
BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



D-DAY REMEMBERED

75th Anniversary 2019



ISSUE 34 SEPTEMBER 2019



WARTIME VEHICLE CONSERVATION GROUP

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WVCG MONTHLY MEETINGS

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

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PHIL HOADLEYS JEEP RESTORATION

Chalk application of old thing's Australian number. This has been sent to the AWM in Canberra for research.

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



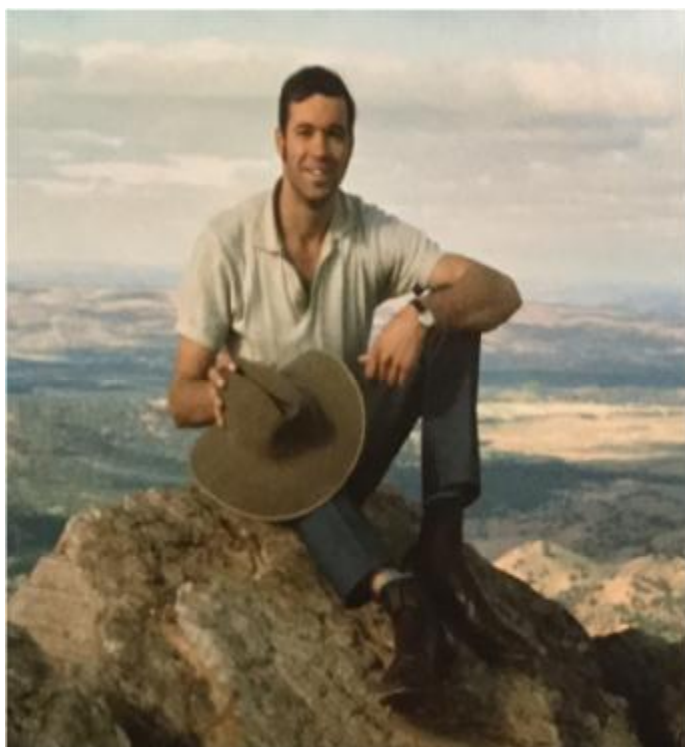
VALE



ALAN NEWTON

THE SAD PASSING OF ALAN NEWTON ON WEDNESDAY 12th JUNE 2019. ALAN WAS ONE OF THE EARLY MEMBERS OF THE WVCG HE SERVED IN MANY EXECUTIVE POSITIONS WITHIN THE CLUB AND WAS REWARDED AS A LIFE MEMBER OF THE WVCG AND ALSO LIFE MEMBER OF THE VICTORIAN K.V.E. ORGANISERS OF THE ANNUAL COROWA SWIM IN. AWE REPORT LAN WILL BE FONDLY REMEMBERED BY HIS MANY FRIENDS WHO KNEW HIM.

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

ANSWER TO THE JUNE 2019 ISSUE OF: **WHO AM I**
Was Kevin TIPLER with his Holden era day's

REGISTRATION DAY 2019

The WVCG Registration Day and Lunch at the Stanley Bridge Hotel Held on Sunday 23rd June 2019 went off without a hitch, however numbers were down on last year despite the club subsidising \$10 for members and partners towards their lunch. Those who did attend had a good time and the wives catching up again. There were plenty of discussions going. The meals as usual were served in the room reserved for the WVCG. It was a bit embarrassing to see so many vacant places. The empty places were quickly filled by other diners. Let's hope next year will be better.








D-DAY REMEMBERED

75th Anniversary



21 Douglas Dakota aircraft flew as a group from Duxford, UK to Normandy on 5th June 2019. Some dropped parachutists over one of the drop zones near Caen.



From the AMVCS UK Correspondent: by Richard Farrant

I did not go to Normandy D-Day Commemorations this year, although I have done the 5 year anniversaries there since 1989, due to lack of time to prepare my vehicle and pressure of work, but I did want to see another spectacle connected to D-Day closer to home.

Word had spread around Douglas DC-3 and C47 "Dakota" owners and operators several years ago, to assemble a flight of these old aircraft to fly in formation from England to Normandy on the day prior to D-Day. The significance being that it was these aircraft from both the RAF and USAAF that dropped the paratroopers in the early hours of D-Day 1944.

To cut a long story short, during May, 15 of these aircraft were flown from the USA to Duxford aerodrome, near Cambridge, England. It was no mean feat, some coming from the far West of the States, California, Montana, etc. Every one of the 15 arrived safely, albeit, some delays with weather. More Dakotas arrived from countries across Europe and the final count was 23. Air Traffic Control in the UK gave these aircraft a corridor of about 3 miles width to fly from Duxford, via South end, Maidstone and Eastbourne to head for Caen in France. There was a time slot for this to happen on the afternoon prior to D-Day. I had a hunch that the best viewpoint would be Beachy Head, which is a high cliff next to Eastbourne seafront. The appointed time for take off passed and looking at my phone app for Flightradar24 there was no sign of any aircraft leaving Duxford. An enormous crowd had had assembled along the cliffs for several miles,



a lot of people scrolling their phones to seek updates, then we found there had been a delay and another departure time was given. This time passed and no sign of aircraft on the phone app. Then all of a sudden I spotted 3 Dakotas in formation just out of Duxford and others appearing every few minutes. We were on! Word shot around the crowd as others were searching. As they started to group up over Essex, I noticed a few P51 Mustangs and Harvard's were also flying with them, along with a Beech 18. I neglected to say, the weather was not terrific, although dry it was over-cast, but soon we saw the first planes in the distance and the distinctive drone of Pratt & Whitney radial engines. My planned viewing point could not have been better as the aircraft flew right overhead at a bit less than 1000 feet, The first 3 were in formation with Mustang and Harvard escort, then another group followed by the rest all strung out, it took about 8 minutes for all 21 Dakotas to pass over us and we watched them cross the English Channel heading for Normandy (2 Dakotas had technical issues and were not in the flypast). Some of these aircraft were loaded with parachutists and were to be dropped on one of the drop zones near to Pegasus Bridge. They would then all land at an airport near Caen. A wonderful sight and just gave you a small impression of what would have happened 75 years ago, but there were many more Dakotas then and some towing gliders as well. The photo at the top of this page is of the British landing beach at Arromanches on 6th June 2019 with WW2 vehicles belonging to collectors, predominantly members of Military Vehicle Trust and IMPS, both UK clubs.

BELOW IS A COLLAGE OF SOME OF THE PARTICIPANTS WHO DROVE THEIR BEAUTIFULLY RESTORED VEHICLES FROM THE UK AND OTHER PARTS OF EUROPE TO PARTICIPATE IN AND BE PART OF THE 75th ANNIVERSARY OF THE D DAY LANDINGS CELEBRATIONS.









The Bayeux Parade that took place on the 9th June was an incredible event with hundreds of WW2 MVs driving through the town, led by British and Canadian marked vehicles – the Brits and Canucks liberated Bayeux, the first town to be liberated in France. The crowds turned out in their thousands, completely surrounding the parade, clapping, waving shouting, etc. The crowd was over 100,000 Quite extraordinary.

