

# Western Sydney Historical Truck Club



June 2021

## TWO DAYS BEFORE "CRAWLIN' THE HUME"

by Janelle Cant

As we are all aware Crawlin' the Hume 2020 was delayed until March 2021 due to COVID restrictions.

With excitement building in the run up to the event, phones and messages were running hot. The vintage crew were about to be let off the leash - properly - for the first time in over 12 months.

A week out we received a phone call from Dave Chapman. How would we feel about being in Melbourne 2 days early to attend a special event? How could you say no to Chappo? A number of lucky WSHTC members were afforded the privilege of attending a one off event at Kenworth.

Kenworth were celebrating 50 years of manufacturing in Australia and delivering the 70,000<sup>th</sup> Kenworth produced in this country to their long standing dealer Brown & Hurley. The new truck was set to – theoretically – 'roll off the line' on Friday 26<sup>th</sup> March and Chappo had been asked to arrange 10 vintage trucks to line up alongside the latest edition. An avenue of honour, so to speak. The Prime Minister was scheduled to attend along with other dignitaries. Each of the vintage trucks was a different model and year – no repeats in the bunch. The initial request had come from Phil (Smiley) Spencer who is a design engineer at the Bayswater plant. Chappo soon had it worked out and other than Phil's truck the rest of the vintage models were all NSW based. These included Paddy Ward's V12, John Cant's T600, Paul Pezzuti's cab over, three trucks from the boys at North West Trucks, Scott and Tracey Martins SAR and Neville Storey's S2. Bruce Gunter and Dave Lynch completed the NSW contingent with a truck belonging to Parklea Sand & Soil. The 10<sup>th</sup> truck in line up, as mentioned was Phil Spencer's cab over.



Well what a couple of days we had. A few of us camped out at Phil's place on Thursday night. You've never seen so much truck wash, polish and tyre black be shared amongst a few proud owners. All looking immaculate, we lined up at Bayswater at 6.30 on Friday morning only to see the guys all repeat the cleaning process.

Much precision parking ensued and by 8 o'clock we were off to the canteen for breakfast. Before being allowed to do this we all had to submit, sign in and temperature check. It was made known to us during the course of the day that Kenworth had lobbied hard to keep the plant open during COVID. You can't build 14 Kenworth's a day from home and the plant went to extraordinary lengths to allow their workforce to maintain their jobs during Melbourne's long lockdown.



Two days before ‘Crawlin the Hume’ continued

Breakfast was followed by a private tour of the Kenworth plant. Boy were there some happy campers in the bunch. Mick Mac was one excited body builder – seeing first hand the panel section. It is a fascinating process to watch the KW’s roll down the line. Each station with its own set of building equipment and timed so that the line moves when each task is complete. It’s a little like a LEGO build, no pieces to remain in the pack!



It was an absolute privilege to be a part of this special day. Not that it didn’t have a few hiccups. Amidst yet another emergency, this time the floods, the Prime Minister couldn’t attend. His place was taken by our treasurer Josh Frydenberg who gave an insightful speech about the importance of Kenworth and its Australian manufacturing.

The next problem.....the 70,000<sup>th</sup> Kenworth was actually long finished and had travelled north to be sign written and prepared for hand over to Brown and Hurley. Well – it got stuck, up north, behind the flood waters. No KW to ‘roll out’. However, this didn’t dampen spirits and the day proceeded like clockwork.



An absolute shout out to Kenworth, first for inviting us and then for looking after us like dignitaries. A fabulous weekend was had by all. The only downside – no photo’s to be taken in the actual Kenworth plant. Never mind, we were allowed to take some outside of the awesome truck line up that attended this event. Thanks again Phil Spencer and Kenworth Bayswater.

## “CRAWLIN’ THE HUME” 2020 +1

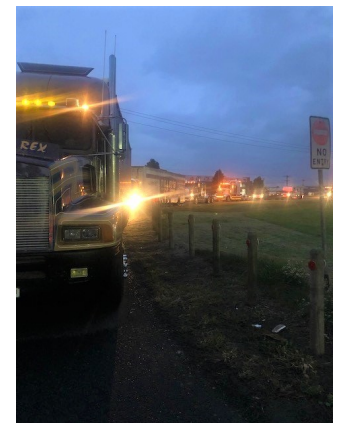
27<sup>th</sup> & 28<sup>th</sup> March 2021

by Janelle Cant

Having been delayed by 12 months due to COVID there were a fairly excited bunch of guys ready to roll from Melbourne to Albury. Starting at the old Ford factory in Campbellfield the queue early on Saturday morning was a sight for sore eyes. Vintage trucks aplenty and rain to go with it. The wet weather didn’t dampen the spirits as after receiving their entry numbers the trucks headed off for a scheduled lunch stop at Winton. It didn’t take long for the weather to clear with a beautiful day to follow.

