

MARCH 2024



Established February 1964

# ***BUZZER BOX***

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



**Robert & Trish Piscioneri**  
**1923 Pickup**

# ONLY ONE PLACE FOR MODEL T & A FORD PARTS

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# PRESIDENT'S REPORT



**As presented by Adam at both the Birthday Meeting and Dinner**

Who would have thought 60 years ago when the Model T Ford Club of Australia was just a thought in the mind of the Late Allan White, that we would still be going strong and celebrating 60 years of this great club.

As we celebrate 60 years during 2024, we remember the good times shared with family and friends in sharing something that we all love THE MODEL T FORD. this achievement should not be undervalued. 60 years is a significant period.

In 1964 it was the foresight of a small number of people with a common sense of adventure driving Model 'T' Fords that created the opportunity for this club to be born.

It is a credit to those founding members and the members that have followed that this great club, despite many adversities, is still in existence today.

I would just like to take this opportunity to thank a few of our members for the work they continue to perform to keep the spirit of our club relevant in this day and age, we continue to have a strong active program of activities.

First of all I thank John Scorgie for not only being a part of the foundation of this club back in 1964 but also for the guidance that he continues to bring to our club.

I thank all of our life members for their contribution throughout many years.



Our committee works tirelessly for the betterment of this club, but I think it is worthy to note and thank both David Carver and Mik Bojko for their dedication to 45 and 39 years continuous service to your committee

Today, we celebrate 60 years of this great club and pay tribute to the founding and inaugural members. Please join me in wishing our Club a very happy 60<sup>th</sup> birthday and may a good time be enjoyed by all.

60 years on.....still going strong!  
Adam Jones

President



*Please join us*

# SAINT PATRICK'S

LETS EAT, DRINK & BE LUCKY

MAR SUN **17** AT 10.30am

Departing from the clubrooms  
ENTRY \$15.00 | LUNCH PROVIDED  
BYO DRINKS

# On the Cover

My wife Trish was purchasing some plant pots one day and was discussing with one of the workers there our 1870's-built heritage home, deciding which pots to purchase to suit our home.

He asked her if she was interested in "something" that was stored in a nearby shed. Being curious, she decided to have a look, and was amazed to see an old black car covered with dust.

Trish called me at home to see if I could have a look at this car.

Later, I came with my brother to inspect it.

We were always looking for a world renowned "veteran or vintage" car, and since the Model T was such a landmark in motoring history, we decided to buy it.

We joined the Model T club soon after, and with the help of several members was given the general history of the car.

Apparently, it is a Duncan Fraser body, built in Adelaide in 1923. The car has been generally restored, the coach work restored with a tipper Ute tray.

Trish commented that "I have to have a word with this Henry Ford character about putting the hand brake in the wrong place, as it makes it next to impossible to get into the car on the driver's side!"

I've only needed to do some maintenance on it, to keep it running as it should. This included straightening out the warped cast iron exhaust manifold so that I could reintroduce the original gland rings set up, rather than the leaky paper exhaust gasket.



The carburetor has been replaced with a new one, the linkages have been adapted to suit the left-hand drive carburetor throttle butterfly. The advance/retard linkage has been replaced on the upgrade distributor set up and the fan pulley bolt has been cross drilled and pinned to prevent it from loosening.

Since the steering was a little sloppy, the steering bush has been replaced, the pitman arm adjusted, and tightening and pinning of castellated nuts on the steering and chassis have been accomplished.

The foot start has been re-introduced. The existing choke linkages were incomplete, but now have been reworked and completed

I'm in the process of sourcing some ignition parts, and other odd things that are missing.

With that, I would like to thank David Carver for his input, advice, support and help with the vehicle.

Trish and I have, with a new number plate renamed her "LIZZ 23".

There has been so much to learn on a simple, well-built vehicle such as the iconic Ford Model T.

Robert Piscioneri

## **Model T Ford Club Charity of Choice 2023/24**

Did you know that Veterans are twice as likely as other Australians to experience post-traumatic stress disorder.

In 2013 OPK9 program was launched to provide highly trained assistance dogs to veterans living with PTSD. Since 2020, the program has been supported by the Department of Veterans' Affairs.

Each dog is individually matched and trained to meet the specific needs of each veteran in the program. Comprehensive after-care is provided to ensure success for both the veteran and their dog.



The program is ensuring veterans improve the quality of their lives and have a pathway to recovery from their PTSD, with improved mental and physical wellbeing.

## Our Model T Ford Club's 60th Birthday Dinner

As we entered the Bartley Hotel at West Lakes on Feb 3rd, 2024, we were immediately attracted towards a separate room where blue and white helium balloons floated above the dining tables, and old familiar faces were gathering together. Members of our T Club were ready to celebrate 60 years since the very first meeting of a group of much younger T Ford enthusiasts held at the Avenues Hotel on Feb 6th, 1964.

