



# BARTREAD



WARTIME VEHICLE CONSERVATION GROUP  
SOUTH AUSTRALIA



NEWSLETTER NO: 32 MARCH 2019



AUSTRALIA DAY PARADE 26 JANUARY 2019  
KEVIN TIPLER - TONY COLE - MICK JENNER

**Inside this issue:**

WVCG OFFICE BEARERS	Page; 2
PHIL HOADLEY'S RESTORATION	Page; 3
WHO AM I SEGMENT	Page; 5
AUSTRALIA DAY PARADE	Page; 6
ALLIED PRISONERS OF WAR AIDS	Page; 11
ABANDONED WEAPONERY	Page; 12
VICKERS LIGHT TANK RESTORATION	Page; 20
ITEMS FO SALE	Page; 32



## WARTIME VEHICLE CONSERVATION GROUP OFFICE BEARERS 2018 - 2019

### PRESIDENT:

Kevin TIPLER 0403 267 294 [kevintipler.kt@gmail.com](mailto:kevintipler.kt@gmail.com)

### VICE PRESIDENT

Tony VAN RHODA 0409 833 879 [gumbrae44@tpg.com.au](mailto:gumbrae44@tpg.com.au) 08 8536 2627

### SECRETARY:

Rick SHEARMAN 0408 835 018 [rickshearman@bigpond.com](mailto:rickshearman@bigpond.com)

### TREASURER:

Mick JENNER 0408817 485 [mick@tabscom.com.au](mailto:mick@tabscom.com.au) 08 8398 2738

### NEWSLETTER EDITOR/PUBLISHER:

Tony VAN RHODA 0409 833 879 [gumbrae44@tpg.com.au](mailto:gumbrae44@tpg.com.au) 08 8536 2627

### WEBSITE OFFICER:

Mick JENNER 0408 817 485 [mick@tabscom.com.au](mailto:mick@tabscom.com.au) 08 8938 2738

HISTORIC REGISTER: Mick JENNER

HISTORIC REGISTER: Mick JENNER

FEDERATION DELEGATE: Hugh DAVIS

VEHICLE INSPECTORS: Rick SHEARMAN

VEHICLE INSPECTORS: Rick SHEARMAN

PUBLIC OFFICER: Mick JENNER

FEDERATION DELEGATE: Hugh DAVIS



## VACANT SPACE FOR SALE



ANSWER TO  
DECEMBER 2018 ISSUE OF;  
"WHO AM I" - is  
Tony Van Rhoda Aged 16  
on his 1956 BSA Road Rocket.



## PHIL HOADLEYS JEEP RESTORATION

Well...

I've now finished the clutch actuation mechanism (an entirely new custom contraption) consisting of the original pedal, rod and bar combined with a new specially made cable, pulley with bearing and 200 series land cruiser diff drop spacer bolted to the now reinforced gearbox crossmember I made for the v8 gearbox.

I have fitted the new brake master cylinder (dual circuit 200B Datsun) on a new bracket combined with the original master cylinder bracket and am now in the process of fabricating a push rod to suit. Sorry about the picture quality as it's hard to get a good shot under there.

Dr. Phil Hoadley, Ph.D.

Doctor of Leisure Science from Abide University





I agonized for literally hours over this, modelling plans, ideas and 3D models in my head and it was ultimately this simple.

Dr. Phil Hoadley, Ph.D.  
Doctor of Leisure Science from Abide University

## THE WVCG NEEDS YOUR HELP

THE WVCG IS LOOKING AT WAYS TO INCREASE OUR CLUB FUNDS YOU WILL ALL AGREE THAT COSTS ARE CONTINUALLY RISING AND WE ARE SEEKING OUR MEMBERS ASSISTANCE TO HELP US FIND WAYS TO RAISE INCOME FOR THE WVCG.

