

November 2023



Established February 1964

BUZZER BOX

Official Publication of the Model T Ford Club of Australia Inc.



ALBERT JONES

1925 Model T



Henry's Model T, A & Rod Parts has been serving early Ford enthusiasts for over 40 years supplying parts and accessories for your restoration and hot rod projects.

We are also offering servicing, tuning, upholstery, electrical, general maintenance, light fabrication and exhausts for your Model T & A.

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John Eastick Paul Van Ruth
David Carver Matthew Edwards

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John Eastick (General Meetings)

EDITOR: Vacant **Buzzerbox currently being edited by your committee**

CLUBROOM BOOKING COORDINATOR: Bob Yates

SUPPER COORDINATOR: Doretta Hills

EVENTS & RUNS COORDINATOR: Adam Jones

FEDERATION REPRESENTATIVE : Rod Crawford

FUNDRAISING OFFICER: Doretta Hills

LIBRARIAN: Neil Hofmeyer

PROPERTY & PROJECT MANAGER: John Eastick

MAINTENANCE: Albert Jones

PUBLIC OFFICER: Mik Bojko

PUBLICITY OFFICER: Ian Oates

AUTHORISED PERSONS: Mik Bojko David Dunn
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VEHICLE DATING: Allan Bennett David Carver

PRESIDENT'S REPORT



By the time this edition of the buzzerbox either hits your inbox or your mailbox the Christmas countdown would have started, Its November already, where has the year gone.

I would like to begin my report with a thank you to Paul for organising “From Earth to Sky”, we had a fantastic turn out, the weather was just perfect, the company as always was great, and the planetarium was extremely interesting. I personally really enjoyed this run, again thankyou Paul.

Do you have an interesting location that you would like us to visit, if so, how about putting your hand up to organise a run.

I along with several other members of the club were invited to attend Beth Martins 100th birthday celebrations, as President of the club I was extremely honored to be asked to speak, I spoke of my personal experience of meeting Beth when I first joined the Model T Ford Club, she welcomed me with open arms and I remember thinking at the time – what a lovely lady. I would just like to share with you all a little of Beth’s history here within our club.

Much to my surprise I learnt that Beth's name is in fact Jessie (You will need to ask Trevor to explain this one). Beth joined the club in 1968 along with her husband Horrie. (Horrie was instrumental in setting up the sale of spare parts, thus the naming of our spare parts room). Beth become the Tea lady in July of 1970 and continued in this role till June of 1981. Things were tough back then and Beth would bring all the cups, Saucers, Spoons, Tea, Coffee, Biscuits etc. in a big tin trunk to each meeting. She was not only the Tea lady, but she was also responsible for the “Pie Floater” night in the midst of Winter. I have often heard some of the older members mention how they enjoyed this evening, perhaps something we should look to bring back onto our calendar. Beth was awarded the Lizzy Lady Trophy in 1971 and again in 1973 for all her hard work. Beth was honored with Life Member on 2nd April 1986. Even though Beth is a Life Member she still pays her yearly membership fees as a donation to the club.

Even after her husband Horrie passed away you would often see Beth out in the Model A on our club runs.

I have mentioned this before, but I took a photo on the day of celebrations of Norma (Beth's older sister of 102) and Beth together, this is a photo that not many people would be able to take.

Norma was lucky enough to receive a letter from the Queen when she turned 100 and Beth had a letter from the King.



Due to circumstances beyond my control, the extra run I slipped in to visit a private collection has to be postponed to January next year. At this stage I cannot give you a firm date, but I will advise as soon as I have the information at hand. Sorry for any inconvenience this has caused.

What have we still to come to finish off the year, our next run has been organised by Kingsley Taylor, we have been invited to be a part of the 140th Birthday celebrations of the Nairne railway station, I encourage you all to participate in this run if for nothing else but Jenny's amazing morning tea. Please let Kingsley know of your intentions to attend. kingsleytaylor512@gmail.com

Are you joining with us at the Glynde Hotel on Saturday 9th December to celebrate Christmas, Please make your booking with Paul supa97@gmail.com

Wasn't it nice to see the return of guest speakers at our general meeting, something we haven't had for many years. Do you know someone that may be interested in attending future meetings as guest speaker if so, please let a member of your committee know.

