

April 2024



Established February 1964

BUZZER BOX

Official Publication of the Model T Ford Club of Australia Inc.
Celebrating 60years.



JOHN CLARKE

LH 1916 Display Replica

ONLY ONE PLACE FOR MODEL T & A FORD PARTS

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EXPERIENCE

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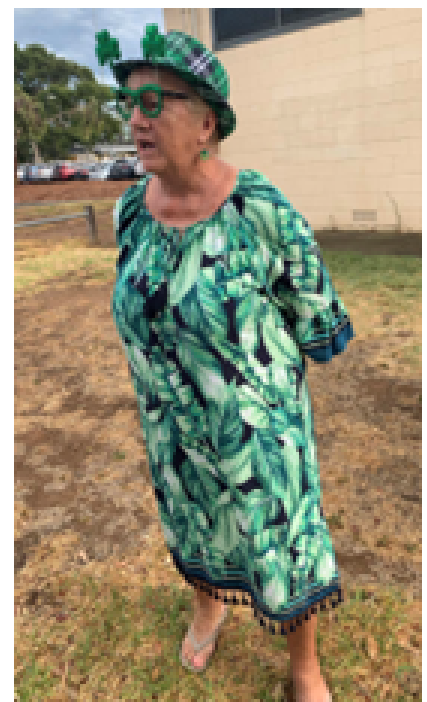
PRESIDENT'S REPORT



April already where is the year going. It only felt like yesterday we were all celebrating Christmas. If you thought that April was going to be a quite month, you would be very wrong..... As this edition of the Buzzer Box is being received via postage or Email 40 club members are preparing their cars to head off on the 60th Anniversary Run. What a run it is going to be. With my 1929 Chev and 1921 Model T being off the road I will be taking my 1920 Dodge; I hope she behaves herself.

What an amazing day we all had at Ray and Jeanette's I think we were all amazed at the brilliant collection. Over 3000 dolls with not an ounce of dust to be seen, I know our ladies were very impressed, I heard several of them say "thank goodness I don't have to do the dusting" imagine having to keep all that clean. When we left their home after morning tea, we all thought we had seen all there was to see, but NO, the collection at the warehouse was also extremely impressive. You must wonder how one person can have such a collection.

Well it was an interesting start to the St Partick's day run who would have guessed that football season had started and the clubrooms carpark was full of cars, we did manage to get a park on the road but it was a tight squeeze off we all went to the historic vehicle gathering with a change of venue to Barrett reserve, West Beach. I think the change was well received by all in attendance. I really enjoyed the outing. It was good to see some people following the theme of St Partick's day with a splash of green, I think the best dressed in my opinion would have to have been Merry Perry, many on lookers stopped to take her picture - she and Peter were quite the stars.



Well, when you receive this edition, the shed will be finished and hopefully I will have everything in its new spot. I won't know myself.

At the end of March and the beginning of April we celebrate Easter. If you are travelling in this period, please stay safe and try not to overindulge in those beautiful chocolate eggs that the easter bunny would have left for you.

We will also remember those that have served our country. It is therefore fitting for us to take a moment on the 25th April (Anzac Day) to reflect and remember them.



"Theirs were the hands that served us,
Their courage showed the way.
Their lives they laid down for us,
That we may live today".

Adam Jones

Life Membership

Is there a member of your club that you think is worthy of this prestigious award.

If so..

The committee welcomes your nomination.

Nominations must be in writing, with a nominator and a seconder, and forwarded to the Secretary

Please refer to the constitution & bylaws for the criteria.

On the Cover

LEST WE FORGET

1st Australian Light Car Patrol 1915 - 1919.

"Lieutenant Ernest James and a small group of Edwardian Motor enthusiasts designed, funded and constructed two armoured cars in Melbourne during 1915 - 16. Despite the potential challenges, particularly that of the hostile desert terrain, the Australian Armoured Car Section took these vehicles to the Middle East in 1916.

The vehicles were constructed on Daimler and Mercedes chassis with their engines and running gear.

The work operating the heavy cars in the desert was extremely strenuous on account of the many very soft patches in the sand, which called for skilled driving. All our drivers were accustomed to bush driving in Australia but nevertheless it was wonderful how driving improved as they became more accustomed to the desert conditions. Efforts were made to lighten the cars by sacrificing some of the armour plating and other more or less unnecessary parts. Twin tyres were also devised for the rear wheels, which improved the going somewhat.