Our tables were decorated not only by balloons, but also place mats featuring a 1920's Model T Ford and our birthday slogan, which we took home to commemorate the occasion, along with coffee mugs and wine glasses, if we chose to purchase them, as mementos to use in future. They were eagerly sought after, with many putting the wine glasses straight to use for the evening.

We were spoiled for choice with a lovely menu, with multiple entrees, main courses and sweets on offer. The food was very well presented, served in a timely, pleasant manner, and much enjoyed, with members saying, "We'll be back!"

We don't always feel that way after a group dinner booking, but it can be done, at a very reasonable price.

During the evening our current President and Secretary presented a thoughtful, sincere and well-rehearsed tribute to our Club and its membership throughout its history. Special mention was made of our eldest member Beth Martin, who at 100+years of age was able to enjoy the evening with us and her family. Life Members of the Club were invited to assemble around the Birthday cake at the front of the room for photos. Coincidentally, a photo of Beth Martin together with her late husband Horrie appeared above her head amid the group. Throughout the night, a loop of many historic photos of T Fords, club members and runs to many venues were screened for all to enjoy and discuss. Some long-time members spent a long time scrutinising the photos and trying to remember where and when they were taken, and who that young bloke was ...? And some still remain a mystery!





Reminiscence was the best part of the night as older brains wracked their memories for what had happened way back when we were all much younger and fitter, and able to enjoy rattling along in a T Ford on rougher quieter roads, to a Campout Run or an interstate gathering in Horsham with the Victorians. Many tales were shared, and questions asked, like "Who came up with the Buzzer Box name for our magazine ...?" We still don't know! (If you know, please let us know.)

Old original member, John Scorgie, made special mention of those members no longer with us, and reminded us all of the valuable contribution they had made to the Club. Thoughts of Allan & Denise White, Kingsley & Kay White, Art Potter, John Lasscock, Ian Todhunter, Murray and Aud Sever, May & Don Davey, Laurie & Margaret Leonard, Gordie Dunn, Dennis McCarthy, Sue Dunn, and many, many others came to my mind. The list goes on .... and please forgive all my omissions of worthy members! Allan Bennett also reminisced and scratched his head as he addressed the crowd and tried to remember interesting events and stories along the way. (See separate articles) Like other members of his age, e.g. Adrian Probert & Stuart Bowshall, his membership was interrupted by National Service, after his marble rolled and the threat of the Vietnam War loomed large. Thankfully they all came home to drive T Fords again.

The night was rounded up with the singing of "Happy Birthday .... to us ", and some lovely chocolate and red velvet cakes were distributed for members to take home to enjoy with a cuppa quietly later. What a special evening it was! Well planned, well presented, with lovely food and great company.

*cont. next page*



Our many thanks to those of the current Committee who were responsible for its success and for our enjoyment of it.

Well Done to the Model T Ford Club of 2024! Let's all work towards many more happy and enjoyable years together, tootling along in our T Fords! To ensure the Club's future we must encourage and cater for some much younger enthusiasts to enjoy our old cars, and to contribute their talents to our shared interests and achievements. The next challenge might be to convert our dear old petrol guzzlers with environmentally friendly, auxiliary electric motors, while still maintaining their historical integrity. Whoo Hoo ..... !! I can hear the spirited conversations and opinions which that suggestion will raise among the purists.

Here's to the next 60 years of restoring, maintaining and driving our Model T Fords, and to getting together with good friends and rellies to enjoy them and the great camaraderie, support and empathy, good fun and good food that have always been hallmarks of our T Club.

**Model T Ford Club of Australia  
60 Years On, and Still Going Strong.  
1964 - 2024**

Nancy Bennett





# HAPPY BIRTHDAY



**Vin Coffey**

**Antonio DeSciscio**

**Ebony Jones**

**Shane Murray**

**Peter Perry**

**Elliot Robinson**

**Lynne Simpson**

**Jim Trenorden**

**Oscar Forest**

**Linsey Nash**

**John Sharp**

**Sam Cowie**

**Sherie Meek**

**Wendy Milano**

**Lorrain Lewis**

**Kateina Pendleton**

**Sophia Russell**

**Rose Schulz**





## IN HIS OWN WORDS

At the time of the inaugural meeting of the T Club on 6th February 1964, I was ship bound for Europe on a new Italian liner.

Two weeks later I was back in my old job in the Radio, TV dept of one of Adelaide's leading advertising agents. Little did I know that while I was away my father was riding shotgun along Airport Road in John Lasscock's 1912 Light Lorry T Ford, which was subsequently the base for the nursery van,

This story was to be revealed as my T Model addiction began. There was no excuse for my old car involvement. Grandfather Murrie had a 1934 Oldsmobile, which I used. It developed a tendency to pull to the right when the brakes were not treated gently. That experience should have put me off old cars for life, however I was led astray by two gents named John L and Glen P. They led me kicking and screaming (well that's my excuse) to Baulderstone Hall in April 1967.

