

Rhino's Superb Roof Loading System



Each year, thousands of Australian families, including a very high percentage of retirees, pensioners and workers on long service leave, take off for the Great Trip around Australia. Along with that other Australian dream - ownership of one's own home - the other traditional Australian dream is to complete the Great Trip at some point in one's lifetime.

The majority of people plan to complete the trip towing a caravan, sometimes driving a motor home, and not uncommonly, a seriously modified 4WD or Troopie, set-up especially to live in the back of the vehicle.

Boat owners and fishing enthusiasts then face the fundamental problem - how do they transport the boat, if the car/4WD is being used to tow the caravan?

But it's not just devotees of the Great Trip syndrome that have this problem.

There are plenty of fishermen around Australia who want to carry a second boat (along with their "big boat") to

There are no 'trick' photographs here. All were taken at the Paradise Point launchramp with Ruth winding the winch in a flowing sequence. What can't be seen in still photographs is how easily she could wind it up or down, at will.

provide inshore or estuary "insurance" against bad weather preventing offshore activities happening as planned - and there are people who can't be bothered with the hassles of a trailer. Why? Because very often, they have nowhere to keep it, don't want to bother with registration costs, wheel

bearings replacements, service, etc.

And towing a small trailerboat off road is usually a recipe for disaster.

In theory, all these situations are resolved by roof topping the fishing boat - but for older folk in particular, it's just not that simple.

A couple of young blokes, running around the bush in an old Land Rover, can easily man-handle quite a big 110 kg 3.7 metre tinnie up on to the roof with a couple of horizontal steel bars or atop a welded steel or aluminium mesh roof rack/pack set-up. Young and strong, it's no big deal to throw a big tinnie up on the top, and if there's three or four blokes on hand, it's all over in a matter of seconds. Similarly, for big strong fellas, getting it off the roof is just the same.

But what of the retiree or pensioner who's spent the last fifty years of his life working his bum off so he can make the Great Trip? And then discovers he's got a crook back, serious arthritis, poor hips - any one of dozens of afflictions that do affect *(Cont. P-24)*

Rhino Auto Loader Roof Rack Action Sequence . . .



It only takes a few seconds to connect the four snap hooks from the four lengths of polly rope; Rhino added 2 eyebolts (inset) amidships, but just used the Horizon's grab handles on the stern for the aft snap hooks.



It looks a bit strange, but if you study the line drawing on the facing page you can more easily get the gist of it. The key is to understand the winch is **TURNING** the "power roller" backwards and forward.



Left: Not supplied but definitely needed - 'shorties' like Ruth need hydraulic leg extenders (!!)

or a box to reach up to the winch - and remember, the Suburban is actually quite a low 4WD.



Left: There's nothing to do after the ropes are hooked on, apart from checking the ropes are all clear and ready . . . Above: For you to start winding the winch. There's not a lot of pressure here; even an old bloke or women could wind it - and there's a press button power winch option if they can't.



It pays to have a fender handy when the 'weight' of the boat comes on. As the boat lifts off the ground, it comes back hard against the vehicle, as the ropes are literally levering the dinghy up against the vehicle.



As it happened, we didn't even need the fenders or rubbing strip, as the Suburban's towbar kept it off perfectly, and only the boat's grab handles touched the bumper bar. *No worries!* This is the point of maximum hurt on the winch.