

POWER STEERING UPDATE

Traction Power Steering Project

I must apologise for the length of time this project has taken, there have been many reasons, least of all the complexities of having the modification pass compliance by an automotive engineer, various illness problems and availability of the car I wanted to use as a pilot. The pilot car was Rob Barton's Big 6, Rob, living in Bairnsdale was close to the compliance engineer who is based in Sale, so it was relatively easy to bring the two of these together for inspections, etc.

I fitted the power steering to Rob's car in the spring of last year and delivered it to Melbourne early last December, thinking a conclusion to the project may take a month or two, and that after inspection and approval by the engineer the compliance plate would be issued reasonably swiftly. How wrong can you be, firstly it takes time for the compliance plate and associated paperwork to be completed, then further time was added by both Rob Barton and myself being away on holidays, but at last I have a photograph of the issued compliance plate.



This plate once fixed to the vehicle assures that the modification is fully compliant and can be registered and insured legally, which is most important, in the unfortunate event of any accident. If a vehicle has been modified and does not have compliance, in the case of an accident you may find yourself uninsured as insurance companies are only too ready to wriggle out of any litigation.

The club initially had 20 conversion kits made up, ten of these were purchased by members who had followed the project from the concept and were sold to alleviate the club's financial investment. These were sold on the proviso that compliance would be attainable in due course. This leaves a further ten kits for sale at this moment, I am still awaiting wiring kits to be delivered before a final price can be established, however the initial ten kits sold for \$440.00 each, I do not expect the new price to vary too much from this figure. As these kits are passed on to members at cost there is no parts member discount available. For interstate members, they will need to contact me and a compliance engineer's details will be forwarded to them, Stephen Churches, our engineer in Sale has agreed to contact his interstate colleagues and supply them with the history and relevant details of the modification so that approval should be granted with the minimum of fuss. For Victorian and Tasmanian members, Stephen is qualified to issue compliance and so long as all of the steps listed in the fitting instructions are carried out, there will be no need for inspection, merely send the information and photos to Stephen and if all is O.K. compliance will be granted. There is a cost of around \$500.00 for this service. Some may see this as a high cost but the compliance engineer bears the cost of insurance once compliance has been issued and compared with the cost of driving a possibly uninsured car it is not a lot of money.

My contact details are, Rob Little, my email is roblit@iinet.net.au this is the best way to contact me. All kits are sold through Lance Wearne, out spare parts officer who sends out the invoice and collects the money, the kits are then dispatched by mail from my home in Victoria or can be picked up by arrangement.

I would like members to register their interest with me so I can gauge whether or not there is a need to have more kits manufactured, as, at the moment I have no plans to make more once the last ten are sold. If the demand is there

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we will have some more made but we do need to have sufficient orders to make the manufacturing feasible.

This modification works on both 4 & 6 cylinder cars but they must be 12 volt and negative earth systems. It comes equipped with a rheostat to vary the amount of boost given to the steering and once installed is almost unnoticeable as the electric power steering unit is situated behind the dashboard.

Rob Little

PS. You do need to source an XC Holden Barina power steering unit with a fixed steering column, you need to purchase a kit from the club, there is machining to be carried out on the pinion shaft. The fitting into the vehicle needs to be carried out by a capable or preferably qualified person, then there is the compliance costs.

The kit does come with comprehensive installation manual which will be emailed to purchasers.

Rob Little