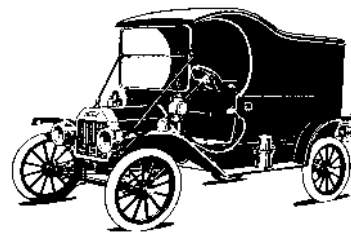




The Newsletter of The Model T Ford Club of Victoria (Inc.)
Reg. No. A0000819S

"T" model T Torque



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Volume 42

NUMBER 7

August 2020

In this Issue:

Presidents report, Member Award, interesting articles to read, car for sale, registrations due and upcoming events.

Important note to all—Due to the current situation the Cup Weekend event has been cancelled



Picture from Deam Williams on making and fitting wooden spokes
Read more on “how” to inside!

MTFCV web page address: www.mtfcv.com
Email: tortquenews@hotmail.com

**Please note submissions to September Edition of TTorque to be received by the Editor
no later than 30th August**

Presidents Report

Greetings to all,

I trust all of you are fit , well & not suffering "COVID Cabin Fever" have dodged the Corona virus.

It looks like there may be social distancing restrictions well into the New Year. The reported figures are staggering, we have no choice but to play it safe for all of us.

As you know some of the restrictions have been returned & increased of late. We now have more stringent use restrictions at our meeting room, so no meetings to be held in the near future.

As soon as we are informed by Boorandara Council regular club meetings will recommence.

I suppose you all have been busy building, restoring, preparing & servicing your cars for our first opportunity to get together as a Club.

Your Committee has events ready to go when the word comes from the authorities. We would welcome any suggestions you may have of long or short rally's or runs you would like us to do.

Thanks to the contributors of articles for T Torque, please send us anything you may find different or interesting.

Maybe an account of your time spent on your "hobbies" while in lockdown & social distancing .

Our 40th anniversary rally & lapel badges are now available see T Torque article on how to acquire them.

No change to our AGM until there are significant changes to Social Distance regulations & attendance numbers.

The rules allow up to 6 months leeway from the due date so AGM will be held as soon as we are allowed after July.

If you would like to help on Committee or nominate someone fill in the nomination form & send it to the club PO Box.

If you have someone in mind for Club person of the year nominate & send to the PO box or hand to a committee member.

PLEASE NOTE! We are very sorry to have to postpone our planned Cup Weekend Rally at Bairnsdale. With the tightening of COVID restrictions, roadblocks & face masks etc it is not possible to run the event. The rally is ready to go organised by Bairnsdale Car Club. At this time we are looking to run the event on March Labour Day weekend. This would be subject to not clashing with Bairnsdale Car Clubs own plans for the March date! We will email all details of accommodation as soon as the authorities lift restrictions as we will have to be quick to ensure everyone is covered.

I think that the Bairnsdale area will be a very popular destination on any long weekend!

If you are planning to join us in Bairnsdale maybe let the Secretary know so we have an idea of numbers to help secure a quick accommodation group booking.

Well I suppose that's it for now.

Bye,

Safe Driving & Maskup-Stay Heathy

"See you over the running board"

Dave & Chez



2019 Golden Mouse Website Awards

For those of you that aren't aware, our Webmaster Andrew Brand has been awarded 2nd prize in the prestigious Model T Ford Club of America Website awards. This is quite an achievement and Andrew is to be congratulated on his efforts in maintaining our website and producing such a high quality product that has been recognised internationally.

I am sure all members will be grateful for the time and effort Andrew puts into our Website. Well done Andrew.

Robbie Dalton



<https://mtfcv.com/>

MAKING AND FITTING SPOKES

Last month I told you how I make a timber fellow, it feels like I've only told you half a story, so this month I'm going to tell you how I make the spokes and fit them. I'm not going to go into the finer details of it cause I'll be writing 10 or 20 pages so I'll just tell you the basics.

First of all I use spotted gum for the spokes. I cut the timber to appropriate lengths, then I use a thicknesser to get the right thickness and width. I've made a jig to on my saw bench, which cuts exactly 15 degrees both sides and also a 6 degree back taper. This has to be precise because when they all add up they have to add up to 360 degrees. No minutes.

Then I have a special drive in my lathe to turn the timber into spokes, and machine the end to fit the fellow. Machining the end of the spoke to fit the fellow might have to be done a few times to get the exact length.

After measuring the inside of the rim with a traveller (measuring wheel) and transferring the measurement to the outside of the fellow I cut this to length +a little, then I drill the 1/2" holes in the timber fellow for the spokes then I press the timber fellow into the rim. After this I make sure the fellow is in the middle of the rim then fit the spokes into the timber fellows with the 6 degree angle alternating, with the 6 degree 1 forward, 1 back, 1 forward etc which creates a hub in the centre of the hub to push the spokes out (see photo). This is when I have to adjust the spokes to fit perfect. It can take a long time but they have to be perfect. When they fit together perfectly the pressure of the rim pushes back to the centre of the hub which locks them all together.

To cut the hole for the hub in the centre of the wheel I made up another jig so I can cut this with a router so it's true centre. Once I do that I fit the hub, rivets, plates and hub bolts, then Voila! they're done.

Some of our Model T's are over 100 years old, we should be checking our spokes every day that we drive them.

Check for

- splits or paint cracking off
- dusty rust marks coming through like powder
- These could be signs of loose spokes
- flick the spoke with your finger to hear if it's loose or tight
- make sure the bolts on the hubs are tight
- make sure they don't make any noise while you're driving

Hopefully we will all be off Model T-ing again soon

Cheers

Dean Williams



40th Anniversary Grille & Lapel Badges

Available to purchase

Grille & Lapel badge are designed as a stop/tail lamp. Red, Yellow & Green in colour. Black background with Silver etching & writing.

