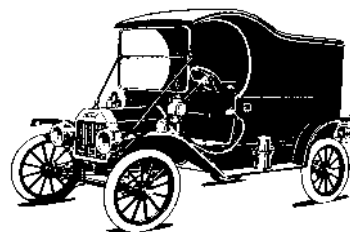




"model T" Torque



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 7

August 2026



Congratulations to
retiring President
John Huitt on being
awarded 'Club
Person of the Year'!

IN THIS EDITION...



Tyre Changing
Story



Club Person of
the Year &
Annual Lunch



Orlando's
European Ts

*"The unhappiest
man on earth is
the man who has
nothing to do."*



Henry Ford

NEXT MEETING:

August General Meeting



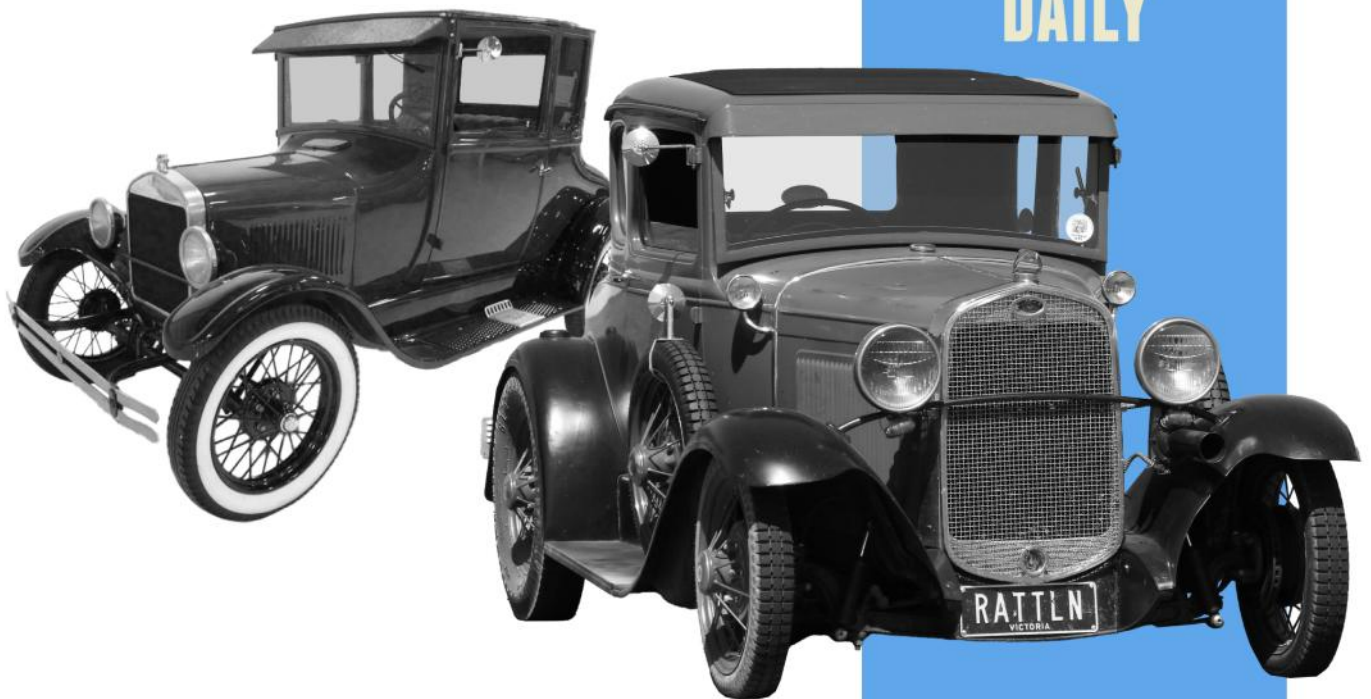
MODEL T SHOW AND TELL

Bring an accessory, a book
or a story to share with
the members.

Friday, 14 August 2026
8.00 pm

Vintage Drivers Club Booms
41 Norcal Road, Nunawading

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President's Message



Welcome members, I hope all is well.

Friday 10 July was our AGM. Unfortunately, our Zoom connection was not working as it should have, which delayed the meeting. Outgoing President John gave a presentation on the previous year's calendar of events and activities, including the Great National Rally, before handing the meeting over to Dave Weatherhead to chair.

The revised constitution could not be voted on as planned, as a couple of issues still need to be resolved. A great deal of work has gone into preparing the revised constitution, and I'd like to thank the subcommittee members Warwick Landy, Dave Weatherhead, John Huitt, Chris Bagot and Ann Cupid for all their efforts.

Dave then announced the nominations for the new committee.

Our new committee consists of President Steve Brown, Vice President Noel Inman, with John Huitt taking over from me as a committee member. The rest of the committee remains unchanged. I'm really looking forward to my new position and working with the committee.

Sunday 12 July was our annual lunch, with 25 members attending. Chris, Fiona and Catherine arrived in their 1924 Model T, Colin and Pam in their Tudor, and John Docker drove his Rolls Royce all the way from Wangaratta. Geoff and Jo also made the five-hour round trip from Ballarat.

Thank-you flowers were presented to Ann and Jo by John for all their hard work over the past year. Cheryl also presented flowers to Thelma. Club Person of the Year was awarded to John Huitt—a very well-deserved choice. Congratulations, John!