There were many stops prior to this for brekkie, coffee and a bit of yarn spinning. Every town and byway that we passed through had any number of trucks parked on the verge with drivers swapping stories and tales of adventure. It always amazes me, the variety of trucks that participate in these events. All old, but what a mix and match bunch. Some are all spit and polish, and then there are the old girls that have never been touched. It is a tribute to the owners of all these vehicles that they are up and running and not rusting in paddocks and sheds.

There is a history in these old vehicles and it is wonderful to see them being so well cared for, not just by the older guys but a new generation that rode shot gun with their dads or other family members.



## “Crawlin’ the Hume” 2020+1 continued

They personally have no first hand experience of ‘old road’ but they appreciate and respect what challenges faced these older drivers.

It is a history that is slowly fading, but these runs are vital in keeping that spirit alive.

It is always nice to pass through these old, small towns that were once part of the journey. The locals always line the streets and welcome the trucks like they never left. The kids always want to hear an air horn and it tends to bring a smile to the face of the adults too!

Lunch was at Winton Raceway with a static display by all the vehicles on the run. There were so many on hand this year that they struggled to fit us all in to the circuit. It is another chance for people to view these wonderful machines and spend time hearing some of the stories of rebuilds, roads and reprobates that founded the transport industry.

After lunch we headed off to Albury for dinner at the showgrounds. As usual this was a lively affair and well attended by most of the drivers. A special treat was in order this year as the star of the show was Mick Gardiner’s Seattle Star. She was pride of place on the forecourt at dinner for people to inspect in person. ▶

Mick gave a talk about the one off build of the truck and also gave a history of his working life which included the 190 and the building of the Star. For those who missed it and may be interested it is available on YouTube. Search for **MICK GARDINER AND THE CREATION OF THE SEATTLE STAR – courtesy of Graham Harsant AKA ‘Life with Kermie’**

Sunday morning saw the usual array of sore heads and humorous awards. We need to thank Rob French for all his efforts in keeping this on track. Prior to the delay in 2020 Rob lost his cohort Roger Marchetti. He then had it up against him with COVID with Bruce Gunter stepping aside with Haulin’ The Hume 2021 to let the Roger Marchetti (Slasha) Memorial run go ahead. This was followed, just days prior to the 2021 run by the unbelievably sad loss of Rick ‘Chocs’ Hayman. A big thank you to all who assisted with making this happen.

We need guys like Rob and Bruce to continue these events and keep vintage trucking alive. Let’s all look forward to a continuation with Haulin’ in 2022.



*“What would life be if we had no courage to attempt anything” Vincent Van Gough*

# Public Risk Policy # AONBWU IFVCC

## 2020 - 2021 Committee Members

|                                   |                 |              |
|-----------------------------------|-----------------|--------------|
| President/ Assistant Registrar    | Andy Nash       | 0418 277 271 |
| Vice President                    | Darrell Killick | 0412 050 224 |
| Secretary/ Newsletter Editor      | Mike Dodds      | 0417 068 144 |
| Treasurer                         | Brian Hodges    | 0408 275 754 |
| Registrar                         | Steve Pardey    | 0412 646 280 |
| Safety Officer                    | Ron Ross        | 4576 3423    |
| Safety & Merchandising Officer    | Dave West       | 0409 724 647 |
| Events & Major Events Coordinator | Michael Vella   | 0404 011 813 |
| Major Event Coordinator           | Bruce Gunter    | 0459 991 929 |