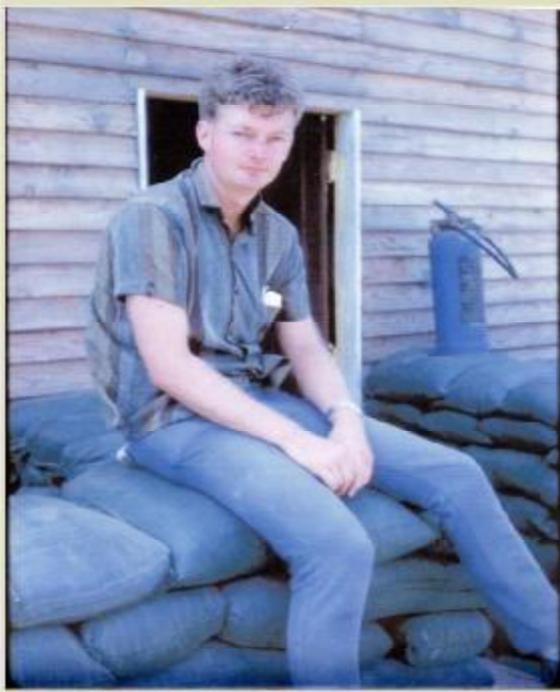
I AM SURE YOU MAY HAVE SOME IDEAS THAT WE COULD TRY AND I AM HOPING YOU WILL GET BACK TO THE COMMITTEE WITH YOUR SUGGESTIONS.

I AM SUGGESTING THAT ONE WAY WE COULD RAISE SOME INCOME WOULD BE THROUGH ADVERTISING SPACE IN THE CLUB MAGAZINE "BARTREAD". SHOULD YOU KNOW OF ANY COMPANY WHO MAY WISH TO ADVERTISE IN THE MAGAZINE LET ANY OF THE COMMITTEE KNOW. WE WILL RAISE THIS AS A TOPIC OF DISCUSSION AT OUR NEXT GENERAL MEETING.

TONY VAN RHODA. EDITOR/PUBLISHER WVCG MAGAZINE ""BARTREAD"".



# WHO AM I



## WHO AM I

CAN YOU IDENTIFY THE WVCG MEMBER IN THE 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)

ANSWER'S TO DECEMBER 2018 SSUE OF:

KEVIN TIPLER.

JOHN HORNIBROOK.

MICK JENNER.

TONY VAN RHODA.

## WHO AM I

WRONG ANSWER;

CORRECT NSWER;

## A SPECIAL REQUEST

DON'T THROW AWAY THOSE OLD 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.

CONTACT. RICK SHEARMAN

Mobile: 0408 835 018

EMAIL: [rickshearman@bigpond.com](mailto:rickshearman@bigpond.com)

## AUSTRALIA DAY 2019

The Australia Day Parade was once again well supported by our club members with our President Kevin Tippler, Greg Helbig, Mick Jenner and Tony Cole taking photographs for the Magazine "BARTREAD". Thanks to our members their wives and the grand kids joining in the parade as passengers in the vehicles. Well done to all who presented their vehicle in such a tip top condition.



AUSTRALIA DAY CONTINUED:



AUSTRALIA DAY CONTINUED:



AUSTRALIA DAY CONTINUED:



## AUSTRALIA DAY CONTINUED:



I have included photographs taken by Kevin Tippler of some of the New Australian groups in their national Dress in the Australia Day Parade. It is great to see these people who are all Australians, yet wishing to keep and maintain their heritage to pass onto their children. This is what makes Australia recognised throughout the world as a good multicultural society. Yes even I, your editor, is an ethnic born Australian and after 68 years living in Australia I can still speak in my native language.

## Allied prisoners in world war II escape aids

Starting in 1940, an increasing number of British & Canadian Airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape... Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of 'safe houses' where a POW on-the-lam could go for food and shelter.

Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush. Someone in MI-5 got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads, and unfolded as many times as needed, and makes no noise whatsoever. At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort. By pure coincidence, Waddington was also the U.K. licensee for the popular American board game Monopoly. As it happened, 'games and pastimes' was a category of item qualified for insertion into? CARE packages dispatched by the International Red Cross to prisoners of war.

Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany, Italy, France or where ever Allied POW camps were located. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece. As long as they were at it, the clever workmen at Waddington's also managed to add:

1. *A playing token, containing a small magnetic compass.*
2. *A two-part metal file that could easily be screwed together.*
3. *Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money,*

British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square.

Of the estimated 35,000 Allied POWs who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

The story wasn't declassified until 2007, when the surviving craftsmen from Addington's, as well as the firm itself, were finally honoured in a public ceremony. It's always nice when you can play that 'Get Out of Jail' Free' card! Many of you are (probably) too young to have any personal connection to WWII (Sep. '39 to Aug. 45), but this is still an interesting bit of history for everyone to know.



