



BARTREAD



NEWSLETTER OF THE WARTIME VEHICLE
CONSERVATION GROUP, South Australia .

EDITORIAL



Greetings WVCG Members and welcome to issue 22 of your club magazine, Bartread. Spring has sprung (with little effect) , and so has another bumper issue, with something for everyone. Club members have been kept busy of late with activities including vehicle runs, vehicle displays, and various travels. The Annual General Meeting was held recently, and congratulations must go out to all returning and new office bearers. These people are the engine room of our club, and without them, there would be no club at all. "Pages From The Past" continues, but your editor urgently needs members' input to continue this beyond the next edition. As always, sit back and enjoy the read.

ISSUE 22, OCTOBER 2016

IN THIS ISSUE



CLUB VEHICLE DISPLAY AT THE NATIONAL MOTOR MUSEUM, BIRDWOOD AND A RECENT CLUB RUN TO SEVERAL ADELAIDE HILLS WINERIES



A FEATURE ARTICLE
EXPLORING A RATHER DARK
CHAPTER IN AUSTRALIA'S
HISTORY : MARALINGA

ALSO FEATRUED



PAGES FROM THE PAST, A NEW
SECTION OF OUR CLUB MAGAZINE
LAST ISSUE, CONTINUES



ITEMS FOR SALE, including items
wanted.
PLEASE EMAIL DETAILS OF ITEMS
FOR SALE TO THE NEWSLETTER
EDITOR, INCLUDING PHOTOGRAPHS

"No newsletter editor is at all hours wise -
except when giving direction "

**** THE WVCG ANNUAL GENERAL MEETING ****

The WVCG Annual General Meeting was held at the Tower Hotel on Tuesday, 6th September 2015 at 2000 hrs. Mr. Marc Turner was elected to the position of returning officer. The following committee positions were declared open and the results of the nominations and subsequent elections were as follows : **PRESIDENT** : Adrian Nieckarz , **VICE PRESIDENT**: Kevin Tipler, **SECRETARY** : Rick Shearman, **TREASURER / WEBSITE OFFICER** : Mick Jenner, **NEWSLETTER EDITOR** : Adrian Nieckarz, **HISTORIC REGISTRAR / LOG BOOK OFFICER** : Mick Jenner, **VEHICLE INSPECTORS** : Rick Shearman and Aaron Fell, **FEDERATION DELEGATE** : Hugh Davis, **PUBLIC OFFICER** : Mick Jenner. All positions were elected unopposed. We look forward to another great year under this committee's sound guidance !

CLUB DISPLAY AT THE NATIONAL MOTOR MUSEUM



Looks more than a bit classy, doesn't it ?

You know, classic WVCG military vehicles on display, under cover and under lights, at The National Motor Museum !

WVCG members Rick Shearman, Mick Jenner, Kev Tipler and Adrian Nieckarz have accepted the invitation to display their vehicles within the "Club Space" at the National Motor Museum, Birdwood.



This display is a great means of raising public awareness of our club, and will give members of the public an insight into our unique hobby of military vehicle collecting and restoration. Who knows, we might just score a few new members ! The display will run until the end of October.





" THE CLUB SPACE "

" The many motoring clubs are the backbone of motoring heritage and history in Australia. The National Motor Museum provides this changing exhibition space as a place for them to tell their stories – in their own way "



WVGG WINERY RUN

WVCG Winery Club Run 21 August

A club run organized by Kev Tipler was conducted from Gumeracha to Lyndoch via various back roads and 3 wineries on Sunday 21 August. Attendees were Kev and Margaret Tipler along with his next door neighbor, Mick and Deb Jenner, and Mark Turner, all in Jeeps.

We met in the main street of Gumeracha at 0900 hrs and proceeded by various back roads through the Mt Crawford Forest and Para Wirra areas to Williamstown where we were met by Tony Luke in his QL Bedford at the Linfield Winery. Winemaker Daniel Wilson was on hand to welcome us, along with his 91 year old father Arnold, who still works in the vineyards. Arnold was presented with a 1942 Jeep by his family for his 80th birthday and still drives it around the vineyards !



After coffee and cakes, and some wine tasting, we set off for Yaldara Winery, which has been recently restored to its former glory, via some very dodgy back roads. Kev Tipler knows this area well, having been a local resident and grape grower.





