

SEPTEMBER 2024



Established February 1964

BUZZER BOX

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



MIKE KEOUGH

1922 FORD 'T' BUCKBOARD

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New Club Rooms Now Open - Port Road Croydon

PRESIDENT'S REPORT



Hello fellow Model T ford members.

I'm writing this report on returning home from the Presidents run to Barossa Valley Chocolate Company. What a fantastic day, it was so nice to see so many make the effort to attend. I would like to especially mention Lindsay Nash and his two friends that drove down from Kadina for the day. We hope to see you out on more runs in the future. I would also like to say a huge thank you to my mother-in-law Lin for the wonderful morning tea that everyone got to enjoy at the whispering wall.

With Spring on our doorsteps its time to dust off the cars and start bringing them out on club runs again. Work has been happening on my model t and I'm very much looking forward to getting her back on the road. I have really missed her. I encourage all members to support our club by making the effort to attend at least one club run in the near future, we visit some very interesting places and generally enjoy each other's company.



If you haven't already, please let Paul Van Ruth know of your intention of attending his run in September to Old Tailem Town, I am particularly looking forward to this as I have on several occasions said to Gary we really should go to Old Tailem Town, so thanks to Paul, there will be another destination that I can tick off my bucket list. A couple of us are taking the opportunity to participate in a ghost tour on the Saturday Evening, I look forward to sharing this experience with you all. As always please let Paul know of your intentions of attending this run by either phoning him or drop him an email.

I would like to thank all of our members who have made themselves available to attend the many working bees that have been needed to make our new clubrooms our HOME. It takes an enormous village to achieve what has been happening behind the scenes.

As mentioned at last month's general meeting I am looking for people to volunteer to organise a run for the 2025 year. Some have already come forward but please consider helping by organising a run, if you feel you can't but have an idea I would be more than happy to hear your ideas.

How nice was it to have a guest speaker at our general meeting in July. This is something that we have missed with the move, it would be great to get this up and running on a regular basis again. If you have ideas for a speaker, please let one of your committee members know.

Happy birthday to all our members celebrating a birthday in September, with a very special **HAPPY BIRTHDAY** to Beth Martin celebrating 101 years young.

I look forward in seeing you all on Wednesday the 4th of September at 7pm for the general meeting at Port Road.

Adam Jones



On the Cover

MY 1922 MODEL T FORD BUCKBOARD

Four years ago, I heard about an old, mostly original Model-T Ford Buckboard for sale in running order and requiring some body repairs and mechanical attention.

After inspection, the price would be the deciding factor for me. To my surprise it was offered to me for a figure I could not refuse, So began the old car's new lease of life.

After loading the car, I asked if there was any history about it and was told that the original owner was from Emu Downs in the mid North area. Over some time, I managed to find the original owners and spoke to Mr. Peter Niemz (now retired).

He was glad to hear about the old car and where it had ended up.

His grandfather bought two of them brand new in 1922 and 1923. One was a tourer, and this one became a Ute for the farm work from the very start. They were bought from Leditschke Motors, Eudunda Ford dealers.

Over the years the tourer wore out and was left in the graveyard to be used for parts. When Peter became old enough to learn to drive, he and his mates were belting around doing what young boys do and rolled it over. His mates got out and he was pinned in under the steering wheel and was very lucky to get out.

The buckboard being 1922 and the window frames being smashed, they decided to take the 1923 window frame out of the tourer and fitted it to the buckboard. He said it worked well for years. Eventually, bigger and better Utes became available on the farm and the 1922 Model T Ford buckboard was left in the shed for years until it was sold to Brett Coliver. I am now the 3rd owner.

I was told Allan Bennett would be a good fellow to speak to about restoring the timber and body work, plus many other things regarding T Model Fords. Allan came to my place and looked it all over and agreed to straighten the old banger out. I was keen to keep it as original as possible, he agreed it was worthy of that. We got stuck into it and I learnt a lot about Model T Fords. We pulled virtually everything to bits, replacing anything that was necessary. The engine and gearbox I bought home and another friend of mine, Mark Probert, checked it over. We had to replace one piston. He had one at home that would be a perfect fit. The valves were fair, and he replaced one or two. We did the drive bands, recharged the magnets on the fly wheel, repaired the starter and the generator.

I took it back to Allan Bennett and he put the motor back in. The fuel tank was good and original. We discovered that everything was pretty well all original, including the horn, which Mark got working again. All lights, dash speedo, ignition key. He did the hand brake and kingpins, and she was ready to run.

My cash tin was now getting quite low at this stage. This project was a bit like swimming across the Murray River, nearly to the other side, so no use turning back now. I started driving it around my place and some other back roads with very little teething problems.

At this point I must mention I do own a few old commercial trucks. One rare Albion, a 1925 Chevrolet Buckboard, a 1927 Chevrolet Truck, and a 1932 Chrysler Plymouth car. All are in their original condition, none of these have been re-painted or made to look new. I have receipts and contracts (bills of sale), for some of these vehicles.

In the last few years, the Bay to Birdwood holds a class called the Preservation Award, which is awarded to the most original vehicle. I have been lucky enough to win this award three times and with three different vehicles, also second with the 1927 Chevrolet Truck.

Last year I entered the T Model Ford Buckboard in the Preservation award. I did have some reservations as to whether she would make it from Glenelg up to Birdwood. It was going to be its biggest challenge yet, up the

long hills. To win the award you are judged on the Saturday morning in Adelaide, along with other classes such as the Concourse with costumes etc. Entrants are not told at the time whether you win or not as one of the conditions is that you must drive the vehicle from Glenelg to Birdwood on the Sunday and cross the finish line.