# Images of Abandoned Weaponry You Won't Believe Are Real.

By Eric Yosomono

Rare, expensive materials, cutting-edge designs and top-secret prototypes are all hallmarks of the military industrial complex. It's how they produce all their beautiful toys: the stealth fighters, nuclear submarines and flying fortresses that are the cornerstone of our childhood fantasies and Michael Bay movies. But what happens when you get bored of your new toys? Why, you just toss them out into the middle of a field somewhere. Sure, they are worth a billion dollars and took dozens of years of intricate design and revision, but have you ever built a garage? That shit is *hard*.



Pack up your towel, your shaky folding chairs, your ineffective cooler and those hilarious shorts that make it look like you're naked from the waist down, because you, sir or madam, are going to tear it up at the beach. Just as soon as you find a nice, secluded one that won't be too crowded, of course. When you get there, you turn to survey the vast beauty of nature (read: ogle some half-clad asses), but instead spy only an endless armada of motley battleships in various states of disrepair. You were looking for the nude beach, but you've accidentally wandered into the post-apocalyptic section.



There are thousands of government-owned ships sitting at anchor all around the United States right now. They're part of the National Defence Reserve Fleet (NDRF), a collection of mothballed ships ostensibly for use in national emergencies or other times of crisis. But as the decades roll by, wars and disasters come and go, and still the ships just sit. Some are dismantled; some are abandoned until they rust and sink. And these fleets aren't hidden away in remote, top-secret locations, either: One of the biggest collections is the **NDRF Ghost Fleet** at Suisun Bay, California, only 30 miles northeast of San Francisco. Among that fleet is the **battleship Iowa**, which played a large part in several of America's wars, including WWII and Korea. In short, what used to be this:

Now looks like this



Yes, that's duct tape covering the barrels. Clearly, this ship no longer presents any danger to society, should some unscrupulous individual seek to steal it and show his ex-wife's handsome new playboy boyfriend what he thinks of his precious *yacht*. Oh, but that would never happen, because even if you get past the duct tape (good luck!), there must be tons of security, right? Not so much. In May 2011, Scott Haefner -- less of an "international super thief" and more of a "casual boat fan" -- managed to break through fleet security and spend an entire weekend photographing the remaining fleet. He and a friend boarded the ships and hopped from vessel to vessel for 48 hours, using only an inflatable raft and a few other supplies you could buy from any camping supply store. One of the greatest surprises Scott stumbled upon while out dicking around on the ghost armada was the Sea Shadow (IX-529).



That's a stealth ship that the military spent \$195 million and over 10 years building and testing before unceremoniously dumping it where it now sits ... inside a larger mothballed multi-million-dollar ship, the Hughes Mining Barge. This is the same barge that helped raise the Soviet submarine K-129 from the Pacific Ocean floor in the summer of 1974, so it's not like these ships were unusable or defective in any way. They were simply forgotten. Although to be fair, the Navy didn't necessarily *want* to mothball the Sea Shadow; that was a last resort. They initially tried to give it away for free. But since any takers would also have to take the Hughes Barge, no one took them up on the offer.



Today, the USS Iowa would cost \$1.5 billion to build, which, combined with the Sea Shadow's \$200 million, means there's at least \$1.7 billion just floating out there in the bay, waiting for bored bloggers to raft out and walk around on top of it. Despite what one would reasonably assume, this isn't just a side effect of the arrogant and wasteful nature of Western capitalist pig-dogs: When the Soviet Union collapsed, it could no longer fully fund its navy and so was also forced to abandon its ships to the elements. Now they sit in ports like Murmansk, rotting, rusting and practically begging for a Scobey-Doo episode to fire up inside of them.



But more worrisome than the sheer monetary waste might be the ecological factor: Since 1958, the USSR has built 450 naval nuclear reactors, and most of them are still technically in service ... but only because they were never taken out of it. Some of them are doubtless still sitting in these slowly sinking hulls, just waiting to either explode, contaminate the nearby waters or possibly whip up some ad-hoc Incredible Hulks. Think that's just idle conjecture on our part? Nope: In the 10 years following the collapse of the Soviet Union, 170 nuclear submarines were taken out of service, but only 40 of those were ever officially dismantled.

Even now, more than 20 years after the fall of the USSR, Russia still doesn't have the resources to scrap their former fleet. They're still out there, all nuclear and floaty and rusty, just waiting for the Russian counterpart of Scott Haefner to come play with them and maybe accidentally kick off WWIII when he tries to make a bong out of a control rod.



