Geoffrey Lane and John Raven came with your editor to look over some of Bob Fox’s projects. We learnt a lot and saw examples proving that if you can find satisfaction with the end result you can cope with all the difficulties on the way. Another lesson evident was “Where there’s a will there’s a way.”

We are fortunate that Bob is an example of “if you have talents you should use them.”

The top photo shows Bob in his Ford TT. Read about it inside. The left photo shows that Bob works on tractors too. We can expect to see a rejuvenated Farmall ‘A’ soon.
Editor's Ramblings, October 2013.

Last month I forgot to report that TRACS has a new Treasurer, Michael O’Callaghan, from Mildura. Ian Hinks has always been Treasurer since TRACS was formed and had earned some relief from the job. He always had the confidence of all members. Michael comes into the task without a tractor, but he does come with a famous truck, a wartime GMC 6x6, which pulled lots of houses over the country for many years in the house removalist business.

TRACS was well represented at the funeral of Bob Lampard’s wife and his son Dean’s mother, Valerie, on 10th September. Bob is an original member of TRACS and we were there to sympathize with him and Dean. Valerie had been in ill health for some time.

The TRACS Tractor Pull on 5th October will be run in accordance with the National Historical Machinery Association rules. As we have new members who may not realize that our/their insurance is dependent on NHMA rules being followed and many older members may have forgotten them, they are printed in Tracstorque for you to read please. We do have a safety officer. If you have decided which tractor or tractors to bring, done a safety check, particularly on the drawbars, we have enclosed an entry form which will help if you fill it in at home and bring it with the tractor. Entries are accepted on the day but cannot all be received at 10am. You will be given a number and entered in the appropriate category. You will receive a number to fix on the right side of the tractor. Please return the number before you go home.

MISSION STATEMENT.
In the August issue of Tracstorque I reported a suggestion by Dan Richards that TRACS should have a Mission. The following meeting discussed it and our secretary Ian Hinks has drawn our attention to Paragraph 2. of our constitution.

2. Purposes
The purposes of the association without limiting the generality of any objects of the Club and any associated activities, the aims of the Association shall be:
(a) To sponsor and encourage the appreciation, restoration, preservation and use of vehicles, including but not limited to tractors, trucks, utilities, motorcycles, farm machinery, etc.;
(b) Form a group of vehicle owners who shall subscribe to these objects;
(c) Engage in rallies, exhibitions and other relevant events suitable for vehicles;
(d) Establish and encourage correct driving, safe handling and proper maintenance of vehicles;
(e) Offer the services of the Association, its members and vehicles to such organizations as may be decided by the Committee;
(f) To engage in activities designed to promote a better and wider understanding and historical awareness of the significance of these vehicles within the community;
(g) To promote a spirit of goodwill and fellowship among members by participation in Club management and activities;
(h) Restored vehicles should be as original in appearance as possible.

Ian draws our attention to his dictionary’s meaning of ‘mission’. He has suggested that this be included in Tracstorque so that everyone knows what any discussion will be about.

“mission” aim; assignment, business, calling, quest, duty, errand, operation, purpose, pursuit, task, undertaking, work.”

It could be we have a mission, called Purposes.

The Riverland Field Days. Day one had a strong cool wind, which kept the flies away and may have persuaded locals that day two would be better. There were more empty spaces than usual, even though some exhibitors had bigger machines taking up more space. There were enough things on show to take a full day to inspect. The Chinese economy does well out of field days, selling lots of cheaper tools, many of which need replacing next year. There were lots of bigger boats and motors which I believe should not be used on our inland rivers.

There were some old tractors on show. A working exhibit was a steel wheeled W4 driving a binder by a PTO shaft. Some sheaves were tied, the W4 purled away nicely and younger people asked “what’s that?” Older people recalled ground drive on binders as they were pulled by horses to cut the crop to be cut into chaff to feed the horses to grow the next crop to feed the horses and so on.
One of the “inside” exhibits at the Riverland Field Days showed some furniture and homewares made in Sunraysia. It was made from red gum and was excellent quality. A TRACS member, Luke Hudson was one of the men on the stand. As I did not buy anything I will see if we can sell something for him, with a few pictures of smaller items. The contact is Just Redgum, number is 0408599779, located at the corner of Luke Crt and the Crescent. Opening times are Mon-Fri 9am-3pm. In the photo are Stevo, Luke, Daniel and Ricko with some of their wares.

**CHOPPING BOARDS**
Various sizes ask for a quote

**LAZY SUSAN’S**
FROM $80

**OTHER ITEMS FOR SALE.**

‘Rocco’ from Cobram has a Ferguson 35 for sale. It was driven into a shed (not accidentally) 14 years ago. Ring 0418 575 612.