As noted in the club magazine (decided to be named the 'Buzzer Box' at a meeting around December 1967). I was listed as a visitor along with Mike Goodwin and Ken Bull. These two were later to be accessories to my addiction, Ken Bull in particular, supplying me with any number of LaSalle Sedans.

Glen and John must have sprinkled me with T dust when they collected me for meetings, as by July 1967 I was a member and listed as the Public Relations Officer. It wasn't long before a T tourer came to my notice by way of the 'Tiser Saturday motoring classifieds. Suddenly a pile of parts appeared in my parents shed. The engine number indicated a 1924 year which no one disputed until sometime later when Bob Chantrell insisted it was 1925. This caused no end of friction. If only someone had explained to me that this was a rare 1925 Dalgety Ford built by Duncan and Fraser in Adelaide and railed to the Dalgety Woolstore in Geelong. D & F thought they had an agreement with Ford for these bodies, however Ford had the 1926 steel bodies to go instead and that caused the finish of Duncan and Fraser.

Ignorant of this history I plugged away at the assembly of this T over the next fifty years, never to complete it. It now belongs to Michael Trenorden.



The wheels that came with the car were not correct and one day David Chantrell was visiting and spied a correct set of wheels in my workshop, and asked if he could buy them. Of course, dummy said yes, and David had the correct set for his 1925. Naturally he kept quiet about the fact I would need them for my '25

Mike Goodwin encouraged me to work on that '25 We fitted new cast iron rings made by Southcott Engine Service (nothing to do with Garth Southcott) and soon it was time to start up. Radiator filled buzzers buzzing and crank. It fired once, blew a rust hole out of the head and spurted a stream of water all over Mike. No problem, I had another head somewhere, but after I fitted the replacement head, (Mike seemed to be busy on his M.G.)

I certainly had many distractions. I developed the mindset that any parts that come your way are to be collected, regardless of available storage. Arnold Stringer had a shed clearance, and I took the lot. Vintage and Veteran parts galore, plus complete engines, which I still have.

A big distraction was when John L. had an invite to use his Model A in a Miss Telethon Parade at Murray Bridge. Would I like to go with him? Teresa was one of the Telethon entrants and although she did not ride in John's A, I recognised her as she worked as a secretary at Taylors BMC car dealers. Bingo! Taylors were my account clients with the ad agency I worked at. Nothing escapes the 'Buzzer Box' with our engagement being noted in November 1968.

Back to club business. In August 1968 I organised for a steel die to be engraved for the club badge to be stamped out at Olsen Badge Co. in Wayville. The finished badge looks a treat in blue and white enamel on brass. This badge is now a collector's item as the wording 'Model T Ford Club Inc' was later made redundant with the name change to 'Model T Ford Club of Australia Inc'. I was still Publicity Officer 1969-70 and the 'Buzzer Box' reported on our wedding in April 1969.



Being a T Club Member has allowed me to access the wealth of knowledge provided by other members. It has led me to a chain of events, such as chasing T truck parts at an auction at the Dodderidge Blacksmiths in Angaston. This led me to noticing the Angaston Flour Mill for sale. Some months later the club annual run went through Angaston, and I noticed the Mill still for sale. This led to the purchase.

Which reminds me, the blacksmith bought a 1915 T, brand new at a discount in 1917 and kept it until Toddy bought it. Toddy and John Lucas went to Angaston, started it and drove back to Adelaide, stopping every so often because of the blocked carb.

The club's involvement has influenced my life, big time. The stories are still evolving and I give a big thank you to everyone.

**Neil Murrie 1967**

## Memories from Allan and Nancy

We remember an Economy Run in April 1966, where all drivers were given a certain amount of petrol (two gallons?) in an emptied fuel tank at the start of a camp out run. The aim was to drive until we ran out of gas, and see who got the furthest in their Model T. Allan and I were in the last two cars still going on the Main North Rd near Auburn. We *spluttered* out of gas as we were crossing a railway line !! Oops ! The Castrol Trophy beer mug is engraved with the date and the fuel consumption achieved of 35.2 miles per gallon! .

Fancy dress nights used to be very popular with members and everyone joined in with gusto. Who can forget the frilly white tutu clad foursome of Mik Bojko, Bob Sellar, David Carver and David Dunn doing their ballet dance on tippy toes to the music of Swan Lake! They had performed at the S.A. hosted National Rally here in Adelaide in 1986 and repeated the performance for the Club. I wonder if we could have another repeat sometime soon, eh lads .....?

Murray Sever, John Lasscock, Tony Russell and Adrian Probert have always been good for a laugh and were always happy to entertain us all in all kinds of amusing costumes! Merry & Peter Perry also come to mind as B1 and B2 at the Clare Annual Run. There must be some great photos out there in members' collections??



