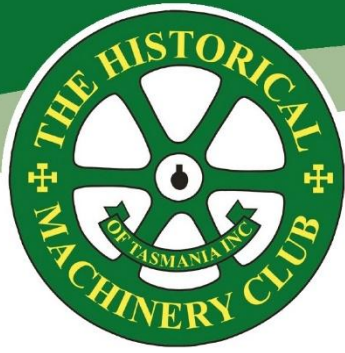




NEWSLETTER

July 2025

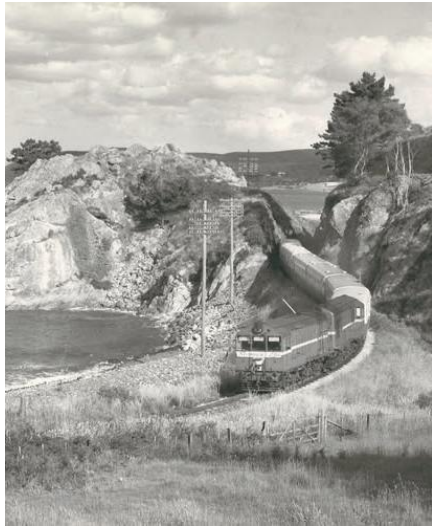


We had a combined run day with the miniature railway at Maskells Road on April 20



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BRIDGESTONE

WINDFORCE





The club put on a good display at Agfest with a great turnout by members and a lot of interest from the public



Poor old Greg was worn out halfway through the first day and had to be towed around



Our secretary impersonating a worker

THE NERACAR



The **Ner-A-Car** was a type of feet forwards motorcycle designed by Carl Neracher in 1918. It used an unusual steel-channel chassis, much like an automobile, and hub-centre steering at the front wheel, making it 'nearly a car' in design. The Ner-A-Car was the most successful hub-centre steering motorcycle ever produced. About 10,000 Neracars were manufactured in the United States by the Ner-A-Car Corporation (under the Neracar name), while around 6,500 are believed to have been produced in England under licence by the Sheffield-Simplex company between 1921 and 1926 under the Ner-A-Car name.

Carl Neracher's design had several unusual features, including a low-slung perimeter frame chassis, hub-centre steering, all-enclosing bodywork, the feet-forward riding position, and a friction drive transmission, driven by the flywheel of the engine. The low-slung frame, front suspension, hub-centre steering, and long wheelbase contributed to the cycle's exceptional stability.

The friction drive transmission was similar in concept to a continuously variable transmission, and had five fixed indents on the shift lever that corresponded to pre-set drive ratios. The driven friction wheel was moved between the centre and outer rim of the flywheel to effect a change in drive ratio; nearer the centre was a 'lower' speed; farther towards the rim of the flywheel was the 'higher' speed. The design was simple and ingenious, with a feeling nearly like an automatic transmission.

Carl Neracher relied on a design from the 1911 Detroit Bi-Car Co. for the Neracar, and a license was granted by Bi-Car president John J. Chapin, as acknowledged on the Neracar chassis.

The Neracar resembled the Bi-Car in outline, which was "an attempt to construct a two-wheel vehicle embracing many desirable features of the automobile" The Bi-Car used an automobile type chassis of thin sheet steel, with splayed forward chassis arms holding the front wheel, that was steered by a linkage to the handlebars.

POPULAR MECHANICS ADVERTISING SECTION 173

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Ride in any clothes
—Keep clean
Dealers write for our plan

NEW—different. A two-wheeler on automobile lines—for women as well as men, for girls and boys.

Light—approximately 175 lbs., and this weight is centered lower than the hubs, giving a wonderful balance and stability.

Simple, easy to control. Anybody can learn the NERACAR in five minutes.

Clean—can be ridden in any clothes. Mud guard and deck 18 inches wide. The hood encases the machinery and oily parts.

Step in from the side—no bar to straddle—nothing to interfere with a woman's skirt.

Low riding position, with feet on the ground at start and stop—easy control for the rider.

Low slung pressed steel frame of channel section, with motor and drive down between the side rails.

Only six running parts from motor piston to rear wheel—the simplest drive in the automotive world.

The motor is two-cycle—doubles the power strokes, and is therefore smaller and lighter. No valves, cams, rods, rockers or springs.

High tension magneto. Its rotor is part of the flywheel—hence no drive needed.