At our next meeting we'll be holding a Model T Show and Tell evening. We invite everyone to bring along something of interest—perhaps an accessory, spare part, piece of memorabilia, book, photograph or any other item with a Model T connection. Most importantly, we'd love you to share the story behind it and what it means to you. It's a great opportunity for members to learn more about each other and celebrate our shared passion for the Model T.

That's all for now. Happy cruising! Until next time,

— Steve and Veronica Brown —



Club Auction Night!

Sep 11 General Meeting

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

SUBSCRIPTIONS NOW DUE – 2026/27

A friendly reminder that annual club subscriptions are now due and must be paid by **31 August 2026**.

\$55 – Membership with emailed *T Torque*

\$88 – Membership with printed *T Torque*

Members with vehicles on the **Club Permit Scheme (CPS)** must ensure their membership is renewed by the due date to maintain their eligibility for the scheme.



Payment details can be found on **page 18**.

Any questions regarding subscriptions can be directed to our Treasurer, **John Fotakis**.



July General Meeting Minutes



- Meeting opened at Friday 10th July 8.24PM by President John Huitt at the VDC rooms, and via Zoom
- John Huitt then handed the chair over to David Weatherhead to conduct the Annual General Meeting starting at 8:26PM.
- After the AGM the chair was handed over to the new club President Steve Brown to finish the General Meeting at 9:15PM
- Just before Steve took over, retired President John Huitt awarded retired vice president, Chris Bagot a certificate of thanks for all he did for the club during his time as vice president.



New Members: Brett Ford

Attendance: 29 present at VDC rooms and 4 on Zoom

Apologies: Noel Inman, Russell Medhurst, Alan Flude, Bruce Csorba and family, Brian Smith, Colin and Pam Weidemann, Warwick Landy

Confirmation of Minutes: Moved: Cheryl Weatherhead **Seconded:** Barry Hancock

Business arising from Minutes: Nil

Tonight's Meeting: AGM

Correspondence: In: Email: Club Person of the year votes, email from Henry's reminding everyone that went on the Ballarat rally to use their vouchers, AOMC fees due, Side Valve V8 Times, AOMC bulletin

Mail: NAB statement, Backfire magazine **Out:** Card to JD

REPORTS

Treasurer's Report: Read out during the AGM

Last Month's Rally Reports: Chris Dillon gave a report on the club coffee run

This Month's Activity/Run: Club luncheon on Sunday

Upcoming Events:

- David Jenkins will be running a mid week run on Wednesday 5th August, meeting at 9:30am at the Warrenglen Nursery in Warrandyte.
- I have not heard back from the St Andrews Pub so that is a no go for car show.
- Apologies as I forgot to look what else is coming up. I will send out in an email over the weekend.

Swap Meet / Clearing Sales Reports: Nil

Upcoming Swap Meets : I forgot to look these up too so will be in the email along with upcoming events.

Delegates Reports

- **AOMC:** No report, Noel Inman was not present tonight.
- **FEDERATION:** No meeting yet

Technical Tips & Queries: Nil

New or Unusual Products: Geof Baulch found a Capstan winch for the back wheel of a Model T in the scrap in the back of someone's ute

Restoration Progress: Nil

Parts Wanted: Nil

For Sale: Nil

General Business:

- As we will only be receiving a copy of T Torque every 2nd month, the odd month the minutes from the general meeting will be emailed out the week before the next General Meeting.
- We need someone to run the Christmas Party with the A Model Club. Please let Steve Brown know if you would like to help.

Next Meeting Activity: This meeting will be a show and tell night. You can bring in anything you like. It does not have to be car related.

Raffle Draw: Drawn by: Steve Brown, **Won by:** Bernie McKeegan, prize selected: Bunnings voucher

MEETING CLOSED: 9:40PM

— Ann Cupid —



AGM Meeting Minutes



MINUTES OF ANNUAL GENERAL MEETING 2026-2027

The meeting was held on Friday 10th July 2026 and declared open by David Weatherhead at 8:26PM.

29 people were in attendance at the VDC rooms and 4 were attending via Zoom.

David Weatherhead thanked the club's retiring president John Huitt and welcomed all in attendance.

This meeting is being conducted in accordance with Corporate Affairs Victoria, Model Rules of November 2023.

APOLOGIES: Noel Inman, Russell Medhurst, Alan Flude, Bruce Csorba and Family, Brian Smith, Colin and Pam Weidemann, Warwick Landy

CONFIRMATION OF MINUTES: Moved: Thelma Huitt, Seconded: Steve Brown

BUSINESS ARISING FROM MINUTES: Nil

REPORTS:

- Retiring President John Huitt gave his President's report, he spoke about all the events we have had over the last 12 months, and mentioned that the Junior memberships are being finalised.
- Treasurer John Fotakis gave his Treasurer's report and informed members that we now have a new Tax File Number. A question was raised as to whether or not we are staying with our old insurance company. Currently the Club will stay with our current insurance company until we can get some more information about the AOMC insurance. Moved: John Fotakis, Seconded: Cheryl Weatherhead

GENERAL BUSINESS:

After the last AGM a sub committee was formed to rewrite our club's Constitution and by-laws. This was emailed out to all members and posted to those that don't have email 21 days prior to the AGM so it can be discussed and voted on at tonight's meeting. David Weatherhead gave a brief explanation and history of why this was done. Some members asked if we could delay the vote as they would like to know what changes were made to the last Constitution. We will be asking those in charge of writing up the new Constitution and by-laws to make these changes available to members. Once the final copy has been voted on they will be available to read or download on the club's web page. We then hope to hold an extraordinary meeting at next month's AGM. David Weatherhead **moved** a motion to postpone and reconvene and at later date. **Seconded:** Rhonda Huitt.

