



# BARTREAD



**WARTIME VEHICLE CONSERVATION GROUP**  
SOUTH AUSTRALIA



The executive and Committee of the WVCG wish all members and their families a very Merry Christmas and a Safe and a Happy New year.



Issue 31 — December 2018





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## WVCG EVENTS

### WVCG MONTHLY MEETINGS

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

MICK JENNING: TREASURER.

### 2018 CHRISTMAS DINNER

AT THE STANLEY TAVER VERDUN



This year's Xmas dinner will be held at the Stanley Tavern, Verdun on Sunday 16 December, at 1.30 pm in the private room. Full Financial members and partners will have meals subsidised to \$10 per head. Associate members and guests are welcome, but will not be entitled to the subsidy. Could members intending to attend please contact Kev Tipler or myself, as we need to confirm numbers. The December meeting at the Tower Hotel will be cancelled as we be having a brief meeting prior to the dinner.

Mick Jenner.





## 2018 BAY—BIRDWOOD RUN

WVCG Members attended this Year's Bay-to-Birdwood:

This year's Bay-to-Birdwood event started from Modbury Park for Military Vehicles, and pre-1910 vehicles to commemorate the ending of WWI. Members met at Modbury Park for pre-run coffee and breakfast, prior to setting off in convoy to Birdwood. Members attending included Kevin Tipler, Tony Cole, John Hornibrook, and me. Also attending were members from the Military Vehicle Museum, with some Museum vehicles. The pre-1910 vehicles set off first at 0800 followed by our military vehicles at 0830. We were asked to stop at Gumeracha to meet up with a Studebaker prior to proceeding together to Birdwood; however arriving at Gumeracha, the Studebaker was nowhere to be seen. There, my daughter-in-law and two grandchildren were loaded into my jeep. After waiting some time, Hugh Davis asked me to do a recce up the road a bit to locate the missing Study, but as it was still nowhere to be seen, we decided to proceed. The lead vehicle, a Dodge Weapons Carrier, driven by Hugh refused to start, so my jeep was employed to tow-start the Dodge. We eventually got under way, however, we were obliged to pull over after a few klm as the trailing vehicle, the Military Museum's GMC had gone missing! After some time and a few frantic phone calls, communications were established, and we were away again. On arrival at Birdwood we were directed to a parking place just inside the main gate, where we formed up, alongside the missing Study! All had a great day at the Museum, including the children, who had great fun with the children's facilities provided by the Birdwood Museum. The day at the Museum was a huge success, thanks to the organization by Museum staff and volunteers.

Mick Jenner.





## HOW MARC TURNER FIXED HIS STEERING

I had an interesting repair job:

Trying to adjust the slack out of the GPE steering, I found it was tight just of straight ahead, turning left. Then I remembered: the last several drives the steering had stiffened and I had to turn it left & right several times to clear it. I had thought at the time that it was caused by a nitrile seal I had fitted to the lhs ball seals. Alternatively it could be one of the sector shaft pins, with a flat surface, turning in its boss. So it was that the pin had been peened into the boss, but the material appeared to be hardened. I hammered it pretty hard, with no result, it still turned, then a hefty blow to the side of the boss appeared to capture it. But that was just half the problem. I started grinding the pin faces with a fine metal cutting disc: rounding the edges of the flats. Then I blued the pins and ground down the high spots. As a result steering slack is much reduced. Interestingly when adjusting the free play, the sector shaft pins were binding when not completely engaged, but fitted Better when deeper.

Marc Turner

I also have to give away:

4x 6.00x16 tubes: long teat, used, may be .N.B.G.





# Vickers Light Tank Restoration

I would like to thank Colin Jones for his kind permission to publish the restoration of his two Vickers Light Tanks, including photographs in the WVCG Magazine to share with our club members.

Tony VAN RHODA. Editor/Publisher.

**THE RESORATION CONTINUES:** The last couple of days I have been at a machine turning and milling the gear retaining block. It is a 2" thick piece of steel and very solid. I will do the shaft holes after I get my new gears.





I used my geared drill to turn my rotating table a few thousand times.



I have now completed the other final drives apart from the gears that will be done by someone else. I need a seal so I used a fan belt which works great.







After I get my new parts back I will be able to fit them to the tank and put the tracks on. I still have plenty to do though.