PRICE

Grille Badge \$35
Lapel Badge \$10
Postage is \$2-50 (up to 3 badges)

PAYMENT

Direct Deposit – MTFCV Bank Account (listed on back page magazine) add your name please.
Direct via Bank – Please add name to transfer to ensure treasurer knows whose payment received.
Chq/Money Order – Can be sent direct to: - Cheryl Weatherhead, 235 Bald Hill Rd, Pakenham. 3810

DELIVERY

Contact Cheryl via Email or Phone to order
Email: dweatherhead@bigpond.com
Phone: 03 59 412035
Badges can be posted or held & picked up when T meetings resume.



Name Badges

As we have a number of new members, we will be doing another order for Name Badges, if you would like a badge please contact a committee member to place an order before 31st Aug '20.
Cost \$10 + \$2-50 postage (or hold to pickup at meeting)

Checking the Engine Oil Level on a Model T usually involves crawling under the vehicle and scratching your Arm to pieces on sharp metal panels!

Some after market items such as Dipsticks and Oil Sight Glasses are popular these days making the job easier with just a quick glance from afar necessary.

Sight Glasses are subject to breakage with the possibility of emptying the oil pan to dangerously low levels.

Great care must also be taken when “estimating” the oil level as being “midway” between the lower and upper valves on the original Ford design

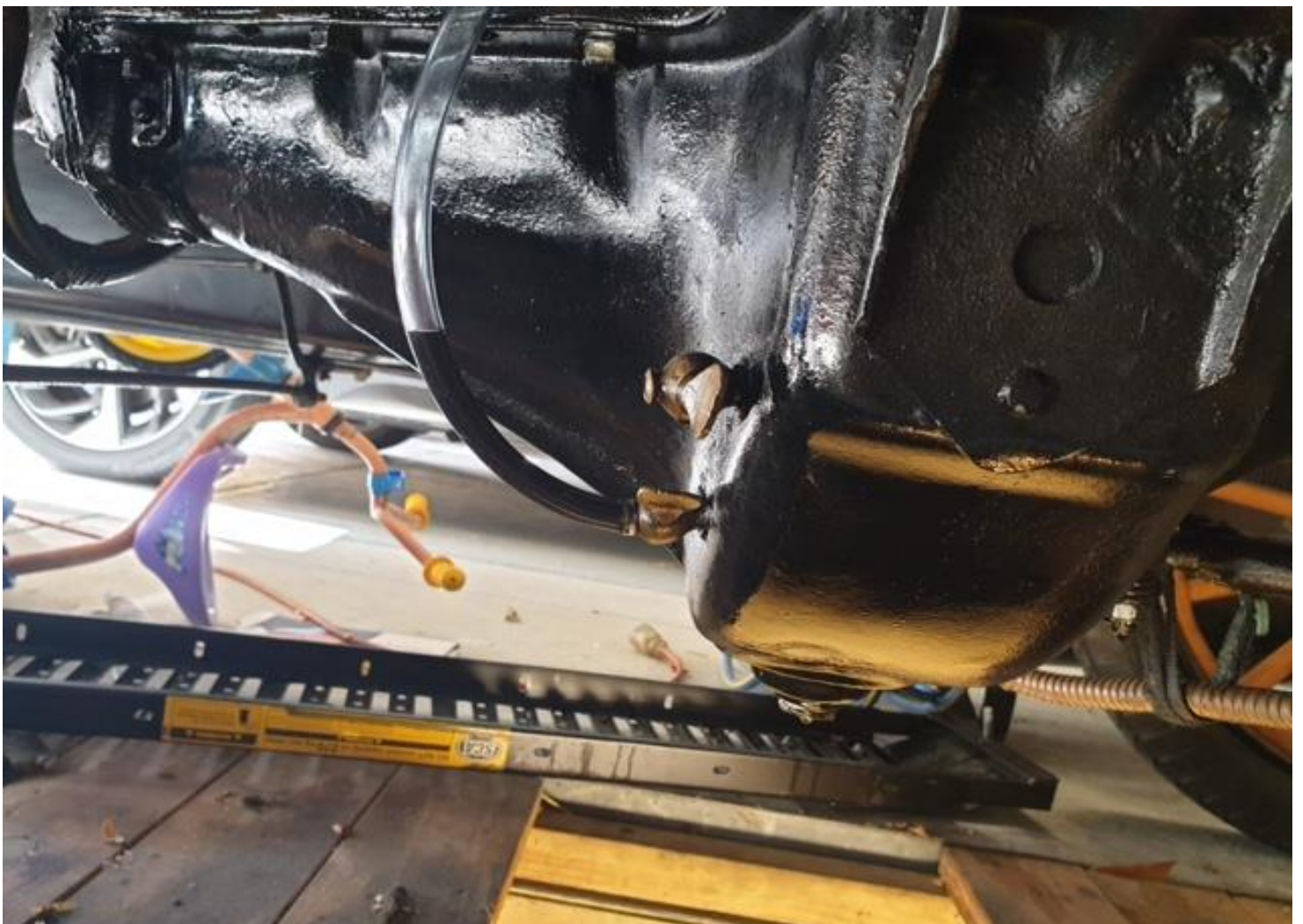
Many Owners have been tricked when oil starts to dribble out of the open (lower) valve and quickly close it again. It’s assumed that the actual level is above that point, only to find it was only trapped oil in the valve itself and the true level being much lower.

