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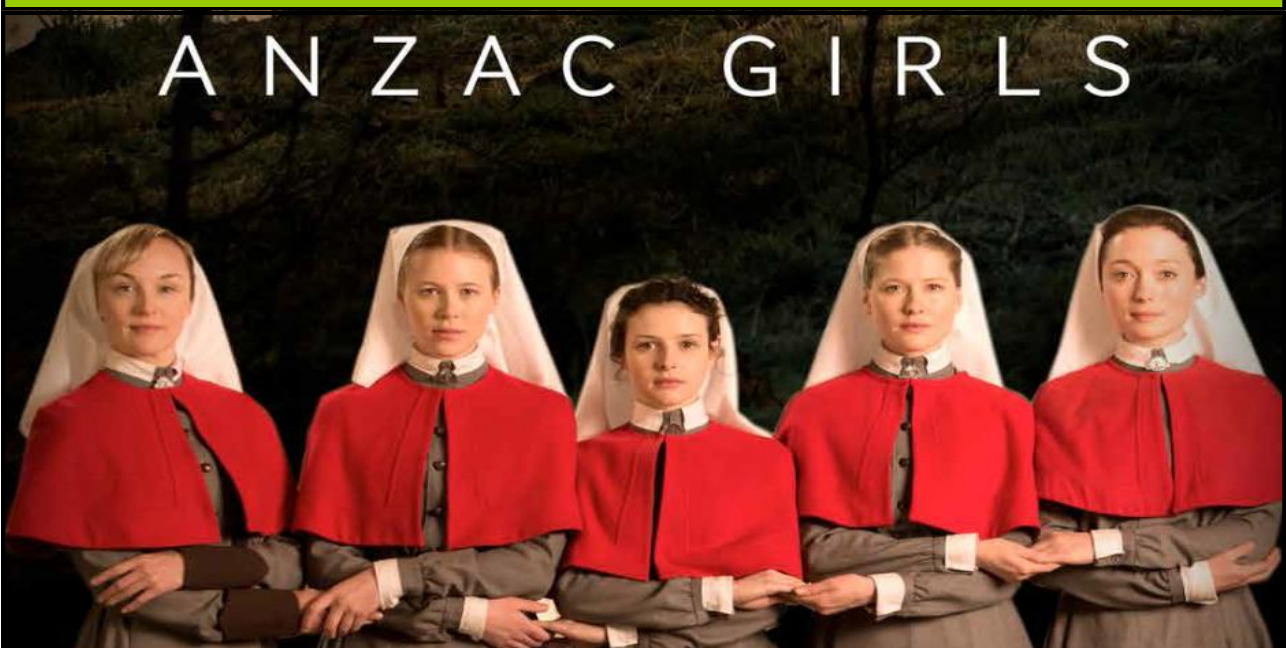
FEATURING THE FERRET SCOUT CAR

OCTOBER 2014
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'ANZAC GIRLS" AUSTRALIAN TV SERIES ON ABC TV



The above photograph above shows WVCG member Rick Cove 1916 Albion Truck which was used in the Australian 6 part Mini Series "ANZAC GIRLS" shown on the ABC Chanel Two on Sunday at 0830 pm. A true story about a group of Australian and New Zealand nurses in WW1. The filming of the mini series was filmed on location in South Australia and during the filming using Rick's truck if you look carefully you might see Rick too. Only in long distance shots because as they said, "You are not a pimply faced youth any more".



BELGIUM TO ARNHEM

The annual “Race to the Bridge” by XXX Corps was re enacted this year between 13-22 September 2014. Hundreds of vehicle took part, coming from England and various parts of Europe and recreated the event that took place as “Operation Market Place” in September 1944. The event started in Belgium and travelled to Arnhem bridge in Holland. The event was made into a movie. “A Bridge To Far”. I have listed some YouTube sites below to watch.

