



BARTREAD

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



FEATURING THE YEAR OF THE DODGE

JUNE 2014
ISSUE NUMBER—11

BRISTOL PARKING ROW TRADERS DRIVE TANK THROUGH STREETS



Tony Miles said Clifton traders had a serious message and wanted their voice to be heard. Traders angry with plans for a residents' parking zone in Bristol have driven a 1942 Sherman tank around the streets of Clifton in protest. Mayor George Ferguson wants to roll out the city-wide scheme to deter commuter parking on residential streets. Organiser Tony Miles said they had chosen a tank because it represented a way of "defending your territory". On learning about the protest, Mr Ferguson tweeted: "**This is getting ridiculous**". "Hardly the best way of winning over the good residents of #Clifton," He wrote. Mr Ferguson wants to implement a blanket roll-out of parking zones within 18 months, with residents paying between £48 and £96 for permits.



The tank is steered around corners by braking one track and powering the other. The tank, which was hired from a Gloucestershire firm, was driven from the Suspension Bridge, past the Avon Gorge Hotel, round Caledonia Place and back down West Mall. Police have said it was legal to drive a tank in the street provided the driver had the appropriate licence and insurance. Mr Miles said the protest "wasn't just about boys' toys" but to get a "serious message" across. "The good people of Clifton are speaking out that something has to be done about parking," he said.



The tank attracted the attention of the police, who monitored its progress. "George said it is not winning over the people of Clifton, but we have a united voice telling him 'we want you to listen'." Last week **several hundred traders and residents marched to City Hall** in an attempt to urge Mr Ferguson to rethink his proposals. "We've chosen the tank because it represents power and a way to defend your territory when you go to war," Mr Miles said. Elected mayor George Ferguson (not pictured) said the protest was "getting ridiculous". Mr Ferguson admitted he had laughed at the tank "prank". "The mind boggles at them trying to navigate it through



some of our streets, which currently suffer from particularly inconsiderate parking," he said. Responding to claims he was not listening to Clifton people, the mayor said: "Proposals for Clifton Village have had over 90 changes made following informal consultation - driving a tank through the argument that this is a 'one size fits all'".

INVITATION TO THE WVCG MEMBERS

The Centenary of WW1 is upon us. Re-enact SA invites:

The Wartime Conservation Vehicle Group

To help us commemorate the first year, 1914, by helping us create a 'time line' of South Australia's earlier history that leads up to the First World War.

From this foundation, it is hoped you can attend again to the remaining years through to 1918 (2015, 2016, 2017 & 2018). We are hoping to have represented the 1880's through to 1945 with vehicles, artillery and historical displays with the special focus on WW1.

WHEN: 20th & 21st September 2014 (Set up 19 September).

This date was significant in that all AIF formations raised in South Australia to answer the call, joined forces and marched through the streets of Adelaide.

WHERE: Morphettville Racecourse. This was where the 10th Battalion was raised, trained and camped prior to embarkation.

If you can attend please advise what level of interest there may be for forward planning reasons. We request a current copy of your Public Liability Insurance (PLI) sent to the below email prior to the event to ensure participation. Note: as it is a WW1 focus, parades and ceremonies will only involve WW1 elements. WW2 and other camps will be represented for the weekend to promote your club and our collective military history.

Chris Thompson. RSA WW1 Centenary Sub Committee

Mobile: 0403 175 353

CAN YOU HELP

A Club Member wishes to purchase the following items:

Two Grill Blackout Lights

Two Head light Hinge Mounts

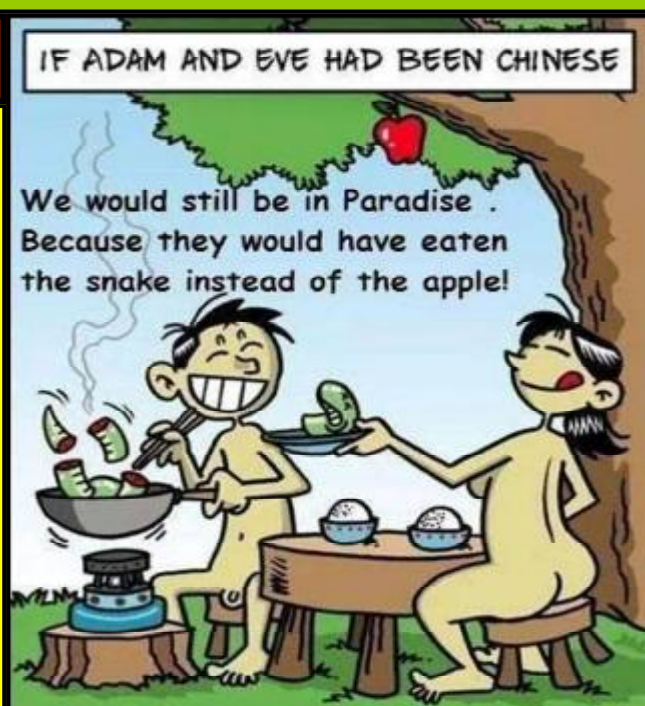
One Combat Wheel Rim

If you have any of the above items for sale then please contact:

Kevin TIPLER

Mobile: 0403 267 294

Email: kevintipler@yahoo.com.au



JOINT RE-ENACT SA **AND** WVCG EVENT

NEXT JOINT EVENT - Re-enact SA and the WVCG will be conducting a tactical event at Mt Crawford Forest. On Friday 25th - Sunday 27th July 2014

WVCG Members participate in these authentic Re-enactment events by supplying their WW2 vehicles during the event. It is up to you whether you do the whole 3 days, 2 days or for only a day.

RSA and the WVCG is to conduct a 3 day tactical event on Friday 25th to Sunday 27th July 2014. The event is to be hosted at the Mount Crawford state forest. Experience firsthand Second World War combat. When the action starts however, be ready, the noise of blanks, gas firing machine guns, explosions and the confusion of battle will quickly transport you back in time and you'll be in the thick of it. As the name suggests these events are held purely for the experience of re-enactors. With events structured around historical battles, the unit commanders of each side are given their orders, each has no idea of the whereabouts or objectives of the other, and combat is as unpredictable as it is exciting. The use of vehicles, weapons and tactics is up to the leader and the outcome of each battle will depend on the strategic deployment of their troops.

So please place these dates in your diary and advise the editor Tony Van Rhoda if you are attending and if for only one day, two days or the 3 days. It is very important that we know what vehicles, type of vehicle and for what days so we can deploy them through the different units. I is not unknown for some of our vehicles to become captured vehicles and used as part of the Axis units. So please let me know via email to: gumbrae@acenet.net.au

OBTAINING YOUR AMATEUR RADIO LICENCE

We have been able to organise a Amateur Radio Course specifically for members of the WVCG organised through the Adelaide Hills Amateur Radio Society who will run the course for our members, you will only be on the course with fellow WVCG members, no outsiders. Only one handbook required for study and all the assessment questions come from the handbook, so you should acquire the book before the course starts and read it a few times before the start of the course to give you an understanding of what the instructor is covering. Contact the Editor for details on how to purchase the Handbook. Via email: gumbrae@acenet.net.au

So if you are interested in doing the course please advise Editor, Tony Van Rhoda ASAP so that we will have some idea as to numbers. You will be advised of Venue, date and timings once the course has been formalised.

WVCG ON ANZAC DAY 2014

Well another Anzac Day has come and gone and the march was well supported by members of the WVCG who provided vehicles to carry elderly veterans who could no longer March. We are all looking forward to next year when the 2015 Anzac Day March will celebrate 100 years of WW1. We will be looking for support from our many members whose vehicles will be needed. Below are some photos of some of our members who turned up with their vehicles.



Hugh Davis Desert coloured Ute carried Lady Downer—BELOW: Mick Jenner in his Navy Jeep with a veteran and his carer son.



Tony Van Rhoda carried National Servicemen in his Landrover Perentie.



Three generations of the Hornibrook family were involved in the march and John's Jeep was driven in the march by his son Darren.



Richard Sanders Jeep carried veterans of the 10/48 Battalion in the march.



Kevin Tipler in his Jeep and Pedr Horley's in his Landrover with National Servicemen

Adrian Nieckarz in his Austin Champ carried members of the Royal Artillery in the march.

