

WESTERN SYDNEY HISTORICAL TRUCK CLUB



March 2013

MAX KEOGH'S KENWORTH

story by Bruce Gunter

Well, it's been a long time coming...34 years in fact. When I was a young kid I grew up backing onto an oval in suburban Sydney and was truck obsessed (I'm simply older now) and during cricket season, more often than not one of the cricketers would turn up driving one of his prime movers. It was Max Keogh and he would normally be driving his 8/53 powered Crackerbox Dodge (which now resides in the RTHOF) or his early Scania with 8/71 power. I'd always ride up on my push bike and do a few laps around them, waiting for them to fire up and leave. In 1978 he appeared with a new truck, a K125CR Kenworth with an 8/92 and 13 speed and I was smitten. I didn't know much about it at the time (I was 8 years old) but I would ride to the oval every Saturday during cricket season to see if he was there over the next few years and would hang there most of the day waiting for him to pull up stumps and head to the esky so I could assume my position at the end of the driveway. Once he fired up he would stop next to me and have a quick chat, blow the airhorn at my request and then pluck every gear as he took off up the hill into the distance.

Being a Movin On and B.J & The Bear fan I realised that the early Alcoa rims were something special and the distinct airfoil with 'MAX (picture of a key) O' looked brilliant. I was given a copy of Jim Johnstone's 'Big Rigs Down Under' for my ninth birthday and lo and be-hold, there was a black and white picture of it.

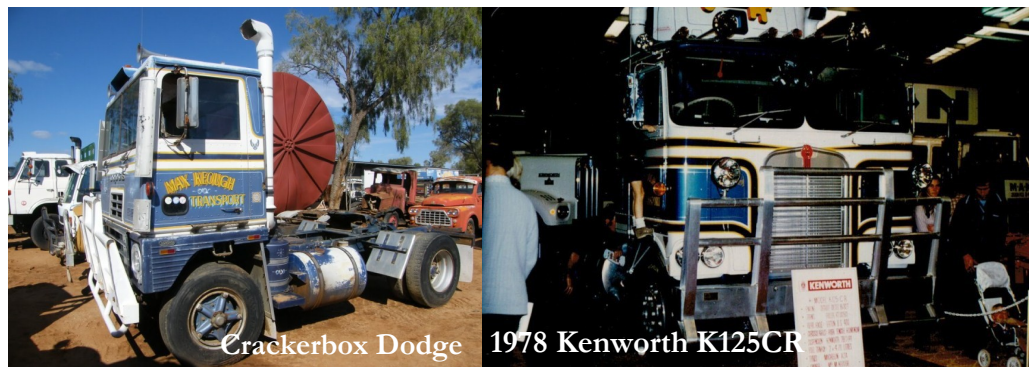
I always used to see the truck and dreamt daily of life as a truckie steering that cabover on the highway, something that my parents, especially my truck driving old man, dreaded as they watched my obsession grow.

Once I got my car licence I would drive up

to Thornleigh where Max lived and see if it was stopped overnight, I simply thought it was a great looking old truck. I learnt later on that Max originally carted for Kelloggs along with a bit of general and would often have a driver running around Sydney loading a trailer with the Dodge so that he could swap over trailers and keep going. He ended up subbying to Don Turner for years carting pipes all over the place.

In the early nineties Max decided to rebuild the truck and sent it to Detroit engine & Tool Co. where GM guru Kerry Balgowan replaced the 8/92 with a brand new Silver 92 D-Dec along with a brand new radiator system. He had Eaton install a new 18 speed double over-drive box, still retaining the torsion bar rear suspension. As work ramped up, Max purchased a K100E Aerodyne extended cab with a Series 60 and painted it up the same. Max's nephew Reg (dec) had been driving with him for years and at that stage they would often drive the K125 and the E up to Dubbo where they'd hook the trailers together and run two-up to Darwin etc delivering pipes for Turner's. His E is still running and is in it's original paint but with a 600 Signature now pushing it along.