After tasting some of their best, we moved onto Gommersal Wines where we sampled some excellent wines, and took advantage of a special deal they were offering on the day to purchase a range of their offerings.

CHATEAU 1847 YALDARA
BAROSSA • AUSTRALIA

BAROSSA VALLEY
ESTD 1967
GOMERSAL
WINES

And then on to Tony Luke's for a BBQ Lunch, via some very muddy back roads, signed as "Summer Access Only". The three Jeeps were sliding all ways along the tracks with big clods of mud spraying up into the air. The three old drivers should have known better !



All-in all a great day out, and the weather held out with sunshine most of the day.

- *Mick Jenner*



50 YEARS OF SERVICE FOR THE M113



This year marks the M113's 50 years of service in the Australian Army. From their first service in Vietnam, through to UN deployments and local exercises, the M113 family of vehicles has protected and transported soldiers for 50 years.

On March 19, 1965, the first M113A1 vehicles were issued to the Royal Australian Armoured Corps. From 1967, a unique Australian vehicle had been developed, by the fitting a Saladin armoured car turret to an M113A1, and was adopted as the fire support vehicle.

Since then, numerous M113 armoured personnel carriers variants have been created, ranging from infantry carriers to nuclear missile carriers. The M113 armoured personnel carrier has become one of the most prolific armoured vehicles of the second half of the 20th century, and continues to serve with armies around the world in many roles. It amazed your editor to discover that no less than 21 countries use or have used this vehicle at some time over the past 50 or so years. (As listed on the right)



Just for something completely different, a Swiss Army Schutzenpanzer 63, just one variant of the basic M113A1 in Swiss service.



Interior of an Australian M113, fitted with a Saladin turret.

- 1 Australia
- 2 Brazil
- 3 Belgium
- 4 Canada
- 5 Denmark
- 6 Germany
- 7 Egypt
- 8 Israel
- 9 Italy
- 10 Lebanon
- 11 Netherlands
- 12 Norway
- 13 Philippines
- 14 Portugal
- 15 Singapore
- 16 South Vietnam
- 17 Switzerland
- 18 Taiwan
- 19 Turkey
- 20 United Kingdom
- 21 United States



The venerable M113 has even found civilian uses. In 1974, the FMC company used the M113's drivetrain, engine and steering box to build a tracked log skidder, for use in logging operations. Several different variants of this vehicle were also built, and were highly successful in steep and swampy terrain.

THE LAST PRODUCTION LAND ROVER DEFENDER



Whilst not wishing to appear obsessed with Land Rovers, a noteworthy event did occur earlier this year, with the production of the last Defender. Since its inception in 1948 more than 2 million defenders (and Series Land Rovers) have rolled off the production line at the brand's Solihull factory in England, but tightening vehicle regulations have meant that the defender in its current form is no longer possible. Land Rover marked the occasion by inviting 700 current and former employees involved in the production of Land Rovers to mark the impressive milestone.



As a final tribute, a team of experts, including long-serving employees who worked on the defender assembly line, will oversee the restoration of a number of series Land Rovers, sourced from around the globe, to be kept in perpetuity.

JEEP WRANGLER 75TH SALUTE

The day 75 years ago when the US government awarded a contract to build the first Jeep, originally called the Willys MB, is being commemorated by a special version of its contemporary equivalent, the Wrangler. The one of a kind Wrangler 75th Salute concept vehicle is based on a two door Wrangler Sport but with heritage features such as the absence of B-pillars and doors. Its olive colour scheme echoes the military original and retro ingredients include 16 inch wheels, a rear mounted spare, steel bumpers with tow hooks and low-backed canvas seats.



BRITISH NUCLEAR TESTS AT MARALINGA



In this article, your intrepid Editor would like to share with you some highlights of his recent excursion to the former British atomic test site at Maralinga, as well as exploring some of the related history of the region. In addition, the necessary travel and booking details will be provided should any members wish to visit as well.

