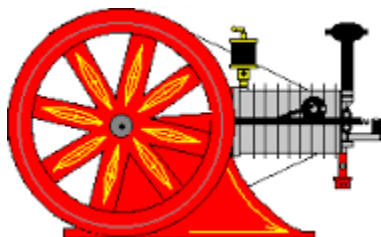




The Line Shaft

The Official Newsletter of the

NORTH JERSEY ANTIQUE ENGINE & MACHINE CLUB



February 2020



President: Chuck Klim
973/903-3583

Vice Pres: Paul Havens
973/222-7403

Treasurer: Dave Betts
908/303-1994

Secretary: Mary Muys
973/534-6781

Founded on October 15th, 1979 by: Arthur Goble, Fred W. Westbrook, John Snook, Roy Bischoff & Lewis Quince

President Chuck Klim called the January 23rd meeting to order, welcomed everyone and followed up with the flag salute.

Secretary Mary Muys read off the minutes and notes from last months meeting. Mary also read a THANK YOU letter from **Father John's Animal Rescue**, showing appreciation for the money we donated to them for the homeless animals.

Treasurer Dave Betts read off the bank statements for both the Raffle and General accounts and also mentioned that, per the By-Laws, the "books" are available for an annual review by the membership and that all payables and balances of both accounts are available thru himself or the Club Officers. Dave also reviewed the outstanding bills for payment. The bill payments were approved by the membership.

On a separate note, Dave mentioned that membership dues are DUE...some members paid tonight! Per Chuck, our 2020 Christmas Party is tentatively set for Sunday December 13th 2020.

Paul Havens announced there "will be" a **St. Patrick's Day Parade** in Newton-in March and more details will follow at the next meeting.

Hopping into the parade discussion, Dave Betts again suggested we make a banner with the name of the CLUB and figure out how to display it at the various parades we attend...so that it becomes known that we are not just people who own tractors, but are an actual club.

We then moved on to the presentation of the evening: a **Trailer Safety** talk/seminar (and slide show) put on by Steve Raye, followed by a question and answer period.

2020 Dues are Due!

**Annual dues are \$25.00 and payable at the February meeting or send to:
NJAEMC at the address below...please include the renewal slip provided with this newsletter!**

Our next meeting: February 27th , 7 PM at the Administration Building!

Our Web Address: njaemc.org

67 Branchville Lawson Rd., Newton NJ 07860





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Trailers, Hitches and Proper Towing!

TRAILER SAFETY

Our January 23rd meeting included an extremely interesting and informative seminar/presentation by Steve Raye. Steve began with a general discussion on trailers...single axle, double axle, flat-bed and box designs. Included was a wide-ranging talk on the types of braking systems-actuation-controllers, air-bags vs. shock absorbers, tires (including wear patterns, types, pressure, date code & age...think (7) years old as the max.), plus wheel torque & tightening sequences, trailer maintenance and...towing operations.

A major discussion topic was the **Trailer Federal Compliance Label**, which lists the V.I.N (Vehicle Identification Number) of the trailer, date of manufacture, Gross Vehicle Weight Rating of the trailer, weight allowed on "each" of the trailers axles, tire size and tire operating pressure. Without knowing and understanding the tag info you cannot safely load your trailer, and probably the most important info is the GVWR.. The Gross Vehicle Weight Rating is the maximum amount of weight the MANUFACTURER allows you to carry on their trailer. It includes; the allowable weight of the "load" and THE WEIGHT OF THE TRAILER. If your trailers GVWR is 7,000 lbs. and your trailer itself weights 1,600 lbs., you can safety and legally carry a load of 5,400 lbs. Increasing the gross vehicle weight beyond the manufacturers limit will decrease stability (think sway), can damage the trailer, makes stopping difficult and...is illegal. Don't know the weight of your trailer or load (in our case generally a tractor): there are scales locally who, for a slight fee, will weight them for you!



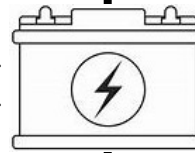
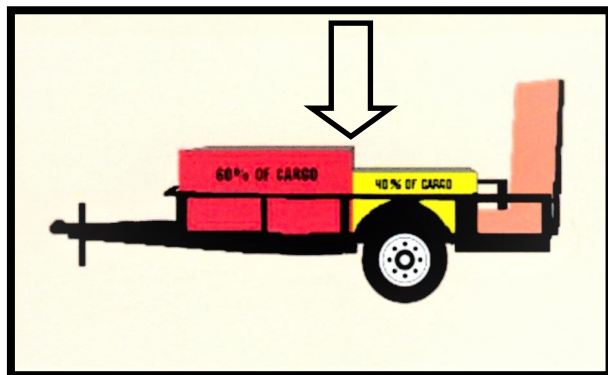
locally who, for a slight fee, will weight them for you!

