



**NO HOLDEN BACK**

**The HOLDEN 4WD CLUB of South Australia**

**March 2014**

## **FROM THE PRESIDENT'S DESK**



Summer has turned into autumn and I cannot help but wonder where the time has gone.

Once again, I wish to thank this very hard working committee and the Tri State subcommittee for all their hard work. Sometimes, you may not be aware just how hard these volunteers work and all their valuable time they give up.

Our club members have formed some great friendships, been on some wonderful trips, and shared lots of information, good times and sad ones. We should never lose sight of just how important the club is to all of us.

In the Carpark, we have seen some new vehicles appearing and the caravan numbers increasing. The photos of trips have been varied, interesting and breathe taking.

It would be good to hear some suggestions for trips, whether it be a day trip, weekend or longer. Trips are fun, join in or be a leader or a follower.

Retirement has been hectic, such a busy time! Recently, we enjoyed four days at the Adelaide Clipsal 500. One of our lucky members even got a quick lap in Michael Caruso's Nissan. However, it was Holden which came out on top overall, but the Holden and Ford rivalry will certainly be challenged in the near future by Volvo, Nissan & Mercedes.

The Club recently lost someone dear to all of us, Bill Kingston lost his battle with cancer just before Christmas. Our sincere sympathy goes out to Norma, family and friends. I hope to prepare a tribute to Bill with the help of Norma.

The NSW Tri State is coming up soon, apparently the numbers are down with only about 60 vehicles attending. It is a long way to Rydal, just over 1200km. A few club members including Trevor and I will be heading off in April for an extended trip. We will be back for the May meeting, but I thought I might take this opportunity to remind all members that the AGM and the election of committee members will be held in June. Please consider standing for a rewarding position.

Tread lightly

*Maira Hill*

## ***UPCOMING TRIPS***

Put your name and details on the trip sheets at the monthly meeting to book in or phone John (0416075144) if you miss the meetings. All trips can be used for training and assessing when training team members are available.

### **April 17<sup>th</sup> – 22<sup>nd</sup>.**

Holden and Jackaroo Clubs Tri-state  
At Rydal  
NSW Jackaroo Club

### **Further Events.**

Dorado Downs  
Tristate

### **May 10<sup>th</sup>**

Quiz Night  
At Colonel Light Gardens Uniting Church Hall  
Sue Smith

Other ideas and leaders needed,

Possible ideas; Bushies, SA Deserts, Vic deserts, Vic Hi country, Sunday Drives,

And if you have a great idea or a simple suggestion, there are plenty of dates available.

## **BEACHPORT**

*January 2014*

The annual Beachport trip lead by Gavin and Naomi Chant was patronised by approx. 20 SA CLUB Vehicles, 3 Victorian Club Vehicles and 3 SA Guests, this also included approx. 13 children, who also participated in various Trips and activities.

These included “The Beach Clean-up” and “Millicent Buggy Club Trip”, both arranged by Gavin. The Australia Day Breakfast. Various full day trips - Beachport to Robe, Robe to Beachport, Geltwood Beach.



There were also other trips to Woakwine Cutting, Nora Creina, Mt Gambier, Robe, Millicent and South End via the Blacktop. There was time also for walks along the Beachport Jetty, Beachport Museum and endless pushbike rides along the blacktop within the Caravan Park.

We also celebrated birthdays, notably Naomi Chant and Wendy Juleffs with a cake made by Jan Adcock. We also headed out Sunday night to the local pub for tea.

There were numerous Happy Hours with much eaten, drunk and discussed. This is where stories were shared of the days outings and arrangements made for the following days adventures.

At the end of the Long weekend the only casualty I believe was Martin S vehicle which was towed from the buggy club to Millicent for repairs.



