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CONSERVATION
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BARTREAD

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



FEATURING
THE JEEP



DECEMBER 2013
ISSUE NUMBER—9





The Executive and Committee of the
Wartime vehicles Conservation Group
wish all our members and their families
a Very Merry Christmas
And a
Safe and Happy New Year



**AUSTRALIAN SOLDIERS AT CAMP HOLLAND IN
SOUTHERN AFGHANISTAN DECORATING THE TREE**



RICK'S BARN



When the weather is fine the guys at Rick's Barn move outside and continue with the tree planting. Here we see Rick Shearman and Allan Newton digging the hole and planting another tree. To date thousands of trees have been planted and they are in varied stages of growth.



When the weather turns to rain and it is hard to work outside there is always work to be done and here we moved inside and cleaned and prepared the engine that will be fitted into the Lynx .n First a thorough cleaning by Mick Jenner and when completely cleaned degreased Rick Shearman gave the engine a good undercoat, when dry the engine is spray painted and ready to be fitted into the Lynx.



HOW THE BRITISH FILM INDUSTRY HELPED WIN WORLD WAR II

By Julia Leonard BBC News



Gareth Owen, who has written books on the role Pinewood and Shepparton studios played in WWII, was given photos like this one of a dummy Hawker Hurricane, which was deployed in the Western desert.

He has also acquired this one of a dummy DUKW amphibious truck as used in the D-Day period.



Deception and trickery formed a big part of the World War II effort, but it was film studio tradesmen like carpenters and engineers who took centre stage in the cast of thousands who helped divert German bombers away from British towns and cities. In 1939 Colonel John Turner, stationed at the Sound City Film studios which became better known as Shepperton, was put in charge of constructing an elaborate network of dummy airfields and hundreds of decoy sites. The idea was the decoys, which became known as "starfish", were placed near to areas at risk of being bombed by the Luftwaffe. Whixall Moss, north Shropshire, is one of 237 starfish established at the height of the war, and is being reconstructed as part of a nature trail for visitors to learn about decoys.



This shows a replica QUAD artillery tractor with 25 pound artillery gun

'Incendiary flares'

Jim Stabler, from the county council and who has been in charge of recreating the 65 fire boxes using replica baskets, said starfish were "top secret" until about the 1960s.

"The Germans used pathfinders to drop incendiary flares on sites to be targeted by the bomber and those flares were extinguished as soon as possible after they'd been dropped," he said.



Jim Stabler said he hopes Whixall Moss will attract tourists to learn about its secret past as a decoy .

"The starfish fires were lit via wires by men stationed nearby to make it ap-

pear as if the area was already under attack.

"It was an important strategy to divert the Germans and Whixall was of a chain of three that included Llandegla in Wrexham and Llanasa in Flintshire designed to protect Manchester, Merseyside and Crewe." He added about 700 bombing missions attacked starfish sites across Great Britain during WWII. Tom Goodhall, 90, of Carlton in Lowestoft, Suffolk was one of the men trained to activate the starfish fires at Langham, north Norfolk.

"I was 22 at the time and trained in two hours about the controls and how to switch on the decoy lights. "We were on the flight path and expected to distract the Germans and bring them to our station, but that was in '44 and we never saw any action on our patch, unfortunately."

'Special effects'

Huby Fairhead, from the Norfolk and Suffolk Aviation Museum and has written books on the wartime deception in the area, said lighting engineers were particularly important for the larger scale sites at Bristol and Portsmouth. "They were meant to look as realistic as possible and local builders enlisted to help were often sent to the film studios on a two-week course," said Mr Fairhead. "The engineers taught them special effects - if they were building a decoy near a town where there were foundries, they might use strobe lights to give the effect of welding or to recreate sparks coming off the tracks in areas where trams were used. "And a pool of water with a standard lamp hanging over it might be used to look like a reflection coming off a nearby river or lake." Mr Fairhead said each decoy had to be constructed as cheaply as possible and would take at least a month to set up. Every airfield had at least one decoy and some had two or three, he added.

'Smoke and mirrors'

The Pinewood Studios in Iver Heath, Buckinghamshire, which now runs Shepperton Studios, became a hive of dummy construction.

"A lot of it would literally have been smoke and mirrors," said Gareth Owen, Sir Roger Moore's agent who has written books on the history of both Shepperton and Pinewood.

"Dummy weapons, buildings, barges, tankers, aircraft and even dummy people were all made at Pinewood using canvas and wood which were then camouflaged.