Ah, vacation time: Find an obscure little island paradise, kick off your shoes, roll into the hammock and just let the stress wash away. Yep, the hardest thing you'll have to do all day is take a leisurely walk with the dog. Maybe he'll run off barking at something unseen and disappear into a darkened hole in the side of a cliff, but what are you going to do? He's your buddy. You must go after him, and when you do, you might stumble right into the lair of a James Bond villain:

Until the collapse of the Soviet Union in 1991, the Balaklava Submarine Base was one of the most well-kept secrets in the CCCP. It was high tech, strategically important and hardened to withstand a nuclear attack.





But the last ship left port way back in 1995, leaving behind memories of a more tense and warlike time, a few cigarette butts, a crushed beer can or two and, oh yeah, a couple of nuclear SS-N-23 Skiff ballistic missiles that were forgotten in a rusting sub for years before the Russians ever noticed them. That's right: Russia forgets nukes like you forget boxed-up quesadilla leftovers at T.G.I. Friday's.

The desert: a spiritual respite. It's harsh, unforgiving and merciless, and there's a whole bunch of it right outside of Tucson, so you can swing into an In-N-Out Burger for a Sprite break if shit gets too real in the Mojave. You won't go tripping over the abandoned detritus of a world war in a place like this, right? Right. Just crest this one last dune and --



This is just outside the Davis-Monthan Air Force Base in Tucson, Arizona. It's called the Boneyard, and it's where military aircraft go to die. The arid desert climate is perfect for mothballing aircraft with minimal damage to their components, so they can be cannibalized for scrap later. But these are junk planes, right? Surely nothing valuable is just sprawled out in the desert sun waiting for somebody to figure out what to do with it. Well, a closer look shows the profile of a number of recognizable aircraft, including B-52s (B-52H models cost upwards of \$50 million each) and F-14 jets (of *Top Gun* fame, and each of which cost \$38 million to produce). And there are hundreds upon hundreds of them, all just sitting out there, oxidizing.





At Davis-Monthan, there are over 4,000 planes waiting in the desert just to be torn apart. Which might be sad for aviation fans and infuriating for fiscal conservatives, but it sure makes for some awesome Google Earth pictures for bored Internet explorers.

Yes, this is inexplicably one of the higher-res Google Earth locations (some things just *feel* classified, you know?), and you can zoom in close enough to easily make out any number of models in various states of disrepair. It's like a huge browser-based game of *Where's Waldo?* only instead of looking for a bespectacled Canadian mime at the zoo, you're looking for a live missile in a haystack made of billion-dollar aircraft.

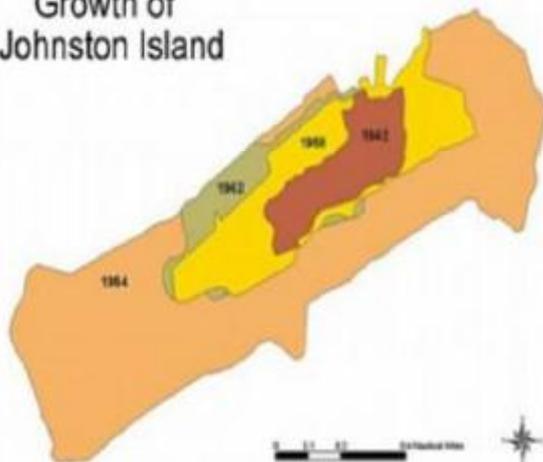


You know what the problem with that last trip was? You just didn't go far enough away. The whole appeal of the desert is the *deserted* part. If you really want to get away from it all without falling headlong into an aircraft carrier orgy or something, you just need to open a map, spin the globe and pick a spot in the middle of the damn ocean. And hey, of course it's a military base. A completely vacant military base in the middle of the ocean. Of course.



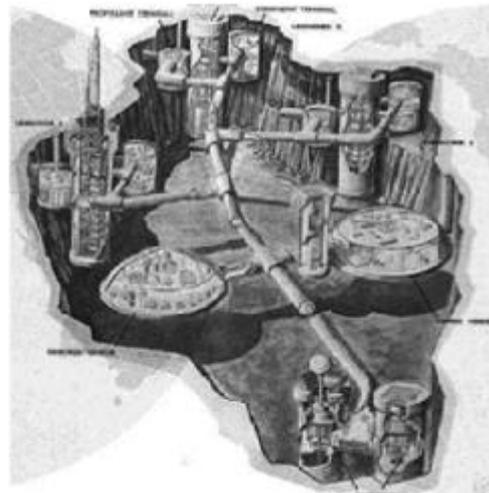
Johnston Atoll, an island located 750 miles west of Hawaii, was basically the Area 51 of the Pacific Ocean in its day. But everything has its uses, and a time when those uses end: In 2004, it was decommissioned and abandoned. What's the big deal? So, we left the island and a bit of tarmac behind when we were finished, so what? So, we built the whole damn thing -- island and all -- almost from scratch, that's what. This whole thing is artificial ... or at least most of it is. The island was enlarged so much as to be almost unrecognizable from its original form.