Well, we made it OK and were lucky enough to win again (2023). I phoned Peter Niemz and told him the old Ford had won and it made his day.

In finishing, I must thank Allan Bennett and Mark Probert for their help, knowledge and time. I really enjoy looking at nicely restored vintage cars and commercial vehicles, but I have always admired things in their original state.



We have done a few remote trips in the 1925 Chevy Buckboard, including the Strezleki Track, across desert country, then to the Birdsville Track and across to Innamincka. Also travelled into the Channel country in Queensland. I am now thinking an outback trip would be a good idea for the 1922 T Model Ford Buckboard. But that is another story!



Mike Keouah

Presidents Run

barossa valley CHOCOLATE COMPANY

It was only fitting that the first car run from the new club rooms be for the 'Presidents Run'. With everyone at the club rooms, we headed off down the North - South Motorway heading towards Gawler.

Upon arriving at Whispering Wall, we were welcomed with a morning tea with coffee and cakes provided by our President Adam's mother-in-law Lin. With the large number of members and family gathered the chit chat was far from a whisper.

Some of us, after finishing our coffee and cake strolled down to the wall and walked along it to talk to each other from each point, or to observe out across the water or down the valley. It is just so fascinating, the unique acoustic effects allow you to whisper at one side and you can be clearly heard at the other, more than 100 meters away.

It wasn't long and Adam was calling us all to attention to hit the road again heading for the chocolate factory.



Travelling through Lyndoch we were amazed to see so many people gathered for the Barossa Medieval Fair We could not believe how far people had gone with their outfits, to dress in the Medieval theme

With only a few issues, mainly which exit to take at the roundabout (more than one of us did a lap of the round about – the signage was just not very clear) we arrived at the Barossa Valley Chocolate Factory we made our way into the cafe where we were greeted by friendly staff and two large tables

for members to enjoy each other's company. Meals were quickly brought out and finished just as fast. There was a noticeable number of empty seats after lunch, where members were found grazing through the chocolate shop and looking into the kitchen. The day came to an end with everyone happy from a great run, an enjoyable lunch and a few treats for the ride home.

To finish off the day it was made clear that, "There wasn't enough chocolate" Sophia Russell (4th Generation member)



Anthony Russell



My Other Car

Our 1959 100E Ford Prefect Special

Back in February 1960 I brought a brand new Demonstration model 1959 100E Ford Prefect special from Maughan Thiem Motors at Hindmarsh we had it till 1965 it was white with a blue stripe being young I did some changes to it, removed the bucket seats and fitted a bench seat so the girl friends could sit closer and straddle the gear box hump , put on a sun visor with a horse in a horseshoe mounted in the center, extended the rear



bumper so as I could mount the spare wheel externally which was in the boot also had a wheel cover made for it, relocated the number plate and light, added 2 side mirrors , 2 aerials mounted on the mud guards, 2 spot lights on the front bumper bar with all these alterations and additions I thought it made the car look cool and it would be a chick puller I was only 18. In 1961 I met Kay and started to settle down I taught her how to drive in this car I'm writing this as it is the reason for buying my current 100E. FAST FORWARD to around 1979 I had become interested in older cars my first was the 1922 T Ford, I heard that a 1959 Ford Prefect special was up for sale I decided to buy it and one day hope to restore it to look like my original one without all the extras, it stayed in it's green colour and condition for many years I



even put black tape over the rusty areas to make it look better, I taught my daughter Michelle how to drive in it and she also did her driving test in it I have also taught some of my grand children to drive in it.

Then some time in the mid 90's Kay said we are not going to go to another 8 & 10 National Rally unless you do something to the car so it was taken off the road and I



striped it down so the body could be repaired by a young panel beater who said it was nice to work with real metal. Then it was painted the same colour as my first Prefect. The painting was done by Kelly's Uncle. It was then put back on the road without all the alterations and additions of my original car. It has become my club car as my son Ian and Grandson Anthony have taken over the 2 T Fords as they think I'm too old and not capable any more to be safely driving them.

We have been to every state including Tasmania except Northern Territory in it and it has behaved itself on all of them.

Lots of memories and miles have been made with the Prefect.

Tony & Kay Russell



These working bees sure are hard work!!

A huge thankyou to all the members who have given so willingly of their time to the many working bees



IN HIS OWN WORDS

Buzzer Box - First 25 Years

The concept of the Model T Ford Club took place in Lee's Garage on North East Rd, Walkerville 1963/64 from where it progressed to the Avenues hotel at Stepney until October 1964. Interestingly enough Lees garage was demolished the same week that we moved into our new building on Port Road. In October 1964 the committee arranged



for the meeting night to be changed from Thursday evening to Wednesday Evening and for the meetings moving forward to be convened at Boulderstone Hall.

Boulderstone Hall was home for many years from October 1964 – July 1976.

A building committee had been formed with the sole purpose of finding a permanent home, a clubroom of our own. After years of saving and many hours of hard work, suitable premises were found. Options looked at were – Della at Lockleys, Futura building on Goodwood Rd, Wayville and the Jam Factory, Eastwood. At first glance the Eastwood building looked more like a condemned factory, fit only for demolition. This did not deter the membership, and several working bees were organised to turn this real estate agent's nightmare into a club house. The clubrooms were fit for use for the July 1976 Annual General Meeting. In 1986 it was decided to take over a portion of the pigeon clubs' home and extend the clubrooms, another major upgrade was decided upon, again a number of members donated their time at many working bees.

