

INC #.A0038764

TRACS TORQUE

Trucks too.

P.O. Box 569 Irymple 3498.

NOVEMBER 2021.

Newsletter for
Members of the Tractor
Restoration and Appreciation Club
Sunraysia Inc.



NOVEMBER MEETING.

The possibility for a meeting and the AGM are looking good.

**SPECIAL NOTICE :- MEETING WILL BE LATER IN THE MONTH THAN NORMAL ,
THIRD WEEKEND NOT SECOND.**

11:00 AM SUNDAY 21st NOVEMBER 2021.

Wilga RD Red Cliffs.

For the safety of fellow members only attend if you are **DOUBLE VACCINATED !**
DO NOT attend if you are unwell or you have been near anyone who is sick
or a "HOT SPOT" possibility, better to miss out for now catch up another day.
Follow Covid 19 Guide lines at the meeting and sign in.
WE are so close to having some freedom, please "don't blow it now".

FUTURE EVENTS.

I will try to list in next news letter, most seem to be **CANCELLED** or **POSTPONED**.

VIC ROADS has been at work on the vehicle **CLUB PERMIT SCHEME**, the letter to our secretary
and the pamphlet (modified to fit in all details here). See further over in news letter for details.



A McCormick-Deering WD-40 Diesel tractor doing a job with an International 195t scarifier on the property of Messrs. Greene Bros., at Berriigan, N.S.W.



Harvesting wheat at Grenfell, New South Wales, with a 10ft. power drive McCormick-Deering No. 22 Harvester-Thresher drawn by a McCormick-Deering W30 tractor. The cutting and threshing of the McCormick-Deering No. 22 Harvester-Thresher is operated by the tractor engine through the power take-off on the tractor. The height of the platform is controlled by two ropes within easy reach of the tractor operator.

Power Farming in Australia, January, 1938

TRACS Trekking the Mallee (in a COVID compliant manner)

30 Sept to 6th October 2021 (And the weather.....it was not so good)



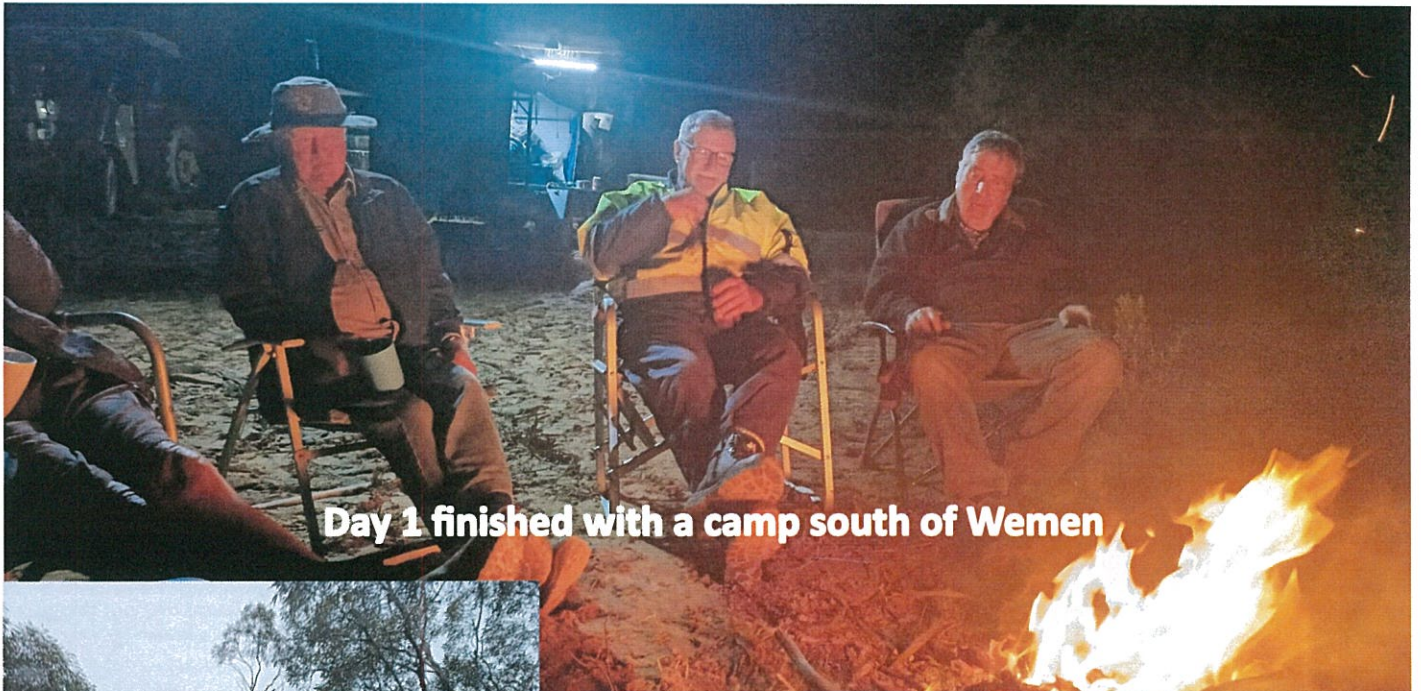
With very genuine appreciation to those who welcomed us to their collections along the way. Thankyou to