Until we see you all at the November meeting, Stay Safe and I will see you on Wednesday 1st at 7pm

Adam Jones

On the Cover

After moving to Australia from London, England in 1972, Rosina and I bought a house in Valley View. On our first trip back to England I looked up some old friends, Sue and Jeff Bradshaw. We were chatting one evening over a cold one when Jeff told us that they might come to Australia.

Jeff arrived in Adelaide Christmas 1980 he got a job detailing cars for a car dealership on the Main North Road. We were very good friends. He told me he was getting a T Ford and showed me a photo of a 1925 T Ford on the back of a trailer. It needed work. But Jeff found it easy to work on it, having the equipment and



space. One day he popped around home in the T. It really looked great. In the time Jeff had the T Ford we did three Bay to Birdwood Runs. He had a few other cars, but nothing stood out like the T for charm and character. Then the bad news came. Jeff was diagnosed with Melanoma. Jeff offered me his cars. I have always liked vintage vehicles so I bought the T Ford. In hindsight I should have bought the XK 150 Jag, money wise. Jeff sold everything and moved back to England to be close to the rest of his family.



The T Ford was assembled in the Dalgety Woolstore in Victoria. It was first purchased from Bill Smith Motor and Cycle works in Peterborough. Mr. S J Garard, from Yongala, bought the T for £179-10-0 on April 29 1926

cont. I had the T Ford for two years before I joined the T Ford club. I met Dennis McCarthy in a petrol station at Clovercrest and he introduced me to the club. In July 1986 I became a member of the Model T Ford Club of Australia. Learning to drive the T Ford was a two hour session in the carpark of the Ingle Farm Shopping Centre before Sunday Trading. It was just an open space then. I think time and practice improves the driving skills with the T Ford.

Early last year my grandson's Archie and Oscar came to visit and of course I was in the garage. When they saw the Ford 'T' they were both very excited, and wanted me to take them for a ride. But the 'T' was on blocks at the time because I was doing some minor maintenance.



I promised Archie who was 8 years old at the time that I would take him on the Bay-to-Birdwood which was coming up. Every time I saw Archie after that day he would ask, "when are we going in the old car." Finally the time was here and Archie stayed the night for an early rise the next day, we got ready, gave the 'T' Ford another polish, well Archie did. The plan was to meet at the Oval at Tea Tree Gully. Archie was very excited to see all the other old cars there. On our way to Birdwood Archie said "are those people waving to us," my reply was "yes they are, give them a wave back." At the end of the day Archie said to me how much he loved it, and he wanted to do it again next year 2023, as this story goes to print Archie and I would have just completed our second Bay to Birdwood, making memories one ride at a time.

I have served on the committee for a number of years and was editor of the Buzzer Box for 4 years and minute secretary for a time. I was happy to help with many working bees over the years. I have broken down twice in the T; once in Victoria on the Echuca rally and recently on the annual run coming back from Normanville.

Rosina is not overly keen on driving in the T these days she says it's uncomfortable, its cold and there are no brakes. Rosina elects to follow behind in our Modern.

Albert Jones

A Letter from the Country

It's really nice getting a 'meaty' Buzzer Box again. Many thanks to Secretary Maxine and the committee for arranging this.

I'm certainly no mechanic, so sympathised with Matthew Edwards when I read of his trials and tribulations with his 1926 roadster. When I got my absolute relic of a

1919 T Ford 'farm hack' in late 2003, I pulled it to pieces: every nut, bolt etc. and cleansed the panels in a bath of soda ash, water, anodes and battery. Then painted and stuck it all together; even did the body paint (don't look too closely, but I'm happy). The local mechanic who looked after our business vehicles allowed me to use a part of his workshop and kept a close eye on me when I did up the engine. Sent it away for a re-bore and



got new pistons (he fitted them: "you'll only stuff it up" was his kind advice.) Also a new radiator from USA. I had money then. Lost it all in the millennium drought. Allan Bennet has been a huge help to me over the years.

Unfortunately I lost my first log book, but was a T Ford learner driver by late 2004. My replacement log book only starts July 2005. Had early troubles with trembler coils. Gordy Dunn gave me some assistance, but I ended up buying complete new coil boxes and have had no more problems.

I left my car as it was after being transformed from sedan to 'farm hack' C 1935. I sourced a starter motor via Allan Bennet.