As time went on I had a career as a Motor Trimmer, spending most of my working years on Richmond Road near Flemington Markets, where I'd get excited over the lanelli's Kenworths that came past the workshop, much to the amusement of the guys I worked with.



Crackerbox Dodge

1978 Kenworth K125CR

I learnt along time ago that if you need to explain to someone why you like trucks, it's simply not worth the effort because they wouldn't get the answer, right?

The flame always burnt fairly bright and as time went on I got into transport, and still wondering what had happened to the truck decided to try and contact Max, this was about seven years ago. He answered the phone which was lucky as it turned out that he had been living in America driving trucks all over the 48 states (still does) and had gone from being a 'truckie' to a 'trucker'. He was simply out on a visit and once I explained who I was he came over to see me. He is a true gentleman, at one time being voted 'Australian Driver of the Year' and it was great to catch up and find out a bit more history of the old cabover. I suppose deep down that I was hoping that he may of still owned it and had it sitting in a paddock but not to be.

Anyhow we kept in touch and I kept thinking that I would find it one day.....

Then in late 2009 I was working with an employer whose Uncle did some driving with us. He was an old interstater and had owned a few nice trucks and it turned out that he used to drive with Max and they knew each other well. I mentioned that I'd love to find the old cabover one day and he told me that Don Turner had bought it from Max, which I knew, but that he had sold it two months earlier at auction and it was somewhere on the Gold Coast. Although I was in no position to buy it I was relieved that it was still running. I left there



The same truck 30 years ago.....and what it looks like today

soon afterwards and went to my current job. I soon had my Commer restored and also owned a D2F Dodge with a GM which I couldn't fit at home. While negotiating with my boss on a new role I threw in that I needed somewhere to house the Dodge and restore it which he agreed to then I thought, if I can fit the Dodge there, I can fit a Kenworth.....things began to heat up!

I started researching it, turned out it was a special order after Max had been to the States in the mid 70's, alloy wheels, hubs, rails etc and paint design. It tared just over 7.5 ton on the road. It was in a bad accident around 1980 and had one of the rails replaced after they tried straightening it and it broke. It was around this time that the company I work for bought four new SAR's and the dealer gave my boss a new book on Kenworth that they'd put out for their 40th Anniversary. I near wet myself when I was flicking through and saw the legendary K-Whopper W model at the Yennora Wool Sheds 1978 truck show with Max's Kenworth parked alongside. I didn't know that one!

I then put a request on the HCVC forum requesting a photo and a member came through with



1987 Sydney Truck Show



Bruce, leaving Dave Collards for the trip home



Max's other KW, a K100E Aerodyne

beautiful colour photo that he took in 1978. That was all I needed!! I put the feelers out big time, contacting Max in the States, his nephew Reg, numerous people who had worked at Turner's before I finally got onto Don himself. I spoke to Cam McFadyen a number of times knowing that it was on his turf and thought that some of his customers may know the truck. He came up with another great photo. I pestered Cam a bit, knowing that Don had sold it at auction and that it was pulling a semi tipper around Brisbane area but had then disappeared. Cam was putting a few calls in to some contacts to shut me up when he decided to call up Dave Collard, a vintage truck guy from Yatala to see if he knew it's whereabouts.

He says g'day, what have you been up to, Dave reply's that he'd just bought an old cabover Kenworth to 'play' with and that it had an 8/92 in it. Cam asked if it was an old Turner's truck with alloy rims.....of course it was.

We have a match!! He had bought it five weeks earlier.....was I excited??? Understatement of the year! Dave wanted to use the truck for a while and have a bit of a play which kind of suited me so I kept in touch with him. I was itching to get it, telling my wife was the hard bit though, however she is fairly used to me now and thankfully agrees with my thoughts that life is too short. I finally heard from Dave a few weeks ago and arranged to fly up there on Friday afternoon. You couldn't find a nicer more accommodating bloke. He picked me up from the airport, drove me to his house to drop my gear off and then over to David Sauer's house where they he was servicing the truck so that I could drive it home to Sydney.

