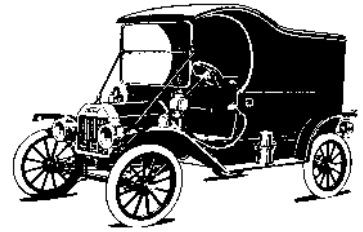




"T" model T torque



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 47

NUMBER 8

September 2025



Congratulations to Geof & Jo Baulch on the marriage of their son Slade, to wife Maddie.

We also take this opportunity to wish National rally directors, Geof & Jo all the best for the successful and safe execution of the Ballarat National T Rally.

"When you once get an idea in which you believe with all your heart, work it out."
— Henry Ford —

IN THIS ISSUE...

- **Ambulance Museum Rally report**
- **Gippsland Winter Camp weekend rally reports**
- **Technical tip: Design and installation of accessory outside small drum external brakes**
- **Ford and Geelong Football Club Historical Connection**

NEXT MEETING:

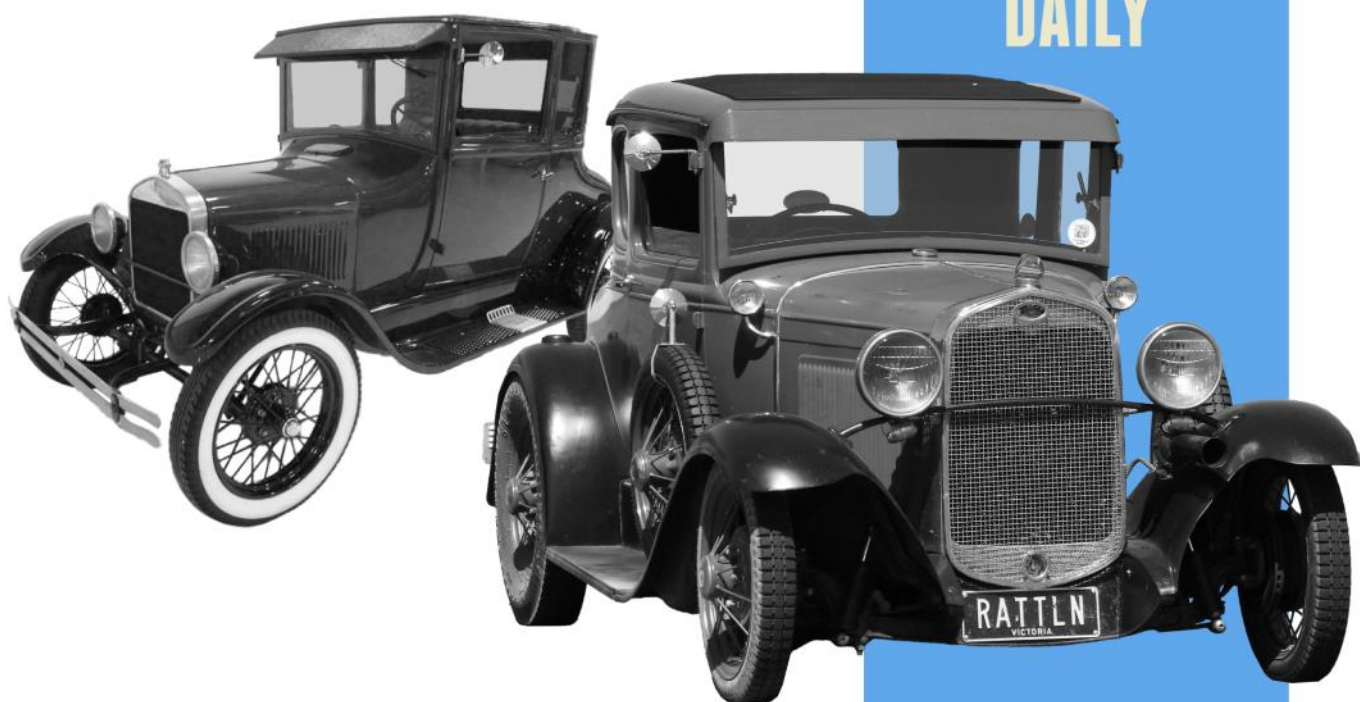
September 12, 8pm

Vintage Drivers Club Rooms, Factory 8,
41 Norcal Road, Nunawading

MEETING ACTIVITY:

Club Auction Night as per club
calendar details.

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President's Message



Greetings to all Members,
Hoping you are all well during these cold winter months.
Well Spring is here and the days are getting longer. Hopefully the weather is improving as we get ready for our National Rally, only a couple of weeks away.



But first of all an "URGENT MESSAGE." The club is in DESPERATE NEED of a TREASURER. It's been 2 months since the AGM and we still don't have one and nobody has put their hand up to volunteer for this important position. The Club "CANNOT" continue to run without one. You could find it a very fulfilling position and easier now that most of our committee meetings are held via Zoom and the occasional face to face. Therefore this could be done by a country member, just as easy as one of our city members. If you think you could fill this IMPORTANT position, please give me a call anytime on 0428387499. Ann Cupid, our club Secretary is doing a phenomenal job taking on both the Secretary and Treasury jobs, whilst working full time and looking after her family. Poor Ann has been OVERLOADED and is worth her weight in GOLD. We also have a spot on our Committee available for an Events Coordinator since David Jenkins has taken a rest from this position.

A big Thankyou to Brian Churchill for his very informative and interesting presentation he gave at our August meeting on the *Early History of Henry Ford and the Ford Motor Company*.

A great day was had by all who attended the Ambulance Museum in Bayswater on 10th August and then onto a Lunch at the Kilsyth Hotel in Bayswater. Meals were excellent. Big thanks to Jake Brown for his recommendation of venue.