Vic Pollesel has two B250 tractors for sale, described as a good project for someone. Phone 03 50230871 Email<vvpollesel@hotmail.com>. We think if you knew where he could find an early model good Chev 6 engine you might earn a discount on these as he is working on another Chevrolet truck, circa 1930.

Thanks to Peter Crisp and his office staff for printing this issue of Tracstorque
MORE THAN AEROPLANES AT THE WENTWORTH AERODROME.

One of TRACS' members, John Raven from the Wentworth aerodrome, has a Fordson Dextra which he has restored and the result has been on show in the last year or two. He started with a wreck and made it like new. Workmanship is excellent and so is the result.

John and Rong have built their home there on typical Wentworth type soil, not the easiest for gardening, but Rong is a keen gardener and they are making things grow. It involves adding organic matter, mixing it in and adding sand and compost — all things which could be done by shovel and wheelbarrow if you had nothing better.

John is very good at making things. He started making model aeroplanes, then decided it would not cost more to build one a little bigger which he could fly. So he did. He also has another larger plane in his shed/workshop.

Back to the garden. John was looking for a scoop to mount on the back of the Dextra to make gardening easier. There was, retired and at rest, a five feet wide old backscraper which could be had for free. He set to work and has produced a simple professional looking rear mounted scoop, designed to back into whatever you want to move, lift and dump. It would not be difficult to make it spread too.

Gardening is now much easier, scrap is retrieved and back at work again, better than when it was made over 100 years ago! The label on the scoop has the exact date obscured by a rivet, an original design fault not considered a problem when it was made. The label says "J. W. JONES, MAKER, ADELAIDE" and the second label says "H. DENNIS'S ?AT No.648, JULY 23 0? ADELAIDE. We think the date is 1903. John has found the steel in that scoop is very high quality. It is now reinforced with a length of 150mm C section to hold the manual catch to release the load and increase the capacity. The cutting edge is well worn.

If only the makers could see their scoop now!

There’s easier ways to dig the garden than with a shovel or a fork.
Bob Fox at Cardross has an extraordinary collection of restored vehicles and more yet to be done.

This is a copy of an account of the restoration of his Ford TT truck which was printed by the Mildura Vintage Vehicles Club. Bob has not allowed problems to deter him and just considered them another challenge to be overcome. He also has made many improvements to some of the Ford's features so that 88 years later it is not so obsolete. Bob's father owned Milewa Motors at Meringur, had fiddled with 'T' bits and at an early age had 'cobbled together a 'bitzer' he was able to run around in.

The details of his restoration follow:
The chassis was used as the basis of a sawbench in the Daylesford area, with the rear cross member coming from Yarrawarra.
The front axle came from an old trailer found at Carisbrook in Central Victoria.
The diff. housing, which incidentally is a Ruckstell 2 speed, came from Ouyen, with the diff. centre finding its way from Broken Hill to Bob with assistance from MVVC member Keith Forster.
Both axles, and drive train have been extensively and thoroughly overhauled with modern ball races and seals, used where required.
Bob is a retired automotive mechanic with years of experience which has permitted him to do most of the work himself.
The motor was quite a challenge—something like 15 blocks were found and checked before one could be resurrected. The block was treated to a solid overhaul, being rebored to allow the use of new aluminium pistons and V8 Holden valves were machined to suit. The connecting rods were remetalled by a competent and capable retired engineer. The main bearings were machined on a line-boring machine which Bob constructed himself.
Contemporary vee pulleys were machined to replace the Ford flat pullies and Datsun fan blades are used.
Electrically speaking, Bob grafted an alternator on to a 'T' Ford generator front plate. With some other modifications this gives him a 12 volt electrical system.
The radiator core has been fitted with a modern core to allow for more modern cooling.
Kevlar bands are used in the transmission, while an additional source of oil pressure supply for the engine bottom-end has been added.
The tray, which has been slightly modified to suit the 'TT', came from another restorer.
Another difficult (initially) challenge was the restoration of the spokes for the wheels. As the originals were in a poor state of repair and not re-usable, Bob set out to turn his own. After numerous hurdles were overcome, he came up with a technique which allowed him to turn any amount of spokes as required. It was a case of persistence and perseverance and much hair-pulling paying off. Perhaps that's the reason.
To complete the task Bob did his own panel beating and painting and the 'TT' is now on club Permit. The restored Ford 'TT', painted green with black guards, looks a 'million dollars'. As Bob said about the restoration, 'I did the bloody lot—all except the upholstery'.