After the weekend, about 16 of us stayed on but each day our numbers dwindled until the Friday when only Ian and I were left. Before that, on the Wednesday, 12 of us ventured to Robe for a civilised lunch, followed by a visit to the cinema. The temp as we entered the theatre was high 30s to low 40s but afterwards the cool change had arrived. The cinema can be recommended, it has 2 theatrettes, the one we went into held 50, but we were the only patrons that session. Good value at \$12 per person (no seniors' discount). And, of course, we were back in time for Happy Hour.

Some people had come down the weekend before to make an extended holiday, while others stayed after just to prove that we could now that we have retired.

While on the Clean-up trip, we came across a National Park ranger who seemed very impressed with our endeavours. He also had a couple of women from Friends of Shoreline Birds SE. It was suggested that next year, we contact them in advance and they can come and give the club a talk about the various birds, endangered and others that share the beaches with us.

We were also lucky to have with us Luke, Sam Williams's boyfriend who is very knowledgeable of birds. He sighted the Hooded Plover, which is endangered, on the shoreline.

The weather while at Beachport was hot, cold, windy, light rain and cool evenings. We also had some spectacular sunsets. The management of the park seem very friendly and I would encourage you to contact them and secure your site for next year, the 26<sup>th</sup> will be on the Monday.

Sandy De Laine

## PEAKE

On Friday the 28<sup>th</sup> of February, Ian and Wendy, Rob and Lyn and their son and daughter in law arrived and were joined on Saturday by Sue and Simon, Jane and Laz and their daughter and son in law with Jane's little granddaughter Ava.

The sand was very soft and had changed dramatically from last year. Hill 7 was easier to climb from the south, but it was impossible to negotiate from the north. Ian and Simon put Ian's new car through its paces and were extremely happy with its performance.

We were joined around the camp fire at night by the Lauterbach family, who filled us in on the local conditions and said we were the first to have a camp fire and only the second group this year.

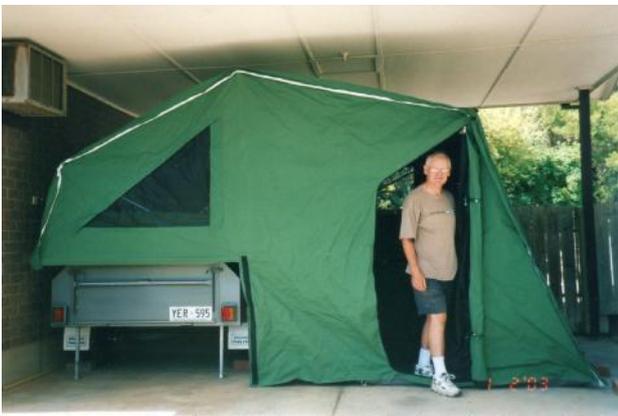


On Sunday, David Meszaros, his sister and his friends arrived, eight cars in total and helped to swell the coffers for the Lauterbachs. In the end, there were 4 club members and 10 visitors. The weather was perfect and a good time was had by all, including 3 little children who thoroughly enjoyed the giant sand pit.

Sue Smith

## FOR SALE

### CAMPER TRAILER- QUICK AND EASY SET-UP



High density green canvas extending to 9' living space.

12oz canvas on roof and walls.

Five windows with insect screens, door with insect screen. Heavy zips all round, heavy duty sewn in floor.

Access to trailer from tailgate and under bed.

King size bed & mattress, under bed storage.

Pull-out cupboard, 3 burner gas cooker & storage area.

Awning and extras included.

12 months registration.

Brooks trailer. Storage cover

Excellent condition \$2595

Enquiries - 0409 099470 or 8293 1973

Sharon V – ex Holden 4 Wheel Drive Club member.

Hi to all

This year Russell is taking part in the World's Greatest Shave W.G.S.. He and a few others in his Lions Club Blackwood (SA) will participate on Friday 14 March 2014.

Russell has chosen to have his goatee and moustache (which has never been shaved) completely removed.