The attached photo is the system many of us T Owners use now. It involves. Pushing a short, clear plastic tube on the lower valve before fully opening it. Over the next few seconds the oil will flow into the tube and show the true oil level.

The valve is then closed and the tube removed and allowed to drain ready for the next check.

Damaged Hands, Arms and Skin is still a possibility with this method!!

Alan Long
Chairman
Model T Section.
Veteran Car Club WA



For owners of Veteran Cars that operate their rear brakes via one piece steel rods you may relate to the problematic issues with that set up.

None more so that the Ford Model T that has these Rods mechanically linked to the Transmission via the Handbrake.

Many examples are known where it is impossible to achieve the desired Brake Shoe adjustment combined with a "clear neutral", low and high gear settings. The original adjustable items on the vehicle do not allow for that level of accuracy.

The need for flexibility in this solid link has been solved by the Slip Style Clevis made by long standing T Section Member Geoff Logue.

Shown here, is with the handbrake lever in the vertical position (Transmission in neutral / Brakes fully released / Clevis pin at the end of the slot)

Applying the handbrake lever further the brakes will start to apply or releasing the lever will cause the pin to freely move backwards. Both left and right brake adjustment is done in the usual manner via the threaded section of the rods.

Consideration will be given to make a batch of these should enough interest be shown by our T Section Members in the design

Alan Long

Chairman

Model T Section
VCCWA
0407773358



1916 model T Ford Tourer Projects from Bill Wallace

About 4 years ago I bought my 1916 tourer from Bruce Csorba as a retirement project , with no time frame and no real expectations as to whether I would get it finished.

Although the engine had been rebuilt 20 odd years ago I decided a strip and check might be a worthwhile safety precaution. The mechanicals were attacked pretty quickly with the engine being stripped. It had been bored and new white metal poured many faults fixed including one piston/rod assembly over 100grams heavier than the other 3, 1/4" end float in the transmission (neither the flywheel nor transmission had not been lock wired) and several other issues. When it was mounted in the frame and the time for the first start arrived Ivor Austin was on hand for the big event. Unbelievably, after priming, and much to our surprise, it started with when the ignition was turned battery. Euphoria was short lived however, as it seized within about 30 seconds. After it cooled, I started it again, and this time it run for a couple of minutes before it seized again. (****). When the engine was stripped I checked quite a few clearances but not this, my mistake.

The engine was pulled out and stripped, the cylinders honed and pistons cross hatched to remove high spots (have read that ally pistons can grow over time if left un used but I have no real evidence of this). The whole lot was then lubed and re-assembled. It was refitted to the chassis and this time ran without issue. It has now run for a couple of hours total and still "free starts" more than 50% of the time. During the build I fitted a starter and flywheel with a ring gear but haven't really had to use it. A large diameter external oil line was made and fitted as was a T.D.C. pointer on the front cover plate.(this is a really handy idea as it makes finding true T.D.C. a breeze).



The front axle and spring were refurbished and fitted to the chassis. The rear axle and spring rebuilt with new bearings, thrust washers and seals as was the torque tube.



At the same time as playing with the mechanicals (and at the same snail pace) I started correcting the wood frame and making the missing pieces. About 30 years ago I made a 1914 tourer body using a set of the Mel Miller plans (the car went to the late Jim Smart)and I used these to get the shape and measurements close to correct.

Fast forward to the start of this year and I am now 3 1/2 years into the project. David Jones has retired and suggested that we attack the tin work on the car, so attack it we did. Fortunately the scuttle and a couple of other panels came with the project so we had a

2 sheets of .8mm body steel (thanks Rod) and we're away. Strips were cut (about 2" wide) and folded 90°. A Stretcher/shrinker was then used to frame the door openings. A joggler was used to form a step for the outer skin and frame to be plug welded together.

About 2 weeks later we start lockdown 1.0 so once again work slows to its previous snail pace. During the lockdown I worked out how to form the door openings by laminating formers to the same profile as the wood frame, and by clamping these to sandwich the tin, it's possible to gently beat the tin to the shape required.

Work continued after the lockdown and we achieved quite a bit over the next couple of weeks, and then came lockdown 2.0. I've been working on the tack strips, laminating them from 7 layers of 3 ply. Next challenge is the doors. The frame will be made to fit the opening and then skinned.

When the lockdown ends work will start up again
My thanks to David Jones for all his help to this point, it's been much appreciated



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“For less than a tank of fuel you can renew your annual subscription and ensure that our club remains a prosperous and viable place for all of its members.”

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Support your club and your committee by paying now which will be greatly appreciated.

If paying by Cheque please post to :-
Rhonda Huitt
Post Office Box 26
Clifton Hill 3068



Part 4. The Duo-Vaporator is Reborn.

Herbert Robinson's Duo-Vaporator had been on the market for almost 2 years when some major changes happened in 1930. To begin with, Herbert apparently sold his interests in Australia. Dun's Gazette for 3rd February 1930 lists two relevant entries under changes in constitution or ownership: "National Distributing Company (Herbert W. Robinson), 250 Pitt st., Sydney-on 1.1.30 John R. Walsh became owner. Regd. 3.1.30." and "COOPER PHARMACOL COMPANY (Herbert W. Robinson), 250 Pitt st., Sydney, distributors of proprietary remedies-on 1.1.30 John R Walsh became owner. Regd. 20.1.30." Here we see a new player, John Walsh, enter the story. Herbert's involvement continued, albeit in a different capacity.