Dave put 10 litres of oil and 20 litres of water in drums for me, a funnel and watering can and also some safety triangles. It was the best transaction I have ever made, he is truly an awesome fella. He recognised the passion I had for this truck and actually replaced it with another truck so that I could live my dream. If he hadn't bought the truck from the previous owner I doubt it would still be here and if he hadn't been the type of guy he is it wouldn't be sitting in Sydney waiting to be restored! I'm indebted to his generosity. We had a great night out on the Friday and there was a night with Cam and the 2 Dave's doing what we know best, drinking and talking! So Saturday morning, I headed off and met another Kenworth enthusiast, Dave Chapman from Sydney who happened to be in Brisbane for the week and we drove home together. This truck will be restored to its former glory and I can't wait to get it done. It is magic mechanically and will be mainly a cosmetic restoration. I'm in awe of the generosity of a few people with their efforts to help this happen, namely Dave Collard, Cam McFayden, Dave Chapman, along with

Max Keogh and Don Turner. All have contributed to make this come true. Most of all is Rachel for not being difficult about something that just ain't her thing. I'm a lucky boy. I'm not the owner of this, simply the caretaker but hopefully, in time, I'll manage to do it justice.



RECENT EVENTS

Machinery in Motion Rally - Gosford Showground

What a difference a day makes. After the record-breaking 46 degrees of the day before, Saturday 19th was overcast, warm but pleasant. For a first time show it was small but well set out. There was a handful of vintage trucks including a rare 1926 International, cars, speed-cars and stalls with the usual bits and pieces for sale. Inside the show ring there were numerous stationery engines on display with some running. Six of our members were there to represent the WSHTC.



1926 International model SL36 with 4 cylinder Lycoming engine



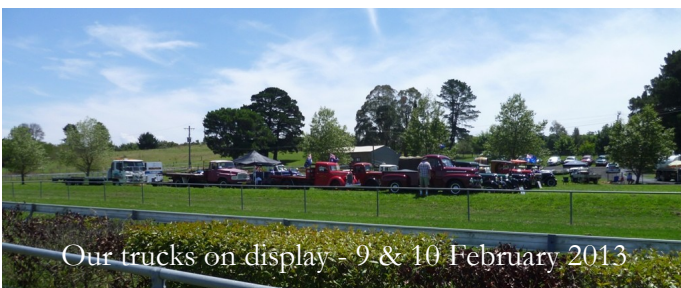
Saturday, 26 January 2013, Australia Day... I thought I was due for a sleep in but the kookaburras decided different. At sun up there must have been a dozen of them all laughing very loudly and telling dirty stories. How do I know they were telling dirty stories? It was the way they all laughed!



The day was not too hot. It was very humid but a slight breeze kept the temperature at a tolerable level. Many WSHTC members were in attendance plus there were a few extra mates. Rod Lovell and Dennis Brooks brought their B61 Macks, Dennis's mate drove his Cab-over Mack and Dutchy brought his Cab-over Volvo. Todd Williamson was there. New member Bruce Brown went all out with his Toyota truck with an ex-army jeep on the back and a hills hoist with flags flying. Peter Chaseling brought his Chevrolet Suburban and Andy Nash came along, as only Andy can, air-brushed tilt-tray with his NRMA Chev tow truck on the back. Garry Schroder brought his Dodge tray back out of the shed as did Dave West who dusted off his Diamond T. Lofty Richardson's brought his restored Kenwoth Hy-rise sleeper flat top trailer with farm animals, hay bales and period costumes supporting the Camden Show Society. He also had his Mack, imported from America, converted to right hand drive, with mini moke and modified duel cab Toyota Landcruiser. Leppington Pastoral Company's beautifully restored 1950's Austin truck complete with cow and hay bales was also there.