Camp Out Runs were always fun. I remember Kay White putting on an entertaining shadow strip show in her tent one night, to the hoots of other campers watching from the darkness outside. Bras and brief lacy knickers were held aloft and jiggled around for the encouraging onlookers to comment. I'm sure Kay remained fully clothed, and then undressed later when she turned out the light, but she'd gathered her props from her suitcase for a very entertaining show!





## **BLUEBERRY AND BANANA MUFFINS**

- |   |                             |
|---|-----------------------------|
| <i>2 cups SR Flour (300gm)</i>          | <i>1 egg</i>                |
| <i>2/3 cup brown sugar (150gm)</i>      | <i>2 mashed bananas</i>     |
| <i>1 teaspoon ground cinnamon</i>       | <i>3/4 cup milk (185ml)</i> |
| <i>1/3 cup vegetable oil (80ml)</i>     | <i>icing sugar to dust</i>  |
| <i>1 cup frozen blueberries (150gm)</i> |                             |

Preheat oven to 180C.

Grease a 12-hole muffin pan or line with paper cases.

Combine flour, sugar, and cinnamon in large bowl. Whisk egg, milk, oil, and banana

In a medium bowl. Add to flour mixture with blueberries and stir until just mixed.

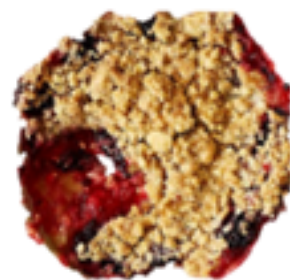
Divide blueberry mixture into muffin pan.

Bake 25 mins and transfer to rack to cool.

Dust with icing sugar.

## **BLUEBERRY PIE**

- |                                   |                                     |
|-----------------------------------|-------------------------------------|
| <i>3 cups fresh blueberries</i>   | <i>1/3 cup orange juice</i>         |
| <i>3 tablespoons white sugar</i>  | <i>2/3 cup all-purpose flour</i>    |
| <i>1/4 teaspoon baking powder</i> | <i>1 pinch salt</i>                 |
| <i>1/2 cup butter, softened</i>   | <i>1/2 cup white sugar</i>          |
| <i>1 egg</i>                      | <i>1/2 teaspoon vanilla extract</i> |



Preheat the oven to 375 degrees F (190 degrees C).

Mix blueberries, orange juice, and sugar in an 8-inch square baking dish.

Mix flour, baking powder, and salt in a small bowl.

Cream butter and sugar in a bowl until light and fluffy. Beat in egg and vanilla.

Gradually add flour mixture, stirring just until ingredients are combined.

Drop spoonfuls of batter over the blueberry mixture, covering the filling.

Bake in the preheated oven until topping is golden brown, 35 to 40 minutes.

# MINUTES OF GENERAL MEETING HELD

## 6th February 2024

### 1. WELCOME:

- 1.1. Meeting commenced at 7.03pm.
- 1.2. The President welcomed everyone to this 60<sup>th</sup> Birthday Meeting, reminded members to sign the Attendance Record Book and advised that this meeting will be audio recorded.
- 1.3. Visitors: Nil.

### 2. APOLOGIES:

- 2.1. Bob Yates, David & Gayl Carver, Nancy Bennett, Tony Russell, John Clark, Nick Pettifor and Ken Dunward & Sally Nicholls.

### 3. FUNDRAISING:

- 3.1. Doretta Hills initiated a raffle.
- 3.2. The President reminded everyone that the proceeds go to Operation K9.

### 4. MINUTES OF LAST GENERAL MEETING, 6<sup>TH</sup> DECEMBER 2023:

- 4.1. As distributed in the February 2024 edition of Buzzer Box.

Moved: Allan Bennett, that the minutes be accepted; Seconded: Brian Teakle; Carried.

### 5. BUSINESS ARISING FROM THE MINUTES OF THE LAST GENERAL MEETING:

- 5.1. 'Square' as included under the Secretary's Report, which said: *'The Secretary advised that the Club has invested in a Square that enables a portable credit card payment facility for members to make payments to the Club.'* David Dunn asked a series of questions about the Square and responses were provided by the Secretary: Q: Who manages the usage of the Square ? A: The Secretary manages the Square with the Treasurer; Q: Into which bank account are the \$s paid ? A: The Club bank account; Q: What was the cost to purchase the Square ? A: \$65 to purchase; Q: What are the ongoing fees and charges ? A: A 2.2% surcharge (was 1% prior to Christmas when the Square was activated) applies to all transactions; Q: Who pays the fees ? A: Subject to a future discussion by the Committee, fees and charges will be passed onto the consumer. A ready reckoner has been prepared and is attached to the Square; David queried the use of the Square for drinks in the fridge; David mentioned that a previous Committee established a credit card facility and that it was eventually shut down by the Committee because the fees and charges became unsustainable.

