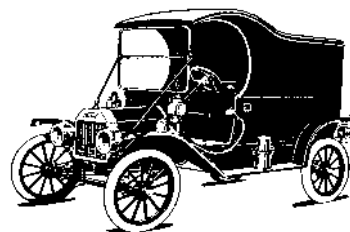




"model T" Torque



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 48

NUMBER 5

June 2026



The mechanical crew at the recent Safety Day, helping to get Treasurer John's Coupe in shape.

IN THIS ISSUE...



Heyfield Rally Report



Spirit of the Twenties
in a Veteran T.



The Florence Thompson Rally,
Two unique perspectives from
both driver and passenger



Club Safety Day at JD's.



The Fotakis family Coupe Story

*"The
greatest
thing in life
is to keep
your mind
young."*



Henry Ford

NEXT MEETING:

June 12, 8pm

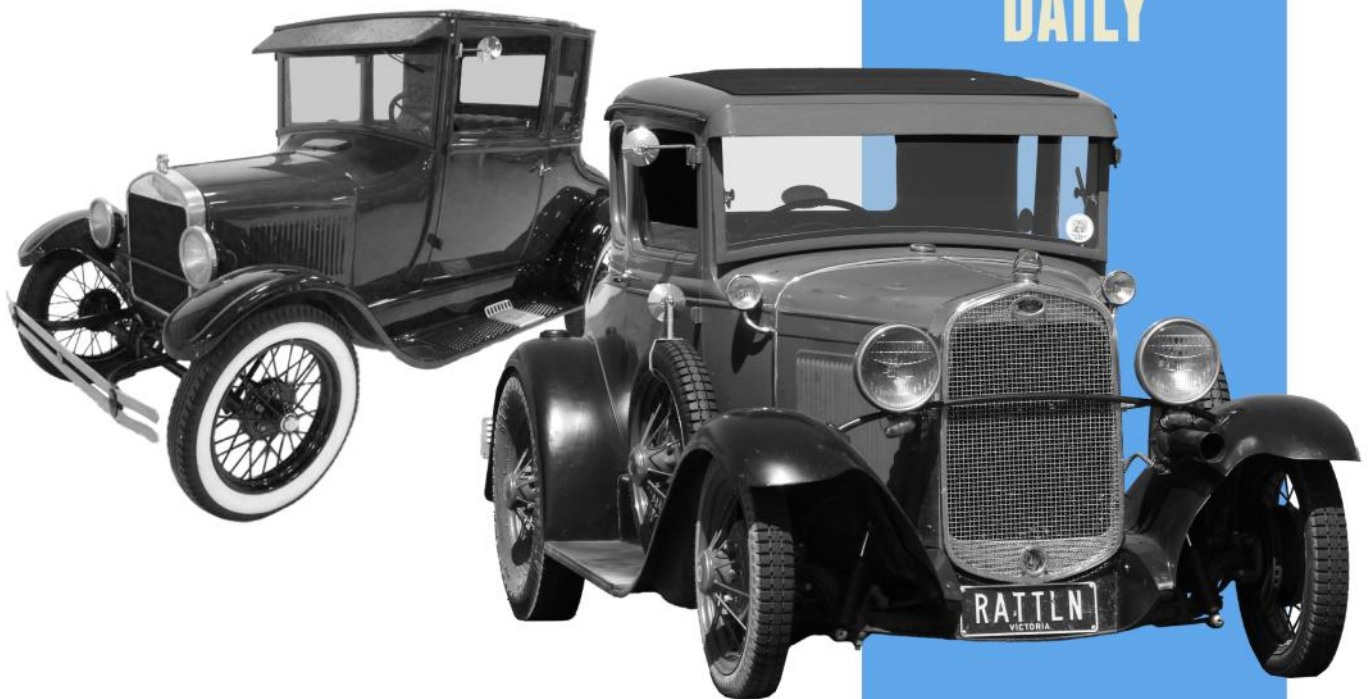
Winter Pie Night Supper

Guest Speaker: Mr Geof Scott,
the club's first President &
founding member returns to
the club after 48 years.
A night not to be missed!

Vintage Drivers Club Rooms

Factory 8, 41 Norcal Road,
Nunawading

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President's Message



Greetings to all Members,

Hoping you are all well. May has been a fairly busy month for activities. On Saturday 9th, we attended a Safety Day at JD's Workshop in Longwarry, which was very enjoyable with the company of members who were there. The day was made complete by Dean's expertise on the BBQ. It was a most rewarding day, with great results achieved on Treasurer John's Coupe during its inspection, and quite a bit of work completed on the car. A great effort was put in by all of the men. Thank you to Annie for making us some lovely salads to go with our sausages and cupcakes to enjoy with a cuppa. Huge appreciation to JD for opening his workshop and putting on such a successful day.



Huge thank yous to Warwick and Frank for organising such a great weekend rally on Saturday and Sunday, 16–17 May, at Rosedale. On Saturday, we toured down to Seaspray, stopped at the Woodside Hotel for a great lunch, visited a local winery, and then returned to Rosedale, where we all enjoyed dinner at the Rosedale Hotel.

On Sunday, we headed off to Heyfield for the *Heyfield Vintage and Machinery Rally*. We met up with Club member Borg Sorensen and his lovely wife, Lis. Borg had one of his stationary engines on display. It was a great day to attend.