- Danny Lee for organising the trip
- Julie and Robert Mansell at Collignan
- Oliver's at Manangatang
- The Quambatook Machiney Club
- The Nullawil Historical Society (with additional appreciation for the loan of their roof on a particularly wet day and night)
- Howie Smith at Nullawil
- Ron Dehne at Nyah



Nothing is as much fun as mucking around in boats.





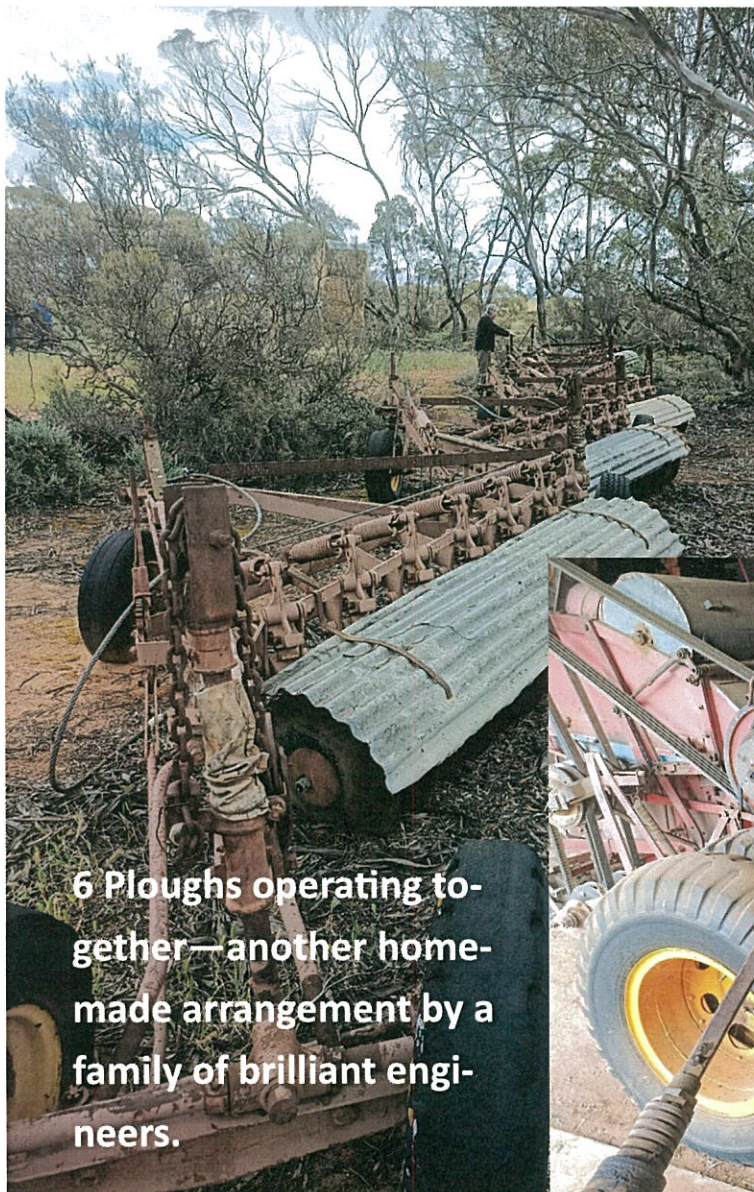
Day 1 finished with a camp south of Wemen