ELECTION OF OFFICE BEARERS:

Committee:

President: Steve Brown, **Vice President:** Noel Inman, **Treasurer:** John Fotakis, **Secretary:** Ann Cupid, **General Committee members:** Dean Williams, David Weatherhead, John Huitt

Other Office Bearers:

AOMC Delegate: Noel Inman, **Federation Delegate:** Geof Baulch, **Librarian:** Brian Smith, **Webmaster:** Andrew Brown, **Editors:** Warwick and Paula Landy, **Safety Officers:** David Weatherhead, Brian Smith, Ray Smith, Chris Dillon
The outgoing Committee will assist the new Committee within 14 days. We require a minimum 3 general Committee members.

All have accepted their roles. **Moved:** David Jenkins, **Seconded:** Chris Dillon

- It has been recommended there will be no change in membership fees for the coming financial year. Email will remain at \$55.00 and printed will remain at \$88.00. Subs are to be paid by August 31st or you will no longer be a member. This means you will no longer receive issues of *T Torque* and your club permit will no longer be valid. If you have any cars on our CPS they will not be registered.
- Memberships are valid from one AGM to the next AGM.
- The Secretary will lodge the annual statement with Consumer Affairs.
- Thank you to all members and volunteers who ran rallies or events or helped in any way with anything over the last 12 months.

Thank you all for attending. MEETING CLOSED: 9:15PM

— Ann Cupid —





Club Calendar 2026/2027



CLUB MEETING:	14	8pm General Meeting - 'Show & Tell night'
CLUB EVENT:	30	Cars & Coffee, Manhattan Hotel Ringwood from 9.30-12.30, T Club Display
OTHER EVENTS:	30	Federation Picnic, Marong



CLUB MEETING:	11	8pm, General Meeting—Club Auction Night (see President's Report)
CLUB EVENT:	26-27	Club Overnight Rally—San Remo. 'Wag's Weekend' (see further information below 'Under the Hood' editorial)
OTHER EVENTS:	26	Shepparton Swap Meet



CLUB MEETING:	9	8pm General Meeting: Guest speaker Peter Natoli "More Model T Electrical"
CLUB EVENTS:	18	Flathead Ford Festival
OTHER EVENTS:	24-25	Ballarat Car Club 60th Anniversary Rally



CLUB MEETING:	6	General Meeting (Note- change of date due to Bendigo Swap) Guest Speaker, Phillip Burns from 'Microscrub Hydroblasting'
CLUB EVENTS:	Fri 30 Oct (evening) to Tues 3 Nov Cup Weekend Rally (see 'Upcoming Events') 14-15 Bendigo Swap	



CLUB MEETING	11	8pm General Meeting, Christmas supper
CLUB EVENTS:	6	Annual Christmas Model T & A Club Picnic & Display
OTHER EVENTS:		TBA



CLUB MEETING:	No meeting	
CLUB EVENT:	26	Australia Day Run—TBC

Save the Date! Next Generation Rally – Walwa Creek April 10-11 2027

Come one, come all – we will have a ball! Join us for a fun-filled weekend featuring: Gymkhana, Games night, Pizza, History of the river country tour, Model T roads, Good old-fashioned fun, Plenty of encouragement for the young! **Please get your children and grandchildren driving Ts and bring them along to the rally. They are the future of our club! - David Lang**

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.

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

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
David Beaty 8997, 8998
Steve Brown 7644
Robert Dalton 557
Laurie Ford 944
Craig Holst 010
Rodney Kieseker 6437
Bernie McKeegan 4585
Andrew Phillips 02321M
Hartmuth Scholz 8437
Ray Smith 5199
Alexander Trifonov 4428



Under the Hood



G

reetings Members,

Firstly, congratulations to our newly elected club executive. I'm sure you join me in wishing the new committee well and supporting them as they lead our club over the coming year.

For the first time in many years, Paula and I were absent from the AGM and Annual Lunch. Fortunately, we had a very good excuse—we were overseas enjoying the European summer! Although we were sorry to miss catching up with everyone, we certainly appreciated the opportunity to travel.

I had hoped that the proposed new Constitution would be adopted at the AGM. Unfortunately, this was not the case. I will continue working with the Constitution and By-Laws Review Subcommittee to ensure we have a Constitution and By-Laws that reflect the purposes of our club and will serve members well into the future. We hope to finalise this work at the September General Meeting.

As we prepare this August edition of T Torque, it is also time for a little reflection. This edition marks five years since Paula and I became editors of your club newsletter. It has largely been a pleasure to serve the club in this role, and we sincerely appreciate the encouragement, support and contributions we have received from members over that time. One challenge shared by the editors of almost every club newsletter is finding enough fresh content to keep each edition interesting and enjoyable to read. We would much rather present your stories than spend time searching for material to fill the pages. Model T activity is happening throughout our club every month, and we'd love you to share it with fellow members.