The United Kingdom conducted 12 major nuclear weapons tests in Australia between 1952 and 1957. These explosions occurred at the Montebello Islands, Emu Field, and Maralinga. The Montebello Islands were the site of three nuclear weapons tests, including the largest nuclear explosion ever in Australia, with a yield of 98 kilotons. (That's equivalent to 98,000 tons of TNT) Emu Field consisted of a village with an airfield, and although two atomic tests were conducted there in 1953, it was considered too remote for long term use, and this led to the subsequent survey of Maralinga, where further series of atomic tests were conducted.



Maralinga is located on the western edge of the Woomera Prohibited Area, approximately 800 kilometers north west of Adelaide, as the crow flies. (although it is about a 1200 km drive) The site was surveyed by the last true great Australian explorer, Len Beadell. Maralinga was considered the ideal location because of its remote location and its proximity to the Trans Continental railway line, which allowed easy transport of the vast human and material resources necessary to construct and operate the facility.

Construction began in 1954, and in true British style, they did the job properly! Prefabricated buildings and a vast array of equipment was imported from the United Kingdom, around 200 kilometers of bitumen roads were laid (all weather access) and a well appointed village was established.

The Maralinga airstrip remains the longest runway in the southern hemisphere, and is still used by heavy RAAF and civilian aircraft today. It is structurally tested each year, and remains in perfect serviceable condition. It was even earmarked by NASA as an alternate landing runway for the space shuttle, had it been required.

Maralinga Village was quite some place in its heyday! It had its own accommodation barracks, a fully equipped hospital, cinema, post office, chapel, multiple tennis courts, recreation huts, and an Olympic sized in ground swimming pool, complete with a large concrete decorative fountain! In addition to the project scientists, some 8,000 British, Australian, and New Zealand defence personnel (Army, Air force, and even the Navy) rotated through the facility, prior to its final closure in 1964. In addition to the service personnel, a 200 man strong contingent of Commonwealth Police were permanently stationed in order to provide security. (Nuclear testing obviously took place during the Cold War, and the security of this establishment was taken very seriously. Observation towers at every road intersection, monitoring all movements – No Russian spy was ever going to learn the highly classified secrets here!) Interestingly, there were never any women allowed in Maralinga, even airline hostesses on VIP aircraft had to remain on board, and were not even allowed to set foot on the airstrip! (It is thought that the potential for accidental radiation exposure was deemed to great a risk to take.)

A total of seven major nuclear tests, as well as over 700 minor trials, were conducted at Maralinga. A multitude of different parameters were explored, ranging from actual bomb construction, triggering mechanisms, blast effects on a variety of vehicles and structures, and rather controversially, effects on humans. Although it was initially denied by the British, for many years defence personnel were used as human guinea pigs, to evaluate the health effects of various types of radiation exposure. (Many have since died of radiation related cancers) Maralinga was shrouded in secrecy in the 1950's, and much of what actually happened there remains so today.

Not surprisingly, the test sites were heavily contaminated with radioactive waste, and an initial cleanup was attempted in 1967 by the British, prior to the handover of the land . Following a Royal Commission report in 1985, it was found that a significant radiation hazard still existed at many of the Maralinga test areas. It recommended another cleanup, which was completed in 2000 at a cost of \$108 million. Debate has continued over the long term safety of the site, and the long term health effects on the personnel who worked there as well as the traditional Aboriginal owners of the land.

The million dollar question would therefore be, “Why would you want to visit this place ?” Well, until recently, it was not possible, as Section 400 (Maralinga) was closed to the public, surrounded by a perimeter fence with a locked gate. It remains so today, but it is now possible to join an organized tour, which allows visitors escorted access to Maralinga village, airfield, and the major nuclear bomb test sites. This tour is unique in the world, and gives the visitor the experience of standing at the “ground zero” point of several large nuclear blasts.



Booking for the tour is conducted on line, through Maralinga Tours in Ceduna. The cost for the 3 day, 2 night self drive option is \$220, which may sound excessive, but includes a full day bus tour, 2 nights accommodation in the camp ground with a hot shower, and the necessary permit to enter Aboriginal land. It is also possible to fly in, either in your own aircraft or on a charter from Ceduna.

