



BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



ANZAC DAY 2018



Issue 29—June 2018



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WVCG MEMBERS ANZAC DAY 2018



Kevin TIPLER report's on Anzac Day 2018: I felt the best turnout of ww2 vehicles I've seen, we were at the rear of the parade and we had clustered together 5 Jeep's, 1 blitz, 2 dodges, 1 Perentie and Adrian's champ! Ironically three of us had no show passengers! Tony Luke's ex Dodge that has recently been embodied by Peters Reynolds in Victoria.



Adrian followed by my wee beast.



Darren HORNIBROOK driving his father, John HORNOBROOK immaculate presented WWII Jeep, carrying HMAS Australia Veterans in the Adelaide Anzac Day Parade.

WVCG BAROSSA WINERY TOUR

Kev Tipler organized another of his winery tours through the Barossa Valley on 21 April 2018. Originally we were to take our military vehicles, but unfortunately my Jeep was u/s due to a brake problem, so we decided to take our civvy vehicles. On what turned out to be a lovely sunny autumn day, we met at Williamstown Cafe at 0900 hrs for coffee and Marc Turner arrived in his jeep! We then visited St Hallett winery for tastings where we were well looked after by a staff member who was a friend of Kev's. Next we drove to Pindarie for tastings, and were met by Tony Luke for lunch. After lunch Kev took us on a scenic drive including on some rough tracks to Jacob Creek's Steingarten Vineyard on top of the eastern ridge, then on to another of Kev's friend's wineries at Liebich Wein for fortified tastings and finishing up a Tony Luke's for afternoon tea. *Mick Jenner.*



Mick and Deb, Kev's wife Margie and neighbour Allison with Kev and Mark.

Marc Turner would like to thank those who attended the Winery Tour for the stay and a great time. My Little Jeep went well going home – even better without Kev's extra weight. She likes to cruise about 50-55 mph, so my cruise range was right within the speed limits. Coming home down Dequetteville Tce. I could smell burnt oil so I leap frogged the traffic to get ahead of the oil burner, & beat them all to 1st place at the lights. A very large pall of oil smoke arose and enveloped me. I was wondering if I had busted some oil rings – as I had previously, when a puddle started to grow on the bonnet. Then the lights changed: all eyes were on me: no one moved, so I flattened it. I just made it home with about a half litre of oil left. Sunday: you can clearly see the puddle on Greenhill Rd; and the trail all the way home. I found that I had just a busted oil hose: a half days work, lots of rags & 3 L degreaser. I think she won't rust for a while. *Marc Turner.*

MICK JENNER REMEMBERS

HIS FATHER IN DARWIN IN WWII

Whilst looking for a dead mouse! We found some photos of my dad standing in front of a spitfire in Darwin sometime 1943-6. My dad joined the Airforce as a trainee rear gunner in 1942, but was eventually ruled out due to an eyesight defect. He was transferred to Sale in Victoria as a trainee fitter/armour. His previous employment was as a fitter producing artillery pieces in what is now the LeCornu's building on Anzac Highway. After graduation he was posted to Darwin where he spent the remainder of the war. His unit in Parap (the airstrip which is now Parap road) was bombed many times during his stay. His primary job was an airframe fitter and armourer on Spitfires. I don't know the exact date this picture was taken. Someone might recognise the Spitfire mark, which could define the time period. He was demobbed in 1946.

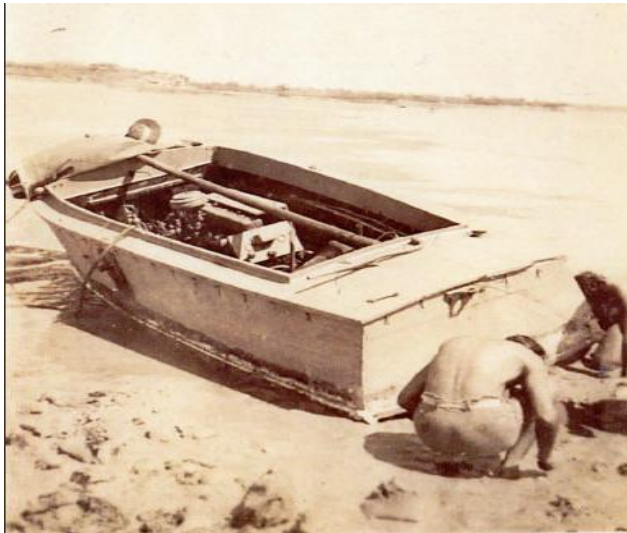


This is my dad standing in front of a spitfire in Darwin sometime 1943-6.