### Growth of Johnston Island



Though the exact cost of the project is unknown (aquatic Area 51, remember?), a comparable project in scope and scale would be the Japanese Kansai Airport. That was another artificial island built to support a landing strip, and it cost around \$20 billion. Sure, the Kansai Airport was larger, and built entirely from scratch, but it was also right next to a major metropolis, where building materials could easily be driven, ferried or lifted right over to the island in relative peace. Johnston Atoll was built in the middle of friggin' nowhere, where everything from building materials to cranes to the gasoline to run them had to be shipped thousands of miles out into the open ocean ... right in the middle of one of the most conflicted periods in world history.

Ahhh, the majestic Pacific Northwest. The subtle swish of the forest in the wind, the crisp snowfall crunching beneath your feet, the 150-foot-deep hole you've just fallen through that apparently leads to the buried ruins of *The Jetsons'* Orbit City.



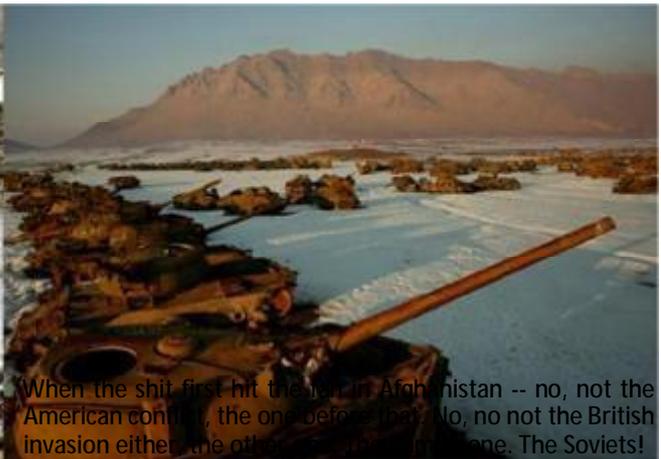
That's a Titan 1 missile complex. One such complex consists of 16 underground buildings and several aboveground support structures sprawling over 57 acres in central Washington. The Titans were built at a cost of about \$170 million (roughly \$1.26 billion in 2011 dollars) apiece. The bases themselves were only operational for a span of about five years, but during that time they would have been able to keep 150 men alive for up to 30 days without any outside support in the event of a nuclear war. After they were made obsolete by new, portable missile-launching systems, all the installations were decommissioned, and without regular maintenance, most of them completely rusted out or flooded due to ground water leakage. Seriously ... everybody just straight up left; they closed the doors on their comic book style super fortresses, engaged the deadbolt and then just walked away forever, presumably while whistling a carefree tune.

Not all of them, though, and the Feds did eventually remember the billion-dollar sci-fi set pieces they left scattered across America. So they auctioned the surviving structures off ... by listing them on eBay.



That's right: They went from the 1960s all the way up until the invention and popularization of the internet before ever checking to see if anybody was maybe interested in living in the closest thing to a real-life moon base.

Let's take a little hike in the forest, shall we? We'll commune with nature, get away from the hustle and bustle of the city and just enjoy a good old-fashioned *holy shit tank war!* We call T-80s!



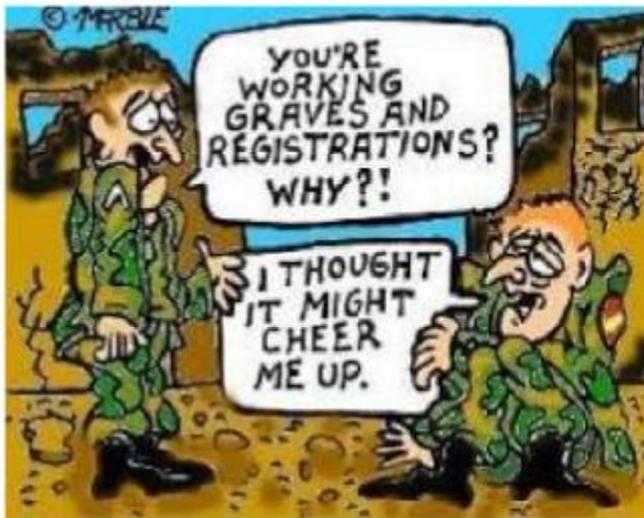
When the shit first hit the fan in Afghanistan -- no, not the American conflict, the one before that. No, no not the British invasion either, the other one, the first one. The Soviets!



