



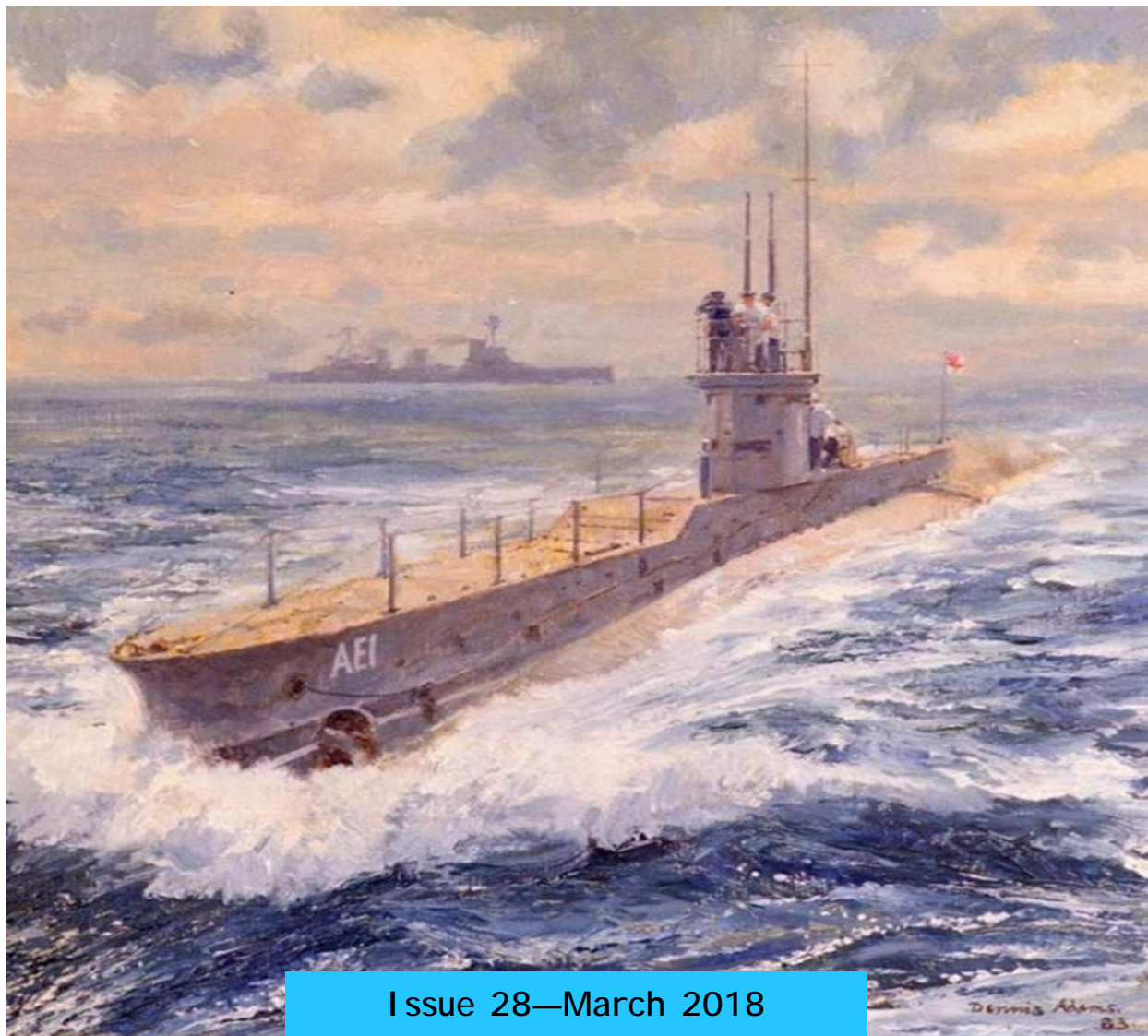
# BARTREAD



**WARTIME VEHICLE CONSERVATION GROUP**  
SOUTH AUSTRALIA



**Australian WW1 Submarine AE1  
found after missing for 103 years.**



Issue 28—March 2018



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P/2. WVCG Office Bearers  
P/3. Australian WWI Submarine  
Found  
P/7. Club BBQ at Rick's Farm

P/8. Vickers Light Tank Restoration  
P/15. Items For Sale  
P/20. WVCG Special Events  
P/20. KVE Corowa Event Notice

# WW1 SUBMARINE FOUND

## Submarine AE1 – FOUND 103 years after it vanished

By Brian Hartigan.