Big thank you to Peter Natoli for giving us Part 2 of his presentation at our May General Meeting. Peter had to go to lots of trouble bringing all of his heavy gear up the stairs and in the elevator. All helpers were appreciated. The presentation was very much enjoyed by all. Great job, Pete.

That time of the year is here again for us to vote for our *Club Person of the Year*. We need all votes in time for our Club's Committee Meeting on June 30th. If you are mailing your vote, it must also be received by June 30th. Get your votes in.

We are still looking for a new President and Vice President for our club. These are very rewarding positions, so come on and put your hand up.

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

— John & Thel —



CLUB PERSON ★ OF THE YEAR ★

Recognising outstanding contribution and dedication to our club.

The committee would be pleased to receive nominations
for **Club Person of the Year**.
All financial members may submit nominations.

NOMINATION CRITERIA

 Participation in club runs, meetings and functions

 Contributions to *T Torque* magazine

 Service in an executive or volunteer role such as club delegate, librarian or editor

 Promotion and support of club membership

 Organisation of club rallies and regular events such as Bendigo Swap, March and Cup weekends

 Owning and driving a Model T

★

**NOMINATE A
DESERVING
MEMBER
TODAY!**

The award recognises members who contribute positively to the spirit and success of the club.



NOMINATIONS CLOSE
End of June
Don't miss the chance to recognise a valued member!



HOW TO NOMINATE
Email or post the completed nomination form to the Secretary.



PRESENTATION
Award presented at the Annual Lunch on
July 12



★ NOMINATE NOW ★

FORMS ATTACHED • EMAIL OR POST TO THE SECRETARY



May General Meeting Minutes



Meeting opened at Friday 8th May 8.02PM by President John Huitt at the VDC rooms, and via Zoom

New Members: Nil

Attendance: 24 present at VDC rooms and 6 on Zoom

Apologies: Cheryl Weatherhead, JD, Graham Hadden, Russell Medhurst, Warwick Landy

Confirmation of Minutes: **Moved:** Barry Hancock **Seconded:** Dean Williams

Business arising from Minutes: Nil

Tonight's Meeting: Talk by Peter Natoli on magnetising your magneto.

Correspondence

In: Email: Ford Torque magazine, AOMC Delegate's Meeting, AOMC bulletin

Mail: bank statement, Backfire magazine **Out:** Nil

REPORTS

Treasurer's Report: The Treasurer's report was presented to the members by John Fotakis. John talked about our insurance policy, it currently costs \$1600. The AOMC insurance is only \$400 but we need to have a risk assessment written up for every single event we have, rallies, day runs even our club meeting. We are looking at which is better. We are currently speaking with Max Hobson from the V8 club about our tax. He used to work for the ATO, John will be speaking to him again on Wednesday. **Seconded:** Jo Baulch

Last Month's Rally Reports:

Steve Brown gave a report on morning tea at Andrew and Linda Phillips's house and lunch at Olinda Creek Hotel. He said there were about 25 people and their collection of cars and memorabilia was amazing. They even had an incredible diner set up.

This Month's Activity/Run: Safety Day at JD's and the Heyfield Rally

Upcoming Events:

April 18: AOMC Historical Festival Steam Centre, May 9: Safety Day at JD's, May 16 & 17 Heyfield Vintage Machinery Rally, May 30 Historic Winton

Swap Meet / Clearing Sales Reports: Graham Hadden went to the Horsham Swap Meet, he saw 3 members there and also found a Model T spanner.

Upcoming Events: May 9 **Safety Day at JD's**, 16 and 17 **Heyfield Rally Rosedale**, May 17 **National Motoring Heritage Day** – Albury/Wodonga – Murrundindi – Geelong, May 17 **Cavalcade of Transport at Trentham**, May 23 **Ballarat Heritage Festival**, May 29 **Benalla Historic Vehicle Tour**, May 30-31 **Historic Winton**, June 7 **Alexandra Truck, Ute and Rod Show**, November Cup Weekend—**Rusty Springs Rally**, April 10-11 2027 **The Next Generation Old Time Rally** in Nathalia, run by David Lang & Don McPherson. Intend kids, the next generation, involved.

Upcoming Swap Meets: May 9 Geelong, May 16 Wedderburn, May 17 Lockington

DELEGATE'S REPORT:

- **AOMC:** Next meeting May 18, **Federation:** Next meeting May 16

TECHNICAL TIPS & QUERIES:

- Dean Williams told us of a tyre recycling place in Bayswater. They will take old tyres for \$5.00, truck and 4WD tyres are a bit more expensive. They are called "Rubber Crumb", 17 Scoresby Road, Bayswater, **1300 827 862**.
- Someone asked tonight where can you get split rims re rolled. The answer is New Ways in Heidelberg.

RESTORATION PROGRESS: Dean Williams pulled apart his diff, the original diff is pretty bad, crown and pinion pitted so sourced another diff, it looks great. It has modern bearings in the axels.

PARTS WANTED: Nil, **FOR SALE:** Nil

GENERAL BUSINESS:

- Brian Smith gave a report on *Crawlin' The Hume*. He said it was great, there was about 360 trucks, about 400 vehicles all up. Brian's daughter Louise drove his Model T in the *Florence Thompson* rally. She won the prize for the long car rally. She won a 5 litre bottle of Penrite oil, a box of chocolates and a trophy.