Yeah, that's the ticket -toward the tail end of that conflict, the Russian army was forced to leave in a hurry, abandoning tons of military hardware to rust away outside the Kabul airport. These particular tanks were abandoned hastily, out of desperation, but if you're thinking this is the military equivalent of you forgetting your cell phone - all frantically patting down their pockets and realiz-ing they forgot a whole fleet of armoured death machines back there, then cursing themselves for it the whole way home -- you should know this is apparently standard practice. In 2010, it was discovered that the Russians left over 200 functional tanks unguarded for four months in a forest near the city of Yekaterinburg. As one local gleefully put it:



"It is like you can sit behind the wheel, start up the engine and drive off and nobody would notice!" After all the publicity, a military spokesman did come forward and claim the tanks were being guarded by elite special patrols the whole time, although the drunken Russian dudes playing hide and seek all up in their military hardware would beg to differ. Military officials, in a shocking first for this article, decided to err on the side of caution and hastily relocate the tanks anyway. That's right: You guys wouldn't let them have pretend special military patrols, so they took their toys and went home. Good job, jerks, now nobody gets to play Tank-Tag.



## 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 for use in the WVCB Magazine too share with our club members.

Tony VAN RHODA. Editor/Publisher.

**THE RESTORATION CONTINUES:** Back to the Vickers now as I have just got my blank gears back. I had to drill and tap the main ring gear and made a tool to fit my mill that allows me to tap the holes straight and true. After I have completed the gears, ring gear and the drive shaft I have to send them all in to be hardened. It certainly has been quite a unique part of this project but a very important one.



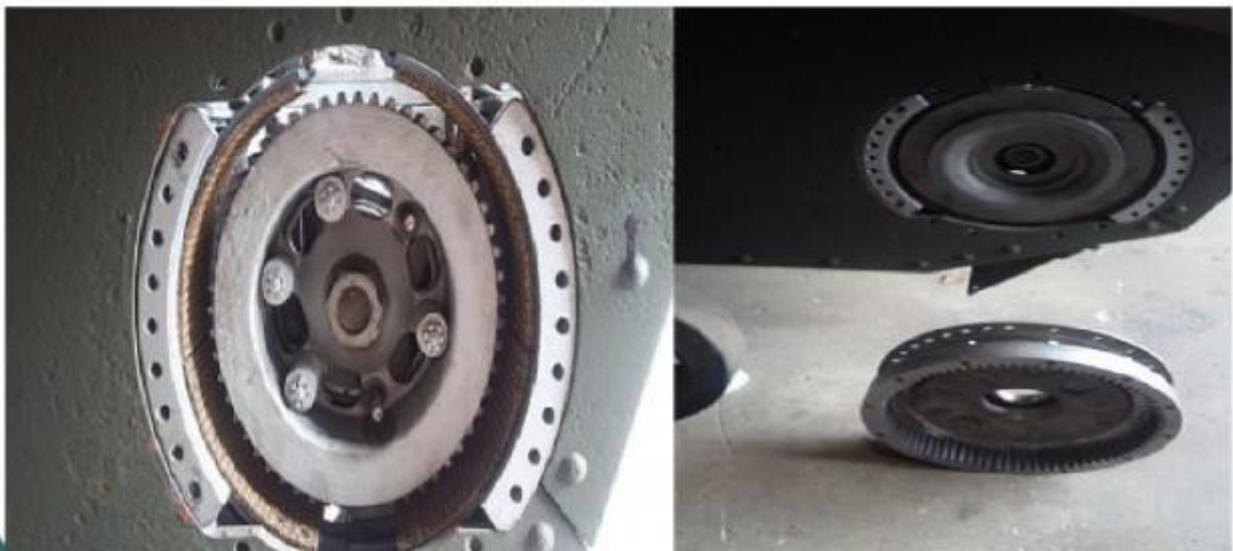
I will be ever so glad when this part is finished as is so time consuming to get it right. I have machined up metal plugs to go in place where the bearings go and have a centred hole. It all needed to be assembled so I can use the centre hole to transfer the centre location to both sides and it has been no easy task. It maybe the total wrong way but it is progressing. Now that I have the centres I can move on and machine the bearing centre shafts. These recess part way into the bottom housing and a bolt goes through the centre and threads in place. I sure am lucky to have one original.