Last Sunday 31st August a few club members attended The Wattle Festival in Hurstbridge. We had 4 Ts on display there, Peter Natoli in his 24, David Jenkins in his Tetley T, Brian Smith's Roadster and our 27 Coupe. Luckily the rain held off and we had quite an enjoyable day.

As this will be the last President's Report before our National Rally, *Eureka Gold*, I would like to wish all participants, a safe and happy week of T Touring, meeting up with our Interstate and friends from all over, whilst enjoying and appreciating all of THE HARD WORK, TIME & EFFORT our Rally Committee has been organising and planning over the past 3 Years. Remember to support our Rally Sponsors whenever you can. But most of all, TRAVEL SAFE & RESPONSIBLY. Looking forward to seeing you all in Ballarat. (**Victorian Club Rally Dinner Night** is on Monday Night 29th Sept in the Bistro at the Ballarat Golf Club).

Our **September rally** is our first ever 'Cars & Coffee' gathering at Kilsyth Maccas on Sunday 14th September at 10am. This is a good opportunity to shake down your car before the Ballarat rally.

That's all for now, so from over another running board,

— John & Thel —

Right: Robbie Dalton presenting Peter Rutledge & Ross Cartledge with their OBE awards at the August meeting. (We thank Robbie for his dedication in tracking and presenting these awards).





Under the Hood - Editorial



Greetings Members,

This month has been a challenging one for our club, in particular our hard working secretary, Ann, who has been serving double duty as secretary and treasurer. As you are probably all aware, our Treasurer has stepped down under difficult circumstances, a decision that was not easy and has left many feeling unsettled.

My thoughts are we need to take this opportunity to acknowledge the Treasurer's hard work, commitment, and the many contributions made during his time in office. His efforts have helped strengthen the foundations of our club, and he deserves our thanks and respect. Moments like this give us pause to reflect on how we operate as a club. The strength of any club lies not only in its members but in how those members are valued, heard, and supported. It is clear that there is room for growth in the way we communicate and work together. An opportunity to join the MTFCV executive needs to be a position of pride and the support of members ensured and encouraged.

The hope now is that, out of these difficult circumstances, meaningful change can take place — change that will bring greater transparency, inclusiveness, and respect to our processes and culture. Our focus must be on moving forward positively, learning from what has happened, and ensuring the wellbeing of all involved. With care, honesty, and a willingness to listen, our club can emerge stronger and better prepared for the future.

That said, we must have a member willing to step up and fill our vacant role.

Thanks to all members who have made contributions to this month's edition. Please enjoy the detailed coverage of the winter Gippsland Camp weekend. A highlight of this trip was to have two members with grandsons who went away with a new appreciation for Model Ts. Next year's "campout" will have a venue to allow for expanding numbers and some accommodation options.

I take this opportunity to wish the rally committee all the best with the final preparations for our National Rally. As proud Victorian club members, please help out our rally committee if you can. Don't forget to attend the Victorian club gathering at the rally. See below.

Keep Touring in your Ts, — **Warwick Landy** —

Please send all contributions to ttorquenews@hotmail.com



Model T Ford Club of Victoria - Ballarat Rally Gathering

- BALLARAT GOLF CLUB
- 6.30-8.30PM
- MONDAY 29 SEPTEMBER
- PLEASE ADVISE JOHN & THELMA OF YOUR ATTENDANCE 0428 387499



Come along and join us for a relaxed and friendly evening at the **Ballarat Golf Club (1800 Sturt St, Alfredton)**. This is not a formal meeting — just a great chance for all members (and their families) to catch up, enjoy each other's company, and share a meal together.

We'd love to see as many of you as possible come along. Whether you're a regular or it's been a while since we've seen you, this is the perfect night to reconnect with fellow T enthusiasts in a warm and welcoming setting. Let's make it a great turnout — see you there!



Club Calendar 2025 / 2026



CLUB MEETING:	12	8pm General Meeting— Club Auction Night
CLUB EVENT:	14	MTFCV Cars & Coffee - Kilsyth McDonald's. 10am 108 Canterbury Rd, Kilsyth
	27	Sep to 3 Oct National Rally - 'Eureka Gold', Ballarat
CLUB EVENT:	29	Club Gathering for Victorians - Ballarat Gold Club (details under Editorial)
OTHER EVENTS:	14	Shepparton Swap Meet



CLUB MEETING:	10	8pm Ballarat Eureka Gold Rally: Photos/ Videos/ Memories/ Celebration
CLUB EVENTS:	19	Ford Flathead Festival
	26	Club Swap Meet at Dillon's Motors
OTHER EVENTS:	18	AOMC Club & Trades Expo
	25	Baw Baw Picnic



CLUB MEETING:	14	8pm General Meeting, Activity to be confirmed
CLUB EVENT:	15-16	Bendigo Swap
OTHER EVENTS:		TBA



CLUB MEETING:	12	8pm General Meeting, Christmas Break-up
CLUB EVENT:	7	T & A Christmas Party
OTHER EVENTS:	18	Motoring Heritage Day, Trentham
	24-25	Historic Winton



CLUB EVENT: 27-30 March Echuca / Moama Rally



Sep 12 — MTFCV Auction Night!

Start digging out some spares to bring to make this night as successful as previous club auctions.

A few parts or a lot are welcome, as are donations to the club. Members are encouraged to bring along plenty of cash!

Contact: Andrew Brand 0414 219250

webmaster@mtfcv.com



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

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.