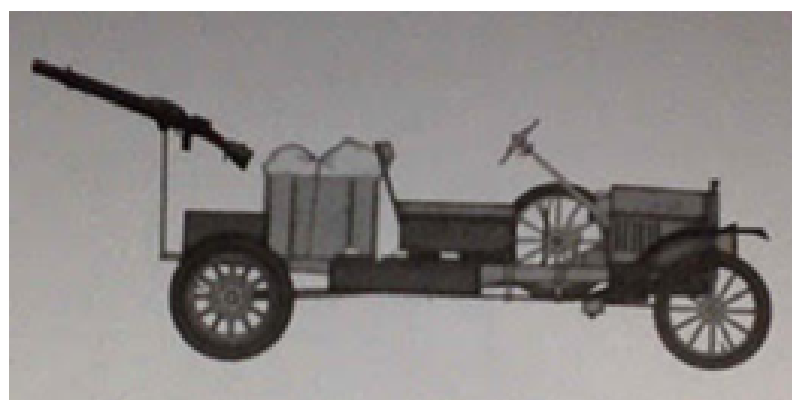
The vehicles were used against Senussi tribesmen in the Libyan desert.

On the 3rd December, orders were received by the unit for all cars, guns and vehicles, to be returned to G.H.Q. Cairo and the unit to proceed south and take over the Ford Light Cars and Lewis guns of a Light Car Patrol and the Australian unit was to take the name of No. 1 Light Car Patrol.

The unit took over four vehicles from the UK patrol on 8 December 1916; other vehicles were supplied throughout 1917. Model Ts were also used by all allied forces throughout the war in the Middle East and Europe.



The Model T Ford was one of the most widely recognised vehicles of its time. Mass produced in both the US and UK, it was ruggedly constructed, simple to operate and relatively easy to maintain. Its performance over soft ground was far superior to the two Australian built armoured cars it replaced when the unit was re-organised into the 1st Australian Light Car Patrol. With all extraneous bodywork stripped away, the Model T Ford carried only the bare essentials for fast-moving operations in the desert — tools, spares, rations, water, fuel and ammunition. Each was equipped with two Lewis light machine guns, one armoured cars it replaced when the unit was re-organised into the 1st Australian Light Car Patrol. With all extraneous bodywork stripped away, the Model T Ford carried only the bare essentials for fast-moving operations in the desert — tools, spares, rations, water, fuel and ammunition. Each was equipped with two Lewis light machine guns, one forward facing mounted on the scuttle, and the other on a pedestal mount facing to the rear for defence against aerial attacks.



Not many of us could say that they have met a returned soldier from this war, but John Clarke can say he did. When he was five years old John met his grandfather, Harold Clifford Clark, a veteran from the Great War.

John was greatly influenced by him and the many members of his extended family, including his father, who served in World War II. In the years following, many of them brought back mementos and memorabilia which they displayed in their homes. John himself got into the habit of collecting materials from all of the areas of war throughout his youth and as he grew older. In time, much of what was collected came to John and he decided to display it in a special room built behind his house. It has resulted in a special museum in which he takes great pride.

The diagram above prompted John to try and build a replica Model T. The word had got around that, John was undertaking this project and many parts were donated by people who were keen to see him complete the vehicles. Engine and transmission parts were sourced from Allan Bennett. The first, was the Model T Harold LH 1917, (standing for light horse 1917). It was built-up with all of the bodywork required so that it could be registered as an historic vehicle. It featured in the June 2023 Buzzer Box.



Having parts left over John got straight to work and decided to make an exact replica of the vehicle as it was used in the campaigns in the Middle East. The result is the display replica featured on the front cover. The Lewis gun was mounted on the rear of the vehicle. It was replicated in timber using the blueprint of the actual machine guns used at the time. The 303 rifle was also made of timber using an actual 303 as a template. The ammunition boxes and various paraphernalia displayed on the vehicle was sourced from John's collection.

John Clarke

**The Model T Ford Club
acknowledges the members
of the armed services;
*past & present,
male & female,
horses & dogs,*
which gave us the peaceful
country that we live in.**



**FAWK RESERVE
HALL**

SUNDAY 19th MAY
10.30am - 2.30pm



Registration Day

LOGBOOK RENEWALS

REPLACEMENT LOGBOOKS \$5.00

Membership Renewal Fees

FULL

\$55 p.a.

CONCESSION

\$50 p.a.

Associate

\$60 p.a.



**BBQ
LUNCH PROVIDED**



Membership fees are due and payable by 1st July

Please note that under the current conditional registration scheme if you are not a financial member of a club your car is NOT registered and you can not legally drive on the road.

PRIVATE CAR COLLECTION

It was so great to get our 26 T Truck out of the shed and take it on a run!

We had only arrived home from Streaky Bay the Sunday before and we were so pleased that the run had been rescheduled from last year and we could now attend.



As we arrived at the Clubrooms we saw how busy it was at the oval next door with a car display happening, including motorbikes and speed boats. Lots to look at! We gathered for a meet and greet and on receiving our instructions headed off around 9:30am.

Our first destination was the home of Ray and Jeanette where we spent considerable time viewing an extensive doll collection. It had dolls of all shapes and sizes, including a large bar-



bie doll collection. There were also teddy bears, doll houses and furniture, Cupid dolls, toys and so much more. It was mind boggling just how much gear fitted in the shed and how clean it all was. There was also another shed which was Ray's workshop housing tools etc to view also.