NEXT MEETING ACTIVITY: Talk from Geoff Scott, the club's first President

RAFFLE DRAW: **DRAWN BY:** Korina Gelatis **WON BY:** Bill Wallace **PRIZE SELECTED:** Spanner set

An extra raffle was drawn tonight for Mother's Day, a beautiful bunch of flowers was won by John and Korina.

MEETING CLOSED: 9.52PM

— Ann Cupid —





Under the Hood



G

reetings Members,

As we finalise the June issue of *T Torque*, our thoughts are beginning to turn towards our long-awaited European holiday. As previously mentioned, we will be away for most of July, meaning we will miss the AGM and, most certainly, will not be available to produce the July edition of *T Torque*.

There is a short window following completion of the June issue where we may still be able to prepare a July edition before departing, relying on the committee to coordinate distribution while we are away. To assist with this possibility, any member profiles, rally reports, technical articles or restoration tips would be greatly appreciated as early as possible. Member contributions are what continue to make *T Torque* an enjoyable and varied read.

Speaking of the AGM, during the year I raised the idea in General Business of reducing *T Torque* from a monthly publication to eight editions per year. I have outlined the reasoning behind this proposal and asked the committee to consider adopting the change following the AGM. Naturally, reducing the number of editions and associated postage may have implications for both printing and subscription costs, which I have asked the committee and Treasurer to consider as part of the discussion.

The monthly production of *T Torque* has long been an important tradition within the club and has served for many years as the main conduit for club news, events and technical information. However, with the widespread use of email and social media, it is now much easier to distribute urgent or up-to-date information to members outside the regular newsletter cycle. Moving to eight editions per year may allow more time to gather quality articles and photographs, reduce pressure on contributors and committee members, and help make the editor's role more manageable and sustainable into the future.

A reduced production schedule may also encourage others to assist with, share or eventually take over the editor's role, particularly for members still balancing full-time work and family commitments. Producing a full-colour monthly publication is both time-consuming and increasingly expensive, and a slight reduction in frequency may help ensure the long-term sustainability of the newsletter while still maintaining the high standard members have come to expect.

How familiar are our members with the term AI? Artificial Intelligence is beginning to affect all our lives in more ways than we probably realise. Even your editors have made use of AI technology to assist with aspects of the editing process for *T Torque*. AI can be a wonderful tool when used responsibly, but it can also have negative consequences, to the point where we are increasingly challenged to question whether what we are reading or viewing online is actually real.

Model T circles are certainly not immune. Several pages and websites I follow have recently been flooded with fabricated images, misleading information and completely fabricated stories. As part of the Model T fraternity, we should ensure that what we share within our club remains truthful and factual, while also being prepared to challenge misinformation and correct inaccuracies wherever possible.

During the sale of the Fordor, we were able to have a little fun online using AI-generated images. Peter was most concerned that he was taking away Paula's favourite T, so Paula responded with the first image to rub it in a little! With assistance from his son-in-law, Peter replied on the trip home with the second image. The marvels of AI! Can you still trust everything you see in print?

Keep touring in your Ts,

— Warwick & Paula Landy —

All *T Torque* contributions
to:
ttorquenews@hotmail.com





Club Calendar 2026



CLUB MEETING 12 8pm General Meeting—Guest Speaker: Geoff Scott, first MTFCV president from 1980

CLUB EVENTS: TBA

OTHER EVENTS: 14 Rob Roy Hill Climb



CLUB MEETING: 10 8pm General Meeting—AGM

CLUB EVENT: 12 Annual Club Lunch



CLUB MEETING: 14 8pm General Meeting—activity TBC

CLUB EVENT: TBA

OTHER EVENTS: 1 Federation Delegate's Meeting

22 Campout Weekend

30 Federation Picnic, Marong



CLUB MEETING: 11 8pm, General Meeting—activity TBC

CLUB EVENT: TBA

OTHER EVENTS: 26 Shepparton Swap Meet



CLUB MEETING: 9 8pm General Meeting

CLUB EVENTS: TBA

OTHER EVENTS: TBA



CLUB MEETING: 8 8pm General Meeting—Peter Natoli, Electrical Presentation Part 2

CLUB EVENTS: TBC Cup Weekend Rally

OTHER EVENTS: TBA

Club Permit Renewals

****Important Notice – Permit Submissions****

Members are reminded that permits should now be sent directly to their **nearest Club Safety Officer**. Please note that the club mailbox is no longer cleared on a regular basis, so sending permits there may result in delays. When submitting permits, please include a **stamped, self-addressed envelope** to allow permits to be returned promptly.

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.

June

Gregory Angelo 1820
Chris Bagot 698
Geoffrey Brooke 3358H2
Andrew Brown 5446
Robert Dalton 6481
Laurie Ford 7457
Noel Huitt 5108
Linda Phillips 118H3,
3629H4, 6129H6
Mickie Turner 6243
Graeme Wagland 5099
Bill Wallace 934GH
David Weatherhead 258BH,
41328H
Rhonda White 457
James Wotherspoon 8089

July

Geof Baulch 546A-H
Paul Daley 988, 752
Chris Dillon CH4195
Bernie McKeegan 08777H
Peter Natoli 7-636
Brendan Pell 1318H9
Dorothy Reddick 7389
Peter Rutley 8083
Dean Walker 7373
Bill Wallace 5922

August

Chris Cansdale 09187H
Robert Dalton 5110
David Dare 799
Claudette Fahy 8291
Alan Flude 4590
Russell Hughes 834
Noel Inman 3478
Norman Morgan 6278
John Morrison 6696
Linda Phillips 1568H2
Ian Seamer 8293
Brian Smith 5494, 5111
David Weatherhead 158BH
Dean Williams 5415



Rally Report



The Spirit of the Twenties Run 2026 – Vintage Drivers Club (V.D.C.)

