

Western Sydney Historical Truck Club



May 2013

SPECIAL EDITION - HAULIN' THE HUME 2013

Recent Events:

4th Hunter Valley Truck Muster - Maitland Showground

photos by Brad Dwyer

This year the Hunter Valley Club held its biennial show at the new venue of Maitland Showground as it had outgrown its previous venue at Richmond Vale Railway Museum. The weather was good and so was the turn out of exhibits and the crowd. There were about 130 trucks, a few buses and a variety of stalls. There were a few items on display that we have not seen before.

All the proceeds were donated to charities, namely Hunter Prelude, Telarah Public School and Aspect Hunter.



GLEEMAN'S PALLET SALE - Sat. 13 April

By the time I arrived at the 'Gleeman's Pallet Sale' the parking lot was full to capacity. It was quite a show. There were about twenty or so vintage trucks parked on display. Our WSHTC membership supported this event in force. The crowd milling around the pallets of merchandise reminded me of the showbag pavillion at the Easter Show...



Gleeman's Pallet Sale Continued...

If you brought your money with you there was a bargain to be made. And, I saw many of them in the arms of some happy customers walking out through the gates. Even while browsing for that elusive bargain there was lots of food and drink on offer to keep your engine going. There was real coffee too! Even Fletch was there filming the 'goss' on the latest restoration and restorable acquisition projects.

Gleeman's Truck Parts in Alfred Road, Chipping Norton, are sponsors of the Western Sydney Historical Truck Club's major event of the year, "Haulin' The Hume" which is now only two weeks away...



Pre-“Haulin’ the Hume” Test and Tune Run - April 21



Sunday April 21 was a perfect sunny day to get the ol' girl out for a pre-Haulin' the Hume run just to make certain everything was operating as it should and without any oil leaks or other dramas.

Participating trucks and their passengers set off from the truck checking area on the Northern Road just south of the roundabout at Glenmore Park.

The destination was the Burragorang Lookout for lunch. From all reports received to date everyone had a great day. There were no dramas with the trucks, the view from the lookout was superb and lunch was whatever you had packed before you started the run.



Forgive quickly,...

I awoke to the sound of the alarm singing its 'over the top' cheerie song as it did every workday. But today was different I had been gearing up for the past two years to take my place in "Haulin' the Hume". Today was special for another reason too. It was my 34th wedding anniversary and my wife had granted me special permission to go "Haulin' the Hume".

After a scoffing a very quick snack we headed for Casula to pick up my ride for the day, a 1927 International Speed truck owned and recently restored by Trevor Davis from Melton, Victoria.



Registrations had been filled by November 2012, 3 months ahead of the shut off date, with in excess of 260 trucks.

The energy at the start was electric. Finding space to park your truck while you went to the marshal's table to collect your registered number sticker, maps and then take off down the Hume was at a premium. The first truck left Casula at 6.30am bound for Yass via the old Hume Highway.



The journey along the Camden Valley way was quite picturesque.

Haulin' the Hume in the past was never without its dramas. For our team "1927 International" in 2013 it was certainly full of them. We had successfully travelled up to the Razorback but travelling down into Picton disaster struck. The oil pressure gauge line 'failed' pumping oil over the



generator, carby and exhaust and causing a fire in the engine bay. Quick thinking stopped the truck without collecting on-coming traffic, turned off the fuel and extinguished the fire with only minimal damage done to the engine area. It was just as well we weren't in a race...we lost about an hour fixing it.

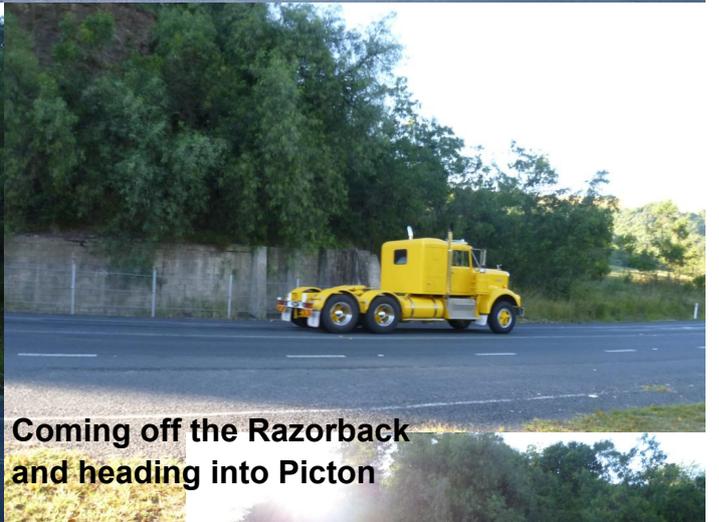
We continued on beyond Bargo when going up a hill the truck stopped in the middle of the road with a fuel blockage. Once the carby jet was cleared we set off again only to stop again further on when a bump in the road caused the ol' girl to back

fire and stop the engine. We had no power to start up again. Process of elimination revealed one of the battery leads had vibrated itself loose and had completely come off the battery. Well they say things come in three. I guess we had had our three dramas but they continued in the form of constant interruption to fuel supply. We'd be travelling along quietly when a bump in the road would cause the engine to cough and splutter.

We arrived at Gunning at about 2pm ready for lunch but everything was sold out and there was nothing to be had. Just as well I had a left-over sandwich from breakfast!

After walking around the showground taking as many photos as I could fit into the hour I had left before continuing to Yass I couldn't get pics of everything.

Come 3pm we continued coughing and spluttering our way to Yass. Considering that our cruising speed was about 35 kph we did actually get up to the heady speed of 40kph downhill for about half a km until the cough came back. We made it to Yass under our own power with one hour to spare before "proceedings" were due to start. It was a long day but it was a lot of fun.



Coming off the Razorback and heading into Picton



One of the trucks that pulled over to help us get back on the road after the fire



Laugh uncontrollably,...