Australia's oldest naval mystery has been solved with the discovery of the wreck of Australia's first submarine HMAS AE1 off the coast of the Duke of York Islands in Papua New Guinea. After 103 years since her loss, HMAS AE1 was located in waters off the Duke of York Island group in Papua New Guinea. The Royal Australian Navy and the Silent World Foundation commissioned the most comprehensive and technologically capable search ever committed to finding AE1 and the 35 Australian, British and New Zealand men entombed within. The team of maritime surveyors, marine archaeologists and naval historians scoured the search area with a multi-beam echo sounder and side-scan technology in an underwater drone flying 40 metres above the sea bed on pre-programmed 20-hour missions. The expedition to find the submarine, which commenced just last week, has located the submarine in more than 300 metres of water. Data from the scans was collected and analysed and a three-dimensional rendering of the underwater environment was produced before dropping a camera to confirm the find.

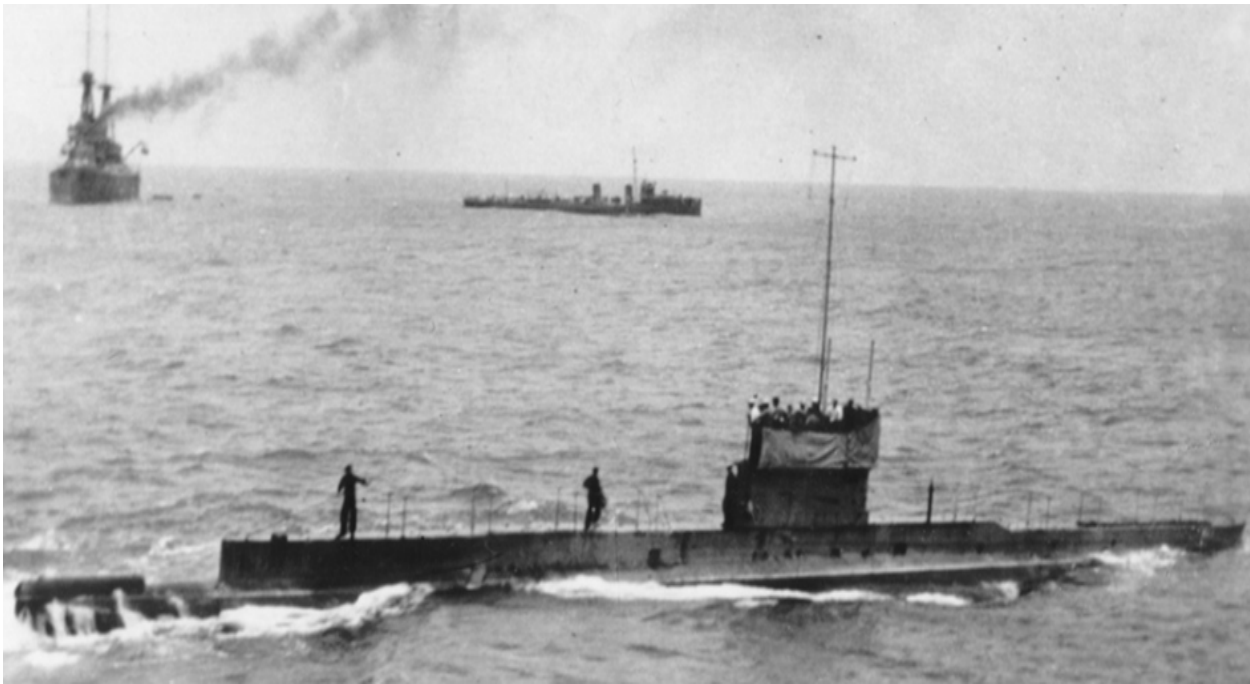


*The helm of HMAS AE1, photographed by the divers that found her.*



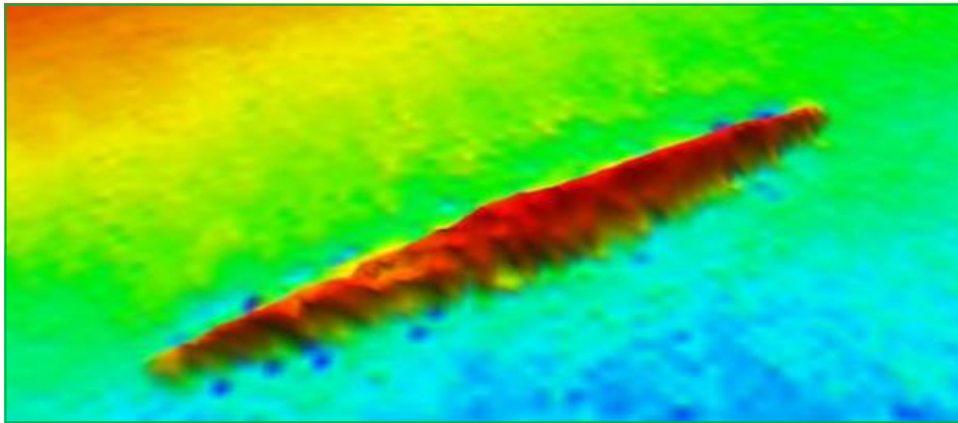
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HMAS AE1 was lost off Rabaul on 14 September 1914 and the fate of her 35 crew members remained one of the significant mysteries of Australian military history. It was the first loss for the RAN and the first Allied submarine loss in World War I – a significant tragedy felt by our nation and our allies. Following the discovery of the submarine, a small commemorative service was conducted by those on board the survey vessel, “Fugro Equator”, to remember those officers and sailors who lost their lives 103 years ago. Efforts are now being made to contact the descendants of the crew. The current search was jointly funded by the Australian government, the Silent World Foundation, the Australian National Maritime Museum and Find AE1 Ltd; using Fugro Survey’s vessel and search technology. The Australian government would work closely with the Papua New Guinean government to consider a lasting commemoration and recognition of the crew of AE1 and to preserve the site. The information gained from this expedition and from the research to date will greatly assist in unravelling the mystery of the loss of HMAS AE1, and will be held by the Australian National Maritime Museum for future generations to remember. Australia’s longest-running naval mystery – the disappearance of the nation’s first