

PENANG WAR MUSEUM VISIT

By Mick Jenner

Mick Jenner and Tony Van Rhoda visited the Penang War Museum while on holidays in Malaya. The site has a very checkered history being a Japanese POW camp during WW2. Initially built as a fort by the British in 1930 to guard the Malacca straits, it included 2 15in naval guns facing out to sea from re-enforced concrete gun platforms. Other facilities included 100 ft of tunnels for ammunition storage, a command and intelligence centre, and a submarine wharf. It was staffed by British Marines, Indian troops and local militia.

The Japanese invaded by land in December 1941, and after a pitched battle the British evacuated the base which was then occupied by the Japanese. They subsequently used it as a base for spreading propaganda (to Singapore) and for interrogation, torture and execution (mostly of locals). It was also used later in the war to indoctrinate future kamikaze pilots.

After the war the base fell into disrepair and was overtaken by jungle. The local population avoided the area due to the “bad spirits” lurking there, and after several generations many did not even know of its existence. In 2008 the area was cleared of jungle and re-opened for public access. It is also used today as a paint-ball site, and “spooky tours” are conducted after dark as it is supposedly one of the top-10 haunted sites in Malaysia.





Mick buying his ticket to enter the museum



Japanese 6 in Gun



Japanese 6 in Gun



Ammunitions Room (Underground)



Gun Platform for British 15in Naval guns



Gun Command Bunker



British Anti-Aircraft Gun



Observation Platform



Japanese Executioners area



British Generator Room. Used by the Japanese as the torture room.



Troop Accommodation block. Later used to house prisoners



British Intelligence room (underground)

AUSTRALIA DAY PARADE



Above: Richard, Di and Anita SANDERS with their GPA—High DAVIS in his Pontiac Ute—and Pedr HORLEY with his Land Rover.

Below: Convoy coming down King William Street. The truck at the rear is a Ford MH Gun Tractor towing a 25Lb gun owned by Ray CARN





And he told us he had to pop out for a minute as he had forgotten something.

FEATURING THE BLITZ CANADIAN MILITARY PATTERN TRUCK

The **Canadian Military Pattern (CMP) truck** was a class of military truck made in large numbers in Canada during World War II to British Army specifications for use in the armies of the British Commonwealth allies. Standard designs were drawn up just before the beginning of the war.

CMP trucks were also sent to the Soviet Union following the Nazi invasion of Russia, as part of Canada's lend-lease program to the Allies. During the War CMP trucks saw service around the world in the North African Campaign, the Allied invasion of Sicily, the Italian Campaign, the Russian Front, the Burma Campaign, the Battle of the Philippines (1941-42), the liberation of Northwest Europe, and the Western Allied invasion of Germany. CMP trucks also saw service in post-war conflicts in Indonesia, French Indochina, and the Portuguese colonies in Africa.



Chevrolet C8 CMP truck with Type 11 cab



Ford CMP chassis with opened wind screen pane on driver side

History

The rise to power in Germany of Hitler and the Nazi party in 1933 led to discussions in the mid-1930s between the British War Office and the Canadian Army concerning the possible production of military vehicles in Canada. During the First World War Canadian land forces had participated as a corps in the British Army. In any future conflict it was assumed that Canadian forces would again be tightly integrated with those of the Mother Country, and so it would be essential that Canadian-manufactured equipment be compatible with British standards and specifications.

Early in 1937, the Ford Motor Company of Canada and General Motors of Canada Ltd were each invited by the Canadian Department of National Defence to produce a Canadianized prototype of a 15-hundredweight light infantry truck that had then been recently adopted by the British War Office. By 1938, Canadian military authorities had shifted their interest to heavier 4x4 and 6x4 designs and GM were invited to produce one. In that year, Ford and GM were invited to produce prototypes of a