Cheers James Baxter





Savage GPA guard dog at Carentan. He was playing for keeps



One of real highlights was MV parade in Carentan. 150 MV's & owners all dressed up. The parade was so good seemed just like you would imagine when in 1944, liberating the town. Then the bloody infantry came in to complete the show. Jeeps, trucks, armour, cavalry and the infantry. What a show & thought that went into it.





CLUB ANNOUNCEMENTS

NATIONAL MILITARY MUSEUM

The Military Museum at Edinburgh has asked the club to remind our members of their forthcoming Truck Show to be held at the National Military Museum at Edinburgh on 6th October 2019.

STRATHALBYN SWAP MEET

The Historic Motor Vehicle Club will be holding their 36th Annual Swap Meet on **Sunday, 20th October 2019** at the Strathalbyn Harness Racing Club, Milne Road 500 meters from the West Tce/South Tce roundabout. Gates open 0530 Hrs for Sellers and 0630 Hrs for Buyers.

BUYERS ADMISSION, \$5.00 children free. Car Parking free in the complex plus street parking, Show and Shine, parts pick up available P/A system for buy, sell, swap. Food and drinks—Fully Catered.

FURTHER ENQUIRIES:

Malcolm 0488 528 331 - Deidre 0422 978 127- Dean 08 8552 1042

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; 0411614583 HOME; 0885630063

EMAIL; gregahelbig@gmail.com

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



Edinburgh Truck Show

Show casing Military and Civilian
Trucks of the past and present



Financially supported by the
Murray River Branch
Bendigo Bank

Supported by The Truck Factory and Adelaide Truck Towing



National Military Vehicle Museum SUNDAY 6th of OCTOBER 2019



TIME: 10 AM TO 4 PM

COST: ADULTS \$15.00 EACH

CHILDREN UNDER 15 FREE

10 STURTON ROAD

EDINBURGH PARKS SA 5111

Ph: 8285 3011

FREE PARKING AVAILABLE

FOOD AND DRINKS AVAILABLE

ACTIVITIES INCLUDE:

- ANTIQUE WEAPONS AND UNIFORM DISPLAYS
- 25 POUNDER FIELD GUN FIRING
- ADF AND STATIC MILITARY VEHICLE DISPLAYS
- ARMY SURPLUS SALES
- BARRY SPICER MILITARY—DISPLAY SALES AND SIGNING
- ARMY CADET DISPLAY
- MILITARY VEHICLE RIDES
- RESTORED TRACKED LOAD CARRIER

www.military-vehicle-museum.org.au or find us on facebook



The National Military Vehicle Museum

Presents: Edinburgh Truck Show

Time: 10 am to 4 pm

Cost: Adults \$15.00 each

Children under 15 free

10 Sturton road

Edinburgh parks SA 5111

Ph: 8285 3011

Free parking available

Food and drinks available

ACTIVITIES INCLUDE:

- Antique weapons and uniform displays
- 25 pounder field gun firing
- ADF and static military vehicle displays
- Army surplus sales
- Barry Spicer military artwork—display, sales and signing
- Army Cadet display
- Military vehicle rides



Vickers Light Tank Restoration

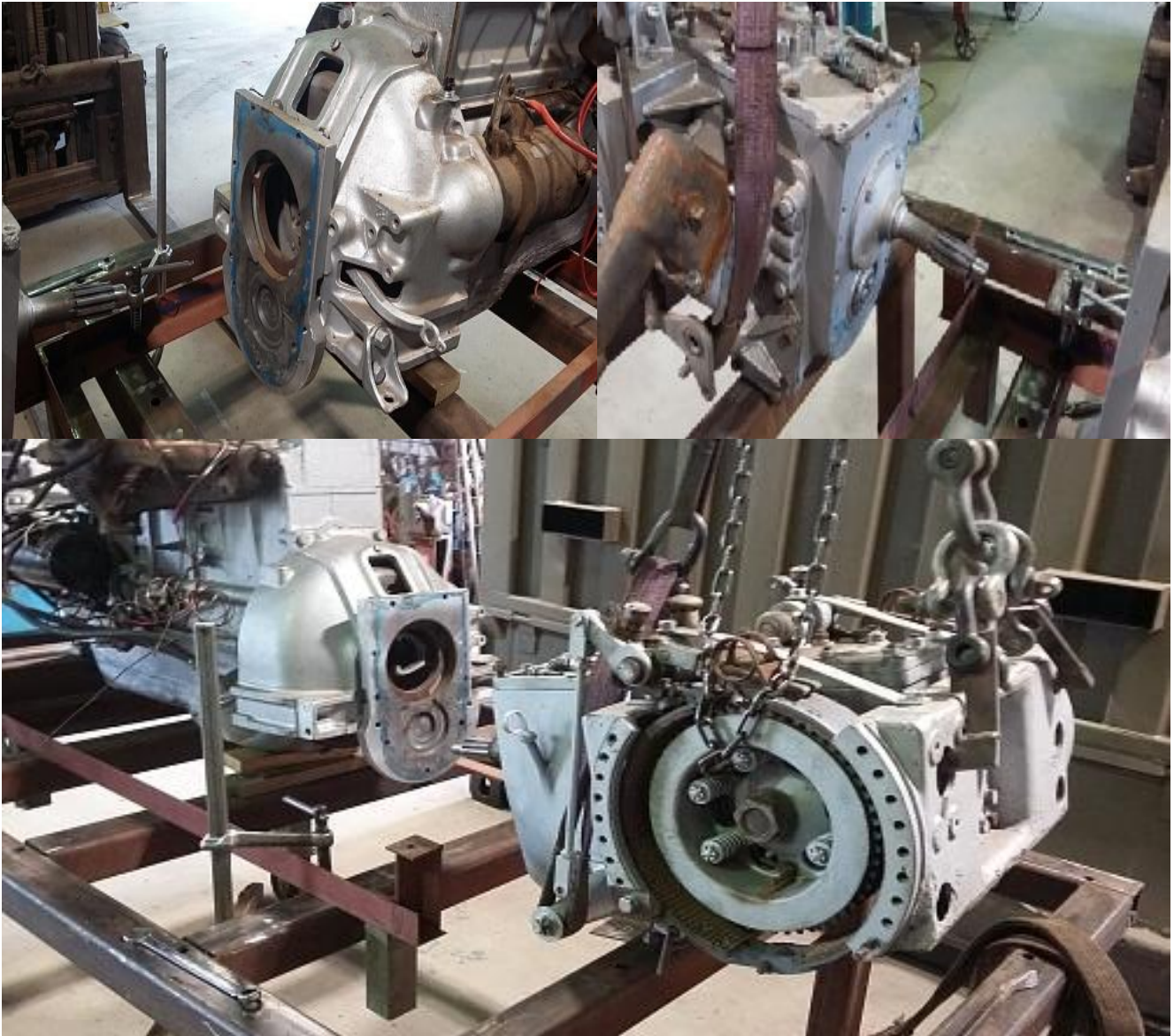
I would like to thank Colin Jones for his kind permission to publish the restoration of his two Vickers Light Tanks, including photographs for use in the WVCB Magazine too share with our club members.