We then sat down for morning tea of biscuits and cake with tea and coffee and 100% of proceeds that we paid was going to charity, which was very generous of them.

From there we retraced our drive a little to visit Ray and Jeanette's warehouses. They had gone to considerable trouble to display not only some of his car collection but also his vintage caravans and still engines. I especially was taken with the teardrop caravan towed by a Holden Ute.



Here there was another shed with more dolls, games and all sorts of bits and bobs.

The larger warehouse had more still engines, tools cars, and lots to look at. There was also a piece of machinery that was actually manufactured in Salisbury, SA.



We could wander around at our leisure and when we ready we could rest up and enjoy each others company whilst eating our lunch.

Ray and Jeanette were great hosts and we thank them for allowing us to view there vast collections of goodies. Also thank you Adam for organising the day as we had a great time and enjoyed getting out and about in a T again.



Looking forward to our next run in March!
Peter and Merry Perry





IN HIS OWN WORDS

When we joined the club in early 1974 I had just bought my first car a Model A Ford in unrestored condition for \$250.00. Horrie Martin , Steve Boris and Don Davey were members of Model A Ford club and asked me to join the T Ford club.

The first meetings I went to was at the Baulderstone Hall which was at the top of the Parade above Glynburn Road in middle of the park. After a few months we moved to Main Street Eastwood. The new clubrooms had been worked on by Bob Sellar and others before we moved in. It took me 2 years to finish the Model A with help from Horrie Martin for mechanicals, Steve Boris for paint and Don Davey for upholstery. We could then go on monthly runs and the annual



runs. John Lasscock had many cars and used to lend them out for club members to drive all filled with petrol. On annual runs he had up to 15 to 20 cars. I loved his white 1915 T (White Lady) and I bought it when he sold over 60 of his cars.



We had many trophies, the biggest of which was the Annual run and the Concourse. Bob Chantrell was in charge and he was very strict. The road points and Annual Run points were combined and you won the very large Gosse Trophy. We also won The Harry Grenville Trophy was awarded for the restoration of a model T Ford.

Harry was still a living member. He and Clarrie Grimmett were characters, along with Ian Todd Hunter. Ian had a 1926 Coupe that he drove every day and only wore shorts no matter the temperature just like Laurie

Leonard. When I joined Dennis McCarthy was president and we had great meetings. At the end of each meeting he would tell a great long joke. Art Potter, Gayle's uncle, was vice president. The Secretary was Bob Chantrall.

Committee members at that time were Reg Handcock, George Dellar and others.

Other members we had great fellowship with were; Murray and Audrey Sever, Don and May Davey, Horrie and Beth Martin, Tony and Kay Russell, Glen Pearce, Arthur Burne, Roy Shelton, David Prince, Bob Ellington, Jeff James, Larry and Len Clark, Malcolm Curtis, Peter Schroeder and Max Gransden. Country members were, from Broken Hill - Lindsay O'Connor and Bruce Lord; Pt Augusta - Bob Tancock and from Birdwood, Devon Amber.

The Model T Ford club has been a big part of Gayl's and my social life for 50 years and I hope for many years to come. The club is bigger than the individual so after we have gone the club will move forward with members who have arrived after us.

David & Gayl Carver



We had a couple visiting from the UK who were keen T Ford enthusiasts, They rode with us on a Club run down south. We were travelling in our 1927 Shooting Brake. Not knowing about the rough railway crossing on Brighton Road, Allan bounced him into a roof cross member with a nasty thud. He took it well I'm sure he was seeing stars! I bought him a cushion at a CWA stall in Yankalilla to protect him from further damage. He strapped it on top of his head with his belt, and even wore it to lunch, much to everyone's amusement! It was a stinking hot weekend. On the Sunday while travelling in the 'T' in very hot and windy weather he commented that, "It's like riding around in a fan forced oven!" Allan's cheeky retort was, "Only mad dogs and Englishmen go out in the midday sun!"

Club members have always enjoyed good fun, great fellowship and camaraderie, while pursuing their common interests in old cars. Wonderful memories of wonderful people! That's what it's all about!

Allan & Nancy Bennett

St Patrick's Day

Due to unforeseen circumstances the run had to be changed. Matthew had forgotten to tell me about the change in location and start time until the night before.

On waking up on the day it was a watch and see whether to take the old girl out for a drive or to take the modern.

The morning was quite grey and wet. As the morning progressed the sky became a bit more blue and the decision was made to take the T.

On arrival at Fawks Reserve it was difficult to find a park as there was a football match on and we had to rally in the street.

Quite quickly we departed on our way to Barrett's reserve, via Grand Junction Road, Port Road, and Tapley's Hill Road.

Some quicker than others. The Yellow Peril soon had to pull over for adjustments, and Matthew stop to help, but soon others in moderns arrived to assist. So off we went, soon to be passed by Rod.

9 vehicles represented the club. (sorry if my count is wrong but I'm new to this).

