



BARTREAD

NEWSETTER **OF THE** *WVCG SA INC.*



AUGUST 2013
ISSUE NUMBER 7

IMPORTANT NOTICE

The executive of the WVCG wish to advise that we have been advised by the organisers of the Pichi Richi Railway that our planned joint Troop Train re-enactment with the SA Re-enactment Group has been cancelled. This means the WVCG will not be travelling to Quorn this year and we will not be part of the annual October Long Weekend Troop Train re-enactment.

This has been a blow to those in the WVCG and the RSA who have worked so hard this year to make it happen. The new people in charge at the Pichi Richi Railway were not in favour of the earlier decisions made to stage the event. It is disappointing that they left it to the last minute to advise us.

The WVCG and the RSA will still look at staging a joint event and once details are known a special bulletin will be sent to all WVCG members and also placed on our new website.

Aaron FELL President.— Rick Shearman-Secretary.



Valentine Tank from World War II Found

In the backwaters of the River Warta a second world war Valentine tank was recovered from the river. This is the first tank of it's kind found in Poland and the only one in the world which took part in combat actions! The recovery was managed by Jacek Kopczynski of Lodz – a collector of vintage and military vehicles, one of the fathers of Veteran Vehicles Bazaar, Jacek Kopczynski said that if they managed to recover the Valentine tank it will be a sensational because it would be the first tank of this type found in Poland.



An on the spot expert on military vehicles, Janusz Zbit said that there was not such a machine in Poland. Once the remains of a Valentine tank was found in the river it was found to be well preserved and with two or three years careful restoration it could driven again. There are reportedly only three preserved Valentine tanks in the world, but this would be the only one that had been involved in combat actions. To remove the tank from the river, divers used pressurized water to blowdown the wreck. An initial inspection of the tank wreckage indicate that it was in surprisingly good condition. The tank had broken through the ice and sank in Warta River in January 1945. The Red Army received about 2000 Valentine tanks from the Allies. Only three Valentine tanks are known to exist in the world and can be found on display in museums. None, however participated in action. The tank found in the Warta river is unique.

REPORT FROM RICKS BARN

It was another pleasant day at "Rick's Barn" and good day spent catching up on some much needed maintenance on the equipment and project vehicles. There are always things to do at the barn and the guys all have fun. There is always plenty of willing advice and good natured banter.



Aaron FELL is seen here busy carrying out some routine maintenance on the mobile crane in preparation for some more heavy lifting.



Aaron FELL and Mick Jenner giving Allan NEWTON some technical advice before firing up his project Lynx for a quick spin around the yard.



Rick Shearman & Mick Jenner prepare to lift the sides off the Bedford with the crane, the use of the crane certainly makes the job easier - using the right tools for the right job, that's the motto.



Rick SHEARMAN hard at work grinding off all those pesky metal brackets welded onto the Steele beams in preparation before being taken to be sand blasted and painted.

MORE FUN AT RICK'S BARN



It was very interesting watching Fiona "Little Bo Peep" Shearman rounding up her sheep for some light crutching by her dad Barry. No dogs required for this roundup as the sheep followed Fiona to the yard just like the Pied Piper. There is always something different happening at "Rick's Barn".



The beams are loaded onto the Bedford for delivery for sand blasting and painting back to their original new condition.

On the left are some of the Steele Beams returned after sand blasting and painting. They are now ready for construction when the new barn is built.

There is always lot's happening at Rick's Barn.

SPECIAL MESSAGE

IMPORTANT NOTICE FOR OPERATORS OF VEHICLES ON HISTORIC REGISTRATION

With the passing of the new legislation covering the registration of historic vehicles, the Department of Planning, Transport and Infrastructure (DPTI) is now enforcing the requirement of operators of vehicles on historic registration to be financial members of approved organizations at all times. In effect this means that there is no longer a "grace period" and members not financial from 1 July 2013 will effectively be considered as having unregistered (uninsured) vehicles.

WE HAD A VERY GOOD TURNOUT AT OUR REGISTRATION DAY AND A LOT OF MEMBERS WITH VEHICLES ON HISTORIC REGISTRATION BROUGHT THEIR VEHICLES FOR INSPECTION AND PAID THEIR SUBSCRIPTIONS.—HOWEVER THERE ARE STILL A LOT OF MEMBERS WHO HAVE NOT PAID THEIR ANNUAL SUBSCRIPTIONS OR HAD THEIR VEHICLES INSPECTED. THIS MEANS THAT THOSE MEMBERS ARE NO LONGER FINANCIAL AND ARE UNABLE TO DRIVE VEHICLES ON HISTORIC REGISTRATION. SO IF YOU HAVE NOT PAID YOUR SUBSCRIPTION, DO SO NOW. ONCE THE ASSOCIATION COMPLIES WITH THE LEGISLATION AND INFORMS TRANSPORT SA OF ALL UNFINANCIAL MEMBERS, THOSE MEMBERS WILL HAVE TO REJOIN A CLUB AND HAVE THEIR VEHICLES TESTED BY RENCY PARK. - *SO PAY YOUR SUBSCRIPTIONS NOW.*

Treasurer: Mick JENNER

SPECIAL NOTICE **TO** CLUB MEMBERS

It would be very much appreciated if you would advise the association of any changes to your status. Please advise the association when you;

- ♦ **Change your home address.**
- ♦ **Change your phone numbers.**
- ♦ **Change your email address.**

It is your responsibility to ensure your personal details are up to date so the association records are at all times accurate.

