford helped introduce many aspects of the modern aviation infrastructure, including paved runways, passenger terminals, hangars, airmail, and radio navigation.

In the late 1920s, the Ford Aircraft Division was reputedly the "largest manufacturer of commercial airplanes in the world." Alongside the Ford Trimotor, a new single-seat commuter aircraft, the Ford Flivver or "Sky Flivver" had been designed and flown in prototype form, but never entered series production. The Trimotor was not to be Ford's last venture in aircraft production. During World War II, the largest aircraft manufacturing plant in the world was built at



the Willow Run, Michigan plant, where Ford produced thousands of B-24 Liberator bombers under license from Consolidated Aircraft.

William Stout left the Metal Airplane division of the Ford Motor Company in 1930. He continued to operate the Stout Engineering Laboratory, producing various aircraft. In 1954, Stout purchased the rights to the Ford Trimotor in an attempt to produce new examples. A new company formed from this effort brought back two modern examples of the trimotor aircraft, renamed the Stout Bushmaster 2000, but even with improvements that had been incorporated, performance was judged inferior to modern designs.

[Here is a link](#) to a video showing the original Ford Trimotor assembly plant and a test flight.

Article Credit: Wikipedia



Under the Hood - Editorial



Greetings Members,

It has been a busy month with the production of 2 newsletters in preparation for our October USA holiday. A miserable cold Saturday has kept me indoors and able to work through this edition to completion.

It was great to catch up online with our new treasurer, Jake Brown, online via a Google chat. We were able to share and discuss various aspects of operating, as well as the use and management of our club admin package, 'Our Car Club'. *Use of this package truly does make aspects of club communications and management so much easier.*

Being missing for October will mean unfortunately missing two of the club's best activities for the year, the Club Swap and the Flathead Ford Festival. Be sure to make an effort and get along to both these events, and of course, send your reports here to us at T Torque!

I have had some shed time this month and have been enjoying some coil restoration and an engine teardown. Initial inspection of the engine bore from the 25 Dalgety project showed it was still standard but after a bore, 60 thou pistons will need to be sourced and fitted! Hopefully this one will be running for its Centenary at Geelong next year. Watch this space!

Until November, see you after our trip of a lifetime and keep touring in your Ts,

— Warwick Landy —



Swap Meet Report



Shepparton Swap Meet - September 8

The Swap had a few holes where sites used to be. Overheard people saying this person was sick or that person could not make it.

There was plenty of T stuff from a man called Bruce who lives in Mooroopna and is 84 years old. He was being supported by his daughter Melissa as the wee trying to disperse Bruce's collection. Plenty of veteran stuff on his site and an apparent mountain to get through at home. He has an early one man tourer top for \$650 complete with the broken rear window and original canvas material give or take it being a bit shredded.

Dean got lucky with a late model radiator. Ann was smiling too. Still bits and pieces on the field with plenty of curio antiques for those so inclined. Shepparton is always worth the trip.

Those in attendance from the club were David Jones, the Brand family, Dean Williams & Ann Cupid, Bruce & Jennifer Csorba and Alan Flude.

— David Jones —



Dean Williams



Bruce & Jennifer Csorba



T hood bow assembly



Upcoming Rallies and Events



MELBOURNE CUP WEEKEND RALLY - THE POINT LONSDALE CUP MEET



Plenty to see, do and experience!

Accommodation for large groups is scarce during long weekends and we need to plan well ahead. We need your expression of interest to secure the accommodation. The Point Lonsdale Guest

House has set aside the entire property for us for a limited time. Room prices range from \$140.00 to \$170.00 per night. Take a look at the rooms and facilities [here](#). **NOTE: The form to be sent to the Guesthouse is attached with your newsletter. (send this directly to the Guest House) Club entry forms need to go to DAVID JENKINS (details above), form also attached.**

The Point Lonsdale Guest House was built in 1884 and was originally called Terminus House. Terminus House accommodated the workers who constructed the Point Lonsdale Lighthouse, established in 1902.