World War II decoys

- K: Decoy Airfield. Day-time use with dummy aircraft, vehicles, buildings, etc.
- Q: Decoy Airfield. Night-time use with dummy flare path lights and obstruction lights
- QL: Night-time Decoy Town with various lights.
- Starfish: Night-time Decoy Town with various fires to simulate bomb hits.
- Black Downs on the Mendip Hills, Somerset - designed to protect Bristol - was the first to be known as 'starfish'
- Burgh St Peter in Norfolk and Lound in Suffolk were both decoys for the ports of Great Yarmouth and Lowestoft, Suffolk respectively
- Three naval decoy sites at Essex, near Walton-on-the-Naze, one at Thorpe-le-Soken, and also East Mersea were decoys for the naval base at Brightlingsea
- Fulmodestone airfield near Fakenham Norfolk, decoy for Foulsham

Middlesbrough, Nottingham, Portsmouth and Cardiff among other cities protected

"Sheet metal workers worked round the clock to build sections of the Wellington bomber and I believe many of the flying aircraft they made were given names of film stars working at Pinewood at the time." So did the German intelligence know what was going on? Mr Owen said there were suggestions they did because the studio was targeted more than once.

A plaque at Pinewood commemorates an attack in October 1940 which killed two young evacuees from London who were sent to work at the studio.

As well as building the dummy aircraft, the RAF and Army Film and Photographic Units were based at Pinewood during WWII.

It was from a photographic image taken by the German air surveillance teams that Jim Stabler has been able to plan the reconstruction of the starfish site at Whixall.

Mr Stabler said it was unclear how many bombs were dropped on Whixall as the records are "very patchy" but Mr Fairhead said the value of decoys and dummy sites cannot be underestimated.

"At the time it was thought they saved a few thousand lives, but in reality and in hindsight they saved hundreds of thousands," Mr Fairhead said. The [enemy] planes attacked the decoys as much as they did the real towns, so if we hadn't had decoys the Germans would have attacked even more areas. "We could have lost the war without them, especially during the Battle of Britain - decoys were like one of the cogs in a big wheel."

THE MALAYAN “EMERGENCY”

Between 1951 and into the 1960's the British fought a war against communist terrorists on the Malay Peninsula, which at the time also included Singapore. These communist terrorists had earlier fought with commonwealth troops against the Japanese. The communists were therefore well trained and good jungle fighters. During the “Emergency Action”, so called by the politicians rather than a war, politicians were able to control the price of rubber. Call it a “War” stocks and shares would have plummeted.

CONVOY AMBUSH

Many National Servicemen served in Malaya during the “Emergency” including Australian troops. The communist terrorists were experts at setting up ambushes, as they had done against Japanese troops in WW2. On one of these ambushes they ambushed a convoy of soldiers from “A” Troop. 40 Commando Royal Marines who were deployed in search of communist Terrorists near the Thailand border. They shot and killed the drivers as the convoy passed and retreated into the jungle. Shown below are photos of the result of the ambush.



PHIL'S JEEP RESTORATION

Well, work is progressing slowly, yes I know the grinding disc is on backwards and there's no safety shield, but it did allow an extra centimetre of reach into the spring mounts to trim back the filler weld. Anyway I had the bottle of sustenance ready.

In the second picture the finished. mount is ready to be opened up again. This was all done because the hole had gone oval.

I am now nearly ready to fit up the new springs, shackles & bolts. Springs are repro GPW courtesy of Marathon Spares, the shackles came from a fellow in Chickamuga, USA. - *TO BE CONTINUED...*

Phill Hoadley.



Shown below is the old fitting before the new repair work.



A BRIDGE TO FAR: MISSION TOOK A HEAVY TOLL



James Gavin's 82nd airborne division was disintegrating in front of his eyes. The reports the American general received on the progress of Operation Market Garden were not encouraging. The Allies were in the midst of an audacious attempt at knifing through the German defenses to try to end the fighting in Europe in September 1944 — and his young paratroopers were getting chewed up in the process.

Meanwhile the men of the British 1st Airborne Division were clinging to Arnhem by their fingertips, under siege by the German SS. There was no sign of the carnage abating. In order to potentially save the beleaguered British paratroopers and slow the death toll on the American side, the Allies needed to figure out a way to take the Nijmegen bridge and continue to push north toward Arnhem. Gavin devised a plan to use the 3rd Battalion of the 504th Parachute Infantry Regiment to cross the Waal River on boats, take the Nijmegen and hope XXX Corps (pronounced 30 corp) could speed to their comrades' aid. However, the odds of the plan succeeding were rather long. The American paratroopers had a 400-meter-wide river with a swift-running current (about 10 kilometers per hour) and had no amphibious training. These were pioneering members of the airborne. They volunteered to jump out of airplanes — not to cross rough waters in tiny boats. But even if they made it across

the river unscathed, there were more than 200 yards of mostly flat ground to negotiate — a machine gunner's dream.

