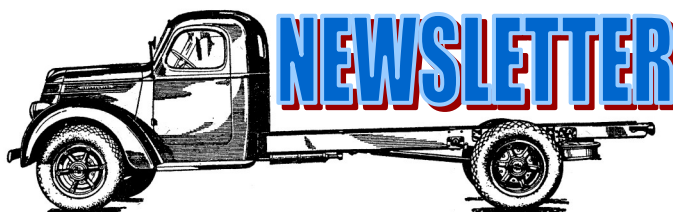


WESTERN SYDNEY HISTORICAL TRUCK CLUB



January 2013

October Breaky Run at the Warragamba Centre...



Sunday morning!
what a fabulous
sunny day for breaky
with friends.
After the usual
pleasantries were
exchanged along

with mandatory gossip we settled down to more gossip. The electric barbecues refused to fire up... Overnight,, daylight saving had kicked in but the barbecue timers had not been changed yet. Garry Schroder and Brad went on the search for the essential equipment on which to cook the gourmet breakfast we had come there to enjoy. Fortunately they returned very quickly with a new BBQ and a full bottle of gasthe Club now has its own. Brad's one which had been borrowed so many times before was probably due for retirement anyway.....(just joking, Brad!!!) Our celebrity chefs, (legends in their own minds), were Ron Ross, Dave West, Brad Dwyer and, as chief technical advisor - Gerry McArdle . They did a great job, Well done team.

Our Club numbers increased. Peter Chaseling joined our membership and also brought along his very impressive 1942 Chevrolet "Suburban" which was formerly an ambulance. Trevor and Kathleen Toovey also became members and will soon become proud owners of a driveable mid-1940's International KS4 ex-military truck to bring on our runs.



After breaky Brad held court. He started on a sombre note with unfortunate news that Bob Taylor, one of our Grenfell members, had been taken to Westmead Hospital by chopper the previous Monday. Bob was in a serious condition after a chemical siphoning exercise went terribly wrong. Although still not out of the woods yet he is in good spirits and is expected to be allowed home the next Monday providing he passes all the tests.

Brad called for suggestions of new places to go on our future runs. Several were put forward and well worth consideration... Nepean Dam, Bargo; Razorback truck stop; Fitzroy Falls; the Air Museum, Albion Park ; a Twilight run for a Saturday to Blacktown Drive-In and a weekend run to Narooma. More information will be available in the new year on the Twilight and weekend runs

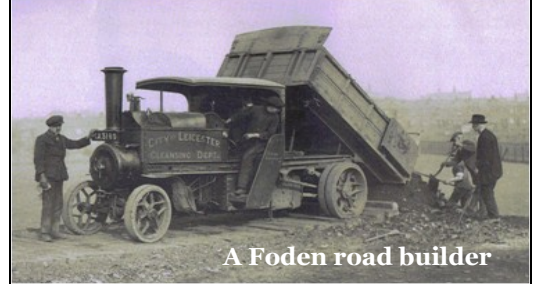


◀ Rob Paul brought along his 1982 Kenworth Aerodyne.

- Menangle Park Steam Fest

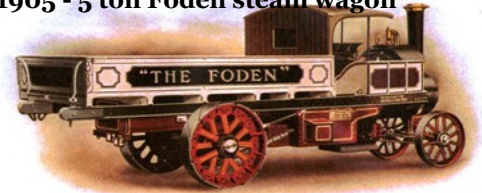
24 hours before the start of the Steam Fest freezing gale force winds lashed Sydney and black clouds dumped torrential rain everywhere. One could be forgiven to think that the show would be a washout. But Saturday morning revealed itself in a blaze of brilliant sunshine, although cold to start with, it developed into a very pleasant day. But... the numbers!!... trucks, cars, motorbikes, crowd etc. were down on previous years probably due to Mother Nature’s indiscretions of the previous day. There were about a dozen cars, a few trucks, few motorbikes and 1 “steroid-modified hot rod” tractor.

A few photos of some steam powered trucks manufactured from the 1890’s



A Foden road builder

1905 - 5 ton Foden steam wagon



1898 - Thornycroft steam road wagon



A Foden unloading waste paper. Surely a dangerous load for a steam truck



▲ Photos by Nick Baldwin, Classic Trucks -1995

◀ Photos by Andy Nash



A different slant on Express Delivery?? On the return trip from a recent break up the north coast we came across this rather curious looking winged truck on the back of a purpose built transporter. It was travelling so fast it took us 20kms just to catch up to it. I wonder...is it the latest in “jet express delivery” or the “Bandag Bullet”??



CONVOY FOR KIDS - Goulburn



The WSHTC contingent arrived first, at the truck stop just north of Goulburn town centre at 8.30am, the scheduled starting point of the “Convoy For Kids”.



The early arrivals - WSHTC contingent ready to convoy...



The weather was a combination of all seasons in one. One minute there was warm sunshine but it didn't last more than 20 minutes out of 60. There were storm clouds hovering overhead but it didn't rain. It was generally fine but the icy cold wind blew right through to the bone.