Dale's new trailer



Oliver's home made tractor. Front and back axles from Sherman Tanks, 3 Roadranger Gearboxes, a homemade transfer case, driven by a V8 71 Detroit Motor and fitted with satellite autosteer. Still going strong.



6 Ploughs operating together—another home-made arrangement by a family of brilliant engineers.



Oliver's homemade SP header—2 PTO headers joined together and driven by a Detroit motor.



The Quambatook Club's shed is full. Another is planned. An outstanding collection.

We camped in their grounds for the night.

It is very hard to do justice to the Nullawil Historical Societies' Collection. It really was outstanding. Such a lot of very early cropping machinery in good order and combined with a vast collection of all of the farm and household tools and appliances from the time. A school, a post office and even a church. Well worth a return visit.



THE BRAYBROOK STRIPPER

The Stripper was a South Australian invention. In 1843 the basic model was exhibited by John Bull; John Ridley improved upon it and manufactured several machines by 1845, but never took out a patent.

Because it was so successful in operation and so simple in design, over the next 60 years blacksmiths throughout the South Australian and north-western Victorian wheat belts built strippers with their own modifications and sold them at \$50 - \$60 each. The machine was light to pull, requiring only 3 horses, and only one man was needed to operate it. The long hot summers of the Mallee were ideal to thoroughly dry the wheat head, which was essential for stripping, so these machines were a great asset for the new selectors as they struggled to establish themselves as wheat farmers in the Nullawil area.

In this model, the steel comb at the front of the machine channelled the wheat heads under the curved cover where they were stripped off by the revolving horizontal beaters which were driven by a pulley from one of the main wheels. The force of this operation threw the contents up an inclined plane to the peg drum where the blunt studs completed the threshing before both grain and "Cocky chaff" fell into the main chamber of the carrying box. Originally this stripper operated without the peg drum, as can be seen from the construction marks on the side of the box. The peg drum made it a "cold weather stripper" - it would work earlier in the day or on cooler days than previously. At a designated spot in the paddock the box was emptied, probably by shovel and cocky chaff fork, into a heap ready to be cleaned by the winnower and then bagged.

In an 18 bushel crop, the stripper would strip about 10 acres a day. The box would hold 20 bushels of wheat grain and chaff.

This machine was restored and donated by Eddie and Gwen Abraham.