- FRI 1** - Happy hour afternoon nibbles - BYO Drinks
- Dinner @ Guest House (Loaded baked potatoes & selection of slices)
- SAT 2** - Breakfast, Continental @ Guest Kitchen
- Drive to Buckley Falls, picnic lunch at the Falls
- Continue to Anakie - Coffee Stop (own cost)
- Dinner - Lonsdale Links (2 course set menu)
- SUN 3** - Breakfast, Continental @ Guest Kitchen
- Drive to Airey's Inlet
- Lunch - Airey's Pub (1 course set menu)
- Dinner - BBQ, Salad & sweets @ Guest House
- MON 4** - Breakfast, Continental @ Guest Kitchen
- AM: Drive to Port Arlington - Free time to explore (Ramblers Walk, Pier, shops etc)
- Lunch - own cost/own choice
- PM - Return to Queenscliff for Fort Tour @ 1.30pm
- Rest of afternoon free to explore Queenscliff (Shops, Wharf, Museum, Lighthouse etc)
- Dinner, roast, regies @ sweets @ Guest House
- TUES 5** - Breakfast, Continental @ Guest Kitchen
- For those not in a hurry, Jack Rabbit Winery, great views

TOTAL MEAL/ FORT PACKAGE:
\$180 plus \$35 Driver & \$10 per person



New for 2024!

For the 2024 festival we've ordered the sun to shine because it's set to be something special with even more Flatty enthusiasts & cars expected to participate. Regardless of the weather the show will go on!

Sunday October 20th 2024
10am - 3pm
NATIONAL STEAM CENTRE

— 1200 Ferntree Gully Rd Scoresby —

Admission \$5 per exhibit or show car
Gold coin donation for Spectators

If you have any old flathead Ford parts you no longer need, throw them in the boot and bring them along to trade.

NOTE: This is not a formal swap meet & is strictly what you have that you don't need—no professional swap meet sellers or traders.

The show is open to all Ford Flathead powered vehicles originally built from 1903 to the end of the Flathead era, including Ford Flathead powered Hot Rods & Race Cars. Special parking for non Ford Flathead & OHV powered chrome bumper classic vehicles.

A large range of food and drinks available onsite or BYO.

Proudly brought to you by



Model T Ford Club — Dave Weatherhead 0407 339 601
Model A Ford Club — Phil Bradshaw 0401 621 412

Early Ford V8 Club — Ian Lightowers 0408 356 456
F.O.R.D. Club Aust — Bill Ballard 03 9762 9974

MTFCV SWAP MEET 9am Sun Oct 27 Dillon's Motors



Factory 7, 10 Pilgrim Court Ringwood
Cars Projects, Parts, Accessories,
Tools, Literature

This event has been a fun day and a continued success for many years. Please come along even if you think you don't need anything - there are always interesting things to see and there's bound to be something you want! Please bring a few spare parts too - you may just help to put (or keep) another member's car on the road.





BENDIGO SWAP MEET



16–17 Nov - Bendigo Show Grounds

Gates open: 6am Sat & 7am Sun

Admission: Sat \$15, Sun \$5, Children free

Visit the club tent to store or show your purchases and share a BBQ sausage at lunch time!ore Information [here](#)



TRAD'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.

FOR SALE: 1924 COUPE

1924 Coupe Perfect restoration, presented as new in stunning showroom condition. Rare body style in Australia.

Revised Price: \$32,500

Contact: Scott Staples

PH: 0419 710 039

scott@clockit.com.au



WANTED TO BUY

Veteran Round Fuel Tank

Contact: Chris Bagot

0407 827 671



WANTED TO BUY

12 Tooth pinion Gear for Ruxstell Restoration Project

Contact:

David Jones

0416 287797



WANTED TO BUY OR DONATE TO US?

2 C1925 front mudguards to suit the Romsey Men's Shed TT project. We had what we thought were 2 suitable guards but after sandblasting they are now Swiss Cheese!

Contact:

Jeff Smith

0412 629 875



WANTED TO BUY

Contact: Noel Inman 0418 558539

Left hand side closed cab TT truck door. Opposite side to picture.



FOR SALE

1926 T Ford

Engine No. C616013 Red Plate No.60219H

Rebuilt with lots of new parts

Price: \$15,000.00



Contact: Beryl Conquer

PH: 0428 504 558



Newsy Bits



RARE T SALE

An extremely rare 1909 2 lever T Chassis project has recently sold for 35K USD. See the [MTFCA forum link](#) for more details. This chassis was restored from period correct parts to match with the early water pump engine that was found in Europe. This is a very rare early Model T.



FATHER'S DAY FUN

Father's day car show for the Landys! Three generations of Landys were represented in 2 Ts at the Morwell Italian Club Father's Day Car show.



