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BARTREAD

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



FEATURING THE DUKW

AUGUST 2014
ISSUE NUMBER—12

W.V.C.G .REGISTRATION DAY AND FUN RUN

A dozen dedicated souls braved the cold to support the new venue for the 2014 Registration Day BBQ at Steam Roller Park in Stirling. This was the first time the WVCG Rego Day was held in the Adelaide Hills. A BBQ lunch was supplied for those who attended and all agreed it was a good venue even though we clashed with the Stirling Markets which made parking a bit tight., but not a problem. It was pleasing to see 3 Jeeps—1 Mutt and a Land Rover participate for the Fun Run through the hills to Meadows. Kevin Tipler bought his Jeep on a trailer so he could join us. Everyone lined up in front of the Meadows Pub for the line up photo and a beer before departing our separate ways back home. Everyone agreed it was well worth the effort and we should do it again next year.







JOINT RSA **AND** WVCG EVENT

The RSA held a WW2 re-enactment battle in the Mount Crawford Forest over the weekend of 25th—26th July 2014. The battle was the taking of the Nijmegen Bridge by allied forces in 1944. This action was later a part in the movie, “A Bridge Too Far “. The main battle RSA took part on the 25th and the following WVCG members supplied vehicles that took part in the battle re-enactment:

Rick Shearman in his M8 Greyhound and **Adam Burge** working the 37MM Cannon. As part of the Allied Force.

Mick Jenner in his 1942 Willys Jeep, as “Horst Muller” for the Axis Forces.

Tony Van Rhoda in his LR 110 as “War Correspondent and Cameraman”.

The weather was kind considering there had been a lot of rain leading up to the weekend. Everything went of well with the only casualty being Tony’s LR 110 getting bogged down to the axles. A field recovery with the help of a heavy vehicle only took a few minutes to be back on the road again.



Mick Jenner & Tony Van Rhoda arriving on site at Mt Crawford.



Mick (Horst Muller) Jenner in the “Captured” Axis Jeep.



Grant with his GMC 6X6 truck



Rick Shearman arriving in his M8



The opposing forces are briefed on their objectives and move to their battle stations—and the battle in the forest begins.







AS SEEN AROUND THE MT CRAWFORD BATTLE LINES

Tony Van Rhoda as war photographer



Mick "Horst Muller" "strikes again"



HOT TIP FIXING A JEEP IN THE FIELD



Now that's the way to fix a Jeep . It just goes to show how easy it is to do your running repair work on a Jeep in the field.

SEEN WAY OUT WEST **IN WA**

By: Tony Van Rhoda

Every year my brother Eric spends 4 to 5 months living out in the bush in Western Australia gold prospecting. In May last year he met a semi retired Homeopathic doctor and part time prospector, Christopher Long, at the Ora Banda Caravan Park which is situated 70 Kilometres north of Kalgoorlie. He was driving this modified Ford CMP. He bought the Blitz in pretty much the condition you see it in. He fitted a much larger and modern motor into it and decked out the rear compartment for camping. the previous owner had completely revamped the under carriage and fitted dual hydraulic brakes. The sleeper cab is a complete "mock-up" and boy doesn't it look great!.



FEATURING THE DUKW

The name **DUKW** comes from the model naming terminology used by GMC: "**D**", designed in 1942 "**U**" "utility" "**K**" all-wheel drive "**W**" dual rear axles.

Manufacturer.	GMC
Origin.	USA
Produced.	1942 -1945
Number Built.	21,147
Type.	Amphibious Transport
Weight.	6.5 Short Tons – 5.9 Tons Empty
Length.	31 Feet. (9.4 Meter)
Width.	8ft – 3 ins. (2.5 meter)
Height.	7ft – 2 ins. (2.7meter)
Engine.	GMC 6-cylinder 269 CID 94 HP
Power weight.	14hp/tonne
Payload Capacity	2.4 Ton or 12 Troops
Suspension.	Leaf
Operational Range.	400Miles (640 Km) at 35 MPH (56 Km) on Road.



Speed.	50 Nautical Miles(93 NKm) on water
	50 MPH (80 Km) on Road. 5.5 Knots (10.2KI/h – 6.3 MPH) on Water.