Whether it's a full article, a few photos with a short description, or a brief email, every contribution is welcome. The Newsy Bits section is the perfect place to share updates. Member health news, milestone birthdays and anniversaries, member profiles, restoration progress, technical tips, tours, rallies or interesting outings all help make T Torque a newsletter that truly reflects our club.

This edition also marks another milestone, with T Torque becoming a bi-monthly publication. Members will now receive editions in August, October, December, February, April and June. During the alternate months, members will receive an email update containing meeting minutes, the President's report, calendar updates and other important club information. T Torque has always been an important way of keeping members informed and connected. With today's faster and more efficient communication methods, this new approach allows us more time to produce a newsletter that remains informative, interesting and enjoyable to read, while still keeping members up to date between editions.

As we move into spring and enjoy some warmer weather, I look forward to getting out and participating in more Model T events. Keep touring in your Ts,

— Warwick & Paula Landy (Editors) —

All T Torque contributions to: torquenews@hotmail.com



WAG'S WEEKEND – SAN REMO Sat 26 & Sun 27 September

Join us for a relaxed weekend away to San Remo, hosted by Graham Wagland.

We'll meet at Dave Weatherhead's house on Saturday morning, (235 Bald Hill Rd Pakenham), aiming to leave around 10.00 am. From there, we'll enjoy a leisurely drive, stopping for lunch along the way, before arriving in San Remo.

Book your own accommodation in San Remo for Saturday night, then join everyone for a **fish and chip dinner at Graham Wagland's** that evening. There will be a small cost for Saturday night's dinner.

On Sunday, we'll cruise home at a leisurely pace, **stopping here and there along the way.**

For further information contact Dave: 0407 339601 or Graham: 0408 996627





Annual Lunch



MTFCV Annual Lunch - July 12

This year's annual lunch was once again held at the Cardinia Park Hotel. Approximately 25 members and friends attended the lunch.

Congratulations to John Docker, who made his annual trip down for the lunch, this time arriving in his classic Rolls-Royce.

The Club Person of the Year award, along with several other awards and acknowledgements, was presented during the afternoon.

The annual lunch is always a wonderful opportunity for members to catch up and enjoy each other's company during the middle of winter. Be sure to lock it into your calendar and plan to join us for next year's event. Congratulations to John Huitt, who was named the MTFCV's 2026 Club Person of the Year.



Club Person of the Year



Congratulations to John Huitt, who was named the MTFCV's 2026 Club Person of the Year. John follows Thelma, who received the award in 2025, making them the first husband-and-wife pair to receive the Club Person of the Year award in consecutive years. It is a fitting recognition of their outstanding contribution and dedication to the club over many years. The following nomination was submitted by Russell Medhurst and supported by the committee.

I wish to nominate John Huitt for Clubman of the Year please.

John does a lot for the Club on top of his usual Presidential duties. Helps members with issues or in need of towing. Goes to many if not all events plus other clubs events where he can fly the flag for the club.

He also quietly puts his hand in his pocket and pays for hospitality at club events without being asked or expecting acknowledgement.

A good ambassador for the club and a very thoughtful man towards other members. Supported by Thelma of course, who was recognised last year.

Real well intentioned T people.

Russell



Above Right: Outgoing President John Huitt proudly displays the Club Person of the Year honour board.

Right: New President Steve Brown presents John with his Club Person of the Year trophy.



Restoration Update



Hi All,

it's been cold and wet, but I love it. I can get out into the shed and get stuff done.

I have been working on the 1922 Tarrant Roadster. I have the front end all sorted and got it straight. It now has new bushes and kingpins.

I have also been working on a new steam generator. We had a customer come into the business where I work with his 15-litre hot water service not turning off, so we put a new hot water service in for him. I gave the old hot water service a new job, working on my steam generator. Thanks, Mr Customer – I'm into recycling!

Another thing I have been working on is a coil tester – one of the old hand-crank types. It can test bobbin plates and the magnets on the flywheel. I am making it out of scrap steel from my work, Model T transmission parts and a brake drum.

I also have a big amp meter that I got off my brother's boss, who was throwing it out.

I just have to source a volt gauge. I had to get some plates flame-cut to hold the bobbin plate on. It cost the same for four plates as it did for one. Go figure!

I bored a hole through a piece of 3" x 2" RHS and put a 1¾" tube through it. I'm up to making bushes for the transmission shaft. Hopefully it will be up and running soon.

— Dean Williams —

Above Right: Model T hand cranked coil tester that can be made from left over T parts.