THE BOVINGTON TANK MUSEUM

MY VISIT TO THE BOVINGTON TANK MUSEUM.

By: Rick SHEARMAN

Last November during our Europe/UK visit we made a special trip to the Bovington Tank Museum. This is situated in the English countryside near Bournemouth so we took the train from Edinburgh down to Bournemouth via London and stayed at a quaint B&B, not unlike 'Fawlty Towers'!



The WW2 COVENTRY ARMoured CAR had a crew of 5 and had a 2 lb gun

We met up with Tony Luke's son Steven Luke, who was also Ike. To have a look and spent the whole day nosing around the finest collection of armour in the world! The poms have been collecting armour for about 100 years and have a collection that goes back to the very origins of the tank. We saw 'Little Willy' which was the MOD'S first attempt at a tank and it now proudly sits on a rotating pedestal in one of the halls.

The WW1 area also included a really impressive exhibit of trenches with lifelike

battle scenes with sound tracks/explosions included, at one point in the trench the tank appears to nearly run right over you! The rest of the museum contained a huge collection of WW11 and post war armour including Russian, German, French and even Japanese tanks. The only 'soft skin' I could see was a DUKW.

The poms have managed to collect an example of almost every WW11 German tank but alas their famous Tiger 131 (1 of only 3 in the world that runs) was away filming a movie with Brad Pitt! My favourite exhibit was the British Coventry armoured car which was a limited production by Roots in WW11, but using a Hercules engine of huge capacity. Some 200 were made but they have the last one in existence!

Once a year the museum hosts an event called 'Tankfest' where they have lots of their tanks charging around a specially constructed arena. These events often attract 6000-7000 people over a weekend. Our final port of call was the restoration building which was as big as an aircraft hangar. There must have been 200-300 vehicles inside from WW1 up to Leopard and Challenger tanks from the present day.

After 6 hours of wandering Steven and I were exhausted but most impressed, the next visit will have to be in the British summer when we can see a few of these machines moving!



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 2014 will effectively be considered as having unregistered (and uninsured) vehicles. From 1st September 2014 the club will be required to submit names of un-financial members to the department. The department may then revoke the registration and require the operator to undergo a new registration application. Members are therefore urged to ensure their membership of the club remains current by renewing before the 30 June 2014.

PHIL'S JEEP RESTORATION



RESTORATION WORK CONTINUES

Work is progressing nicely and the chassis has been fitted to the axles and wheels. New Shockers, Springs, shackles and Pins were fitted.

FOR SALE

Towing A Frame, including Front Bumper Bar complete unit ready to install and tow away. Very easy to fit and a dream to use. Also included are dust covers for rear axles should you wish to remove axles for long distance towing. **FOR SALE** below replacement costs—**ONLY \$450.00** and it is all yours. Contact. Tony Van Rhoda . Ph: 08 8536 2627—email: gumbrae@acenet.net.au



FEATURING THE DODGE WC SERIES

The Dodge WC series was a range of light military trucks produced by Dodge during World War II. The series included weapon carriers, telephone installation trucks, ambulances, reconnaissance vehicles, mobile workshops and command cars. They were replaced after the war by the Dodge M-series vehicles. WC was a Dodge model code: W for 1941 and C for half-ton rating. The C code was retained for the $\frac{3}{4}$ ton and $1\frac{1}{2}$ ton 6×6 Dodge's.

HISTORY AND DESIGN

Dodge began producing light trucks immediately upon its formation in 1914. For the first few years these were based largely on the existing passenger cars, later specific chassis and body designs were used. Light- and medium-duty models were offered first, then a heavy-duty range was added during the 1930s and 1940s. Dodge produced its first prototypes of dedicated military trucks in late 1939: the 1/2 ton 4x4 VC series. Production of the VC series started in 1940. At the outset of World War II, Dodge produced the G-505 WC $\frac{1}{2}$ ton series of military light trucks in 38 individual models, thousands of some models were produced, while only a few of some others were made. The WC $\frac{1}{2}$ ton trucks replaced the 1940 VC-1 to VC-6 $\frac{1}{2}$ ton Dodge trucks which were also part of the G505 series. 79,771 of the $\frac{1}{2}$ ton trucks were produced during late 1940–1942 under War Department contracts. WC models 1 to 50 were part of the 1/2 ton range and were 80% interchangeable in service parts with the later $\frac{3}{4}$ ton models.