Lofty Richardson was awarded Citizen of the Year by Wollondilly Shire Council for his efforts in promoting and display for the U-Turn the Wheel education program for school pupils learning to drive and sharing the road with heavy vehicles.

Berrima District Historic Truck Club Rally - Bong Bong Picnic Race Track



Saturday morning, 9th February 2013 was bright, warm and sunny. This was the 38th rally for the Berrima District Historic Vehicle Club celebrating 150 years of transport in the Berrima-Bowral-Mossvale district.

We arrived at the Bong Bong Picnic Race Club around 11am. The temperature had already risen

to a such high level, that finding a cool place in the shade was almost impossible. But the view in front of the spectator at the entry gate, with 172 antique and classic exhibits for all to see, was one to take your breath away. The age of motor vehicles on display spanned over 100 years. Two of the very oldest cars were a "Schacht" known by people of the era as a 'motorised horseless carriage' or 'high wheeler', the other car was a 1908 coal scuttle nosed Renault. Both cars were excellent examples their marque. Other exhibits were stationary engines, tractors, trucks, cars and bikes. There were 'speed' cars and hotrods too. Several merchants set up their stalls along the entry road opposite one of many rows of vintage cars.



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Berrima Rally continued:

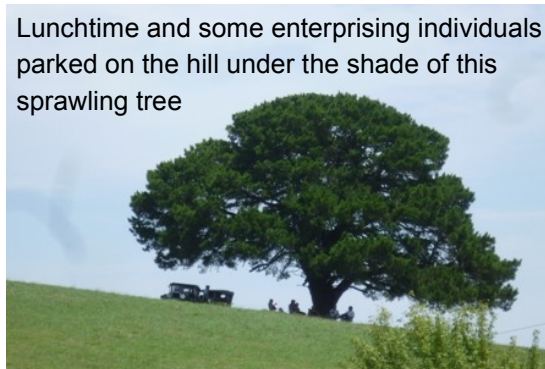
Club members' trucks on view on the day were Dave & Noelene West's Diamond-T, Garry Schroder's Dodge, Bruce Brown's Toyota, Andy's Chevrolet NRMA tow truck and Herbie Bugs 'boat manoeuvring tow-truck'. Dennis Brooks was also there. He put his B61 Mack prime mover up for a chance at the 'Show 'n Shine' awards event. If there was an award for the shiniest Mack B61, Dennis would have won it hands down. Rod Lovell was involved in organising of the event and ran short of time to get his Mack B61 there. But on Sunday he turned up in his Jaguar and won a trophy for it. Bruce Brown won a trophy for his military exhibit - his little jeep.

There was some excitement after Andy's newest Hino tilt-tray had off-loaded the Chev tow truck, the "Quarter Pounder" and a trailer. Apparently, the drive axle was left suspended over a dip in the ground by the lazy axle and had no traction. Clever thinking used the winch on the tilt tray to anchor to Bruce Brown's Toyota truck and winch the Hino out of its problem.

All entrants were treated to some awesome country hospitality and great food over the two days. Andy Nash informs me that he now needs to go on that diet. The weekend was a great success and the recommendation is that we support this event again.

See www.wshtc.com.au/trips for further details

Lunchtime and some enterprising individuals parked on the hill under the shade of this sprawling tree



Breaky Run to Tench Reserve, Penrith

Sunday, 17 February had a foggy start to the Breaky Run to Tench Reserve, Penrith. Providing I kept that big round glary thing rising in the sky behind me while travelling down the M4 I was heading in the right direction. After turning right for 2 km's then left towards the Nepean River and ultimately Tench Park I discovered that all of Sydney's personal trainers were running classes, all of Penrith's running clubs and all the cycle club's had events on right where our breaky run was held. Parking was a premium. I parked my ute off the side of the road under an old Grampa Ricardoes tree then crossed the road to join the rest of my club members, directly under the M4 road bridge. There was about half the membership there exchanging updates on what they did during the previous week. Subjects to be addressed on how a local tiltray driver got bogged was not discussed but certainly laughed about throughout the morning. But funnily enough nothing was said about the quick release bins on Brad's tip truck.