On 23rd January 1930 John Reginald Walsh, the new owner of the National Distributing Company, applied for a patent in New Zealand. The subject of this patent application (number 64221) was again described as a "Combined Extra Air Admission Device and Liquid Fuel Atomizer for Internal Combustion Engines.", and its inventor was listed as Herbert Robinson. The details of this patent are the same as those of Herbert's 1928 Australian Patent, so it is reasonable to assume that Herbert sold the rights to the Duo-Vaporator to John Walsh. From then on, the familiar script played out in New Zealand, although unlike the Carbur-Aid which was marketed by a local firm, the Duo-Vaporator ads initially directed customers back to the Sydney office. Later ads included John Walsh's Sydney contact details but the coupon had a post office box number in Wellington.



Above: This Duo-Vaporator bears the Australian and New Zealand patent numbers, so was produced after the NZ patent was granted in 1930.

The ad below is from the New Zealand Truth, 16th October, 1930.

I GUARANTEE YOU

25% MORE MILES PER GALLON

WITH THIS DUO-VAPORATOR

Free TO MOTOR OWNERS!

How Many Miles per Gallon Do You Get?

If you are getting 16 m.p.g. I will guarantee 20 m.p.g.
 If you are getting 20 m.p.g. I will guarantee 25 m.p.g.
 If you are getting 25 m.p.g. I will guarantee 31 m.p.g.

Here is a liberal offer which should instantly appeal to you. I offer to send you a Duo-Vaporator Petrol Saver and Carbon Remover FREE OF CHARGE under my new plan. 750 have been set aside for free distribution this month, and I believe that this will prove to be the best advertising investment I have ever made.

The Duo-Vaporator converts every drop of petrol into pure, highly-explosive, power-making vapour. It gives you COMPLETE COMBUSTION which means maximum mileage and performance. Prevents crank-case dilution; reduces repair bills; makes valve-grinding unnecessary.

The Duo-Vaporator—A Proved Success!

I KNOW my Duo-Vaporator will reduce YOUR petrol bills—make your engine start INSTANTLY—idle SILENTLY—run SMOOTHLY, and pull AMAZINGLY, because it is doing these things for more than 70,000 other Motor Owners. Therefore, you will be interested in my new plan under which 750 DUO-VAPORATORS WILL BE GIVEN TO FURTHER POPULARISE THIS MERITORIOUS INVENTION. My Duo-Vaporator actually accomplishes the results claimed for it. Observe the extraordinary mileages illustrated here. Practically every car is represented in the thousands of unsolicited letters of appreciation in my possession.

Easily Fitted—Works Automatically

The Duo-Vaporator fits easily on all CARS, TRUCKS, and TRACTORS. No tapping, drilling, or cutting. Anyone can do the job with a spanner in a few minutes. When installed—forget it. IT IS AUTOMATICALLY OPERATED, AND REGULATE BY ENGINE SPEED. IT IS FOOL-PROOF, TROUBLE-PROOF, AND LASTS A LIFETIME. Interested? Of course you are. Then tear out this offer. Write your name and address plainly on the margin. Post to me NOW, BEFORE YOU FORGET, AND BE SURE OF GETTING YOURS FREE.

750 DUO VAPORATORS TO BE GIVEN UNDER NEW ADVERTISING PLAN

70,000 MOTORISTS Getting 25% more miles per Gallon in Australasia to-day! Read Reports as Follows:—

AUSTIN 66 M.P.G.	CROSSLEY 30 M.P.G.
BUICK 30 M.P.G.	WHIPPET 40 M.P.G.
OLDSMOBILE 36 M.P.G.	GRAHAM-PAIGE 25 M.P.G.
CHEVROLET 45 M.P.G.	ESSEX 30 M.P.G.
HUDSON 25 M.P.G.	WILLYS-KNIGHT 42 M.P.G.
STUDEBAKER 30 M.P.G.	MAXWELL 30 M.P.G.
ERSHINE 30 M.P.G.	AUSTIN 42 M.P.G.

REMARKABLE RESULTS DUE TO DUO-VAPORATOR

32 MILES ON ONE GALLON

Ford 48 MILES PER GALLON

50 MILES PER GALLON

70 30 MILES PER GALLON

50 MILES PER GALLON

J. R. WALSH
 Controller,
 National Distributing Company,
 National Building,
 250 PITT ST.,
 SYDNEY.

The turbulence created by the Duo-Vaporator ALTERNATOR
 N.Z.T.
 16/10/30.
 mixes the petrol and air and converts it into power-making vapour, with greater efficiency and economy.

You Can Beat the Petrol Tax NOW!

The nature of the business relationship between Herbert Robinson and John Walsh is unknown, but the transfer of ownership was apparently part of a grander plan for Herbert. It seems he went to America soon afterwards to try his luck in a bigger market. A Duo-Vaporator ad in Popular Mechanics, December 1930, included a coupon with a return address of "H. W. Robinson & Company, Box 1018, Detroit, Michigan." (See below). He was also advertising in Canada. An ad in The Ottawa Journal, 4th November 1930, stated "We Do Not Employ Agents" and listed the contact details as "H. W. Robinson & Co. Canada Blds. WINDSOR, ONTARIO".

POPULAR MECHANICS ADVERTISING SECTION

69

Ingenious New Auto-Invention Turns Gasoline Fumes into Dollars



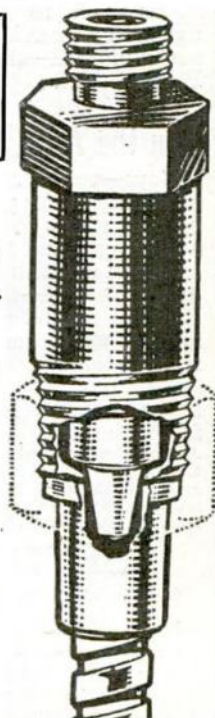
**Something
New
Different
Successful!**

You can now drive your car on gasoline fumes! My new auto invention makes this possible. It puts waste gas from crank case back to work in a new way. Cuts operating costs in half. Increases motor efficiency. Stops oil dilution. Prevents wear. Gives your motor more power and pep. Makes starting easier. Is actually saving thousands of dollars for auto-owners everywhere. Not a

gimcrack carburetor contraption for which extravagant claims are made but a genuine invention of real merit—the product of years of scientific research.