It was nice to see most of the club members embraced the St Patrick's day spirit and wore green.

I had my lucky leprechaun with me.

Lovely to see a good turn out of other vintage and veterans car, representing multiple car companies ranging from early 1900's through to the 1990's.

A lovely day spent ogling and envying some of the other cars present Also a good chit chat or two amongst the members.

It was a surprise to all, including Paul, when his name was called as he was awarded a prize.

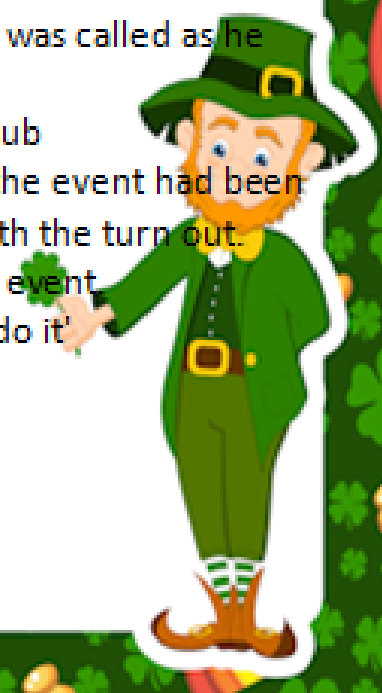
A lovely day put on by the Vintage and Veteran Car club

Talking to one of the organisers, it was the first time the event had been held at Barrett Reserve, and they were very happy with the turn out.

They have plans for more entertainment at next year event.

As Matthews T shirt said, 'the leprechauns made me do it'

Claire Edwards





Danish Apple Cake

<i>125gm butter</i>	<i>1/2 cup castor sugar</i>
<i>1 egg, lightly beaten</i>	<i>1 cup plain flour</i>
<i>pinch salt</i>	<i>1 tsp baking powder</i>
<i>2 apples, peeled and sliced</i>	<i>1 tsp cinnamon</i>
<i>2 tsp brown sugar</i>	<i>2 tsp lemon juice</i>
<i>2 table spoons sultanas</i>	<i>1 tbsp chopped walnuts</i>

Method

Line sandwich tin with baking paper.

Beat butter and sugar to a cream, add egg, beat well then mix in flour, baking powder and salt.

Spread half mixture in the tin.

Cover with apples, sprinkle with cinnamon, brown sugar, lemon juice and sultanas.

Spread the rest of mixture over the top.

Add walnuts.

Bake at 175 deg for 40 mins.

Serve with cream.

Freezes well.



Just Another Yarn

An amusing memory of the things that happened while we rode along in a Model 'T' Ford !



In the past I've had the "pleasure of riding quite frequently as passenger in an open car in particular our 1912 T Ford Chocolate Van, with no doors or side curtains.

I've discovered when riding in an open car, one must keep a firm grip on everything: hats, gloves, knee rugs, rally direction sheets, maps and money for petrol, drinks, boxes of chocolates etc. At various times I have been a bit unpopular with my driver because we have had to stop and retrieve all of those things because they have blown away. Its ok for him; he only has to hold onto the steering wheel, and his spare tyre keeps him in.

Sometimes I have been very tired and fallen asleep, lulled by the noise of the engine, only to wake in a fright to see the road whizzing by down past my feet. Its probably lucky that he hasn't had to go back and pick me up off the side of the road!

On the way to the start of the concourse run in November, (many years ago) we were travelling through Cavan when I suddenly realized that the ball of wool I was knitting had disappeared.... Out past Allan's knees through the spare wheel and onto the road. I looked back to see it unravelling at a rate of knots, and about to be run over by a semi trailer, much to the amusement of the driver. My driver (Allan) had to stop once more while I ran back to retrieve the wool, now completely unwound along the road. I found the end, wound it back towards the Ford and handed it back to Allan through his doorway. Surprisingly it survived it journey well. It says something for the strength and durability of our natural colored Sable Wool. But I wasn't game to continue with my knitting....it will have to wait until I am travelling safely in a more modern conveyance...with all mod cons... like windup windows!

Nancy Bennett



April Birthdays Wishes

STUART BOWSHALL

RITCHIE COWIE

ROD HILLS

PHILIP IVANOV

DAVID LANGELUDDECKE

NORMAN LEE

ADRIAN PROBERT

DALE ROBINSON

JOHN SCORGIE

BRIAN TEAKLE

MICHAEL TRENORDEN

BOB YATES

BEVERLY EGEL

TARA GOVIER

MARGARET KOCH

BERNICE PROBERT

GLENYS TRENORDEN

KALEB TREPA



MINUTES OF GENERAL MEETING HELD

6th March 2024

1. WELCOME:

- 1.1. Meeting commenced at 7.02pm.
- 1.2. The President welcomed everyone to this meeting, reminded members to sign the Attendance Record Book and advised that this meeting will be audio recorded for minute taking purposes.
- 1.3. Visitors: Nil.

