

Western Sydney Historical Truck Club



August 2019

Gundagai Transport Museum and Sylvia's Gap Run Weekend

Story by Andy Nash, photography by Warren Wise

Ann and I arrived in Gundagai about 4.30 pm Friday afternoon. We checked into our motel and were greeted by Joe Guilfoyle who was also staying there. After touching base with Bruce Brown who had dinner organised for everyone staying at the showground, a group of us from the motel strolled up the main street to the Family Hotel. Good company, great food.

Saturday we awoke to a very cold overcast day with no sunshine all day. We were very grateful for the company and warmth of Bruce and Bob's caravans. A lot of trucks started rolling in late afternoon and early evening, with many WSHTC members attending the dinner at the club. A great meal with good company, and an auction to help finance the truck museum. A special thanks to Bruce Brown for his time doing the 50/50 which raised over \$1000 of which \$500 plus was won by one of the landholders who gave permission for Sunday's access for the Sylvia's Gap run. The other \$500 plus went to the museum. It was a great effort.

Sunday we woke to fog and still cold but as we left the showground the sun came out and warmed to a beautiful day. On the down side Lindsay who came up from Victoria and socialised with WSHTC members had a bad turn and collapsed. Just as he was leaving the showground for the Sylvia's Gap run he collapsed over the steering wheel, left the road and collided with a large tree about 10 ft diameter in his KW. Luckily we had SES directing traffic and helped with first aid prior to ambulance arrival. He was airlifted to Canberra hospital with multiple injuries. We understand he is now on the mend. The sun did stay out all day and made the Sylvia's Gap run another great day. Some keen ones also diverted to Adelong and surrounds on the way back to the showground where we were warmly welcomed for sandwiches, tea, coffee and a great assortment of cakes before we said our farewells and headed home.

A great representation by WSHTC and a great weekend was had by all I think, apart from the cold!



Sunday June 30th - Breakfast at Warragamba

The scheduled brekky run at Warragamba was pretty damn good! The sun was smiling, the birds were singing sweetly and the fog from the day before that blanketed the whole metropolitan area, was



non existent - an opportunity that many members took advantage of... It was an excellent day to renew your membership too!

Lynda Hayward and Bruce Brown lived up to their high standards of culinary expertise. All tables and seats were occupied in the pavilion, once the announcement was made that breakfast was served. Of course the



chatter level was up high... probably because of the tall tales and jokes being told.

Several members collected their shirts much to the relief of my little red Inter. It drove home with a spring in its step - so to speak! There are still more shirts awaiting collection, particularly for new members.

Kathleen Toovey did her part to uphold the standard of fashion, wearing a stunning purple number but left her incredible hat at home. She didn't want to be too showy!



Bruce Brown's 50/50 raised \$190 for the club and \$190 for the winning ticket 424, owned by Bernie Learson.

Tim O'hanlon wanted a photo of his fire truck posted in the newsletter because the truck was going to auction the next week...so this is it. ►



As members started leaving there was a flurry of action down by Ron Ross' F350. Apparently an electrical issue. With 4 hefty members pushing from behind, Ron and his F350 were soon on their way.

Sometimes, the one you dismiss so easily is the one who will stay to weather the storm with you...!



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 wshctrucks01@gmail.com to be covered by the club's insurance. If you do not email the details then you will not be insured.



Got an issue or idea for committee consideration? Email the details to Mike Dodds at wshctrucks01@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 wshctrucks01@gmail.com

Letter of thanks to our volunteers:

"WSHTC BBQ Trailer has proved to be a very popular investment, giving excellent breakfast, lunch and evening meals during the year. Eg Mulgoa, Warragamba, Nepean and Cataract Dams, Wilberforce, Blacktown, Menangle Steam Museum. Providing morning, afternoon tea and lunch for the steam traction engine run from Menangle to Thirlmere. The Haulin' the Hume event, providing afternoon tea on the Razorback 40th Anniversary run and BBQ tea on Friday night at the Camden Equestrian Centre. Lunch at the WSHTC AGM. Many thanks to all volunteers and helpers who organise and provide assistance with this service.

Thankyou
WSHTC"



The best thing in life is finding someone who knows all your mistakes and ...

60 Day Log-Book Trial Review - Focus Group Discussion

The Stakeholders in the Historic and Classic Vehicle Scheme comprise the RMS, the Historic and Classic Vehicle Clubs who are registered with and approved by the RMS, NSW Police, QBE and State Insurance Regulatory Authority (SIRA).