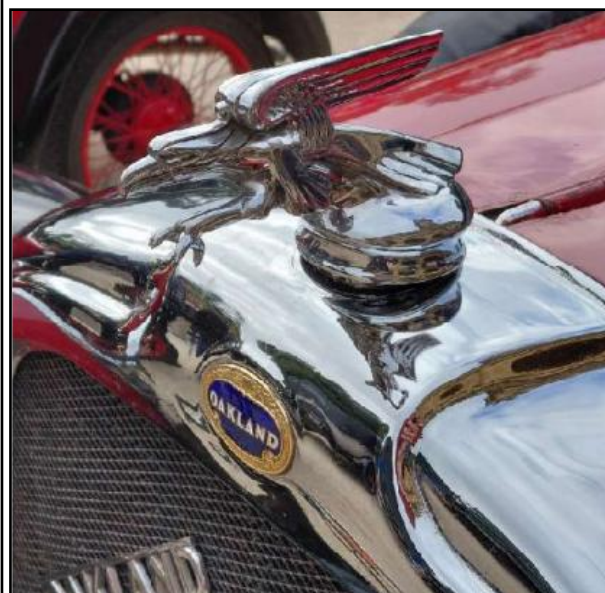
“Enjoying the Passage of Time” - With a bunch of enthusiasts (and looking for coffee)

I have had a friend for the last 55 years — let’s just call him DJ. He very kindly asked me to come along on this year’s *‘Spirit of the Twenties’*, a run to Mt Gambier and back — nine days of cruising in the 1916 Model T. We left in the dark on my birthday, and it finished on his.

I have teased my good friend many times about the fact that he has two Model Ts, although I have since apologised for the jibes. Despite all the jokes over the years, I quickly discovered why he loved them so much. I had never been on a run, rally, gymkhana or treasure hunt before, despite



Werribee Mansion start day.



Love the claw sticking out.

spending many years in the automotive industry. I’ve got to say, I was surprised by just how much fun it all was. The atmosphere, the cars and the people made it an experience I won’t forget.

I had only been on one drive in DJ’s 1916 Model T before — to the Romsey Men’s Shed to look at a Model T truck they had built and rebuilt. So this rally was very much a new adventure for me. Off we set early in the dark (the kero lamps were lit) to Werribee Mansion for the start — and, hopefully, a coffee. I was amazed at all the different cars that turned up. It reminded me of *The Great Race*, a film from my childhood — you may remember it too.

I think there were about 60 entries, with around 58 starters, and I spent some time looking over the vehicles. I’ve always loved what the British call “the brightwork” — you know, the shiny bits. I got some great photos of the bonnet emblems, side steps, air pumps, grills, acetylene makers and headlamps. I had never seen some of the brands of cars in real life before — only in films or TV shows. The late-twenties cars looked like something straight out of an Al Capone gangster movie; all they needed was a violin case! He he he. Before we left Werribee there was even a limerick recital — “The boy stood on the burning deck...”



DJ and the 1916 Model T.



Rally Report continued...



The Spirit of the Twenties Run 2026 – Vintage Drivers Club (V.D.C.)

One of the fantastic things I learned along the way was that everyone else also seemed to have the same sickness of collecting cars — clearly it was contagious. Brian, who I spoke to, said he had six Rileys. Someone else had six Nashes and a couple of others. I saw French, Italian, British and American cars; some were pristine, while others had plenty of patina — all amazing. As near as I could tell, they all seemed to have multiple cars, finished or not. There were also two Austin 7s on the run. My dad always had a love of Austin 7s (despite being 6'3") and owned one when he was young. I've seen a photo somewhere.

I think on Day 2 or 3 we were passed by the little Austin going like a rabbit. We subsequently got passed by most of the cars for the rest of the trip, but we were in a 1916 Model T — with two gears, no water pump, no oil pump and no rubber engine mounts. I think we were the only Model T on the run. I'd say that when the committee scouts out the course, they're probably not doing it in a Model T, because some of the hills were quite a challenge for us. On Day 1, before we got close to Apollo Bay, there was a very long hill — probably more than 2 km and easily a 7-to-1 incline or worse.

We couldn't make it up. I got out and pushed for maybe 20 metres before eventually walking the rest of the way to the top while DJ laughed. I nearly died — so old! Still, we made it, and that became part of the fun of the whole experience. We gathered each day for the start (and hopefully a coffee). I was amazed at the camaraderie of the group — everyone was happy to be there and participate. There was a genuine friendliness amongst the participants that made newcomers feel welcome.

We seemed to have a gathering every second night for tea. Sometimes we were hosted by another car club or association, and we were always welcomed warmly. I felt welcome too. I mean, they're all nuts, but the enthusiasm was amazing. This run was a group of enthusiasts — some had rebuilt their cars themselves — and they all genuinely cared for them. It was good and refreshing to be amongst people with a passion, and their positivity seemed to keep them young.



Mural on the hotel wall in Warrnambool



Duck Day.



Powerhouse Museum, Portland.



Rally Report continued...



The Spirit of the Twenties Run 2026 – Vintage Drivers Club (V.D.C.)