John McManus, an associate professor at the University of Missouri-Rolla and author of *September Hope*, a book about the American side of Operation Market Garden, said Gavin's hands were essentially tied. "You have to try anything to get to the British 1st Airborne at Arnhem," the World War II historian said. "Probably the best option at that stage was to cross the river." Maj. Julian Cook, commander of the 3/504, was "shocked and dumbfounded" when he heard the news, according to the late author Cornelius Ryan in his classic, *A Bridge Too Far*. "We were being asked to make an Omaha Beach . landing all by ourselves," Cook said .

Cook's troopers were even more dismayed when the army engineers arrived with the boats. They were flimsy watercraft, 19-feet long with a flat, plywood bottoms. They had canvas sides measuring about 30 inches from the floor to the gunwales, with eight paddles per boat. In some cases there were only two paddles, meaning the men were going to have to use their rifle butts.

Many of these troopers had endured German firepower for more than a year since the invasion of Sicily in July 1943. They considered the crossing suicidal. Gavin knew the operation had many flaws, but felt some of them might be overcome. To help the troopers get across with the least amount of resistance possible, tanks and artillery fire would open up beforehand, then a number of British aircraft were to pulverize the German strong points with machine-gun and rocket fire. Under a smoke screen Gavin hoped would offer enough concealment for his men to have a fighting chance, the 3rd Battalion would begin its assault.

As is often the case in battle, all did not go according to plan. Although the fire support was strong, rifle, machine-gun, flat trajectory anti-aircraft, artillery and mortar fire soon rained on the harried troopers. Rifle rounds buzzed through the air, many smashing into troopers with sickening thuds. Others were completely obliterated when mortar shells struck their boats. Nearly half the assault force was killed or wounded in the first wave of the assault. Yet the Americans, many of them screaming maniacally as they charged German strong points, managed to capture both bridges. It was now time for General Brian Horrocks' tanks to press forward and rescue their embattled countrymen just 11 miles away. That was the hope, at least.

American paratroopers have complained about the British reluctance to push on and watched appalled as some of the tankers even took a break to drink tea. The U.S. spilled a lot of blood capturing the bridges, so it is easy to understand the anger. McManus said the tankers are a convenient scapegoat, but in reality they lacked the manpower to mount a significant attack. The road south of Nijmegen, the single lane "Hell's Highway" as it was later referred to, kept much of XXX Corps behind schedule. At the time of the bridge's capture, only four British tanks were available

to move out – and they lacked supporting infantry.

Horrocks' tankers also were short of fuel and ammunition, and the road between Nijmegen and Arnhem contained steep banks with ditches on either side. At any point, German infantry armed with anti-tank guns could knock out British tanks as if they were milk bottles at a fair.

So the British, much to their anguish, could only watch as their airborne division suffered a slow demise. Of the 10,000 troopers who were dropped over the Rhine River into Arnhem, only a few more than 2,000 returned.

And of the American paratroopers who crossed the Waal River, only about half were not wounded or killed. Operation Market Garden was a disaster.

Yet that shouldn't diminish the valiant efforts of all the Allied troops – especially those who crossed the Waal under terrifying resistance.

"It surprises me they didn't sink every one of those boats," McManus said. "Here are these paratroopers basically winging it in broad daylight — and without all that much support. It's a testament to their fortitude."