David Carver

After a few years the club moved to our own clubrooms on Main Street Eastwood it was a wreck and needed a lot of restoration work this work was carried out in the main by Reg Handcock with Bob Sellar doing the plumbing. Unfortunately after a fire that started next door in the Pigeon club, we were forced out. Unfortunately the local residents did not like us there so could we were unable to put the time and effort into fixing it up. The Clubs next move was to a hall on Conyngham Street Eastwood. I think from memory it was the RSL hall and we were not the only tenants. Feelers were again put out to find us a new home. Port Road Croydon was not being used but again unfortunately a lot of work was required to bring it up to a standard that we were happy to call this our home. The club put a lot of money into it to make it usable. A lot of liaisons with the council was done with help from Club Patron Tony Williams.

Mik Bojko

I was secretary at the time we heard that the old Bamy's Rascals Netball Club was vacating the building because Pt. Road was too dangerous for the Players. The Committee asked me to approach Woodville Council to see if we could rent the place. I was sent to see Tony Williams and things went from there. He bent over backwards to help me and continued to do so until he retired.

The Mayor at the time was also very supportive of the Club to move in. The building was in a poor state, but many Club Members came to the working Bees and transformed it into a very impressive venue.

Other Car Clubs heard that days were available, so they moved in. We still have a number of these original clubs with us today. Tony was a very helpful contact on Council, pointing us in the right direction on numerous occasions for our benefit.

David Carver

The next move was after eviction due to white ants. Thanks to the efforts of Stuart Bowshall, we were able to gain the

use of the Gilles Plains & Hampstead RSL Hall on North East Road. After a number of meetings, it became clear that it was not what we wanted so talks commenced with the Charles Sturt Council. Fawk Reserve Hall was available and the council negotiated with our committee to hire these premises whilst the Club and Council looked into getting an Australian government grant so we could re build and move back to Pt Road Croydon and so as they say the rest is history.



We acknowledge all those members who have worked hard over the past 60 years to make sure that we had a home we could call our own an amazing effort by so many club members both past and present.

To be continued in the next edition



Old Tailem Town Pioneer Village

Step Back in Time

Sunday 15th September 2024

Please let Paul know you are coming

supa97@gmail.com

PENFIELD MODEL ENGINEERS SOCIETY

Contact Ian for bookings

0418 808 639



Sunday 27th October 2024

10.00am start at the clubrooms

Bookings essential

with payment to the treasurer

by Friday 18th October

\$12.00 per person

family tickets available

Canteen open for pies, pasties,

hot dogs, toasted sandwiches,

ice creams, soft drinks, tea, coffee

Closed in shoes must be worn.

Upcoming Events

DATE	ORGANISER	EVENT	LOCATION	START TIME
Sunday 15th September	Paul Van Ruth	Step back in time Old Tailem Town Pioneer Village	Meet: Keith Stephenson Park Mount Barker	10.00am for morning tea
Wednesday 25th September	MTFCA	Buzzerbox Committee Meeting	Model T Ford Clubrooms Port Road	17.00pm 18.15pm
Wednesday 2nd October	MTFCA	General Meeting	Model T Ford Clubrooms Port Road	19.00pm
Sunday 27th October	Ian & Kelly Russell	Penfield Model Trains	Meet Clubrooms	10.00am
Wednesday 30th October	MTFCA	Buzzerbox Committee Meeting	Model T Ford Clubrooms Port Road	17.00pm 18.15pm
Wednesday 2nd November	MTFCA	General Meeting	Model T Ford Clubrooms Port Road	19.00pm
Sunday 24th November	Kingsley & Jenny Taylor	Macclesfield Strawberry Fete		
Wednesday 27th November	MTFCA	General Meeting	Model T Ford Clubrooms Port Road	



CREAMY CHICKEN PASTA

*400gm rigatoni or wagon wheel pasta
420 gm tin condensed cream of chicken soup
fresh corn kernels from 1 corn cob
2 cups grated cheese*

*400 gm chicken breasts, diced
300gm sour cream
3 chopped spring onions*

Preheat oven to 180C

Cook pasta according to packet directions

Cook chicken in medium frypan until just cooked through.

In a large bowl, whisk together soup and cream. Add chicken, drained pasta, corn and onion

and stir to combine. Pour into casserole dish and top with grated cheese.

Bake for 30 mins until golden.

PRAWN AND CHICKEN PAELLA

<i>1 teaspoon saffron threads</i>	<i>500g basmati rice</i>
<i>2 tablespoons olive oil</i>	<i>650g green banana prawns</i>
<i>1 chorizo sliced</i>	<i>4 chicken thigh fillets sliced</i>
<i>1 red capsicum sliced</i>	<i>4 green shallots thinly sliced</i>
<i>1 teaspoon paprika</i>	<i>400g can Italian tomatoes</i>
<i>½ cup parsley leaves roughly chopped</i>	

Combine saffron and 1 tablespoon of hot water. Stand for 5 minutes

Cook rice as per instructions on packet.

Heat 2 tablespoons of oil in a large deep frying pan over medium heat. Add prawns and cook 2 – 3 minutes. Transfer to a large plate.

Add chorizo to pan and cook until golden brown. Cook chicken pieces until golden brown and transfer to plate with prawns.