If you would like to sponsor him and help the Leukaemia Foundation, you can log onto [www:worldsgreatestshave.com](http://www.worldsgreatestshave.com) and fill in Russell Chaffey to donate or contact Russell personally.

The Lions Club of Blackwood have agreed to sponsor me and donate \$500.00 to the Leukaemia Foundation - so please join them as an individual and donate whatever you feel free to give.

*Thanks, Russell*

2013 [www.caravancouncil.com.au](http://www.caravancouncil.com.au)

## Caravan Driving Test - Reduce Accidents & Insurance Premiums/Costs

### Theory Test for Towing:

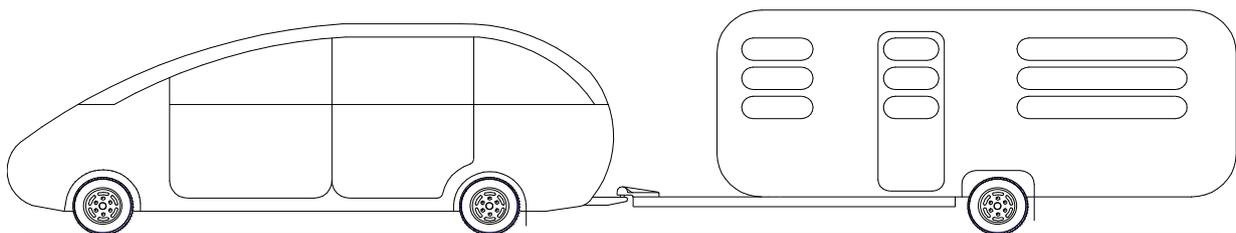
- 1: What do the following abbreviations mean:
- ATM:** (a) Average Travelling Mass  
(b) Australian Testing Method  
**(c) Aggregate Trailer Mass**
- GTM:** (a) General Technical Manufacture  
**(b) Gross Trailer Mass**  
(c) Guaranteed Trailer Mass
- (Tow vehicle) **GVM:** **(a) Gross Vehicle Mass**  
(b) Generous Velocity Measurement  
(c) German Vehicle Method
- (Tow vehicle) **GCM:** (a) Guaranteed Coupling Movement  
(b) Grand Co-operative Management  
**(c) Gross Combination Mass**
- 2: Are the above items "Actual Masses" or "Ratings":  
(a) actual masses  
(b) both  
**(c) Ratings**
- 3: Are "Tare Mass" & "Ball-loading" "actual masses" or "Ratings":  
(a) neither  
(b) Ratings  
**(c) actual masses**  
(d) both

