

Western Sydney Historical Truck Club



October 2019

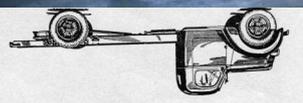


Cleary Bros Museum Open Day

by Andy Nash

We arrived about 8.00am and were greeted by Roger Fife who was doing a fantastic job of directing us where to park. We were all corralled into our parking spots which were fairly tight due to the great attendance from so many different people. Of great significance to me was the Alan Doherty memorial stand with some of his vehicles on display, representing Alan's contribution to Illawarra Convoy For Kids, Clearys and the local community. It was a fine tribute to a great man, R.I.P. mate.

Inside one of the sheds there was a display of remote control model trucks driven by young and old alike. Campbelltown Steam and Machinery had two steam machines fired up and on display. Convoy for Kids had a raffle going and Cleary Bros museum was open with a great assortment of equipment displayed. I think this was the biggest day we have had here, with the yard nearly at full capacity, and we were well fed by the food stalls in attendance. There was a great representation from our club members. We are very grateful to Clearys for opening up each year and inviting us to be a part of their display, and contributing to the fund raising for Illawarra Convoy For Kids. It was another great day out for our club and we were made very welcome. bring on next year.



CLARENDON CLASSIC & KENWORTH KLASSIC



The old cliché that this was better than previous years certainly applied to the 2019 Classic. It was a very successful rally for the organisers, Sydney Antique Machinery Club. Although the clouds blew in and threatened at times, Friday set up and, Saturday and Sunday show days were perfectly fine Spring weather.

The show attracted huge numbers of people, with Racecourse Road parked both sides for more than a kilometre and, the showground carpark filled to capacity at all times. There were the same collection of exhibits, trade stalls and kids rides but with some new items not seen before.



The WSHTC trucks were collected together inside and around the green shed like last year with the exception of the Kenworths.

The barbecue trailer was also inside the shed and was constantly in use. For those unaware, the trailer has now been sign written and the cost paid for by the Haulin' the Hume committee.

Treasurer, Brian Hodges was "in office" on Saturday afternoon collecting payments for the 10th Anniversary luncheon, the Christmas Party and club merchandise. David West did a sterling job trying to marry-up members with the shirts they ordered many months previously. But he still has some unclaimed shirts which he wants to get rid of!



...but when you learn a lot, you realise you know very little" - Jay Shetty

At the time of writing, there were 80 Kenworths more this year in the Klassic than in 2018. The final numbers were “around 300 and something.” The KW’s were lined up 3 and 4 deep around the trotting track, from the kids’ amusement rides to the carpark, a good kilometre long. I went for a ride past the KW’s with Bob Irwin in his “Quarter Pounder” recovery truck. We were on our way back when we got a radio call to repossess one of the KW’s for non payment of money owing. ▼



This page is dedicated to the Kenworths including this Overlander parked between the KW’s and also this post-horse and buggy era trike. ▼ ▶



As usual The Clarendon Classic was another fantastic success. Everyone had a great time!! Jon & Phil told me that they like to read the photos between the lines of writing...so guys, enjoy!!

Laughter is the shock-absorber that erases the blows of life

Just a little more eye candy from the Clarendon and Kenworth Classic...



The secret's out now Trev... Pictured here is something we rarely see.... Supertrucker with a polishing cloth trying out some special "free polish".

"Free Polish" is the best product to use because it's high quality cheep stuff....

As the elderly woman said "I don't mind daylight saving, but it is terribly inconsiderate of the government to make you get up at 2.00am to change your clocks!"



Public Risk Policy # AONBWU1FVCC

2019 - 2020 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	4658 1649 w/answer service
Events & Major Events Coordinator	Michael Vella	0404 011 813
Major Event Coordinator	Bruce Gunter	0459 991 929

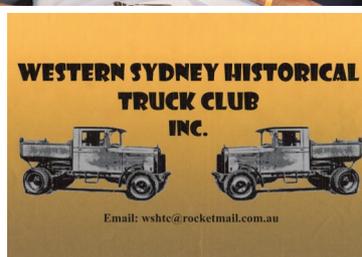
When you're wrong, admit it. When you're right, shut up!