Arriving at the locked gates, a quick call on UHF Channel 40, your host and tour guide, Robin Matthews appears and lets you in. Robin has been working in the area most of his life, looks as hard as nails, and speaks with a gravelly voice. His is a genuine bush character, who immediately makes you feel welcome. His knowledge of the area and the nuclear test program is extensive, and he is able to really bring the place to life with his colorful recollections and endless facts. Your editor was very impressed when he asked about Austin Champs at Maralinga. Robin remembered them fondly, but remarked, “They didn’t drive around in them much, but they blew a lot of them up !” At that point it was time for your editor to have a Bex and a lie down !!



Arriving at the entrance gates to Maralinga. Robin Matthews remarked on seeing your editor’s Land rover “There are one or two of these buried out here ! “



This sign appears as you enter the Maralinga land, just after crossing the Transcontinental railway line. The fines are stiff if you are caught !



The Olympic sized swimming pool, which is now filled in.



The original water fountain, at one end of the swimming pool



Maralinga village hospital. This was the only air conditioned building in the village, and is still used today as accommodation for the village manager and his wife. It is a good example of an original type of building, clad in aluminum, of which only seven remain today. All others were sold off and relocated in the 1970's.



Rainwater storage tank. Rainwater is collected from the aircraft parking bay at the Maralinga airstrip, directed into a storage dam for settling, then pumped into storage tanks. These tanks are original, they are made of panels bolted together, and they are huge !



Original officer's accommodation building



Maralinga Airfield terminal building



At last, what we have come to see ! This concrete obelisk marks the “ground zero” point of the largest nuclear device exploded at Maralinga, on the 9th October, 1957. (similar obelisks mark the other test sites) It was detonated at a height of 590 feet above ground, suspended by a balloon. It had a yield of 26.6 kilotons. (As a comparison, the device dropped on Hiroshima in 1945 had a yield of about 15 kilotons) It was quite a unique experience to stand at such a place and imagine the devastation such a device would cause.



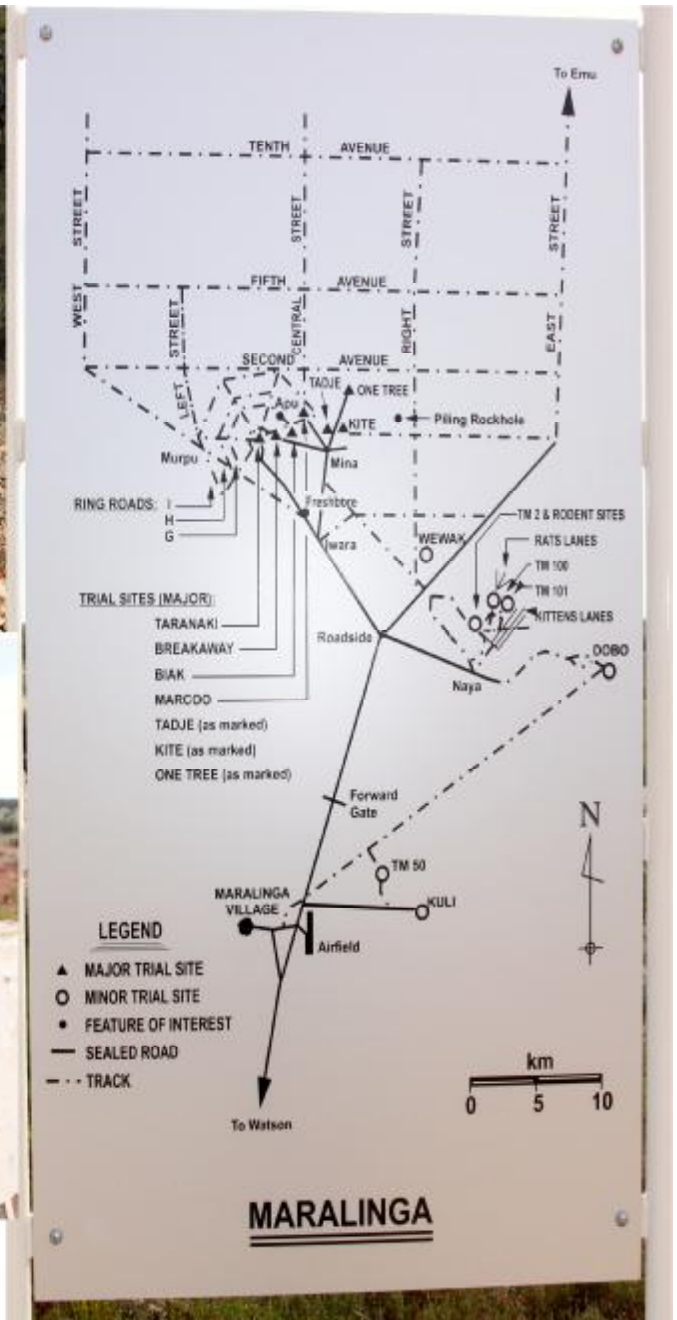
The main burial pit at the Taranaki site, which was completed in 2000. This pit was huge, at some 45 metres in depth, radioactive soil was buried, together with the contents of earlier cleanup attempts, and covered with 5 metres of clean topsoil. The radioactive half life of the plutonium buried here is around 24,000 years !!



