Inc # A0038764

TRACS TORQUE

Trucks too.

August 2026

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

PO Box 569 Irymple 3498 www.tracsmildura.com.au 436 Wilga Road, Red Cliffs

Next TRACS Meeting—the AGM—is to be held Wednesday 12th August at The Irymple Bowling Club.

Drone Photos in this Newsletter courtesy of Sarah Whyte.

Annual TRACS Subscriptions are Now Over Due.

These have been set as $75 with a posted newsletter and $50 for an email version.

A member who has NHMA equivalent insurance elsewhere is $20 less (but you must detail the alternative coverage), membership within the same family at the same address $50 and Junior Membership at $40. TRACS Life Members pay $22 for the NHMA Insurance Cover.

The preferred method of payment is by depositing cash or cheque at any Bendigo Bank Branch or by electronic transfer to the TRACS Bank Account—INCLUDE YOUR NAME AS THE TRANSFER REFERENCE.

TRACS Bank Account is with the Bendigo Bank—BSB 633 000 and Account number 1096 31358

Alternatively, payment can be by cheque to PO Box 569 Irymple 3498—or by cash at a meeting.

Club Registration on vehicles is invalid if you are not a current financial member.

TRACS—What's On in The Next Few Months.

August 2026

- **Wed 12th—**TRACS Meeting and AGM at Irymple Bowling Club.
- **Sat 29th and Sun 30th**—Wentworth Show

September 2026

- **Sunday 6th**—Tractor Pull
- **Wed 9th**—TRACS Meeting

October 2026

- **Wd 14th—**TRACS Meeting
- **Sat 31st and Sun 1st Nov**—Lake Goldsmith Rally

November 2026

- **Sat 14th and Sun 15th**—Bendigo Swap meet

How many TRACS members does it take to fix a post? Only one seems to be doing anything...

Volunteers are at the core of the Bendigo Swap Meet. Via your club secretary, we encourage you to volunteer!

The dates for the next Swap are 14-15 November 2026, and there's lots of roles that we will need help with – the more the merrier!

Shifts are generally 2 hours long. Volunteers get free refreshments along with a quiet break space. There will also be a 50th commemorative badge for all volunteers.

For each volunteer shift, the volunteer receives $10 to cover their meal, and the club they represent will get a $20 donation.

Bryan, Ken and a few others have been rejigging the large sled with the aim of simplifying the settings.

Thanks to Malcolm Simmons for the extra weight which is now on the back box as seen above.

This newsletter has been printed on a copier supplied by OE Digital. We thank you for your support.

TRACS Inc. PO Box 569 Irymple, Vic 3498 Website www.tracsmildura.com.au

President	Secretary	Treasurer	Newsletter Co-Ordinator
Alan Whyte	Murray Green	Michael O'Callaghan	Geoffrey Lane
227 Sixth Street		213 12th Street	130 Darling Street
Mildura 3500		Mildura 3500	Wentworth NSW 2648
0428 528 136	0417 008 588	0459 226 378	0434 901 812
alan@whyte.com.au	docgreen@optusnet.com.au		

The Same Place—but 70 Years Apart.

Above, The Flood Rally travelling along the back of Pomona on what was The Old Broken Hill Road.

At left and below left, in late June 1956, a bank being constructed, and below, the same area after the bank had broken.

These photos from Pat Whyte's collection.

"Never for a moment, during the thirty-one years we have been working, have we devoted our attention to any form of localised machine. We took into consideration every world condition that exists."

—HARRY FERGUSON

To meet the needs of farmers everywhere

—under all conditions

The famous Ferguson Tractor —prime mover of the Ferguson System.

ONE TRACTOR, one system, one agricultural method for farmers everywhere, under all conditions. That is the contribution of the Ferguson System of *complete* farm mechanisation. It is a contribution that gives farmers their first real chance to farm as they have always wanted to farm.

What is the Ferguson System?

The Ferguson System consists of two parts: the Ferguson tractor and a Ferguson implement. Simple 3-point linkage and hydraulic control — both manual and automatic — co-ordinate the action of the tractor and implement. They work together as a single unit to provide these six advantages:

1. *Traction without excess built-in weight.*
2. *Penetration without weight.*
3. *Hydraulic depth control of the implement.*
4. *Automatic protection from hidden obstructions.*
5. *Easy attachment of implements in one minute.*
6. *Tractor front end stays down — even uphill.*

The sum total of these advantages is easier farming, better farming, more profitable farming. Today, farmers in 56 countries are proving that the Ferguson System enables them to produce more food at less cost — regardless of the size of their holdings, the nature of the soil or the type of crops grown.