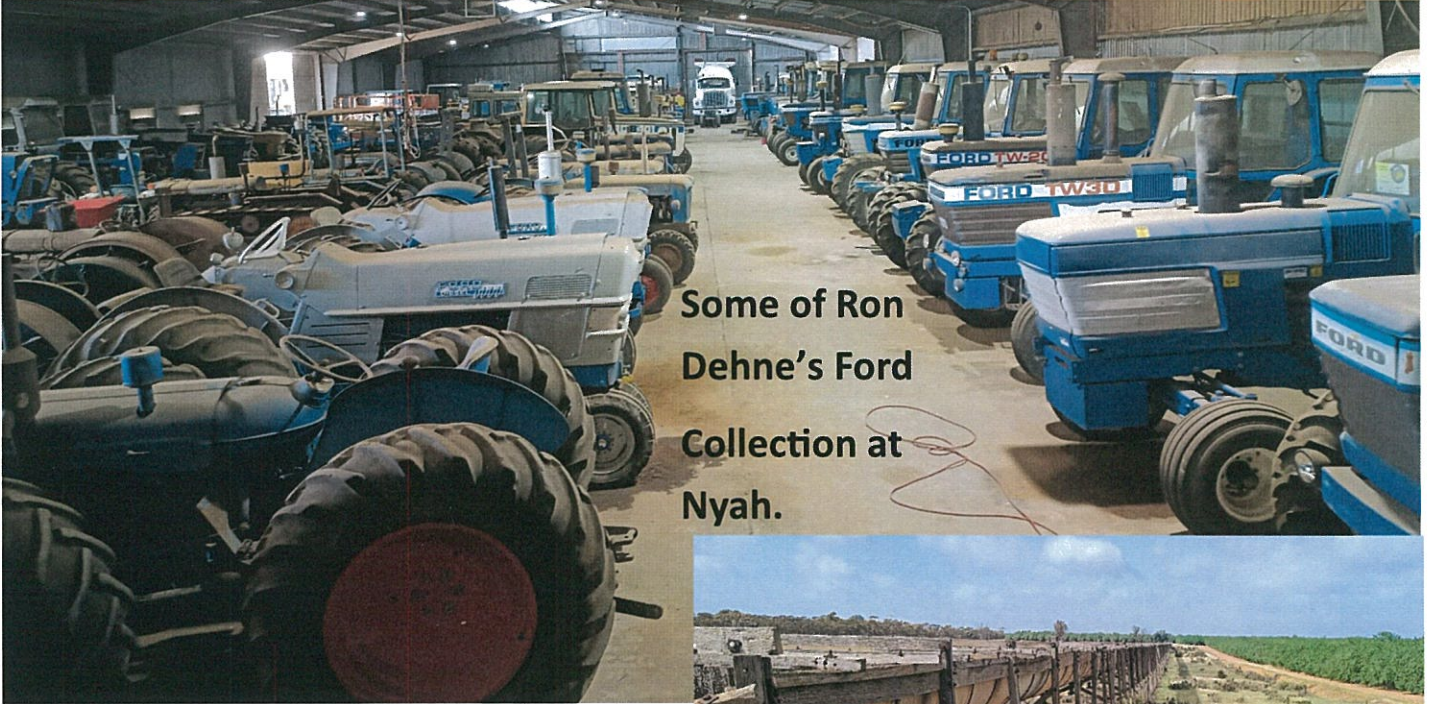
TRACS at The Nullawil Historical Society. And, yes it was wet



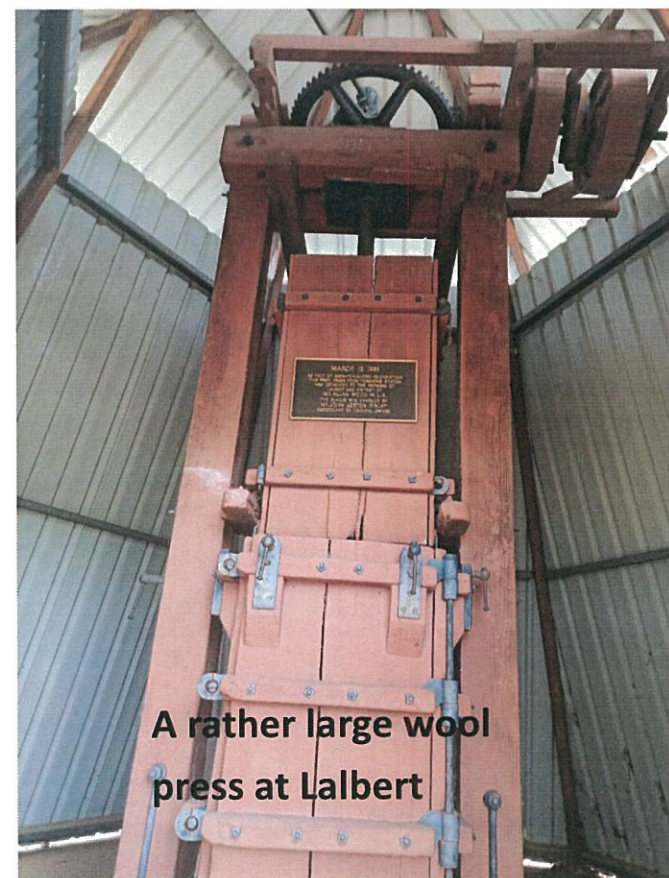
These photos from Howie Smiths accumulation