I retired about two years ago, and I feel like I've aged 20 years in that time. Yet there were people there 20 years older than me who looked younger than I did. I think it's part of the disease of collecting and enjoying their cars. He he.

We stopped at the Portland Powerhouse Museum. On any other day it would have been the best car museum for miles around, but on this day 58 vintage cars turned up as well — so it was fantastic. It is really worth a visit if you ever get the chance. Just a side note: I had not been to some of the towns on the course for more than 35 years — and some I had never visited before. It was interesting seeing them again after all that time.

We had mobile signal for most of the run, even in the middle of nowhere, although sometimes it was a bit sketchy. I was once a cave diver around Mt Gambier, so DJ and I went to look at a couple of caves. Oddly enough, while we were in Engelbrecht Cave — maybe 18 metres below the surface — my phone suddenly pinged with a text message. Unbelievable. When we crossed the border into South Australia, the time changed automatically on the phone, and then changed again when we crossed back into Victoria. We almost turned around just so we could see it happen again.

Day one involved a treasure hunt, and I struggled a bit with the navigation



Funny photo comp!



Drive up the valley to Hall's Gap.



Shearing shed at old homestead, good scones.



Early AC Bristol at Hamilton wool museum.

notes — although Google helped sometimes. Day 3 was "Duck Day". Little rubber ducks were placed around, and the games began. DJ seemed quite good at collecting them. There was also a funny photo competition and a gymkhana (although I maintain the cones were already crushed!).

The drive from Hamilton to Halls Gap was magnificent.

There had clearly been fires in the past, but all the trees had fresh green leaves again. It was a beautiful drive through the valley.

The world can sometimes be a hard and depressing place, but I was rewarded on this trip with good people, a common passion and a real zest for life. It was wonderful to see such positivity and enthusiasm. I met some fantastic people who were great to talk to. If you ever get the chance to go on a run like this, I'd recommend it — not just for the cars, but for the passion and friendliness of the people involved. The run finished in Bendigo with a Gala Night, where some people dressed up for the "Spirit of the Twenties" theme.

"Einstein said he could never understand it all." The trick, you see, is to enjoy the passage of time, and I think these amazing people are doing exactly that — even if they're not aware of it. And, of course, they're all nuts. Where's the coffee? (Yes, I'm from Melbourne.) P.S. We stopped for cake and coffee at Dunolly — very good.

— Ross Gould — (passenger of David Jenkins)



Rally Report



One event, one car, two people, two perspectives, and priceless laughs and memories...
Florence Thompson Rally 2026 — Brian Smith & Louise Kilgour

Dad...

After the fun we had last year, how could we not do it again? Besides, Louise (daughter) needs the practice!

After working out the logistics, (Louise in Wodonga and me in Panton Hill) we decided to meet at Bonnie Doon on Thursday, so we started our adventure to Shepparton from there.

First things first, it had been a year since Louise had driven the "T", so by request we did a refresher in the quiet back streets of Bonnie Doon. As in riding a push bike, the driver was once again quite proficient and ready for the challenge ahead of us. Well, that is until we reached the main road and the newly regained confidence dropped a couple of points.

Undaunted, our intrepid driver headed south to Merton, then over the Strathbogie Ranges to Euroa. We did call in to the Gooram Falls along the way, a very pretty place with large granite boulders and beautiful tall river gums — a very peaceful place. How quickly things change! Leaving the parking area is uphill to the Euroa Road where you need to stop. Well, after rolling back, stalling and pressing all the pedals except the correct one (added to our composure were two other entrants tooting and waving as they drove past — if only they knew!) a moment's silence (may have been longer) followed, then regrouping, working out the function of the respective pedals and, without fanfare, we were back on the road to Euroa.

We stopped in at the Seven Creeks Hotel for lunch and a nice glass of "Relationship Red".

From Euroa we had a lovely (aka uneventful) drive through the flat country whilst my white knuckles regained colour. However, when we reached a dog-leg crossroad, those pesky pedals got mixed up again and my white knuckles returned. Once we revised the pedals and their operation — middle pedal is reverse and left pedal halfway is neutral — we regained our composure and arrived in Shepparton to negotiate the traffic (did I mention roadworks?)

The car wasn't on "song" all day, so it was rather fortuitous that we missed the motel entrance and proceeded around the block, where the motor stopped (fuel blockage in the needle and seat — quick repair). The car then ran well for the remainder of the trip. We booked in, freshened up and headed off to the track for the welcome dinner and some good company with new acquaintances.



Saturday morning started with a cold wind and breakfast at the track, with the final instructions being reinforced: "Navigators, read your instructions!" We chose the long run (Louise needs the practice!) The short trip was to turn left after about 200 metres. This gave us quite a giggle with Maureen's voice re-emphasising "instructions", only to see about five cars returning after missing the very first turn.

We travelled along some very interesting back roads, coming out at Nagambie, where quite a number of entrants had also stopped for a break. (There was a market near the Black Caviar monument next to the lake.) We wandered along the street taking in the view, then considered it may be quite pleasant looking at the lake from within the pub whilst sipping on one of Nagambie's fine red products (of which there are plenty!)

Back on the road, we arrived at the MOVE Museum (driver lost no points this time!) WOW! First time for both of us — what a great display.





Rally Report



Florence Thomson Rally continued...