- 4: The definition of "Tare Mass" for a Caravan & Camper/Tent-Trailer is:
- (a) The load (force) on the coupling when the caravan is fully loaded
  - (b) The *total permitted* mass of the laden caravan transmitted to the ground by the caravan tyres, when carrying the maximum load recommended by the manufacturer, when coupled to a tow-vehicle. This rating must *not* exceed the axle-group (wheels/tyres/suspension/axle) *rating* stated by the chassis manufacturer.
  - (c) The actual mass of the caravan with all OEM equipment fitted - as specified on the sales contract - with empty water tanks and empty LPG cylinders, and without any luggage or personal effects. This is measured with the jockey-wheel and tyres on the weigh-bridge.**
- 5: What do each of the elements of a tyre designation mean: **LT-P 225 / 85 R 16 90 Q**
- |      |                                |                              |                               |
|------|--------------------------------|------------------------------|-------------------------------|
| LT:  | (a) Low Temperature            | <b>(b) Light Truck</b>       | (c) Large Texture             |
| P:   | (a) Positive                   | (b) Pressurized              | <b>(c) Passenger (car)</b>    |
| 225: | (a) Top Speed (225 mph)        | (b) Tyre Diameter ("         | <b>(c) Section Width (mm)</b> |
| 85:  | (a) Minimum Speed (85 mph)     | <b>(b) Profile Ratio (%)</b> | (c) Maximum Temp              |
| R:   | <b>(a) Radial Construction</b> | (b) Radical Construction     | (c) Racing Tyre               |
| 16:  | (a) Tread Width (cm)           | <b>(b) Rim Diameter ("</b>   | (c) Inflation Pressure        |
| 90:  | (a) Year of Manufacture        | <b>(b) Load Rating</b>       | (c) Manufacturer ID           |
| Q:   | <b>(a) Speed Rating</b>        | (b) Queen's Approval         | (c) Quick Inflation           |
- 6: What is the standard size for a ball-coupling: **(a) 50 mm** (b) 2" (c) 3 cm
- 7: What does *ADR* stand for:
- (a) Alternative Driving Requirements
  - (b) Advanced Development Regime
  - (c) Australian Design Rule**
- 8: What does *AS* stand for: **(a) Australian Standard**
- (b) Automotive Satisfaction
  - (c) African Substitution
- 9: Does the *Tyre & Rim Association* Manual give:
- (a) The names of all companies who make tyres and rims
  - (b) The starting odds of all past winners of the Melbourne Cup
  - (c) The correct tyre/rim combinations, and the recommended inflation pressures for all tyre sizes, to suit the load carried by the tyre**
- 10: Are non-swivel 50 mm *Ball-couplings* suitable for off-road operation:
- (a) Yes
  - (b) No**
  - (c) Only in winter
- 11: *Brakes* are required on caravans:
- (a) Only if the driver of the tow-vehicle is not very good
  - (b) Yes, on all caravans and camper/tent-trailers
  - (c) If the GTM Rating is above 750 kg**
- 12: *Break-away* brakes are required: (a) Only in winter
- (b) If the GTM Rating is above 2,000 kg**
  - (c) Only if drive faster than 120 km/h
- 13: *ABS* (on tow-vehicle) stands for: (a) Automatic Braking System
- (b) Australian Broadcasting Syndicate
  - (c) Anti-lock Braking System**

- 14: If ABS is fitted to the tow-vehicle, will it also automatically work on the caravan:  
**(a) No** (b) Hopefully, if you are in trouble (c) Yes
- 15: The *Ball-loading* at any time:  
(a) Is not important  
(b) Should either be around 1%, or 30%, of the Tare Mass  
**(c) Should be around 10% of the caravan/trailer mass (if not otherwise advised by the manufacturer, in writing)**
- 16: If the Ball-loading is too *light*:  
(a) You will go faster  
**(b) The caravan/trailer will most likely develop a most dangerous sway (snaking) situation**  
(c) The caravan/trailer will be harder to lift on and off the coupling
- 17: If the Ball-loading is too *heavy*:  
(a) You will be able to change the front tyres of the tow-vehicle without needing a jack  
(b) Tyre wear will be reduced  
**(c) Handling, steering and safety will be dangerously impaired, and the tow-bar may fail**
- 18: Heavy items should be stored in the caravan:  
(a) On the roof  
(b) On the A-frame or rear bumper  
**(c) As close as possible to the axle(s)**
- 19: If caravan/trailer tyre pressures are too *low*:  
(a) The vehicle will be much lighter because there is not much air in the tyres  
**(b) The vehicle will sway and wallow, and the outer edges of the tread will wear out**  
(c) The vehicle will be much closer to the road, greatly reducing the air drag
- 20: If caravan/trailer tyre pressures are too *high*:  
**(a) The vehicle will skip and bounce, and the centre of the tread will wear out**  
(b) The vehicle will not vibrate as much  
(c) It will wreck tyre-pressure gauges, although a smooth ride is achieved
- 21: The caravan/trailer allowable/legal Pay-load (Load-carrying capacity) is:  
(a) Whatever the driver thinks their tow-vehicle can handle OK  
**(b) ATM Rating – (minus) Tare Mass**  
(c) 50% of the GTM Rating + (plus) the Ball-loading
- 22: The left-side and right-side brakes should be:  
**(a) Regularly checked for wear, and adjusted evenly**  
(b) Must be greased on a daily basis when travelling  
(c) As big as those on the tow-vehicle
- 23: The caravan/trailer lamps:  
(a) Operate best on 230 volts  
(b) Need to be tapped moderately hard if they do not operate reliably  
**(c) Should be checked for correct operation before setting off on a trip**