### 6. PRESIDENT'S REPORT:

- 6.1. The President read out the address that he delivered at the 60<sup>th</sup> Birthday Dinner at the Bartley Hotel on Saturday, 3 February 2024, followed by an applause. The address is included as the Presidents report at the front of this edition of the Buzzerbox.
- 6.2. The President advised that the memorabilia on display both at the Dinner and at tonight's meeting is available for sale, including after the meeting.

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

### 7. SECRETARY'S REPORT:

- 7.1. The Secretary reported that the usual club magazines were received and forwarded to Neil Hofmeyer for inclusion in the Library; Email Received from Nairne Lions Club thanking us for our participation in their birthday celebrations; Email received from The Bend inviting us to participate in an upcoming event being held at The Bend; Email received from The Vintage Sports Car Club SA inviting us to attend the Historic Motor Vehicle Gathering on 17 March 2024; Email received from Lower Murray Vintage Engine and Machinery Club inviting us to attend its Tractor Pull Event on 16 and 17 March 2024; Email received from McLaren Flat Community Club inviting us to attend their Vehicle and Old Machinery Day on 7 April 2024; Please check the noticeboard for more information on these and other events.



Moved: Ian Russell, that the Secretary's Report be accepted; Seconded: Stuart Bowshall;  
Carried.

#### **8. NEW MEMBERSHIP:**

- 8.1. Associate Membership application received – Gary Drent of Hope Valley with a 1988 Nissan Skyline and other vehicles; The Committee recommends Gary become a member and Mik Bojko advised that he knows Gary and he has already been on a Club Run.

Carried that Gary Drent become an Associate Member.

#### **9. TREASURER'S REPORT:**

- 9.1. Kingsley Taylor outlined the reconciliation of accounts for the month of January 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 various runs and events, including 60<sup>th</sup> Birthday Dinner and 60<sup>th</sup> Birthday Annual Tour.

Moved: Neil Hofmeyer, that the Treasurer's Report be accepted; Seconded: Trevor Martin;  
Carried.

#### **10. PROJECT MANAGER'S REPORT:**

- 10.1. John Eastick updated members on progress since the last General Meeting: As advised in the February 2024 edition of Buzzer Box, Mykra Pty Ltd has been contracted by Council to construct the new Croydon Clubrooms; the construction specifications and drawings are on the front table; the building is fully specified; Work started on-site on Wednesday 24 January 2024 with earthworks between 29 January and 2 February 2024, underfloor plumbing between 5 and 8 February 2024 and the concrete slab will be poured during week beginning 12 February 2024; Construction completion is currently scheduled for mid to late May 2024 but this is subject to weather, other delays, variations and the like; Based upon this schedule, moving to Croydon is anticipated to be in the June / July 2024 period and will involve our Club, eight other car clubs and probably Odyssey Aerobics and Fitness; should members be in the area, they are encouraged to call past and take photographs and report any concerns.

- 10.2. Tony Williams referenced the Woodville Hockey Club redevelopment competently undertaken by Mykra for Council about three years ago.

#### **11. PROPERTY OFFICER'S REPORT:**

- 11.1. John Eastick advised nothing to report.

#### **12. BUZZER BOX REPORT:**

- 12.1. The Secretary reported: Thanks to all contributors of the February 2024 edition; Members received their Buzzer Box a little earlier than normal, this was so that a reminder was sent about the early 60<sup>th</sup> birthday celebrations; It is hoped that access to the Buzzer Box was easy for members via the link that was sent; the previous multiple copy problem appears to have been overcome; March 2024 edition contributions are now being sought by mid-February 2024.

- 12.2. Paul Van Ruth reported: There was a Cover Story for the March 2024 edition but none after that; He has broken down the balance of the history of the Club into blocks 1965 to 1970 (in March 2024 edition), 1971 to 1975 (in April 2024 edition); 1976 to 1980 (in May 2024 edition) and so on and is using the 25 Year Book as a resource to supplement member's contributions.

- 12.3. David Dunn advised that John Clark had not received his copy of the February 2024 edition; The Secretary responded to say that she was prepared to drop off a copy but instead, David suggested John receives a copy through the mail.

- 12.4. David Dunn queried why emails used to distribute Buzzer Box were being sent from the Secretary's private 'trevmax' address; The Secretary explained that this was an error for one batch for the February 2024 edition; David used this situation to explain how he was now receiving spam emails, be it from both the 'trevmax' and the 'secretary' addresses; Neil Hofmeyer also advised that he was similarly receiving spam emails; David asked that

the Committee investigate these matters and the Secretary responded that this may take some time to correct.