The **DUKW** (colloquially known as **Duck**) is a six-wheel-drive modification of the 2-ton capacity "deuce" trucks used by the U.S. military in World War II amphibious truck, designed by a partnership under military auspices of Sparkman & Stephens and General Motors Corporation (GMC) for transporting goods and troops over land and water, and approaching and crossing beaches in amphibious attacks. Designed only to last long enough to meet the demands of combat.



The DUKW was designed by Rod Stephens, Jr. of Sparkman & Stephens, Inc. yacht designers, Dennis Puleston, a British deep-water sailor resident in the U.S., and Frank W. Spier, a Reserve Officers' Training Corps Lieutenant from the Massachusetts Institute of Technology.^[8] Developed by the National Defence Research Committee and the Office of Scientific Research and Development to solve the problem of resupply to units which had just performed an amphibious landing, it was initially rejected by the armed services. When a United States Coast Guard patrol craft ran aground on a sand bar near Provincetown, Massachusetts, an experimental DUKW happened to be in the area for a demonstration. Winds up to 60 knots (110 km/h), rain, and heavy surf prevented conventional craft from rescuing the seven stranded Coast Guardsmen but the DUKW had no trouble, and the military opposition melted. The DUKW later proved its seaworthiness by crossing the English Channel.

The DUKW prototype was built around the GMC AFKWX, a cab-over-engine (COE) version of the GMC CCKW six-wheel-drive military truck, with the addition of a watertight hull and a propeller. The final production design was perfected by a few engineers at Yellow Truck & Coach in Pontiac, Michigan. The vehicle was built by the GMC division of General Motors, still called Yellow Truck and Coach at the beginning of the war. It was powered by a 270 cu in (4,425 cc) GMC straight-six engine. It weighed 6.5 tons empty and operated at 50 miles per hour (80 km/h) on road and 5.5 knots (10.2 km/h; 6.3 mph) on water.^[3] It was 31 feet (9.4 m) long, 8 feet 2.875 inches (2.51 m) wide, 7 feet 1.375 inches (2.17 m) high with the folding-canvas top down and 8.8 feet (2.6 m) high with the top up. 21,137 were manufactured. It was not an armored vehicle, being plated with sheet steel between 1/16 and 1/8 inches (1.6–3.2 mm) thick to minimize weight. A high capacity bilge pump system kept it afloat if the thin hull was breached by holes up to 2 inches (51 mm) in diameter. A quarter of all DUKWs held a .50-caliber Browning heavy machine gun in a ring mount. The DUKW was the first vehicle to allow the driver to vary the



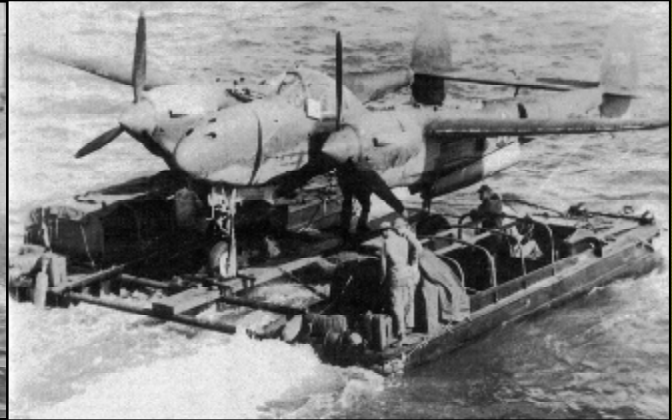
tire pressure from inside the cab, an accomplishment of Speir's device. The tires could be fully inflated for hard surfaces such as roads and less inflated for softer surfaces, especially beach sand. This added to great versatility as an amphibious vehicle. This feature is now standard on many military vehicles.

The windshields were provided by GM rival Libbey Glass (Ford) under the "Defense Plant Corporation" umbrella as a result of test driving by Henry Gassaway, one of the GM engineers whose wife's family worked for Libbey: he broke the first windshields.