September

Ivor Austin 800
Geoffrey Brooke 7376
Bruce Csorba 5251
Paul Daley 791
Barry Hancock 3719
Noel Huitt 45515H
Rodney Kieseker 8201
Peter Natoli 6202
Andrew Phillips 09594H,
73804H, 73805H,
Linda Phillips 84347H,
4193H7, 96801H
Gregory Russell 6100
Scott Staples 316
Jenny Stevens 9381
David Weatherhead 4378

October

Geof Baulch 3837
Steve Brown 7644
Robert Dalton 557
Laurie Ford 944
Criag Holst 010
Rodney Kieseker 6437
Bernie McKeegan 4585
Andrew Phillips 02321M
Hartmuth Scholz 8437
Ray Smith 5199
Alexander Trifonov 4428

November

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, 1257H,
24745H
Russell Gregory 26760H
Hartmuth Scholz 7646
Graeme Wagland 8188H
Bill Wallace 99499H, 260RH
Richard Wearne 6102
Colin Weidemann 8314



General Meeting Minutes



Friday 8th August 2025 — Meeting opened at 8:04PM by President John Huitt at the VDC rooms, and via Zoom.

- **New Members:** Nil Visitors: Nil
- **Attendance:** 15 people attended the meeting in person and 6 people via Zoom.
- **Apologies:** Jo Baulch, Barry Hancock, Russell Medhurst, Pam & Colin Weidemann
- **Confirmation of Minutes:** Orlando Talamo, Seconded: Steve Brown
- **Business arising from August 2025 Minutes:** Nil
- **Tonight's Meeting:** Talk from Brian Churchill
- **Correspondence**
 - In:** Backfire magazine, Model T Ford Round Britain Tour 2025, subs, AOMC bulletin
 - Out:** Out: Cards to Barry Hancock and Bernie McKeegan



REPORTS

- **Treasurer's Report:** The Treasurer's report was given to the members by Secretary Ann Cupid, Seconded: Cheryl Weatherhead
- **Last Month's Rally Report:** Brian Smith gave a report on the Briagalong rally.
- **Swap Meets / Clearance Sales Reports:** Nil
- **2025 National Rally:** Geof Baulch gave a report on the National rally. Everything is coming together.
- **AOMC:** No Bernie tonight
- **Federation:** Next Saturday in Barham

THIS MONTH'S ACTIVITY / RUN: Ambulance Museum then lunch at Kilsyth Club, Marong Picnic and Wattle Festival

UPCOMING EVENTS:

- August 16th MSCA All British Day at Winton
- 17th Tatura Swap Meet, Benalla Cars and Coffee, Broadford Cars and Coffee, Auto Classico
- 30th Victorian Hot Rod and Street Machine Show, 31st Albury Show Society's Swap Meet, 31st Marong Picnic, Wattle Festival
- 31st Albury Show Society's Swap Meet
- 31st Marong Picnic, Wattle Festival

TECHNICAL TIPS & QUERIES: Nil

RESTORATION PROGRESS: Dean Williams has been working on his '22 Tarant. It's almost ready to paint and he has sent the motor off to be machined.

NEW OR UNUSUAL PRODUCTS: Nil, **Parts Wanted:** Nil, **For Sale:** Nil

DISCUSSED AT LAST MONTH'S COMMITTEE MEETING:

- At the last Committee meeting the Calendar of Events for the next 12 months was drawn up along with general meeting's entertainment for the next 12 months. We discussed the importance of finding a new club Treasurer and discussed the sub committee for the Model Rules by laws.o bring them in. Thank you Peter.

OTHER ITEMS:

- We were lucky enough tonight to get a chat from Peter Ninnis on his rally in America.
- Chris Bagot brought in some framed photos he was given from the dairy we visited on his Warragul rally in March. The photos were of the Model Ts parked in front of the dairy. They had kindly framed a photo for each person who had their car in the photo

NEXT MEETING ACTIVITY: Club Auction night

RAFFLE: Drawn by: Brian Smith, Won by: Robbie Dalton, Prize Selected: Bunnings vouchers

MEETING CLOSED: 8:38PM

— Ann Cupid (Secretary) —



Rally Report



Ambulance Museum

On the 10th August we visited the Ambulance Museum in Bayswater. It was truly a great day.

A few members drove their Ts' and we were warmly welcomed by Ralph, David and Phil, all volunteers that run the museum. Lots to see and hear how Ambulance started back in 1883.

Huge displays of memorabilia, ranging from radios, hats, helmets, uniforms and vehicles.

Coffee, tea and biscuits were much appreciated. Without volunteers this very important Museum wouldn't be possible. Thankyou to these gentlemen.

After a most informative morning, we then set off for lunch at the Kilsyth Hotel in Kilsyth. Fabulous food and company.

— *Thelma Huitt* —

For more information about the Museum, visit the Website [here](#).

Right: T Club members group photo

Below: The lunch gathering



Ts lined up outside the museum



1916 Overland Field ambulance



Technical Tip



Adding Accessory External Contracting Small Drum Brakes on a Veteran

A lot of things can happen after a rally event when you decide to carry out maintenance/repairs after the event. It would probably be a wiser proposition to do it prior to the event!

The Situation...

While visiting Stieglitz last November, there were some declines which needed the brakes to be on point. I thought my brakes were okay but there were times when I was dancing on reverse as well as brake to navigate the hill.

I came home thinking that there had to be a better way of stopping without going to the expense of Rocky Mountain brake setup. My research led me to AC brakes (or their equivalent) and Andrew Webb had a set of brakes to purchase which fitted small drum diffs. The deal was done.

It has taken a while to get myself into gear but having finished another project I decided to tackle the diff in the Model T - notwithstanding the diff was leaking which I subsequently found it to be a folded gasket due to me being careless on the last rebuild.