Nothing like it ever before—new—different—successful! I have set aside one thousand for distribution to readers of Popular Mechanics under my new plan. The cost will be charged to advertising.

**Special
Offer to
Readers of
Popular
Mechanics**



**\$\$\$
IN GAS
FUMES!**

Extract dollars from your crank case! Utilize gasoline fumes! Stop oil dilution! Save wear! Increase mileage and motor efficiency! Reduce repair bills! Make gasoline fumes work FOR you instead of AGAINST you!

1000 Duo-Vaporators to be distributed for Advertising Purposes

The object is to make this auto necessity more widely known as quickly as possible. Every user is a booster and this distribution will prove to be the best advertising investment I have ever made.

Accept my liberal offer. Use the gasoline fumes you are now wasting. Increase your mileage. Many car owners are getting almost incredible results with the Duo-Vaporator. **REPORTS SHOW MILEAGE INCREASES RANGING FROM 35% TO 60%—WITH 15% TO 20% MORE SPEED.**

Save money. Experience the pleasure of operating a "smooth-as-silk" motor that starts instantly in any weather—purrs contentedly—pulls without effort and remains cool as a cucumber.

EASILY FITTED WITH A WRENCH

May be speedily installed. No cutting or drilling. Use only a wrench. When fitted, forget it. Entirely automatic in action.

Transforms gasoline fumes into power—speed—miles. Stops oil dilution. Saves wear on pistons, pinions, and other vital parts. Keeps spark plugs clean. Interested? Of course you are! Print name and address plainly in coupon, detach and mail today. This places you under no obligation and commits you to NOTHING.

H. W. ROBINSON

SIGN AND MAIL THIS COUPON

To H. W. ROBINSON & COMPANY
Box 1018, Detroit, Michigan

My Name is

My Address is

My Car is a Model

Back in Australia, John Walsh filed a patent application for "Improvements in air admission devices for internal combustion engines" on 27th October 1930. Patent AU2979530B1 was subsequently granted on 4th February 1932. The particulars of this patent aren't available, but the timing of the application coincides with John Walsh's next move. In December 1930 he began marketing a "new" device – the Aero-Oil Vaporator. Advertising suggests that this was merely a Duo Vaporator with the intake pipe plumbed into the crankcase. Although some of Walsh's ads stated "District Managers Wanted", none appear to have been recruited by him for the Aero-Oil Vaporator during this period.

Walsh seems to have stopped advertising the Duo-Vaporator in New South Wales shortly before he began promoting the Aero-Oil Vaporator. One of his ads in *The Advertiser*, 24th June 1930, claimed "70,000 Duo-Vaporators have been sold and installed on motorcars in Australia and New Zealand". The last Duo-Vaporator ad, in *Smith's Weekly* on 8th November 1930, proclaimed it a "World-wide success", with "85,000 users in Australasia" and "150,000 in Great Britain". There was still occasional Duo-Vaporator advertising in other states – with the final ads in the *Truth* (Brisbane) and the *West Australian* (Perth) on the 4th and 6th of November 1931 respectively. Duo-Vaporator Agent Edward Deighton persisted for some time, running ads in *The Northern Miner* (Charters Towers) up until October 1931.

It isn't clear whether Herbert Robinson was involved in the Aero-Oil Vaporator venture. I have yet to see any Aero-Oil Vaporator ads run by him. Interestingly though, some of John Walsh's Aero-Oil Vaporator ads used the same graphics as Herbert's American Duo-Vaporator ad. There seems to be little information available regarding Herbert's activities while he was overseas. I would assume that he had other schemes on the go but have been unable to find any evidence so far.

Right: This article from *The World's News*, 18th February 1931 shows the "new" device.

MONEY IN WASTE PETROL FUMES

A NEW invention has been shown to "The World's News," which uses up the petrol fumes from the crank-case, which previously were blown out through the exhaust, and consequently went to waste. This new invention is called the Aero-oil Vaporator, which operates by means of a special tube and cap, which is fitted over the oil sump. This tube captures the fumes and brings them back to work, by means of vacuum, which is drawn through this tube, and operates in conjunction with a double seating valve and a vaporating attachment which is connected to the carburettor. The action of this device is automatic, and works on engine speed.

It is claimed that it will give more miles to the gallon, more power to the motor, easier starting, and more efficient upper cylinder lubrication and a more



Flange type Aero-oil Vaporator for cars with pump or gravity feed systems

"smooth and silky motor at all speeds. The saving through the installation of an aero-oil vaporator is substantial, as it is claimed to give 25 per cent increase in miles per gallon, which are the proved results after tests on numerous makes of cars. There are models to fit all cars trucks and tractors.

With petrol at its high price, there is no doubt that this invention is a genuine boon to all, and that it will save a motor-owner, whose car is now doing 20 miles to the gallon, in the vicinity of 10/ per week in petrol and incidental costs. The distributors of this new device have successfully marketed a similar device known as the Duo-Vaporator in Australasia, Canada, Great Britain, and United States of America. Both of these inventions can be inspected and procured through the National Distributing Company, National Building, 250 Pitt Street, Sydney.