GREAT NEWS

We wish to advise WVCG members that work is well underway on our new WVCG Website. The association engaged James NORRIS, a graphics man to work on a completely new Website which will suit all of our future requirements.

Mick JENNERE and Tony VAN RHODA are working closely with James to produced an exciting new modern, bright and friendly Webpage for all to use. We are more than happy with James proposed draft.

Members will be thrilled with the finished product which will keep everyone up to date with all club business and events. Once the new Website is officially on line we will be looking for your feedback



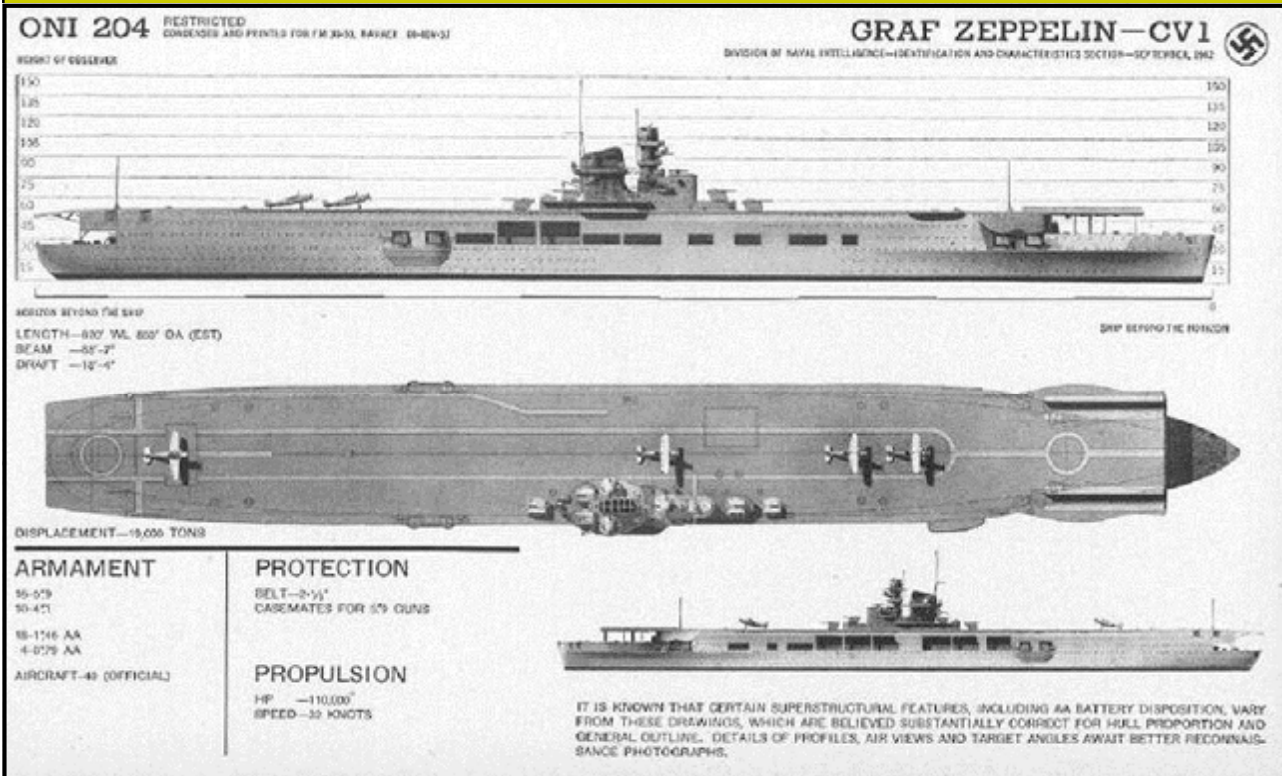
AMATEUR RADIO LICENCE

WVCG members wishing to obtain their Amateur Radio Licence are advised the next course will be held mid September 2013. It is a requirement to be licenced when using a transmitter.

Tony Van Rhoda sat for his licence on 20th July 2013 and passed the course. He is now licenced to legally use his WS-62 set fitted to his 1942 MB Willys Jeep.