The brake mechanism I bought off Andrew was just for the diff end. It had the cast fittings to bolt to the back plate of the diff as well as the actuator and brake shoe carrier (for want of a better name). The trouble was that the actuator from the driver to the rear brakes was missing and I needed to get creative.

With the brake plate and Shoe carrier in need of some de rusting, it was straight forward to refurbish these mechanicals. I was fortunate to have some brake material on the shelf which was a perfect fit, so I relined the Brake Shoe Carrier with rivets and the help of Jenny Stevens Brake shoe riveter. Thanks Jenny!!!

The next issue was to figure out how to get the brakes to work. I rang Warwick Landy to try and nut out the pros and cons of the project. My car had a hole drilled through the centre of the half moon on the brake cross shaft. I assumed an equaliser was mounted from that point. I was lucky enough to buy an equaliser from Bruce Csorba (from a lifetime ago) and I finally decided to use it on the car. My concerns were realised after talking to Warwick as I thought a previous owner had had a crack at mounting auxiliary brakes and actuating them off the hand brake. The trouble with this theory was that as you pull on the hand brake you go into neutral which would give you angel gear - no engine braking - and relying on the rear brakes and to a lesser extent the transmission brake to pull up. This was not ideal. Warwick sent me several articles on this exact scenario as many T Modellers have gone down this path and produced some ingenious solutions.

The main revelation was that the existing brake cross shaft could not be part of the new auxiliary braking system. The best approach was to install a secondary brake cross shaft behind the existing brake cross shaft, and then to operate this new shaft which would be connected to the auxiliary brakes.





Technical Tip continued...



While scoping for an installation position on my car, I then discovered there were 2 holes drilled though either side of the chassis rail which were fit for purpose. This car has been down this braking track before!

Frank Van Ekeren was able to help me with a defunct Brake Cross Shaft, surplus to requirements and so I had the next piece to the puzzle. I had it in mind to use the 2nd cross shaft like a billy cart and just yank on it to operate the auxiliary brakes when I needed to but Warwicks previous information pointed me in another direction. While this was going on I discussed the issue with Robbie Dalton and he had previously installed a longer Brake shaft in his hogs head to facilitate a 4th brake pedal to operate the rear brakes (as if Model T Fords aren't complicated enough!). I was not sure how that would go in my circumstances and I am not the engineer brain that Robbie is any way. A few sleeps and I came up with a strategy.

The brake pedal had to operate the auxiliary brakes. It would be ideal if the auxiliary brakes came on before the transmission brake when you were trying to stop. I realised if I could pivot a rod from the brake pedal down to a newly installed lever on the new 2nd brake cross shaft I could then transfer the action of pressing the brake to

actuating the brake cross shaft (in a forward direction), hence pulling on the rear brakes through the actuator. I used cables to attach the rear brakes to the actuator as I have a hydraulic crimper (yachting days) and was confident the made up cables would take any pressure that cable shrouds supporting a yacht mast can.

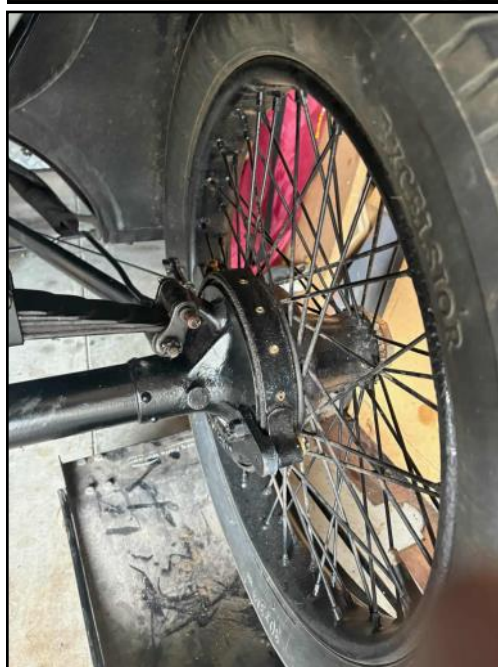
I have just realised I skipped over the pivot that I installed on the new 2nd brake cross shaft. I used a corned from an unnamed brand of car which shares our garage. A bit of lathe work and Mig work to shorten it and we had all that was needed to operate our brakes.

Another bit that I have skipped over is that I needed a pivot point off the brake pedal. Higher than the shaft axis but low enough not to foul the Model T's main brake cross shaft. It took a bit of stuffing around but I managed clearance of the mechanism. I turned up a big Brass Hex nut as an adjustment on the pivot shaft to control Brake pedal to shaft adjustment.

I guess pictures speak a thousand words so I hope these illustrations help.

Hoping to do a test run in the not too distant future.

— David Jones —





Rally Report



Gippsland Winter Campout Weekend - Oscar Kilgour



Last weekend I went on my first car tour/rally with Pop and man, it was fun, exciting and adventurous.

We started the trip from Warwick's house and headed to Frank's house to meet up with him. This is where I saw Frank's Willy's Knight Sedan and immediately fell in love with the shiny maroon paint and the white wall tyres. It was a very beautiful car and it caught my eye as I had never seen one like it before.

We then headed to Dodgy Pete's place stopping at Maffra for lunch at the Brewery, and having a look in the Maffra Car Museum that was filled with hot-rods and bikes, and there was some pretty cool stuff in there!

After that we got back on the road to Pete's stopping one more time for a drink at the Briagolong pub where I saw a photo on the wall. I had a look and saw a photo of a man standing next to a super charged postie bike that broke the land speed record for a postie topping out at 111mph! I bet that would've felt pretty quick.

It was only a quick stop but we got going from there to finish the day at Pete's where we saw some really cool cars. We then went inside where we watched some films that Allan had brought along with him. They were quite interesting actually, showing us the milling and the development of the farm his Dad had done.