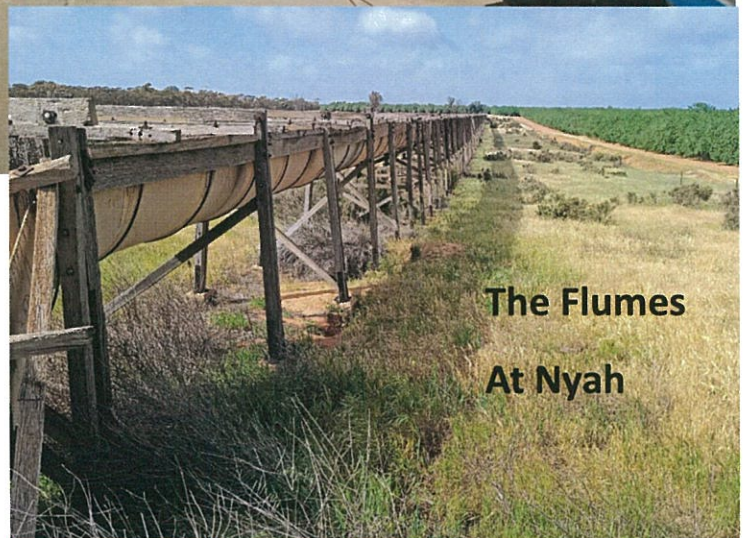
There were some good crops around Nullawil



Some of Ron
Dehne's Ford
Collection at
Nyah.



A rather large wool
press at Lalbert



The Flumes
At Nyah



Good weather on the last day

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On 30 September 2021,
the Road Safety (Vehicles)
Interim Regulations 2020
will be replaced by the
Road Safety (Vehicles)
Regulations 2021

The new Regulations have been developed following extensive consultation with industry and community groups, including Club Permit Scheme associations, clubs and members.

The new Regulations include changes to the Club Permit Scheme and the introduction of new offences.

Dear Secretary,

CHANGES TO THE CLUB PERMIT SCHEME

On 30 September 2021, the Road Safety (Vehicles) Interim Regulations 2020 will be replaced by the Road Safety (Vehicles) Regulations 2021.

This letter is to advise that the new regulations introduce some important changes to the Club Permit Scheme, including the introduction of penalties for failure to comply with existing logbook obligations. Furthermore, a definition of a replica vehicle is now included in the regulations.

Please find enclosed a brochure that describes the changes that apply to the Club Permit Scheme.

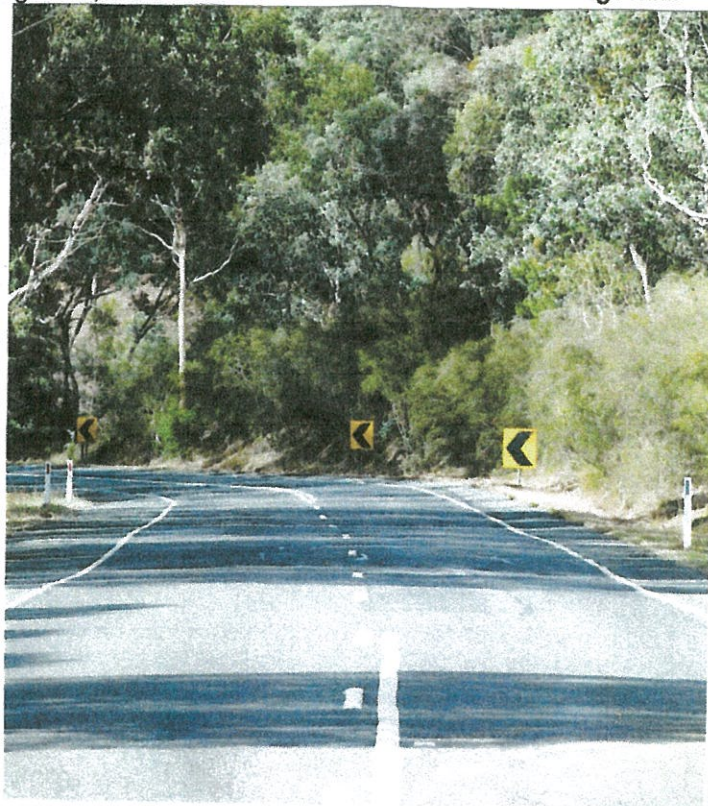
To find out more about your Club Permit Scheme obligations, search 'Club Permit Scheme' at vicroads.vic.gov.au.