**ASSIGNED ESTATE OF JOHN REGINALD WALSH,
TRADING AS NATIONAL DISTRIBUTING
COMPANY, and COOPER PHARMACOL COMPANY,
250 PITT-STREET, SYDNEY.**

TENDERS are invited and will be received up till noon on Tuesday, 22nd December, 1931, at the offices of Deane, Vick, and Co., Chartered Accountants (Aust.), 160 Castlereagh-street, Sydney, for the undermentioned assets:—

- Lot 1.—General Office Furniture and Typewriters.
- Lot 2.—Multigraphing Machine.
- Lot 3.—Goodwill and Patent Rights.

Offers are invited for the whole or for separate lots.

The business is an old-established Mail Order Business, distributing the "Duo" Vaporator, "Aero Oil" Vaporator, and certain Cooper chemical products. There will be available to the purchaser of the Goodwill and Patent Rights use of trade names, together with large stocks of printed literature and advertising matter.

Further information may be obtained and inspection arranged at the office of the Trustees. The highest or any tender not necessarily accepted. All tenders must be made upon form of tender, to be obtained from the Trustees and accompanied by a remittance of 10 per cent. of the amount of such tender.

**DEANE, VICK, and CO.,
Chartered Accountants (Aust.),
160 Castlereagh-street,
Sydney.**

With the cessation of Duo-Vaporator advertising by the National Distributing Company towards the end of 1931, things temporarily went quiet on the Aero-Oil Vaporator front too. The reason for this soon became apparent - John Walsh was having financial difficulties. An ad was placed in The Sydney Morning Herald on 16th December 1931 inviting tenders (see left). It gives an interesting insight into the business. Estate sales normally mean that somebody has died, but not in this case. It was an "assigned estate", meaning that John Walsh's business assets were being liquidated to satisfy his creditors. There was mention of this in Dun's Gazette too - the following notices are from the 21st December 1931 edition:

Business changes:

NATIONAL DISTRIBUTING CO. & COOPER PHARMACOL CO. (assigned estate of John Reginald Walsh, trading as), 250 Pitt-st., Sydney—Tenders are invited by Deane, Vick & Co., 160 Castlereagh-st., Sydney, up to Dec. 22, 1931, for the purchase of the stock, furniture, goodwill, etc., of the above.

Claims:

NATIONAL DISTRIBUTING CO. & COOPER PHARMACOL CO. (assigned estate of John Reginald Walsh, trading as), 250 Pitt-st., Sydney—to Deane, Vick & Co., 160 Castlereagh-st., Sydney. Forthwith.

The outcome of the tender process is unclear, but it seems to have been resolved somehow. Walsh managed to retain the National Distributing Company. Dun's Gazette provided an update on 1st February 1932 under Bills of Sale Registered at the Registrar-General's Department. Walsh apparently had to pay more than 73 pounds by the end of February. (see next page):

Given by	Given to	Particulars of Property Mortgaged.	Dated.	Filed.	Amount Secured.	How Payable.
Walsh, John R., 356 Victoria-rd., Marrickville, accountant and mail order distributor, and trading as The National Distributing Co., The Cooper Pharmacol Co., George Emerson Pty., Alan Cooper Good Health League, and International School of Physical Culture	C. R. Deane and W. W. Vick	Stock-in-trade, office furniture, etc., at 250 Pitt-st., Sydney	Jan 20	Jan 20	73 6 8	§§
§§Two instalments, last due 29.2.32.						

John Walsh seems to have met this requirement, as he began National Distributing Company advertising again in March 1932. It took him a bit longer with Cooper Pharmacol - his catarrh treatment ads didn't resume until early 1933. By 1934 he had added another amazing product to his line - the "Wizard Wave Controller". This device was attached to wireless set aerials to "stop station interference and improve reception 100%". The familiar marketing strategy of wild claims and free offers was used. It would be interesting to see what, if anything, was inside the cylindrical housing of this device.

Meanwhile, Aero-Oil Vaporator publicity seemed to be more sporadic following the brush with bankruptcy. As time wore on there were occasional articles published, and it's amazing how many times over the years it was referred to as a "new" invention. Below are two examples:

Right: The Sun (Sydney), 27th March 1931.

Below: The Land, 22nd September 1933.

BURNS FUMES

NEW PETROL SAVER

CRANK CASE CLEANED

Designed to save petrol by recapturing the waste fumes which usually escape by the crank-case breather, the Aero-Oil Vaporator is being sold by the National Distributing Company, of 250 Pitt-street city.

This device amplifies fume-catchers used on some American cars, for it incorporates an air-valve operated by engine induction to admit more air into the mixture, and a vaporator to cause turbulence in the fuel charge.

This petrol saver is simply fitted by placing a cap over the oil-filler, and inserting the vaporator in the carburettor-manifold junction. A flexible tube allows engine induction to suck the fumes from the crank-case, and deliver them by the induction manifold. Its triple purpose is to use the fumes as fuel, keep the crank-case cleaned, and provide upper-cylinder lubrication.

Increases of fuel economy, up to 25 per cent. are claimed for the device.

REDUCING PETROL COSTS

A new Device for Motorists

In these days when all petrol users are looking for ways and means to reduce their running costs, interest will be attracted by a new device designed to save petrol by recapturing the waste fumes which usually escape by the crank case breather.

This device, the Aero-oil Vaporator, represents an entirely new and successful invention, and is simply fitted by placing the specially constructed cap over the oil breather and inserting the vaporiser in the carburettor manifold junction. Thus it serves the dual purpose of a petrol saver and provides more efficient upper cylinder lubrication.