Tony VAN RHODA. Editor/Publisher.

I just had to side step the Vickers project for a while. I had a couple of jobs for other people to do. I have now managed to find a little bit of time to fit the Vickers traversing gearbox. It required a lot of climb in, check, climb out type of fitting but it is done and it works an absolute treat. I can't believe just how easy and smooth it turns with zero binding. I still need to remove it and get the die grinder in and clean it up a bit. I will spend a bit of time on the engine tomorrow for preparation of installation. I still have other external jobs to do. I will have to squeeze in the Vickers when ever I can. I do suffer from Vickers withdrawals if I leave it too long.

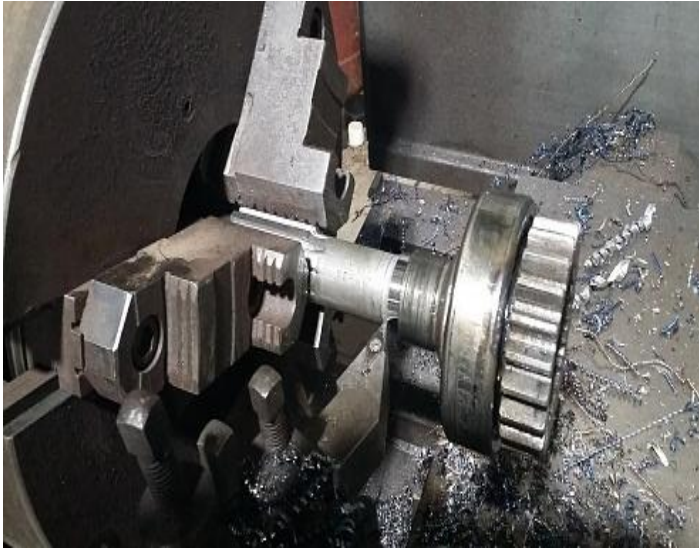


I separated the trans from the engine and found that the thrust bearing was jammed against the back of the input shaft shoulder so it needs to be machined off about 8-10mm or so. I never realized that as I was putting it together. I just thought it was a nice tight fit. I need a new one now as I broke the old one as I was trying to press the old bearing off. Not a bad thing really as a new bearing should have been on the cards anyway.

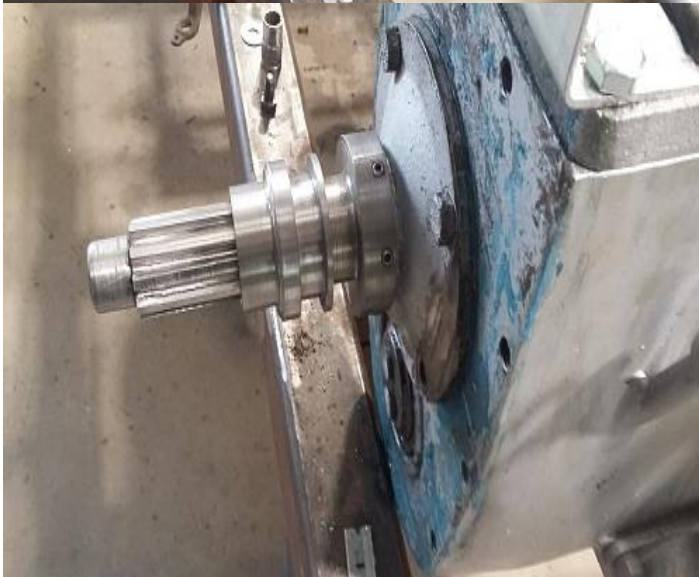


I had to get another clutch as the other one I had was wrong. It required extensive





Nothing is simple when mismatching components and they just have to work.



I had to get a new clutch, pressure plate, get the flywheel faced and drilled to suit the new pressure plate. Machine a surface on the bearing retainer plate on the front of the gear box. make a new thrust bearing holder and input shaft cover. Modify the old yoke to fit the new thrust bearing holder. It is now a complete new clutch system ready to be put together. There's a new road at every corner.



THIS STORY CONTINUES IN OUR NEXT ISSUE:

WVCG AGM

MEMBERS are advised that the WVCG Annual AGM will be held on Tuesday 3rd September 2019 at the Tower Hotel. Meals are available and will be served in the meeting room as usual. Don't forget to put your hand up and stand for a position. Remember it's your club don't leave it to the same members. Become involved !!



MYSTERY TOUR

The committee recently discussed several items for outings that would be enjoyed by members and their families. The outing would still be of interest for our WVCG members and their vehicles. We decided we would run a Mystery Tour. Starting with lunch at the Mt Torrens Hotel for those wanting lunch and then we would all go off on our Mystery Tour. The tour leader would take the group on a trip through the beautiful Adelaide Hills using backroads offering a variety of scenic roads through farmlands for all to enjoy. The tour would end up at Rick and Fiona's property for Afternoon Tea and a tour of all the work on their fantastic property. Members invited to stay on, or leave whenever they wish. I am sure the event will be well received and enjoyed by everyone attending.



WVCG MYSTERY TOUR

Saturday 21st September 2019

All meet at the Mt Torrens Hotel for Lunch
At 1200 Hr's then Departing on the tour



75th Anniversary of Cowra Breakout

Last weekend I took my Blitz Truck to this event. For those who don't know, the event being commemorated was the 75th anniversary of the COWRA BREAKOUT. During WW2 Cowra had a very large prison camp and a significant Army base. It also made various small arm bits to augment the Lithgow Factory and had a big food cannery (Edgell) and significant Rail infrastructure. 231 Japanese were killed during the breakout and 4 Australian Soldiers. Cowra is about 2hrs 40 mins by car from Ganmain. It took me about 4 hrs in my Blitz Truck. Fairly flat country so a good run for the truck. I have relatives in Cowra, so I grew up knowing the event well. It was terrifying for the locals at the time. Interestingly, the Camp also held many Italian POW's who worked on the farms around the district. The camp gates were opened in the morning, the Italians marched out. The gates were opened in the evening and every single Italian marched back into the camp.

By: Ganmain Tony



Cowra Breakout

Situated some 314 km (195 mi) due west of Sydney, Cowra was the town nearest to No. 12 Prisoner of War Compound, a major POW camp where 4,000 Axis military personnel and civilians were detained throughout World War II. The prisoners at Cowra also included 2,000 Italians, Koreans (who had served in the Japanese military), and Indonesian civilians, detained at the request of the Dutch East Indies government. By August 1944, there were 2,223 Japanese POWs in Australia, including 544 merchant seamen. There were also 14,720 Italian prisoners, the majority of whom had been captured in the North African Campaign, as well as 1,585 Germans, most of whom were captured naval or merchant seamen. Although the POWs were treated in accordance with the 1929 Geneva Convention, relations between the Japanese POWs and the guards were poor, due largely to significant cultural differences. A riot by Japanese POWs at Featherston prisoner of war camp in New Zealand, in February 1943, led to security being tightened at Cowra. Eventually the camp authorities installed several Vickers and Lewis machine guns to augment the rifles carried by the members of the Australian Militia's 22nd Garrison Battalion, which was composed mostly of old or disabled veterans or young men considered physically unfit for front-line service.