I had to complete the rest of the turning clutch drum. The chap that cut it for me left excess so I can do my welding and then machine it down to size.







He did a great job as the clutches, fit in really nice. I have changed the design a bit to suit myself but it will still be OK.





I will drill the holes after I get the shaft back.



I have assembled the steering clutches but not the fine adjustment yet. I guess that will be done after installation as I don't have details of that part so a bit of trial and error to come. I have just temporarily put the newly made clutch cover on for a bit of a test fit and it is excellent.





I'm still working on the engine and transmission but took a break from that and made the heat shields, mufflers and brackets. They are quite a big muffler for a small tank.



I made a really crude press die and formed the ends as per the drawing I have and some baffles for the inside. Rolled the tube to suit the ends and welded it all together. Also the clamping brackets as well.





All bolted on and it's a good fit. Hopefully the engine will be fitted in the next couple of weeks.





Found this photo on Facebook and am not sure where it originated from. One Robert Hunt uploaded it and thinks it is Cowra NSW in 1940.



The front one has no. 277 on the front but I cannot read the second one. The car on the right is a 1939 Chev sedan. 277 would have been named Kingfisher. Not one of those known to have survived. Cowra, NSW. 11 September 1940. Bren Gun Carriers of the 2/1st Australian Medium Regiment moving down the main street of Cowra during a parade. The street is lined with cars and people, some of whom are standing on the backs of trucks in order to get a better view. (Donor K. Warner)



AUSTRALIAN WAR MEMORIAL

P02938.003

# PHIL HOADLEYS RESTORATION

UPDATE: Fitted new custom made plug leads, new distributor cap. And a new Edelbrock Performer 600cfm carburettor. The engine was finally started and ran well. The drivetrain from radiator to rear wheels is now complete in its intended form. 302 Windsor V8, three speed Top loader gear-box, shortened by (approximately 12") Mustang tail shaft and CJ5 Dana 44 limited slip diff with 3.55 to 1 ratio. I am now beginning to configure brake and clutch actuation prior to gearbox overhaul and chassis paint. Phil.





## WHO AM I

Below is the first photograph of a WVCG member in our new section of "WHO AM I" . We will be asking our members to forward an old photograph of themselves to the *editor/publisher*, who will place it in the "Bartread" magazine. This could a lot of fun to see if any one can identify the member in early photograph. The correct answers will be posted in the following issue of the magazine. So forward a copy of yourself and let's see what you looked like years ago. It may be of you playing sport or in the services or just doing anything at all. Please forward your photograph to:

Editor/Publisher.

Email: [gumbrae44@tpg.com.au](mailto:gumbrae44@tpg.com.au).



# RICK & FIONA'S CONSTRUCTION UPDATE

I thought it was time to update club members of the work done at Rick and Fiona's property at Tungkillo. You will be able to follow the progress of the work done. From a vacant piece of land to the work done to it's current state in October 2018. For Rick and Fiona it has been a lot of hard work with many highs and lows to get their project this far over the last few years. They have proved to everyone of us what perseverance, determination a strong positive attitude and hard work can do to see the project finally taking shape of what will eventually become their fantastic new home and venue to display their collection of military vehicles. The building will include a modern workshop for all future vehicle restorations. There are not many people strong enough to undertake such a vast project, I hope you will enjoy following pictorial story of this project so far.















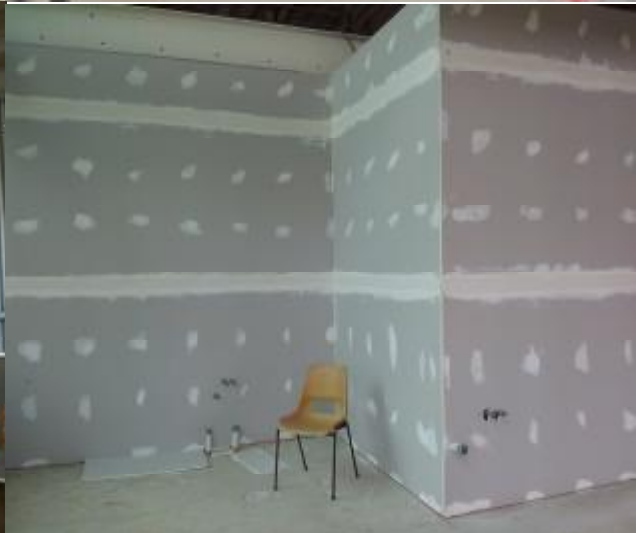
















## RICK'S AND FIONA PLACE CONTINUED:

They say a picture is worth a thousand words and I am sure you will agree after looking at all the photographs showing the progress to date all telling their own story of all the hard work it has taken so far. By the time you receive your copy of the December issue of "BARTREAD" The work will be very even further advanced as the guys continue their work on the upstairs part of the living accommodation. You can clearly see the hard work put in by Rick and Fiona and their merry band of regular hard working crew. I have enjoyed putting this story together for members to enjoy. Merry Christmas.