- 24: When towing a caravan/trailer, added or extended mirrors:
- (a) Slow you down appreciably because of the very high air resistance
  - (b) Must be used so as to obtain a clear field-of-view along each side of the vehicle**
  - (c) Should only be fitted when going “off-road” on dusty tracks
- 25: When towing a caravan/trailer, the time and distance needed to accelerate from 60 – 80 km/h (compared to just driving the tow-vehicle on its own) are:
- (a) Hardly worth worrying about
  - (b) Appreciably much longer**
  - (c) Around 10 seconds and 50 metres longer
- 26: When towing a caravan/trailer, the time and distance needed to slow down from 80 - 60 km/h (compared to just driving the tow-vehicle on its own) are:
- (a) Around 5 seconds and 100 metres shorter, because of the additional brakes
  - (b) Again, hardly worth worrying about
  - (c) Appreciably much longer**
- 27: When towing a caravan/trailer around a curve, you should:
- (a) Speed up, so that the caravan/trailer will “drift” around the curve
  - (b) Slow down, because of the additional centrifugal force, and risk of swaying**
  - (c) “Cut the corner” (especially on rough roads) to increase the radius of the curve
- 28: *Doubling* your speed - say from 40 - 80 km/h - will:
- (a) Improve the handling and braking performance of the caravan/trailer
  - (b) Increase the kinetic-energy - and braking distance - by a factor of 4 (four)**
  - (c) Improve fuel economy (because the trip will take much less time)
- 29: If you see a B-Double approaching (from the front or rear), you should:
- (a) Immediately give a friendly call to the driver on Channel 79
  - (b) Speed up, so as to quickly get the meeting/over-taking over and done with
  - (c) Slow down a little, and firmly hold the steering wheel in case a “sway” starts**
- 30: If the caravan/trailer starts to “sway” or “snake”, you should:
- (a) Hit the brakes as hard as possible
  - (b) Accelerate as hard as possible
  - (c) Don't panic and don't make any sudden/severe manoeuvres, but gently slow down, ensuring that you keep steering in the direction that you need to.**

**Remember: You are driving for Recreation... not Wreck-Creation!!!**



# Westprint Friday Five - February 28, 2014

## Friday Funnies

### Understanding Engineers #1

To the optimist, the glass is half-full. To the pessimist, the glass is half-empty. To the engineer, the glass is twice as big as it needs to be.

### Understanding Engineers #2

What is the difference between mechanical engineers and civil engineers? Mechanical engineers build weapons. Civil engineers build targets.

### Understanding Engineers #3

Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet.

### Understanding Engineers #4

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog, and put it in his pocket.

The frog spoke up again and said, "If you kiss me, I'll turn back into a beautiful princess and stay with you for one week." The engineer took the frog out of his pocket, smiled at it and returned it to his pocket.

The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you for one week and do anything you want." Again, the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?" The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog - now that's cool."

A woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft, the plane would re-board in 50 minutes.

Everybody got off the plane except one lady, who was blind. A man had noticed her as he walked by and could tell the lady was blind because her guide dog had lain quietly underneath the seats in front of her throughout the entire flight. He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?"

The blind lady said, "No thanks, but maybe Buddy would like to have a walk."

All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a guide dog. Even worse, the pilot was wearing sunglasses.

People scattered. They not only tried to change planes, but they were trying to change airlines. Remember, things are not always as they appear.

Three people were able to walk on water...

There was Jesus...

There was Saint Peter...

And there was Pedro.

Wait, Pedro? Who is Pedro? (Scroll down to find the answer)