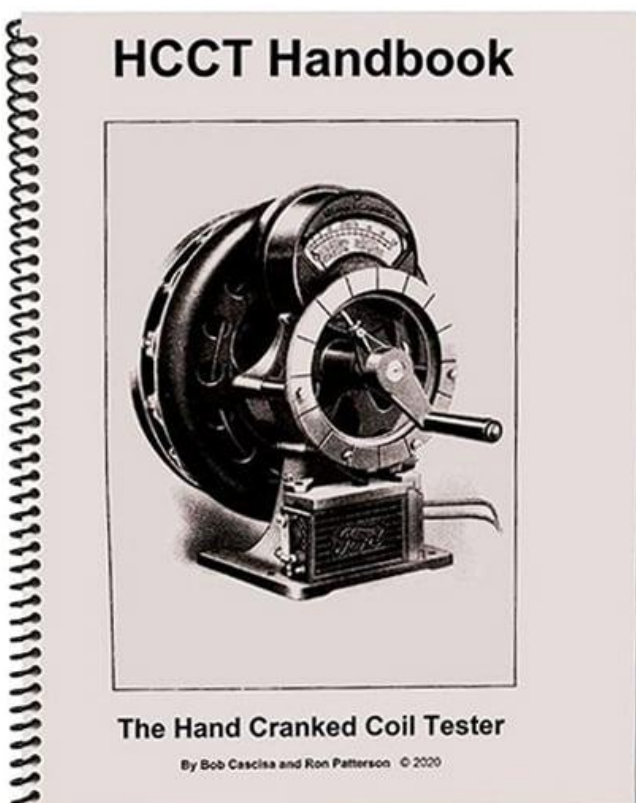


Right: An example of one of the many factory made testers that were available.

The Hand Cranked Coil Tester (HCCT) is an authentic service tool used to adjust and test the trembler coils on a 1913–1927 Ford Model T. By manually turning a crank, the device generates a simulated Model T magneto current to safely adjust the coil's points for the ideal "shower of sparks" and amperage draw. Original HCCTs are highly prized and increasingly rare among vintage car restorers. Due to their scarcity and limitations—such as difficulty precisely matching firing times across all four coils—many modern restorers now prefer electronic variants such as the ECCT. There were a number of manufacturers of these types of testers such as Allen Electric and Equipment, and K.R. Wilson which seem to be the biggest suppliers to Ford Dealers.

Do any club members own and tune with an original item? Please share your machine and techniques with the members here in T torque.

This publication (on left) about all things 'hand cranked coil tester' is available for purchase from Langs Model T parts.





Article of Interest



International Model Ts in Buenos Aires by Roving Model T reporter, Orlando Talamo

These photos are from Buenos Aires on my last trip there in September 2025. Interesting to say is that Argentina used to drive on the left like here and England and only change to the right in 1945 because of the quantity of imported cars from USA and the neighbouring countries. The trains still remain on the left because they were too hard to change. The first photo is the iconic club sign (similar to the RACV). When you saw this sign you knew you had mechanical help and tourist information and free maps. Here are some photos of the Model Ts displayed in the Museum.



Left: Proof that Ford advertising was standard across the world. This ad is exactly the same as the Australian equivalent.

Bottom Left: 1909 Ford on display with many later model parts

Bottom Middle: c 1919 Roadster

Bottom Right: 1923-25 Fordor Sedan

Below: Just like Australia, the welcoming ACA roadside service sign lets you know that you'll have good roadside service and maps and information available.





Rally Report



Wednesday Run – Warranwood to Strathewen—5th August

Thanks to David Jenkins for organising a new innovation to the club calendar, the midweek run.

—Ed.

People attending on Wednesday were myself, Barry Hancock, Rona McLaughlin, Chris and Fiona Dillon, John and Thelma Hewitt, Peter and Denise Natoli, and David Jenkins.

We arrived at Warranwood Nursery just after nine and enjoyed a catch-up with everyone over a nice warm coffee (cold day), then a wander through the nursery, wondering why my garden doesn't look as robust, followed by a sprint through the retail section (sorry ladies!).

Cars started, as had the drizzle, and we set off up to Kangaroo Ground, through Panton Hill and onto St Andrews. We then switched back along Diamond Creek to Cottles Bridge, then turned up to Arthurs Creek and on to Strathewen and the Black Saturday Memorial. For those who have not been there, it is a very solemn place, with the names of those lost and some very emotional words by those who survived. Personally, I knew some of those lost.

For the return trip, we took a slightly shorter scenic tour back to the Panton Hill pub for a nice warm-up, a lovely lunch and a long and enjoyable afternoon.

— Brian Smith —

Right: An aerial photo of the Black Saturday Memorial at Strathewen, commemorating the lives lost in the 2009 bushfires.





Old T Photo



TT Truck from Traralgon's Past



This old photo recently popped up on my social media feed. It was of particular interest to me as it features a TT Truck from my home town. The early TT is pictured outside the Alberton Hotel, on the other side of the mountainous Strzelecki Range, possibly returning to Traralgon with a full load from the South Gippsland ports. Any trip over the Strzelecki Range back then would have been quite an undertaking for any heavily loaded vehicle.

C. Wright was a well-known local carrier who operated in Traralgon, Victoria, during the early 20th century. Historical archives indicate that C. Wright was officially granted a carrier's licence for the Traralgon district as early as December 1918. A notable photograph from around 1923 shows one of the company's TT Trucks outside the Alberton Hotel.

The Alberton Hotel is still trading today and remains a popular stopover for tourists visiting the region. A group of Model T Club members stopped there in 2021 for a beverage while touring the area.

The building was quite spectacular in its day, with ornate cast iron fretwork surrounding the veranda. Sadly, it was removed later in the building's history.