Dad was born in Ireland of English descendants in 1912. He emigrated to Australia with his parents in 1914 aged 2. His father was a Master of Hounds in the jumps fraternity and was brought out to be the Master at a Jumps club in Gippsland Vic. He later moved to

Mick Remembers His Dad—Continued

Adelaide to become Master at the Adelaide Hunt Club. My dad later became a hound's man, then took to training polo ponies for the gentry. Before the war he had developed a thoroughbred stable. During the early part of the war he was trained as a fitter, manufacturing artillery pieces at the current LeCornu's site. After the war he continued with the thoroughbred stable, training many winners and was twice leading trainer. His biggest success was training Pago Pago who went on to win the Golden Slipper in Sydney. Post war his health suffered badly, resulting in his retirement around 1982. He died in 1993. He was inducted into Thoroughbred SA Hall of fame in 2005.



Boat dad made from materials for "various sources



Spitfire dad would have worked on. It has 20mm canons so probably was some later mark. Note small bombs under wing. May have been used for ground attacks.



Vehicles somewhere near Adelaide River after the end of the war. This may be where the vehicles were dumped. My dad is on the left.



Testing a machine gun at a Darwin beach. Looks like it may be a 50 cal. Dad in the middle.



Bomb crater outside their hut.



Bomb dump somewhere in the bush. Dad on left.



Bombed out building in Darwin. Maybe the Post Office.



Bombed out building.



Japanese war cemetery Darwin

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.

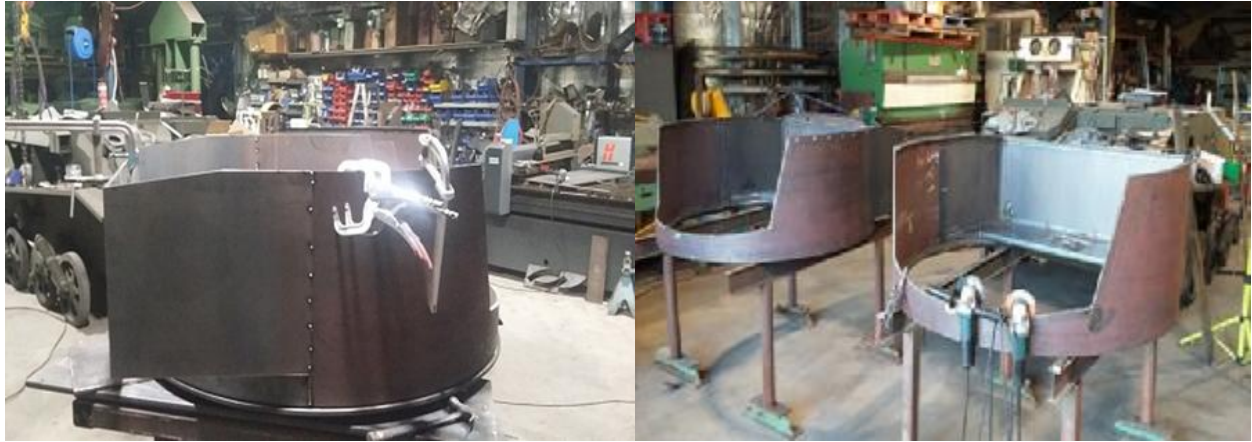
Tony VAN RHODA. Editor/Publisher.

Colin Jones continues his ground up restoration of his Vickers Light Tank. We hope you enjoy his work since the last instalment in the March edition.

Now that we have everything clarified I am now into the turret fabrication. The bottom section had to be cut for a flat plate so I made a tracing jig to get the correct angle and it took about an hour to cut the section out and clean up. I will cut the other one before I progress any more.



They are now both sitting on the bearing and roll so easy and level. I have cut the main pieces and will continue with angle iron to join it all together with rivets. Without measuring my M3 Stuart turret I would have to say it could be a little bit bigger.



I would just like to thank Russ Gregg from Canada who has taken the time to go to the Borden Museum and take a lot of photos and measurements for me. It is help like this that makes this forum invaluable in the restoration of these machines. Thankyou Russ



Just a small update as to my progress on the turrets. They are both progressing but not too fast as there is a lot of hand cutting and grinding to make everything fit as it should.



Another eventful day as I got both covers cut out, drilled and bolted on but I still need to get the correct bolts. And I have done the spotlight brackets vent covers and the viewing port plates.

Here I'm making the gun port elevation end plates which are laminated and riveted. I used my hole punch to press the rivets into a countersunk hole and ground off the excess to make a flat surface as that is what is required.