No transmission gears or clutch—just a 5-speed friction drive engaged or disengaged by a quarter turn of the left grip. A lever slides the driven friction wheel along the counter shaft, giving 5 drive ratios.

This drive is protected from dust, is capable of pulling many times its normal load and is proven by hundreds of thousands of miles of severe road testing.

A bear cat on any hill.

A car of smart style, a car of fascinating action. Everybody who tries it says there's nothing like it on wheels—it's more like an airplane.

Ride the NERACAR—pay for it with saved car-fare. Sleep later! Lose your grouch on your way to work—get home earlier—join the modern out-doors club and benefit from regular everyday recreation. Get the inspiration of flying on wheels. Have rosy cheeks—abounding health.

Write for descriptive circular.

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ANNUAL GENERAL MEETING

The clubs AGM will be held on September 9 at the Penguin clubrooms

*(Please note the changed date, it is the **second Tuesday in September**).*

The AGM is our most important meeting of the year. At the AGM, the committee is elected for the next 12 months. Have you ever considered taking on a position in the club?

It is common in clubs for the same people to hold positions for many years but it is much better for the club if new people come on board to give regulars a rest. The committee jobs do require some work but are easily managed as previous office holders have the clubs' affairs very well set up.



MEETINGS

Club meetings are held at the Penguin club rooms at 7.30 pm on the first Tuesday of the month

Farewell David Perry (9/10/41 – 9/5/25)

David was a life member of our club. During his and his family's membership, he made many valuable contributions to our club. I had the pleasure of serving on four Sassafras Heritage farming Weekend committees with David and also the National Rally committee for the 2015 National at Quercus Park. It always gave David great pleasure to see people flocking in through his front gate at Sassafras to visit our show.

David had a passion for tractors and is pictured here on his first John Deere. David collected and restored 60 vintage tractors

We offer our condolences to his family.

Here's hoping the Fergie on the pole (below) remains as a memorial to David and a Sassafras landmark for many years to come.

Allan Wilton



Sassafras 2018

BUY & SELL

WANTED TO BUY

Item	Details	Contact	Phone No.
Vintage Axes	Do you have any old axes laying around in your shed?	Ian Clayton	0400 624 805

WANTED TO SELL

Item	Details / Price	Contact	Phone No.
AOS6 International tractor	In good order. Open to offers	Colin Good	0429 666 933
Series 3 Field Marshall	Partially dismantled, enough to make 2 good ones plus lots of spares left over	Phillip Parker	0438 282 125
Hough 30 Loader	Open to offers, not running	Nevil	0438 269 284
See next page	See next page	Kelvin Fielding	0400 962 087
See next page	See next page	Phil Naylor	0428 650 119

CLUB MERCHANDISE

		
Cloth Patch \$10	Car Sticker \$1	Metal Badge \$8
Limited quantities of T-Shirts & Polo Tops Contact Lyn Richards		

Do you want to buy club logo'd clothing?

Custom Workwear at 5 Risby Street Ulverstone can provide this.

Drop in to see them or call on 6425 1920 to order.



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UNDER THE KITCHEN SINK**



For Sale

Contact Kelvin Fielding on 0400 962 087



For Sale

Contact Phil Nayler 0428 650 119



- 1) Lister Model D engine 1952, has a Cameron & Southerland twin piston water pump setup ready to go for display. \$2500
 - 2) McDonald Imperial Super Diesel 1940, 2.5hp. \$2500
 - 3) McDonald Mac Diesel 1956, 4hp. \$2500
 - 4) McDonald Mac Diesel 1956, 4hp (no picture), \$2500
 - 5) Kubota Model KND40, 4stroke diesel, 5hp, setup with A2 pump. \$3000
 - 6) Cooper Engine, type XC, 3hp, \$750
- Others also available, contact for viewing.





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National
Tractor
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If you are intending to attend the National Rally,
let the organisers know that you are with HMCT
so our club members will be placed together

The Historical Machinery Club of Tasmania Inc

P.O. Box 460, Devonport, Tas. 7310

email: hmctinc@gmail.com

www.hmct.com.au

CLUB CONTACTS 2024-2025

Submissions for the newsletter are always needed and welcome.

Do you have a story or photo to share?

Please send your items either by email to:

allan.wilton@bigpond.com

Or post to: 6 Hopkins Street, Leith 7315

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