2. APOLOGIES:

- 2.1. Tony Russell, Ian Russell, Anthony Russell, Glenyss Trenorden, Colin & Julieanne Hein.

3. MYSTERY OBJECTS:

- 3.1. Two items of interest supplied by Jim Trenorden.

4. FUNDRAISING:

- 4.1. Doretta Hills initiated a raffle of six prizes.
- 4.2. The President reminded everyone that the proceeds go to Operation K9 and he encouraged members to buy up tickets.

5. MINUTES OF LAST GENERAL MEETING, 7TH FEBRUARY 2024:

- 5.1. As distributed in the March 2024 edition of Buzzer Box.
- 5.2. Two amendments: John Clarke advised that his surname has an 'e' on the end; Tony Williams advised that under item 11.2, that 'Woodville Hockey Club' should read 'Woodville Rugby Club'; The Minute Secretary apologised to John for the misspelling.

Moved: Paul Van Ruth, that the minutes be accepted with the two amendments; Seconded: Doretta Hills; Carried.

6. BUSINESS ARISING FROM THE MINUTES OF THE LAST GENERAL MEETING:

- 6.1. A February 2024 edition of the Buzzer Box was mailed to John Clarke.
- 6.2. The Committee has considered the matters requested by Member David Dunn (being at items 13.4 and 21.2) and the action taken is under the Secretary's Report below.

7. PRESIDENT'S REPORT:

- 7.1. The President advised: The recent passing of friend, work colleague and Associate Member John Edmund at age 57 years; At the February 2024 Committee Meeting, the 2024/25 membership fees were discussed, and it was moved and passed that membership fees will remain the same as 2023/2024, being \$50.00 Concession, \$55.00 Full and \$60.00 Associate.

Moved: Nancy Bennett, that the 2024/25 membership fees as recommended by the Committee be accepted; Seconded: Trevor Martin; Carried.

8. SECRETARY'S REPORT:

- 8.1. The Secretary reported Correspondence In: The usual club magazines were received and forwarded/provided to Neil Hofmeyer for inclusion in the library; The Federation meeting minutes received; New Historic Vehicle Registration Code of Practice received – emailed to all Authorised Persons and there are two hard copies for Club use (one placed in Library and the other will be on the front table at each meeting). This Code of Practice advises all aspects of the club registration scheme. A link to the Code of Practice is on the Club's website; Members are encouraged to read the Code; Sporting Car Club – reminder of Old Crocks Run and including a run sheet. If you are planning on attending the run and require a run sheet, please speak to the Secretary tonight or send an email; Power of the Past flyer and invitation to attend at Mt Barker on 9 & 10 November 2024; Letter of Complaint received from Member Sarah Bowshall – Committee are in the process of drafting a response.
- 8.2. The Secretary reported Correspondence Out: An email was sent to Member David Dunn as a follow up to the February 2024 General Meeting, providing further detail to his questions and comments.

Moved: Bob Yates, that the Secretary's Report be accepted; Seconded: Rod Hills; Carried.

9. NEW MEMBERSHIP:

- 9.1. Full Membership application received – Mitchell Taylor of Rainbow Flat in NSW with a Model T Ford; Mitch has been in the Model T scene for about 10 years, attended National Rallies including

in New Zealand and produces T Ford related videos on You Tube. The Committee recommends this application be accepted.

- 9.2. Full Membership application received tonight – Peter Mullins of Parkside with a Model T Ford.
- 9.3. Full Membership application received tonight – Iris Mullins of Parkside with a Model T Ford.
- 9.4. There was a discussion about the Mullins family's long association with T Fords, the father Arthur Mullins reaching 100 years old and attending various rallies and events up to close to his death and the family still has the vehicle that Arthur left hospital as a newborn.

Moved: Bob Yates, that the memberships for Mitch, Peter and Iris be accepted; Seconded:

Allan Bennett; Carried.

The President welcomed Mitch, Peter, and Iris to the Club.

10. BUZZER BOX REPORT:

- 10.1. The Secretary reported: Thanks to all contributors of the March 2024 edition; April 2024 edition contributions are now being sought by mid-March 2024; There is already a Cover Story for the April 2024 edition; Short stories for any year of the Club's history can be inserted as space permits.
- 10.2. Paul Van Ruth reported: Need stories in your own words for the April 2024 edition in the 1971-to-1975-time frame. David Carver, Mik Bojko and Stuart Bowshall were mentioned as joining the Club in this time frame; Need a Cover Story for the May 2024 edition.
- 10.3. There was discussion about the Camp Out Run photo in the March 2024 edition. The suggestion was that the person standing next to the fire was a young Allan Bennett.
- 10.4. In response to a comment about the small size of photos, the Secretary advised that the photos are uploaded onto the website and can be enlarged on the screen.]