Brian's T on Display

Brian Smith's TT recently attended the annual Hurstbridge Wattle festival as part of a Vintage Drivers Club display.



Do you have any 'Newsy Bits'?
Send them to:
tortueneews@hotmail.com

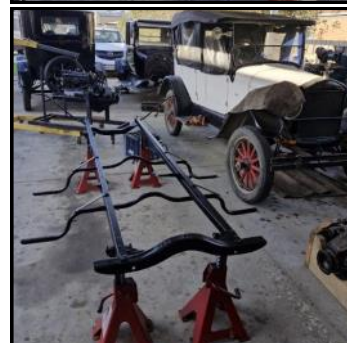
Bails and Ninnises Participate in Federation Golden Oldies Tour



MTFCV members, Peter and Lynda Ninnis, and Mark and Jocelyn Bail, recently participated in the Federation Golden Oldies Tour in Victoria's North Western Region. Peter drove a Model A Ford and Mark drove a Vintage Dodge that previously belonged to his Dad. Pictured is Peter's Model A. Unfortunately Peter's Model A failed to proceed around day 3 of the rally with a blown motor. The motor is now out and the diagnosis and rebuild in progress.

Frank's Restoration Progress

Re-restoration of Frank's Coupe is progressing well! After a replacement chassis, steering and front end components were all sourced from a very convenient Facebook posting, the decision was made to rebuild. The generosity and assistance of club members has also helped to ensure the Coupe has been saved.



Birtles' Welcome to Melbourne!



In a previous addition of T Torque the 100th anniversary recreation of the Francis Birtles' epic drive from London to Melbourne was featured. Our member, Bruce Csorba was at the VDC club rooms to welcome the adventurers back to Melbourne in his T Speedster. A convoy of Vintage cars accompanied the Bean to the Fox Museum at Docklands.





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mtfcv.com

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David Jenkins (Karen)

0408 312742

Email: davidjenkins1959@gmail.com

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 **Vintage Drivers Club Clubrooms, Factory 8, 41 Norcal Rd, Nunawading** 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—Base Membership Subscription
(incl 11 Emailed Newsletters)

\$88—Printed & Posted Newsletter
11 Editions (Members Only)

BANK DEPOSIT:

- BSB: 083-004
- Account: 03-923-0022

Please put your name as a reference.

Payment by cheque must be made to:

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

Commercial Advertising Rates

(11 copies of T Torque)

\$100 - 1/6 page

\$200 - 1/3 page

\$300 - 1/2 page

\$500 - Back cover

Club Information

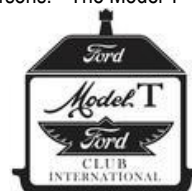
The Model T Ford Club of Victoria (MTFCV) was formed in 1980 and is aimed at encouraging and promoting Model T Fords, to help in the restoration of Model Ts, and to create a register of Model T owners.

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, 310 N. 8th Street Richmond, IN 47374-3035, USA (www.mtfca.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.

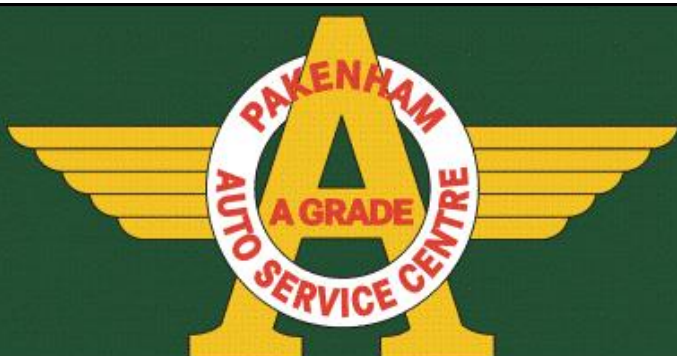




Period Feature Photo



The Way We Were: The car is a 1913 Model T Ford - note the koala skins on the hood and shotgun strapped to spare tyre. David's grandfather, Arthur Salter is the driver and the child is David's father, Wilfred Salter (holding a shanghai). Of interest - the Salters owned Saltram and Son Wine Cellars at Anguston SA (30 km from Adelaide) and they were off to the Australia Day Procession in 1914. Not sure whether the flag is a battle ensign/Australian flag replica. Photo Contributed - David Salter, Glenmorgan



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