HITLER'S AIRCRAFT CARRIER

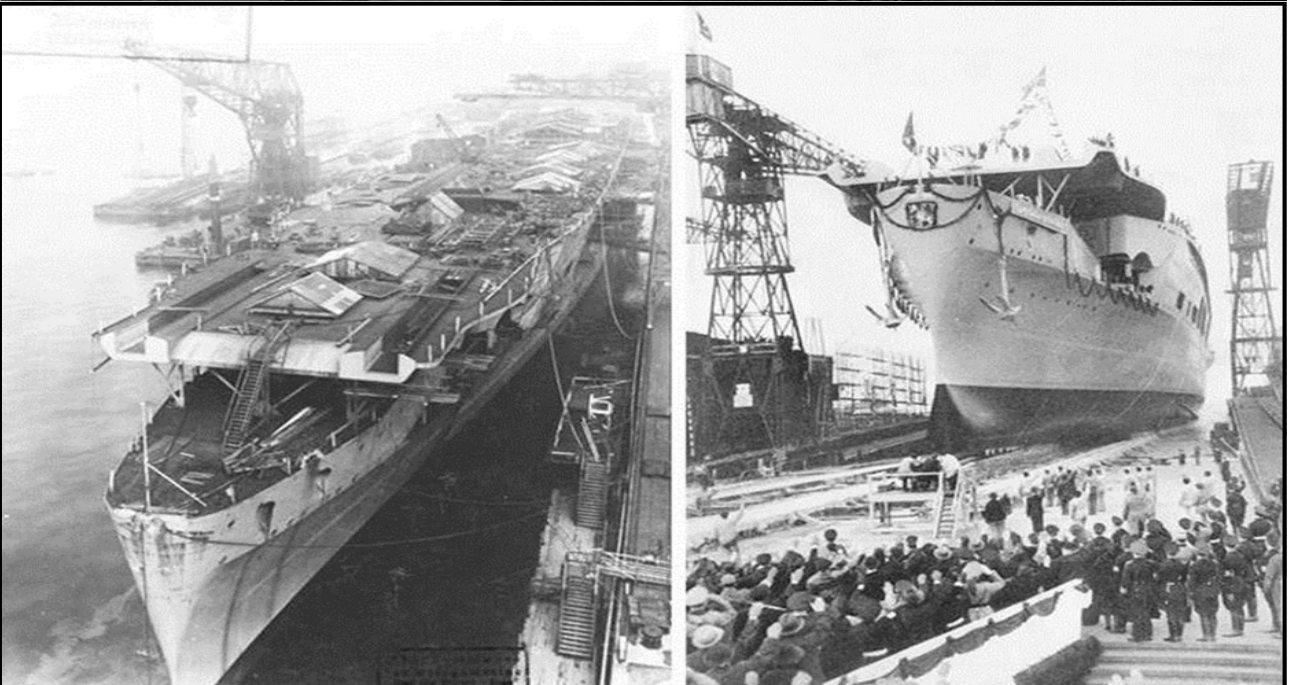
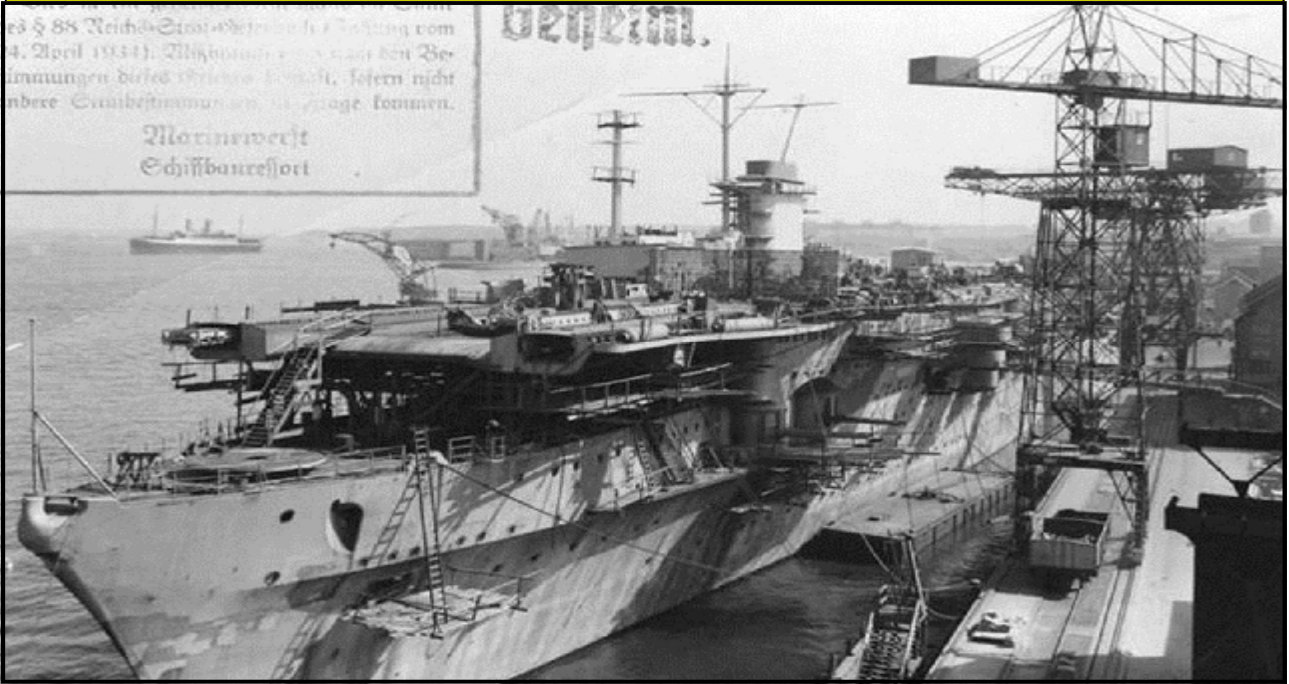
Especially for history buffs