Article of Interest



Model T Tyre Changing

The T Torque mailbox was a little quieter than usual this month, so it seemed like the perfect opportunity to share an article I had tucked away for just such an occasion. A while back at a club meeting we had a tyre-changing demonstration. If my memory serves me correctly, the demonstration mainly covered removing the tyre, which reminded me of this article. I came across it some time ago and filed it away, knowing it would make an interesting read for a future edition. I hope you enjoy it as much as I did. – Ed.

Reproduced from the Model T Ford Club of Facebook Page, contributed by Bob Coiro and reproduced with his permission for T Torque

In the course of human endeavour, there often comes a moment of truth. For the student pilot, it's the first solo; for the skydiver, it's the first time he swallows hard and jumps out of a perfectly good airplane into nothingness; for the bullfighter, it's the first time he steps out into an arena filled with cheering spectators and one thoroughly antagonized, mucho infuriated, two-thousand-pound bull. Of course, there are other ventures which are less dramatic, less risky, less demanding of copious quantities of courage, but even those may be characterized by that special metamorphical moment when the individual steps up to a plateau unambiguously beyond the level of a fledgling and becomes a member of an exclusive fraternity. For the new brass-car owner, that rite of passage comes with the first time it becomes necessary to fix a flat.

It's a little difficult to describe a procedure that involves a "knack." The knack of peeling tyres off a rim and levering them back on is something I learned as a kid and practised every time I got a flat on my Schwinn. But here are some generalities:

First, you need the right tools. Not surprisingly, the original, 90-year-old tyre-changing devices like the Marquette Tyre Tool and the Sioux City Bead Breaker are just perfect for the job at hand. Unfortunately, they're difficult to find and when one does appear on eBay, it's usually awfully expensive and, in spite of that, sells immediately. On the other hand, you, the antique car owner, already own a good jack and a set of jack stands because they go hand-in-hand with owning a horseless carriage. Besides those, you're going to need two or three jumbo C-clamps, a dead-blow rubber mallet, an electric tyre pump, some corn starch (because breathing talcum powder is unhealthy), and a set of short tyre irons. The 9 7/8" irons I use seem to be the perfect length. Oh—and you're also going to need the sun.

Now, I've heard of petrified tyres that were so difficult to dismount, some owners actually resorted to power tools (specifically, the Sawzall—and no, I'm not kidding). But really, it's not necessary to deploy such weapons of mass destruction. I myself have had to peel off a tenacious set of old Wards Riversides and yes, they were hard as oak, but Archimedes knew a thing or two about leverage and screws, and the principle works beautifully in the form of two or three large C-clamps. Now, I don't care how stiff and old the tyres are, for none are tough enough to withstand the irresistible mechanical advantage of a big set of heavy-duty C-clamps. They're geared down low enough that you'll only get a 16th of an inch of movement per half-twist, but brother, their mechanical advantage is irresistible. The bead WILL break.

Once having thus crushed the tyre smaller than the rim, the rest is just a matter of levering the tyres off with a set of tyre irons. Again, mechanical advantage comes into play here, as a tyre iron is nothing more than a nasty ol' crowbar ideally sized and shaped for wrestling with recalcitrant rubber. If your tyre irons have any square corners or are anything but dead smooth on all surfaces, you need to take a file and then some emery cloth to them. Sharp corners puncture inner tubes. So do screwdrivers, so don't even think about substituting screwdrivers for tyre irons.

Typically, when a brass car suffers a flat tyre (as opposed to an explosive blowout), the offending penetrant will be a screw, a roofing nail or something of a similar nature that punctures the tyre without ruining it. But inner tubes are another story.



Article of Interest continued...



Model T Tyre Changing

Depending on your speed or whether you were going around a curve or braking downhill at the time of the jab, your tyre may come off the rim either partially or completely and when that takes place, destructive things of an irrevocable nature can happen to the inner tube (as in my case when the tyre and tube both parted company with the wheel, tearing away from the threaded metal air valve which was firmly nudded to the rim). Now, if it's just a simple puncture, sure, you can attempt to apply a patch to the tube and that will probably work okay if you happened to have spent a lot of time fixing bicycle flats as a kid. If not, it's a toss-up as to whether the patch will leak and you'll wind up having to repeat the back-breaking process of peeling the tyre off and remounting it. Considering how few miles we put on these brass cars and how infrequently our tyres get pierced, I think it's a better idea to just replace the punctured inner tube with a new one and be done with it. If that thought offends your sense of conservancy, install a new tube anyway, patch the old one, inflate it to a reasonable pressure, hang it on your garage wall, and if, after a season, it hasn't leaked, you'll have a reliable spare for next time.

Before you remount the tyre, you'll want to check the inside of the metal rim for any sharp edges or burrs. When my tyres came off the first time, the inside of the rims were a rusty, crusty mess. No biggie; a half-round file, a wire brush and a piece of emery paper come in handy for cleaning that up. Afterward, wipe the filings completely away, grab a disposable 50¢ foam brush, paint the exposed metal with Rustoleum of the appropriate colour and let it dry completely. I also apply a couple of layers of duct tape on the inside of the rim to provide extra protection for the inner tube. Some folks look askance at using duct-tape that way, but it's a time-tested way of doing this and in a dozen years of ownership, it hasn't caused me any problems.