After that we had dinner and Pop and I were lucky enough to have the truck which we could sleep in. The next morning we push started the day and headed to Blue Pool in Briagolong which was very pretty. Then it happened. A bang and rattles, and a broken crank shaft. Pops truck had broken the crankshaft on a quiet road called Warrigal Toms Creek Road. And let's just say he took it well, not a single tear was shed and no new words were learned (I wasn't in the truck though).

We had to leave the truck there and all jump in with Warwick who I was already with at the time of incident. The Veteran was definitely not made for 3 people as I was half in half out. And when I say half in half out I more mean $\frac{1}{4}$ in $\frac{3}{4}$ out. And jeez it was sketchy! We may have only been going 50kmh but it sure did feel like we were going 80! And then Warwick says, "Oh you can go in the tray if you want." Honestly it probably would have been safer! There were a couple of little turns when I thought for sure I was going straight out the side. I kept it together and held on though.

After I made it out of that alive I jumped in with Alan where we headed to the Glengarry pub. I had a beautiful steak sanga that Pop bought for me. There was also a young musician there playing some tunes. He was doing quite well until he turned the sound up and we couldn't even hear ourselves. I think its fair to say that we got going pretty quick where we headed back to Traralgon to see a barn find T-model. The guy who bought it has a lot of work ahead of him to say the least. Then we ended the trip (but not the adventure) at Warwick's house.



Rally Report



Gippsland Winter Campout Weekend continued...

Pop and I had to backtrack about 40 minutes to collect the no longer working truck that was soaking wet. Pop got me to drive the ute towing the truck up onto the trailer which he was steering. We got that done and got on the road home stopping at Frank's to collect some piston rings, again for a belt sander for Pete and one last time for some Morris Minor parts.

Then we were on the road home. We got back around 9:00 so I went straight to bed. And then the time came around to pull the engine out of the truck. We got down to the shed, got it off the trailer and pushed it into the shed. Pop had me in a full overall suit to pull the engine out, and thank God he did as I was covered in grease instantly. Pop had me undoing about 2 bolts, and I had finished that, gone to put it into the bucket with the parts we had taken out and I had seen that Pop had already pulled the whole engine apart. Then I started distracting us when I saw his 1932 Ford model bb truck. Oh my days it was beautiful. And now I am going to have to come down as much as I can so I can help pop fix all his cars so we can get to the Model bb!

But all jokes aside I had a great time with Pop and I cant wait to do another one with you Pop!!!! Thank you Allan, Frank, Dave, and Warwick for a great time you made it very enjoyable, funny and make me want to do it again.



—Oscar Kilgour —

Gippsland Winter Campout Weekend—Brian Smith

An experience you cannot buy!

Warwick mentioned a weekend tour in Gippsland some weeks ago. I had missed the last couple of tours down that way, and as luck would have it my daughter Louise was visiting around that time and suggested Oscar (her middle son) would enjoy it, to which he enthusiastically agreed. After a bit of planning regarding the logistics, (they live near Wodonga) it was settled.

TT or roadster? The truck won, (we can camp in it). After preparing the truck, the day came, so with Oscar and I and the truck on the trailer, we set of catching up with David Jenkins with Steven (his grandson) at the Warrandyte bridge, then on to Traralgon. There we caught up with Warwick, Paula and Alan Weatherhead, from there we set of on the first of many back roads to Frank van Ekeren's place.

We set of again and called in to Frank's brother, then on to the Maffra Shed. There was a display of hot rods, motor bikes and memorabilia. Gosh, it is a few years since I visited the "shed " and it has certainly changed, one to put on your calendar to see.



Ts outside Riverslea Radiator Service



Radiators awaiting repair



Rally Report



Gippsland Winter Campout Weekend continued - Brian Smith



Lunch stop at Maffra Brewery



Afternoon stop at Briagolong pub



Brian and Oscar's accommodation for the night.

Oscar was most impressed with the large display of model cars. After taking in all we could of the display, we headed around the corner to the Maffra Brewery Pub (good tucker), for lunch.

With lunch done, it was more quiet country roads, a quick stop at the Briagolong pub, (for supplies) then on to *Dodgy Pete's* (Peter Johnson), at Briagolong. We had just enough time to set up camp, have a guided shed walk through Pete's sheds, and from my perspective, be in awe of his collection! Might I say not just his collection but what he has done to achieve the level of finished product. It is a credit to his expertise!

To prove a point, Pete started a 1913 Overland, which he mentioned hadn't been started for some time. I thought, 'This

will be interesting.' Pete turned on the fuel, set the controls, roughly six pulls on the crank handle and it started. (No coughs or splutters), then he re-adjusted the controls and dropped straight back to idle. It purred like a kitten. That was a very impressive demonstration in my eyes. Oscar was just wide-eyed with the car in general. (note, Pete didn't prime it via the petcocks either!)

Once dinner was out of the way, we settled in to the lounge, watched a little footy, then Alan brought in his fathers Hanimex and reels of super seven whereby we were treated to video footage of the Weatherhead family logging

enterprises, with vintage trucks, bulldozers and the milling of logs. The second reel was from some years later and showed their farming, cropping and dam sinking experiences. In all, it was fantastic footage of a bygone era involving hard work, enterprise and grit.

Alan, you certainly had a captive audience, and thank you for going to the trouble of bringing it along and sharing your families history.

Sunday, up early, have a bit of a look around to soak in the serenity of Peter's property, then back on the road up to Blue Pools. What a beautiful little gem, a short stop there and back on a lovely little dirt road, when bang ,rattle, rattle, yep! My first unceremonious introduction to the "two piece crank club". Now I have done a lot of miles in "T" and I knew at some stage it would happen, so now that's out of the way lets hope that is a one off experience.