What was left of an Austin Champ following an atomic blast – the two dummies inside don't look too good !



Pictured above is an old steel oxygen bottle, recovered from one of the test sites. The force of the blast caused it to implode ! It was made of ¼" thick steel !!



Pictured left are pieces of green glass – sand that was melted in the extreme heat of the atomic blast. It still covers the ground near several of the test sites.

In your Editor's opinion, Maralinga was well worth the visit. It would in fact make for an interesting club run in the future ! While it represents a dark chapter in Australia's history, it is a place rich with interesting history. The final monetary and human cost of building this facility, running it, then cleaning up the contamination would have been immense – and for what ? – You be the judge !

ATTENTION ALL MEMBERS WISHING
TO ATTEND COROWA NEXT YEAR

.....A LITTLE SOMETHING TO THINK ABOUT.....



START GETTING READY NOW!

Next year, the Corowa Swim-In themes are going to be
Year of the Carrier and ***Year of the International*** .

KVE is looking to contact as many Carrier related people as possible to see where they are up to with restorations and finished vehicles, and to establish contact lists for use closer to the event. Even if you don't have a Carrier of your own, can you please relay this message to someone you know who has one, and ask them to contact KVE. The first Year of the Carrier in 2005 was a great success, and next year will be even better if the message is spread wide enough.

It is hoped that lots of Internationals will be dusted off and brought along as well, of course, but they have wheels and will be much easier to get there. Carriers present a problem, and a fair amount of pre planning to be got to Corowa, so now is the time to start preparations.

Can we get a list together as soon as we can, so that Carrier specific information can be distributed to all interested parties, and so that KVE has as much information as possible early in the time left 'til then.

The easiest way to forward information will be to contact Jan Thompson-Creamer (contact details on club committee page), who will distribute it forward. KVE is having a planning meeting in a few weeks' time, and some returns by then would be good.

Please see what you can do.

KVE has established a sub-committee to look after the Carrier side of the 2017 event, and this group will be working hard on all aspects of that side of things. They are confident that they will be able to put into place an interesting and well presented Carrier get together for all who can get there next March.



AND MORE NEWS FROM THE KVE ...

Public Relations Report for August 2016: Corowa 2017 update: On the 30th July we had a KVE General Meeting at Corowa. We had meetings prior with the Indigo Shire Council in Victoria to introduce ourselves and our event considering we do go over the border and into Victoria during the week. We then met with Amber Harvey from the Federation Shire (previously Corowa Shire). Later in the afternoon we met with members of the Showground Trust and then on Saturday morning we met with Maurice Wilson.

Report from the Carrier Subcommittee on what was achieved leading up to the recent meeting in Corowa.

- * As preparation we looked at Google Maps to locate areas around Corowa that could be used to drive Carriers. Some locations were identified, in NSW and in Vic.

- * Arrangements were made to talk with various individuals and representatives of organisations that we need to deal with in the lead up to the 2017 Swim In.

- * Jan Thompson Creamer and I arrived early, so as to visit with an officer from Indigo Shire, and discussed possible use of Shire locations with him.

- * A meeting was held with a contact at Federation Shire, re our plans, and that person has given us further information re land use.

- * We met with the Showground and Racecourse committees and discussed aspects of the use of their reserve. While there is no way that we can obtain access across the race track to the centre area, we suggested we would like to use the large paddock to the south. We believe we will have access to that area on a number of days, and we will be developing that.