The German *Kriegsmarine* never really embraced the use of aircraft carriers in WW2. Hitler showed little interest in this type of Naval vessel and its operation. The chief of the Luftwaffe, Herman Goering, was always jealous of his command over all forms of aircraft, and did all in his considerable power to stymie Admiral Reader's plan to build up to four aircraft carriers.

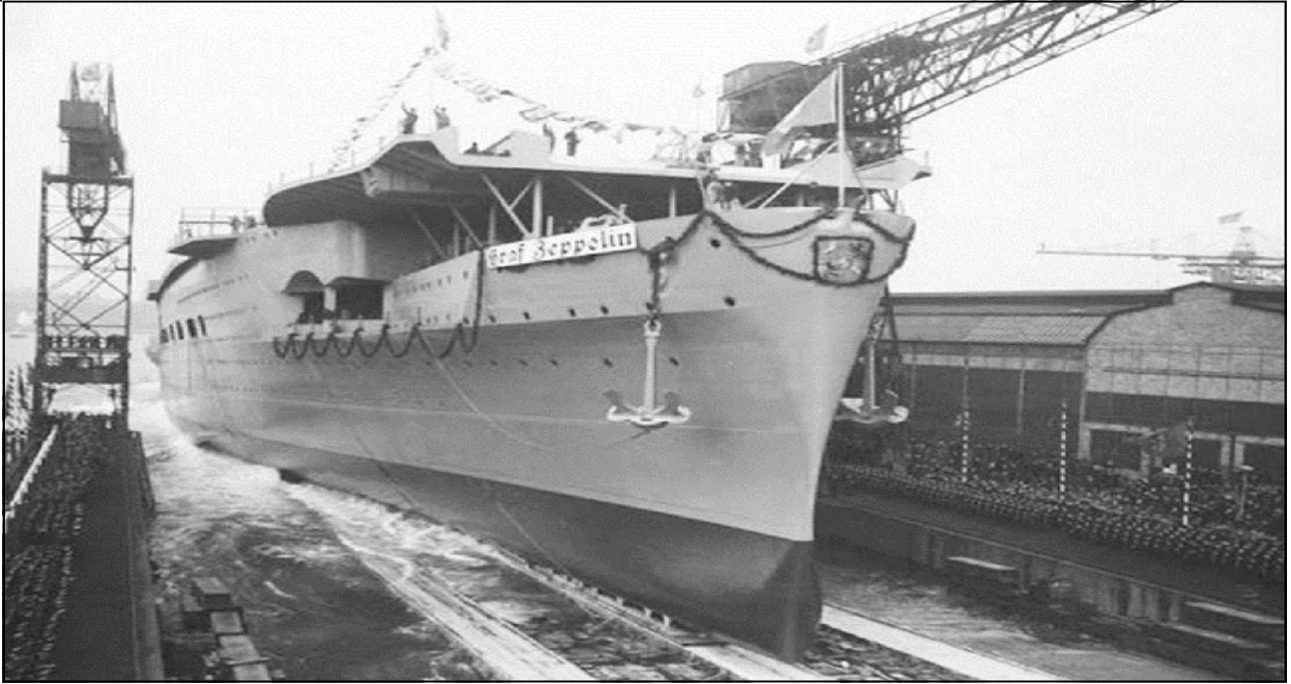


In 1935, Hitler announced a plan for the Navy to acquire aircraft carriers. Two keels were laid down in 1936, and in 1938, Grand Admiral Erich Raeder produced his Plan Z, a grand scheme to build four Carriers and complete them by 1945, but in 1939 this was scaled back to just two. It was Naval policy to not actually name a ship until it was launched. The first laid down Carrier was designated Aircraft Carrier A, to be named *Graf Zeppelin* at her launch in 1938. The second, Aircraft Carrier B, was never launched



Come May in 1941, Raeder informed Hitler that *Graf Zeppelin*, about 85% completed, would be finally finished the next year. But Herman Goering was no help, he told both Hitler and Raeder he was unable to supply the Navy with aircraft for *Graf Zeppelin* until the end of 1944. His delaying tactics worked: Aircraft Carrier B was abandoned, and broken up.