Rally Report



Gippsland Winter Campout Weekend continued - Brian Smith

Note - upon dismantling the bottom end I could find no cause, bearings including fourth main were all ok.

Oscar was in with Warwick behind me, so we went three up in the front seat to the Glenmaggie Weir wall where we met up with the others. Upon leaving, Oscar jumped in with Allan and travelled along some more of those great back roads and on to the Glengarry pub for lunch.

A small drive to Traralgon to have a look at (now sold to a young fellow) an original T tourer with a few spares (same as the Baulch's car) and in need of a full makeover, then on to Warwick's place to collect my car and trailer then back track to pick up the truck.



Brian and Oscar could still smile even after breaking a crank.



Original 1924 Tourer in Traralgon



Some of the crew at Blue Pools

At this stage the rain started and stayed with us all the way home, I had a couple of stops on the way home for parts, arriving home at 9.30 and ready for sleep.

In all a great weekend, the area knowledge of Warwick, Frank and Allan certainly guided us through some beautiful country. Mix that with good company and having young Oscar to share it with is the sort of stuff money can't buy. Oscar enjoyed it all also when we pulled the motor out on Monday. He was going over the weekend and was keen to learn as much as he could about engines etc.

— Brian Smith —

Gippsland Winter Campout Weekend continued - Stephen Toohey

On the weekend I went on a trip with my Poppy (David Jenkins), in his old Model T Ford. We were out in the country in Victoria, around a bunch of farms and small towns. It was part of a vintage car rally, and there were other people in the group too, like Warwick, Frank, Allan, Brian, and Brian's grandson Oscar.

We went to a car show which was cool. There were a lot of old cars and people walking around looking at them. The best part though was when Poppy let me drive the Model T in a paddock. It was pretty rough and bouncy, but it was awesome being behind the wheel of a car that old. We also went out to eat at lots of different places, which was fun. Every stop felt a bit different and it was nice trying new things. It was a good weekend. I got to spend time with Poppy, learn more about old cars, and hang out with some really nice people. I'd definitely go again.

— Stephen Toohey —



Article of Interest



The Links Between Geelong Football Club and the Ford Motor Company

Compiled by Col Hutchinson — 21st May, 2025

This is an edited version of this article. Submitted by Jake Brown

The Ford plant began operating in Geelong at the beginning of the 1925-26 financial year. Days later, the Geelong Advertiser published a cartoon depicting the partnership of the company and the football club.


Although official sponsorship of sporting clubs was an unknown concept until the 1970s, Ford assisted the club in numerous ways throughout the 1920s, '30s, '40s, '50s and '60s. In the era prior to League football becoming fully professional, numerous Geelong players were employed by Ford, and arrangements were in place to allow them to finish early to attend training sessions.

Soon after World War Two, Charles A. Smith from the United States, was appointed managing director of the Geelong Ford plant, and immediately took a keen interest in the welfare of the football club. On an annual basis he organised a dinner for the players and officials, and in 1951, arranged for a Ford trophy to be presented the winner of the club best and fairest award each year. At that time, the company contributed both financially and in other ways. Ford cars were made available to the coaches and members of the match committee to travel out of Geelong during recruiting missions.

At the GFC 1956 Annual Meeting, Smith was inducted as a Life Member, in appreciation of his services. A major development occurred at the beginning of 1978, when sponsors logos on players' guernseys was permitted for the first time. The Ford insignia has been proudly worn by every Geelong player since then.

The Ford Motor Company arrived at its Geelong home in 1925. Providing significant employment opportunities, the Geelong factory stayed in operation until 2016, 91 years after its arrival.






CHAD

GEELONG ADVERTISER

No. 24,278 85th YEAR. TUESDAY, MARCH 31, 1925. 10 PAGES—PRICE 1P



KIWI

— BOOT POLISH —
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GEELONG TO BE FORD'S AUSTRALIAN HEADQUARTERS

WITH BRANCHES IN SYDNEY, BRISBANE, ADELAIDE AND PERTH

SITE OF ONE HUNDRED ACRES SECURED AT NORTH GEELONG

TWO COMPANIES TO BE FORMED, WITH CAPITAL TOTALLING £3,000,000

DECISION RECEIVED WITH PLEASURE BY WHOLE COMMUNITY

After further delay, and several false alarms, Geelong has been definitely secured for the Australian headquarters of the well-known Ford Company.

This announcement was made in Melbourne yesterday by Mr. P. W. Grandman, secretary of the Ford Company in Canada, who, with Mr. Farnish, general manager of the Canadian Works, has been in Australia for the past six months surveying the land.

There is to be a defunctified a motor body and automobile-part manufacturing plant, with an estimated capital of £1,000,000. Geelong will also be the headquarters of another undertaking, also with a capital of £1,000,000, to deal with assembling and distributing.

The site purchased from the Geelong Harbor Trust is situated at North Geelong, and contains approximately 100 acres.

The news, which was leaked out on the "Advertiser" editorial-board shortly after 2 o'clock yesterday afternoon, caused the utmost gratification to all classes of the community.

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ART PANELS COUNTRYSIDE SCENES
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ENGLISH GARDEN STUDIES
UNFRAMED. IN BLACK MOUNTS, 5/6. NOW 3/6.

GRECIAN STUDIES
UNFRAMED. BLACK MOUNTS, 5/6. NOW 3/6.

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ALL REDUCED—10 x 14, 17 x 11, 14 x 18, 18 x 12, 12 x 14, 8 x 10, 10 x 7, 7 x 5, 5 x 3.