<https://www.youtube.com/watch?v=aas9KXvvoyw>

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BAY TO BIRDWOOD 2014

The annual "Bay to Birdwood" run was held on Sunday 28th September 2014. This years event was for vehicles manufactured prior to December 1955 and the run was well supported leaving the Bay at exactly 0830 Hrs for the long drive through the city and into the Adelaide Hills finishing up at the Auto Museum in Birdwood. There were large crowds again took their vantage points along the 70 Klm route.

There were around 20 plus military vehicles in the run with 8 from our own club the WVCG which was great to see. And also good that they all made it to Birdwood in one piece. Once we left the outskirts of the city and started to climb into the Adelaide Hills we passed a number of the old timers pulled over to the side of the road due to overheating. The day was very hot with strong winds which was at times unpleasant for the drivers and onlookers.



Mick Jenner drove his RAN 1943 MB Jeep all the way from Mt Barker to take part in the Rally. He was accompanied on the drive with Tony Van Rhoda

Dave Lean of the RSA Group drove is Africa Korps WW2 BMW Motorcycle and side-car they were nicely turned out in authentic Africa Korp uniforms and were constantly in demand for photographs





***ABOVE: Tony Cole drove his beautifully turned out CJ Jeep
BELOW: Pedr Horley drove his Dodge Weapons Carrier***





Kevin Tickler drove his 1942 MB Jeep and Trailer down from Gumeracha.



Richard Sanders drove his beautifully turned out amphibious Jeep

WW2 1942 HARLEY-DAVIDSON WLA



Even before the USA declared war against Germany, Harley-Davidson shipped 5,000 WL models to England after the Luftwaffe destroyed the Triumph factory at Coventry. They also re-opened their WWI service and training school for mechanics, and trained soldier-riders at test tracks in Fort Knox and Louisiana. The Harley-Davidson WLA proved itself as the highest-production military motorcycle, with an estimated 88,000 built before the Allies declared victory. Meticulously restored by Steve LeMay of Resurrection Cycles, the example offered here features the 745 CC/25 HP air-cooled V-Twin engine, a 3-speed gearbox, left-hand lever shift and chain drive, and is fitted in full battle dress.



FEATURING THE FERRET SCOUT CAR

FV 701 Ferret

Armoured Scout Car (1951) United Kingdom - 4405 built total

Replacing the Dingo

When the British Royal Army published a specification for a new light recce and liaison armoured vehicle, Daimler was quickly chosen due to the outstanding success of its Dingo scout car, widely produced and used throughout the war. Based on this experience, the Ferret was a straightforward extrapolation, duly modernized of the Dingo. Although it had some likenesses, this was a all brand new vehicle. First, it was heavier (four tons in battle order) and larger, with a fully enclosed fighting compartment, and central driver position. It was equipped with a turret and semi-amphibious. It was sturdy enough to carry heavy loads like AT missiles and served until the Gulf war, from the latest version. It has been retired from service but now makes the delight of collectors due to its affordable price and large supply of spare parts.

Design

The Ferret shared similar design features with the former Dingo/Ford Lynx, but was basically a scaled-up version, explained by a relocated driver to the centre, allowing too fit a quite roomier fighting compartment, hexagonally shaped.

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Design

The Ferret shared similar design features with the former Dingo/Ford Lynx, but was basically a scaled-up version, explained by a relocated driver to the centre, allowing too fit a quite roomier fighting compartment, hexagonally shaped. The driver had an excellent peripheral vision tanks to a three-faceted sloped cabin, protected by hinged hatches fitted all three with vision blocks and a periscope. The hull was an all welded monocoque configuration which gave additional strength, however the running gears were also included in it, un compartmented, making the ride quite noisy. The suspensions were of the classic 4x4 independent coil springs type and the tyres were of the "Run flat" type, making it possible for the crew to get back to base safely when hit.