W.S.H.T.C. 2009-2019 ~10th Anniversary Party

Sunday 29 September 2019 will be known forever as the day the Western Sydney Historical Truck Club celebrated ten years since Linda Farlow, Brad Dwyer and Ron Ross got together and formed the club.

Starting with a drink or two and a chat, members and guests were treated to a trip down memory lane, watching a continuous slide-show of photos taken at various events over the years, and displayed on an oversized television screen.

A three course luncheon preceded the formal presentation. Andy Nash called the committee members to be with him as he presented Life-Memberships to club founders Linda Farlow, Brad Dwyer and Ron Ross. They were also presented with special commemorative 10th Anniversary travel mugs. It was truly a spectacular event!



A good imagination is what enables one to enjoy the good times that never happened.

60 DAY LOG-BOOK SCHEME ... NOW PERMANENT

From 1 October 2019, the Log Book will become a permanent feature of the Historic and Classic Vehicle Schemes. Transport for NSW will deliver a number of improvements to the schemes over the next 12 months based on the feedback received during the review.

Existing requirements introduced during the Trial will continue to apply to participants, including:

1. Vehicles registered under the Historic and Classic Vehicle Schemes can be operated for 60 days of general road use each year, outside of club organised events.
2. Each day of general use must be recorded in a Log Book issued at Service NSW branches.
3. Owners wishing to opt into the Log Book program should be a member of a Transport for NSW recognised Classic or Historic Vehicle Club, or Approved Organisation participating in the Log Book program.

Information and updates to the Log Book program and proposed improvements will be communicated to Historic and Classic Vehicle Clubs and Approved Organisations in writing in the coming weeks.

How many mistakes can you find in this publication? Contact the editor...

Club Merchandise...

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 ...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.

David has a supply of shirts that were ordered up to 12 months ago. If you have ordered a shirt, but not received it yet, please contact David by phone 4658 1649 or mob. 0409 724 647.

Make sure you have a receipt of payment to claim your shirt. If you do not have a receipt, contact Brian on 0408 275 754

The following club merchandise is available for purchase:

- Polo Shirts - \$35.00 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 - \$4.00 each
- 10th Anniversary mugs - \$20.00 each

A History of Road building - Part 3

by Shirley Sherer Sponholtz

During this same time (the 19th century), the growth of turnpikes was resulting in much improved road conditions across England. Once the toll had been paid, the pole would be swung (Turned) out or the way, allowing the travellers access to the road (turnpike). By 1829, 3,783 different turnpike companies operated 20,000 miles of highway throughout England. However, during the latter half of the 19th century, canal building and the growth of railroads outstripped the turnpikes, and roads in general became less important until the turn of the century.

As European settlers migrated across the Atlantic to the U.S., they found themselves faced with an almost total lack of roads to use — in Europe they had at least had the Roman roads to use as a foundation for rebuilding. In America there were only Indian trails, and while they were long and quite extensive, they were quite narrow, allowing only for single file passage of foot traffic. Like their Inca counterparts, the natives of North America did not invent the wheel, and so did not develop roads that would accommodate wheeled vehicles. Initially, America's early roads were no more than widened Indian trails which had been levelled and filled, most of them full of tree stumps that tripped horses and halted wagons. The expression, "I'm stumped," derived from this era, when vehicles were frequently hung up on tree stumps and could go no further until they'd been freed. Also, since most of these early roads ran through forests, the route was often marked by notches chopped on trees, from which evolved names like "Three Notch Road." America, like England, went through a period of turnpike development, and for many years, turnpikes were the best roads in the U.S.