Heat remaining oil in pan and add capsicum, cook until tender. Add shallots and paprika cook further 1 minute.

Return prawns chorizo and chicken to pan, stir in rice and tomatoes, saffron mixture and ¾ cup water.

Cook a further 2 minutes, or until heated through.

Sprinkle with parsley and serve.

GARDENING TIPS

The first time I went to the Northern Territory, I was fascinated with the beauty of the Sturt Desert Pea (Swainsona Formosa).

I thought I might have a go at growing them one day. I saw a packet of seeds in Bunnings, so I could not resist.

My 1st year I planted about 6, they started to grow then died off, except for one. I planted it in the garden, it got about 9 inches high, then my whipper snipper got too close and reduced it to ground level.

The 2nd year I planted about 9 and a few came up, then died.

The 3rd year I planted 9 again, some made progress then wilted and died.

The last year has been the best, I planted 9 again, seven came up and made very good progress, then slowly one by one they started to wilt and die off. Then I was advised to fertilize them and give more water, by this time I had only 2 left.

So I gave them about 400mls of fertilized water twice a week, and boy did it make a difference. I did loose one more, but with one left it has really taken off, with 3 stems in bloom that is 15 flowers.

I won't talk about my Pineapple, and the Avocado.

My motto is if you don't succeed the first time, try, try again.

ALBERT JONES



Membership Fees are now well Overdue

Have you renewed your membership

As of the 31st July your conditional registration is null and void if you have not paid your membership fees and had your

logbook updated by the Clubs Authorised Person/s

A letter will be forwarded from the clubs secretary to inform the Registrar of Motor Vehicles of all members who have conditional registration that are no longer financial.

This is your last opportunity to pay your 2024/25 membership to avoid any issues with your registration

BUY – SELL – SWAP – WANTED

If you have anything that is covered by the above headings.

And you would like to advertise in the buzzerbox

Please provide a list of your items via email to

bojy@bigpond.com

also ensure you provide a PHONE NUMBER for easy contact.

MINUTES OF GENERAL MEETING HELD

7TH AUGUST 2024

1. WELCOME:

- 1.1. Meeting commenced at 7.01pm.
- 1.2. The President welcomed everyone present to this meeting, reminded members to sign the Attendance Record Book and advised that this meeting will be audio recorded for minute taking purposes and the recording will be deleted once the minutes have been accepted.
- 1.3. Visitor: Brian Walsh. Brian was welcomed with applause, after which he provided a brief introduction to himself, that he owns a Mazda MX5 and has come along tonight to see what this club is like and may consider joining;

2. APOLOGIES:

- 2.1. Michael Trenorden and Robbie Trunks.

3. MYSTERY OBJECT:

- 3.1. One object, provided by John Clarke.

4. FUNDRAISING:

- 4.1. The President advised that the Committee considered former Fundraising Officer Doretta Hills comments at the Annual General Meeting and has decided to move forward at this stage with monthly raffles but in a different format. Instead of members bringing prizes ad hoc, the Committee encourages members to supply a raffle prize on a roster system, being only once per year per member. Stuart suggested members place a donation in a collection tin. Discussion ensued and it was decided that the new format will be trialled for the next six months (after which there would be a review) and also that members are free to make a donation without collecting a ticket.
- 4.2. A raffle was initiated using three prizes.

5. MINUTES OF LAST GENERAL MEETING, 3RD JULY 2024:

- 5.1. As distributed in the August 2024 edition of Buzzer Box.

Moved: Stuart Bowshall, that the minutes be accepted; Seconded: Kingsley Taylor; Carried.

6. MINUTES OF LAST ANNUAL GENERAL MEETING, 3RD JULY 2024:

- 6.1. As distributed in the August 2024 edition of Buzzer Box.

Moved: Ian Russell, that the minutes be accepted; Seconded: Tony Russell; Carried.

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

- 7.1. Nil.

8. BUSINESS ARISING FROM THE MINUTES OF THE LAST ANNUAL GENERAL MEETING:

- 8.1. Nil.

9. PRESIDENT'S REPORT:

- 9.1. The President advised: The new Committee had its first meeting last week; The position of Treasurer remains vacant; The position of Publicity Officer was inadvertently omitted in the election process at the Annual General Meeting. The Committee approached former Publicity Officer Ian Oates and Ian has agreed to his re-appointment to the position. This re-appointment was applauded.
- 9.2. Regarding the position of Treasurer, the President asked that each and every member consider their availability to fill this position and for anyone interested, please speak to him at the conclusion of this meeting or otherwise by phone.

Moved: Bob Yates, that the President's Report be accepted; Seconded: Dale La Vars; Carried.

10. SECRETARY'S REPORT:

- 10.1. The Secretary reported Correspondence In: The usual club magazines were received and forwarded/provided to the Librarian for inclusion in the Library.
- 10.2. The Secretary reported Correspondence Out: Emails to unfinancial members; Email to members about 'The Cars That Made The World' series on SBS that conveyed the Henry Ford story shown on Sunday 14 July 2024 (at Ian Oates's request).
- 10.3. The Secretary reported Correspondence In and Out: Emails with members about requirements for historic registration.
- 10.4. The Secretary reported event flyers received for: Automotive Careers Day, Gawler Mega Swap Meet, All Motorcycle Swap Meet & Show, Federation Motorfest and 37th Power of the Past; These flyers will all be placed on the Notice Board in the Foyer. Rod Crawford provided more detail about Careers Day at Frederick Road, Royal Park and that he is loaning the *Yellow Peril* for several days. The youth from schools are invited to consider entering the motor trade as a career and there is an expectation of about 5,000 students passing through over the two days of the event.