The sole manufacturers and distributors of the device are the National Distributing Company, 250 Pitt Street, Sydney, who distribute to motor owners and agents direct under a novel free distribution scheme and from whom full particulars can be obtained.

The National Distributing Company did eventually change hands – Dun's Gazette on 19th October 1936 lists the event under "Change in Ownership or Constitution": "National Distributing Company (John R. Walsh), 661 George-st., Sydney, distributors. On 30/9/36 Ian P. Brownrigg became owner. Reg. 6/10/36."


A late Aero-Oil Vaporator ad in The Sun (Sydney) on 3rd September 1939 included a photo of "Syd. Francis, the English Engineer who perfected this invention." Syd had previously been named as the Technical Director in early Duo-Vaporator ads. The various patents relating to the series of devices listed Herbert Wilson Robinson as the inventor. Just why Syd's name would come up again at this late stage is a mystery, especially considering the National Distributing Company had changed hands twice since his last mention. The Aero-Oil Vaporator was still being advertised as late as 1941. By then it had been on the market for over ten years, yet it was still being described as a new invention! The ad below is from The Bulletin, 16th April 1941:

MORE MILES FROM PETROL RATION

NEW INVENTION

1,000 GIVEN FREE

New invention utilizes petrol fumes now wasted. Car owners report amazing savings . . . together with faster pick-up more power smoother running. This invention turns fumes now being wasted into valuable fuel, and puts them back to work. Mr. A. McW., of Mitchell Rd., Alexandria, writes:—"I have installed on my Ford A one of your Aero Oil Attachments . . . I had an increase of 14 miles per gallon."



The Aero Oil Vaporator fits all cars, trucks, 'buses, and tractors. No drilling, tapping, or cutting required. Anyone can fit it with a spanner in a few minutes. It operates automatically, lasts a lifetime.

STOP THIS WASTE

To NATIONAL DISTRIBUTING CO.,
Brickfield House,
663 George Street, SYDNEY.

1,000 ATTACHMENTS GIVEN FREE

During the next 30 days, under a new advertising plan, 1,000 Aero Oil Vaporators will be given away FREE with the object of further popularising this ingenious invention. To share in this offer you must act immediately. Post Coupon NOW.

FREE COUPON BELOW

POST THIS COUPON TO-DAY

NAME ADDRESS

CAR M.P.G.

(Enclose 2d stamp for Postage) B. 4/41

Finally, two snippets showing how some customers felt about these gizmos. H. Hillmar wanted to be rid of a Duo-Vaporator and placed this ad in the Weekly Times, 28 January 1933 under "Notices of Books, Music, and Goods for Exchange", "H. HILLMAR (South Fumira, via Moe). — "Ford T Duo-Vaporator, exchange for any equivalent, preferably electrical accessories, ammeters, switches, etc."

The North Shore Historical Society Bulletin for June 2020 includes an amusing article about the Aero-Oil Vaporator. The February 1931 archive box for the North Sydney Council contained a National Distributing Company advertising brochure with a note scribbled at the bottom by the Council Engineer: "I have one - a waste of money."

Still to come – Herbert Robinson's new venture.

Andrew Brand

What!!

Petrol 1/- Gallon

No Unfortunately.
But wise motorists
can reduce the price
of their petrol to
1/- per gallon or
little more by fit-
ting an . . .



AERO-OIL VAPORATOR

TO THEIR CAR OR TRUCK

This scientific invention which is guaranteed to save 25% of your petrol costs puts waste petrol and oil fumes from your crankcase to work. Besides saving petrol it increases power-pep and motor efficiency and can be fitted by a novice in a few minutes without drilling or tapping.

Order Yours Now, giving full details of vehicle, and Enjoy Cheaper and More Efficient motoring. The Price: 25/- Complete

The sole agents: A.E.G. UTILITIES COMPANY

'PHONE: B6865

—:— CHANCERY HOUSE, HOWARD ST., PERTH

For Sale

1914 Model T, rebored out 40 thou oversize, new pistons and rings, new valves, rebuilt magneto, rebuilt tremblers, brand new tires, new bands and brake linings, all original lights. Looking for \$30,000 ono.
Keith Elliott 0412 839 020



T- RADN' TABLE



REMINDER FOR UP COMING REGISTRATIONS THAT ARE DUE.

Hello there to all our club members,

Your committee felt that a reminder for people (especially those with multiple cars/bikes to keep a track of) of their upcoming registration due on their vehicles would be a good idea. Thus far it has jogged the memories or RTA checking of a few members, so is proving worthwhile. If you no longer own or have the listed vehicle on red plates can you please ring the secretary and let her know. This list has been compiled from our current registration register.

AUGUST 2020

Chris Cansdale 09187H

Robbie Dalton 5110

David Dare 799

Alan Flude 4590

Russell Hughes 834

Trevor Merton 5606

John Morrison 6696

Andrew Phillips 1568-H2

Brian Smith 5494 & 5111

Dave Weatherhead 158BH

Dean Williams 5415

Thanks everyone

Jo Baulch

Secretary (Phone: 03 5342 4837 or 0427 424 837)

Important note to all—Due to the current situation the Cup Week-end event has been cancelled



Bulletin

Industry Division

Reference No. Blitz/jk-5-20

Victoria Police Blitz on illegally modified vehicles

Victorian Police highway patrol unit has contacted VACC to raise awareness among the automotive repair industry relating to an increase of illegally modified vehicles on Victorian roads. Repairers may potentially be caught up in a police investigation for breaches of the Road Safety (Vehicles) Regulations 2009.