Not surprisingly, the overall development of transportation in the U.S. continued to parallel its counterpart in England, and interest in building and maintaining long distance roads waned during the last half of the 19th century. As in England, this was due both to increased canal building and the growth of railroads. But the advent of the motorcar changed all that for everyone, and the advent of the motor truck changed it even more. Obviously, motorized vehicles made it possible for both people and goods to travel both more quickly and more comfortably— so long as there were adequate roads upon which they could travel.

Before proceeding with motor vehicles, we have to give some credit to bicycles for bringing attention to the need for good roads, since these two-wheeled vehicles enjoyed enormous popularity in the late 19th century. Many clubs and cycling societies sprang up, including the League of American Wheelmen, a national organization founded in 1880 whose members began crying out for better roads. The first definite success of the fledgling Good Roads Movement was achieved in 1891, when New Jersey became the first state to take responsibility at the state level for improving roads and formed a State Highway Department. And, by 1917 all U.S. states had adopted similar programs.

However, aside from outspoken cyclists and their leisure time needs, farmers were actually the earliest commercial agitators for the Good Roads Movement, since they needed a way to get their farm products to market.



To plant a garden is to believe in the future.

UPCOMING EVENTS

Saturday 19 - Sunday 20 October - Urana Vintage Machinery Club Inc. Show, celebrating 20 years. Victoria Park, Urana. Contact Kevin Elphick 0427 253 144 or Brad Elphick 0417 465 634

Sunday 20 October - Brekky Run at Campbelltown Steam & Machinery Museum - Oil, Steam & Kerosene Field Days. 86 Menangle Road, Gilead. Bring \$6.00, chair, cup/mug. Please contact Bruce 0428 545 328 or Andy 0416 869 464

Sunday 10 November - CONVOY FOR KIDS - GOULBURN. Meet at Pheasant's Nest Servo at 7.00am (same as in previous years). \$10.00 entry per truck. A great family day out and fundraising for local Goulburn kids with cancer and severe disabilities.

Sunday 24 November - The annual Hilton Sibthorpe Memorial Truck Show at the Vineyard Hotel (formerly The Tourmaline Hotel) Windsor Road Vineyard.

Sunday 1 December - Club Christmas Party - 12 noon at The Hubertus Club, Adams Road, Luddenham. 3 course meal. Cost for members and immediate family \$20.00 per head. Non-members 40.00 per head. Drinks at your own cost. Booking & payment is required to secure your meal voucher and, must be paid a minimum of 2 weeks before the event.
For members interested in a run on the day, prior to the party contact Michael Vella 0404 011 813

Sunday 5 January - First Breakfast run for the new year at 8:30am to Warragamba Centre. Bring \$6.00, mug and chair. Please contact Bruce 0428 545 328 or Andy 0416 869 464 for catering purposes.

Sunday 26 January - Australia Day 2020

- at Camden - Contact David West (02) 4658 1649

- at The Pioneer Village, Wilberforce - Contact Ron Ross (02) 4576 3423

Saturday 29 February - Gundagai Tractor Pull & Swap Meet. Gundagai Showground.
Enquiries: Joanne Miller 0404 892 511

Saturday 7 March - Lockhart Truck Show at Lockhart Showground at 10.00am. For registrations and further information contact Peter Smith on (02)6920 6246 or 0458 422 808. Joy Shultz 0428 566 902. email cooinda75@bigpond.com

Got an issue or idea for committee consideration? Email the details to Mike Dodds at wshtctrucks01@gmail.com

Got Ideas for Future Events? Email details including toilet facilities, parking for large trucks, shelter shed, picnic tables etc. to Michael Vella at mvella@nswfreightlines.com.au

Moving house?

Email your updated contact address details to wshtctrucks01@gmail.com

*All contributions for publishing in the next Newsletter can be mailed to
PO Box 3140, Rouse Hill 2155, or emailed to wshtctrucks01@gmail.com*

Mike Dodds, editor