Being 1919, it has no bolt on rims. I've only had one flat tyre – Fortunately just near home. No point in having a spare wheel, it being integral with hub and bearings. Allan Bennet explained how to change a tyre and tube in-situ on the road side. I've practiced and it's not that hard, but it took my 81 year old body a long time to do it.

A month or two ago I was with my daughter when she went over a spoon drain and the car bucked and shimmied something terrible. I created the same scenario a day later so had to fix the problem, following advice from Allan Bennett and David Dunn. The king pins and brass bushes were perfect. A retired bush mechanic came around, turned the jacked-up wheels, looked at what the steering wheel was doing, then tightened the nut at the lower end of steering column and fixed the problem.

When Adam Jones told me that eleven T Fords were going on the Annual Run next April I decided to enter and have bought liquid tube repairer for the trip. A bonus is that wife Chris is coming too. She's not keen on the open air experience. Just hope there's no rain, tho' the huge windscreen helps when it does rain, so long as you're moving.

I've been in all the eligible Bay to Birdwood's since 2010 and maybe even 2008, tho' that was when I lost my first log book, so not sure.

My daughter Sam enjoys using the T when she visits from Echunga and has become proficient in driving it. We share the Bay to Birdwood driving.

David Kimber @ Loxton



15 million were made, so I kept mine

Nairne Railway Station 140th Birthday Celebration Sunday, 26 November 2023

Vehicles to assemble at Summertown—Tregarthen Reserve
(Corner of Tregarthen Rd., & Greenhill Rd.)
10.00am for morning tea/coffee and cake
Please BYO chair

The Overland will arrive at Nairne station
at 8.30am, there will be a canon salute,
Light Horse guard and guided tours.

Catering will also be available at the station
BBQ trailer, coffee cart,
tea & scones, sandwiches & donuts

Please advise organiser Kingsley Taylor
of your intentions to be a part of this day
Ph. 0404 373 740

kingsleytaylor512@gmail.com





FRUIT MINCE FOR XMAS MINCE PIES

This makes an excellent Fruit Mince that can be stored in the fridge for a year.

It also goes very well with ice-cream !!!!!!!

1 cup raisins

1 large apple grated coarsely

50gm melted butter

1/4 cup orange juice

1/4 cup brandy

1 cup dried cranberries

1/4 cup blanched almonds or slivered

1/2 cup chopped glace ginger (or crystalline)

1 cup dried currants

1/2 cup brown sugar

1 tablespoon grated lemon rind

1 tablespoon grated orange rind

1/2 teaspoon mixed spice



Process the dried fruit and nuts until coarsely chopped.

Transfer mixture to a large bowl and stir in remaining ingredients.

Refrigerate , covered, for at least 2 days, stirring daily.

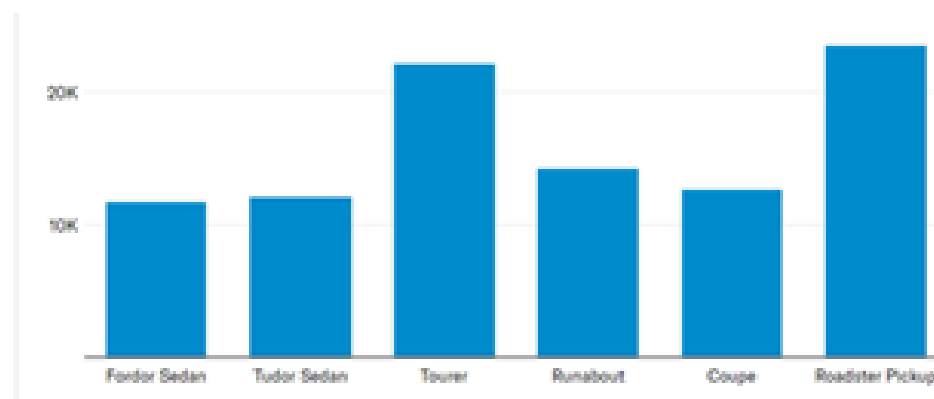
Use as required for mince tarts, a larger fruit tart or with ice-cream.