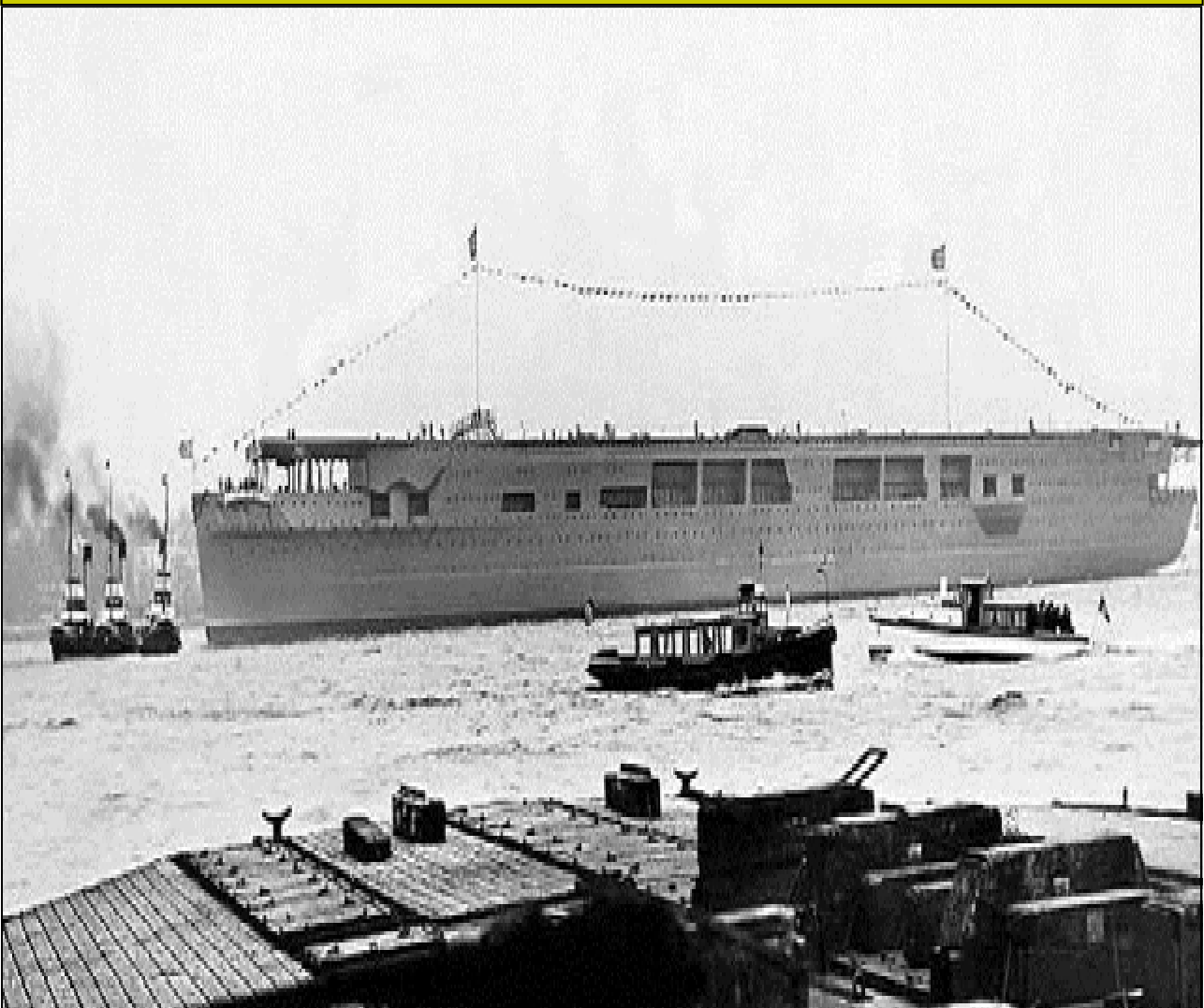
By 1943 Adolf Hitler was not too interested in anything Navy, and the frustrated Raeder asked to be relieved, he was accommodated by Hitler, and Karl Donitz, the Submarine chief took charge. He was not at all interested in seeing an aircraft carrier gaining more focus than his beloved U-Boat arm, and all work stopped on *Graf Zeppelin*, notwithstanding she was 95% completed. The ship had her armament stripped out of her, and sent off to Norway for coastal battery use.