## Club Merchandise...

**The following club merchandise is available for purchase:**

Polo Shirts - \$40.00 each - sizes S, M, L, XL, 2XL, 3XL, 4XL, 5XL

Jackets - \$60.00 each - sizes S, M, L, XL, 2XL, 3XL, 4XL, 5XL

Windscreen Stickers - \$4.00 each

Baseball caps - \$15.00 each

Number plate frames - \$15.00 per pair

Name badges - \$10.00 each

10th Anniversary mugs - \$20.00 each

Merchandise must be paid for at the time of ordering from David West. You can pay cash or EFT directly into the club's bank account -

**BSB 032371 Account 396047.** *Please include your name and member ID number as a reference.*

*When making an EFT payment please advise Treasurer Brian Hodges of the payment, either by a text message to his mobile 0408 275 754, or emailed to [fjhodges@bigpond.com](mailto:fjhodges@bigpond.com) ...Brian will supply you with a receipt which you must show to David when you collect your order. If you don't have a receipt from Brian, then you cannot claim your merchandise.*

For all merchandise enquiries please contact David on 0409 724 647.

*Music washes away from the soul the dust of everyday life*

# SUPER TRUCKS



10 - 11 April, 2021

**Wakefield Park Raceway** is a 2.2 km (1.4 miles) motor racing circuit located 10km south of Goulbourn, New South Wales, Australia. It is named after Charles Cheers Wakefield, the founder of Castrol Oil. The founders of Wakefield Park, John Carter and amateur racer and former motor dealer, Paul Samuels felt that Castrol had been so influential in helping amateurs go motor racing that CC Wakefield should be honoured, especially as Samuels' and Carter's' circuit was intended for amateur racers in the likelihood in the 1990s of both Amaroo and Oran Park Raceways closing and amateur racers being unable to afford the daily hire rate at Eastern Creek Raceway.

I arrived at Wakefield Park on Saturday around midday. The Super Trucks were tearing around the circuit on their second race for the day.

This was my first real experience at the truck races. There's a certain atmosphere about being there that you don't get from watching the television. You have the deafening sounds of roaring engines, the smells of burning clutches and brakes and, the anticipation and excitement of the spectators, as one competitor attempts to pass another or fight again to succeed before the race ends.

Yes, there was plenty of argy-bargy between competitors, especially when a slower vehicle becomes an obstacle to one trying to achieve the coveted winners title.

Each time a driver felt the need to accelerate a bit faster to get away from a rival there was a large plume of thick black smoke that momentarily obliterated the trucks following from view. There was not much chance of getting a clear photograph when this happened.

It wouldn't be the same without a bit of drama and the spectacle of being close enough to witness the pit crew ripping off the back-end of a truck and replacing the very hot brakes...something you could not do in the pit area of the V8 Supercars. ►►

Although the Super Trucks were the main feature of the weekend, the program also included HQ Hopwood Enduro, E36s, Clubmans and Legend cars. The Legends are miniature cars about the size of a fruit box on steroids, a bit like a suped-up 'Postman Pat's van' or 'Noddy's car'.



*If I'm silent it's because there's thunder inside me. Or I'm just chilling, it depends...*

Super Trucks continued ... Sunday's program was similar to Saturday except that the competition was more earnest and argy-bargy was more the rule than the exception. Sometimes three trucks abreast would fight for the same piece of track that only one car could safely traverse.

The best spectacle was to see the historic trucks from WSHTC, Pioneer Timber Cutters Club and Wauchope Yesteryear Truck & Machinery Club take to the track for their six lap parade, horns tooting all the way.

Our Vintage toys enjoying a leisurely drive around the track.



▲ Andy had all the lights and sirens going in search of a fire...

▲ Sarah Vella accompanied her father Michael and played 'Queen for the Day', giving the 'royal wave' as she drove by her royal subjects.

▲ John Cant's grandsons, Lachlan and Oliver enjoyed themselves immensely on their 'Race around Wakefield' with Poppy.

Everyone had a wonderful time at Wakefield Park. Thanks to Charlie Zammit for the invitation to the event and we look forward to the next race meeting November 27-28.



*...May the odds will be ever in your favour*

## AFFILIATE MEMBER OF THE COUNCIL OF MOTOR CLUBS

At a general meeting of the Council of Motor Clubs (CMC) on Tuesday 30th March, the WSHTC was voted into affiliate membership. Membership of the CMC will give us a voice when it comes to tackling issues with the RMS.

The Club's delegates are John (Dutchy) Oldenmenger and Mike Dodds.