I had to reduce the size of the gears to fit just below the ring gear. I am hoping to finish all parts for this drive this week, so I can get them hardened and back for final assembly and installation.



I have assembled, disassembled, made adjustments so many times I think I'm wearing out the bearings but almost there now. The small shaft with the gear is the final part of the fabrication. I have to get a disc welded to the end and it's not something I can do. The particular steel is called "EN36A" and is wonderful to work with and can then be hardened anywhere and depth required. The piece that needs to be welded on the end is also the same material as I found out that if it is not compatible it will fail and the welding process is extremely specific and not within my ability. It must be welded with special rods, heated to 600-650deg, covered in some kind of sand with regulated cooling. "FAILURE IS NOT AN OPTION" and not a time to cut corners. Anyway, it will be off to the specialty welders tomorrow, get it back Monday, off to the heat treaters Tuesday, get the parts back sometime next week then it will be the final assembly, engine, tracks.





Of course, the picture is about face. Anyway, after the disc is welded to the small shaft, I will need to face it off on the lathe and then drill, dowel and bolt the clutch housing to the end. There will be some serious torque on this part.



I have completed the centre shafts that hold the bearings for the gears. I have changed the design as the original is very complicated and from what I can see is unnecessary. The material used is the same as the gears, but I won't be getting them hardened as they don't move at all.



Each shaft is held in place by the recess top and bottom and there is no way they can move whereas the original is held in place by a wedge bracket and bolt. The last photo shows the heavy plate/bracket which needs to be bolted down to the underside with a series of bolts. Very strong once completed.

**YOU WILL ALL AGREE COLIN'S ENGINEERING AND MANUFACTURING SKILLS ARE REALLY PROFESSIONAL.**



I have all my parts back from being heat treated. The original final drive is now reassembled and the new one is also getting done.



That's it now!! I have two complete final drives. What an epic that was, I think I would sooner make another two more gearboxes than one of these. For me! this part has been the most time consuming, intricate and difficult part of this whole project and it is only one of them. This type of work gives me a whole new perspective and appreciation what lengths some people go to for their project. Miniature steam trains, engines, cars, buildings and god knows what else has been restored around the world with hours upon hours but it's all worth it at the end. This is now the end of the drive train fabrication. I will now lift out the engine for the last time and get it running before it goes back in and the final drives can be installed along with the tracks. That light is now getting quite bright at the end of that tunnel.



WE NOW TAKE A SMALL DIVERSION TO THE CONSTRUCTION OF THE 303 VICKERS GAS FIRING MACHINE GUN BY: DAVID LEANE.

Col has been a bit busy with other commitments lately so not too much on offer regarding the latest works. So, I thought I would fill in the gap (as it were) and show you one of the gas firing 303 Vickers that will be fitted up to both tanks. This is a completely scratch built replica in metal (other than the grips which are wooden) I have had to take one or two liberties with some of the design as some here would no doubt notice but keep in mind that once fitted up, they will stay in the turrets and those minor alterations won't be obvious. Both 303 guns are only days away from testing. The .5 Vickers have yet to be built as I am still waiting on some crucial info that is needed beforehand, but they will be ready before Colin is anywhere near finishing the tanks.





It has been extremely hectic of late but here is where I am. This is the double gun mount inside the turret. It has been rather difficult as information is extremely limited but with help of the video of the inside of the Vickers, Photos of the Littlefield Vickers and various other snippets of information I was able to piece together what it was like and fabricate them.



It was originally cast alloy, so I had a bit of a time in the fabrication side. I did quite a bit of cut, weld, grind then cut off and do it again. It was one of those parts that was a lot of trial and fit until I finally was able to get the correct distance for the sight and the two guns. Thanks to Dave Lean making the Guns it made is considerably easier to distance parts out and it fits really well, and it all elevates just as it should.



This is inside the turret, so you get the idea how it fits in. There certainly was not much room for two men, two guns and lots of other stuff which I'm doing as we speak. The Engine and trans is off to a good friend of mine next Thursday. He's a mobile mech and is going to just do the final assembly of the engine, get it running and tuned before it goes back for the final time. So, while he's doing that, I am going to kit out the turrets with all the bits that make it complete.