1936 Dodge pickup showing its influence on the military models

Production of the VC series started in 1940. At the outset of World War II, Dodge produced the G-505 WC $\frac{1}{2}$ ton series of military light trucks in 38 individual models, thousands of some models were produced, while only a few of some others were made. The WC $\frac{1}{2}$ ton trucks replaced the 1940 VC-1 to VC-6 $\frac{1}{2}$ ton Dodge trucks which were also part of the G505 series. 79,771 of the $\frac{1}{2}$ ton trucks were produced during late 1940–1942 under War Department contracts. WC models 1 to 50 were part of the 1/2 ton range and were 80% interchangeable in service parts with the later $\frac{3}{4}$ ton models.

Common features of the 1/2 ton trucks were:

- Drive: 4×4
- Wheelbase: 116 in (123 in for ambulances)
- Track width: 59.375 in
- Tires: 7.50x16
- Brakes: Hydraulic
- Engine: 6 cyl, in-line, L-head
- Transmission: 4 forward/1 reverse, manual
- Transfer case: Single speed

The Dodge G-502 $\frac{3}{4}$ ton 4×4 trucks were first introduced in late 1941. Standard vehicles in the $\frac{3}{4}$ ton 4×4 class were the WC-51 / WC-52 Weapons Carrier, Telephone Installation Trucks, WC-53 Carryall, and the WC-54 Ambulance. In the cargo trucks, the WC51 was identical to the WC52 but did not have the front bumper-mounted winch.

MODELS

In the case of vehicle identifications separated by a slash, the first number refers to

a vehicle not fitted with a winch, and the second to a vehicle fitted with a winch. Numbers separated by a comma indicate similar models but with different secondary details.

MODEL DESCRIPTIONS

1/2 ton series

WC1, WC5, WC12, WC14, WC40

Closed cab, two seater pickups with a nominal carrying capacity of a 1,000 lb (450 kg). **WC3, WC13, WC21**

WC-13 with optional M24 machinegun mount.

Weapon carriers, two seater pickups with open cab. The open cab pickups could be fitted with an optional M24 machine gun mount, which bolted across the front of the bed. The mount could carry the M1918 Browning Automatic Rifle, as well as the M1919 Browning machine gun, and the M2 Browning machine gun.

- *Length:* 181- 1/16 inches
- *Height:* with top 88-1/8 inches
- *Weight:* 4440 net
- *Width:* 75-13/16 inches
- *Height:*

Payload: 1300 LB



WC4, WC22

Open cab weapons carrier, with Braden MU winch, and transverse seats, designed to tow the M3 anti-tank cannon as well as carry the gun crew and ammunition. This type was usually issued to early tank destroyer units. 5570 built.

- *Length:* 191- 5/16 inches
- *Height:* with top 88-1/8 inches
- *Weight:* 4775 net
- *Width:* 75-13/16 inches
- *Height:*

Payload: 1000 LB



WC9, WC18, WC27

Dodge WC9

Entering production during 1941 to early 1942, they were specifically designed to serve as military ambulances. These early variants are distinguishable from the later ones by having a curved radiator grille, while the later ones (WC51 onwards) featured a flat grille. These versions were given a longer 123 in (3,100 mm) wheelbase.



Length: 195 inches

Height: 90 inches

Weight: 5340 net

Width: 75-13/16 inches

Height:

Payload: 1300 LB

WC10, WC17, WC26, WC36, WC48

Carryall trucks with a nominal carrying capacity of a 1,000 lb (450 kg).

WC11, WC19, WC42

Panel trucks carrying radio and communication equipment.

WC6, WC8, WC15, WC16, WC23

Command cars.

WC25

Command car with radio 12 volt

WC7, WC24

Command car with winch

WC39, WC43, WC50

These models were built as signals trucks, designed to install and repair telephone lines, and were also known by the U.S. Signals Corps as the K-50 truck.

