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SYDNEY TRUCKFEST 2024

Back to the Woolsheds

Welcome to the official magazine of Sydney TruckFest 2024!

As Australia's premier trucking event, Sydney TruckFest brings together truck enthusiasts, industry professionals, and families for a day of excitement, education, and celebration. In this magazine, you'll find everything you need to know about the event, from featured trucks to special attractions and insider tips.

Let's dive in and explore the world of trucks!

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ENJOY THE SHOW!



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WELCOME LETTER

Dear Truck Enthusiasts,

Welcome to Sydney TruckFest 2024! We are excited to host the first year of this event, celebrating the strength and beauty of trucks. Whether you are an experienced industry professional, a proud truck owner, or just someone who appreciates these incredible machines, there is something for everyone at TruckFest.

Get ready to experience the excitement as we bring you a spectacular event that promises to be a permanent feature on Sydney's calendar. With an impressive lineup of trucks on display, engaging activities for all ages, and opportunities to connect with fellow truck enthusiasts, you'll be inspired to explore and discover new innovations in the industry. Join us as we celebrate the incredible world of trucks and the passion that drives it.

Thank you for being a part of Sydney TruckFest 2024. Let's make it a day to remember!

**Sincerely,
Bruce Gunter & Brendon Ryan of
The Copy Southbound Podcast**

K-Whopper



A lot of you may have heard this story off the Kenworth Klassic site. In 1978, Kenworth Lansvale prepared a stock Cummins powered W Model for the Yenorra Wool Sheds show. It was a plain white truck with a red chassis, spider rims all around with pretty much no frills. Kenworth fit 10 stud rims to the steer, Stratos seats, state of the art 8-track stereo, Hanco shift knob and then had their painter Bruce Morton prepare it for paint. Bruce was a Ford nut and he applied colours such as Wild Violet, Red Pepper, Yellow Ochre and all over a silver base. Pin striping was done by Horrie Rudgley who also scripted the 'K-Whopper on the gull wing and he most likely painted the SAR and cabover on the back of the bunk.

The W won the Truck & Bus Truck of the Show at Yenorra where it sat alongside Max Keough's cabover on display. Any young bloke growing up glued to Big Rigs Down Under (like I was) would've seen it there in all its glory. The truck was used by Kenworth for promotional work and eventually sold to Iain Cann of Newcastle. I'd always half arse looked for it but was told that it had been totalled, and I was itching for someone to build one that is until about four years ago when a photo popped up on FB of a rough old truck and dog doing grain out in central NSW.

I recognised it straight away and sent ol mate who posted the piccy a message asking if it was from there. He came back to me (I forget his name) and said he hadn't seen it before but the driver said he'd be back the following day. Sure enough, this champion stopped the truck, got the owners number and gave it to me. Now, I'm a bit of a dreamer but also a realist and knew that, even if I DID get a brainfade and managed to buy it, a) I couldn't afford to do it up properly, b) had no where to store it, and c) would end up divorced. So after sitting on the number a few weeks I got in touch with Michael Cefai and told him all about it.

Mick is a good mate and a doer who was chasing a Kenworth with history to restore. Initially the ol girl wasn't for sale but Mick got on well with John, the current owner and he said "keep in touch, I'll part with it one day". Well John was a man of his word and about three years later, contacted Mick to say that the Whopper had dropped a valve and it was time to part ways. Probably not the easiest transaction but Mickey and I went on a road trip a few weeks later and loaded her up. It has covered near 5 million K's and still with the original engine. Now a 13 od but very original. The seats have gone but the stud pilot wheels remain.

Originally purchased after the show by Iain Cann, it stayed in his possession for around 10 years before he sold it to Bluey in the Newcastle region. Bluey and his brother carted woodchip out of Tea Gardens and Bluey's brother had a similar W which was written off, probably where the story came from about it being wrecked. O'Neils resprayed the truck a bit more of a blue when it was about 15 years old, not long before Bluey was diagnosed with terminal cancer. He sold it to his mate John who operated it for 18 years with a convertible behind it before buying a 2nd hand body and dog around 6 years back and changing it. Thankfully, John kept the 27" bunk, shutterstats and resisted modifying it.