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

11. MEMBERSHIP:

- 11.1. As of 7 August 2024, approximately 19 of our 144 member units had not yet renewed their memberships; Unpaid Members are reminded that because you have not paid your membership to the A/Treasurer and had your Log Book signed by an Authorised Officer, you will be now driving an unregistered vehicle/s; Matthew Edwards mentioned the some confusion may exist when people register their historic vehicle for three years with the Registrar of Motor Vehicles and do not understand that this is separate to the Club process of holding an annual membership and having their Log Book sighted annually.

12. BUZZER BOX REPORT:

- 12.1. The Secretary reported: Thanks to all contributors of the August 2024 edition; New Committee Member Ian Russell has accepted the responsibility to encourage members to contribute to a new initiative for a series of articles called 'My other Car', recognising that many members own and drive other makes of vehicle; To that end, Ian sought a volunteer for the September 2024 edition and in response, Tony Russell offered to do so.

13. TREASURER'S REPORT:

- 13.1. There being no Treasurer, no report was provided.

14. PROJECT MANAGER'S REPORT:

- 14.1. John Eastick updated members on progress since the last General Meeting and article in the August 2024 edition of Buzzer Box: We have a fantastic facility with so many positives. The Council and the Builder delivered the building on time. Feedback has been great. Defects – Council and its consultant team identified a number of defects and issued the Builder with lists. As the Club and its Hirers have transitioned, we have identified other defects and of all of those, a number have been dealt with but others are outstanding and is a work in progress. We need to be patient and work around any issues as they arise. This includes equipment difficulties; As of last night, all nine (9) Hiring Clubs have had their initial meetings at Croydon. This followed Induction sessions conducted on Thursday 4 July 2024; Working Bees: A big thank you to those members that assisted; Members here on 10 occasions; on 4 occasions there were 6 to 10 members, being 17, 22 and 31 July and 5 August. The back of the establishment has been broken; Honour Board – restored and updated; Going forward, there will be smaller work groups for defined tasks. Fawk Reserve Hall pull-out may warrant a bigger work group; Lease as between Council and the Club: still work in progress; Fawk Reserve Hall: Council EoI process commenced yesterday and closes on Thursday 29 August 2024. We continue to lease until a hand back to Council once our successor is onboard. Removal or not of any further Club assets

is subject to another decision between Council and the Committee; Fit-Out: \$33k Council funding. Agreement under review and list of items currently being finalised by the Committee; Solar Battery Project: \$30k State Government funding. Current system producing and storing power and being monitored for the purposes of design of additional works. Scoping exercise for additional works: Battery, Panels and Back-up power – work in progress.

14.2. A question was asked by Rod Hills: What is happening with the club's infrastructure remaining at Fawk Reserve Hall ? A: John responded to say that what is removed and what may stay will be subject to a future negotiation between the Club and Council. It will be determined by what the Club's successor may wish be left for its use; A question was asked by Albert Jones: Is it intended that the Defibrillator and First Aid Kit be transferred to Croydon ? A: John responded to say that yes they both will be; A question was asked by Tony Williams: Given the solar system is operational, does the Club have any understanding about the solar panel yield and the amount of power being stored in the battery ? A: John responded to say that the Solar Sub-contractor is currently monitoring the system and a request for the Club to have access to the portal is awaiting a response. The Clubrooms are traditionally used at night so access to sufficient stored power is important; A question was asked by Tony Russell; He had observed that the Kitchen cupboards were secured with a chain and padlock, is this how they would be left ? A: John Eastick responded to say those arrangements were temporary and proper locks will be installed soon.

15. PROPERTY OFFICER'S REPORT:

15.1. No report provided by new Property Officer Kingsley Taylor.

16. CLUBROOMS MAINTENANCE COORDINATOR REPORT:

16.1. Albert Jones reported that at Fawk Reserve Hall, he will be organising electrical and fire extinguisher testing for compliance purposes.

16.2. Bob Yates reported: Rosa Yates is currently cleaning both Fawk Reserve Hall and Croydon; Croydon is only a hygienic clean because the Builder has yet to do a final clean; Observation is that men are standing too far back at the new urinal and consequently splashing the partitions – the floor grate is meant to be stood on.

17. CLUBROOMS BOOKING COORDINATOR REPORT:

17.1. Bob Yates reported several new hiring opportunities: *United Indians of South Australia* had already made a booking for six consecutive Sundays and subject to a site meeting on Friday this week, may wish to seek a longer-term hiring arrangement. This introduces potential conflict with existing Hiring Clubs wishing to book extra hirings for special events on Sundays; *The Cake Decorator's Association of SA Inc.* has enquired about holding bi-monthly meetings on Monday evenings and/or Saturdays.

18. FEDERATION REPRESENTATIVE'S REPORT:

18.1. Rod Crawford reported: There is nothing to report until after the next Federation Meeting on Saturday 17 August 2024; the allocation of the funding for the SA Car Clubs Program is posted on the Federation website; The issue of better visibility using red rear flashing lights has met with some resistance, given the issue is proving to be not particularly straight forward under current rules; a work in progress.

19. EVENTS AND RUNS COORDINATOR'S REPORT:

19.1. Adam Jones is seeking Organisers for the 2025 Calendar; three Events / Runs have been assigned with nine more to be assigned; If you have somewhere interesting as a destination for a monthly run, maybe you could offer to organise; Alternatively, advise Adam and consideration will be given that something can be organised.