6x4 and GM were invited to produce prototypes of a 6x4 medium artillery tractor derived from the British 6x4 Scammell Pioneer. By 1939, plans had been prepared for the mass production in Canada of a range of military vehicles based on fairly strict British specifications. These trucks were originally designated "Department of National Defence (DND) Pattern"; however, when production volumes increased and it became clear that the Canadian-built vehicles were to serve widely in the forces of other countries, the class of trucks was re-designated "Canadian Military Pattern (CMP)". At the outbreak of World War II, Canada's relatively large and modern automobile industry was shifted over to the production of military vehicles. While the Dunkirk evacuation in the spring of 1940 succeeded in rescuing close to 340,000 Allied soldiers who had been encircled by the invading German army, the British Expeditionary Force had been required to abandon most of its military vehicles in France. It then became an urgent need to replace those losses and to provide new vehicles to equip the rapidly expanding armed forces of the Commonwealth. Canadian military truck production included both modified civilian designs as well as purely military designs based on the CMP specification, in roughly equal numbers. Truck production was focused on a broad range of medium-capacity vehicles; Jeeps and trucks larger than 3 tons in capacity required by the Canadian Army were purchased from U.S. suppliers. Most CMP trucks were manufactured by the Chevrolet division of General Motors of Canada Ltd and by the Ford Motor Company of Canada. The Canadian subsidiaries of the two largest American vehicle manufacturers were able to rapidly ramp up their production because of an unusual degree of inter-company collaboration, the use of interchangeable parts, and because of the large amount of idle production capacity that was a lingering result of the Great Depression. A smaller number of CMP trucks were assembled from Canadian-made chassis and parts in Britain, Australia, New Zealand, South Africa (2,600), India (9,500) and Egypt. In Germany, the facilities of GM subsidiary Opel and those of Ford-Werke AG were pressed into service to make military vehicles for the Nazi war effort. Following British convention, CMP trucks had right-hand drive even though most of them were built in Canada, which primarily used left-hand drive vehicles. The CMP specification proved versatile, and it formed the basis of a wide variety of different truck types and armoured vehicles. In Australian service (almost always with the No. 13 cab) these vehicles were known as the "Chev Blitz" or the "Ford Blitz".



Just over 400,000 CMP trucks were manufactured in Canada, accounting for roughly half of the 815,729 military vehicles made in Canada during World War II. The most prevalent type was the 4x4 3-ton truck (including models C60S, C60L, F60S and F60L), with just over 209,000 vehicles made. In addition, roughly 9,500 4x4 CMP chassis were made, mainly to be used to build armoured cars and other vehicles in Allied countries. CMP truck production in Canada exceeded the total military truck production of Nazi Germany. The British History of the Second World War (the official history of the war) argues that the production of soft-skinned trucks, including the CMP truck class, was Canada's most important contribution to the eventual Allied victory.



Newly manufactured, or modified war surplus, CMP trucks were used after 1945 in several European armies (e.g., the Netherlands, Belgium, Denmark, Norway, Portugal, Spain) and around the world (e.g., South Africa, Argentina, Jordan, South Vietnam, Malaya). CMP trucks were adapted after the war for a variety of civilian roles including forestry, grain transport, fire-fighting trucks, and snow ploughs. In Malaysia, after the Malayan Emergency, many CMP truck was converted to log transporter or off road truck in construction site with upgraded brake system and powerful engines.



The Ford-built CMP trucks had a 239 cu in (3.9 L), 95 bhp (70.8 kW) V8 engine

while most of the Chevrolet-built CMP trucks had a 215 cu in (3.5 L), 85 bhp (63.4 kW) straight-6 overhead-valve engine. An American-made 270 cu in (4.4 L) GMC straight-6 engine powered the C60X 3-ton truck.

The Ford and Chevrolet trucks shared a standard cab design, which evolved over the years of production. The first (designed at Ford by Sid Swallow), second and third cab designs were called No. 11, 12 and 13, respectively. The first two type were similar, the main difference being a two-part radiator grille in No.12 cab (its upper part was opened with a bonnet, which was known as the "Alligator cab"). The final No. 13 cab, an entirely Canadian design made from late 1941 until the end of the war, had the two flat panes of the windscreen angled slightly downward to minimize the glare from the sun and to avoid causing strong reflections that would be observable from aircraft. All the CMP cab designs had a short, "cab forward" configuration that gave CMP trucks their distinctive pug-nosed profile. This design was required to meet the original British specifications for a compact truck design that would be more efficient to transport by ship. The specifications also demanded right-hand drive. Internally the cab had to accommodate the comparatively large North American engines and it was generally cramped. The standard cabs were then matched up with a variety of standard chassis, drive trains and body designs. Chevrolet-built vehicles could be recognized by the radiator grille mesh being of a diamond pattern, whereas Ford-built ones had grilles formed of a square mesh.



The production of CMP truck bodies in Canada was subcontracted out to smaller companies in Ontario and Manitoba, organized into the wartime Steel Body Manufacturers Association by the Department of Munitions and Supply. The wide variety of truck body designs included general service (GS), water tanker, fuel tanker, vehicle recovery (tow truck), dental clinic, mobile laundry, wireless house, machinery (machine shop), folding boat transport, and anti-tank gun Porte.