It's very tired but Mick will strip it down to 2 rails soon, right after he finishes a few other projects. Mick is the right bloke and it will be a stunner when it's finished. Mick fitted the bunk, repaired the Cummins and has had it at the Kenworth Klassic each September.

I thought it was worth telling the history so that the younger enthusiasts on here would appreciate it when they see it, both before and after. Well done Mick and thanks John for honouring a deal and ensuring that the trucks 4th owner was the right one.



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Max Keogh

Max Keogh's K125



Can you name the truck that fired up your love of the transport industry? Most of us have one or two trucks that we just drooled over as a kid, trucks that inspired us and led us into this line of work. I had two. No1 was a Mainfreight eight-wheeler Mack Ultra liner that used to navigate New Zealand in the early nineties and No2 was the old Wilsons Transport FR Mack my uncle drove. That was the truck that my holidays were spent in, and it was the truck that launched my love of trucking. For Bruce Gunter, his *raison d'être* was Max Keogh's Kenworth K125. This was the truck that became etched in the mind of an eight-year-old Bruce when it first hit the road in 1978 and stayed camped in his memory bank throughout Bruce's career behind the tools, behind the wheel, and behind the desk. This was the truck that never faded from Bruce's mind. After decades of work, the man whose life has revolved around trucks finally got his dream. He got his hands on Max's 1978 Kenworth K125.

Now there are so many different avenues this story has to cover. From the Eighty-eight-year-old Max Keogh who as I write this is only just considering hanging up his passport and not going back over to the United States to drive again.

Yes, he has still been a regular roamer of the US interstates well into his eighties. There is the history of the truck itself, which went from Max's colours, into Donny Turner's colours then through several other hands before ending up in Queensland towing a tipper around and coming within weeks of being cut up for scrap metal. Then there is Bruce himself, an automotive upholsterer, a truck driver, a podcaster, a truck event organiser, a transport safety expert, and one of the luckiest drivers in the world. Did I forget anything? Most likely. But we are going to focus on Bruce and the decade-long restoration of a legendary Kenworth.

The Intersection of Modernism and Timeless Elegance



Chances are the name Bruce Gunter is familiar to you. If you haven't heard his podcast, *Copy Southbound*, which he uses to immortalize Australian transport history with interviews of legendary trucking figures. Then you may know his name from the annual Clarendon Kenworth Classic where he is one of the leading figures behind this amazing weekend of trucks, turps, and tall tales. There is also a chance you know his name from his company Prodrive Compliance. Where he has become a leading expert in safety and compliance and assists companies with education and training. Whichever way you know the name, you will know this man has a passion for trucks and trucking, rivalled only by his knowledge of trucks and trucking.

In case that resume didn't make it abundantly clear; Bruce loves trucks and transport. He was born into it really. His dad, Geoff was a driver for as long as Bruce can remember. Starting in an old Commer Knocker and eventually ending up driving the Channel Ten Broadcast Van. Van is a bit of an understatement; it was huge, and Geoff drove it everywhere. Often with Bruce alongside, up-schooling his vocabulary courtesy of the old CB Radio. Like every good truck-driving dad Geoff insisted his son gain a trade rather than follow him into the industry. Contrary to many, who end up underneath trucks Bruce opted to learn the interior trade and became an upholsterer. It was a profession he enjoyed and one he found he was extremely good at as well. It still wasn't trucking though. That was where his heart was and it wasn't long before he found himself behind the wheel, tanning his left arm to earn a dollar. From there, his natural ability to manage people and wrap his head around the big picture meant that a managerial role was the obvious next step. Admittedly the decision to step out from behind the wheel was more forced on him. Turns out that breaking your neck in a car accident leads to some pretty uncomfortable days. Especially for a Kenworth fan.