THE IDEAL EASTER OR WEDDING GIFTS



Article of Interest



The Links Between Geelong Football Club and the Ford Motor Company continued...

so we can assume this particular vehicle was built outside of Geelong. The Model-T was the first vehicle built in the *Geelong Ford Factory*, later switching to the Model-A in 1928.

Geelong Advertiser, Thursday, 27th July, 1925, Page 7, MOST UP TO DATE IN AUSTRALIA

The Ford body building and car assembling factory, which is now under construction at Geelong, will cover five acres of ground and will be the most up-to-date building of its kind in the Commonwealth. The buildings alone will cost £190,000 (\$308,000) and they will be equipped with plant costing £600,000 (\$1,200,000).

These particulars were furnished to an 'Advertiser' representative in Melbourne yesterday in the course of an interview with Mr Grandjean, who is at present in Australia organising the Ford interests in this country. Mr Grandjean is a typical American business hustler, of the square-jawed, cigar smoking, forceful variety who organises ten-million-dollar businesses as a matter of course. As soon as he has got the 'Ford' organisation running smoothly in Australia, he will return to Canada to take over other work.

The 'Ford' interests in Australia, he explained, were being organised into two distinct companies under separate administration, and controlling the body manufacturing part of the enterprise, known as the 'Ford Manufacturing Co Pty. Ltd'. and the other known as the 'Ford Motor Co of Australia', which would assemble the cars.

"The type of building which was being erected at Geelong," said Mr Grandjean, "was one that would be unusual in Australia, and would follow the standard that they had evolved in Canada, though they would be even more modern than the Canadian factories because they would have the benefit of the experience obtained there.

They were laid out so as to provide ideal working conditions, and to supplement modern education methods. The outstanding feature was the one floor lay-out, which had been found to be the most efficient for the class of work, they would be doing. Great importance was being attached to sound methods of ventilation and lighting, and in the factory at Geelong, there would be 40 percent more lighting and ventilation than in the usual factory of this kind. In order to overcome the heat and glare of the Australian sun. Special actinic glass was being installed which had the effect of diffusing the light and preventing glare. A large proportion of the steel to be used in the construction of the factory was being obtained from Broken Hill and the rest would be imported from England.

The assembling factory would be the first to be completed, and this would be ready to start work in by September. It was of the type that, on a smaller scale, was being erected in every capital in the Commonwealth. The Geelong building would measure 365 feet by 384 feet (111 metres x 117 metres) and would cost £140,000 (\$280,000), while the body building plant would be 330 feet by 336 feet (101 metres x 102 metres) and would be erected at a cost of £150,000 (\$300,000). Great travelling cranes would run the entire length of the buildings, and the handling of material had been reduced to a scientific minimum. There would be no belts or shafting in the whole factory, every machine being operated off its own electric motor. Everything would be automatically worked, even the window cleaners, and

ventilator openers. The buildings would be finished inside in white, and cleanliness was the constant watchword. The buildings would be of steel construction throughout, with reinforced concrete and brick. The roofs were partly reinforced concrete and partly asbestos cement of special thickness. The floors would be of reinforced concrete with cement rendering on top: "The factory would be in full swing before Christmas," said Mr. Grandjean, "and would then employ 120 men in the assembly works and 700 in the body manufacturing plant. Practically all of these would be Australians, there being not more than 14 Canadians kept in an executive capacity. Many of these, even, would be replaced by Australians when the latter had learned how to handle the jobs."



Dalgety Wool Store, Geelong



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. Please send ads to the Editor at torquenews@hotmail.com

FOR SALE: 1915 Model T Ford Omnibus

Engine Number C34583 (16/04/1915)

Mechanically complete and restored. The engine and transmission has been professionally rebuilt and balanced. It has been rebored, new pistons, new bearings, reground camshaft, new cam bearings, adjustable lifters. The engine and transmission was completely rebuilt and balanced. The diff has been fully rebuilt, including new bearings, bronze thrust washers and new drive shaft. No expense was spared when rebuilding the drive train. The car starts easily and drives smoothly.

It has all the correct and hard to find 1915 pieces:

- Ford Special speedo, cable, and drive gears
- Correct early 1915 coil box, lid, switch and rare Canadian switch plate.
- 1915 Brassco brass bell magneto horn
- Correct differential
- Side and tail lights (divers bell internals)
- Steering column
- New radiator with colonial tank
- Fork mounted head lights
- Rebuilt brass Holley G carburettor
- Windscreen and scuttle



The body is approx. 70% completed. There is work to be done to complete the body including paint and upholstery. The bulk of the hard work has been done, but will need someone to complete the work.

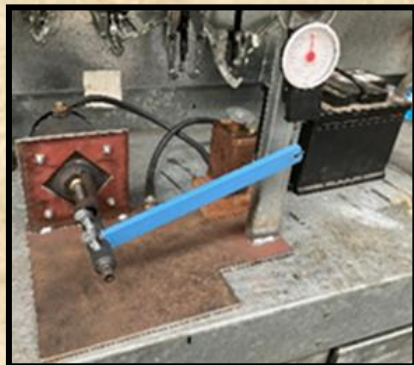
Price \$22,000 with Hayes Wire Wheels, or \$18,000 with Demountable Wooden Wheels. ONO

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Newsy Bits



Late 2025 National Rally Prep

- ◇ With only weeks to go, Alan Flude has discovered a broken low gear drum. A replacement drum has been sourced and installation of the replacement drum and engine/transmission reinstallation is under way.
- ◇ Chris Bagot is continuing on with preparation of the family's fleet. He is currently battling with the Coupe which had shed an oil slinger from its flywheel!
- ◇ Darryl Donaldson has also had transmission issues but with cooperation of several members, now has his car almost back on the road and ready for the rally. See more information [here](#).
- ◇ Your editor has just completed the reinstallation of the KC Warford gearbox back into the Fordor Sedan.