The Model T keeps chugging along

The Model T's overwhelming success enabled its longevity, even in the face of competition that was swiftly catching up. It's long been recounted that Henry Ford put up a stiff fight to the idea that Ford Motor Company should leave the Model T behind and advance to a new car, resulting in a long 1908–1927 production run. 1920s auto market dynamics aside, the result for the collector is a still-healthy array of Model Ts in a variety of configurations.

The T chassis accommodated multiple body styles, ranging from multi-row open touring cars to enclosed two-seat coupes, and even pickup trucks. Each has its use-based differences—the trucks are sprung for heavy loads while the cab used for the touring models prioritizes seating area. Any model is perfect for parades or tours on secondary roads, but the touring does offer the most versatility and usable space. Over six million touring-bodied Model Ts were produced—more than any other body style—but its popularity today matches its popularity from the roaring '20s, and as a result the open touring still commands a premium.

Ford Model T average value by body style



Considering the length of its production run and the body styles available, the relative few changes made over the Model T's life can feel surprising. The notion that all Model T's were painted black, stemming from the famous Henry Ford quote *was true*, at least from 1914–25. It was in fact an effort to simplify the production process. However, Model Ts made before or after that window had color options including green, red, gray, and blue. Another change during Model T production was the addition of an electric starter. A "standard" T required the driver or passenger to stand in front of the car and use a crank start to turn the crankshaft manually till the engine started. According to varying sources, the electric starter became an option for open cars and standard in closed-cab Model Ts in 1919.

That electric start makes the car sound more modern, but the experience of driving what many call a Tin Lizzie is radically different than any vehicle produced after the invasion of Normandy. There are three pedals, but they don't operate in the way you're accustomed to. In order from left to right you have the high/low clutch, reverse pedal, and then the brake pedal. Two stalks placed on either side of the steering wheel control the ignition timing and throttle. The high/low pedal is set up to allow the driver to "float neutral" by holding the pedal in the center of its range. From there pressing down engages first gear in the planetary transmission, and releasing it completely engages high gear.



It's not that much different from some garden tractors today, except a Model T will putter down the road at 35 mph.

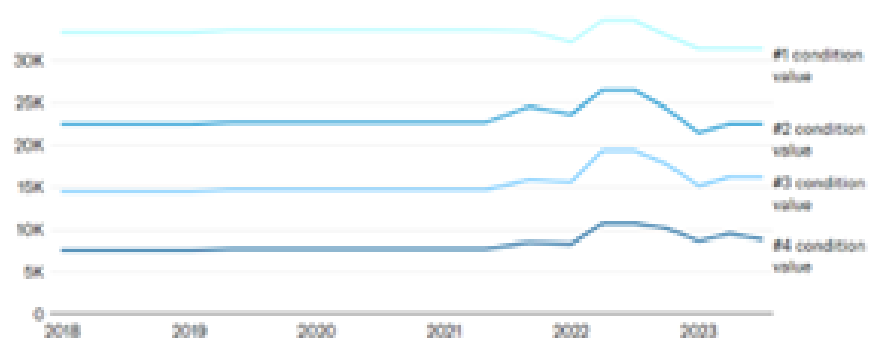
Driving a T feels overwhelming at first, with an abundance of controls that seem to require attention. In reality, it's relatively straightforward—the timing lever is more or less set-and-forget once started, and your left foot controls forward motion while your right tends to the brakes and reverse. Most drivers familiar with driving a manual transmission can pick up the process and become competent in a short time. Henry Ford's original design brief of being simple to operate still holds true even in an era where drivers have been increasingly disconnected from the car.

The steering is a quick ratio and the chassis is designed to flex, so the amount of body roll can be disconcerting at first. Once you're used to that and offer the T smooth inputs, you're rewarded with a capable, old-time treat as a mellow *chuff, chuff, chuff* comes from the single small exhaust under the car.