Ferguson tractors for farmers in the eastern hemisphere are produced by The Standard Motor Co. Ltd., Coventry, England, and Ferguson implements by foremost British manufacturers. Ferguson tractors and implements for farmers in the western hemisphere are supplied by Harry Ferguson, Inc., Detroit, Michigan, U.S.A.

FERGUSON SYSTEM

N.4

IT WILL PAY YOU, TOO—TO FARM WITH · FERGUSON

"I Thought I Was a Goner"

Yep - I genuinely thought I was a goner.

And the scary part is just how easy it was to get into trouble.

Please take the time to read this and pass it on.

Over the years, we all see warning labels so often that they fade into the background. We buy chemicals and sprays over the counter from the local parts store and think, *How bad can this really be? If it's on the shelf, it must be safe enough.* That assumption nearly killed me.

This is how my story starts.

I had a rush job welding four diesel tanks that were badly pitted from corrosion. Normally, I spray a little carb cleaner, wipe it off, light the acetylene torch, and preheat the area to burn off any remaining solvent before welding. This time, the servo (petrol station) near me was out of carb cleaner, so I grabbed a can of brake cleaner instead and followed my usual routine. The shed door was open and the exhaust fan was running — or so I thought, *safe enough.*

I started TIG welding around 3pm on Thursday and had no problems initially. Then I moved onto a heavily pitted area and unknowingly hit a couple of drops of brake cleaner that were still sitting deep in a pit. As I came close with the torch, there was a small puff of white smoke - and instantly I nearly passed out.

I managed to stagger outside and sit in fresh air for a while.

After about ten minutes, I went into the house and sat at the computer to read the warning label on the brake cleaner. That's when my whole left side began shaking uncontrollably for 10–15 minutes.

The can stated:*"Vapours may decompose to harmful or fatal corrosive gases such as hydrogen chloride and possibly phosgene."*

That stopped me cold.

I started researching hydrogen chloride, then phosgene. The active chemical in the brake cleaner was **tetrachloroethylene (perchloroethylene)**. When exposed to excessive heat — and in the presence of argon, which is used in MIG and TIG welding — it can produce **phosgene gas**.

Phosgene is no joke.

A few facts:

- It can be fatal at concentrations as low as **4 parts per million**
- Symptoms may be delayed **6–48 hours**
- There is **no antidote**

Long-term effects can include **chronic bronchitis, emphysema, and pulmonary oedema**

By this point my breathing was laboured. I called my wife at work (about 20 minutes away). She told me to call an ambulance - I didn't. Instead, I waited another hour at home. I felt slightly better and decided to drive into town to meet her for dinner, reasoning that it would put me closer to the hospital if things worsened.

The chlorine taste and smell in my nose and mouth were still overwhelming. Fresh air actually made it worse. I went home again, hoping time would fix it.

It didn't.

Around midnight, I started coughing and developed chest pain. I convinced myself a night's sleep would sort it out. Friday was worse. My kidneys started hurting. I drank large amounts of water and orange juice. For four days I passed large volumes of clear, odourless urine. By Saturday I was in significant pain.

Sunday was marginally better. Monday and Tuesday I was weak but functional. I even spent some time back in the shed — a mistake in hindsight. By then my urine was dark and strong-smelling, and I still hadn't been able to go to the toilet properly. I was exhausted, but stubborn.

That Friday, thinking I was improving, I drove to the Lake Goldsmith Rally - a 650 km trip. I felt weak and tired the whole time. On Sunday I felt dreadful and left early, arriving home around 10pm. My wife said I looked terrible.

At midnight everything crashed.

I lost my balance, became confused, dazed, and could barely speak. I was taken to the local hospital Emergency Department. My oxygen levels were low, blood sugar out of control, I had vertigo and severe chest pain. I was admitted straight into ICU.

Doctors told me my kidneys had likely shut down for several days. My lungs were damaged. I needed oxygen and insulin. Poison Information was contacted, but there was little they could do — with phosgene exposure, it's rest and hope.

I underwent CT scans, MRI, ECGs (electrocardiogram), EEGs (electroencephalogram), and countless blood tests. The seizure I had earlier was confirmed as chemical-induced. Thankfully, no permanent neurological damage was found. However, the MRI showed fluid build-up near the brain and severely scarred sinuses. The gas had burned my sinuses, which then became infected. Multiple doctors told me I was extremely lucky to be alive.