Breakout

In the first week of August 1944, a tip-off from an informer at Cowra led authorities to plan a move of all Japanese POWs at Cowra, except officers and NCOs, to another camp at Hay, New South Wales, some 400 km (250 mi) to the west. The Japanese were notified of the move on 4 August. In the words of historian Gavin Long, the following night: At about 2 a.m. a Japanese ran to the camp gates and shouted what seemed to be a warning to the sentries. Then a Japanese bugle sounded. A sentry fired a warning shot. More sentries fired as three mobs of prisoners, shouting "Banzai", began breaking through the wire, one mob on the northern side, one on the western and one on the southern. They flung themselves across the wire with the help of blankets. They were armed with knives, baseball bats, clubs studded with nails and hooks, wire stilettos and garrotting cords. The bugler, Hajime Toyoshima, had been Australia's first Japanese prisoner of the war. Soon afterwards, prisoners set most of the buildings in the Japanese compound on fire. Within minutes of the start of the breakout attempt, Privates Ben Hardy and Ralph Jones manned the No. 2 Vickers machine-gun and began firing into the first wave of escapees. They were soon overwhelmed by a wave of Japanese prisoners who had breached the lines of barbed wire fences. Before dying, Private Hardy managed to remove and throw away the gun's bolt, rendering the gun useless. This prevented the prisoners from turning the machine gun against the guards. Some 359 POWs escaped, while some others attempted or committed suicide, or were killed by their countrymen.

HEARING AIDS

Sunday Telegraph
OVER SEVEN HUNDRED PAGES

Price 6d. The Sun. 10. Friday, 5th. 11th. Sunday, August 6, 1944. Page 24

WAR PRISONERS ESCAPE FROM CAMP

Wide search by troops, police

(From the South Coast)

Armed soldiers and civilian police are scouring the Cowra district for prisoners of war who escaped yesterday morning.

The men broke away from the prisoner-of-war camp near Cowra at 2 a.m.

Residents in hamlets and isolated districts have been warned to keep their children and womenfolk indoors at night.

ALLIED ARMIES PUSH ON

Allies move swiftly on French ports

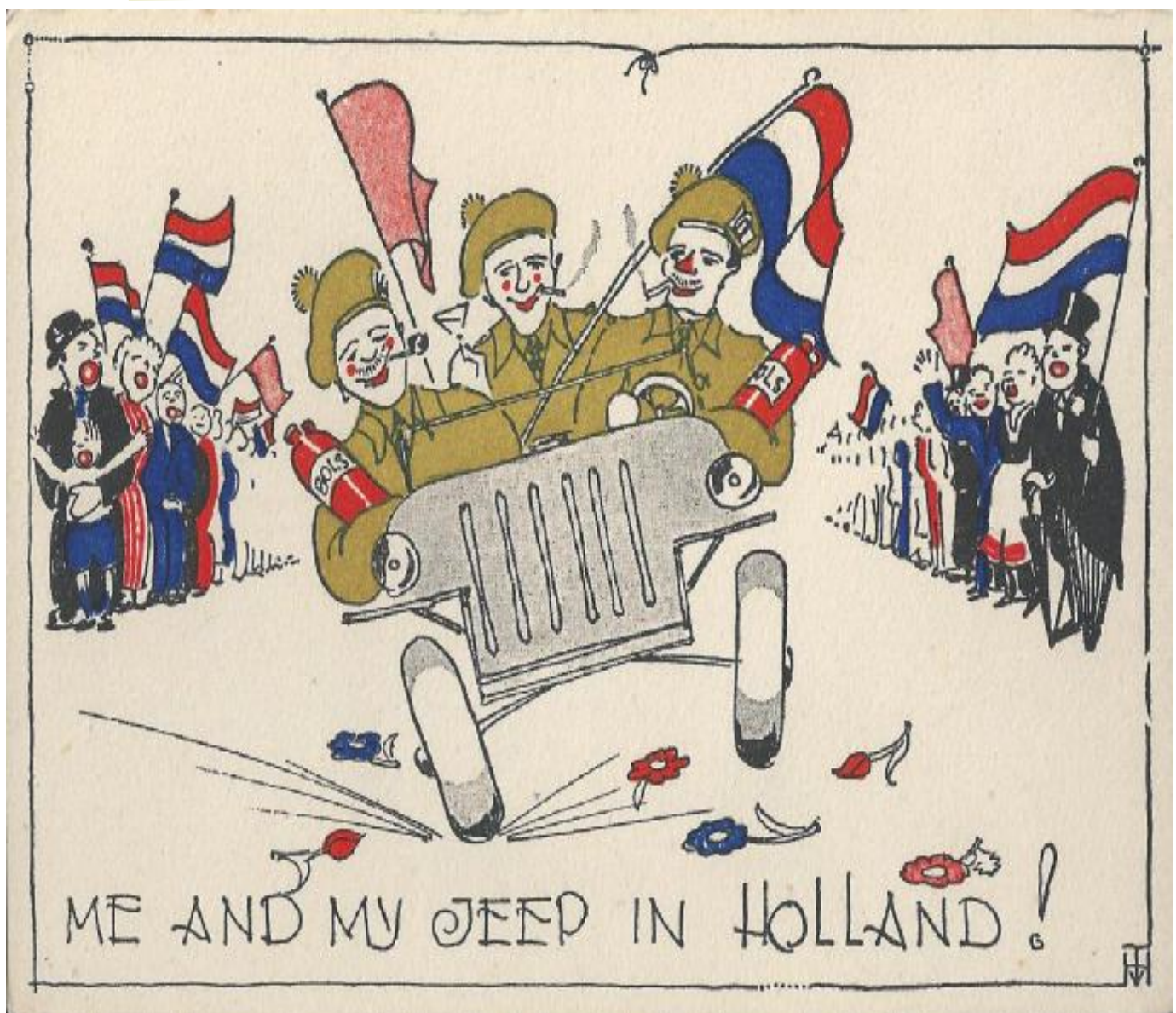
(From the South Coast)

LONDON, Sat.—American forces thrusting south in France are expected to reach St Nazaire and cut off the whole Brittany Peninsula by tomorrow.