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Ford Model T values have been fluctuating of late

All condition values have come down since the pandemic era, with driver-quality cars settling above their prior plateau

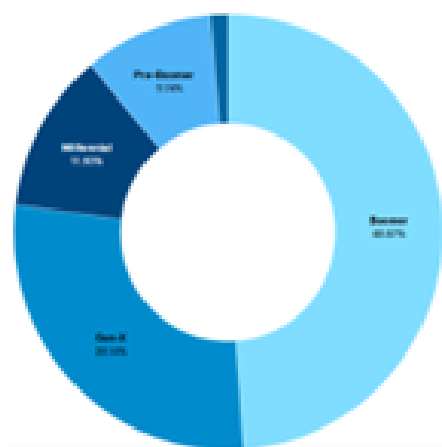


Thanks to the sheer volume of Model Ts out there, prices have long been relatively flat, though recent history has disrupted that. The momentary uptick in values during the pandemic has receded, and while #1 (Concours) and #2 (Excellent) condition cars appear to have found their footing slightly below their prior plateau, #3 (Good) and #4 (Fair) condition Model Ts currently sit slightly above 2020 values. The Model T is one of those collector vehicles with enough examples out there at any given time that if the prices start to trend up there will always be sellers primed to take advantage and thus drive the price back down.

Model T quotes by generation

Younger generations make up a small but growing share of interest in the Tin Lizzie

As might be expected for a car of this vintage, boomers and pre-boomers are just under 60 percent of active buyers of the Ford Model T, as measured by Hagerty's insurance quotes. Gen-X holds a 28 percent share, but perhaps most compelling is the growing level of interest from millennials and Gen-Z. In 2020, the two youngest cohorts of collectors made up 9.27 percent of quotes sought for Model Ts. Today, that number stands at 13.25 percent.



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While not dramatic, any indication that younger generations are gravitating toward the Tin Lizzie bodes well, not just for values, but for continuing to see these cars on the road.

A Model T rarely makes sense as one's only vintage vehicle, but when added to a collection it can become a novelty that is fun, dependable, easy to repair, and has benefit of a community with tons of knowledge and support to keep it running and on the road. The Model T is the perfect car on which to tinker and learn, and to take out on special occasions. Though it's not as functional as a more modern classic, to think of it that way misses the appeal of its altogether different driving experience.

Events for cars like the Model T are another part of the ownership draw. Whether it's more traditional Old Car Festival, or a mustachioed revival of old-timey racing there are plenty of get-togethers enticing younger buyers to search for aging iron.

Baby boomer and pre-boomer generations still hold nearly 75 percent of all Model Ts, but with younger generations moving in, the Model T's place—not just in history, but on the road, where it belongs—remains safe for the foreseeable future.



My how things have changed:

More women began to find their way into autos after the self-starter banished the hand-crank. The barriers to women driving were not primarily physical; in fact, the hand crank actually did not require much strength. But operating it was perceived as unfeminine. In the early days of motoring very few women held a drivers license and when women did drive, they faced a peculiar set of obstacles. Ridicule was frequent, etiquette books laid down exacting rules on how to drive in a feminine manner (low speeds and chaperones were highly recommended), husbands often forbade their wives and daughters from driving, and there were even political movements to ban female driving altogether.



MINUTES OF GENERAL MEETING HELD

06th September 2023

WELCOME:

Meeting commenced at 7.03pm.

The President welcomed everyone, including Special Guests Glenys and Gerry Kandalaars representing both the *Cystic Fibrosis* and *Donate Life* organisations, reminded members to sign the Attendance Record Book and advised that this meeting will be audio recorded.

APOLOGIES:

Patron Tony Williams, Bob Yates, Mik Bojko, David Carver, Matthew Edwards, Albert Jones, Rod Crawford, Anthony Russell and Ken Durward & Sally Nicholas.

MINUTES OF LAST GENERAL MEETING, 6TH SEPTEMBER 2023:

As distributed by October 2023 edition of Buzzer Box.

Moved: Dale La Vars, that the minutes be accepted;

Seconded: Merawyn Perry; Carried.

BUSINESS ARISING FROM THE MINUTES OF THE LAST GENERAL MEETING:

Nil.

FUNDRAISING:

Doretta Hills initiated a raffle and advised on jars of Poormans Orange marmalade for \$4 produced by Glenys Trenorden.

PRESIDENT'S REPORT:

The President reported that: He spoke to Mik Bojko today and Mik was going really well; It was pleasing to see so many club members attend Beth Martin's recent 100 year celebration and how Beth enjoyed the occasion. He made a personal speech to Beth and how it was amazing to witness Beth together with her older sister Norma, aged 102 years.