submarine – has been solved after 103 years. The fate of HMAS AE1 had been one of the navy’s most enduring puzzles, sparking 13 different retrieval attempts since 1914, when the vessel vanished without a distress call off the coast of Papua New Guinea during the first world war. According to naval historians, ships could find “no trace” of AE1, not even “the tell-tale shimmer of escaping oil on the water”.



*Last known image of AE1, 9 September 1914 with Yarra & Australia in the background.*

The submarine appears to have struck the bottom with sufficient force to dislodge the fin from its footing, forcing it to hinge forward on its leading edge, impacting the casing. The successful search, which began on Sunday, was funded by the government and the Silent World Foundation. It was assisted by the Submarine Institute of Australia, the Australian National Maritime Museum, company Fugro Survey, the PNG government and the group Find AE1. The area in which AE1 disappeared was notoriously difficult to search. In 2014, navy sources described it as “one of the most wreck-strewn areas in the region



*HMAS AE1  
found on the  
sea bed with  
underwater  
Cameras.  
Picture: Royal  
Australian  
Navy*

*The lost  
submarine  
AE1 and  
crew.*



It can now be revealed the boat suffered a catastrophic failure, probably during a practice dive, and struck a hard-rocky bottom southeast of the Duke of York islands group.



*The helm of HMAS AE1 lies 300 metres below the surface. Picture: Royal Australian Navy.*

There were strong currents and potential unknown navigational hazards, but nothing unusual was noted by the numerous Australian forces in the area. At 8.15 pm Commander Stoker on Submarine AE2 reported to the flagship HMAS *Australia* that AE1 had failed to return to harbour.





HMAS AE1 on the sea bed. Picture: Royal Australia navy.

## CLUB BBQ and GENERAL MEETING at RICK and FIONA FARM

On Saturday 13th January 2018 a Club Run and BBQ was organised by the committee . Starting at the Mt Torrens Hotel. Leaving at 1400 Hrs through rolling hills on dirt tracks, led by Fiona in her Jeep to their Tungkillo Farm. From all reports the run was enjoyed by all. Once at the farm Rick took members for a tour around the property to view all the recent work done. For a number of members member's it was a big surprise as those who hadn't been to Ricks for a long time. A club general meeting was held followed by a terrific BBQ put on by Rick and Fiona, who deserved a huge, "Thank You". For those that had other commitments they missed a good day out.