This part required an external radius to match the pieces I had already made and there certainly is not a great deal of elevation for the guns. I could imagine if the tank went down a ditch or a smallish hill you would not be able to get the guns low or high enough to do any shooting. Perhaps they just stopped every time they wanted to empty their rounds at something. Anyway, they are starting to look like Vickers turrets now but they will look better when I complete the gun ports.



it is equally as cool to receive a picture from the other side of the world and be able to reproduce something without guessing. It certainly makes fabrication more accurate considering I had little to no information about the gun ports.



I am making good progress on the MG housing. The curved section was a heavy walled hydraulic cylinder with an almost correct diameter but with some modification to make it look like the original part with rivets.

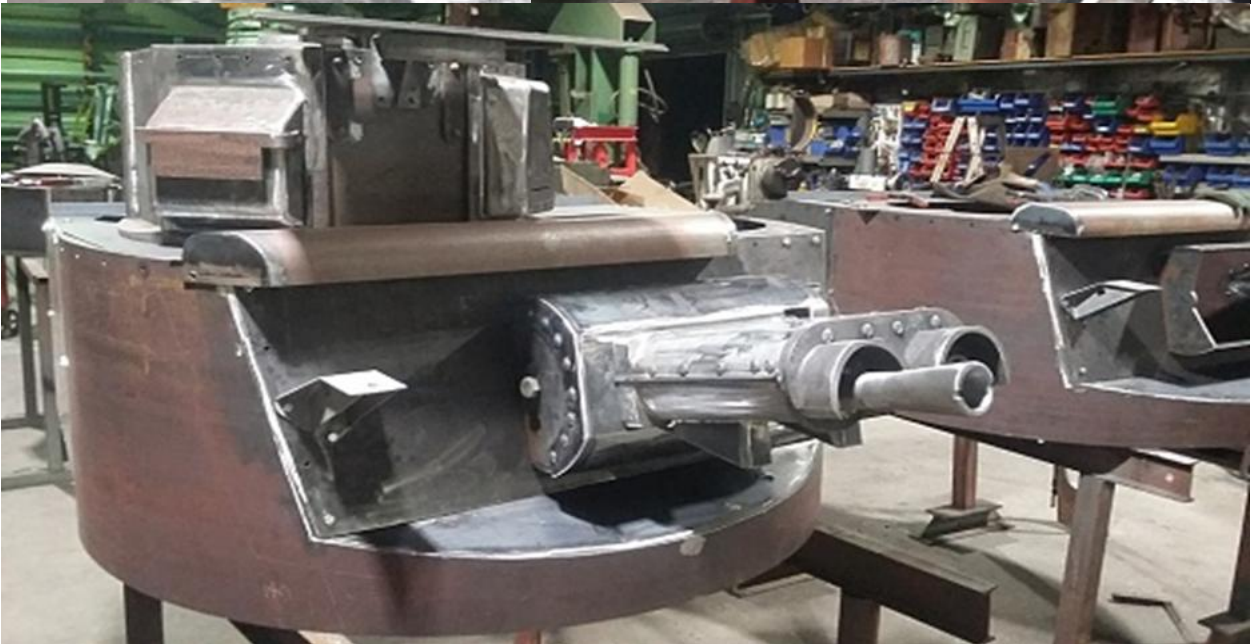
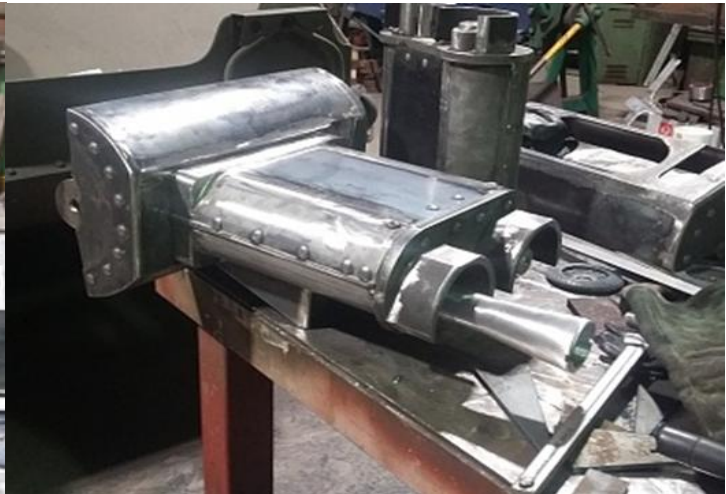


I have been working on the gun elevator and made a press tool to form the barrel protectors as they are quite thick.



I found an old 3"dia shaft to make the Besa barrel end and have almost finished one complete unit.