Rally Report



Model T Tyre Changing

Other prep work includes letting your replacement tyre sit in the hot sun long enough to soften the rubber. A cold tyre is much more difficult to mount. Once the tyre is nice and warm, use corn-starch to lube up the inside of the rim, the clinchers, inner tube—and the flap, if you're using one. Some folks use dishwashing liquid as a lubricant, but that's awfully messy. I'd much rather just blow away the corn starch than blob and glop myself and everything else up with liquid soap.

Pump just enough air into the inner tube to give it a little shape, because if it is completely limp, it's almost certain to get pinched. You only want enough air in there to take out most of the floppiness. If you look inside the tyre, you should be able to find the section where the inner fabric of the tyre overlaps itself. For balance purposes, you'll want the air valve on the opposite side of the tyre, across from that overlap, so stuff the tube into the tyre accordingly.

Now, flaps are great if you have the patience and room in the tyre to accommodate them. When mounting a set of 30x3 Firestone NON-SKIDs, I made an attempt at squeezing a flap in there, but came to the conclusion that there just wasn't sufficient space in the tyre. Didn't matter, 'cause as it turned out, all four of my tyres ran just fine without flaps until they wore out. Some guys swear by flaps and insist they're necessary, others insist they're not. I'm sort of in the middle ground where that's concerned. If you can manage to wrestle flaps into your tyres and get the whole shebang mounted that way; great. If not... well, Ford never bothered with 'em and if it worked out okay for him, I suppose it should work out as well on your Hupmobile, Maxwell, Brush, etc., but extra care must be taken not to pinch the inner tube while mounting the tyre.

If you're at all into airplanes, you know that landings require somewhat more finesse than take-offs, and that's mostly because the sky is a much larger target to hit than a runway. By the same token, it's easier to remove a tyre than to mount one. Poke the air valve into the hole and start the tyre onto the rim with your tyre irons. Do so carefully, as though your inner tube were made of cheese. Use a C-clamp to hold things in place while you work your way around the rest of the tyre. Try to use the C-clamps to squeeze the tyre onto the rim whenever you can rather than using the tyre irons. This will help prevent punching holes in the inner tube (one jaw of the clamp against the metal rim and the other jaw against the opposite rubber sidewall).

With the tyre loosely inside the rim all the way around, it's time to pump in some air. The clinchers won't seat until you put significant air pressure in the tube—and by the way, unless you're a masochist, use an electric air-pump (If you ARE a masochist, use a hand-pump and then go sit on a cactus). While inflating, smack the tyre with a rubber mallet as you slowly spin the wheel around (hit the tread, not the sidewalls). This helps seat the clinchers, and in case you're not using a flap, it also helps prevent the inner tube from getting caught between the clinchers and the rim. Once seated, it's still within the realm of possibility that the inner tube may have gotten snagged, so deflate the tyre again and then re-inflate. While you're re-inflating, slowly spin the wheel and keep smacking the tyre with the rubber mallet. Why? Because by that point, it just feels so good to hit something.

Once having completed this task for the very first time, you'll swell up with a profound sense of accomplishment. Have a cold beer. You've slain the dragon, saved the fair damsel, modestly sat through your knighting ceremony and gotten carried off on the shoulders of cheering multitudes—but don't forget, you've got to get back in time for your date with Lois Lane.

Fixing a first flat sounds more difficult than it is. If I can do it, Lucy and Ethel can do it better. For you? Piece of cake. Now, this paragraph is just for Model T Ford owners:

In the case of my Ford Model T, I found it easier to mount and dismount a front tyre with the wheel still on the car, but the wrap-around rear fenders of the 1915 and subsequent model years restrict the use of tyre-irons there, so I'll prefer to take a rear wheel off the car (With pre-1915 Model T's, this may be less of a problem because the fender doesn't wrap around the back). If you're going to take a non-demountable rear wheel off the car, you're going to need a wheel puller (and every Model T owner should own one). The new Model T wheel pullers made overseas are not very good, so try to get an old, made-in-USA puller. If your wheel has a Rocky Mountain brake drum, getting the wheel back on the car can be a bit of a challenge, but if you have a friend there to manoeuvre the brake band around the drum while you're pushing the wheel back onto the axle, it's very straightforward. If you're using axle shims and they won't stay put while you're mounting the wheel on the axle, a quick spritz of 3M Spray Mount Artist's Adhesive will make it just tacky enough to stay in place while your hands are busy doing other things.



Trad'n Table



FOR SALE:

2 tonne tandem car trailer, registered till March 2027 LED rear lights, car ramps, hand winch, hydraulic brakes and swing up jockey wheel

\$3,000

Contact: Dean Williams 0413 462 224



For Sale: Model T Ford

1924 Tarrant Special Tourer

Body by Holden, recommissioned in 2022 the following work has been done:

- 2022 Radiator and Fuel tank cleaned & rebuilt.
- 2023 wheels all rebuilt.
- 2024 Gearbox rebuilt, jack rabbit clutch and Kevlar bands.
- 2024 new roof and timber bows
- 2025 rebuilt generator

Pre 2022 engine rebuilt by unknown.