# Vickers Light Tank Restoration

I would like to thank Colin Jones for his permission to share his restoration story and photographs with our members in the WVCG Magazine.

Tony VAN RHODA. Editor/Publisher.

After some well earned R & R over the Christmas period, which included a cruise. Colin is back hard at work continuing work on restoration of his two Vickers light tanks. Due to the original condition of the two Tanks, Colin has had to manufacture a lot of the tank parts from scratch using wrecked and corroded original parts as template's. Colin has been congratulated by overseas restorers for his attention to detail and quality of his workmanship. In this edition we continue the restoration program which will include many photographs showing how Colin made replacement parts, including new parts on the engine. We can now all appreciate what goes into restoring old WWII vehicles. The story continues;

## THE 1936 MEADOWS 1500cc ENGINE:

after removing the sump as gently as I could it was not a good sight. One corner is all but corroded away and a section of the floor as well and I haven't looked inside yet. Also, the crankcase spacer is also quite corroded as well. I knew it was very thin walled as I could hear the sound just tapping it. Rather disappointing.







The crank is now exposed and all bearings have been removed, inspected and just put back into place. They actually look good as does the crank. I removed the oil pump from the crank case and pulled it apart. It is in great condition so I just cleaned the gears and blasted the housing and it will work like a new one which is not bad for 80 or so years old. The sump was 100% un-useable. I have decided to go down the path of fabricating a new sump and riser. I think recasting would be very expensive and I feel quite confident in making the parts myself.







This is certainly going to add some extra weight. I had to be relatively spot on to get the pipes and oil pump in the exact location. Just as well for me that most of the surfaces were flat and not too many curves like the bottom of the trans. And a general put together to make sure everything lines up. It does all sit together very well but that does not mean the whole thing won't vibrate like mad when running. I am only guessing that it should run like the original parts as the crank shaft is bolted to the crank case and there are no bearings connected to the parts I have made so I am crossing my fingers that all will be well.

#### **THE FUEL TANKS:**

I am doing the fuel tanks as I want to close in the back to complete the hulls. Quite a few angles to these tanks and they have a very solid baffle in there as well. Both fuel tanks are completed and test fitted. The baffle I made is the same as the original tank I have. I would like to use the original but it is just too far gone with the bottom and rear eaten out but it does give me a look inside to see what is there.





I have also done the water tanks that are strapped at the back. I had to make a couple of spouts which were made from an old exhaust for the bends and I machined up the tops for the caps. Once again you just can't fold from one end as the shape requires a sequence and some had bending as well. Both fuel and water tanks are completed as well as the internal fuel tank supports with the felt. I needed to get these parts done so I can close the back in without having to disassemble at a later stage. I folded as far as I can go on the pan brake which is about 120deg and then through the bead roller to flatten completely and it does a great job. Both tanks are fitted but I just need to finish making two caps for them .





### THE VICKERS TURRET:

I am now making the second top and the two turret ball races and It will take me a week or probably two as there is a lot of machining to do to house the 220 x 3/4" ball bearings. Another challenge to do some quite precision work. I have cut the first layer of material on my plasma and it is just beautiful. It is times like this when you can do accurate parts when you want and not have to rely on a third party and wait for them to fit your job in. Quite a major expense to begin with but it is now paying for its self. I am going to make the race in layer and weld them together as the profile is not something I can do in one piece but as I am able to cut all layers very accurate it will not be a problem as long as I manage the heat during the welding process. When I first saw the top of these tanks, I was amazed how thin the material was not knowing the profile of the turret ring and race as that is where it gets its strength from. The turret is almost as wide as the tank itself. It really a very good design and a very interesting one to make as well. there is 220 3/4 ball bearings in each race so it should spin very easy and I don't think I will have a problem at all with wear. the profile also has a small groove in the bottom and top of the bed which I assume is for grease and foreign material to sit. I can't really bolt it all as there is not enough room as you will see when I get a bit further along. The heat won't be too much of an issue although I think it will be about 3-4 layers in total but once I grind them



I have made a solid table top for temporary use of keeping my bearing surfaces flat. I have used some 20mm plate I had here so I can use it again when finished. I have a centre and a diameter finder and some instant clamps for keeping it all together while the process is complete and slow cooling. I think I can cut the internal gear on my plasma and that will be a fantastic saving and a quick process.