It wasn't nonstop allocating and long lunches in the management seat; Bruce would still find his way into the driver's seat whenever possible. He also started to take a keen interest in the safety and compliance side of the industry. In 2013 he started Prodrive Compliance. A consulting company that allowed Bruce to take his passion for the transport industry, in particular the safety and compliance side, and help companies upskill their procedures and their staff. In 2019 he joined forces with his Copy Southbound Podcast partner, Brendon Ryan and formed Prodrive Compliance Group. Now one of Sydney's leading specialists in training and compliance within the transport industry.

That's pretty much the cliff notes on Bruce, we've skimmed over a lot, and I've had to miss out on a bit, but you get the gist of it. The main thing to learn is Bruce has done a lot in the transport arena. Now let us focus on his hobbies. In between his work, getting married, raising a family, starting a business, and driving when he could. Bruce also kept his hand in the motor trimming game whilst restoring old cars. Particularly classic American cars. It was this side hustle that would eventually lead to the project truck before you. You may be thinking it's a pretty big jump from a 1969 Ford Ranchero to a 1978 Kenworth K125 and you would be right. There was a bridge though, an old Commer Krocker like his dad drove.



"I'd kind of always wanted to restore a truck but never really thought I'd be in a position to" admits Bruce "I never thought I'd have the shed space or anything like that. I loved cars but I really LOVED trucks. Then one weekend I was at a mate's place, and he was showing me photos from a show in Queensland, and I saw a picture of a green and silver Commer. That was my seed and I just watered and fertilized it". That idea kept growing until Bruce found a running Commer for sale down in Victoria in 2007 "I wanted a Commer because of dad and because it's small I can fit it in the shed. I looked at a few, even bought one but it was petrol. Then I found this runner in Victoria and it had a knocker engine in it" recalls Bruce "I stripped it, pulled the cab off, did a basic rebuild, and put it back together. I loved it! I had a lot of great people doing it with me" It was around the same time he was finishing off the Commer that Bruce started to think about Max Keoghs K125.

As mentioned earlier, Max's K125 was the truck that ignited Bruce's love of trucks. He was a mere eight years old when he first saw the behemoth "I remember Max used to take it to the local cricket ground when he was playing and I'd ride my bike down and wave at him from the gate when he left" recalls Bruce, it didn't stop there though, that first encounter stayed with him as Bruce grew older "When I had my license I'd drive all the boys home cause I didn't drink then I'd tear around Thornleigh because I knew it lived on one of the side streets, I drove around hoping it was home" That bond with Max's truck never diminished. Hence when the Commer was wrapping up Bruce had this idealist fantasy in his head "I'll try and find Max, imagine if he had it in his backyard, covered in shit and I could restore it. Step One was to track down Max.

I looked up Max in the phone book and found his number, gave the number a ring and he answered. It was very lucky, as Max said He lives in the States now and was just home for a couple of weeks" Bruce tells me "He came down to work and showed me a heap of old photos and we became really good friends. Unfortunately, all he knew of the truck was he'd sold it to Donny Turner" Max headed back to the USA and Bruce was left to go hunting by himself. But the two of them were in regular contact and Bruce kept Max abreast of his pursuit.



Six months after Bruce started chasing down the truck and the truck's history one of the other skuths Bruce had gotten onto the case had a breakthrough. Cameron McFayden, another good mate was up in Brisbane and happened to be talking to another friend. Dave Colard. Dave, who used to have a heap of subcontracting tippers, was telling Cameron about another project he was playing around with "I've got an old Kenworth I'm playing around with, it's got an aluminum chassis, aluminum wheels and it's got an 892 in it" After further questioning Dave confirmed it was in Don Turners old colours and he had only bought it about 5 weeks earlier after the owner was looking to scrap it. Cameron couldn't believe it and informed Dave that Bruce had been on the hunt for that truck for the last six months. At the time Dave wasn't looking to sell, he was happy to play around with it, but Bruce would be his first port of call when he was ready to sell it.