The volunteer ladies had set up a special Florence Thomson display and, when we were moving through, they had us stand near the display to have our photograph taken. The ladies were quite excited by all the people who had come through and taken an interest in their display. They certainly did a great job and took a lot of pride in the collection they had. It was a credit to them.

We ended up running out of time, so it was back to the accommodation, catch the bus and off to the final dinner for another social evening. Sunday at Seymour was the wrong direction for us and our weather luck ran out, though we can't complain as Saturday was perfect. We woke to rain, packed the car in the rain, then drove back to MOVE in the rain. We were so pleased we went back — there was so much we had not seen. The bonus was that we missed some very heavy rain while in the museum. Again, the MOVE Museum is a gem and the volunteers are all ever so friendly and helpful. It is a great asset to Shepparton. Time to leave and a very easy drive back to Euroa with another nice lunch at the same pub, again missing the worst of the rain whilst consuming our lunch.

Now for the final leg to Bonnie Doon, except the challenges weren't finished with us just yet. Light rain and fog going over the Strathbogies, nearly to the top, a slow change into Ruxstell (too slow) so back to low. This was not the time to practice quick-step dancing on the pedals. The motor stalled, we rolled back, there was lively discussion with a little animation thrown in, the car stationary now, motor running and finally the left pedal down, not out, lots of throttle and presto! Something new to me — the "T", contrary to popular belief, can spin the wheels!

In all, we have both had a great time, met some amazing people and, most of all, we are still laughing! Thank you to all the people involved. ...Till next year, and thank you to all the organisers.

Daughter...

"I could be a junkie, an alcoholic, a gambling addict or in prison. Instead, I just drive a T-Model to a mediocre level". It felt like an important reminder to give to Dad whilst the T-Model had stalled near the last pinch on the Merton Gap, driving back from the 2026 Florence Thomson Tour. Following a weekend full of adventure and laughs, this was not our first moment of excitement, but it certainly injected a little adrenaline whilst we sat shrouded in fog, on a steep incline and stopped dead. Rewinding a little, I still laugh at how the RACV Florence Thomson Tour has made an entry into Dad's annual rally calendar. Now free of the demands of young children, I asked Dad if there was a rally I could accompany him on with one of his T-Models. I liked the idea of being his passenger, touring the countryside for a couple of days, perhaps enjoying the company of Dad and fellow rally enthusiasts of a night and recounting experiences over a glass of wine or two. I had conjured up the idea of it being quite relaxing.

A couple of months went by and then Dad came back to me with the idea of entering the RACV Florence Thomson Tour for 2025. Not what I had in mind. This meant I had to learn to drive it. The notion of "relaxing" seemed to have vanished as I contemplated pedals, hand controls and a multi-use hand brake! But so it was. We entered the 2025 Florence Thomson Rally in Ballarat and had such a fantastic time that we'd committed to 2026 before dates, a venue or registration had even opened. We were determined to do it all again. Who knew you could have so much fun travelling at a mere 65 km/h?! With registration confirmed, accommodation booked and period outfits organised, we set out from Bonnie Doon the day prior to the rally. Before hitting the busier thoroughfares, Dad graciously allowed me some time in the township of Bonnie Doon to re-hone my (mediocre) driving skills in the T. In the twelve months since the last Florence Thomson Tour, I hadn't driven the roadster, so I felt quite an urgent need to reacquaint myself with its intricacies.



To be continued next month...



Member's Story



The Coupe That Nearly Didn't Arrive

The garage door opens and, yes, I am pinching myself. There is a Model T hiding in there! So, how did we get here?

Truth be told, I must have always had a deep-rooted soft spot for physical reminders of yesteryear — the horseless carriage included. The ancient silhouettes, the rugged mechanicals in naked view, the timber spokes — everything harking back to a different time that seems forever just out of reach.

The embers were stoked 20-odd years ago when my toddler son would make me watch repeats, ad nauseam, of the original *Cars* movie.

You can have Lightning McQueen and Doc — Lizzie is who I was able to identify with. Time to bite the bullet. Can't sleep. 2 a.m. Hmm... maybe there is a coupe for sale. Yes!! But wait — only in England. Time to close the iPad.

Two weeks later — yes! Still for sale. Time to email, ring, and ask some really hard questions. What do I ask?

"Hello, just wondering, is it a good car?"

"Yes, it is."

"Is it really good?"

"Yes, it is."

"OK, I'll buy it!"

So, I paid for it in full and then decided perhaps I should ring the shipping company. "Sorry mate, can't help you without a Department of Transport import permit."

Rang the Department. "Sorry mate, can't help you without an asbestos clearance."

"But they don't have asb..."

"Sorry, can't help you."

So excitement gives way to stress and insomnia. Luckily, thanks to an extremely accommodating vendor and the internet, all the paperwork was soon in order.

Berth booked. Vendor transports the car (for free!) all the way to Southampton. We're ready! Not quite. I had booked the cheaper 40-foot container, so I needed another car before it could be loaded. Of course, no one silly enough to bring a car from England to Melbourne was there.

Well, not for three months anyway. Six months down the track and we are home.

Cursory inspection, basic fluid changes — what can go wrong? First drive around the block: stalls at an intersection. OK, starter switch not working. That's not good. Out we go, in front of a rather large, curious crowd of onlookers. A higher force takes pity — she starts first crank.

Oh no... is she running hot now? Back home we go.

I think we need some help here. And this is where the rather fantastic club comes in. After significant help from an amazing group of Model T Club members, the car is now almost — almost — ready for its next set of adventures.