Some of those who did escape also committed suicide to avoid recapture. All the survivors were recaptured within 10 days of their breakout. During the escape and subsequent round-up of POWs, four Australian soldiers and 231 Japanese soldiers were killed, and 108 prisoners were wounded. The leaders of the breakout ordered the escapees not to attack Australian civilians, and none were killed or injured. The government conducted an official inquiry into the events. Its conclusions were read to the Australian House of Representatives by Prime Minister John Curtin on 8 September 1944. Among the findings were:

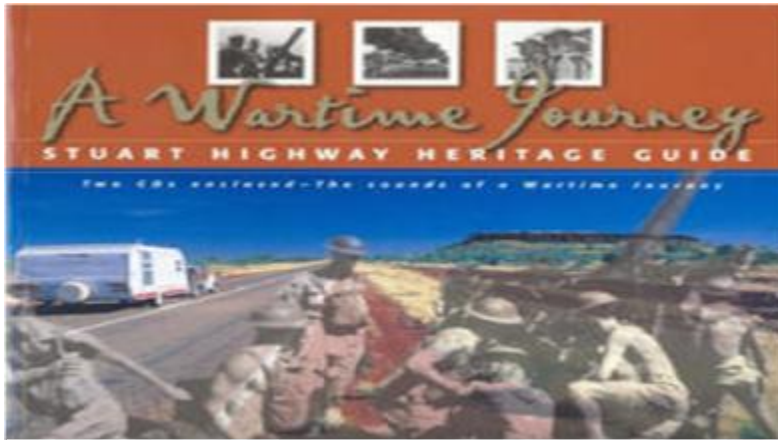
- Conditions at the camp were in accordance with the Geneva Conventions;
- No complaints regarding treatment had been made by or on behalf of the Japanese before the incident, which appeared to have been the result of a premeditated and concerted plan;
- The actions of the Australian garrison in resisting the attack averted a greater loss of life, and firing ceased as soon as they regained control;
- Many of the dead had committed suicide or been killed by other prisoners, and many of the Japanese wounded had suffered self-inflicted wounds.

Privates Hardy and Jones were posthumously awarded the George Cross as a result of their actions. A fifth Australian, Thomas Roy Hancock of C Company 26 Battalion V.D.C. was accidentally shot by another volunteer while dismounting from a vehicle, in the process of deploying to protect railways and bridges from the escapees. Hancock later died of septicaemia. Australia continued to operate No. 12 Camp until the last Japanese and Italian prisoners were repatriated in 1947.



BACK TO THE TRACK

24 JULY — 15 AUGUST 2020



In July and August 2020, groups of military vehicle collectors from around Australia will converge on Alice Springs and make the wartime journey and travel along the track to Darwin to commemorate the 75th anniversary of VJ Day and the end of the Second World War in the Pacific.

This event is for restored WW2 Allied Military Vehicles, and will re-enact the military supply convoys that ran from Alice Springs to Darwin (Larrimah) during the Second World War that became known as the Track, or North South road to fortress Darwin during the Battle for Australia.



WORK CONTINUES AT RICK & FIONA'S FARM

Mick and Tony recently visited Rick and Fiona to catch up on what has been going on since our last visit for an update on the construction work on their new home on the farm. I must admit they have not slowed down as we could immediately see all the hard work done since our last visit. It was good to sit down afterwards for a nice BBQ lunch and have a good old chin wag on a range of subjects. I have put together some photographs of the construction project to date for you to enjoy.
Publisher/Editor.









We enjoyed our time with Rick and Fiona, and we were impressed with the work we were shown. Once completed this new home will be something to be proud of. It was designed to take advantage of the sun as it moves around the house being bright and warm with all the glass wall and windows. The rural views through the windows will be like a walk in the bush.

A Trip Down Memory Lane

I was going through some old photographs and reminiscing about some of the good times we had when the club had annual outing like the "Troop Train re-enactment" on the Pitchi Richi railway. That was before the fun police struck. They were fantastic 3-day events enjoyed by the club members, their families and members of the public. As a club we all had terrific times camping out, showing off our vehicles and a lot of fun around the campfires at night. They were events we all looked forward to every year. I am sure as a club we will find other annual events to once again get out and have fun. I thought this was too good an opportunity to once again show some photographs of this event and reminisce of times gone by.



Camping in the Port Augusta train shed on the first night was fun, warm and only broken by the freight trains roaring past at night on the main line running next to the shed.



Then in the morning we packed up and started loading the vehicles onto the rail cars.



After loading the vehicles it was time to secure our vehicles onto the flattops, using rope tie downs as they did in WW11. I think we were all double checking to make sure the vehicles stayed put until we arrived in Quorn.





After our train trip from Port Augusta to Quorn through some beautiful country side we unloaded our vehicles. And time to set up our campsites in our allocated area, we had access to toilets and a bathroom for our use.



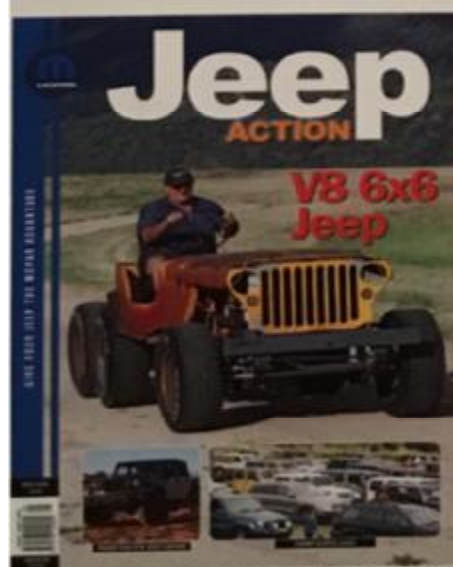
After 3 terrific days away, we packed up, loaded our gear and headed for home. We stopped for lunch on the way and as we hit the outskirts of Adelaide headed in different directions for home. These were the times we all looked forward too. I am sure we can repeat them again at different venues in the future.

*Tony Van Rhoda.
Vice President/Editor*

INTERESTING JEEP 6X6 STORY SUBMITTED BY FRANK SCOTT WVCG MEMBER.

V8 6x6 JEEP UPDATE

BY MICHAEL BOWEN



THE JEEP LOOKS A LOT DIFFERENT SINCE FEATURED IN THE MAY/JUNE 2016 ISSUE

In the May/June 2016 issue we introduced Brian Pollitt's 6x6 Military Jeep. Brian had transported the Jeep across the country from Perth to Tamworth NSW on the back of his old International truck. The destination in Tamworth was Marathons Spares where the 6x6 was being treated to a new body. Marathon imported a modified body for the Jeep from their supplier MD Juan and the body only needed a few alterations to fit the V8 powered 6x6. The body was prepped and painted, wiring completed and a host of other jobs finished off. One unique request from Brian was to have the Ford logo in each side of the bonnet and the logo does look the part. The 6x6 was revealed at the Jeep 75th celebrations in Bendigo and made an appearance at Camp Coffs in 2017.

Brian has been building Jeeps since the late seventies and his 6x6 Military Jeep was his first build. Other

builds by Brian include, a nice red CJ8, a J10 Bull Wagon and Big Bird, which was part CJ8 and part J10.

He decided to rebuild his 6x6 which had been fitted with a water tank on the back and was being used on his mum's farm as a water cart for the last 30 years. The Jeep was transported back to Brian's place where he went over the original 6x6 conversion suspension and replaced all the worn parts. He removed the Holden 6-cylinder engine and fitted in a Ford V8 Flathead. Brian and his brother Keith have an interest in the V8 flat head engines and between them have around 30 engines in different states of repair. The classic look of the flat head V8 engine sits well in the Jeep and Brian has done a great job fitting the engine and mating it to the T14 gearbox. These V8 flatheads were available when Ford built their prototypes and Brian wonders why the engines weren't used then.