As trucks arrived there was last minute polishing and shining of tyres. Before the convoy start the “Leading Truck” banner was auctioned off. The winning bidder paid \$4100 for the privilege of leading the convoy and displaying the banner on his truck.



Last minute polishing...

By the 10.00am kick off time 106 trucks had assembled ready to rumble through the main street.

The police and emergency services had all entry points along the convoy route closed to traffic so the convoy could move through city as one unit.

This stunning looking Fargo led the Goulburn Historical Truck Club contingent.



It was the very first time I had been down the main street of Goulburn without having to stop at a single set of traffic lights. We didn't get out of first gear the whole way. But more importantly we provided a spectacle for the gathered crowd to enjoy. ►



All along the 3 - 4 km route there were people watching, taking photographs and Mum, Dad and the kids waving and cheering...even the truck drivers enjoyed the party, blasting their horns and revving their engines. It was an awesome sight and a joy to experience.



The Convoy for Kids in Goulburn has been held on the second Saturday of November each year for the past ten years and each year it gets better. This year the convoy finished at the showground wherethere were various displays, food stalls and the obligatory auction. Even God was there too... in his vintage International mobile chapel.



The whole event was very well organised and at the end of the day \$30,000 was raised for kids with cancer. Well done to the Convoy for Kids organising committee. We will return to support this project again.





2012 END OF YEAR CHRISTMAS PARTY A bright sunny day with a cool breeze put the party goers arriving at Creek Street into a festive mood. A line of vintage and classic trucks set the scene. It was Party Central. There was plenty of food and drink. The atmosphere was great. There were lots of stories, joking and a fun Christmas raffle. A big thank you to Darrell Killick and "Chappo" for putting on the day. The promised storm held off until after lunch about 2.00pm when dark clouds rolled in with half hearted thunder and two and a half spots of rain.



100 years of the **International Harvester Company** in Australia

The following is an excerpt by from the Sept - Oct 2012 issue of 'Diesel' by Peter Lynch

It 's 100 years since the International Harvester Company of Australia commenced business in Melbourne. To mark the occasion, Iveco Trucks held centenary celebrations at its Dandenong facility where the iconic IH trucks of the past were manufactured.

The International Harvester Company (IHC) was formed in the USA in 1902 by the merger of farm equipment manufacturers McCormick and Deering and the Australian arm of the company officially started operations on July, 1912 with headquarters at 545 Bourke St, Melbourne.

.The company went on to become the largest local manufacturer of trucks, a title it held for more than 60 years until its virtual demise during the economic chaos of the 80's. A surprisingly large number of vehicles produced by IH during this era are still in service today and the iconic Australian ACCO lives on under the Iveco ownership.



Now and Then. International trucks lined up outside Iveco's Dandenong factory during centenary celebrations in July 2012 and the same facility in 1957

International first introduced motor vehicles to its range in 1907 with the 'Auto Buggy' and a cargo version called the 'Auto Wagon'. These featured large wooden wheels, solid rubber tyres, two cylinder under floor engine and a payload capacity of 800 pounds (363kg). While these were basically motorised carts, design improvements followed quickly and by 1917 IH had a range of petrol powered trucks with capacity of up to two tons. However, tractors and farm machinery were still the major part of the business at that stage which prompted the Australian operation to establish a factory at the Melbourne suburb of Spotswood, about 7 kilometres SW of the CBD, in 1922.

The company with strong support from the Australian government, wanted to move into large-scale local manufacture and land for the Geelong works was purchased in 1937. Construction progressed quickly with the first stage of the works being operational by 1939, but plans to manufacture agricultural equipment took second place to urgent orders for military equipment for the Second World War effort. IH Geelong produced tanks, guns, aircraft and numerous other items during this period with an airstrip, wharf facilities and a rail connection being established. The works also included a large-scale foundry which was a key part of plans to fully manufacture, rather than just assemble, trucks and tractors.

In the meantime, the Melbourne head office had moved to City Rd, South Melbourne. In addition to office accommodation, showrooms and service bays, the facility was also used as truck assembly until the dedicated manufacturing plant was opened at Dandenong in 1952. The first Australian-made International

trucks were the AL160, AL130 and AL110 series using engines and other components produced at the Geelong plant and cabs built by TJ Richards (later Dodge) in Adelaide.

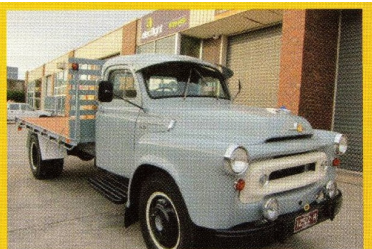
The L-series gave way to the R-series in 1953 and IH found a winning card. The versatile R190 proved to be an ideal linehaul workhorse and achieved outstanding sales success with both fleets and owner operators.

The 60's & 70's were certainly the golden years for international Harvester in Australia. Trucks, tractors and construction equipment rolled out at a rate of knots. Large contracts with the Australian army saw local development of tough 4x4 military trucks and the civilian 'Butterbox' AACO cab-over range was developed from these.