The compartment was partly open-top, with an orient able searchlight and a ring-mounted Bren MG, 0.30 cal. Browning M1919 or a more modern 7.62 OTAN GPMG machine-gun, only for the early versions. A turret was added to most Marks, starting with the Mark 1/2. This four-faceted turret had a side mounted orient able mounting, generally for a Browning cal.303 machine gun. This turret, fully traversable had a hinged roof door for observation, used by the tank commander. In this configuration, and those with later version with heavier armament, the crew was reduced to two. The engine was a sturdy Rolls-Royce gasoline B60 Inlet over Exhaust I6 petrol which gave enough torque to propel this vehicle up to nearly 100 kph on highway. Most were equipped with two banks of two smoke projectors at the front, to allow safe evading manoeuvres. Additional equipments were fitted on the sides and mudguards. Starting with the Mark 1/1, all received a completely sealed hull, and some were equipped with a flotation screen for additional buoyancy.

Evolution from the Mk.1 to the Mk.5

A first prototype was developed in 1950 by Daimler and after trials and some corrections accepted in service as the FV701C by 1952. Production started immediately and lasted until 1971 with more than 4400 vehicles in 16 Marks, but also many sub-type and local experiments, up to more than a hundred variants, both for home and export. In some version, it was possible to upgrade the engine to a more powerful Austin Princess 4-Litre-R, giving 185 hp. Ferrets were still in use during operation Desert Storm in 1991.

Mark I

The Mark one was developed originally in 1951, and was produced by 1952. It was a pure liaison/recce vehicle with open-top compartment, turret ring for a cal.303 Browning or Bren gun, spare wheels. The sub-variant Mark 1/1 receives thicker side and rear hull plates, and a completely sealed monocoque to improve fording capabilities. The Mark 1/2 received a fixed turret with a hinged roof door and swapped its armament for a Bren LMG, and later GPMG. A second variant of the same replace this armament by a cal.303 browning and received a flotation screen.



Ferret Mark 1 (FV 701C), characterized by having a single cal.30 Mg without turret, here replace by a Bren. It was solely used for liaison



Ferret Mk.1/1, with a reinforced, amphibious hull (thicker sealed plates) and GPMG.



Ferret Mk.1/2, equipped with a turret, augmented crew and a GPMG.



Ferret Mk.1/2, second version, apparently used during the Gulf war, 1990

Mark II

This major model was the main recce version, equipped with the Alvis Saracen APC two-door turret, equipped with a cal.30. The Mark 2/1 was a reconversion of the Mark 1 with this turret and additional Bren gun ammo stowage, while the Mark 2/2 had an extension collar and a three-door turret. The Mark 2/3 received thicker side and rear hull plates, while the Mark 2/4 was an upgraded version with add-on welded appliqué armour panels on side and rear of the hull and turret. The Mark 2/5 was a conversion for earlier Mark 1s to the Mark 2/4 standard. The Mark 2/6 was a variant called FV 703 by the ordnance, basically a Mark 2/3 equipped with a set of Vigilant antitank missile (four). Two banks of two missiles were mounted either sides of the turret, in fixed position but with some elevation. The vigilant was a MCLOS wire-guided, I.C.I. dual-thrust solid fuel rocket with a HEAT, 6 kg warhead and practical 200 to 1375 m range. When it was put out of commission, former Mark 2/6 became Mark 2/7s (reverted to FV701 in ordnance).



A Camouflaged Ferret Mk.2, 1959, the standard recce version with the new 2-door turret



A Mk.2, hatches open, with an extra storage bin over the engine hood.



Mark 2/2 attached to Malaya Kings dragoon guards, 1968



Mk.2/2 ONUC. An upgraded Mk.2 manufactured with thicker side and rear hull plates.

Mark III

The Mark 3 was also called "big wheels" Ferret. It had indeed larger size tyres, higher ground clearance, heavier armour, flotation screens and a stronger suspension. This was the most amphibious scout car in the series.



Ferret Mk. 2/3 in winter camouflage, 1965.



Mk.2/4. Upgraded Mk.2/2...