This car is ready for someone to drive and enjoy. **\$27,000 ONO** Contact: David Jenkins 0408312742



For Sale: 1924 Coupe

USA import, LHD, complete restoration and absolutely stunning. It's a turn key T and ready to enjoy. Your opportunity to have a rare closed body style to suit the Victorian climate!



The presentation of this vehicle is to Concourse standard, mechanicals, paint and trim, and has little use since restoration. Pre inspection encouraged.

Contact: Scott Staples 0419 710 039 scott@clockit.com.au

For Sale: 1913 Tourer Original Barn Find

- USA Import, has had complete engine & transmission rebuild
- This car has a few goodies from factory, including a 2 speed Walford gearbox, and a double wishbone front end. It was set up for long distance reliable Veteran touring and completed the Adelaide to Broome rally successfully.

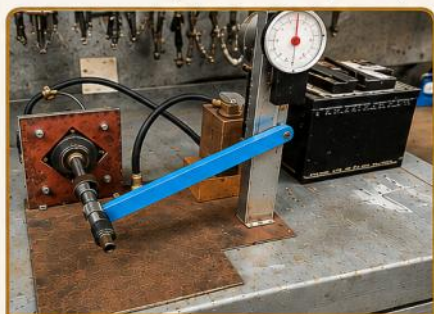
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scott@clockit.com.au

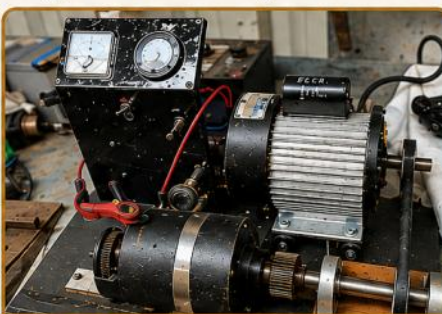


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Newsy Bits



New Member Gets New Car!

Some members will recall meeting Gary Hartley at Bendigo Swap last year. Gary was seeking to buy a T and joined the club. Gary has now managed to secure a car, a C1923 Aussie bodied T which was once owned by Vintage car enthusiast and author, Mal Grant. Congratulations Gary and we hope you will share some pictures and restoration progress on your new T!



Model T That Isn't a Model T!

David Lang has advised that the current edition of *Restored Cars* magazine features an interesting article on what are known as the 'Spurious' Fords—rebranded Model Ts sold under other marques here in Australia.

A particular car featured in the article, a 1923

Renown, is currently on the market and was advertised in a previous edition of *T Torque*.



Victorian Model T Members Enjoy Veteran Car Club Mid-Winter Rally

Several members of the Model T Ford Club of Victoria travelled to the Bellarine Peninsula to take part in the Veteran Car Club's popular Mid-Winter Rally.

One of the highlights of the event is the much-anticipated *Early Morning Cold Start Competition*, where entrants put their starting skills—and their veteran vehicles—to the test after a frosty night. Despite some determined efforts, our members were unable to claim the coveted trophy this year. Better luck next time!



Former Club Car in Ireland

Our former club car, the 1915 Roadster, restored by the late Ken Shebler and owned by Phil Ruge, now regularly appears at events in Ireland on social media. (Thanks to David Lang for this update).



English TT Truck Spotted in the Grounds of the Palace of Versailles!



Your editors' European holiday was expected to be Model T free until they enjoyed two Model T sightings in as many days! A 1926 English TT truck was being used as an ice cream selling station right in the middle of the spectacular gardens of the Palace of Versailles, France. The following day, in neighbouring Vienna, Austria, Chinese-built electric replica Model T Tourers were being used as taxis. It just goes to show, you never know where a Model T might turn up!





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mtfcv.com

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(11 copies of T Torque)

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\$200 - 1/3 page

\$300 - 1/2 page

\$500 - Back cover

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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.

Annual Subscriptions

\$55—Base Membership Subscription
(incl 11 Emailed Newsletters)

\$88—Printed & Posted Newsletter
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Club Information

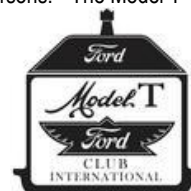
The Model T Ford Club of Victoria (MTFCV) was formed in 1980 and is aimed at encouraging and promoting Model T Fords, to help in the restoration of Model Ts, and to create a register of Model T owners.

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




MARONG PICNIC



**CELEBRATING 70 YEARS OF
FERGUSON 35 GREY & GOLD**

SUNDAY 30TH AUGUST 2026
MALONE PARK, MARONG VICTORIA (NEAR BENDIGO)

ENQUIRIES: NEIL ATHORN 0408 033 839

FREE ENTRY FOR ALL FEDERATION CLUB MEMBERS

 **VEHICLES OVER 25+ YEARS OLD
CARS, TRUCKS, MOTORCYCLES,
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MODEL T FORD CLUB MELBOURNE CUP *Weekend Rally*

Fri 30th Oct – Tues 3rd Nov 2026
Rusty Springs, Avenel




Quirky accommodation • Melbourne Cup weekend • T Club friends

 **BOOK YOUR PLACE!**

Steve Brown	0457 436 077
David Weatherhead	0407 339 601
John Hewitt	0428 387 499

MTFCV SWAP MEET

9am Sun 25 Oct (Date TBC)
Dillon's Motors, Fact 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.






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