BRIAN AND HIS GREAT LOOKING JEEP AND TRAILER

Brian made the long drive back across the paddock to take the Jeep and trailer home to the west. The Jeep was loaded onto the back and the trailer towed behind the truck for the trip home.

Marathon Spares went the extra mile with Brian's Jeep and trailer and to show his appreciation Brian presented Neil with a V8 flathead engine. The engine is mounted on a stand, with a radiator, fuel tank, battery and can be started anytime, it is very cool.

I had the opportunity to drive the 6x6 with the old Jeep body still attached when it first arrived on the east coast and another drive at Camp Coffs 2017 with the new body fitted. Recently in Perth, I had another drive of the 6x6 with trailer in tow. This Jeep is a joy to drive, the flathead V8 just does the job, gear changes are easy to perform, it steers great and turns heads where ever it goes. And that flathead V8 looks so good sitting in the engine bay.



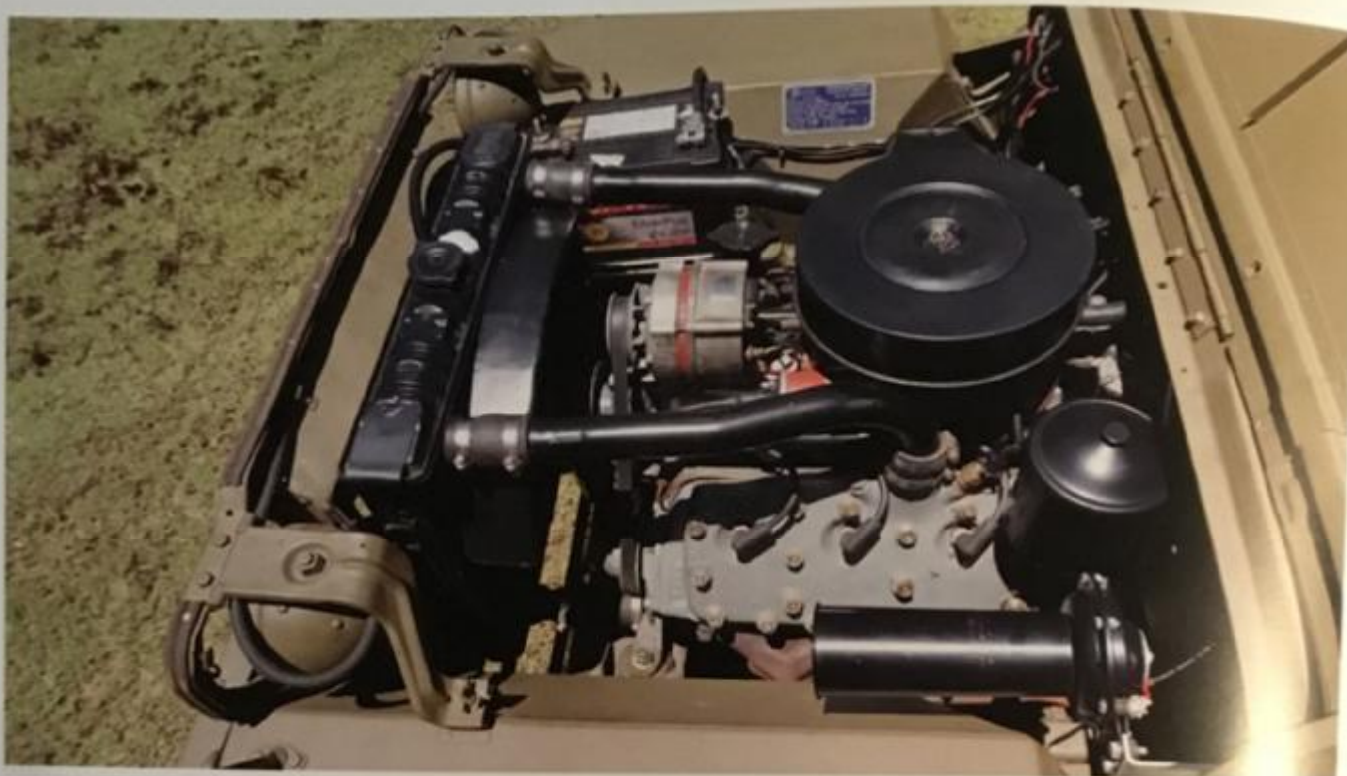
BACK OF THE JEEP



FORD LOGO IN THE BONNET WAS A GREAT IDEA BY BRIAN



TRAILER BEING BUILT AT MARATHON SPARES



BRIAN HAS DONE A GREAT JOB FITTING THE ENGINE AND SORTING OUT THE WIRING. THE BAY

Brian also commissioned Neil from Marathon Spares to build a Tandem axle trailer to go with the 6x6. Neil made the chassis and designed the A-frame to look as close as possible to a Jeep trailer design. Standard trailer axles and springs were used. Neil then made a longer Jeep trailer tub using extra side panels, the ends of the trailer and width are the same as a standard Jeep trailer. The tandem trailer came out a treat, it was just what Brian had requested and looks great behind the 6x6 Jeep.

Chris from Goodridge industries done a great job making the extra-long canvas top for the Jeep and cover for the trailer.



TRAILER SUSPENSION



THREE DIFFERENTIALS UNDER THIS JEEP



PLENTY OF ROOM WITH THE LONGER BODY



BRIAN MADE TWO TRIPS FROM PERTH WA TO TAMWORTH NSW IN HIS OLD TRUCK



BRIAN AND KEITH HAVE A GREAT COLLECTION OF FLATHAED V8 ENGINES



V8 FITS NICELY IN THE JEEP



MICHAEL AND DOUGLAS WORKING ON THE JEEP

SOUTH AUSTRALIAN RE-ENACTMENT



In the early hours of 6 June 1944 as a precursor to the D-Day Landings, the British Army planned and executed an operation by airborne troops to capture intact two road bridges in Normandy that crossed the River Orne and the Caen Canal, providing the only exit eastwards for British Forces landing on Sword Beach. Operation Dead-Stick was its codename.