WC41

M1 emergency repair truck, Dodge WC41

Fitted with dual rear tires. Mostly employed as an emergency repair truck whose purpose was to provide mobile facilities for emergency ordnance repair. Other types of bodies were produced, such as an oil service vehicle. 902 of these chassis were built.



3/4 TON SERIES

WC51 Truck, Cargo, 3/4 ton, 4x4 w/o Winch
Dodge (G502) *Weapons Carrier*. 123,541 were built. The open cab pickup could be fitted with an optional M24A1 machine gun mount, which bolted across the front of the bed. The mount could carry the M1918 Browning Automatic Rifle, the M1919 Browning machine gun, or the M2 Browning machine gun.

- *Length:* 13 ft 11 in / 4.24 m
- *Height (with canvas cover):* 6 ft 10 in / 2.08 m
- *Height (with top down):* 5 ft 2 in / 1.57 m
- *Weight:* 5,645 lbs / 2 560 kg net
- *Width:* 6 ft 11 in / 2.11 m

Payload: 1,750 lbs / 800 kg



WC52 Truck, Cargo, 3/4 ton, 4x4 w/Winch Dodge (G502) Weapons Carriers was identical to the WC51, but fitted with a Braden MU2 7,500 lb / 3 402 kg capacity winch at the front bumper. 59,114 built.

- *Length:* 14 ft 9 in / 4,48 m
- *Height (with canvas cover):* 6 ft 10 in / 2,08 m
- *Height (with top down):* 5 ft 2 in / 1,57 m
- *Weight:* 5,945 lbs / 2 697 kg net
- *Width:* 6 ft 11 in / 2,10 m
- *Payload:* 1,750 lbs / 800 kg



WC53

A carryall, mechanically it was virtually identical to the WC54 but was fitted with two windows on each side of its rear body. 8,400 WC53 Truck, 3/4 ton, 4x4 Dodge Carryall (G502) built.

- *Length:* 15 ft 6 in / 4,73 m
- *Height:* 6 ft 9 in / 2,06 m
- *Weight:* 5,700 lbs / 2 590 kg
- *Width:* 6 ft 7 in / 2,00 m

Payload: 1,750 lbs / 800 kg



WC54

The WC54 Truck, 3/4 ton, 4x4 Ambulance Dodge (G502) was produced as an ambulance, but a few were modified to serve as radio/telephone trucks with the US Signal Corps.

- *Length:* 16 ft 3 in / 4,95 m
- *Height:* 7 ft 6 in / 2,30 m
- *Weight:* 5,920 lbs / 2 685 kg
- *Width:* 6 ft 6 in / 1,98 m

Payload: 1,800 lbs / 816 kg



WC55

The WC55 Truck, 3/4 ton, 4x4 Gun Motor Carriage Dodge (G502) was a modified WC52 designed to carry an M3A1 37mm antitank gun and shield mounted on its cargo bed; the WC55 and gun combination was designated M6 Fargo Gun Motor Carriage (GMC) with 37mm Anti-tank Gun (G121). 5,380 built, most later dismantled and returned to service as WC52 cargo trucks.

- *Length:* 13 ft 11 in / 4,25 m
- *Height:* 8 ft 2 in / 2,49 m to top of gun shield
- *Weight:* 5,600 lbs / 2 540 kg
- *Width:* 7 ft 2 in / 2,18 m

Payload: 80 rounds 37mm



WC56 command car without winch. The WC56 Truck, Command Reconnaissance, 3/4 ton, 4x4 w/o Winch Dodge (G502) was a command and reconnaissance vehicle akin to a large Willys Jeep. It did not prove popular as it was heavier and not as manoeuvrable as the Jeep, and its distinctive profile made it a target.

- *Length:* 13 ft 10 in / 4,22 m
- *Height:* 6 ft 9 in / 2,07 m
- *Weight:* 5,335 lbs / 2 420 kg
- *Width:* 6 ft 7 in / 2,00 m
- *Payload:* 1,750 lbs / 800 kg



Dodge WC-57 command car with winch.

The WC57 Truck, Command Reconnaissance, 3/4 ton, 4x4 w/Winch Dodge (G502) was identical to the WC56 but fitted with a Braden MU2 5,000 lb / 2 268 kg capacity winch at the front bumper. 6,010 built.