### **13. CLUBROOMS MAINTENANCE COORDINATOR REPORT:**

13.1. Albert Jones had nothing to report.

### **14. CLUBROOMS BOOKING COORDINATOR REPORT:**

14.1. In the absence of Bob Yates, nothing was reported.

### **15. FEDERATION REPRESENTATIVE'S REPORT:**

15.1. Rod Crawford advised that he would be attending the next Federation meeting on Saturday, 10 February 2024.

### **16. EVENTS AND RUNS COORDINATOR'S REPORT:**

16.1. Adam Jones advised that Organisers have now been secured so the Club now has a full calendar of organised Events and Runs in 2024; Adam then spoke about the Club organised Past and Future Events and Invitation Events, as below; Thank you to those members that stepped up to organise events.

### **17. PAST EVENTS:**

- 17.1. *Christmas Dinner 2023* on Saturday, 9 December 2023 at the Glynde Hotel: Organiser Paul Van Ruth; Paul spoke about how he was disappointed about the inadequate and cold meals.
- 17.2. *Cherry & Chocolate Run* on Sunday, 7 January 2024: Organiser Mik Bojko; Paul Van Ruth spoke of the good fun day out, however there were no cherries left to purchase; Rod Hills spoke about the torrential rain encountered on the way home and how scary it was driving through the hills at that time.
- 17.3. *60<sup>th</sup> Birthday Dinner* at the Bartley Hotel, West Lakes on Saturday 3 February 2024: Organiser Maxine Martin; Brian Teakle spoke that it was a well organised event and a great meal; John Eastick spoke; Tony Williams spoke about the placemats, cupcakes and that it would have been better to use a microphone because it was not possible to turn off the background music; Rod Hills spoke.
- 17.4. John Eastick passed a vote of thanks to Paul, Mik and Maxine respectively for organising the above three events; this was applauded.

### **18. FUTURE EVENTS – CLUB ORGANISED:**

- 18.1. *Private Car Collection* on Sunday, 25 February 2024: Organiser, Adam Jones; This is about a collection not open to the general public; Meet at Fawk Reserve Hall at 9am; \$5 per head which includes a morning tea and which will be donated to a charity; The collection includes a home visit and large warehouses adjacent Mawson Lakes; BYO lunch and a BBQ is available for use; numbers required for catering purposes by Friday 16 February 2024 and a list is being circulated during this meeting; Please RSVP to Adam Jones (Ph. 0430 118 448, [president@modelfordclubaustralia.org.au](mailto:president@modelfordclubaustralia.org.au)).
- 18.2. *St Patrick's Day Run* on Sunday, 17 March 2024: Organiser Maxine Martin and Rod Crawford; Surprise destination; Lunch will be provided at a cost and BYO drinks; More details to follow by email and the March 2024 edition of Buzzer Box.
- 18.3. *60<sup>th</sup> Anniversary Annual Tour 2024* to the Port Augusta region between Thursday 11 April and Thursday 18 April 2024: Organisers: Adam Jones and Albert Jones; a request has been issued for participants to pay a fee of \$160 each by the end of January 2024 for various costs – please pay the Treasurer, preferably by EFT; No-one had any questions at this stage of the Organisers.
- 18.4. Further club events were not mentioned during this item of the meeting.

### **19. EVENTS - INVITATION:**

- 19.1. Specific events that are advised and/or raised at meetings if requested by any member.

- 19.2. *Invitation Old Crock's Run* on Sunday, 5 May 2024: Organiser Sporting Car Club of SA as part of that club's 90<sup>th</sup> anniversary; Victoria Park Racecourse to Wigley Reserve, Glenelg; Flyer on Notice Board; Rod Crawford mentioned that this is a great event.
- 19.3. Other 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.
- 19.4. Model A Ford Club's *Invitation Breakfast* on Sunday, 18 February 2024.
- 19.5. *Historic Motor Vehicle Gathering* on Sunday, 17 March 2024.
- 19.6. Tractor Pull on Saturday and Sunday, 16 and 17 March 2024.
- 19.7. *Vehicle and Old Machinery Day* on Sunday, 7 April 2024.
- 19.8. *Gawler to Barossa Veteran & Vintage Run* on Sunday, 14 April 2024.

## **20. GENERAL BUSINESS:**

- 20.1. Pencil sketches (black & white or colour): John Eastick spoke of members can seek to have their special vehicles (or anything else) sketched by a Rob Kavanagh on an appointment basis; Rob generally sketches from a good quality photo; John displayed an example of Rob's work, being Rod & Cheryl Crawford's Yellow Peril; Rob's contact details can be provided by the Secretary, if requested.
- 20.2. 60<sup>th</sup> Birthday Memorabilia: David Dunn initiated a discussion about the logo-ed glasses and mugs produced as keep sakes of the 60<sup>th</sup> year celebration and available for sale: David understands that this memorabilia was not manufactured by the Club and was not discussed by Committee. Traditionally, the Club organises memorabilia itself. Use of official Club logo needs an approval. Not a good look if others manufacture products with logo. David expressed the view that an Executive decision for this purpose is not good enough, not being an important pressing matter at that time. That is, there was no appropriate approval. Maybe the idea should have been discussed and approved at a General Meeting after testing the interest of members. David requested the Committee discuss these matters; The Secretary responded: She considered that she was doing her utmost to do the right thing by this Club to commemorate the 60<sup>th</sup> birthday and did receive an Executive approval for use of the logo and to produce memorabilia to celebrate the 60<sup>th</sup> birthday.
- 20.3. Voltage regulators for Model T Ford generators: Allan Bennett spoke of a new regulator that has been product developed and being produced in Australia, America and New Zealand by a collaborative group of enthusiasts. Orders can be made and Allan has the contact details.