11. TREASURER'S REPORT:

- 11.1. Kingsley Taylor outlined the reconciliation of accounts for the month of February 2024; a reconciliation is available for viewing after the meeting; The closing balance has increased significantly because of all of the member payments received and being held for the 60th Birthday Annual Tour (totalling \$19.5k and will have been dispersed by the date of the next General Meeting).

Moved: Allan Bennett, that the Treasurer's Report be accepted; Seconded: Bob Yates; Carried.

12. PROJECT MANAGER'S REPORT:

- 12.1. John Eastick updated members on progress since the last General Meeting: Thank you to those members who have visited the Croydon site and provided progress photos; As advised in the March 2024 edition of Buzzer Box, Mykra Pty Ltd is well underway with constructing the new Croydon Clubrooms. Progress has been quite outstanding. As of today, the walls are all standing full height and awaiting the delivery of roof trusses; Construction completion is still currently scheduled for mid to late May 2024 but maybe earlier; The building cost is anticipated to be up to \$1.2m with \$1m core funding thanks to the Federal Government. Council approved an additional \$200k at its meeting on 26 February 2024; The Club is awaiting advice from the Department of Infrastructure and Transport about the rolled over / refreshed application for a funding grant for a solar storage battery; All external funding is considered the Club's equity in the building and does not contribute to the rental calculation; The design of the building structure provides for display cabinets and the honour board in the Main Room and there will soon be further collaboration about where these will be located and whatever strengthening is required; Council has recently completed a landscape design which is currently being quoted by Mykra and has been provided to the Club for its review. The design provides for grassed areas, planted areas and a small number of trees at the front and back of the building to mimic what is already existing outside the fence lines and will be automatically irrigated using recycled water already reticulated within the median strip and controlled from elsewhere. The design accommodates the original brick planter box (using glazed bricks from the local Hallett brickworks) that was retained as a keepsake of history past and Council has asked for the Club's confirmation that it be retained. The Council is proposing that Council resources will fully maintain the landscaping and the rationale for this was explained. A number of members commented about the planter box and flagpole both before and during the meeting; No-one from the audience had any real objection to retaining these existing features.

Moved: John Eastick, that the existing raised planter bed at Croydon be retained; Seconded:

Bob Yates; Carried.

The Project Manager will now advise Council of the Club's decision and seek to negotiate both an irrigation connection and a power supply to the planter box; The future retention of the flag pole and how it may be used can be a further discussion; Thank you to everyone who has provided comment and members are encouraged to call past and take a look and/or provide photographs and report any concerns.

- 12.2. Allan Bennett asked if any thought had been given to providing an EV charging station/s outside the building in the car park. The Project Manager advised this had been previously discussed with Council and not supported as a part of this project for various reasons. The question can be re-asked at an appropriate time.

13. PROPERTY OFFICERS REPORT:

- 13.1. John Eastick advised: Everything needs to be moved to Croydon and it is anticipated that Council will assist our Club to do so and other clubs will be asked to come and collect their possessions and bring to Croydon when our Club is ready to receive.

14. CLUBROOMS MAINTENANCE COORDINATOR REPORT:

- 14.1. Albert Jones had nothing to report.
- 14.2. Bob Yates advised: There were observed good and bad cleaning attempts by clubs; Chairs continue to be stacked against the emergency exit door; Some clubs are not removing their rubbish from the premises; A new vacuum cleaner is being investigated for purchase; The Committee had approved one additional hour per week for cleaning the Clubrooms due to the cleaning required for additional hirings.

15. CLUBROOMS BOOKING COORDINATOR REPORT:

- 15.1. Bob Yates reported: Odyssey have extended their hiring use of the Clubrooms; Bob is meeting with the Proprietor of Odyssey to discuss the Croydon Clubrooms.
- 15.2. The Secretary reported that the Early V8 Club had vacated the Clubrooms and relocated to the CCC Clubrooms at Glandore.

16. FEDERATION REPRESENTATIVE'S REPORT:

- 16.1. Rod Crawford reported: He attended the Federation meeting on Saturday 10 February 2024; The new Code of Practice was discussed; the Federation has funds of \$89k.

17. EVENTS AND RUNS COORDINATOR'S REPORT:

- 17.1. Adam Jones advised that the Club has a full calendar of organised Events and Runs in 2024; Ideas and Organisers are being sought for the 2025 Calendar of Events and Runs.

18. PAST EVENTS:

- 18.1. *Model A Ford Club's Invitation Breakfast* on Sunday, 18 February 2024; Matthew Edwards (T Ford), Tony Russell and grandson Jayden (Prefect) and Brian Teakle (modern) attended; Matthew said that it was a quieter event with a straight and short run.
- 18.2. *Private Car Collection* on Sunday, 25 February 2024: Organiser, Adam Jones; This was a great day out; Doretta reported so many dolls; Paul Van Ruth spoke of 1st class exhibits and that it was a terrific morning tea provided by the hosts at their cost; Adam advised that the full contribution from morning tea was donated to charity; Merry Perry spoke about the day had a lot of organisation by the hosts with various volunteers assisting; Allan Bennett spoke of being able to help yourself to various things on offer in a bin.
- 18.3. *All British Day* on Sunday, 3 March 2024: John & Diane Eastick (Morris Minor), Albert Jones (MGB), Rod Crawford (no British vehicle), John & Jill Fox (Daimler) and their granddaughter Tahlia Davidson (MGB GT) attended; Past members seen were Greg Morphett (Austin 7) and Michael Gordon (Triumph Stag); Stuart & Lynda Bowshall mentioned that they set out to attend but decided to drive past due to the large crowd and parking difficulty; John Eastick reported that it was a great day in terms of the displays (about 820), vendors, public attendance and the weather.