As a Stakeholder in the Historic and Classic Vehicle Scheme, WSHTC was requested to participate in a survey. It was an opportunity to provide feedback of our experience using the logbook. The Log Book trial is expected to end 30 September 2019.

After making our submission we were invited to further participate on a Log Book Review Focus Group discussion at the RMS premises in Parramatta Monday 1 July 2019. We were one of 17 clubs. The experiences outlined by others present were in line with our own views and thinking, and will be considered with the input from the other stakeholders.

The consensus of opinion was that:

- The 60 days for general/personal outings outside club events was adequate;
- The logbook must be a hard cover book with the rules of use printed in the front.
- The size of the logbook should fit in the vehicles glovebox (A5)
- Services NSW personnel need to be made aware of their responsibilities when a person is registering or re-registering a historic vehicle. They must make sure that all documents are correctly filled out.
- The Police must be updated on the rules of use of the logbook system.

The above will be considered when assessing the final format of the 60 day logbook scheme due out in October 2019.

As it currently stands there are only two situations where members do not have to fill out the logbook. They are:

1. Attending a club event as listed in the newsletter. A copy of the newsletter must be carried, or
2. Attending other appropriate events where you have a flyer/invitation, which must be carried.

For all other events/activities members must fill out the details in the logbook.

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

...weaknesses, and still thinks you're completely amazing

Yesteryear Truck and Machinery Show ~ Wauchope ~ Andy Nash

We arrived in Wauchope around 4.30 pm on Friday afternoon. After checking into our hotel we proceeded to the showground to unload the Dodge from the tilt tray. We were overwhelmed by the large number of trucks already set up. After unloading the truck and catching up with a few people we returned to our motel to freshen up. Then went out to a barbecue with friends who live locally, who had moved up from Sydney. It was a great night of catch ups.

Saturday morning we returned to the showground to find the oval full of trucks. I think there was approximately 190 trucks registered on the day which made the grand parade quite an amazing spectacle....

There was also stationary engines and a great line up of cars. A swap meet topped off the day, providing something of interest for everyone.

On Saturday night we attended the dinner and auction which was attended by about 200.

On Sunday most people had left early. We stayed for the grand parade and then packed up for home.

Thanks to all the members who made the effort to go and support this event. It was another great weekend.



9 August - Breakfast Run - Dandaloo Hotel, Dapto



The breakfast run was organised by WSHTC member Rob Starcic in memory of Alan Doherty, a member of our club, who passed away several months ago. Alan was a major player in the transport industry in the Illawarra area. He loved his vehicles especially his
 ◀ Holden FJ which was on display for all to see.
 The weather was cold... icy cold and very windy with brief moments of calm. One could be forgiven for thinking that perhaps Alan was there in spirit, just to stir things up.

Despite the less than favourable weather there were 40 trucks lined up paying tribute to a very well known and respected truckie. We had thirteen members present.

There are no rainbows without rain, no stars without darkness



There was a good roll up of spectators wandering the field inspecting and photographing the trucks as well as the marvellous collection of special toys owned by people with a lot of time on their hands and possibly more money than sense... There was a large range of motor cars. Some were your normal heritage marques which looked quite elegant amongst the more molested type hot rod and modified street racer. And there was the very loud purpose built dragster, something I must admit I haven't seen on the local roads lately! But then there was a molested LX Torana with a deafening methanol fuelled engine that looked like it came out from "The Day of the Triffids."



All things considered it was a huge day and a good result for a first time event. Don't be surprised if it becomes a regular feature on our calendar.



Club Merchandise...

Merchandise must be paid for at the time of ordering from David West. You can pay cash or EFT. Treasurer Brian Hodges 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 more I get to know certain people, the more I realise why Noah only let animals board the Ark...

A History of Road Building - Part 2

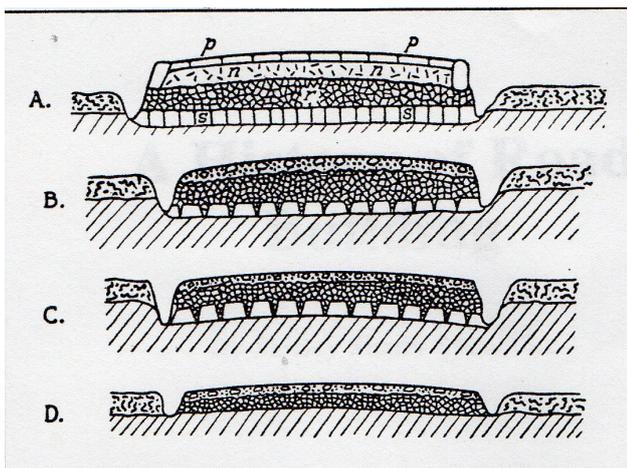
by Shirley Sherer Sponholtz

Under Roman law, the public had the right to use the roads, but the district through which a road passed was responsible for the maintenance of the roadway. This system was effective so long as a strong central authority existed to enforce it. Unfortunately, as the Roman Empire declined so did their roads, and their work fell into disrepair all across Europe and Great Britain.