Roll on 2011 Bruce gets the call he has been waiting on since he was eight years old. Now this is the part where I get to quote Little Big Town and their song Good People. 'Good people know Good People' See Whilst Bruce had arranged somewhere to store and work on the truck, and also planned out a feasible restoration plan. He still had to find a way to buy the old girl. In steps Max. The two mates had been in constant contact since Bruce's first call and Bruce had made his intentions clear "Max asked what I was planning to do with it, and I said I wanted to do it back up. He asked what colours I was going to paint it, I said How it was. He asked what name I would put on the door, and I said your name, it was your truck" says Bruce. At this point in our interview, I was introduced to the term Conehead restorers, of which Bruce is one. Coneheads put everything back to how they were. As close to original as they can. When Max heard all this, he offered to assist Bruce in purchasing the truck when he found it. Such was the bond the old K125 had built between the two mates.

Bruce flew to Queensland to pick the truck up in early 2011, the same weekend his good mate Dave 'Chappo' Chapman happened to be up there as well. Chappo and Dave Colard gave the old Kenny a bit of a service so Bruce could drive it back down. "They were great" says Bruce "though they forgot to clean the ant's nest out of the back 'cause they bit me all the way home" It was a trip Bruce admits was packed with sweat and emotion. Sweat because it was over forty degrees with no aircon and emotional because he was in the truck of his dreams. All be it half naked and covered in ant bites.

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Once he arrived home, the next steps began. It was always a long-term project but for the first couple of years Bruce just patched the truck up and took pleasure in owning it "I did take a jigsaw to the plastic guards to make them look like quarter guards, and I removed the hub covers" but it wasn't until 2013 when the real work began. "I didn't really know how far I was going to pull it down" admits Bruce "I took the cab off, and we built a frame so we could get it in my garage and I could pull it all apart and work on that side of it, it was a very tight fit, in fact the air horns tore down my fascia off the carport on the way in"

"I couldn't afford to send it to a shop and spend three hundred grand doing it up, so it was done over a long period, very slowly. I had a lot of good people helping me with so much of it". Those people included mates like Glenn Dawson who spent countless hours on the engineering and mechanical side, plumbing it all back together. David Kent over in South Australia took the old Detroit Diesel 8V92 back to his workshop and breathed new air into the well-worked motor. Darren Freer had the unenviable job of painting the cab back in original colours with original stripes, whilst another mate Matt Stephenson took care of painting the chassis. There are also countless mates that need mentioning for appeasing Bruce's Conehead desires. Like Nathan Smith who supplied an original 13speed box, to replace the 18speed double overdrive that the truck now had. Also, the likes of Pat Vassallo who donated a set of original 1/4 guards to replace Bruce's makeshift jg sawed versions.



Bruce concentrated on the interior, that was to be his masterpiece "I was really keen on doing it right. I found the original driver's seat which Max had taken it out because it hurt his back. Seeing as mine was worse I never looked at putting it back in, but I measured it up and used the same vinyl for a new seat. It was ordered in blue and yellow, and I ended up getting ten yards of vinyl made over in the USA so I could do the engine cover and doors and such in the original colour"



By June 2021 everything was slowly coming together, slowly being the operative word. The chassis was being worked on and stored at another mate's place, Ray from Parkies Sand & Soil. The interior was complete, and the cab was ready to go back on. Chappo and the team from Northwest Trucks along with Glenn and Bruce took on the task of getting the cab back on and ready for the final stretch.