What's Happened? Police intercepted a vehicle fitted with a nonstandard high-performance engine and turbocharger without an engineer's certificate/ VASS certificate. The owner was issued with a defect notice and fined for driving a high-powered vehicle while still on their P's.

Subsequently, the owner proceeded to have the engine swapped with the original engine in order to obtain a roadworthy certificate and have the defect cleared. The engine swap was completed by a repairer who then sent the vehicle to a licensed vehicle tester (LVT) for inspection.

Once the vehicle had passed the roadworthy inspection and a certificate issued, the vehicle was returned to the repairer. On that same day, the engine was again removed and replaced with the performance engine. The owner visited a VicRoads Service Centre with a copy of the roadworthy certificate and had the defect notice cleared. Police intervention prevented this vehicle from being allowed back on the road within 2 days of the roadworthy certificate being issued.

The matter is now under police investigation to determine any wrongdoing on the part of the repairer and the LVT. Fortunately, in this case the LVT was able to provide evidence including photographs and engine details of the vehicle when it was presented for inspection. The licensed vehicle tester was found to have acted in accordance with VicRoads testing standards and road safety regulations. Failing to adhere to these rules may have resulted in the LVT losing their license and possibly their livelihood or potentially facing the scrutiny of the coroner had the vehicle been involved in a fatal collision.

Road Safety (Vehicles) Regulations 2009 - Chapter 2 regulation 21 (3)

- (3) person who modifies, or adds components to, a vehicle must ensure that –
 - (a) If the vehicle complied with the standards for registration immediately before the modification or addition, the vehicle continues to comply with those standards
 - (b) For a heavy vehicle –
 - (i) The modification or addition is certified by a person appointed as an authorised officer under regulation 7 as complying with the National Code of Practice for Heavy Vehicle Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No. 6; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads); and
 - (c) For a light vehicle-
 - (i) The modification or addition is certified by an authorised officer as complying with the National Code of Practice for Light Vehicle Construction and Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No.14; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads)

Chapter 6 regulation 233

It is an offence to substitute equipment on a tested vehicle.

If a current certificate or roadworthiness exists for a vehicle, a person must not detract from its roadworthiness by adding, altering, removing or substituting equipment or fittings on the vehicle. Penalty: 5 penalty units

I am aware of multiple instances where a vehicle has been altered after a roadworthy certificate has been issued resulting in a show cause sent to the License Vehicle Tester. Members are reminded to check for any signs of previous modifications when inspecting vehicles and that photos are your best form of defence should you be investigated.

John Khoury
Industry Divisions & Policy Advisor
 ARD, AED, ERRD, GD, SVA, Auto Trans, ATRA, LVT
VACC



ttorquenews@hotmail.com

PAUL GRADY

MODEL T FORD CLUB OF VICTORIA INC

Club Permit Scheme Proposed changes to regulations

Explanatory Notes 9th July 2020

Vehicle Safety

There is no plan to introduce further inspection regimes for the scheme.

The document recently forwarded to clubs discusses proposed strengthening of regulations concerning the club scrutineer checking of vehicles for safety where pre 1949 built vehicles are not required to have a Road Worthy Certificate.

The Associations view is that club appointed scrutineers carrying out safety checks should have appropriate qualifications!

The responsibility for suitability of a vehicle for use on the road requiring a Road worthy certificate rests with the Road Worthy Certificate supplier not the club!

There is no change to this arrangement.

Requirement for appointment for application to the scheme.

This has been suggested for administrative purposes. It has been found that the process is causing delays at the Vic Roads service centre's counters. The appointment system will ensure an operator with the appropriate knowledge processes the application and time is saved. The proposed fee is in line with other specialized registration arrangements.

Fee increase

The proposed pro rata payment for permits is based on the permit fee only not the TAC payment!

Iain Ross

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- Licensed Air Conditioning Service Centre

T- RADN' TABLE

A free trading place to advertise your goods - and to pick up a bargain or two! Note that an ad stays in for two issues unless otherwise advised. All For Sales must include prices. Vehicles for sale must include engine number or registration number (Not Club Permit Number) by law. Publication of ads does not constitute endorsement of price, condition, or authenticity by the Club.

Please send your ads to the Editor at tortuene@hotmai.com or to the Club's post office box 2 weeks prior to the next meeting.



YOUR COMMITTEE FOR 2019/2020

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Email: president@mtfcv.com

Vice President:

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INFORMATION

The Model "T" Ford Club of Victoria (MTFCV) was formed in 1980 and is aimed at encouraging and promoting Model "T" Fords; to help in the restoration of Model T's and to create a register of Model T owners.

Meetings are usually held on the second Friday of the month at the club rooms at the Ashburton Community Library, 154 High Street Ashburton corner of High Street and Munro Ave (Melway ref 60 C9) and an outing is **usually** held on the Sunday following the monthly meeting.

Opinions expressed in articles appearing in this publication should not be taken as necessarily representing the official view of the club. No responsibility whatever can be accepted in respect of the conclusions or terms expressed therein. In no event will the club, or authors of articles in this publication be liable for direct, indirect, credential or consequential damages resulting from any reliance placed on this material by any real or legal person or persons. - The Model "T" Ford Club of Victoria Inc.

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Chapter Member of the Model T Ford Club of America P.O. Box 996, Richmond, IN 47375-0996, USA. (Home Page www.mtfca.com) and the Model T Ford Club International P.O. Box 355, Hudson, NC, 28638-0355, USA., (Home Page www.modelt.org). Both clubs produce excellent magazines (Vintage Ford, Model T Times) and we encourage membership of both organisations. Contact the MTFCV Committee for information.