EDITOR/PUBLISHER.



Phil HOADLEY has a  
1942 Jeep Rear Axle  
for sale. Best offer.

Contact Phil

Mob; 0400 083 996.

Email; [gkesu@adam.com.au](mailto:gkesu@adam.com.au)

## VISIT to MEADOWS

I recently visited the Meadows Bakery for a coffee with a radio friend. When I returned to my car I thought some one had left me present. Imagine my excitement at the thought of owning a military Harley. Then the sheer disappointment when the real owner returned to claim it. Ruined my whole dam day. Anyway, I couldn't get it into my car anyway.

Tony Van Rhoda.





## KVE News

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

Edition 31

October 2018

### 40th Annual Corowa Swim-In & Military Vehicle Gathering

**40<sup>TH</sup>**

**COROWA  
SWIM-IN  
1980 - 2019**



**11<sup>th</sup> - 17<sup>th</sup> March 2019**

**Send  
your  
Entry in  
Now**

**Year of the Amphibian - Year of the Prototype**



**How many Amphibians will we get  
at Corowa in 2019 ?**



*Thank you to all the supporters  
of the Corowa Swim-In*



**FEDERATION  
COUNCIL**

CREATING OPPORTUNITY CELEBRATING COMMUNITY



**COROWA  
RSL CLUB**



THE AUSTRALIAN  
ARMOUR &  
ARTILLERY  
— MUSEUM —



Hi All,

Please find attached on the previous page the advertisement in KVE News with all up to date information on the 40th Annual Corowa Swim-In & Military Vehicle Gathering next March 2019.

It will be a milestone year for the event and plans are well in hand. We hope you will be able to attend. If you intend to be at Corowa in March 2019, please send your entry form in as soon as possible in order that we can plan numbers of participants, vehicles and types.

Best Regards,

**Richard Farrant**

President & Editor - Khaki Vehicle Enthusiasts Inc.

Organisers of the Corowa Swim-In & Military Vehicle Gathering



## PRESIDENT KEV's GEARBOX DILEMA

Ever since I put my jeep on the road, about 3000 miles ago I haven't been happy with the clutch. Basically no amount of adjustment prevented the clutch pedal when fully depressed from giving a buzz saw cry as I attempted to find first gear! So after completing the bay to Birdwood I ripped out the trans and taking the disassembled clutch components to a jeep mechanical connoisseur who after inspection noted wear marks caused by the plate springs touching the inner face of the pressure plate! He suggested that the plate spring assembly was 4mil deeper than the original. Jubilantly I reattached my trans! Sorry, no difference! My friend suggested that I readjust the pressure plate!! I replied that the book says 27/32nd inches! So once again out came the trans! We measured the thickness of the new plate and to compensate for the thicker linings I reset the p plate at 31/32 inches. So prior to reassembling to the Jeep I thought I would replace the spigot cover because always having several of everything I decided that the shiny one would be better! After fitting it all back together, I tentatively pushed in the clutch pedal to find that horrifically it stayed in and jammed. Once again, out it came with my brain in confusion!! We measured the fork pivot ball and found it was 8mil lower than the other spigots causing the fork to jam on the inside of the bell housing! After a thirty km run to trial and get fuel I returned home to find that the box was jammed in top gear and shedding tears of frustration I took out the trans with my eyes closed, and continued to cry when after the mechanic disassembled my box found a broken synchro assy which unfortunately has forced me to rebuild the bloody box!!

Grrrrrr, anyone got any good spare gearbox components!??? Kev



# LANDROVER 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](mailto: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](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

## FOR SALE

I have two Jeep crankshafts at forty dollars (\$40) each,  
However both need a grind!

KEVIN TIPLER. PHONE: 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)