Like any good Hollywood story, there has to be a curveball thrown in when the end is in sight. This time it was another car accident for Bruce. Do you remember at the start of the story when I mentioned Bruce was a lucky driver? Well, he broke his neck back in 1995 when he was rear-ended. That put paid to the likelihood of a career in truck driving. Then just days before Christmas 2021 he was hit head-on and broke his neck again. More operations and more rehabilitation, mixed with choruses of 'how are you still alive' followed. This accident would put a question mark over Bruce ever driving again and due to his injuries put a major handbrake on the finishing of the K125.

It was a bleak time, physically and mentally for Bruce but once again I refer back to those American Country singers, Little Big Town. Good People know Good People. Bruce's passion for the old Keogh K125 had spread to all those around him and his good mates Chappo and Glenn made the call that they would all pitch in to see Bruce's dream fulfilled before the 2022 Kenworth Classic. There was still a fair bit to do, courtesy of Bruce's Conehead restoration standards. "I had the build sheet and wanted it as close to that as possible, it had the wrong wheels on it. When I got it it had 8 1/4 inch wide bud rims but originally it had 7 1/2 inch, and I wanted it to run 11Rs to have the skinny look like it did" Whilst Bruce was limited with how much and how long he could work on it he had a team that all pitched in to help and by September 2022 the truck was ready for its official unveiling at the Clarendon Kenworth Classic.

I was actually there when Bruce drove into the showgrounds on that day and it was a sight to be seen. Along with all the other Kenworth truck nuts, Max Keogh had returned from America for the unveiling and the atmosphere was extremely emotional. There are countless people Bruce would like to thank for all their assistance and countless people happy to hassle Bruce for his pedanticness. But it paid off. The end result is a forty-five-year-old truck that looks as good today as it ever did, and a slightly older truck nut that has managed to find and restore his childhood *Objet petit a*.

I am curious though, whats next?





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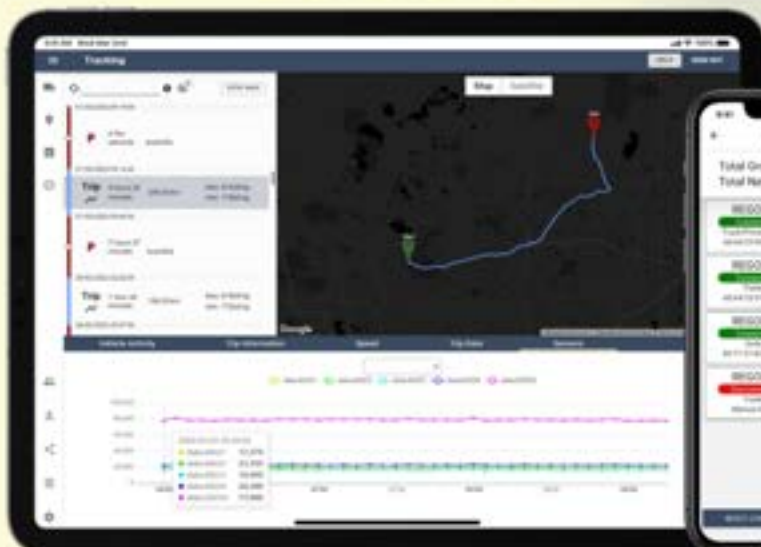
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<https://parkfuels.com.au/>



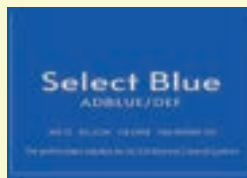
5/115 Currumburra Road,
Ashmore, QLD, 4214
1300 911 442
<https://thepainpod.com/>



Unit 10
11-13 Potter Cl
Wetherill Park, NSW, 2164
(02) 9756 2419
<https://www.premieroneproducts.com.au/>



23 View Road Mangakakahi,
Rotorua, 3015
NZL: +64 7 347 9363
AUS: +61 2 7908 7961
<https://mudguards.co.nz/>



10 Carter St
Oran Park, NSW, 2570
0409 077 861



Unit 15
47 Allingham Street
CONDELL PARK, NSW, 2200
RAY – 0416 455 444
MOE – 0415 402 979
www.strapngo.com.au/