Brad and Ron busied themselves cooking up a grand feast which the members enjoyed. After everyone had eaten Brad held court updating everyone on results of recent runs and collecting numbers of those intending to attend future events. Brad introduced new member Russell White and his trusty assistance dog who goes everywhere with him. I guess that means the dog is also a member. I don't know what the dog's name is, but the members called him "Mack". Russell has a Fiat so with "Mack" alongside, it was thought that Russell's Fiat be known as a "Vatican Mack"... It makes sense to me!

The Club's website has now been updated through the efforts of Mike Dodds. Improvements made



have seen an increase in the amount of 'muscle' in the site's engine, opening the door for members' sections, facebook and other chat capabilities, improved archival and gallery capability etc., and the ability to manage the site ourselves. Mike emphasised that we need to keep the website interesting and need to keep it up to date, so information from members is needed all the time.

On a matter club finances - the cost of Breaky Runs is now \$6.00 and the cost of Club rego is \$20.00.

Club Member's Project -

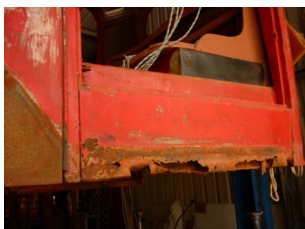
Restoring a 1938 International - "AUSTRALIAN BUILT CAB # 3136"

In 1938 the Chamens Store in Condobolin, NSW became owners of a brand new International model D15R tray back delivery truck. The truck began life in USA as a "flat-back cowl" built in September 1937 and was exported to Australia. Nations around the world were protective of their home industries after the Great Depression and Australia was no different. Truck chassis with the grille, front guards, bonnet and flat-back firewall were imported and the cabins were made and fitted by local Australian coach builders. The D15R fitted this criteria.

Thursday, September 21, 1995 on page 87 of "The Land" newspaper an advertisement appeared for "vintage trucks, 1930 1 tonne International, very good order....." By the following Saturday I was the D15R's fifth owner.



Fast forward to 2011... Although a lot of the restoration work has been completed to the chassis, engine and running gear, (as seen at the 2011 and 2012 SCAATS Shows at the Museum of Fire, Penrith), this article is about the work currently being done to the cab #3136.



Restoration of the cab has been undertaken by the same craftsmen who did Bill Maddy's truck at Warwick's Autobarn of Kenthurst, NSW. Warwick specialises in bringing classic vehicles back to better than brand new. His eye for detail is second to none and 'close enough' is just not part of his vocabulary.

Once the firewall and rear wall were removed from the rest of the cab the full extent of damage caused by rust was revealed. The damage was extensive.



As with all restoration repairs the workload was divided into stages and each stage completed before proceeding with the next. The cab was completely sand blasted and primed, repaired, lead wiped and reprimed. The following items were replaced with all new hand-made sections or panels: - The rear main structural beam, seat box, double curved apron panels under the door openings, bulkhead behind the windscreen, sill boxing under the windscreen, structural door hinge boxing (both sides), doubled curved bottom rear corners.

The windscreen frame was originally screw fixed to the opening of the cab.

The method of fixing was modified in line with the American truck cabs which had the windscreen hinged at the top. The jelly-bean rear window was just a hole in the rear wall of the cab and needed reinforcement to stop the window glass from vibrating loose and falling out.