- *Length:* 14 ft 8 in / 4,46 m
- *Height:* 6 ft 9 in / 2,07 m
- *Weight:* 5,644 lbs / 2 560 kg
- *Width:* 6 ft 7 in / 2,00 m
- *Payload:* 1,750 lbs / 800 kg



WC58

The WC58 Truck, Radio, 3/4 ton, 4x4 w/Winch Dodge (G502) was identical to the WC57 but fitted with a radio set in front of the rear seat, and a 12-volt electrical system.

- *Length:* 14 ft 7 in / 4,46 m
- *Height:* 6 ft 9 in / 2,07 m
- *Weight:* 5,335 lbs / 2 420 kg
- *Width:* 6 ft 7 in / 2,00 m

Payload: 1,750 lbs / 800 kg

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The WC58 Truck, Radio, 3/4 ton, 4x4 w/Winch Dodge (G502) was identical to the WC57 but fitted with a radio set in front of the rear seat, and a 12-volt electrical system.

- *Length:* 14 ft 7 in / 4,46 m
- *Height:* 6 ft 9 in / 2,07 m
- *Weight:* 5,335 lbs / 2 420 kg
- *Width:* 6 ft 7 in / 2,00 m

Payload: 1,750 lbs / 800 kg

WC59

WC-59, 3/4-ton K-50 telephone truck with ladder on side.

The WC59 Truck, Telephone Maintenance, 3/4 ton, 4x4 Dodge (G502) was designed to install and repair telephone lines. Based on the same chassis as the WC54, but with a wheelbase increased by 50 cm. The spare wheel was carried behind the seats, with a step ladder fitted to where the spare wheel would have been. 549 were built. The bed was known by the Signal Corps as the K-50 truck

seats, with a step ladder fitted to where the spare wheel would have been. 549 were built. The bed was known by the Signal Corps as the K-50 truck and was fitted to both Dodge and Chevrolet chassis.

- *Length:* 16 ft 0 in / 4,88 m
- *Height:* 6 ft 9 in / 2,06 m
- *Weight:* 5,357 lbs / 2 430 kg
- *Width:* 6 ft 6 in / 1,98 m
- *Payload:* 1,750 lbs / 800 kg



WC60

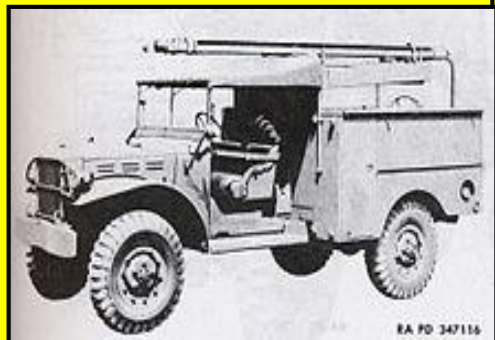
The WC60 Emergency Repair Chassis, 3/4 ton, 4x4 Dodge (G502) was a mobile workshop designed for field maintenance. It featured the same body as the WC54 but with tool trunks that were accessible from the outside. 296 built.

- *Length:* 15 ft 6 in / 4,73 m
- *Height:* 7 ft 5 in / 2,26 m
- *Weight:* 5,952 lbs / 2 700 kg
- *Width:* 6 ft 10 in / 2,08 m

Payload: 1,750 lbs / 800 kg

WC61

The WC61 Light Maintenance Truck, 3/4 ton, 4x4 Dodge (G502) was designed to install and repair telephone lines. Replacement for the WC59, the WC61 had the step ladder fitted to the roof, the spare wheel was fitted behind the seats, and the tool trunks were accessible from the outside. 58 built. The US Signal Corps referred to these as the K-50B truck.



- *Length:* 15 ft 6 in / 4,73 m
- *Height (without ladder):* 7 ft 5 in / 2,26 m
- *Weight:* 5,952 lbs / 2 700 kg
- *Width:* 6 ft 10 in / 2,08 m

Payload: 1,750 lbs / 800 kg

WC62

Dodge WC-62 1.5 ton with no winch.