## **21. RAFFLE DRAW:**

- 21.1. Prize pool of six.
- 21.2. Doretta Hills reminded everyone about jars of marmalade for sale at \$4 and will be gifted to Operation K9.

## **22. CLASSIFIEDS:**

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

## **23. NEXT MEETINGS:**

- 23.1. Buzzer Box Night: Wednesday, 28 February 2024 from 5.00pm at the Clubrooms.
- 23.2. Committee Meeting: Wednesday, 28 February 2024 at 6.15pm at the Clubrooms.
- 23.3. General Meeting: Wednesday, 6 March 2024 at 7.00pm at the Clubrooms.

## **24. MEETING CLOSURE:**

- 24.1. The President invited those present to stay for the 60<sup>th</sup> Birthday shared supper including pizza and cake supplied by the Club.
- 24.2. Those present were reminded to sign the Attendance Record Book.
- 24.3. Meeting was closed at 7.58pm.



## OUR DREAM CLUBROOMS

### PORT RD. CROYDON

Contractor Mykra Pty Ltd established the site from Wednesday 24 January 2024 and are making great progress during the hot weather.

After hot weather delays, the concrete floor slab was poured on a beautiful and cooler day on Friday 23 February, after underfloor insulation and services were installed earlier. This is a key milestone on the build program.

The timber framework will begin in March and a new building in this location will really start to become evident.

If visiting the area or just passing by and observing anything which attracts your attention or is noteworthy, please let me know, thank you.

Photos are encouraged please.

Further information is included in the Club Project Manager's Report referenced in the minutes of the February 2024 General Meeting and included in this edition of the Buzzer Box.

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

John Eastick

## PENCIL SKETCHES

Interested members can seek to have their special vehicles (or anything else) sketched in black & white or colour by artist Mr. Rob Kavanagh.

A sample sketch of Rob's work for Rod & Cheryl Crawford's Yellow Peril is below.

Rob generally sketches from a good quality photo and is available by appointment with price on application.

Rob's contact details can be provided by the Secretary.



**Club Run Sunday 25/02/2024**

**More photos and the Story next edition**



# TINKERING WITH BOB

## MODEL T FORD TINKERING BITS – CONTINUED No 6

### GENERATOR MODIFICATION

Basically, the main reason for the great success of the Model T Ford was its simplicity and a minimum of moving parts. To keep in step with progress and competition, things were added, a few by Ford and many through the accessory manufacturers. One of the many things, possibly the one that added most to the convenience of owning and driving a Model T Ford, was the addition of the Ford Lighting and Starting Systems. However, not only did it make it easier to drive a Model T Ford, it added to the cost and also to the service liability.

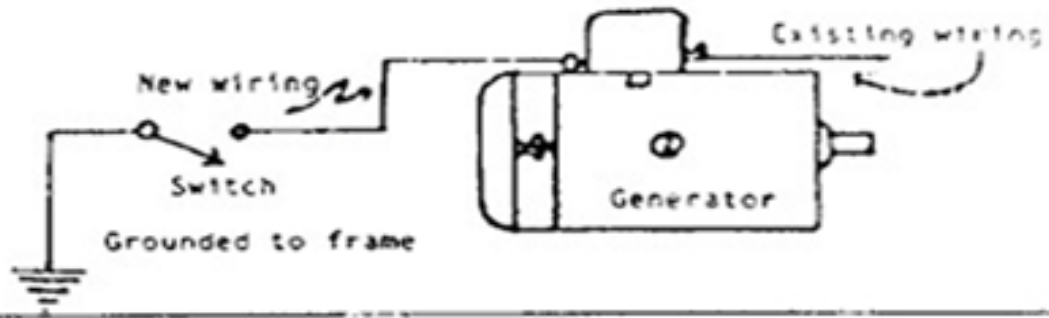
The Generator hung conveniently on the right front of the engine, and when working properly, keeps the battery fully charged, but in doing so, rather quickly wore out the large camshaft timing gear and put a sizable load on the already under-powered engine. Being a three-brush generator, at its normal setting it put out ten to twelve amperes regardless of the requirements of the battery. If one didn't drive with the head lights turned on to use the unneeded current, the continuous over-charging would eventually ruin the battery.