On the other side of the Atlantic Ocean, several centuries after the fall of the Roman Empire, the Inca Empire began to rise in South America during a period that corresponded with the Middle Ages in Europe. Centred in what is now Peru, the Incas branched out into Ecuador, Columbia, Argentina, and Chile, and like the Romans, recognized the need for a system of roads that would enable them to extend their conquests and to govern their empire. Interestingly enough, the Incas built their empire without reinventing the wheel, without the use of draft animals and without a written language. Because they had no wheeled vehicles to worry about, their roads could ascend steep inclines via terraces or steps – in one place a road going up a steep mountainside was built of 3,000 consecutive stone steps. They also built over swamps and constructed a causeway 24 feet wide and 8 miles long, which had a paved surface and stone walls.

Unfortunately, their well-constructed system of roads ultimately assisted in their downfall as invading Spaniards used the Incas own roads to move Spanish armies, weapons and supplies. Back across the Atlantic, but later, in 18th century England, the technology of highway construction was getting a long overdue boost from two British engineers, Thomas Telford and John Loudon McAdam. Telford, originally a stonemason, came up with a system of road system building which required digging a trench, installing a foundation of heavy rock and then surfacing with a 6-inch layer of gravel. During construction the centre of the road was raised, producing a crown that allowed water to drain off. In the course of his career Telford built over 1,000 roads, 1,200 bridges and numerous other structures. Although his system was faster and less expensive than that of the Romans' method, it was still costly and required frequent resurfacing with gravel.

On the other hand, McAdam's system was based on the principle that a well drained road made of suitable material does not need the stone foundation of Telford's system, but could be built on subsoil. First McAdam placed a closely compacted 10-12-inch layer of stone which had been broken to an inch in diameter, and which was raised in the centre to facilitate drainage. This was followed by a carpet of finer grained stone that was cemented by the setting powder, a process that was completed in stages, allowing the road's traffic to compact each stage. The greatest advantages to the McAdam system were its speed and low cost, and was generally adopted throughout Europe. However, it was the lack of a firm foundation for the roadbed that was to prove the ultimate undoing of macadam roads with the advent of heavy motor vehicles, especially trucks. For that reason, on roads that had to support heavy loads, Telford's system of construction became the standard.



A. Roman road composed of platform of stone blocks (s), covered by the compact rubble (r) under the nucleus (n) of broken tiles or bricks. The pavement (p) consists of flat stone slabs, usually with a curbstone. The road is raised above the adjacent ground.

B. Road construction of the early 18th century, consisting of a flat pavement of stone blocks with chips in the spaces between, covered by a layer of broken stone, with the surface of broken stone in a layer of finer material.

C. Telford road construction of the late 18th and early 19th century. The stone pavement is arched, concentric with the upper surface.

D. Macadam road. A layer of broken stone, in pieces an inch in diameter, and closely compacted, lies directly on the subsoil, covered by a carpet of finer grained stone cemented by the setting of the powder.

Everything will be alright in the end. If it's not alright, then it's not the end!

UPCOMING EVENTS

Saturday 21 - Sunday 22 September The Clarendon Classic and the Kenworth Klassic.

Set up from 8.00am Friday. Registration forms and payments need to be in by Friday 13/9/19.

For more information - www.sydneyantiquemachineryclub.com.au

SUNDAY 29 September - TEN YEAR ANNIVERSARY CELEBRATION

12 noon at The Vineyard Hotel (formerly the Tourmaline Hotel), cnr Windsor and Boundary Roads, Vineyard. 3 course meal. We need to confirm numbers. \$10.00 per head will secure your booking. Pay Brian Hodges directly or EFT to the club's account **BSB 032371 Acc No 396047**. Your reference should include your name/membership No. and "party". You are welcome to bring your truck. Enquiries Brian 0408 275 754 *Let's make it a huge celebration!*

If members would like to do a truck run beforehand please lodge your expression of interest with Andy Nash 0416 869 464.

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.

Saturday 23 or Sunday 24 November - The annual Hilton Sibthorpe Memorial Truck Show at the Vineyard Hotel (formerly The Tourmaline Hotel) Windsor Road Vineyard. **TBC!!!!**

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 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

*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