In the list below, a drive specification of NxM means that the vehicle has a total of N wheels and that M of those wheels are driven. The military specifications did not permit more than two wheels per axle. The British standard load capacities of 8 cwt (hundredweight), 15 cwt, 30 cwt and 60 cwt correspond roughly to the American

loads of 1/2 short ton, 3/4 ton, 1.5 ton and 3 ton, respectively. The 60-cwt CMP trucks were usually called 3-ton lorries or trucks. Ford F8 (4x2, 101 in (2.6 m) wheelbase, 8 cwt)

Ford F8 (4x2, 101 in (2.6 m) wheelbase, 8 cwt)

Ford F15 (4x2, 101" wheelbase, 15 cwt)

Ford F15A (4x4, 101" wheelbase, 15 cwt)

Ford F30 (4x4 drive, 134.25" wheelbase, 30 cwt)

Ford F60S - 4x4, "short" 115 inch wheelbase, 3 ton

Ford F60L - 4x4, "long" 158.25 in (4.020 m) wheelbase, 3 ton

Ford F60T tractor unit (4x4, 115" wheelbase, 3 ton)

Ford F60H - 6x4, rear axle undriven, 160.25"+52" wheelbase, 3 ton

Ford FGT artillery tractor (4x4, 101.25" wheelbase)

Ford Lynx Scout Car (4x4, 101" wheelbase) - based on Daimler Dingo

Chevrolet C8 (4x2, 101" wheelbase, 8 cwt)

Chevrolet C8A Heavy Utility Truck (4x4, 101" wheelbase, 8 cwt) Made in Wireless (HUW), Ambulance (HUA), Personnel (HUP), Machinery ZL (mobile radio repair shop) and Computer (accounting, payroll) configurations

Chevrolet C15 (4x2, 101" wheelbase, 15 cwt)

Chevrolet C15A (4x4, 101" wheelbase, 15 cwt)

Chevrolet C15TA Armoured Truck (4x4, 101" wheelbase, 15 cwt)

Chevrolet C30 (4x4, 134" wheelbase, 30 cwt)

Chevrolet C60S (4x4, 134" wheelbase, 3 ton)

Chevrolet C60L (4x4, 158" wheelbase, 3 ton)

Chevrolet C60X - C60 chassis with 6x6 drive, 160"+52" wheelbase, 3 ton, 270 cu. in. GMC straight-6 engine)

Chevrolet CGT Field Artillery tractor (4x4, 101" wheelbase)

General Motors Fox armoured car (4x4, 101" wheelbase)





Outside Canada

To meet the pressing demand for military vehicles during World War II, several Commonwealth countries designed light armoured vehicles based on CMP chassis made in Canada.

Ruskin Motor Bodies Pty Ltd and Ford Motor Company of Australia Rover Light Armoured Car (4x4, 134.25" and 158.25" wheelbases) - built on Ford 3-ton CMP chassis

General Motors Holden Ltd Rhino Heavy Armoured Car (4x4, 101" wheelbase) - prototype only

General Motors Holden Ltd 6x6 Heavy Armoured Car (6x6, 158" wheelbase)

Indian Railways Armoured Carrier Wheeled Indian Pattern (ACV-IP) (4x4, 101"? wheelbase) - most used CMP chassis

South African Reconnaissance Car, also called the Marmon-Herrington Armoured Car (4x4, various wheelbases)

Beaverette NZ, the New Zealand version of the British Standard Beaverette Armoured car

C8AX "Puddle jumper" (4x4, 101" wheelbase, 8 cwt), variant created in New Zealand based on the C8A chassis



ITEMS FOR SALE

FOR SALE

**1942 Dodge Weapon Carrier.
Engine No - T1771856C
VIN No - 17181
\$8000 Negotiable**

**On Club Permit No 00536H. Nice neat little ute. Always been garaged.
Has no transfer case, drive is straight from the gear box to the rear differential. The Front differential is plated off.**

The vehicle was built by Glen Stones for the 1995 "Back to the Track" trip to Darwin.

**Contact: Len SANFORD
Phone: 03 5156 8026**



FOR SALE



**A unique military 1980 Series 3 FFR Land Rover, probably the most complete example in the country.
Ready for show or just to enjoy – all of the hard work has already been done. Find more details here:**

<http://hartas4.wix.com/s3landroverffr>

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.
Mobile: 0428 685 463**

WARTIME VEHICLE CONSERVATION GROUP COMMITTEE

PRESIDENT:	Aaron FELL	08 8382 7201 0402 357 960	aaron.fell@internode.on.net
V/PRESIDENT:	Tony VAN RHODA	08 8536 2627 0409 833 879	gumbrae@acenet.net.au
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 8536 2627 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: A L Van Rhoda 8 Sullivan Road Strathalbyn SA 5255.

FOR SALE

Mechanical Hand. Used in Left Hand Drive vehicles. \$50.00
Contact: Tony Van Rhoda.
Ph: 08 8536 2627 - 0409 833 879.



FOR SALE

Brand New MB or GPW Jeep rear seat canvas backrest. Never used. Priced to sell. \$85.00
Contact. Tony Van Rhoda
Ph: 08 8536 2627—0409 833 879.



FOR SALE

Lunette Ring.
Priced for a quick sale. \$80.00
Contact. Tony Van Rhoda.
Ph: 08 8536 2627— 0409 833 879.



FOR SALE

Original Brass Fire Extinguisher.
Ready for restoration. \$60.00
Contact. Tony Van Rhoda. Ph:
08 8536 2627—0409 833 879 .