19. FUTURE EVENTS – CLUB ORGANISED:

- 19.1. *St Patrick's Day Run* on Sunday, 17 March 2024: Organiser Maxine Martin and Rod Crawford; The plans have changes in so much that the destination is now the *Historic Motor Vehicle Gathering* at Barrett Reserve, West Beach and BYO food and drink or purchase on-site from

vendors; No admission charge; Please wear green to acknowledge St Patrick's Day; meet at Fawk Reserve at 9.45am for a 10am departure on a run to West Beach via Hanson, Grand Junction, Tapleys Hill and West Beach Roads; More details to follow by email.

- 19.2. *60th Anniversary Annual Tour 2024* to the Port Augusta region between Thursday 11 April and Thursday 18 April 2024: Organisers: Adam Jones and Albert Jones; Now 5 weeks away; Adam spoke of the current arrangements: There are 24 vehicles with one dropping out; All bookings confirmed and payments imminent; The distance travelled per day is less than 200 km or about 4 hours traveling time; Start location will be Krispy Crème on Port Wakefield Road, leaving at 9.30am, travelling to Clare with morning tea at Balaklava and lunch at 12.30pm at Martindale Hall, Mintaro; The next day, Clare to Port Augusta, is 198km with a lunch stop at Laura; The motel at Port Augusta is gated and all places are walking distance; No-one had any questions at this stage of the Organisers.
- 19.3. Monthly Run-on Sunday, 15 September 2024: Organiser Paul Van Ruth; Paul sought, and received, acceptance of a visitation to Old Tailern Town; It is noted that there is a Ghost Tour the evening before, and some members may be interested to attend.

20. EVENTS - INVITATION:

- 20.1. Specific events that are advised and/or raised at meetings can be listed here.
- 20.2. Invitation events not specifically mentioned at this item of the meeting but consolidated from previous minutes, Upcoming Events in the centre page of the Buzzer Box and the above Secretary's Report follow below.
- 20.3. *Invitation Old Crock's Run-on Sunday, 5 May 2024.*
- 20.4. Tractor Pull on Saturday and Sunday, 16 and 17 March 2024.
- 20.5. *Vehicle and Old Machinery Day on Sunday, 7 April 2024.*
- 20.6. *Gawler to Barossa Veteran & Vintage Run-on Sunday, 14 April 2024.*

21. GENERAL BUSINESS:

- 21.1. Website: The Secretary asked members to log in to the Club's website and the Committee welcomes any constructive feedback via the Secretary.
- 21.2. Facebook: the Secretary advised that the Club's Facebook Page is back up and operational again after a few hiccups.
- 21.3. Mik Bojko reported that Graham Tonkin had passed away in December 2023 and several members spoke of Graham's heavy involvement in the historic motor vehicle scene for many years in various capacities.
- 21.4. Exhaust pipes: Allan Bennett advised that the Club no longer has any stock of exhaust pipes yet has new orders for two; Right hand drive pipes are more complicated in shape; David Carver offered to seek quotes; David Carver and Bob Yates advised that they each have one pipe.

22. MYSTERY OBJECT REVEAL:

- 22.1. Two items of interest: an old-time shifter that closes on the bolt head or nut when turned; a narrow spoke shave for cutting a groove in a sail mast for the hauling rope.

23. RAFFLE DRAW:

- 23.1. winners: of six; Doretta Hills' efforts were applauded, and the President congratulated all winners; Doretta Hills reminded everyone about jars of marmalade for sale at \$4 and will be gifted to Operation K9.

24. CLASSIFIEDS:

- 24.1. All classifieds to be emailed to Bob Yates who will coordinate future classified advertisements and to be included in Buzzer Box.

25. NEXT MEETINGS:

- 25.1. Buzzer Box Night: Wednesday, 27 March 2024 from 5.00pm at the Clubrooms.
- 25.2. Committee Meeting: Wednesday, 27 March 2024 at 6.15pm at the Clubrooms.
- 25.3. General Meeting: Wednesday, 3 April 2024 at 7.00pm at the Clubrooms.

26. MEETING CLOSURE:

- 26.1. The President invited those present to have a chat and enjoy supper that included the Club's chocolate birthday cake.
- 26.2. Those present were reminded to sign the Attendance Record Book.
- 26.3. Meeting was closed at 8.23pm.