Norma received a letter from the Queen and Beth received a letter from the King. Acknowledging free use of the clubrooms, the Martin Family made a generous donation back to the Club to be directed to the Charity of Choice Operation K9. Following the President's comments, Trevor Martin thanked everyone on behalf of his mother Beth;

The Club is still seeking an Editor and a Minute Secretary for Committee Meetings.

Moved: Tony Russell, that the President's Report be accepted;

Seconded: Allan Bennett; Carried.

SECRETARY'S REPORT:

The Secretary reported that the usual club magazines were received and forwarded to Neil Hofmeyer for inclusion in the Library.

Moved: Paul Van Ruth, that the Secretary's Report be accepted;
Seconded: Rod Hills; Carried.

NEW MEMBERSHIPS:

Nil.

TREASURER'S REPORT:

Kingsley Taylor outlined the reconciliation of accounts for the month of September 2023; a reconciliation available for viewing after the meeting.

Moved: Peter Perry, that the Treasurer's Report be accepted;
Seconded: Ian Russell; Carried.

PROJECT MANAGER'S REPORT:

John Eastick updated members on progress since the last General Meeting: CROYDON DESIGN: Tenders supposedly closed on the scheduled date of Friday 29 September 2023 and will be followed by tender assessment and approvals; Council staff very busy on various projects so further delays may become evident and timing for a construction start is unknown and more likely to be closer to Christmas and may possibly extend into 2024;

CROYDON COUNCIL PROCESS: Nothing to report;

FAWK RESERVE HALL: Nothing to report;

GRANTS: Nothing to report.

PROPERTY OFFICER'S REPORT:

John Eastick advised nothing to report.

BUZZER BOX REPORT:

The Secretary reported: The October 2023 edition was prepared and delivered to all members either in the mail or by email; Thanks to all contributors and a special mention to the Perrys for a very quick turn around on providing articles about '*The Earth to Sky*' Run; November 2023 edition contributions, including a Front Cover story, are now being sought by the 15 October 2023; Classified advertisements must be sent to Bob Yates in the first instance.

CLUBROOMS MAINTENANCE COORDINATOR REPORT:

The President advised Albert Jones, albeit absent, had nothing to report.

CLUBROOMS BOOKING COORDINATOR REPORT:

The Secretary advised Bob Yates, albeit absent, had nothing to report.

FEDERATION REPRESENTATIVE'S REPORT:

Immediate Past Representative Paul Van Ruth advised that there was nothing new to report; He has troubling hearing sufficiently at Federation meetings and he would liaise with new Representative Rod Crawford (absent).

EVENTS AND RUNS COORDINATOR'S REPORT:

Adam Jones spoke about the Club organised Past and Future Events and Invitation Events, as below; Organisers are required for Events and Runs in the months of July, September and October 2024.

PAST EVENTS:

'From Earth to Sky' Run on Sunday 17 September 2023: Organiser, Paul Van Ruth; Brian Teakle, John Eastick and Paul spoke; a great day out for those in attendance; The Greenfields Wetlands and associated talk, meal at *Relish on Main* in a private room and the Planetarium experience were all good; Thanks were extended to Paul for organising the day with the usual applause.

FUTURE EVENTS – CLUB ORGANISED:

'Passage to Penfield Park' on Sunday, 29 October 2023: Organiser, Russell; Run to the Penfield Model Engineers Society on Woomera Avenue, Edinburgh; Meet at Fawk Reserve Hall at 10am for a 10.30am start of an hour long run via the coast; Notice included in October 2023 edition of Buzzer Box; Attendees must wear closed shoes; \$12 per head or \$40 for a family pass with pre-payment required in advance to the Treasurer; if not already, please advise Ian Russell (in person tonight, Ph.0418 808 639, kiar@bigpond.com); Numbers will be finalised this week; Any walk-ups can pay on the day.

Private Car Collection Sunday, 12 November 2023: Organiser, Adam Jones; Adam spoke of the opportunity and how it will all work out on the day – in its totality, an amazing collection of many items; a visit to the residence at Salisbury, followed by a short trip to Greenfields to inspect two warehouses; \$5 per head entry including morning tea and proceeds will be donated to charity; BYO everything (lunch, chairs, etc);

140th Birthday Celebration of the Nairne Railway Station on Sunday, 26 November 2023; Organiser Kingsley Taylor; the preceding Mystery Tour will start at Tregarthen Reserve at Summertown at 10am after a morning tea; the planned time of arrival at the railway station is 11am; BYO lunch or food and refreshment will be available; Notice included in October 2023 edition of Buzzer Box and another will follow in the November 2023 edition; Please RSVP to Kingsley Taylor (Ph.0404 373 740, jeking@senet.com.au).