To complete the tale here is a summary of the source of some of the other parts required for the restoration and/or rebuilding:

- Bulkhead (firewall): Buronga
- Sump: "
- Transmission: Horsham
- Guards: Gawler
- Apron: Timbooroo
- Bonnet shell: Meringur
- Headlight: Mildura
- Headlight: Murrayville
- Engine block: Maryborough
- Crankshaft and con. rods: Mt. Gambier
- S.H. timber for cabin: Adelaide

Where is Timbooroo? A locality west of Ouyen, slightly south of Galah, on the Murrayville Road.

As a result of his success in finding Ford 'T' bits Bob now has nearly enough bits for another and has started, on the next project.
RIVERLAND ‘HIT ‘N’ MISS’ RALLY, 14th/15th SEPTEMBER.
As Geoffrey Lane was going to this, we asked him for a report. It was in Benson Park, Waikerie. It was a 2½ hour trip, towing a Ferguson on a trailer. Rain earlier in the week had improved the site and clouds kept the temperature comfortable. It threatened to rain on Sunday. Many diverse displays had been arranged, showing sheep shearing by old and new ways, axe handle making, brick making, ploughing with a draught horse (small photo on front page), hay baling and binding, a blacksmith at work and displays of old domestic equipment. There was a tractor pull, which was ‘different’ as they used a steam traction engine to pull the sled back. It would be interesting to know the economics of using wood as fuel versus diesel fuel. Geoffrey camped in the mallee trees on the site. An evening two course roast meal on Saturday was available for $20. Wine or orange juice was included. Vintage cars came on both days and the programme finished by 3 pm on Sunday. Tractor numbers and attendance seemed to be less than previously. Other TRACS members with exhibits seen there were Hamish Stringer with his display of scale model steam engines and Vic Pollesel with his Chev. truck.

IMPORTANT EVENTS

TRACTOR PULL, Wilga Road, Red Cliffs, next Saturday, 5th October.
Follow signs from Calder Highway.

TRACSTREK, 26TH/27TH October.
As per September Tracstorque. Check for further information with Geoffrey Lane, 03 50 273320.

OUYEN FARMERS FESTIVAL, Tue 5th Nov.
Send your entries in early and have the history of your entry included in the printed programme.

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NATIONAL HISTORICAL MACHINERY ASSOCIATION Inc.
TRACTOR PULL GUIDELINES AUSTRALIA WIDE


Preamble: Tractor pulling is not a competition; it is only a fun sport to test the pulling capacity of your old tractor. Tractors are to be classified into three classes:

a) Tractors manufactured 1955 or earlier; referred to as ‘Vintage Tractors’.
b) Tractors manufactured 1956 or later; referred to as ‘Classic Tractors’. All participating tractors need to be at least 30 years old.
c) All participating tractors be limited to 1973 year of manufacture or earlier, and a limit of 100 maximum drawbar horsepower be placed on all tractors.

1. Horsepower ranges will be set on the maximum drawbar horsepower.
   Open: Horsepower classes are optional to all clubs.

2. All tractors must be in standard form with no modification whatsoever.
   Type variations will be allowed only if:
   a) They were available as an option when new.
   b) They are the only modern size tyre available to replace old tyres.
   c) Rim spacers will only be permitted to enable modern tyre sizes to fit old rims.

3. Two wheel weights can be fitted per wheel, to any tractor irrespective of make or model, cast or steel rims. The wheel weight must not protrude more than two inches or 50mm past the outside of the tyre. These weights must have been originally manufactured as a wheel weight, be of cast or steel material and fitted in a proper and safe manner. It is left to the discretion of the Safety Officer or Club Committee regarding the number of ‘Chamberlain weights’ (sandwich weights) fitted to Chamberlain Tractors only.

4. No other weights will be allowed on the tractor. No tractors will be allowed with any other equipment fitted

5. Maximum height for drawbar will be:
   a) Under 25hp classes: 18” Maximum
   b) Above 25hp classes: 22” maximum

   No modified drawbars are allowed. All drawbars must be supplied by the manufacturers.

6. When front wheels lift off the ground you will be stopped.

7. All drivers must be licensed and insured, however, underage drivers fifteen to seventeen may participate under strict supervision of an adult club member in a fenced compound. Outside fenced compounds all drivers must be licensed.

8. No passengers allowed on tractors in compound or pulling track.

9. No riding on the sled, only drivers allowed on shed, unless an extra seat is fitted.

10. Pulling will start and stop at the sound of a horn on the sled, or a signal by the flagman.

11. Tractors must be in Neutral and drivers must have both hands raised to indicate ‘Neutral’ before hooking up and unhooking.

12. Tractors must be driven no faster than walking pace at all times.

13. All tractors will be observed by a Safety Committee appointed by the club.

14. If there is a seat fitted on the tractor, the driver must remain correctly seated at all times.

15. Tandem hitched tractors will be accepted at NHMA events, only if the hitch is approved by the manufacturer and built to a structural engineer’s requirements [certificate required]. Tandem tractor pulls using chains etc will not be accepted under any circumstances.