Putting out this current took and still does take power needed to turn the rear wheels. At a setting of twelve amperes and at a speed of thirty-five miles per hour, experts claim that it robbed the engine of from three to five horsepower. No much, but when there is only twenty to start with, fifteen to twenty five percent is quite a lot, especially when you are trying to climb up that steep hill.

A practice followed by many in the by-gone years can work just as well today as it did then, especially when on a long trip. Simply run a length of heavy, no less than 18-gauge wire from the generator terminal post, before the cut-out to a simple switch under the dash on the seat front panel, which is grounded to the transmission cover. After reaching the city limits, give it a flick and your generator will stop charging the battery. Of course running on the Mag, you are not using battery current.

There is a rather lengthy and scientific explanation to what is really happening when the generator circuitry is grounded, but just be satisfied with the thought that all available engine power is being put to use turning the rear wheels, the battery is

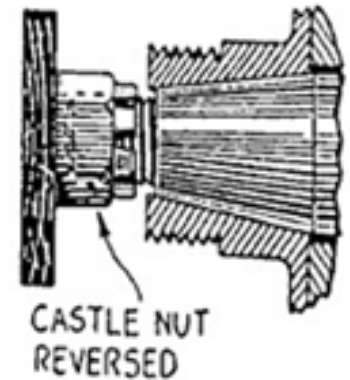
not being overcharged, and the generator is being saved from undue wear and tear.



### **PULLING A REAR WHEEL, (In a Pinch )**

The proper way to remove a rear wheel from the axle is with the proper wheel puller, however, there are times when the proper tool is not at hand, the wheel must be removed.

An emergency method was to remove the cotter pin and take off the castellated nut. It was then screwed back on with the castellated end towards the wheel, see attached drawing, being careful that the end of the shaft does not protrude through the nut. Jack up the other rear wheel until its just clear of the ground,



Protecting the end of the wheel to be removed with a scrap of wood, hit the reversed nut a square and sound blow. One or two sharp blows on the end of the nut usually will serve to loosen up the tightest wheel with no chance of injuring the threads on the end of the axle,

### **TIGHTENING RADIATOR STUD NUTS**

Too much vibration and pounding from road shocks will cause the best automobile radiator to spring a leak. It is usually possible to tell at a glance whether radiator is loose either by a slight push sidewise or by watching the radiator carefully when the car is in motion. If the radiator is loose on its supports the shell of the radiator will move back and forth enough so that the motion can be seen readily from the driver's seat.

The radiator mounting studs and fasteners on a Model T Ford are sometimes difficult to tighten because the bottom threaded plate is not accessible with an ordinary wrench. The illustration shows how this difficulty can be overcome. A slot is sawn in the end of the mounting stud with a hacksaw.



## LOOSE T FORD SPOKES - REPAIRS

I was checking rear wheel brake drum &c and replacing felt seal washer and was horrified to note how worn the spokes were in the fellow of one wheel. At least 2mm play. Googling showed a few methods of fixing, but they didn't enthuse me.

**So, I decided to use fiber glass tape.**

MY METHOD: I didn't bother to take the tyre off the non-demountable rim of my 1919.

1. Measure distance from rim or tyre to top of spokes on outside of wheel. Unbolt hub plates.
2. I made up a 55mm diameter wooden plug x 25mm long with a SMALL screw in the end (to hold) to fit in the hole in the middle of the spokes. See 7.3 below.
3. Chock up underside of spokes center piece so that it is same distance as it was before removal of plates. (To prevent sag).
4. Fiberglass tape 50mm wide and of sufficient texture to fill the gap when doubled. Cut 100mm lengths (12)

Mix resin and hardener – 200ml was enough. [A thin rubber glove is useful.]

I was concerned the resin might set off before I finished, but it only took about 20 minutes to do the 12.

I had a 15mm wide brush to paint each spoke's tenon and pointy pliers to dip the folded fiberglass tape into the resin.

7.1 jam the tenon into the fellow's mortise.

7.2 I found it best to remove the next spoke before inserting the newly glassed spoke – except the last one which took a little jiggling.

Put the plug in the middle.

Drain for a few seconds, then use the pliers to put the resin-soaked fiberglass over the end of the spoke's tenon.

8. I used thinners on rag to wipe off excess resin from the fellow.
9. Temporarily put the outer steel plate on top (after removing the screw in the wooden plug) and drop the bolts in to check the holes align.
10. Put a bit of rhs on top, avoiding the bolt heads, and then balance a heavy weight on top to hold everything flat until the fiberglass resin has cured.
11. After curing I cleaned where the spokes joined (on one side) and fiber glassed a 140mm diameter (with 60mm middle cut out) to it. That eliminated any possible play.
12. I re-bolted the plates and then used a nifty 15mm wide little extended belt sander to clean up the residual fiberglass. (Ozito file sander 260W a thin 80 grit belt tool from the Men's Shed.)

I reckon it will work. Ask me after the Pt Augusta-Clare-Burra trip!

David Kimber, Loxton.





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