COMING EVENTS

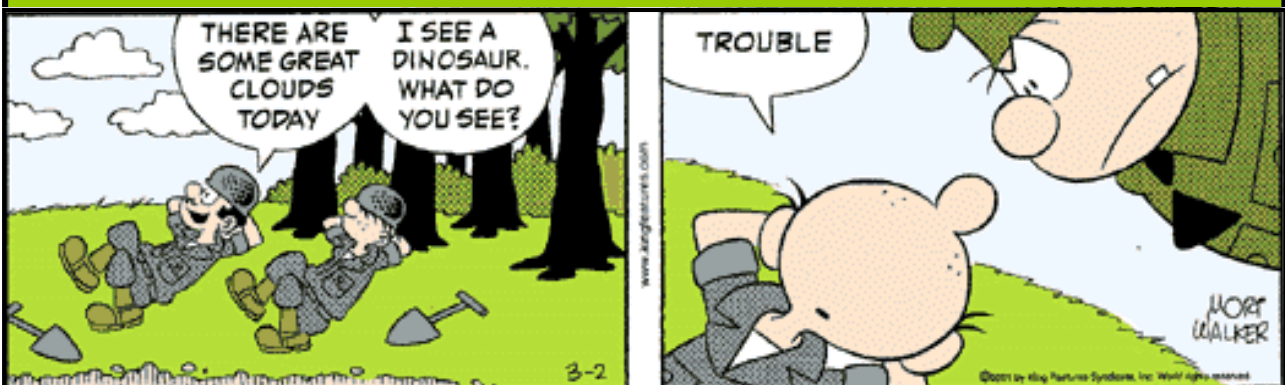
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FEATURING THE JEEP

The **Willys MB** U.S. Army Jeep (formally the **Truck, 1/4 ton, 4x4**) and the **Ford GPW** were manufactured from 1941 to 1945. These small four-wheel drive utility vehicles are considered the iconic World War II Jeep, and inspired many similar light utility vehicles. Over the years, the World War II Jeep later evolved into the "CJ" civilian Jeep. Its counterpart in the German army was the Volkswagen Kübelwagen, first prototyped in 1938, also based on a small automobile, but which used an air-cooled engine and was not four-wheel drive.



Even though the world had seen widespread mechanisation of the military during World War I, and the United States Army had already used four-wheel drive trucks in it, supplied by the Four Wheel Drive Auto Co. (FWD), by the time World War II was dawning, the United States Department of War were still seeking a light, cross-country reconnaissance vehicle.

As tensions were heightening around the world in the late 1930s, the U.S. Army asked American automobile manufacturers to tender suggestions to replace its existing, aging light motor vehicles, mostly motorcycles and sidecars but also some Ford Model Ts. This resulted in several prototypes being presented to army officials, such as five Marmon-Herrington 4x4 Fords in 1937, and three Austin roadsters by American Bantam in 1938. However, the U.S. Army's requirements were not formalized until July 11, 1940, when 135 U.S. automotive manufacturers were approached to submit a design conforming to the army's specifications for a vehicle the World War II technical manual TM 9-803 described as a general purpose, personnel, or cargo carrier especially adaptable for reconnaissance or command, and designated as 1/4-ton 4x4 Truck."

By now the war was under way in Europe, so the Army's need was urgent and demanding bids were to be received by July 22, a span of just eleven days. Manufacturers were given 49 days to submit their first prototype and 75 days for completion.

of 70 test vehicles. The Army's Ordnance Technical Committee specifications were equally demanding: the vehicle would be four-wheel drive, have a crew of three on a wheelbase of no more than 75 (later 80) inches and tracks no more than 47 inches, feature a fold-down windshield, 660 lb payload and be powered by an engine capable of 85 ft·lb of torque. The most daunting demand, however, was an empty weight of no more than 1,300 lb.



Only two companies entered: American Bantam Car Company and Willys-Overland Motors. Though Willys-Overland was the low bidder, Bantam received the bid, being the only company committing to deliver a pilot model in 49 days and production examples in 75. Under the leadership of designer Karl Probst, Bantam built their first prototype, dubbed the "Blitz Buggy" (and in retrospect "Old Number One"), and delivered it to the Army vehicle test centre at Camp Holabird, Maryland on September 23, 1940. This presented Army officials with the first of what eventually evolved into the World War II U.S. Army Jeeps: the **Willys MB** and **Ford GPW**.

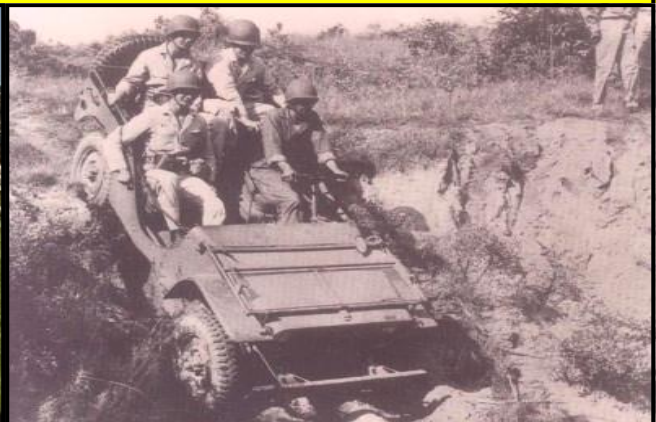


Since Bantam did not have the production capacity or fiscal stability to deliver on the scale needed by the War Department, the other two bidders, Ford and Willys, were encouraged to complete their own pilot models for testing. The contract for the new reconnaissance car was to be determined by trials. As testing of the Bantam prototype took place from September 27 to October 16, Ford and Willys technical