RE-ENACT SA TACTICAL EVENT

Mt Crawford Forest, SA 1st-3rd November 2019

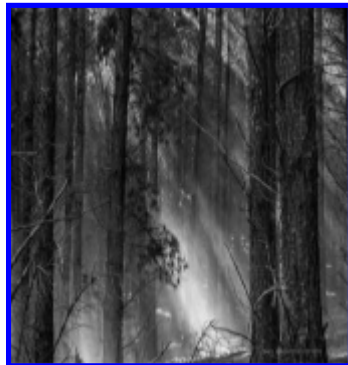


Information Pack

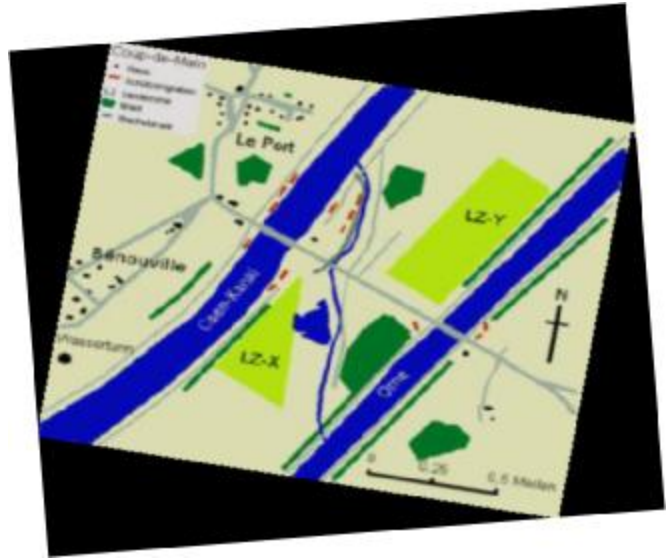
Background

Re-Enact SA will conduct an immersive tactical event set on the Normandy coast area of France, as it was on the 6th of June 1944. The Area of Operation (AO) was just inland from the Invasion Beaches. Expect fierce resistance!

The event is to be hosted at the Mount Crawford Forest for the weekend of 1-3 November 2019. The forest is located about 1.5 hours (60km) drive from Adelaide City. The location is a large pine forest, measuring approximately 2km long by 1.5km wide. The area contains a mix of high and low density pine compartments separated by an unsealed road system. Below is an image of the AO and following images showing some further detail. It comprises a disused bridge, a water feature and airstrip. Perfect for defence and strategic assault.

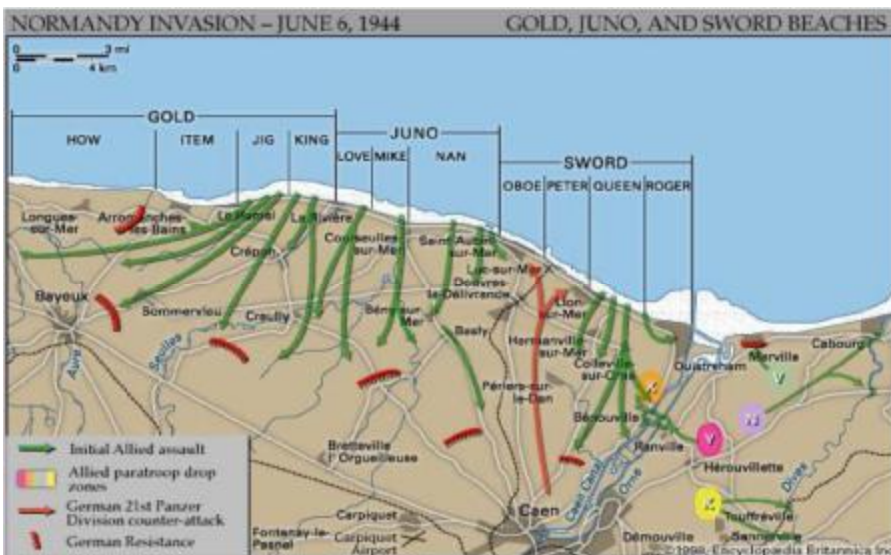


An aerial photograph of a coastal area, likely a beach or landing zone. Handwritten text in the upper left corner reads "ASSAULT PARTY" and "PEGASUS BR 6 JUN 44". Three white circles are drawn on the image, highlighting specific points of interest along the shoreline. The image is tilted and has a grainy, historical quality.



Their orders were to blow the bridges if it looked as though they would be captured. However, the 21st Panzer Division moved into the area in May 1944 and the 192nd Panzergrenadier Regiment was based at Vimont just east of Caen. The Regimental Commander, Colonel Hans von Luck trained the regiment in anti-invasion operations. Although the Division was equipped with older PzKw MkIV tanks, the men were veterans of the North African campaigns.

further machine guns and a concrete bunker. An anti-aircraft tower dominated the southern flank and there were sandbagged trench systems along the banks.



Re-Enact SA is to carry out a private tactical weekend in the Mount Crawford Forest. The aim is to recreate the sights, sounds and adrenalin of infantry combat as experienced during the Second World War and to do so while representing authentic soldiers - uniforms, weapons and

An advance party from RSA will arrive on site approx. 10:00am on Friday the 1st of November 2019. Members who are free at this time are encouraged to assist with the setup of the camp. Participants should aim to arrive prior to 15.00 if possible (to allow sufficient light prior to sundown). The set-up of props and establishment of the camp area will take place on Friday. The event briefing AND SAFETY BRIEFING, will take place on Friday evening 1st of November and will contain the primary combat scenarios of the event incorporating missions, objectives, vehicles, props etc. The event will conclude after the scenarios are completed on Saturday 2nd of November, however light skirmishing will continue for those who remain on Sunday morning before camp is broken as a part of pack up. Base camp will be situated at the YHA campground (as marked on the map) and non-tactical vehicles can be parked there. This area will serve as a military camp and a Soldier's

socialising area outside of daylight hours, however a degree of decorum will be expected whilst in uniform representing soldiers of the Second World War. The battles will be conducted in a fully immersive sense. Each Section Commander will be given freedom to achieve their objectives over the weekend. How they carry out those orders is up to them. The overall theme of the event will be German Forces defending various lines of defence, while the Allies are trying to break through. There will be a variety of different mission types for both sides involved. The scenarios, props and forest areas used will be tailored to suit the volume of attendees and the vehicles attending.



Command Structure and Communications

Event Coordinator will be the Committee of Re-Enact SA. Sub Unit Commanders (SUC) at this event will be: Steve Smith 0427 540 150, steven.smith12@bigpond.com (Allied) and Brendon Hampton 0418 362 267 rusty_bits@hotmail.com (Axis). Where an attending interstate group is of sufficient size, in consultation with Re-Enact SA, an NCO may be appointed from the group and the group continue working together - whilst operating under the overall command of either the Allied or Axis Commander. Indicative attendees, impressions and proposed weapons should be submitted to Re-Enact SA by 30th June 2019. The Senior Safety Officer is David Lean, d.a.lean@bigpond.net.au, 0400 268 223. Alternative contact can be made with committee members James Hurst (President) 0411 963 519 or Chris Thompson 0403 175 353. Each side's Section Commander and their 2IC will be issued with a map (main areaThe map see above) and a simple button compass to aid in navigation. During the event hand signals or runners are to be used to coordinate engagements. All squad leaders and the Senior Safety Officer are to carry charged Hand-held UHF radios for communications.