Service history - World War II

The DUKW was supplied to the U.S. Army, U.S. Marine Corps and Allied forces. 2,000 were supplied to Britain under the Lend-Lease program and 535 were acquired by Australian forces. 586 were supplied to the Soviet Union, which built its

own version, the BAV 485, after the war. DUKWs were initially sent to the Pacific theatre's Guadalcanal, and were used by an invasion force for the first time during the Sicilian Operation Husky in the Mediterranean. They were used on the D-Day beaches of Normandy and in the Battle of the Scheldt, Operation Veritable and Operation Plunder. Amphibious beachheads were thought to be highly vulnerable to early counterattack as the landing units would deplete their ammunition and the supply system would not yet be established. The principal use was to ferry supplies from ship to shore, and tasks such as transporting wounded combatants to hospital ships or operations in flooded (polder) landscape.



Post-war

After World War II, reduced numbers were kept in service by the United States, Britain, France and Australia, with many stored pending disposal. Australia transferred many to Citizens Military Force units.

The U.S. Army reactivated and deployed several hundred at the outbreak of the Korean War with the 1st Transportation Replacement Training Group providing crew training. DUKWs were used extensively to bring supplies ashore during the Battle

of Pusan Perimeter and in the amphibious landings at Incheon.

Ex-U.S. Army DUKWs were transferred to the French military after World War II and were used by the Troupes de marine and naval commandos. Many were used for general utility duties in overseas territories. France deployed DUKWs to French Indochina during the First Indochina War. Some French DUKWs were given new hulls in the 1970s, with the last being retired in 1982.

Britain deployed DUKWs to Malaya during the Malayan Emergency of 1948–60. Many were redeployed to Borneo during the Indonesia–Malaysia confrontation of 1962–66.



Later military use

The Royal Marines use five of these vehicles for training at 11 (Amphibious Trials and Training) Squadron, 1 Assault Group Royal Marines at Instow, North Devon. Four were manufactured between 1943 and 1945. The fifth is a DUKW hull copy manufactured in 1993 with unused World War II vintage running gear parts. In 1999, a refurbishment programme began to extend their service life to 2014. The DUKWs are used for safety, allowing all ranks to undertake training drills for boat work for the landing craft ranks, and drivers undertaking wading drills from the Landing Craft Utility.

The Australian Army lent two DUKWs and crew to Australian National Antarctic Research Expeditions for a 1948 expedition to Macquarie Island. Australian DUKWs were used on Antarctic supply voyages until 1970. From 1945 to 1965, the Australian Commonwealth Lighthouse Service supply ship *Cape York* carried ex-Army DUKWs for supplying lighthouses on remote islands.

DUKWs are well equipped for the land and water rescue. Australian Army Reserve.

DUKWs were used extensively for rescue and transport during the 1955 Hunter Valley floods.

One of the last DUKWs manufactured in 1945 was loaned to a fire department during the Great Flood of 1993, and in 2005 Duck Riders of Grapevine, Texas deployed the vehicle to help in the aftermath of Hurricane Katrina. The DUKW maneuvered through flood waters, transporting victims stranded on their rooftops to helicopter pads throughout New Orleans.



A British DUKW carries American airborne troops and supplies across the River Waal at Nijmegen, 30 Sept. 1944



ITEMS FOR SALE



**Brand New MB or GPW Jeep rear seat canvas backrest.
Priced to sell. \$85.00**

Contact. Tony Van Rhoda. Phone: 08 8536 2627

Mobile: 0409 833 879 - Email: gumbrae@acenet.net.au



REMOTE CONTROL UNIT

**Radio Remote Control
used with WW2 Army
Radio's**

Priced to sell. \$65.00

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Tony Van Rhoda

Phone: 08 8536 2627

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SPECIAL ITEM FOR SALE

**Mount Stand for 30 Cal MG.
Fits on right side of Jeep.**

Priced to sell. \$50.00

Contact: Tony Van Rhoda

Phone: 08 8536 2627.

Mobile. 0409 833 879.

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FOR SALE



“A Frame”, including Front Bumper Bar complete unit ready to install and tow away. Very easy to fit and is a dream to use. Also included are dust cover plates for rear axles should you wish to remove axles for long distance towing.

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email: gumbrae@acenet.net.au

DO YOU HAVE ANY 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

Post: 8 Sullivan Road Strathalbyn SA 5255.

FOR SALE

Jerry Can Holder.

Holds 3 Jerry Cans.

Priced to sell. \$50.00

Contact. Tony Van Rhoda

Phone: 08 8536 2627

Mobile: 0409 833 879

gumbrae@acenet.net.au



JEEP 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



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