Look forward to seeing you all on a rambling country lane.



John's family with the T, Aeson, Elektra, Timon and Mum Korina behind the wheel.

— John Fotakis —



Event Report



Club Safety Day Report from JD's Garage, Longwarry, - May 9

Safety Day started two days early for the indefatigable Huitts, who battled their way through a miserable, wet and cold morning, trailer in tow, for over an hour to collect a grateful Treasurer's car before heading back home. Two days later, with the tailgating coupe in the rear-view mirror, they arrived in Longwarry.

Likely intimidated by the dazzling array of F-150s, F-250s and F-350s at JD's Garage, the little coupe refused to start and had to be pushed off the trailer and into the workshop.

Then the real action began.

A posse of workers, led by Robbie Dalton and Dean, eager to prove they deserved the promised lunch and tempting desserts on offer, set to work making short shrift of recalcitrant bushings that had stubbornly refused to part company with their perches and springs.

A new set of shackles was fitted, the Pitman arm received a tidy-up, and a new radiator petcock was installed. Then it was time for sausages, salads, breads, pastries and beers for everybody. (Dean, of course, still found time to cook between bushings.)

Meanwhile, President John decided to test the new horn before tackling the starter problem. Once the switch was removed, Robbie and Dean set to work opening it up and cleaning the copper contacts.

Dave Weatherhead made sure the timer was on its best behaviour, while debate will no doubt continue regarding the merits — or otherwise — of the leaking water pump.

After all this love and attention, the little coupe roared back to life and, for the first time in years, was able to start using the actual starter button. No more climbing out in the middle of a busy intersection to hand crank after stalling.

A big thank you to JD for his generosity in making his premises available for the day, and to Dave for helping make it all happen. Ditto to all the helpers mentioned above, as well as Steve, Bill and Noel — who just happened to be inspecting the underside of the carburettor at the precise moment it decided to lubricate his eye!

— John Fotakis —





Rally Report



Heyfield Vintage Machinery Rally — May 16-17

Warwick and Frank once again did a great job in organising a nice run on Saturday. Some very nice scenic roads all quite suitable for our Model T cars, but this is there backyard so it is to be expected.

We met up outside the Rosedale Hotel for a 10.15 AM start. Seven cars in total which made for an easy and manageable group. A short run down to Longford and then onto Seaspray. A short visit to the home of former member Mark McKibbin and a chance to see his collection of cars and motorbikes. A lovely original 1914 BSA motorbike was a real treat and to hear it run was special. We stopped at Seaspray and had the usual amount of admirers of our cars and then went for a short walk along the ninety mile beach and took in the fresh sea air, most invigorating. Then it was back in the cars and off again, travelling towards Woodside though the Giffard area and had a relaxing lunch at the Woodside Beach Hotel.



After our lunch we travelled up into the hills of Carrajung and stopped at the Carrajung winery for an enjoyable afternoon tea. Coffee, tea or a glass of wine was enjoyed by all. It was most pleasant in the afternoon looking out over the lovely gardens and vineyards.

Our next stop was at Gormandale to bid farewell to Warwick as he was heading back to Traralgon and the rest of us followed Frank back to Rosedale. I must say that I found driving into the late afternoon sun quite disconcerting and I had to brake a few times as I just couldn't see.

We arrived back at Rosedale at about 5.30 in time for a quick cleanup and then off to the Rosedale Hotel for a group meal.

Sunday morning we made our way to Heyfield for the Vintage and Machinery Rally. We did it in two groups as some left earlier and had breakfast on the way while we followed Frank. On arrival we were guided to our display area by Cameron Smythe who had his Model T Truck in position.





Rally Report



Heyfield Vintage Machinery Rally continued...

After a while Warwick arrived from Traralgon and this made up a very nice collection of Model T Fords. We spent an enjoyable time looking at the many displays of Cars, Trucks and Tractors and our members Borg Sorensen and Alan Weatherhead had displays of stationary engines. With the weather looking ready to change for the worse we headed off after lunch to Rosedale and loaded up for the trip home. This was another great weekend of Model T driving and friendship, and we thoroughly enjoyed the whole weekend.

— **Robbie Dalton** —



Event Report



Model Ts Help Celebrate Katamatite's 150th Anniversary

Model T Ford Club of Victoria members David Lang, Wayne Hendy, and Laurie and Brett Ford proudly supported the Katamatite 150 Years Community Celebration held in March.

The commemorative procession featured 44 entries, including a moving WWI and WWII tribute. Family members rode in the procession carrying the medals of fathers, grandfathers and relatives who had served their country and have since passed away.

A particularly special moment saw a young local boy and his grandmother ride with David Lang in his 1916 Model T while carrying the medals of his great-grandfather, Dick Saunders, who enlisted at nearby Tungamah. The young man was encouraged to hold his great-grandfather's medals proudly throughout the procession, creating a memorable tribute to his family's military service.

Katamatite last celebrated a major milestone in 1976, when the town's centenary procession attracted an incredible 101 entries. Photos from the celebrations can be viewed at: www.facebook.com/share/p/16y1DxEHCo/

Photography by Sheryl Elliott.