Mark IV

The Mark 4 (FV711) was related to the former final Mark 2s and sub-variants, an upgrade with the Alvis Saracen APC turret, and cal.30 Browning machine gun. This was also an upgrade applied to many former Mark 2.3s.



Mk.2/6. The missile version.



Mk.4 "big wheels Ferret" amphibious version

Mark V

The Mark 5 (FV712) was an amphibious vehicle derived from the Mark 3, but equipped with a large flat turret designed to carry up to four swing fire AT missiles in twin banks. A 7.62 mm GMPG was posted in the centre.



Australian Ferret Mk.5

Ferret 80 The Ferret 80 was an export version developed in 1980 by Alvis to radically upgrade this vehicle with a more potent armament and new hull in aluminium. This hull was now more longitudinal with large flat mudguards, with a relocated opening and a new n°16 cupola, new Perkins diesel engine and automatic transmission, power steering, new components, infrared optical, full NBC protection. It was made available in December 1983. The Ferret 80 went with three types of configurations, up to the large Helio FVT 900 turret fitted with a 20 mm auto cannon and coaxial GMPG

(total weight rose to seven tons). The commander version had a large superstructure with two-men in tandem configuration.



The Ferret in action & operators

Outside the Falkland's, the Ferrets served in many operations, including under ONU colours. The Irish peace-keeper used them with the ONUC in Cyprus and Congo (now Zaire). Outside Great Britain, most commonwealth countries adopted it. India still operated them. Former operators included Australia and Canada, Hong-Kong, Singapore (which developed a specific version), France (which used them during the Algerian war), Jamaica, Portugal, South Africa, New Zealand, the AUE, the Philippines, Lebanon, Iraq, Sri Lanka, Congo, Ghana, Uganda, Zimbabwe. Others still operates the Ferret today, like India, the Burkina Faso, Sudan Zambia, Indonesia (police), the Myanmar, Nepal, Pakistan (90, Army), and Jordan, which developed a modernized specific version of its own... herical vision tanks to a three-faceted sloped cabin, protected by hinged hatches fitted all three with vision blocks and a periscope. The hull was an all welded monocoque configuration which gave additional strength, however the running gears were also included in it, un compartmented, making the ride quite noisy. The suspensions were of the classic 4x4 independent coil springs type and the tyres were of the "Run flat" type, making it possible for the crew to get back to base safely when hit. The compartment was partly open-top, with an orient able searchlight and a ring-mounted Bren MG, 0.30 cal. Browning M1919 or a more modern 7.62 OTAN GPMG machine-gun, only for the early versions. A turret was added to most Marks, starting with the Mark 1/2. This four-faceted turret had a side mounted orient able mounting, generally for a Browning cal.303 machine gun. This turret, fully traversable had a hinged roof door for observation, used by the tank commander. In this configuration, and those with later version with heavier armament, the crew was reduced to two. The engine was a sturdy Rolls-Royce gasoline B60 Inlet over Exhaust I6 petrol which gave enough torque to propel this vehicle up to nearly 100 kph on highway. Most were equipped with two banks of two smoke projectors at the front, to allow safe evading manoeuvres. Additional equipments were fitted on the sides and mudguards. Starting with the Mark 1/1, all received a completely sealed hull, and some were equipped with a flotation screen for additional buoyancy.



**I wonder how many members recognise a young Cpl Tony Van Rhoda
Military Police checking a Ferret Scout Car drivers documentation.
“A Hint” taken in 1968 and he hasn’t changed a bit.**



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



SPECIAL ITEM FOR SALE

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

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Phone: 08 8536 2627.

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Email: gumbrae@acenet.net.au

DO YOU HAVE ANY ITEMS TO SELL

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



"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.

Priced below replacement costs. Only \$450.00 and it is all yours.

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Phone: 08 8536 2627 or Mobile: 0409 833 879

email: gumbrae@acenet.net.au

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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