- * A meeting was held to renew KVE's relationship with Maurice Wilson, and access to some of his country will be available to us. Aspects of insurance cover were discussed.

- * A visit to the Corowa Common was undertaken, and should the site be required, contact will be made with the trustees there.

- * It will have to be a requirement of all entry to enclosed lands that only KVE Swim In registered participants will be admitted. In the past there have been people, not registered, who join in the event.

- * Changes to the areas we can use at the Showground/Racecourse for the display and Swap Meeting will make for a better use of space.

- * Work is well on track to have plenty of activities for all participants during 2017. The committee is working well, and all is progressing nicely at present.

- * We are also investigating RMS NSW's requirements for operating carriers on roads in this state. There are conditions that need to be identified and addressed. This matter is also in hand.

Proposed program of events from Monday 13th to Sunday 19th March 2017

Monday – no planned activities

Tuesday – no planned activities

Wednesday – morning tour of Army Museum at Bandiana at 10am. People will register their interest by phoning and emailing Mick Morrissey

11am Visit to Baranduda School

1.00pm afternoon tour of Army Museum Bandiana. People will register their interest by phoning and emailing Mick Morrissey

Thursday – 11am visit to Corowa High School

12.00pm: vehicle run to Corowa Racecourse/Showgrounds back paddock

2:00pm: Visit to Corowa Wool Store

Friday daytime– 8-10am KVE BBQ

10:30: Vehicle run to Maurice Wilson's

11 or 12: Land Rover line up and BBQ?

Friday night: At the Footy Club: meal and Guest Speaker Deborah Birrell to talk about her trip to Kokoda. Parade briefing.

Saturday morning: from 7:30am Line up for parade in Bangerang Park (Carriers to the top of Riesling street.

9am: parade commences

9:45: Swap meet and vehicle line up

11:30: vehicle activities at paddock behind Racecourse/showground

1:00pm: Amphibious vehicle and trailer activities at the lagoon at Ball Park.

Saturday Night- 6pm: BBQ provided by AMEC?

7:30pm presentations

Sunday: 10am: KVE meeting at Bindaree Motel and Caravan Park

HAVE A LAUGH WITH SOME MILITARY HUMOUR

1940 Tour de France



This rare picture shows the winner of the 1940 Tour de France in the final straight to the finishing line. German riders filled the first thirty places. The race was disputed as unfair by the English, Welsh, Scottish, Northern Ireland and Belgian competitors who, due to incompetent team management, confused orders and training, and generally muddled instructions, took the wrong turn and ended en masse at the seaside port of Dunkirk.

The controversy didn't finish there.

The event was staged before the South Africans, Australians, New Zealanders and Canadians could arrive and, despite showing up well after the start of the event, the Italians were still allowed to put riders into the field, taking places 31 to 35. As for the French ... to the surprise of many, they buckled under the pressure and gave up after the first leg.

The Americans, although asked to attend, dismissed the event as of little importance. A stern rebuke from the Japanese in December 1941, made them reconsider and they arrived in France in time for the 1944 Tour which they won, after a dour struggle, for the first time since 1918.



PAGES FROM THE PAST

This is a new section of our Magazine, in which the Editor would like to include photographs and articles of interest, specifically relating to club members or those we might know. Events past, places that have changed or anything of an interesting historical nature would also be fine. Articles do not need to relate to military vehicles, but if they do, that's fine. The Editor would sincerely welcome any contributions to this section from members. So dust off those old photo albums, and let's see what we can come up with ...



An interesting afternoon your editor spent with Alan Newton and Paul Freemanis at Birdwood, circa 2004. Alan's carrier was given a good workout, across country and through a dry dam !



These two photographs, taken on the same day as the carrier run, show Alan's prized Avro Anson and other military vehicles awaiting restoration or sale.

The Editor's original Austin Champ, circa 2002. The little boy inside this vehicle now stands over six 6' 2" !



This vehicle, in poor condition, was subsequently dismantled to provide parts for another's restoration. As a matter of interest, the interior of the pristine shed pictured is now crammed with all sorts of goodies !

PAGES FROM THE PAST

Below appear some old photographs from Maralinga, taken in the 1950's



Decontamination of an aircraft at Maralinga Airfield.



Communications at roadside village, Maralinga forward area



The Chapel, on London Road at Maralinga Village.