The doors were another story. Each door was a different size to the other and did not close properly into the opening. Repairs supposedly done previously to the doors were found to be bodgie and had to be fixed before proceeding. Both doors were acid dipped. Warwick trimmed the openings in



the cab, cut down parts of each door and modified the hinges until he was satisfied the doors fitted the openings with the same clearance all round. New shaped panels were made and welded in to replace the rusted out bottom parts of the outer skins. The doors also had to be modified to take different locks because the originals were broken and beyond repair, and replacements were impossible to source. Like so many old vehicle parts these days they seem to be made of "unobtainium" - an extremely rare and precious metal discovered only recently.



The following article is submitted by Kathleen Toovey

WESTERN SYDNEY HISTORICAL TRUCK CLUB AND THE COUNCIL OF MOTOR CLUBS (CMC)

Brad suggested I put a few lines together to help members understand more about the Council of Motor Clubs.

It's an umbrella organisation, with around 150 motoring clubs currently affiliated. These clubs represent a vast range of motoring enthusiasts, particularly those with a historical interest. The Council in turn is a member of Australian Historic Motoring Federation and also the recently formed Confederation of Australian Motor Clubs (which has a large membership from the Four Wheel Drive and Custom built areas of enthusiasm). We hold meetings for delegates every second month; we organise a massive display in August at Sydney Motorsport Park - formerly Eastern Creek Raceway – where members of our affiliated clubs may not only display their vehicles but also do a parade lap around the race track; we share information on matters of motoring interest via our website (www.councilofmotorclubs.org.au) and we make representations to bureaucrats and politicians regarding regulations which affect our motoring enthusiasts movement, or part thereof.

Council was originally known as CVVTMC (Council of Veteran, Vintage and Thoroughbred Motor Clubs) and was formed on 1 March 1963. As part of our 50th birthday celebrations, there will be a cocktail party on Friday 1 March 2013 at Sydney Motorsport Park, and a dinner later in the year, and the annual display day will be extra special (featuring a display of 50 year old vehicles). At the display day, close to 2000 vehicles usually participate. The vast majority are cars, but buses, military vehicles, motorcycles and speedcars have also been a feature for many years. Trucks would be especially welcome.

WHAT CAN CMC DO FOR THE TRUCK CLUB?

Listen to motoring and safety concerns, especially those involved with regulations from RMS and other bodies, and where appropriate give up-to-date correct information, make legitimate concerns known to The Minister, combine with other affected groups to ensure a louder voice and allow members to better understand the breadth and depth of the historic vehicle movement. To that end, a conference for Motoring Enthusiasts was held on 17 February.

WHAT CAN THE TRUCK CLUB DO FOR CMC?

Give greater legitimacy to any representations CMC makes to Government bodies by including a wider range of vehicles, and adding further variety to the council so members of other clubs realise they do not provide the whole picture.

WHAT DO AFFILIATED CLUBS HAVE TO DO?

Pay an annual affiliation fee (based on the number of members). The rest is up to each club to decide: send 1 or 2 delegates to meetings, initiate or participate in discussions of general interest, attend invitation events organised by other member clubs, support National Motoring Heritage Day (3rd Sunday in May), make a good show at the annual display day in August (this year Sunday 18 August), take any rules regarding Historic Conditional Registration seriously, and pass on any issues to CMC committee. Some WSHTC members are already delegates from other clubs.

**Take an interest in the future.
That's where you'll spend rest of your life.**

**Breaky Runs now cost \$6.00
Club rego now costs \$20.00**



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. Entry is off Louth Park Road. All sizes & makes of vintage commercial vehicles welcome. Contact Bill Swift 0420 635146 or Paul Campbell 0419 430826

Saturday 9 March 2013 - National Historic & Commercial Vehicle Show - Post floods events at Lockhart Show ground, Treasure Street, Lockhart NSW. Celebrating 100 years of the Chevrolet Motor Company. Enquiries 02 69295237

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

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

Sunday 21 April - Pre Haulin' the Hume test run for your trucks to iron out any bugs. Meet at The Ponderosa at 9am.

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.

BUYING, SELLING, INFORMATION REQUIRED

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*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 April 2013*

Mike Dodds, editor