representatives present at Holabird were given ample opportunity to study the vehicle's performance. Moreover, in order to expedite production, the War Department forwarded the Bantam blueprints to Ford and Willys, claiming the government owned the design. Bantam did not dispute this move due to its precarious financial situation. By November 1940, Ford and Willys each submitted prototypes to compete with the Bantam in the Army's trials. The pilot models, the Willys *Quad* and the Ford *Pygmy*, turned out very similar to each other and were joined in testing by Bantam's entry, now evolved into a Mark II called the *BRC 60*. By then the U.S. and its armed forces were already under such pressure that all three cars were declared acceptable and orders for 1,500 units *per* company were given for field testing. At this time it was acknowledged the original weight limit (which Bantam had ignored) was unrealistic, and it was raised to 2,160 pounds (980 kg).



For these respective pre-production runs, each vehicle received revisions and a new name. Bantam's became the BRC 40, and the company ceased motor vehicle production after the last one was built in December 1941. After reducing the vehicle's weight by 240 pounds, Willys' changed the designation to "**MA**" for "Military" model "A". The Fords went into production as "**GP**", with "G" for a "Government" type contract and "P" commonly used by Ford to designate any passenger car with a wheelbase of 80 inches.



By July 1941, the War Department desired to standardize and decided to select a single manufacturer to supply them with the next order for another 16,000 vehicles.

Willys won the contract mostly due to its more powerful engine (the "Go Devil") which soldiers raved about, and its lower cost and silhouette. The design features the Bantam and Ford entries had which were an improvement over Willys' were then incorporated into the Willys car, moving it from an "A" designation to "B", thus the "MB" nomenclature. Most notable was a flat wide hood, adapted from Ford GP.



By October 1941, it became apparent Willys-Overland could not keep up with production demand and Ford was contracted to produce them as well. The Ford car was then designated **GPW**, with the "W" referring to the "Willys" licensed design. During World War II, Willys produced 363,000 Jeeps and Ford some 280,000. Approximately 51,000 were exported to the U.S.S.R. under the Lend-Lease program. A further 13,000 (roughly) amphibian jeeps were built by Ford under the name GPA (nicknamed 'Seep' for Sea Jeep). Inspired by the larger DUKW, the vehicle was Produced too quickly and proved to be too heavy, too unwieldy, and of insufficient freeboard. In spite of participating successfully in the Sicily landings (July 1943) most GPAs were routed to the U.S.S.R. under the Lend-Lease program. The Soviets were sufficiently pleased with its ability to cross rivers to develop their own version of it after the war, the GAZ-46.



Origin of the term "Jeep"

One account of the origin of the term "jeep" begins when the prototypes were being proven at military bases. The term "Jeep" was used by Army mechanics for any

untried or untested vehicles. Although most likely due to a bastardization of the acronym "GP", used to designate the vehicle, another likely factor in the popularization of the jeep name came from the fact that the vehicle made quite an impression on soldiers at the time, so much so that they informally named it after Eugene the Jeep, a character in the Popeye comic strip and cartoons created by E. C. Segar as early as mid-March of 1936. Eugene the Jeep was Popeye's "jungle pet" and was "small, able to move between dimensions and could solve seemingly impossible problems."

In early 1941, Willys-Overland staged a press event in Washington, D.C., having the car demonstrate its prowess by driving up the Capitol steps. Irving "Red" Hausmann, a test driver on the Willys development team who had accompanied the car for its testing at Camp Holabird, had heard soldiers there referring to it as a jeep. He was enlisted to go to the event and give a demonstration ride to a group of dignitaries, including Katherine Hillyer, a reporter for the *Washington Daily News*. When asked by the reporter, Hausmann too called it a Jeep. Hillyer's article appeared in the newspaper on February 20, 1941, with a photo showing a jeep going up the Capitol steps and a caption including the term 'jeep'. This is believed to be the most likely cause of the term being fixed in public awareness. Even though Hausmann did not create or invent the word Jeep, he very well could be the one most responsible for its first news media usage.





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Mobile: 0428 685 463

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