— **Don McPherson** —





Historical Photo



PERCY HUME

"PEACE DAY" PROCESSION JULY 19, 1919

SHEPPARTON

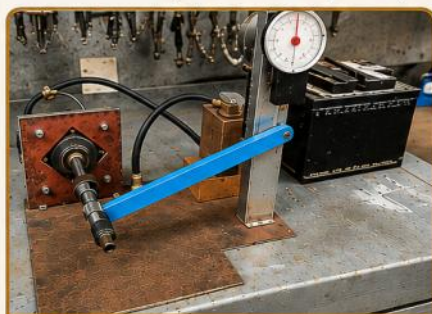
Peace Day procession in Shepparton 1919. See the 15/16 Model T Ford with gas lights.
Contributed by Don McPherson

Trad'n Table

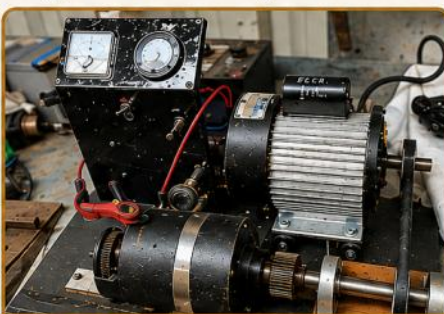
Unfortunately, no items were submitted for the Trading Table this month, so this section has not been included in the newsletter. Members are encouraged to send details of any Model T-related parts, vehicles, memorabilia or other items for sale, wanted or free to a good home for inclusion in future editions.

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Newsy Bits



A Much Loved T Hits the Roads Again!

Leigh Murray reports from Tasmania that his T Tourer, formerly owned and restored by early club member Alan Fairnie, is now back on the road. After a complete overhaul over the past 15 months, the car has undergone extensive work including new rubbers, tyres, hoses and wiring due to "age-related deterioration". An exceptional amount of time was also devoted to the wheels and spokes, along with careful paint matching throughout the restoration. Unfortunately, some unexpected damage to the spokes occurred while the car was being transported to Tasmania.



Malcolm Murray and I are pleased to announce that the Tourer is now back on the road again. Having gained Victorian Club registration last week, we are looking forward to attending Veteran Car Club of Australia events and perhaps even making a trip across to the "big island" in the near future.

Happy driving! Photos and video can be viewed on our club Facebook page: [Club Facebook post](#).

RACV Four & More

Club members Phil Ruge, Brian Hussey and Darryl Donaldson recently enjoyed a few days of Veteran T motoring on the RACV Four & More Veteran Rally in Camperdown, Western Victoria.



Fordor Gone to a New Home

Some members may have noticed via social media posting that the editor's Sedan has been sold to club members, Peter and Lynda Ninnis of Swan Hill. The Sedan will join the 2 other Ts in Peters collection that complement the remainder of their collection of classic Fords. The question has been asked, 'Why sell the Sedan?' Hopefully the funds will be redirected for the editor to purchase an alternative rare and unique closed car. Watch this space!



Rare Brass-Era Collection to Auction

As previously reported in *Newsy Bits*, a date has now been set for the online auction of the vehicles, along with the on-site-only auction of parts from the estate of the late Jim Finney. Jim spent a lifetime collecting and restoring some of the oldest and rarest brass-era Model Ts, including several examples of the extremely rare Town Car variant. You can view the auction details, inventory and additional video footage here: [VanderBrink Auctions – Jim Finney Collection](#). Be sure to scroll down the page to explore some of the remarkable vehicles and parts on offer.

Congratulations Robbie & Christine Dalton!



*Congratulations from the club
on this very special anniversary!*

Worth a Stop in Wynyard

Anyone visiting Tasmania should make time to stop at the Wonders of Wynyard Exhibition and Visitor Information Centre in Wynyard. The collection includes several beautifully restored pre-Model T vehicles,





PO Box 383, 148 Springvale Road, Nunawading, Vic, 3131, Australia

mtfcv.com

Committee

PRESIDENT

John Huitt (Thelma)
0428 387499
Email: president@mtfcv.com

TREASURER

John Fotakis (Karina)
0481 123192
Email: treasurer@mtfcv.com

VICE PRESIDENT

Chris Bagot (Charmaine)
0407 827671
Email: vicepresident@mtfcv.com

SECRETARY / PUBLIC OFFICER

Ann Cupid (Dean)
0427 984797
Email: secretary@mtfcv.com

GENERAL COMMITTEE MEMBERS

Steve Brown (Veronica)
0457 436077

Noel Inman (Pam)
0418 558539

Club Support

NEWSLETTER EDITORS

Warwick & Paula Landy
0400 168319
Email: ttorquenews@hotmail.com

WEBMASTER

Andrew Brand (Felicity)
0414 219250
Email: webmaster@mtfcv.com

LIBRARIAN

Brian Smith (Helen)
0401 802264

DELEGATES

Federation of V.V. & C. Clubs:
Geof Baulch (Jo)
03 53424837

AOMC:

Noel Inman (Pam)
0418 558539

CLUB PERMIT INSPECTORS

David Weatherhead (Cheryl)
0407 339601

Chris Dillon (Fiona)
0407 179577

Ray Smith (Sandy)
03 54843152

Brian Smith (Helen)
0401 802264

EVENTS COORDINATOR

Contact a committee member

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.

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Club Information

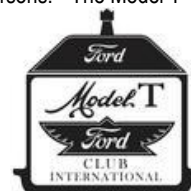
The Model T Ford Club of Victoria (MTFCV) was formed in 1980 and is aimed at encouraging and promoting Model T Fords, to help in the restoration of Model Ts, and to create a register of Model T owners.

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



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