Kind regards,



Geoff Enguell

Director, Registration and Licensing
Practice Standards and Solutions



TRANSPORT FOR VICTORIA

Introduction of penalties for failure to comply with existing logbook obligations

Club Permit holders must ensure that:

- the Club Permit is affixed inside your club logbook
- each day the Club Permit vehicle is driven outside the vehicle's local zone, you must ensure that the next available entry in the club logbook is completed before you begin your journey
- if your journey begins before midnight and continues into the next day, an entry must be made in the club logbook for both days
- you do not complete or partially complete entries in a club logbook which relate to a future day
- if a club permit is a 45-day Club Permit, only the first 45 entries in the club logbook are used, unless a second 45-day Club Permit is issued for the Club Permit period and affixed inside the club logbook
- if all available entries in a club logbook have been completed, or the Club Permit has expired or been cancelled, the vehicle is not driven outside the vehicle's local zone until a new Club Permit is issued.

Club Permit holders are responsible for ensuring any driver of the vehicle operated under the Club Permit complies with these obligations.

Penalties now apply for logbook offences.

A specific offence for using a Club Permit vehicle as a commercial passenger vehicle is being introduced

There are now financial penalties for using a vehicle operated under a Club Permit:

- for hire or reward for the carriage of goods or freight, or
- to provide a commercial passenger vehicle service as defined by the *Commercial Passenger Vehicle Industry Act 2017*.

Operating conditions

In addition to the general conditions, VicRoads may impose an operating condition on a Club Permit that specifies the permissible use of the vehicle operating under that Club Permit.

VicRoads may suspend a Club Permit if it is reasonably suspected that the Club Permit holder has failed to comply with any operating condition of the Club Permit specified in the certificate of approved operations. Internal review rights apply.

Cancellation of a Club Permit

VicRoads may cancel a Club Permit if the payment of a relevant fee and the appropriate transport accident charge is dishonoured or not paid within 3 months after the date of expiry of the Club Permit.

Surrender of a Club Permit

A Club Permit holder may surrender a Club Permit. When doing so, you must ensure that at the time the Club Permit is surrendered, the Club Permit, the Club Permit label and the vehicle's club logbook are removed from the vehicle and destroyed. If VicRoads requires it, you must return the Club Permit number plates to VicRoads. Penalties apply for failure to comply.

Definition of a replica vehicle

The Regulations now define a replica vehicle. 'Replica' means a light motor vehicle that is an individually constructed vehicle that resembles, as close as practicable, the appearance and dimensions of the production vehicle on which its design is based. To be eligible for the Club Permit Scheme, replica vehicles must have the appearance and dimensions of a vehicle manufactured more than 25 years ago.

For a replica vehicle to be eligible for inclusion in the Club Permit Scheme, it must meet this definition, and a VASS approval certificate must be provided with the Club Permit application. Individually constructed vehicles and production vehicles are defined in the Vehicle Standards Bulletin (VSB) 14.

Some regulatory reform proposals will not be progressing in 2021

Based on consideration of stakeholder feedback and an assessment of current feasibility, the Victorian Government will not at this time be progressing the following reforms which were proposed in the consultation process:

- increasing the vehicle eligibility age from 25 years to 30 years for Club Permit vehicles
- requiring vehicles older than 15 years to be recorded on the Written-Off Vehicles Register (WOVR).

There is no plan to introduce the proposal to increase the Club Permit Scheme eligibility age. However, other regulatory proposals will be considered for introduction in the future.

For more information

For more information about the consultation process visit engage.vic.gov.au

Information provided in this brochure is an update of changes to the Club Permit Scheme. Search 'Club Permit Scheme' at vicroads.vic.gov for a full description of all Club Permit Scheme requirements and obligations.