19.2. Attendance lists for several imminent runs are being circulated – please add your names if intending to attend.

20. PAST EVENTS:

- 20.1. Monthly Run to *Auchendarroch House* and *SteamRanger* on Sunday, 21 July 2024; Organiser: David & Gayl Carver; Doretta Hills spoke of her and Rod's conversations on the train with Willunga members Vern & Bev Egel; Vern and family were present on the run celebrating Vern's 90th birthday and by all accounts, Vern had a great day; The President spoke of a fantastic day with a great meal and quick service to meet our timeline to catch the train; David Carver announced 55 for lunch and 46 on the train. David & Gayl were applauded for the day out and all of its excellent organisation.
- 20.2. *Flathead Run* organised by 8 & 10 Sidevalve Club; incorporated a guided tour at the ETSA Museum and lunch at the Lockleys Hotel; Tony Russell, Ian Russell and Matthew Edwards attended.

21. FUTURE EVENTS – CLUB ORGANISED:

- 21.1. *President's Run* on Sunday, 18 August 2024; Organiser: Adam Jones; Destination is the Barossa Valley Chocolate Factory with a mystery location for morning tea planned by Adam and Maxine Martin; Meet at 9.45am for a 10.15am departure; RSVP to Adam by Friday 9 August 2024 is essential to secure lunch booking.
- 21.2. September Monthly Run to *Old Tailem Town Pioneer Village* on Sunday, 15 September 2024; Organiser: Paul Van Ruth Run; Paul provided an audio-visual presentation after he and Mik Bojko drove the route recently; Departure from Mt Barker at 10.30am and head for the ferry at Wellington for 11.30am / noon before travelling onto Tailem Bend; There is a fully equipped dining room in which to enjoy a BYO lunch.
- 21.3. Monthly Run on 27 October 2024; Organiser Ian Russell; A return visit to *Penfield Model Engineer's Society* on Woomera Avenue, Edinburgh; A new start location will be selected and our display needs to remain until 3.30pm. NOTE: Advice of date.
- 21.4. Monthly Run on Sunday, 24 November 2024; Organiser: Kingsley Taylor; *Macclesfield Strawberry Fete*; Meet at the town oval with morning tea provided, BYO picnic lunch. NOTE: Change of date.
- 21.5. *Kids Christmas Party* in 2024.]
- 21.6. *Annual Christmas Dinner* on Saturday, 7 December 2024; Bartley Hotel.

22. FUTURE EVENTS - INVITATION:

- 22.1. Nil.

23. GENERAL BUSINESS:

- 23.1. Charity of Choice: The President advised that the Club had the privilege of supporting Operation K9 during 2023/24; Through raffles, members raised a total of \$924.25. This was applauded; The President congratulated all those that contributed to make this possible and then sought ideas for the Club's Charity of Choice for 2024/25. In response, Paul Van Ruth suggested continue with Operation K9, Albert Jones suggested Childhood Cancer and Maxine Martin suggested Bowel Cancer Research. Maxine mentioned that bowel cancer is the leading cause of cancer in young people under age 45 and there is now a push to educate and fund research. Bowel Cancer is not government funded. The President advised that the Committee would further discuss these options.
- 23.2. Club Calendar: The President advised that Tony Williams had proposed to the Committee that the Club produce a calendar featuring say 12 member's T Fords and it be a fundraiser; Tony spoke to the proposal and the estimated cost per calendar and the President then sought opinion. Both Doretta and Rod Hills spoke against the proposal. The President asked for a show of hands of those interested in purchasing such a calendar. The proposal failed to gain any interest.
- 23.3. 2027 National Rally: An initial meeting was conducted but due to illnesses, a follow up meeting has not yet been convened; It was suggested that such a follow up meeting be held at the Clubrooms on Tuesday 13 August 2024 at 6.30pm but the Clubrooms Booking Coordinator suggested this may not be possible. Other dates of Friday 16

August, Monday 19 August, Thursday 22 August, Friday 23 August and Tuesday 27 August were floated with some suggestion that some of those would not suit certain members; When asked if anyone else was interested to participate, Ian Russell advised yes and Dale La Vars advised yes after he retires; The Secretary will circulate an email to those that attended last time plus Ian and Dale with suggested dates for a meeting.

24. GUEST SPEAKER:

- 24.1. 'Nails' presented by Vice President Bob Yates. Bob outlined his 60 year long career and involvement in the railway sector, including the establishment of SteamTown at Peterborough, his ownership of locomotive PMR720 on display at SteamTown, showed his display board of dated sleeper nails, each identified with the year of manufacture and how sleeper nails were used in Australia with particular emphasis on South Australia, identified the rare nails; spoke of his exploits to find nails throughout country South Australia with his children; Bob answered various questions from the audience.
- 24.2. The President: Thanked Bob for his presentation and which was met with applause; Asked for any ideas for future Guest Speakers.

25. MYSTERY OBJECT REVEAL:

- 25.1. Lower seat cushion for a 1968 HK Holden, comprising a partially inflated rubber tube; John Clarke spoke about the use of the cushion; This provoked Lynda Bowshall to speak of her working in the trim shop at Holden's Elizabeth Plant.

26. RAFFLE DRAW:

- 26.1. The raffle draw was conducted, with the first ticket drawn by Visitor Brian Walsh.
- 26.2. The President congratulated all those that won a prize.