I have to weld two rings on top and the top one having a internal gear all round. Then I need to put the whole thing in my milling machine and cut a 3/4" groove the full distance around the top. The photos below show the first one welded and ground off and I had a prelim try at cutting gears on my plasma. I am quite happy with the result but I need to make time on the computer and draw a curved toothed ring for the last top section. There will be a bit of trial and error on that part I think. I am very happy with the result of the ring so far.





I have completed the top ring as well thanks to my wife who came out to have a look and said " why don't you weld the top part on and just cut it off later seeing that you already have it centred " I took her advice and did just that so I know I have a perfect match for the bottom. She's a smart cookie.

#### CRANK HANDLE AND STORAGE:

The wishbone shape part is for support for the crank handle. It swings down when required and the crank handle is inserted and I just happened to have an original crank handle as well . The other shaped part is for storage of a cammo net or tarp. The crank handle is for the engine. The Meadows engine is facing the back of the tank and there is a tube that has a crankshaft extension running through it. there is a recess in the turret basket. think they put the engine and trans in a hull first then all sat around a table to work out how to manually start it and came up with the rear facing crank system with tubes, recesses and hang down bits.



I am sure you all will now all have a pretty good idea of what a dedicated restorer Colin Jones is. His hard work is rewarded by his excellent results. We look forward to following future instalments as Colin's Vickers light Tank moves ever closer to the finished product. Editor:



## ITEMS FOR SALE



Phil HOADLEY has the above 1942 Jeep Rear Axle for sale. Best offer. Contact Phil HOADLEY.

Mob; 0400 083 996. or Email: [goketsu@adam.com.au](mailto:goketsu@adam.com.au)



Australia Army Trailer For Sale. Has some small alteration made and easy to restore back to original condition. Overall in good condition.

for the age. Asking Price is \$400. Contact, Kevin TIPLER.

Mob; 0403 267 294 or on Email; [kevintipler.kt@gmail.com](mailto:kevintipler.kt@gmail.com)

## FOR SALE NOTICE

SHOULD MEMBERS HAVE ANY ITEMS FOR SALE THEY WISH LISTED IN BARTEAD. PLEASE FORWARD DETAILS WITH A PHOTOGRAPH BY EMAIL TO THE EDITOR AT; [gumbrae44@tpg.com.au](mailto:gumbrae44@tpg.com.au) REMEMBER IT IS YOUR MAGAZINE SO USE OUR FACILITIES.

## TYRES FOR SALE

FOUR TYRES 700 X 16 s/h FIRESTONE BRAND \$200 FOR THE FOUR.  
FIVE 900X16 MICHLIN TYRES—SUIT DODGE WEAPONS CARRIER  
ABOUT 25% \$100 EACH  
CONTACT FRANK; MOBILE; 0418 828 747

## ITEMS FOR SALE

KEVIN TIPLER HAS THE FOLLOWING ITEMS FOR SALE  
2 X JEEP CRANKSHAFTS ( NEED A GRIND ) FOR \$40 EACH  
IF ANYONE IS INTERESTED PLEASE GIVE KEVIN A CALL.  
MOBILE: 0403 267 294 or EMAIL: [kevintipler.kt@gmail.com](mailto:kevintipler.kt@gmail.com)

## A SPECIAL REQUEST

DON'T THROW AWAY THOSE OLD USED JEEP BARTREAD TYRES. RICK SHEARMAN WILL TAKE THEM OFF YOUR HANDS. IT DOESN'T MAKE ANY DIFFERENCE WHAT CONDITION THE TYRES ARE IN AS LONG AS THEY ARE NOT HOLED OR CRACKED.  
CALL RICK SHEARMAN on 0408 835 018 or EMAIL: [rickshearman@bigpond.com](mailto:rickshearman@bigpond.com)

## Extra Special Items For Sale

It is not often that we get to propose a deal to our members so exciting as this special for sale deal. We have a buyer wishing to; **Purchase a WW2 Willy's or Ford Jeep**. In this sale we have options that could suit a variety of prospective buyers. As I said, options, actually there are, Three;

1. The seller is prepared to trade all 3 motorcycles for \$12,000 as part payment towards purchasing a Jeep and will pay the balance in hard cash.
2. To sell all 3 motorcycles as a bulk purchase to any buyer for \$12,000.
3. To sell each motorcycle individual to any buyer. The BMW \$8,000 The Kawasaki \$1,800 and the Honda \$2,200. Photos enclosed;



1998 BMW R1100  
GS \$8,000

Showroom Condition  
with all extras  
Well worth the price  
for a reliable motor-  
cycle.