Christmas Dinner 2023 on Saturday, 9 December 2023 at the Glynde Hotel: Organiser Paul Van Ruth; More details to follow at next meeting after Paul meets with the proprietor during October 2023.

Cherry Run in January 2024: Organiser Mik Bojko; More details to follow.

60th Birthday Dinner on Saturday 3 February 2024; Organiser Maxine Martin; More details to follow.

St Patrick's Day Run on Sunday, 17 March 2024: Organiser Maxine Martin and Rod Crawford; More details to follow.

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; Pichi Richi train journey on Saturday 13 April; Only one more entrant possible; If not already, please advise Adam Jones (Ph. 0430 118 446, adam.jones6@bigpond.com).

Registration Day Sunday, 19 May 2024; Organiser: Committee

Mid-Year Dinner Saturday, 15 June 2024; Organiser: Maxine Martin

Monthly Run Sunday, 21 July 2024; Organiser tbc

President's Run Sunday, 18 August 2024; Organiser: Adam Jones

Monthly Run Sunday, 15 September 2024; Organiser: tbc

Monthly Run Sunday, 20 October 2024; Organiser: tbc

Monthly Run Sunday, 17 November 2024; Organiser: Kingsley Taylor

Annual Christmas Dinner in December 2024; Organiser: tbc

Celebration of the opening of new Clubrooms at Lot 11 Port Road Plantation

FUTURE EVENTS - INVITATION:

Specific events can be raised at meetings if requested by any member.

Federation Motorfest 2023 from Monday, 16 October 2023, to Friday, 27 October 2023.

Bay to Birdwood Run on Sunday, 22 October 2023

GENERAL BUSINESS:

Memorabilia: Recently, Nola Leonard handed over to the President certain club related memorabilia held by her late father Laurie, comprising a ledger of records, old newspaper cuttings, several Club vehicle identification plates a trophy. Certain of these would have been records maintained by Margaret Leonard during the period of the Club's history when she was Permit Officer. These memorabilia were available for viewing after the meeting and a trophy would be passed to Ann Potter (daughter of Art Potter) and the balance would be stored safely in the Library for prosperity. Interestingly, an observation in the records was Rod Hills having a 1924 T Ford buckboard.

Personalisation of items: The Fundraising Officer spoke of Maxine having a small personal enterprise that can personalise any item; one such item is Christmas decoration balls for \$10, of which \$2 will be donated to the Charity of Choice Operation K9.

At 7.30pm, the President again welcomed Glenys and Gerry Kanda-laars and handed over to Glenys to make her presentation. The presentation included a series of images and text on the television driven from their laptop.

PRESENTATION:

Glenys delivered a presentation about her good life story, mentioning that Gerry and her take advantage of every opportunity to get the word out to the public in regard to the *Cystic Fibrosis* and *Donate Life* organisations and the transformation an organ and tissue transplant can make.

Gerry made some remarks after Glenys's presentation. Glenys's notes in hard copy were provided to the Club.

The President thanked Glenys and Gerry for attending and their interesting and informative presentation.

Resumed meeting proceedings at 8.15pm:

RAFFLE DRAW:

Prize pool of six.

Doretta Hills thanked members who supplied prizes and purchased tickets and jars of marmalade.

CLASSIFIEDS:

All classifieds to be emailed to Bob Yates who will coordinate future classified advertisements.

NEXT MEETINGS:

Buzzer Box Night: Wednesday, 25 October 2023 5.00pm

Committee Meeting: Wednesday, 25 October 2023 at 6.15pm

General Meeting: Wednesday, 1 November 2023 at 7.00pm

MEETING CLOSURE:

The President thanked everyone for their attendance and invited them to stay for supper.

Those present were reminded to sign the Attendance Record Book.

Meeting was closed at 8.21pm.

Whilst the meeting finished up, Glenys handed out *Donate Life* writing pads and bios to everyone in attendance.

Post meeting and during supper, Glenys and Gerry stayed back and talked to various members.