27. CLASSIFIEDS:

- 27.1. All classifieds to be emailed to Bob Yates who will coordinate future classified advertisements and to be included in Buzzer Box.
- 27.2. Adam Jones wishes to sell a brand new pair of vintage rear view mirrors for \$200 (was \$250 plus postage from US).
- 27.3. Allan Bennett wants wooden wheel hub caps with the thread, in any condition.

28. NEXT MEETINGS:

- 28.1. Buzzer Box Night: Wednesday, 28 August 2024 from 5.00pm at the Croydon Clubrooms.
- 28.2. Committee Meeting: Wednesday 28 August 2024 at 6.15pm at the Croydon Clubrooms.
- 28.3. General Meeting: Wednesday, 4 September 2024 at 7.00pm at the Croydon Clubrooms.

29. MEETING CLOSURE:

- 29.1. The President invited all those present to stay for supper and a chat.
- 29.2. Meeting closed at 8.23pm.

*The Committee of the Model T Ford Club of
Australia*

*are sad to advise members of the recent passing of
long time member and friend Maurie*

Our thoughts are with the family at this sad time

Rest In Heaven
MAURICE CREEDY

TINKERING WITH BOB

A SOLID-STATE GENERATOR CUTOUT

Several years ago, the cutout of the generator of my 1923 Model T Ford failed. I managed to borrow one from Mr. Gordie Dunn, what a knowledgeable Model T Ford owner, he went on to explain that if there is an open charging circuit the generator could burn out. He further explains that this could be avoided by disconnecting the generator and shorting its output to ground, but then the battery would not be charged. He further explained that there is a better way to repair this unit and retain the stock appearance of the car.

The cutout is a one-way electrical valve which closes the circuit and allows the current from the generator to flow to the battery when the generator is producing sufficient current for charging purposes. At all other times the cutout keeps the circuit open, thus preventing the flow of the battery current back through the generator when the engine is not operating.

The cutout for the period was an electrical relay with many turns of wire that could break due to the Model T Ford engine vibrations, with points that could become pitted and springs that would weaken due to age and usage. The Electronics stores back in the 1940s developed a diode which is a solid-state device whose purpose is to allow current to flow in one direction while blocking the current to flow in the other direction, and as explained this is what we need.

The parts required to undertake this task are as listed,

An old generator cut out device, nut and lock washer to secure the Diode, solder lug, two mica washers, a fiber insulating washer and the diode **Part No 1N2129**.

Begin by removing the movable point and spring assembly from the old cutout. This can either be unscrewed from the bottom, or a rivet may need to be ground off, depending on the cutout type. Save all the fiber insulating material and the stationary relay frame. One side of the frame should be cut off as necessary to clear the diode but leave as much material as possible to act as a heat sink for the Diode.

The key now is to make sure that the input side of the cutout, the side that connects to generator, is insulated electrically from the output or battery side, as well as being insulated from the main body of the cutout. Use a screw to refasten the relay frame with the fibre insulating paper to the cutout base. This screw must be insulated from the cutout base and the relay from or else a short circuit will result.

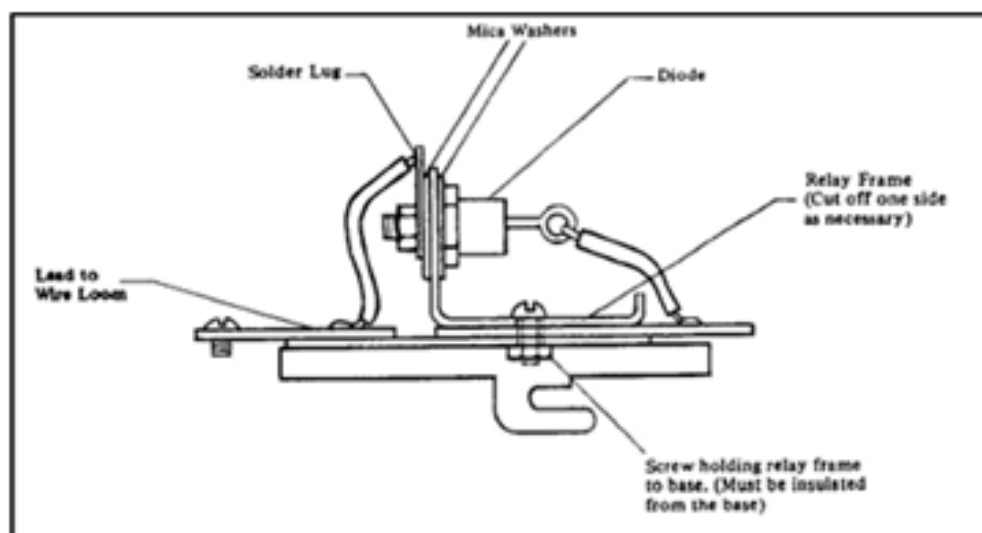
Drill a hole large enough to clear the fiber insulating washer, in the upright portion of the relay frame and assemble the Diode, washer, mica washers, solder lug and the nut and lock washer, again being very sure that this assembly is insulated from the relay frame.

The solder lug should then be wired to the battery terminal of the cutout and soldered. The other side of the diode, the other side should be wired to the generator side of the cutout base. Relace the outer cover and the new solid-state cutout is complete and ready to install on the vehicle.