I have been quite busy making the smoke launcher brackets.



They are now all bolted on and do look the part. Not too much make on the accessory dept.



I wasn't going to put the turret on the tank yet but I needed to verify some clearances. I would surely love to know the last time this tank had a turret sitting on top.



Vickers Light Tank Restoration

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Tony VAN RHODA. Editor.

COROWA 2018

39th Annual GPA Swim-In and Military Vehicle Gathering at Corowa 12-18th March 2018

KVE knew this could be a record year with a theme such as "Year of the Land Rover ". We were aware that the jeep owners were going to also come out in force as there has not been one year that the Land Rover numbers have exceeded the jeeps. The theme vehicles this year exceeded the jeeps and now let us look at what might happen in 2021 when we have Year of the Jeep!



Vehicles at the Line-up of Some of the participating vehicles in the annual "Swim In".







With the Corowa event and the numbers being as large as they are we would never be able to determine how many were in attendance particularly as people stay in other locations. We find our system of registering in each vehicle and giving them a number works well as at the end of the event we can give total numbers of each type of vehicle and for the photoshoot this helps enable a plan to be written at the last minute. Many thanks to those who understand this and after the event if you want a list and total numbers attending just make contact with us.

Total Land Rovers: 111 -Total of Jeeps: 87 -All Other Vehicles: 72 - TOTAL: 270



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

Best offer. Contact Phil

Mob; 0400 083 996.

Email; goketsu@adam.com.au

D-DAY 6TH JUNE

D-Day 6th June 1944 was the turning point in the war in Europe with the massive beach landings by allied troops who fought inch by inch to take the beaches before moving inland. There are always stories of famous battles that took place. I think we should also remember other incidents that took place like the Mulberry harbours, they were temporary portable harbours developed by the United Kingdom during the Second World War to facilitate the rapid offloading of cargo onto beaches during the Allied invasion of Normandy in June 1944. After the Allies successfully held beachheads following D-Day, two prefabricated harbours were taken in sections across the English Channel from Britain with the invading army and assembled off Omaha Beach (Mulberry A), and Gold Beach (Mulberry "B"). "One such constructed harbour was off the Normandy beach at ARROMANCHES which also saw heavy loss of life.

The Mulberry harbours were to be used until the Allies could capture a French port; initially thought to be around three months. However although Antwerp in Belgium was captured on 4 September 1944, the Port of Antwerp was not opened until 28 November as the approaches to the port were held by the Germans until the (delayed) Battle of the Scheldt was won. Two French ports were eventually available; the port of Boulogne on 14 October after Operation Well hit the port of Calais in November after Operation Undergo. Montgomery insisted that the First Canadian Army clear the German garrisons in Boulogne, Calais and Dunkirk (which was held until 9 May 1945) first before the Scheldt although the French ports were "resolutely defended" and had all suffered demolitions so would not be navigable for some time. The success of Operation Dragoon meant that the southern French ports of Marseille and Toulon were available in October. Though the need for the harbour at Gold Beach lessened after D-Day with the capture of French ports such as Cherbourg, it was used for 10 months after D-Day;

over 2.5 million men, 500,000 vehicles, and 4 million tons of supplies were landed at Gold Beach before it was fully decommissioned. The Mulberry harbour at Omaha Beach was severely damaged in a storm in late June 1944 and was abandoned.



View of Mulberry B Harbour "Port Winston" at Arromanches September 1944

The Mulberry harbour at Arromanches was more protected, and although damaged by the storm it remained intact. It came to be known as Port Winston. While the harbour at Omaha was destroyed sooner than expected, Port Winston saw heavy use for eight months, despite being designed to last only three months. In the 10 months after D-Day, it was used to land over 2.5 million men, 500,000 vehicles, and 4 million tonnes of supplies providing much needed reinforcements in France. In response to this longer than planned use the Phoenix breakwater was reinforced with the addition of specially strengthened caissons. The Royal Engineers had built a complete Mulberry Harbour out of 600,000 tons of concrete between 33 jetties, and had 10 mi (16 km) of floating roadways to land men and vehicles on the beach. Port Winston is commonly upheld as one of the best examples of military engineering. Its remains are still visible today from the beaches at Arromanches.

The Mulberry harbour at Arromanches was more protected, and although damaged by a storm it remained intact. It came to be known as Port Winston. While the harbour at Omaha was destroyed sooner than expected, Port Winston saw heavy use for eight months, despite being designed to last only three months. In the 10 months after D-Day, it was used to land over 2.5 million men, 500,000 vehicles, and 4 million tonnes of supplies providing much needed reinforcements in France. In response to this longer than planned use the Phoenix breakwater was reinforced with the addition of specially strengthened caissons. The Royal Engineers had built a complete Mulberry Harbour out of 600,000 tons of concrete between 33 jetties, and had 10 miles (16 km) of floating roadways to land men and vehicles on the beach. Port Winston is commonly upheld as one of the best examples of military engineering. Its remains are still visible today from the beaches at Arromanches.