It is intended that these “Tractor Pull Guidelines” should be followed by all NHMA clubs conducting such an event. These Guidelines are produced with the aim of providing a safe operating procedure for the exhibitor, the officials and the viewing public. Please remember, modifications only as above, this event is for Vintage and Classic Tractors only. Your club input is always welcome.

Please contact the NHMA Secretary or State Representative with information.
MEETING opened: 7.30pm  
President welcomed members/ visitors  
Visitors: Barry Foster, Malcolm Hammat.  

APOLOGIES  
V. Manno; S. Johnston; D. Schodde; P. Moser; G.Marks; R. Clothier; R. Llampard; J. Ablett; N. Dalla Santa; J. Droffelar; H. Stringer. Gordon; D. Richardson L. Hudson;  

PRESENT: Bob Fox; J. Thomas; A Haw; L. Hinks; J. Lindsay; D. Richards; P. Newton; P. Muir; M. Hopkins; R. Carter; K. Creighton; L. Grivec; D. Hinks; R. Mansell; R. Stone; T. Higgins; B. McNabb; D. Vallelonga; V. Pollesel; T. McGauchie; R. Kovac; G. Bate; A. Hudson; M. Follett; B. Power; G. Lane; L. Cole; N. Kelly; M. O’Callaghan; J. Whyte; A. McKenzie; R. Stephens; J. Garraway; F. Wallace, L. Phillips; H. Borchard; J. Raven; F. Jamarino; V. Barnes; M. Carpenter. Minutes received & endorsed H. Borchard/P. Moser. 

CARRIED  

BUSINESS ARISING  
There was no Business Arising  

CORRESPONDENCE  

Outward  
1. NHMA: member ship request x 2  
2. Members subs. note  
3. RACV: re tractor pull assistance  
4. M’ship cards to D. Schodde; W Harrington  

Carried  

Inward  
1. Bendigo Bank Statement  
2. Deniliquin N/l  
3. C. Clark: sub. payment  
4. Perma Laminating: A/c  
5. Hesco: A/e grader  
6. FV&V/CVC: minutes  
7. Gisborne Machinery Soc.: newsletter  
8. NHMA: Insurance cards x 2  
9. Melbourne Steam Traction Club: invitation  
10. R. Witcombe: sub. response apology  

Carried  

Moved K. Creighton / M. Hopkins that inward correspondence be received and outward correspondence be received and account paid. 

CARRIED  

TREASURER’S REPORT  
Balance in a healthy position. A/c Stamps Moved IM. O’Callaghan/J. Whyte that report be received and account paid. 

Carried  

Bendigo Bank required the Treasurer obtain a signed minute from a meeting that he be authorised to view TRACS bank account on line, and that his signature could be added to the list of signatories. A copy of a minute to this effect, was moved by P. Newton /K. Creighton. The motion was carried. 

Bendigo Bank will be informed  

GENERAL BUSINESS  

(a) Clearing Sales.  
No purchases; looking only. DMS sale SuniTAFE grounds.  

(b) New Purchases  
R. Mansell: 24’ strap trailer  

(c) Restoration Activities  
R. Stone: F-750; R. Carter: M-M G-6  

(d) Editor  
Commented on computer ‘fun & games’ when printing n/l. Suggested could do with more stories like one supplied by M. Follett. Suggested that TRACS needs a ‘mission’ statement.  

(e) Grader repair  
Rams have been fitted to Grader. All working. Thanks go to Brian Hamilton.  

(g) Vic Registrar  
M. O’Callaghan GMC ‘blitz’, Renewal for Bob Fox; R. Carter ‘Dexta’.  

(h) NSW Registrar  
Renewal of Tractor  

(i) Membership  
Two new members accepted: B. Foster; M. Hammat; 

Carried  

(j) Tractor Pull-October 5  
Details are being seen to.  

(k) Tractor Show  
Meeting of group will be called soon.  

(l) Tractor Trek  
G. Lane has reconnoitted the trail again. Discussion re toilet. Moved R. Mansell/T. McGauchie that trailed toilet be inspected and if suitable purchase to be made. Carried.  

(m) Website.  
Phillip Lane has made inclusions.  

(n) ‘Mission’ Statement  
Further to Editors comments (above), F. Wallace suggested that such a statement would be beneficial in giving TRACS a reason for its existence. There were some comments but discussion will be continued next meeting.  

Meeting Closed: 8.30pm  

Number winners: A. Hudson; T. McGauchie; A. Haw.  

Next Meeting: 9 October 8.00pm (Daylight Saving) pm.