In the late 60's International's conventional range grew stronger while the AACO underwent further development and became known as ACCO. The short bonneted (butterbox) cab-over was replaced with the all-new tilt cab ACCO, unveiled in 1972. Petrol engines gave way to diesels and IH turned to Perkins, Cummins and Detroit Diesel for suitable power plants.

International Harvester's Dandenong plant was in full swing during this period and sales staff simply added 10% to their previous year's target. The purchase of British truck maker Seddon Atkinson in 1974 provided a new heavy spec prime mover for local Operation. However, the 3800 series 'plastic cab' Atkinson - so called because of its fibreglass cab construction - was soon superseded by the Australian built S-Line, T-Line and Atkinson 4870 models.

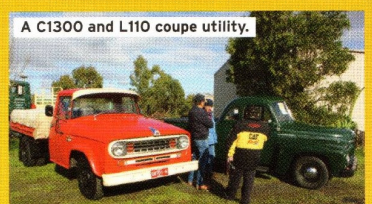
Disaster struck in the early 1980's when under the crippling effects of recession, financial problems with the parent company and drought conditions affecting the farming sector, International Harvester of Australia was placed into receivership. Iveco Trucks acquired the Dandenong operation and used it as a beachhead into the tough Australian market. Tractor manufacturing at Geelong ceased with the facility and rights to the IH brand acquired by long-term rival Case.



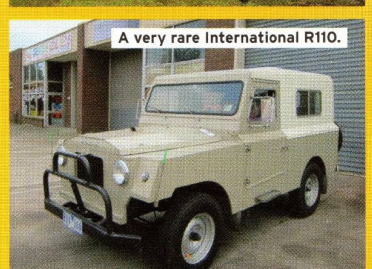
A stunningly restored AS180 that originally rolled out of the IH Dandenong plant in the late '50s.



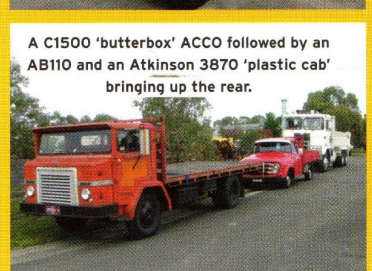
An AR162 (left) and ABW130.



A C1300 and L110 coupe utility.



A very rare International R110.



A C1500 'butterbox' ACCO followed by an AB110 and an Atkinson 3870 'plastic cab' bringing up the rear.



A trio of R190 Internationals. The R190 proved to be an ideal linehaul workhorse and achieved outstanding sales success with both fleets and owner operators during the '50s and '60s.

International Harvester is an important part of our transport heritage and to celebrate the centenary of its huge contribution to Australia's development, various classic vehicle clubs took part in a special event of revered classics. Two of the highlights were an early morning road run organised by the Historic Commercial Vehicle Club of Australia and a rally for IH machinery hosted by the Melbourne Steam Traction Engine Club at Scoresby. There were also exhibits from the American Truck Historical Society, International Harvester Club of Australia, Trafalgar Truck Restorers Club and International Scout Owners Club.

They don't make 'em like these anymore.

[Sept - Oct 2012 issue of 'Diesel' by Peter Lynch]

UPCOMING EVENTS

Saturday 19 - Sunday 20 January "Machinery in Motion" inaugural rally for the Central Coast Machinery Club at Gosford Showground. Free camping for exhibitors Fri 18th, Sat 19th, Sun 20th. *We received a special invite to attend this rally so lets support it.*

Saturday 26 January - Australia Day Celebrations at Camden. From 8.00am, Street parade at 11.15am. Contact Dave West 4658 1649 or Brad Dwyer 0449 186587

Friday 8 February - 10 February - 'Highlands Steam & Vintage Fair' Oberon

Friday 8 February - 10 February - Berrima Rally. Entrants to meet at Bong Bong Picnic Race club. Judges choice & Peoples choice prizes to be awarded. More info. John Holton 4862 5209 Registration Pauline McFetridge 0412 819848 registration forms available online.

Sunday 17 February - 8.30 am Breakfast Run at Tench Reserve, Penrith under the M4. Please let Brad know you are going for catering purposes.

Saturday 9 - Sunday 10 March 2013 - "4th Hunter Valley Truck Muster" Vintage Commercial Vehicle Show - at Maitland Showground. Cnr Anzac & Bloomfield Streets, Maitland. Free entry for vehicle exhibitors. All sizes & makes of vintage commercial vehicles welcome. Contact: Bill Swift 0420 635146; email: hvtruckmuster@hotmail.com.

Saturday 16 - Sunday 17 March- The 5th White Truck Muster - Kyabram Showgrounds

Friday 19 - Sunday 21 April - 14th NHMA National Rally Mudgee, NSW

Saturday 27 - Sunday 28 April - **HAULIN' THE HUME** - all entrants are to meet early (7.30am at the latest) at the Beech Road Industrial Estate so that first trucks can depart at 6.00am.

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Here's a likely candidate for Brad's motor home/caravan for those extended weekend runs.....
But... on second thoughts... it might need a lot more than just a wash and polish...

*All contributions for publishing in the next Newsletter can be mailed to
PO Box 369, Plumpton 2761, or emailed to wshtc@rocketmail.com before 21 February 2013
Mike Dodds, editor*