Arromanches A Worthy Tribute... To the Fallen 9000

British artist Jamie, accompanied by numerous volunteers, took to the beaches of Normandy with rakes and stencils in hand, and etched 9,000 silhouettes into the sand. Titled the Fallen 9000, the piece is meant as a stark visual reminder of those who died during the D-Day beach landings at Arromanches on 6 June 1944, during WW2. The original team consisted of 60 volunteers, but as word spread nearly 500 additional local residents arrived to help with the temporary piece, that lasted only a few hours before being washed away by the tide. 9,000 Fallen Soldiers' silhouettes in the Sand on Normandy Beach. What is surprising is that nothing about this was seen here or in the US.



ITEMS FOR SALE



FOR SALE \$23,000

1980 SERIES 3 LWB ARMY LAND ROVER FFR IN VERY GOOD CONDITION THOUSANDS OF DOLLARS SPENT TO BRING VEHICLE BACK TO ORIGINAL CONDITION. A LOT OF MECHANICAL WORK DONE, BRAKES COMPLETELY REPLACED, ALL BUSHES UNDER THE BODY REPLACED, THE GEARBOX HAS BEEN COMPLETELY REBUILT WITH ALL NEW PARTS. ALL INVOICES FOR ALL WORK AVAILABLE. ALSO INCLUDED ARE \$1200 WORTH OF SPARE PARTS, CAM NET WITH POLES. PLUS A NUMBER OF ORIGINAL RADIOS STILL FITTED. WILL CONSIDER A SWAP FOR A SIMILAR PRICED VEHICLE.

CONTACT; John Jenner. Mob: 0439 551 173 Email: kerryn.j.jenner@bigpond.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 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

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

REDUCED 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 **\$10,000** 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 **\$10,000**.
3. To sell each motorcycle individual to any buyer. The BMW **\$6,500** The Kawasaki **\$1,500** and the Honda **\$2,000**. Photos enclosed;



1998 BMW R1100 GS

\$6,500

Showroom Condition
with all extras Well
worth the price for a
reliable motorcycle.





1999 HONDA 250cc **REDUCED TO: \$2,000**

IN SHOWROOM CONDITION

Collection of motorbikes for trade as follows: **REDUCED TO: - \$6,500** BMW (1998) R1100 GS - Showroom condition with all extras; **REDUCED TO \$1,500** KAWASAKI GT 750 (1983) Shaft (Z750P) cosmetically restored, NO rust, motor needs work; **REDUCED TO: \$2,00** 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) **REDUCED TO: \$1,500**

THIS MUST BE ONE OF THE MORE INTERESTING ITEMS WE HAVE HAD FOR SALE . 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 **REDUCED PRICE; \$10,000** 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

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 MEALS WILL BE SERVED IN THE MEETING ROOM.

WVCG REGISTRATION DAY

SUNDAY 24TH JUNE 2018

THE ANNUAL VEHICLE REGISTRATION DAY WILL BE HELD AT THE STANLEY BRIDGE HOTEL, VERDUN. THIS WILL BE A HUSBAND AND WIVES DAY WITH LUNCH AGAIN SUBSIDISED AT \$10 A HEAD BY THE CLUB. PLEASE ADVISE MICK JENNER IF YOU ARE ATTENDING BECAUSE NUMBERS ARE REQUIRED FOR CATERING.

Mick JENNER. Treasurer.

TO GIVE AWAY FREE

PRESIDENT; KEV TIPPLER HAS THE FOLLOWING BOOKS TO GIVE AWAY FREE TO THE FIRST PERSONS TO CONTACT HIM TO CLAIM THEM. BOOKS ARE AS FOLLOWS:

1. MUD and DUST (VIETNAM) by MICHEAL CECIL
2. MERCENARIES by TIM RIPLEY
3. SHOOT STRAIGHT YOU BASTARDS by NICK BLESZYNSKI
4. MILITARY VEHICLES. (ILLUSTRATED ENCYCLOPEDIA) by IAN HOGG & JOHN WEEKS

TO CLAIM ANY OF THE BOOKS YOU WILL HAVE TO CONTACT KEV.

MOBILE: 0403 267 294 or EMAIL: kevintipler.kt@gmail.com