The WC62 Truck, Cargo and Personnel Carrier, 1 1/2 ton, 6x6 w/o Winch Dodge (G507) Weapons Carrier was based on a lengthened WC51 with an extra axle added. 23,092 built (both WC62 and WC63 variants). One prototype produced as an armored car.

- *Length:* 17 ft 11 in / 5,47 m
- *Height (with canvas cover):* 7 ft 3 in / 2,21 m
- *Height (with top down):* 5 ft 2 in / 1,57 m
- *Weight:* 6,925 lbs / 3 141 kg
- *Width:* 6 ft 11 in / 2,11 m

Payload: 3,300 lbs / 1500 kg



WC62

Dodge WC-62 1.5 ton with no winch.

The WC62 Truck, Cargo and Personnel Carrier, 1 1/2 ton, 6x6 w/o Winch Dodge (G507) Weapons Carrier was based on a lengthened WC51 with an extra axle added. 23,092 built (both WC62 and WC63 variants). One prototype produced as an armored car.

- *Length:* 17 ft 11 in / 5.47 m
- *Height (with canvas cover):* 7 ft 3 in / 2.21 m
- *Height (with top down):* 5 ft 2 in / 1.57 m
- *Weight:* 6,925 lbs / 3 141 kg
- *Width:* 6 ft 11 in / 2.11 m
- *Payload:* 3,300 lbs / 1500 kg



WC63

WC63 1½ TON 6×6 with winch

The WC63 Truck, Cargo and Personnel Carrier, 1 1/2 ton, 6x6 with Winch Dodge (G507) Weapons Carrier was based on a lengthened WC51 with an extra axle added. Identical to the WC62 but fitted with a Braden MU2 7,500 pound capacity winch.

- *Length:* 18 ft 9 in / 5.72 m
- *Height (with canvas cover):* 7 ft 3 in / 2.21 m
- *Height (with top down):* 5 ft 2 in / 1.57 m
- *Weight:* 7,175 lbs / 3 250 kg
- *Width:* 6 ft 11 in / 2.10 m
- *Payload:* 3,300 lbs / 1500 kg



WC64

The WC64 KD Truck, 3/4 ton, 4x4 Ambulance Dodge (G502) was an ambulance based on the same chassis as the WC54 but with a knock-down body designed to increase the amount of vehicles that could be shipped at the same time. 3,500 were built between the beginning of 1945 and the end of the war.



ITEMS FOR SALE

For Sale 1942 Ford Jeep

This vehicle has had all new brakes.

The head has been removed and machined.

The vehicle has been converted to Right Drive.

The indicators has been placed into the Blackout lights also all lights have been checked and fixed.

The vehicle has also had the latest fuses added for ease of replacement and isolated switch has been added for more protection.

Tyres are near new and a Canvas covers has been made to cover the vehicle when hood and windscreen have been folded down.



The vehicle drives really well for its age. On club Rego non transferable.

Price: \$20,000 ONO - Contact: 0405 203 044

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. email: gumbrae@acenet.net.au - or by Post to: A L Van Rhoda 8 Sullivan Road Strathalbyn SA 5255.

FOR SALE

Brand New MB or GPW Jeep rear seat canvas backrest. Priced to sell. \$85.00
Contact. Tony Van Rhoda



FOR SALE

Two (2) Only lengths of 5 Ft. (155cm) Marsden Matting—don't get bogged. \$40.00 for both.
Contact. Tony Van Rhoda
Ph: 08 8536 2627—0409 833 879.



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SUPPORT THE TRAVEL AGENCY THAT SUPPORTS THE WVCG

PLANNING THAT SPECIAL OVERSEAS HOLIDAY OR CRUISE THEN CONTACT OUR FRIENDLY EXPERIENCED STAFF, THEY CAN PLAN IT ALL FOR YOU SO YOU CAN ENJOY YOUR HOLIDAY WITHOUT THE WORRY AND STRESS. ADVISE LIZZ OR MONICA YOU ARE A WVCG MEMBER AND RECEIVE A DISCOUNT.

TRAVEL AGENCY IS OWNED BY FELLOW WVCG MEMBER:
Tony and Joslyn VAN RHODA.