At the meeting, it was mentioned that where a club adopts the "60 day Scheme," it is mandatory that all members vehicles on historic registration must also be registered on the 60-day scheme.

Please note that WSHTC adopted the 60-day scheme at a general meeting on 16 July 2017.

## Road-Trains – Which Model came first? Kenworth or Steam

On a recent trip to the outback I noticed that the most common method of transporting goods was by 'road trains', a lot of which were hauled by Kenworths. When we visited the rail museum at Broken Hill I was surprised to see an historic S.A.R. Class T and a W model. It was not the usual line-up of Kenworths that I expected, Bruce Gunter.



◀ The oldest was the **S.A.R.**, built by James Martin & Co. Ltd. Gawler. It was put into service 7th July 1904 & operated continuously on the Peterborough Division of the South Australian Railways. It was the last steam locomotive to work a regular scheduled passenger train in South Australia and the last Steam locomotive to bring a train from Peterborough to Broken Hill on 9 January 1970.

Distance Travelled: 2,177,833 km (1,352,691mi)  
 Total Working Weight: 75 tonnes (74 tons 14 cwt)  
 Tender Capacity Coal: 8.3 tonnes (8 tons)  
 Water: 11 Cubic Metres (2,418 gallons)  
 Cylinders. 420mm x 580mm (16 1/2" x 22")  
 Tractive Effort at 85%BP: 9,936 kg (21,904 lbs)



◀ '**W**' Class Locomotive Superheated. Owned by The Silverton Tramway Co. Ltd. It was built in 1951 by Byers, Peacock & Co. Ltd. Manchester, England.

Cost: £42,850  
 Sales Tax: £5,336  
 Total: £48,206 (incl £20 sundries 😊)  
 Length: 61'11"  
 Weight: 107 tonnes  
 Tender Capacities  
 Water: 3000 gallons  
 Coal: 5 tons  
 Boiler Pressure: 200 lbs.sq.in  
 Tractive Effort at 85%BP: 21,706 lbs

I guess that Paul Dove would understand the statistics stated above...

# Breakfast Run at Campbelltown Steam Museum - 16th May



The start to the breaky run at Campbelltown Steam Museum was indeed a chilly one but with no rain scheduled and the need to get the truck out of the shed for a run, there was an excellent turn up of members and vintage toys. About 25 trucks and about 40 people including visitors were in attendance. By all accounts, everyone had a wonderful time. Catching up with all & sundry was the order of the morning and it continued right through breakfast and beyond.



I met some members for the first time that I had only ever spoken to on the phone and, to put a face to the name was great.



There were a few trucks that I hadn't seen before which added to the spectacle of the WSHTC fleet. Peter Hand brought along his recently restored green International model AA and it attracted considerable attention. A rustic old FORD with unique modifications caught the eye of many passers by. For example ① corrugated iron rear mudflaps, ② tree branch crossmember lighting support and ③ an air intake extension made from PVC plumbing pipe.



*Two workers on a spring morning -  
No 1: "I see the daffodils are out"  
No. 2: "Will we be going out too?"*



**Sometimes**, there are members of the WSHTC who achieve some incredible things or demonstrate extraordinary talents that sets them apart from everyone else.

◀ Phil Longhurst is one such person who has out shone others when it comes to the largest number of vintage trucks bought and sold within a very short time. His special talent was rewarded at the January 2021 first brekky run for the year. We display his toys, past and present, below...



**First**

**Second**



**Third - Don't want to talk about it**



**Fourth**

**The best - 5th**

**Sixth**



**Seventh**

**Eighth & Current, as of 16 May**



## CLASSIFIEDS

■ **Bespoke Panel Fabrication & Metal Shaping.** Metal Shaping Equipment - Metal shaping Training. Unit 2B, 6 Boundary Road, Northmead. [www.motorretro.com.au](http://www.motorretro.com.au)  
[enquiries@motorretro.com.au](mailto:enquiries@motorretro.com.au). Ph: Vaughan Ryan 0409 987 564 or Georgio Rimi 0412 372 105.