Broken Crankshaft

As reported at the August meeting and T Torque, unfortunately Brian Smith broke the crankshaft in his TT Truck. (See photo below). Works are well under way to install a replacement. Dean Williams confirmed necessity to crack test many parts including crankshafts as part of the engine transmission rebuild process. Do we have member who could offer some technical advice on crack testing as an article to share with members?

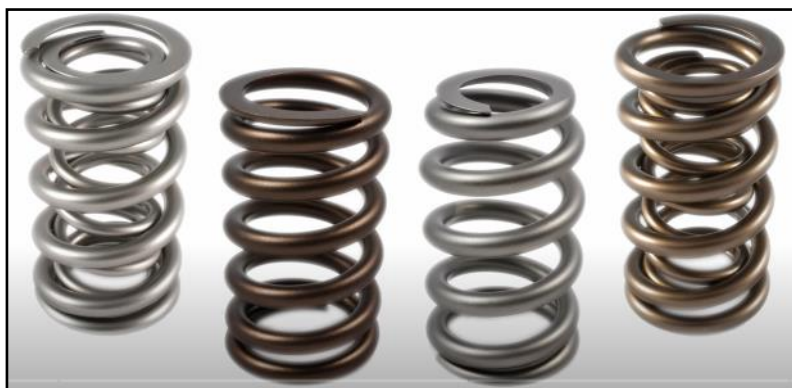


Vale: Bruce Anderson

On the 9th of August, Secretary Anne, advised members via email of the sad passing of former member, Bruce Anderson. Bruce and his mother, Jean joined us on many rallies and at meetings over the years. We have no further details at this stage.

Vanadium Steel

[This link](#) includes a bit of additional viewing for members on the interesting subject of the use of Vanadium Steel in our Model Ts. Thanks to Chris Dillon. A very informative video!



Vanadium steel is an alloy that combines steel with vanadium, a strong, lightweight metal that improves toughness and resistance to wear. First used in car making in the early 1900s, vanadium steel was prized for being stronger yet lighter than ordinary steel, which meant safer, more durable, better-performing parts. Ford famously used it in the Model T, making the car affordable but also tough enough to handle rough roads. Today, vanadium steel is still valued in tools, engines, and parts where strength and reliability are essential.

Frank van Ekeren Sells a T!

Frank's much loved and well travelled, 1926 Tourer, Piggy has found a new home with a Vintage car enthusiast in Sydney. Its first rally with the new owner will be the Ballarat Rally! Frank is now turning his attention to finishing up work on his more recent project, a 1926 Tudor Sedan.



Do you have any 'Newsy Bits'?

Send them to: ttorqueneews@hotmail.com



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mtfcv.com

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EVENTS CO-ORDINATOR:

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)

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BANK DEPOSIT:

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- Account: 03-923-0022

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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

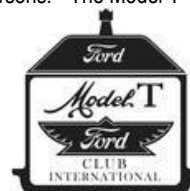
The Model T Ford Club of Victoria (MTFCV) was formed in 1980 and is aimed at encouraging and promoting Model T Fords, to help in the restoration of Model Ts, and to create a register of Model T owners.

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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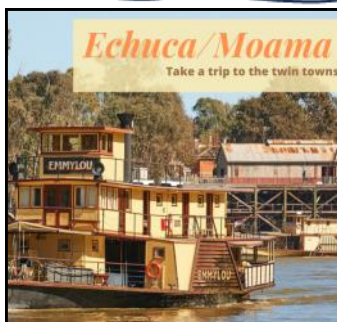
Chapter Member of the Model T Ford Club of America, 310 N. 8th Street Richmond, IN 47374-3035, USA (www.mtfca.com) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA (www.modelt.org).

Both clubs produce excellent magazines (Vintage Ford, Model T Times) and the Model T Ford Club encourages membership of both organisations.





Upcoming Rallies and Events



MTFCV ECHUCA / MOAMA RALLY

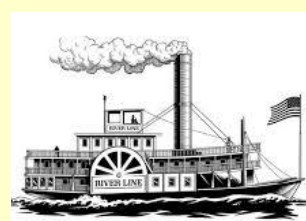
Fri 27 – Mon 30th March

(NOTE: This IS NOT the Labour Day long weekend)

We will be having a rally around the Echuca/Moama region. We have decided to have it after the long weekend firstly because there was absolutely no accommodation available on the long weekend, but also because there will not be so many other tourists there and rates are often cheaper.



- **Fri 27 night we will be having a welcome BBQ at the caravan park**
- **Day 1 Sat 28 Backroads drive out to Deniliquin**
- **Day 1 Sat night Port After Dark Tour (for those who are interested)**
- **Day 2 Sun 29 TBD (in other words we haven't worked that out yet)**
- **Day 2 Sun night dinner somewhere TBA**
- **Day 3 Mon 30 Cruise on a Paddle Steamer (for those interested)**



Caravan Park: We have booked cabins at **Big 4 Moama**, 2 Blair Street, Moama, NSW 0354 809 899 Call Molly and Sam and say you are with **The Model T Ford Club of Victoria**. There is plenty of safe trailer parking and modern car parking.



Sunday October 19th 2025

10am - 3pm

NATIONAL STEAM CENTRE

— 1200 Ferntree Gully Rd Scoresby —
Admission \$5 per exhibit or show car

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.

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.

For the 2025 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.

Proudly brought to you by



MTFCV SWAP MEET

9am Sun Oct 26

**Dillon's Motors,
Factory 7, 10 Pilgrim
Crt, 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.



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

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



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