Service personnel at the forward area, Maralinga



Maralinga village



Bristol Freighter, Maralinga airfield

FOR SALE



We have a new style Club Baseball cap for sale to members. They are Khaki in colour with the WVC.G logo, and are for sale to club members for the bargain price of \$20 each. These are selling fast, so go on, let a few moths out of your wallet and purchase one! If you are interested, please see our club treasurer, Mick Jenner.

HURRY, ALMOST ALL SOLD OUT !!

COULD YOU LIVE WITH YOURSELF IF YOU MISSED OUT ?

***** ALWAYS WANTED *****



Wanted : Your editor is a collector of military marching compasses, amongst many other things, so if anyone knows of any for sale, it would be very much appreciated. Similarly, if any club member wishes to place a "Wanted" advertisement for anything, just let your editor know, he won't charge you very much !!

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CLASSIC MILITARY CLOTHING FOR SALE. ALL PROCEEDS GO TO THE WVC.G !



Items still remaining are as follows :

- Howard green jumper, size 95 - 105, in good used condition
- Service dress uniform, with trousers, size "39 portly", suit smaller person
- Battle dress trousers, size 82, in good condition
- Khaki service jumper, small men's size, well used
- Set of army greens, suit small man, well used, but still OK
- Black webbing parade belt (no brass)

- NOTICE -

Vale Alastair Winspear

It is with the greatest sadness that your Editor must report the passing of long time Club member, **Alastair Winspear**, on Thursday morning, July 7th, at the Royal Adelaide Hospital. Alastair had been battling melanoma for some time. Our thoughts go out to his wife Janine and to his parents.

His funeral was held at White Lady Funerals, 491 NE Road, Hillcrest, at 1400, on Friday 15th July. The Club was represented by Rick and Fiona Shearman, and Mick Jenner. A floral tribute was sent by the Club.

THE ALL BRITISH DAY, 2017

The All British Day is an annual display day and picnic for enthusiastic vehicle club members to meet and show off their British motor vehicles. It is held at Echunga, in the Adelaide hills, on the second Sunday in February each year. Whilst it is not a dedicated military vehicle event, there are usually a few on display, sometimes scattered among the Landfill ! Your Newsletter has been representing our club at this event for around the past ten years now, and can recommend the event as a great family day out.



Dear Club Member

ENTRIES:

for the 2017 'ALL BRITISH DAY' Vehicle and Motorcycle Display will be available early October.

Past Entrants will receive their entry form via Email or Post.

New Entrants will be able to obtain an entry form in October from our website:

www.allbritishday.com or by phoning our President, Jamie Sandford-Morgan, after hours on 08 83449102.

YOUR ALL BRITISH DAY COMMITTEE

The 'All British Day' is a Major Motoring Event in S.A.

We on the Committee are all working hard to ensure that the 2017 Event runs smoothly and is a great success.

WE LOOK FORWARD TO SEEING YOU **SUNDAY 12TH FEBRUARY 2017**

THE BACK PAGE

I REALLY WANT ONE !!!



Check this out !

(No, the vehicle you idiot !)

This beauty is called the **Ripsaw EV2**, and is a luxury civilian version of a design used by the US Military. The military versions can be unmanned or include a driver. The Ripsaw EV2 features seating for two, and a luxury interior with all the trimmings.



RIPSAW EV2 would have to be one of the world's most sought after high performance, luxury vehicles. Originally designed and built for the military as a high speed super tank, its base platform the "Ripsaw" proved to be the fastest dual tracked vehicle ever developed, as it graced the covers of magazines such as Popular Science and won numerous awards for invention of the year. Since 2013, Howe and Howe Technologies has spent thousands of man hours developing this cutting edge technology for the high end, luxury market. From 300mm of suspension travel, to its luxurious interior and over 600 diesel horsepower, the Ripsaw is in a league of its own when it comes to capability, speed and luxury. The Ripsaw EV2 is a handcrafted, limited run, high end luxury super tank, developed for the public and extreme off road recreation. These vehicles can take up to six months to fabricate and can cost well into the 100's of thousands of dollars, depending on desired luxury and performance packages – You Editor will now repeat himself – "I WANT one !!!"





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2016 - 2017

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