Diodes are rated according to their voltage, called "Reverse Voltage", and the current carrying capacity is called, "Forward current". For a six-volt system the diode should have a reverse voltage of at least twelve volts, a twelve-volt system should have one rated at a minimum of twenty-four volts. A higher voltage rating will do no harm. The current rating should be around forty amps, but a higher rating here is fine. The diode that I used is a 1N2129, this is a universal part number, which is rated at 100 volts and 60 amps. This device or one meeting the above requirements can be found in most Electronics supply store, along with the mounting kit consisting of the rest of the items required. The total cost for all items will be around \$30.00.

While the old cutout would work quite well on either a positive or negative ground system, the diode type as described will work **ONLY** on a negative ground system such as the Model T ford has. If some of our readers have a Model A Ford or other positive ground systems, the connections to the diode must be reversed, or a diode substituted which has its internal construction reversed.

NOTE, to be sure the diode is connected properly, just note if there is a spark when the cutout is connected to cars wiring system. Properly connected, and with the generator also connected to the input of the cutout and with a good battery, there should be no spark. If a spark occurs, the diode is reversed or defective. In addition, the diode must be securely tightened to its mounting since this mounting acts as a heat sink. The diode will get hot, and the heat must be dissipated.



Shahzad Ali

Max Hupfeld

Rohan O'Connor

Arthur Byrne

Lyn Scorgie

Christina Trunks

Lilian Warner

Monty Maughan

John Giorgio

Beth Martin

Geoffrey Koch

Chris Paine

Lynda Bowshall

Bella Cowie

Robert Piscioneri

Tony Williams

Ian Russell

John Meeks

David Joppich

Happy Birthday



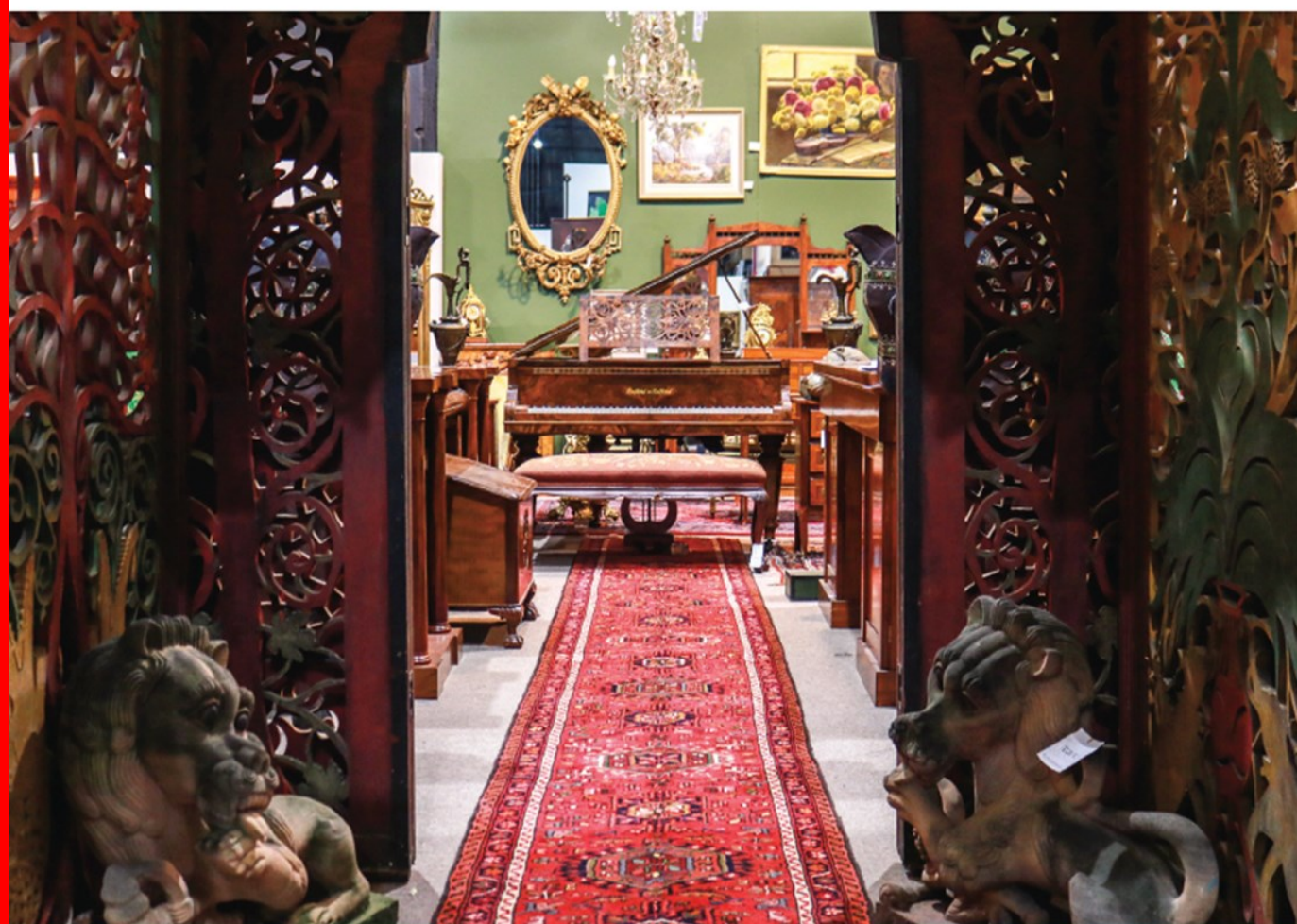
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