At war's end in 1945, to ensure this ship did not fall into Russian hands, *Graf Zeppelin* was scuttled in shallow water at Stettin in Poland, on April 25th. 1945. Under the terms of the Allied Tripartite Commission, *Graf Zeppelin* should have been destroyed or scuttled in deep water by August 15th. 1946. But not so: the Russians decided to repair the Carrier and she was refloated in March 1946, no doubt loaded with loot from the conquered Poland. It was unsure post WW2 what had been the fate of Graf Zeppelin until the Soviet archives were opened up.



It appears the carrier was towed from Poland to Leningrad , unloaded and designated PO-101 (ie. floating base Number 101) the Russians wanted to repair the ship at Leningrad as all the repair facilities at Stettin had been destroyed. But This did not happen, and again Graf Zeppelin was towed off to the Polish coast. on August 16th 1947 the ill fated carrier was used as target practice for both Soviet aircraft and Naval ships. After taking 24 bombs and projectiles the ship was still afloat. Finally two torpedoes did the job, and the carrier sank. The actual position of her sinking was unknown for many years, but in 2006, a Polish Oil Company ship Petrobaltic found a 265 metre long wreck close to the port of Leba. On July 27th. 2006, the Polish Navy survey ship ORP Arctowski confirmed the find was indeed the wreck of Graf Zeppelin, sitting at 264 feet below the surface. Crew from Polish Survey vessel ORP Arctowski identified the wreck of Graf Zeppelin July 27th 2006.



The grand plan of Grand Admiral Erich Raeder never ever came to fruition, Germany did not produce a completed Aircraft Carrier in WW2. A proud ship, never destined to be commissioned, post WW2, was merely used as target practice by a previous enemy. A sad end for such a ship, once part of a scheme for the German Navy to get its wings.

A TRUE AUSTRALIAN HERO

Squadron Leader F.A.O Tony Gaze OAM DFC and 2 Bars is a very distinguished, although largely unsung Australian, who was not only an Ace Fighter Pilot flying Spitfires throughout World War II, but who also was a well known and successful racing driver in the U.K, Europe and Australia in the years following the war. Frederick Anthony Owen “Tony” Gaze was born on the 3rd February 1920 in Melbourne to Irvin and Freda Gaze. Irvin and Freda had both served in the First World War (1914-1918), Irvin as a pilot with 48 Squadron Royal Flying Corps flying Bristol Fighters over the Western Front, and Freda as a driver with the Royal Flying Corps in England.

Wartime Spitfire Pilot.

When the Second World War broke out in 1939, Tony who was then already in England as an undergraduate at Cambridge University, immediately joined the Royal Air Force to train as a pilot. His younger brother Scott also became an RAF Spitfire pilot, but unfortunately he was killed on the 23rd March 1941 two months after his 19th birthday having been with his Squadron for only two weeks. Tony graduated from No.5 Service Flying Training School on the 8th January, 1941 with just under 122 hours flying time recorded in his Pilot’s Log Book. After a short period with 57 Operational Training Unit at RAF Hawarden, he was posted to 610 [Spitfire] Squadron at RAF Westhampnett, which was then one of the squadrons comprising the Tangmere Fighter Wing. Tony flew Spitfires almost exclusively for the rest of the war, sometimes flying alongside such legendary Fighter Ace’s as Johnnie Johnson and Douglas Bader. RAF Westhampnett is situated in West Sussex, England on land owned by the Dukes of Richmond and Gordon for over 300 years.

The land for the airfield was donated by the family to assist the war effort. When not flying, Tony and fellow pilots enjoyed racing their sports cars around the perimeter track of the airfield, and indeed after the war, Tony suggested to ‘Freddie’ March,



A wartime picture of Tony Gaze (Circled) in a group photo with British Ace, Douglas Bader.

the then incumbent Duke, that Westhampnett could fill the void left by the closure of Brooklands to become the premier motor racing circuit, at that time, in southern England. It is better known today as ‘Goodwood’.

Tony won his first Distinguished Flying Cross (DFC) for shooting down 2 Messerschmitt 109’s, while flying a Spitfire IIB, DW-G, with 610 Squadron during a dog fight on the 10th July 1941.