I am now under the care of a toxicology specialist. I may have emphysema and chronic bronchitis. My sinuses are permanently scarred, and my sense of smell is damaged. I still experience that chlorine taste and smell. I'm seeing an ENT specialist and undergoing ongoing testing for pancreatic damage. My blood sugar remains difficult to control, and insulin had little initial effect.

Recovery is slow. Sleep is disrupted. Fatigue is constant. But I am improving.

Why tell this story?

Because if it saves one person from illness — or death — then it was worth going through.

In my own shed, I later found other chemicals containing xylene, toluene, methylene chloride, ketones, pentane, cyclohexane, heptane, MEK, methanol, tetrahydrofuran, petroleum naphtha — and more. Every single one carries serious health risks if misused.

The point is simple:

Read the labels. Know what you're using. Understand how heat, welding, and chemicals interact.

Just because it's sold over the counter does **not** mean it's safe.

I thought I knew better.
I was wrong.

Please read labels and warnings. Look up the chemicals you use. Also keep these sites and phone numbers nearby.

Ambulance; 000
Poison Information Centre; 13 11 26
Health Direct; 1800 022 222
Your local Hospital ED
Your local doctor

Stephen Gawn

Federation
of Veteran, Vintage & Classic Vehicle Clubs Inc. A0038929X

Correspondence: P.O. Box 175, Brunswick East, Victoria, 3057

TRACS is a member of the Federation—as above—covering Victoria. We are also a member of the NSW equivalent.

The information below comes from their latest Newsletter.

REGISTERING CHANGES OF ADDRESS—XXXXXX spoke about changing his address with Vic Roads at an office in Shepparton, no problems with full registration vehicles and caravan, later not receiving CPS renewals and finding out that CPS details are kept on another computer program, after another trip into Vic Roads, fortunate that he checked when renewals were due.

TAX ON CLUBS: It does not look like any changes to Tax on Clubs was made in the budget. Individually members though may need to consider Capital Gains Tax if you have a truck with the carrying capacity of 1 ton or more or a bus with the carrying capacity of 9 or more passengers. Appears this tax which has been in place for a number of years may affect the profit you make on these vehicles. Please refer to Tax Rule TD2000/35. At this stage Cars and Motor Bikes will not be included for Capital Gains Tax payments to the Government.

- No documented history of Vehicles in Australia, Vehicles will be given a new 17 digit chassis number to be stamped on Vehicle to comply with registration rules.
- Deceased Estate Vehicles, cars left to Spouse or Partner, on presentation of will death certificate and log book at Vic Roads office can be changed into new name, transfer of vehicles to children or recipient will need same documentation, proof of cub membership and RWC.
- Clubs need to be aware of vehicles on CPS within clubs on the wrong classification plate, club checks can be done through Vic Roads website, should other checks occur clubs run the risk of losing the Club's CPS rights for the whole club, Public risk and insurance for Members, Street Rods are currently a higher tested group.
- Clubs wishing to obtain a copy of their clubs CPS register (one per year) from Vic Roads should use the following email address, Registration.Services@roads.vic.com.au
- XXX spoke about CPS renewals on line, system is open to fraud, renewals scanned, stamped and renewed without proof of Membership in a club has been happening.
- No updates on Tax on clubs available. Tax Returns for clubs should have been completed for Year 2024-2025, next return due soon.

Andrew Walker has a Farmall A for sale.

Ph. 0429 376 315

Bendigo National Swap Meet

50th

Celebrating 50 YEARS of collaboration with the Veteran, Vintage & Classic Car Club Bendigo

GATES OPEN:
Saturday: 6am
Sunday: 7am

ENTRY PRICES:
Saturday Pass: $15
Sunday Pass: $5
Children under 15: Free
surcharge applies for electronic payments

PRINCE OF WALES SHOWGROUNDS
Holmes Road, Bendigo

14 & 15 November 2026

BENDIGO NATIONAL SWAP MEET

FEATURING
Federation Members cars, trucks, motorcycles, tractors, stationary engines and collectables
Die cast models and toys
Over 1,700 sites!

Federation of Veteran, Vintage and Classic Vehicle Clubs

General information and booking enquires:
bendigoswap.com.au

Veteran, Vintage and Classic Club Bendigo