Moving forward of the trailer we went into a discussion of hitches. There are (5) classes of trailer hitches; **Class I** (1 1/4" receiver and up to 2,000 lbs, GTW (Gross Trailer Weight is the "actual" weight of the LOADED TRAILER), **Class II** (1 1/4"

receiver & up to 3,500 lbs. GTW), **Class III** (2" receiver & up to 8,000 lbs. GTW), **Class IV** (2" receiver & up to 10,000 lbs. GTW), and **Class V** (2 1/2" receiver & up to 20,000 lbs. GTW). Also, there are (5) TYPES of trailer hitches: the Receiver Hitch, 5th Wheel Hitch, Gooseneck Hitch, Weight Distribution Hitch and Pintle Hitch...Steve reviewed each with slides.

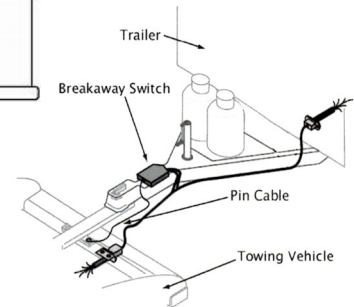
Steve further talked about the proper way to level your trailer and the proper ball mount adjustments to insure your trailer "remains level" with the towing vehicle.

The wrap up included a discussion on load distribution...the key being 60% forward of the trailers centerline... and 40% to the rear. This will shift a "portion" of the load to the towing vehicle.



TIP

The battery in most commercial **BREAK AWAY SYSTEMS** will only last 15 minutes (at best) under usage!

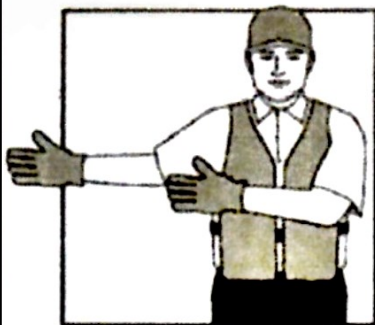


Install an automotive battery as an alternative power source!

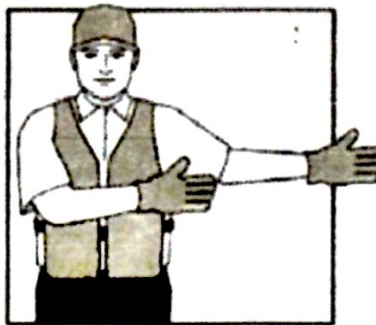
Again...this was an very informative
TRAINING PRESENTATION

Thank You Steve!

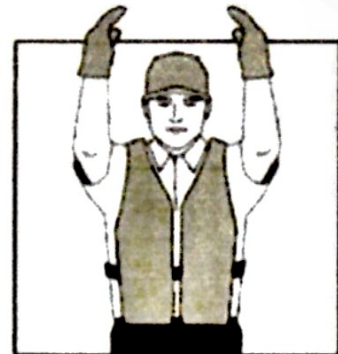
Backing Hand Signals...learn them, do not improvise!



Rear of truck to right



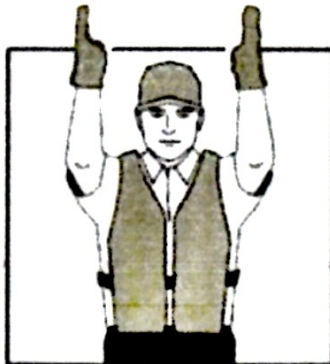
Rear of truck to left



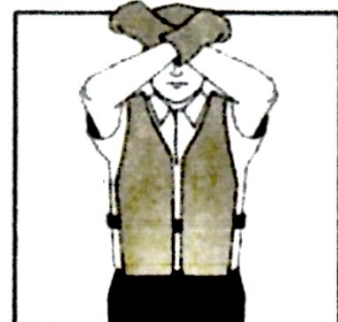
Straight back



Slow down



Distance to go



Stop

NJAE&MC—Upcoming Events

NOTE: THE WINTER 2020 MEETINGS ARE “NOT” ON THE 2ND THURSDAY OF THE MONTH...they will be on the 4th THURSDAY!

March 26th, 7 PM at the Administration Building

RETURN TO OUR NORMAL 2ND THURSDAY IN THE MONTH SCHEDULE

April 9th, 7 PM at the Shed

May 14th, 7PM at the Shed

June 11th, 7PM at the Shed

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