■ **FOR SALE** - 16'0" x 7'10.5" steel table top to suit 34" chassis, in reasonable condition. Contact Brian 0408 275 754

■ **FOR SALE** - McGrath Trailer, approx. 1970 model, 36 ft closed bogie, good straight strong trailer, needs refurb. \$5,000. Phone Perry 0458 492 837

■ **WANTED** - 903 Cummins engine, reasonable runner. Contact Frank 0419 764 200

## **MEMBERSHIP RENEWAL**

**MEMBERSHIP RENEWAL FORMS:** We need to update all member details and require all members to complete the Membership Renewal Form (provided with this newsletter.) More copies can be obtained from the secretary in person or by email request to [wshtctrucks01@gmail.com](mailto:wshtctrucks01@gmail.com). Completed forms must be forwarded to the secretary by posting to the Club's postal address (see below) or emailed to the Club's email address as stated above.

### **MEMBERSHIP FEES:**

**All membership renewal fees (\$50.00 per member) are due and payable by 30 June 2021.**

Payments can be made by:

- ◆ Cash at an event, prior to 30 June 2021;
- ◆ Cheque or money order made out to WSHTC and posted to PO Box 3140, Rouse Hill, 2155;
- ◆ Bank deposit or EFT to the Club's bank account:

**BSB 032371      Account No. 396047**

Please include your name and member ID number as a reference.

When making an EFT payment please advise Treasurer Brian Hodges of the payment, either by a text message to his mobile 0408 275 754, or emailed to [fjhodges@bigpond.com](mailto:fjhodges@bigpond.com)

**Please note:** If you have not paid your membership fees by 30 June...

- You will be non financial and will not be covered by Club's insurance.
- Your subscription to the newsletter will be cancelled, and
- Your truck rego will also be cancelled with the RMS.

**Attendance at Events...** When attending an event sanctioned by the WSHTC make sure you sign the attendance book! Our insurance covers you when you can prove your attendance at an event should any mishap occur.

If you attend a sanctioned event and there is no attendance book present, you must send an email with the event details, including your name, date and location to [wshtctrucks01@gmail.com](mailto:wshtctrucks01@gmail.com) to be covered by the club's insurance. If you do not email the details then you will not be insured.

### **Moving house?**

Email your updated contact address details to [wshtctrucks01@gmail.com](mailto:wshtctrucks01@gmail.com)

**Welcome Aboard to New Members:**

Since the last newsletter we welcome the following new members to our group of “Cool Kids” and crazy ‘old truck’ enthusiasts.

Gehad (Gee) Tenn

**Requirements for Historic Registration:**

For vehicles previously registered on historical plates, you will need the following:

1. RMS Conditional Registration Renewal form (sent to you by RMS prior to renewal);
2. “Historic Vehicle Declaration” form, duly filled out with you and your trucks details, (Do not fill out the club registrar’s part)
3. “Pink Slip” available from a local mechanics garage.

For vehicles NOT previously registered on historic plates, you will need to fill out a registration application form plus you will need item 2. and item 3. above.

**Send all originals plus a copy of each to Steve Pardey,**

**PO Box 3140, Rouse Hill, 2155**

Steve will return the originals to you after he has completed his part of the process so that you can then go to the RMS to complete the historic registration of your vehicle.

If you have any queries, contact Steve on 0412 646 280

**Remember to fill out your log book  
before taking your truck out on the road.**

**UPCOMING EVENTS**

The covid situation is still with us so we must be mindful of the regulations in place where we are. Although it is still early days for large events, we will advise you of events as information becomes available. Also keep a check on the [WSHTC Facebook page](#) for these events, as well as club runs like breakfast or lunch runs that Michael Vella organises on the spur of the moment at short notice.

**The following events are subject to change due to the current Coronavirus health situation. The latest status of events will be posted on the [WSHTC Facebook page](#), as necessary.**

**Saturday 12 - Sunday 13 June - Long weekend at Gundagai.** Saturday night dinner with speaker, raffles, auction. Sunday recovery breakfast at the showground. Sylvia’s Gap Convoy, Show & Shine, morning and afternoon tea. For more info see website [www.arthc.com.au](http://www.arthc.com.au) or contact (02) 6067 2106.

**Sunday 27 June - Brekky Run at Warragamba** Bring \$6.00, chair, cup/mug. Please contact Andy 0416 869 464 for catering purposes.

This is the last opportunity to renew your membership before the June 30 deadline.

*“Never forget the people who take time out of their day to check up on you”*