Suite 2.03, Level 2, Building B,
7-11 Talavera Road
Macquarie Park, NSW, 2113
1300 111 477
<https://www.teletracnavman.com.au/>

Truckin' Culture

19 Reserve Circuit,
Currans Hill, NSW, 2567



2 Ocean St
Evans Head, NSW, 2473
0457 448 061
<https://truckinlife.net.au/>



5 Walker Pl
Wetherill Park, NSW, 2164
(02) 9725 2777
<https://truckmate.com.au/>

V-DAQ

iAccelerate (Building 239),
Innovation Campus, Squires
Way
North Wollongong, NSW, 2500
(02) 4204 8472
<https://www.v-daq.com.au/>



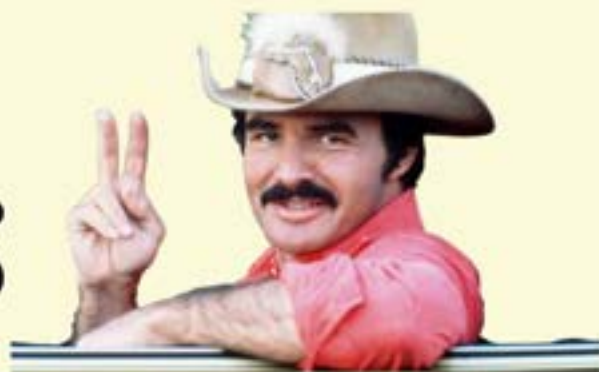
9 Cunneen St
Mulgrave, NSW, 2756
1300 877 411
<https://west-trans.com.au/>



5/52-54 Mileham St
Windsor, NSW, 2756
(02) 4577 3195
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PROGRAM



Friday 3rd May 2024

CHEVY TRUCK STAGE

12:00PM

Divinia Jean

1:00PM

The James Brothers

2:00PM

BAYLOU

SHOWBAG PAVILION

3:00PM

V-DAQ PRESENTATION

3:15PM

MYTHBUSTERS - FATIGUE COMPLIANCE
presented by Logmaster

3:30PM

FRONT BAR DISCUSSION

Bruce Gunter - Copy Southbound
Andy Divall - Divall's Earthmoving
Stewart Flecknoe-Brown - Logmaster
Robert Guevara - V-DAQ

CHEVY TRUCK STAGE

6:00PM

Divinia Jean

7:00PM

BAYLOU

8:00PM

The James Brothers

PROGRAM



Saturday 4th May 2024

CHEVY TRUCK STAGE

12:00PM

BAYLOU

1:00PM

The James Brothers

SHOWBAG PAVILION

3:00PM

V-DAQ PRESENTATION

3:15PM

MYTHBUSTERS - FATIGUE COMPLIANCE
presented by Logmaster

3:30PM

FRONT BAR DISCUSSION

Bruce Gunter - Copy Southbound
Andy Divall - Divall's Earthmoving
Stewart Flecknoe-Brown - Logmaster
Robert Guevara - V-DAQ

CHEVY TRUCK STAGE

5:00PM

Divinia Jean

6:00PM

BAYLOU

7:00PM

The James Brothers

MAIN STAGE

8:00PM

DOUBLE SHOT

PROGRAM



Sunday 5th May 2024

CHEVY TRUCK STAGE

12:00PM

Divinia Jean

1:00PM

The James Brothers

2:00PM

BAYLOU

MAIN STAGE

3:00PM

Windsor Truck Bits Lucky Door Prize

Lelox Raffle

SHOW 'N' SHINE AWARDS

MIDLAND TRAILER BAR RAFFLE

SHOW CLOSE

5:00PM

Drive safe everyone and thank you all
for being a part of the
Inaugural Sydney TruckFest.

See you all in 2026

SYDNEY

TRUCKFEST

CLARENDON, NSW

• 2024 •

SEE YOU IN

2026