1999 HONDA 250cc \$2,200  
IN SHOWROOM CONDITION

Collection of motorbikes for trade as follows: \$8,000 BMW (1998) R1100 GS - \$8,000 BMW (1998) R1100 GS - Showroom condition with all extras; \$1,800 KAWASAKI GT 750 (1983) Shaft (Z750P) cosmetically restored, NO rust, motor needs work; \$2,200 HONDA 250CC (CB250) (1999) showroom condition. All bikes in the collection are not registered. and are sold "AS IS" - Inspection invited. Priority to preferable trade as package. ALL to be traded for \$12,000 - against the Swap and purchase either or of a (1942) to (1945) US Army WW11 Jeep Willys MB and Ford GPW - Cash will be upon agreed difference in Swap.



1983 KAWASAKI GT 750—SHAFT (Z750P) \$1,800

THIS MUST BE ONE OF THE MORE INTERESTING ITEMS FOR SALE WE HAVE HAD. NOT ONLY ARE THE MOTORCYCLES FOR SALE BUT THE SELLER IS WISHING TO ALSO PURCHASE A WW2 WILLY'S OR FORD JEEP. THE SELLER HAS ADVISED THE BIKES ARE SOLD AS IS; INSPECTION IS INVITED, PRIORITY TO PREFERABLE TRADE AS A PACKAGE—ALL TO BE TRADED FOR \$12,000 AGAINST A SWAP AND PURCHASE OF A WW2 JEEP. CASH DIFFERENCE WILL BE UPON AN AGREED DIFFERENCE IN THE SWAP.

CONTACT BOB; (08) 8387 6102 OR EMAIL; [mariemaccloughlin@gmail.com](mailto:mariemaccloughlin@gmail.com)



## WVCG SPECIAL EVENTS FOR 2018

### WVCG MONTHLY MEETINGS

ARE HELD AT THE TOWER HOTEL, MAGILL SA ON THE FIRST TUESDAY OF THE MONTH Starting 1900 HR'S. MEALS AVAILABLE, ORDER AT THE BAR AND WILL BE SERVED IN THE MEETING ROOM.

### AUSTRALIA DAY PARADE 2018

UNFORTUNATELY NO DETAILS WERE SUPPLIED AS TO WHO, OR, HOW MANY OF THE WVCG ATTENDED THE AUSTRALIA DAY PARADE. SO THERE IS NO REPORT OR PHOTOGRAPHS. HOWEVER I AM SURE I WOULDN'T BE SURPRISED IF KEVIN TIPLER, TONY COLE AND RICK SHEARMAN WOULD HAVE ATTENDED AND FLEW THE WVCG FLAG ON OUR BEHALF. EDITOR.



### FOR SAL

AS NEW GENERATOR 4KVA  
HYUNDIA 6HP DIESEL -  
MANUAL PULL START 3.8  
lbs WOULD SUIT A NEW  
BUYER GOOD HOME BACK-  
UP OR AS A TRADIE UNIT  
A VERY GUTSY UNIT.

**\$1500 FIRM FRICE**

CONTACT:

ROBBIE - 0418 338 358



# KVE News

Newsletter of Khaki Vehicle Enthusiasts  
Inc. Organisers of the Annual Corowa  
Swim-In held at Corowa N.S.W.



Khaki Vehicle  
Enthusiasts Inc.

**COROWA SWIM-IN CELEBRATES 70 YEARS OF THE LAND ROVER**



**YEAR OF THE**

**39th Annual Corowa Swim-In &  
Military Vehicle Gathering**



**12th to 18th March 2018 - Corowa, NSW**  
**All ex-military vehicles welcomed**