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WHIT-BITS
Issue No. 39 June 2004



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TWEED WEEKEND

The weekend was one of the best weather events for a while. Light breezes progressing to total glass-out.

George wasn't there but we were shown the area by Keith & Edna Miller who frequent this great river (mostly by ski) very often. Thanks to you both.

On the Friday night, the early birds dined at the Chinderra Hotel. Great meal This set the pace for the rest of the weekend with a pub crawl up the river each night till we reached Murwillumbar.

Check out the website for more photos.

If you have not been to the Tweed, It is worth a look by boat. There must be 50 Km of water suitable for our boats.

EVENTS CALENDAR

Your committee presents the events for the rest of the year. We are all looking forward to seeing you on one of these. Contact me or George for any detail you may require.

PHOTO COMPETITION

Thanks for all the entries so far! Remember to send in your photos for monthly prizes throughout 2004 and a chance to win a **Quicksilver Inflatable**.

Email entries to bobcarter@connexionpr.com.au or post to:

Whittley Photo Comp
c/- 8 Palmer Street
South Melbourne VIC 3205

The April results are on the reverse of the mail cover or sent by e-mail for those receiving e-mail.



June	19th Sat. 20th Sun.	Now Karragarra Island
July	17 th Sat 18 th Sun	Dux
August	21 st Sat 22 nd Sun 28 th Sat	RQYS – Canaipa Point Suncorp Riverfire
September	18 th Sat 19 th Sun 1 st Wed 6 th Mon	Marine Stadium Brisbane Boat Show
October	Dates to be organized	Club Whittley AGM
November	13 th Sat 14 th Sun	Peel Island – Horseshoe Bay
December	11 th Sat 12 th Sun	Club Whittley Xmas Party – Couran Cove Island Resort



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TECHNICAL

Is your boat and trailer safely loaded?

If you have an accident or are pulled over, and your trailer is outside the legal limits, you will face the wrath of the law and even void your insurance claim in the event of an accident. Both Dept of Transport inspectors and the police can stop you. ADR (Australian Design Rules) govern the subject and are generally Australia wide.

I will use my Toyota Landcruiser and Cruisemaster as an example.

I wish to address this subject from many angles.

1. The Tow ball vertical down limit

This is found on the tow bar compliance plate.

Mine is 350kg (10% of the total load)

2. The tow ball horizontal forward limit.

Mine is 3500Kg (the maximum for my vehicle and the maximum without going "Oversize")

The next size down is Max 2300Kg

Small trailer loads are up to 750Kg (no breaking)

Tow balls come in 50mm and 75mm.

50mm for trailers up to 2300Kg.

50mm heavy duty or 75mm up to 3500Kg.

Quality is important as this can be the weakest link.

I use a 75mm ball.

3. The vehicle maximum towing capacity

Found in your vehicle owners manual. This is what the manufacturer negotiates with the vehicle registering authority. This is found in your vehicle manual.

Mine is 3500Kg.

4. The total trailer loaded weight

ATM (Aggregate Trailer Mass) is used for this measurement. ATM is "the manufacturer's maximum mass on the trailer's axles when coupled to the vehicle plus the mass placed on the coupling." In other words, the total mass of the loaded boat and trailer. (includes water, fuel, anchors, gensets etc.) 60% of the total mass should be forward of the axles.

5. The trailer maximum capacity

This is the maximum capacity set by the manufacturer and appears on the Compliance (VIN) plate on your trailer. Not necessarily the maximum you can tow with your vehicle.

6. The axle weight

This is the mass over each axle and would be used by authorities to check your legality. It is on your trailer compliance plate. This figure x number of wheels = total trailer axle load. (Gross Trailer Mass)

7. The tyre maximum load

This is found on the side wall of the tyre. My trailer tyres have a max load of 1030Kg x 4 = 4120Kg axle load. Check the tyre pressure also. My trailer tyres have a max 50psi. Check your tow vehicle also. I use around 40psi on the trailer and tow vehicle. The owners handbook for the cruiser states 29 front 32 back. This is not near enough for load towing. Watch your tyre wear pattern. Shoulder wear means pressure too low. Also can mean wheel alignment is out. Don't forget to check your spare tyre.

Check all these with your tyre service centre.

8. Suspension

When you brake, the weight of the boat moves forward with centre of gravity above the axles. This means the boat will put downward pressure on the tow ball, with an up-lift on the front steering, reducing your steering ability. Load carrying/assistance hitches can make a great difference. I found that the 350Kg ball load was enough to lift my headlight beam, and with a normally strong headlight, it was a nuisance to on-coming drivers.

I fitted air lift bags to the rear suspension and with inflation, gave a load leveling and steering improvement. Businesses like Opposite Lock are good reference points for suspension.

9. Breaking

Trailers over 750Kg, up to 2300Kg must have breaks on at least one axle and can be over-ride breaks.

Trailers over 2300Kg must have driver activated breaks, on all wheels and must automatically apply in the event of a breakaway. I have a "sens-a-break" system, and recently re-initialised the system giving greatly improved breaking.

10. Axles

At the National Rally, several members had wheel/axle problems with great inconvenience. Before a trip, check your wheels and axles. Make sure the bearings have been well greased. Before putting your boat in the water, allow time for the bearings to cool if possible, preventing too much water being sucked in when cooling underwater. Try hosing the wheels with fresh water before launching, and use a water soluble bearing grease.

It ideal to fresh water wash the breaks after launch to remove salt from the trailer (breaks) standing in the sun.

11. Safety Chains

Trailers up to 2500Kg must have at least one chain. Up to 3500Kg have two chains. These chains must conform to the relevant Australian standard and must not let the drawbar of the trailer hit the ground if detached.

Talk to Glen at Northside Marine who would be happy to give advice on any of the above topics.

As a matter of interest, the registration of the trailer goes on the trailer maximum capacity, not your actual weight. My trailer is 4300Kg capacity (for rego) but the legal maximum I can load is 3500Kg.

You can check your trailer mass at any public weigh bridge.

Reference material

Your vehicle manual

Your vehicle tow bar compliance plate

Your trailer compliance plate

Qld Transport leaflet "Safe Towing"

Trailer security is a whole new subject.

Check with your insurer for more detail.