In June 1942 he was posted to 616 Squadron in Northamptonshire, as Flight Commander 'B' Flight, at the same time that the famous 'Johnnie' Johnson was commanding 'A' Flight. At that time the squadron was equipped with the high altitude Spitfire Mk.VI, which had been developed to counter enemy high altitude bombers and reconnaissance planes. He flew with 616 Squadron until the 29th August 1942, by which time he had 4 enemy planes destroyed. Tony was subsequently promoted to Squadron Leader and became Commanding Officer of 64 Squadron RAF. Shortly afterwards when leading a Wing of Spitfires over the Bay of Biscay that included Spitfires from the American Eagle Squadron RAF, an unfortunate incident



occurred that afterwards weighed heavily in Tony's mind for some time. Due mainly to bad weather and incorrect meteorological forecasting prior to take off, a number of the Eagle Squadron aircraft were subsequently lost, owing to some pilots mistaking the port of Brest in France for Plymouth [on the Devonshire coast of England]. This resulted in the loss of several valuable pilots and aircraft either shot down or crashing having run out of fuel. The remainder of the Wing comprising Tony's 64 Squadron aircraft and a Canadian Squadron reached English shores safely although 3 of the Canadian Spitfires did fail to return. The Inquiry that followed concluded that this unfortunate event was the result of many contributing factors, especially the weather and the inexperience of some pilots. Such are the fortunes of war."

After serving briefly with 453 Squadron Royal Australian Air Force based at Hornchurch, Tony was then posted to 66 Squadron at RAF Kenley as commander of 'A' flight. On the morning of the 4th September 1943, flying Spitfire Mk V, LZ-A, with 66 Squadron, on fighter escort duty for Boston bombers raiding Amiens, a dog-fight took place with enemy Focke Wulf 190's. After shooting down one FW190, Tony was chased by other FW190's from the German Squadron, Staffel JG26. In the ensuing fight, Tony damaged another FW 190 and being then pursued by a further six FW190's, he requested help from the rest of the Squadron while at the same time trying to turn and face these enemy fighters. Unfortunately his aircraft was critically damaged by enemy fire and he was forced to crash land at speed with the Spitfire's wheels still up, near the town of Le Treport in enemy occupied

France. Gerhard Vogt of II/JG26 Staffel, [who by the time he was killed in 1945 Vogt had been credited with 48 victories and was a recipient of the Knight's Cross], claimed the victory.

Having been shot down, and with nasty head and facial wounds Tony found himself in enemy occupied France facing capture by the Germans and internment as a prisoner of war. Fortunately he was instead picked up by the local French Resistance and then embarked on a dangerous and difficult journey being smuggled through occupied France and over the Pyrenees into Spain. Once there he managed to gain entry into the British Consulate at Barcelona, and was once again a free man. From there he was transferred to Gibraltar and thence flown back to England in a RAF Dakota. By the time he was safely back in England, Tony had been away 2 days short of 8 weeks.

Following a short period of rest and recuperation and some other postings, Tony then re-joined 610 Squadron flying Spitfires from bases in England and later in Belgium, Holland and Germany as the Allied invasion of Europe progressed. Interestingly, Tony was also credited with becoming the first allied airman to land back on European soil (St Croix-Sur-Mer, France) after D-Day on the 10th June, 1944.

On the Saint Valentines day 1945, while flying Spitfire XIV DW-F, Tony became the first Australian pilot to shoot down a German Messerschmitt Me262 jet on the 14th February 1945. The Messerschmitt ME262A-2 of I./KG51 was flown by Fw. Rudolf Hoffmann. Later Tony transferred to 41 Squadron where he had another 4 victories which included another record when he shot down a German ARADO Ar234 jet.

Being later posted to 616 Squadron RAF, Tony became the first Australian fighter pilot to fly the new Meteor III jet operationally. During the last days of the war and



Downing the Messerschmitt'

just prior to the Unconditional German Surrender, Tony flew his Meteor to a stretch of autobahn where it was known Me 262's were parked, and landed there to meet with the German pilots. After looking over each other's aircraft, Tony flew back to his base having declined an invitation from the German pilots to attend a party being held that night.

Tony Gaze finished the war a double-Ace with 11 destroys and 3 shared, including an Me262 and Arado 234, 4 probable's and one V1. He was the first Australian to destroy an enemy jet in combat and the first Australian to fly a jet in combat. He has the rare distinction of being awarded the Distinguished Flying Cross three times (DFC with 2 bars) which only 48 people have received in its history.

In January 2006 Tony was awarded the Medal of the Order of Australia (OAM), in recognition of his outstanding achievements and service to the Commonwealth. His extraordinary life as an Ace RAF Fighter Pilot in WWII, and later as a successful Grand Prix Racing Driver. A most remarkable and outstanding Australian.

Squadron Leader F.A.O. [Tony] Gaze, OAM, DFC and 2 Bars passed away peacefully in the early hours of Monday morning the 29th Jul y 2013.

TRAGIC ACCIDENT

We wish to advise former association member; Bob MOSELEY also known as. "Mackie Bob" and "Salesman Bob", was seriously burnt when his overalls caught fire causing serious burns whilst using an angle grinder.

He was airlifted to the Burns Unit at the Royal Adelaide Hospital suffering 3rd degree burns to 40% of his body and was put into an induced coma.