I have started the Smoke Launchers as well and I will be making them operational Too, thanks to Adrian Barrell for the dimensions and drawings. use of the off the shelf motorbike clutch/brake levers and cable for



While I was at it today, I made the .303 ammo holders that fit into that funny pyramid that was a former discussion way back. these fit on the port side and a wider one on the other side.





All my ammo tin trays are complete for both tanks and I'm now starting the raiseable light that is inside the turret and can be raised to about 400mm. I'm not sure of its purpose but it was in them so I need to make them.



I'm now starting the raiseable light that is inside the turret and can be raised to about 400mm, I'm not sure of its purpose but it was in them, so I need to make them, I am now well into making the body for the signal lights.



I had made the allowance for these when I cut the top of the turret.



The light socket is out of a M35 light I dismantled to get the parts. The glass lens I bought on eBay that was in India and about as close as I could get to the original shape and I gave it some volts to test it works. I now need to make the sliding mounting brackets.



These little parts are location clips to hold the light in the down or the up position. They are spring loaded, and I still need to make the locators. I have fitted one and it slides up and down very easily. I also need to bolt the handle down.



The signal lamp. I'm sure, when lit, would probably used for an interior light, it would have been bright when lit.



## CAN YOU HELP

GREG HELBIG IS LOOKING FOR A REGULATOR FOR MB WILLYS OR FORD JEEP WW2 VINTAGE ANY REASONABLE CONDITION WILL DO. IF YOU CAN ASSIST CONTACT;

GREG HELBIG.

MOBILE; 0411 614 583 HOME; 08 85630063

EMAIL; [grehelbig@gmail.com](mailto:grehelbig@gmail.com)



Kev Tipler has organised this summer's Barossa wine tour on Saturday 23 February 2019.

#### ITINERARY

Meet at Seppeltsfield for Coffee/Wine tasting at 10.30

Lunch/Wine tasting at Lambert's Winery at 12.30

Afternoon at Thorne Clark for wine tasting Finish at Liebeck's for fortified tasting Military vehicles are preferred, but civvy vehicles are ok.

Those interested please contact Kev Tipler on 0403 267 294 or [kevintipler.kt@gmail.com](mailto:kevintipler.kt@gmail.com) as we need to confirm numbers. Kev can also provide instructions on how to get to Seppeltsfield for those unfamiliar with the Valley.

## ANZAC DAY 2019

MEMBERS ARE REMINDED THAT THE ANZAC DAY PARADE WILL BE HELD ON THURSDAY 25TH APRIL 2019 ANY MEMBERS WISHING TO PARTICIPATE WITH THEIR VEHICLES IN THIS YEARS PARADE ARE ASKED TO CONTACT MICK JENNER AND ADVISE HIM WITH DETAILS, OF YOUR VEHICLE AND SEATING SPACE ETC.



## 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.



# BLITZ ITEMS FOR SALE

Ada Moseley, wife of the late Bob Moseley asked me to put up for sale a number of items from Bob's collection. Bob was an esteemed member of the historic military vehicle collection scene in Australia and a well known member of WVCG and the MLU.

I will only be posting pictures of the items for sale on her behalf, so please contact Ada via email direct for further details. Ada needs these items shipped, to make life a little more easy for her and make a good deal on these legacy parts. EMAIL: [adamoseley@gmail.com](mailto:adamoseley@gmail.com)

They are all dashboard related items Bob was well known for his restorations of dashboards:



**BOB MOSLEY ESTATE SALE CONTINUED FROM PREVIOUS PAGE**



## ITEMS FOR SALE NOTICE

SHOULD MEMBERS HAVE ANY ITEMS FOR SALE THEY WISH LISTED IN BARTEAD. PLEASE FORWARD DETAILS INCLUDING A PHOTOGRAPH BY EMAIL TO THE EDITOR. REMEMBER IT IS YOUR MAGAZINE SO USE OUR FACILITIES.

TONY VAN RHODA EDITOR/PUBLISHER; [gumbrae44@tpg.com.au](mailto:gumbrae44@tpg.com.au)

### I HAVE FOR SALE

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

KEVIN TIPLER. PHONE: 0403 267 294

EMAIL: [kevintipler.kt@gmail.com](mailto:kevintipler.kt@gmail.com)



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)

Hi All,

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



# 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*