Model T Ford Club of Australia

60TH

BIRTHDAY

★ *celebrations* ★

SATURDAY 3RD FEBRUARY

7.00PM

★ **The Bartley
Hotel** ★

★ Bartley Terrace
West Lakes Shore ★

3 course meal \$45.00 per head

limited numbers, bookings essential - Maxine Martin 0400 660 654

no later than January 20th





Happy Birthday

Sarah Bowshall

Peter Dunn

Con Giagkoulas

Neil Gregor

Colin Hein

John Magarey

Leon Paul

Bruce Whittle

TINKERING WITH BOB

MODEL T FORD BASIC SPECIFICATIONS – CONTINUED No 3

TRANSMISSION, Continued

The Model Ts transmission is controlled with three floor mounted pedals, a revolutionary feature for its time and a lever mounted to the roadside of the Driver's seat. The throttle and spark advance is controlled by levers mounted on either side of the steering column. The left-hand pedal is used to engage the transmission. With the floor lever in either the mid position or fully forward and the pedal pressed and held down the vehicle is now in low gear. When held in a intermediate position the vehicle is in neutral.

If you take your foot fully off the pedal then the vehicle will be in Second or High gear, if the lever is in the full forward position. If the lever is in any other position the pedal only moves up as far as the mid position or the neutral position, this allows the vehicle to be held in the neutral position while the Driver hand cranks the engine.

Although it was uncommon, the drive band could fall out of adjustment, allowing the car to creep, particularly when cold, adding another hazard to attempting to start the car, a person cranking the vehicle could be forced backwards while still holding the crank handle as the vehicle creeps forward, although it was normally in neutral.

As the vehicle utilizes a wet clutch, this condition could also occur in cold weather, when the thickened oil prevents the clutch discs from slipping freely.

Power reaches the differential through a single universal joint attached to a torque tube which internally drives the rear axles.

Transition Bands and Linings

COTTON :- Cotton woven linings were the original type fitted and specified by Ford generally. The cotton lining is kinder to the transmission drum surface, with damage to the drum caused only by the retaining rivets scoring the drum surface. Although this in itself did not pose a problem, a dragging band resulting

from improper adjustment caused overheating of the transmission and engine, Diminishing power and in the case of cotton linings rapid destruction of the band lining.

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WOODEN :- Wooden linings were originally offered as a longer life accessory part during the life of the Model T. They were a single piece of steam bent wood and metal wire, fitted to the normal Model T transmission band. These bands give a very different feel to the pedals, with much more of a bite feel. The sensation is a of a definite grip of the drum and seemed to noticeably increase the feel in particular the brake drum.

After Market Transmissions and Drives

During the Model Ts production run, particularly after 1916, more than 30 manufactures offered auxiliary transmissions or drives to substitute for enhance, the Model Ts drivetrain gears. Some offered overdrive for greater speed and efficiency, while others offered under drives for more torque, often incorrectly described as power to enable hauling or pulling greater loads. Among the most noted were the Ruckstell two speed rear axle, and transmissions by Muncie, Warford and Jumbo.

Generally fitted one of the following categories

Replacement Transmission, usually a sliding gear/selective transmission, intended as a direct replacement for a Ford Planetary Gear Transmission.

Front mounted Auxiliary transmission, designed to fit between the engine and Fords transmission, to add additional gear ratio.

Rear mounted Auxiliary transmission, mounted at the rear axle housing, and attached between it and the Driveshaft, to add additional gear ratios.

Multi speed Axle, designed to fit inside the differentials housing, to add additional gear ratios.



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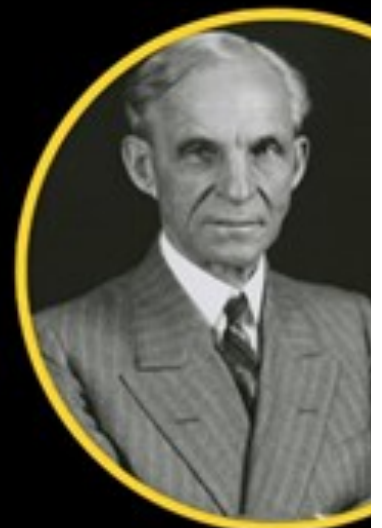
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