Unfortunately Bob passed away on the 17th July 2013 as a result of complications of his injuries. His funeral was held at Mt Barker on 24 July 2013 and was well attended by his many friends.

The executive and membership of the WVCG Association extend their condolences to Ada and family.



A SPECIAL REQUEST FROM THE DOCTOR

Rick SHEARMAN would like to remind members to make "SAFETY FIRST" their motto when working on their vehicles to we wear the correct clothing, eye protection and make sure we all work in a safe environment.

An accident can happen quickly and without warning, It is only human nature that we sometimes take short cuts when doing a small job, but the results could be tragic.

PLEASE ADOPT A SAFE WORK PLACE ENVIRONMENT

IN THIS ISSUE **WE FEATURE** THE M8 FORD GREYHOUND



The US M8 armoured car, which would become the US Army's most important armoured car of the war, started life as a design for a wheeled tank destroyer mounting the 37mm tank gun. This was originally intended to be a replacement for the 37mm-Gun Motor Carriage M6 (an anti-tank gun on an unarmoured $\frac{3}{4}$ -ton truck) but, by early 1942 it had become apparent, following American observation of operational trends in Europe, that there would be no requirement for such a vehicle and the specification was therefore reclassified to that of a light armoured car.

The M8 was a six wheeled six-wheel-drive (6x6) vehicle with an all steel welded body, on top of which a round manually operated open-topped turret, mounted a 37mm M6 Tank gun with an elevation of +20 degrees, a depression of -10 degrees and a turret traverse of a full 360 degrees. Eighty rounds of 37mm ammunition were carried. Secondary armament consisted of a 0.30-inch Browning co-axial machine gun and a 0.50-in heavy machine gun on a mounting on the turret top.





The four man crew consisted of a driver and co-driver/bow gunner who were seated in the front of the hull (on the right and left respectively), and a gunner and vehicle commander who were located in the turret. The Hercules petrol engine and transmission were located at the rear of the hull.

The M8 was the most widely-used American armoured car during the Second World War. It was accompanied in service by the mechanically identical Armoured Utility Car M20, which was simply the M8 without the turret but with a ring-mounted machine gun positioned on a raised centre section of the hull. The M20 was normally employed as a command vehicle or personnel carrier and could carry up to six men, according to function.

By the last month of the war, when production was finally terminated, some 8,523 M8s and 3,791 M20s had been manufactured by the Ford Motor Company at their St. Paul Factory in Minnesota, United States. In post-war years the US and British Armies disposed of all their M8s, but large numbers were still in service throughout the world, notably in many African and Latin American countries for many decades thereafter. In post-war service many M8s underwent modifications including the fitting of a diesel engine, installation of a TOW anti-tank rocket launcher and replacement of the 37mm gun with a 12.7mm machine gun.



WARTIME VEHICLE CONSERVATION GROUP COMMITTEE

PRESIDENT:	Aaron FELL	08 8382 7201 0402 357 960	aaron.fell@internode.on.net
V/PRESIDENT:	Hugh DAVIS	08 8280 7730 0418 815 665	ritaandhugh@hotmail.com
SECRETARY:	Rick SHEARMAN	0408 835 018	rickshearman@bigpond.com
TREASURER	Mick JENNER	08 8398 2738 0408 817 485	mick@tabscom.com.au
EDITOR:	Tony VAN RHODA	08 8391 1864 0409 833 879	gumbrae@acenet.net.au

LOG BOOK REGISTRAR: Aaron FELL.
VEHICLE INSPECTORS: Rick SHEARMAN and Aaron FELL.
PUBLIC OFFICER: Mick JENNER.
FEDERATION DELEGATES: Hugh DAVIS and Aaron FELL.

ITEMS FOR SALE

MEMBERS WISHING TO SELL ANY ITEMS ARE REQUESTED TO FORWARD ALL DETAILS OF ITEMS FOR SALE AND INCLUDE A PHOTOGRAPH, TO THE EDITOR. Tony VAN RHODA. Via to email: gumbrae@acenet.net.au - or Post to: 49 Barton Circuit Mount Barker SA 5251.

FOR SALE

Original Brass Fire Extinguisher.
Ready for restoration. \$60.00
Contact. Tony Van Rhoda.
Phone: 08 8391 1864



FOR SALE

Mechanical Hand. Used in Left Hand Drive vehicles. \$50.00
Contact: Tony Van Rhoda.
Phone: 08 8391 1864



FOR SALE

Trailer Lunette Ring.
Suit a WW2 Jeep Trailer.
Priced for a quick sale. \$80.00
Contact. Tony Van Rhoda.
Phone: 08 8391 1864



CLEARANCE SALE

Allan NEWTON is having a clearance sale of all his Military Vehicle Spares. There is too much gear to list here. So if there is anything you may need give Allan a call for what ever you may be looking for.

Contact: Allan NEWTON
Phone: 0428 685 463