TINKERING WITH BOB

TOPPING THE OIL IN THE REAR AXLE

People have come up with a way to add the thick as molasses 600 W rear end lubricant in through the small filler plug of the rear axle housing. Unless you are lucky or elderly and have a Ross gun, which was sold during the 20s to make a simple task of adding lubricant to the rear axle. It can take a lot of time, make a mess and cause a lot of aggravation to add this viscous fluid.

It might be well to mention at this point that while 600W is fine for the stock model T rear axle assembly, it is best to go to an SAE 140 weight lubricant if your model T is equipped with a Ruckstell rear end. A lighter weight lubricant will make sure that all the internal workings do not run dry.

Old Model Ts came up with a solution, that would not go over very well at most household's, but it does the job very well. First locate a flexible tube funnel at a vehicle parts store, this is almost necessity whether you do it this way or not.

You measure about a half a pint of the 600W lubricant into a plastic container and put it into the wife's Microwave for about five minutes at full throttle, ensure she is not home at the time. Filling the plastic container again if you are filling an overhauled diff and nuke another batch. This heated lubricant will flow like water, remember it is hot oil.

You may need to do a couple trips to use the Microwave, as mentioned previously only do this with the Wife not home, if you are caught you will never live it down, it may just be better to buy her a new one and take the original out to the Man Cave.

TORQUING HEAD BOLTS

Most Model T owners, when asked if they torque the head bolts on their Model T, exhibit a blank stare. Many of the old timers claimed to be able to sense or feel when enough is enough and surprisingly, they were very close. We have all heard the many ways that it was, and possibly still is done, but the only right way is to depend upon a torque wrench.

A good torque wrench is not too expensive and probably would find almost universal use. If it were not for the two head bolts at the rear of the head. On the latter models it is impossible to get a socket a torque wrench on the two bolts, ensure all the head bolts have been installed and done up finger tight, also use some never seize on the head bolt threads and a small amount on the underside of the bolt head.

Over the years it has taken a Model T owner who spent a considerable amount of time in the workshop about how can we overcome this frustrating issue. They used the crow's foot but had issues with it slipping of and rounding the bolt head, not good.

It called for a trip o the local auto shop to purchase a cheap straight sided 5/8th, six-point impact socket with a ½ drive.

Back in the workshop the socket was cut into two pieces at the centre. In one hand he had the six-point socket and in the other he had the half inch drive. Laying the 5/8-inch socket with the opening down and the other portion with the ½ inch drive up on a flat surface, the two portions were heavily brazed together.

The reason for brazing the two portions together, the temperature is lower than welding the portions together and will have less chance of affecting the socket hardness.

Once brazed together the final off set between the ½ inch drive and the socket is about 1 inch. This is 5% and is well within the accuracy of most torque wrenches. A lot of Model T owners only torque their head bolts to 24-to-30-foot pounds, taking into consideration for the age of the materials and being cautious. They recommend that the head bolts be torqued to 55-foot pounds.

TOWING A MODEL T FORD

Proceeding down the highway and coming up on what appeared to be a 1925 Model T being towed at about 90 Km/h. On overtaking the vehicle, it was noticed it was attached to the towing vehicle with an A Frame attachment on the front axle.

We all know what happens t a Model T towed at excessive speed in neutral, after a sort distance the vehicle pulled over and the owner disconnected the A Frame hitch, crawled under the vehicle, with many other eyes following him to see what he was about to do.

He first took a plug out of the shifting toggle housing; this vehicle was fitted with a Ruckstell rear end. He then pulled out a cylindrical object with a fork at one end. This he explained replaced the detent roller and Spring, part numbers P-117 and P-163, allowing him to lock the Ruckstell in neutral. While he was talking, he slipped the roller and spring out of his pocket, set them inti position and within minutes had the plug screwed in, a cotter pin inserted and advised he was ready to leave, and leave he did.

So if your vehicle is equipped with a Ruckstell okay to tow, do not try with a normal Model T Ford



OUR DREAM CLUBROOMS

— PORT RD. CROYDON —

Contractor Mykra has continued to make great progress during the very hot early part of March and the more variable weather now being experienced. The timber framework and roof structure were installed from early March and the roof sisalation, insulation and sheeting were installed on Monday 18 and Tuesday 19 March.

The following activity included first fix plumbing, concrete landings to the two main doorways and a concrete pathway for the services area along the northern end of the building.

By the time you read this article, windows and doors would have been delivered and installed and building lock-up would have been achieved, being another key milestone on the build program.

This then enables safe and secure first fix of electrical and associated services.

As a keepsake, the existing raised planter bed (circa 1934) is being integrated into the landscape design to complement the building.

Progress photos are still encouraged please. If visiting the area or just passing by and observing anything which raises your attention or is noteworthy, please let me know, thank you.

If you have any queries or are seeking clarification about the project, please don't hesitate to contact me.

John Eastick



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