Royal Australian Navy Submarine Service



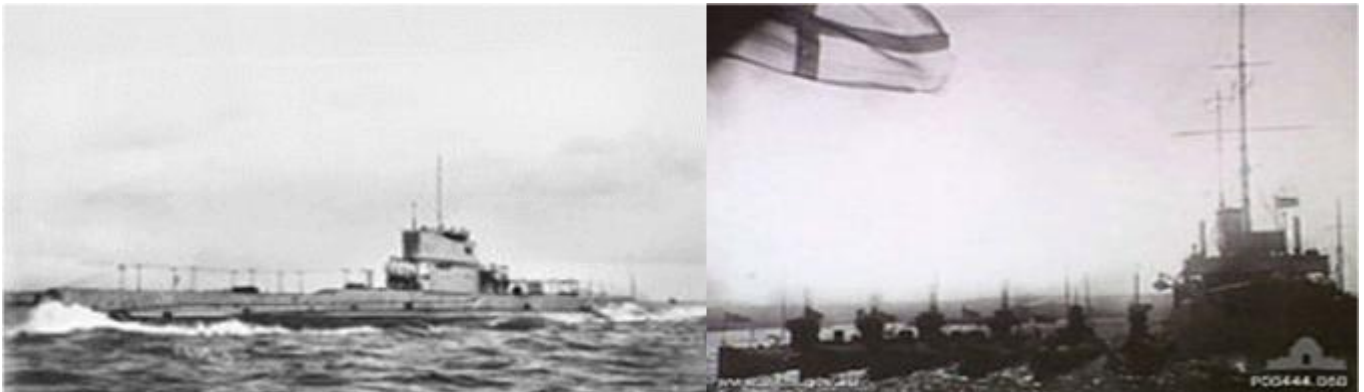
The Royal Australian Navy Submarine Service is the collective name of the submarine element of the Royal Australian Navy. The service currently forms the Navy's Submarine Force Element Group (FEG) and consists of six Collins class submarines. The Royal Australian Navy Submarine Service has been established four times, with the initial three attempts being foiled by combat losses and Australia's economic problems. The modern Submarine Service was established in 1964 and has formed an important element of the Australian military's capacity since that date. While the Submarine Service has not seen combat since World War I, Australian submarines have conducted extensive surveillance operations throughout South East Asia.

HISTORY

The Royal Australian Navy's submarine service has been established four times since 1914.

1914 to 1945]

After the formation of the navy upon Federation, a period of uncertainty had followed as the size of the force to be established was determined. Eventually, this was set at 13 vessels, including three submarines. Initially, it had been intended to purchase three small submarines, but this order was later changed, and instead Australia's first submarines were the larger British E class submarines AE1 and AE2. These submarines were built in Britain and arrived in Australia in 1914. Following the outbreak of World War I, both boats took part in the occupation of Rabaul in German New Guinea in September 1914. During this operation, AE1 disappeared on 14 September off Cape Gazelle, New Britain with the cause unknown. Its whereabouts was a mystery until it was located by searchers southeast of the Duke of York Islands on 20 December 2017.



HMAS Platypus with all six J Class submarines

The Australian submarine service was reformed in 1919, when the British government transferred six J Class submarines to Australia; HMA Submarines J1, J2, J3, J4, J5, and J7. These submarines arrived in Australia with their tender HMAS Platypus in April 1919 and were based at Osborne House, Geelong from early 1920. The boats were in poor mechanical condition, however, and spent most of their service in refit. Due to Australia's worsening economic situation, all the boats were decommissioned in 1922, and were scuttled later in the decade. The Australian submarine service was established a third time in 1927, when the British O Class submarines HMAS Oxley and HMAS Otway were commissioned. These submarines sailed from Portsmouth for Sydney on 8 February 1928, but did not arrive in Australia until 14 February 1929; numerous mechanical problems delayed their delivery voyage. Due to Australia's poor economic situation, the O Class boats proved to be unaffordable and were placed in reserve in 1930, before transferring back to the Royal Navy in 1931. As a result, the Royal Australian Navy did not operate any submarines during World War II, though the obsolete Dutch submarine K.IX was commissioned as HMAS K9 on 22 June 1943 and was used for anti-submarine warfare training purposes. Due to the boat's poor mechanical condition HMAS K9 saw little service with the RAN and spent most of her time in commission under repair, before being decommissioned on 31 March 1944 due to a lack of spare parts.



The Australian ports of Fremantle and Brisbane were important bases for Allied submarines during World War II. A total of 122 United States Navy, 31 Royal Navy, and 11 Royal Netherlands Navy submarines conducted patrols from Australian bases between 1942 and 1945. Fremantle was the second largest Allied submarine base in the Pacific Theatre after Pearl Harbor, Hawaii.

1945 to present. Following World War II, the Royal Navy's 4th Submarine Flotilla was based in Sydney from 1949 until 1969. The flotilla, which varied in size between two and three boats, was used to support the Royal Australian Navy and Royal New Zealand Navy in anti-submarine warfare training, with

the operating cost split between the two nations. In the early 1960s, the British Government advised the Australian Government that reductions in the Royal Navy conventional submarine force meant that the 4th Flotilla was to return to the United Kingdom. The impending withdrawal of the British submarine flotilla sparked the fourth attempt to establish an Australian submarine service. While the Department of Defence advised the government that three to six submarines should be purchased for training purposes, following the intervention of then-Senator John Gorton the Government instead approved the purchase of eight submarines to form a submarine strike force. Eight British Oberon class submarines were ordered in 1964, to be built in Scotland in two batches of four boats. Only six boats were delivered; the seventh and eighth were cancelled in 1971 to fund the acquisition of ten A-4 Skyhawk aircraft for the Fleet Air Arm. The final Royal Navy submarine to be based in Australia, HMS Trump, was withdrawn in 1969.



The first Australian Oberon class submarine, HMAS Oxley, was commissioned on 21 March 1967. She was followed by her sister ships, Otway (1968), Onslow (1969), and Otama (1978). Orion and Otama were more capable than the previous four boats, as they were fitted with advanced communications monitoring equipment. All of the Oberon class submarines were based at HMAS Platypus, on Sydney Harbour. The Oberon's proved very successful and saw extensive service during the last decades of the Cold War.

This service included conducting risky surveillance missions against India and Communist nations in South East Asia. These missions were cancelled in 1992 when an Australian submarine, believed to be Otama, became tangled in fishing nets and was forced to surface in the South China Sea. The Oberon class regularly conducted exercises with the Special Air Service Regiment (SAS) and to a lesser extent the 1st Commando Regiment and the Clearance Diving Branch. In 1980, the SAS was tasked to develop a maritime counter terrorist capability together with the clearance divers and conducted the first ever swimmer release from a submerged Australian submarine. Onslow was fitted with a four-man diving chamber for exit and reentry of SAS swimmers. As part of the Government's Two Ocean Navy policy submarines were homeported at HMAS Stirling in West Australia from 1987 and the headquarters of the Australian Submarine Squadron moved to HMAS Stirling in 1994. The Oberon class boats were gradually decommissioned and replaced with new Collins class submarines during the 1990s. The final Oberon class boat, HMAS Otama, was decommissioned on 15 December 2000.

The six Collins class submarines were the first Australian-built submarines, and the most expensive ships to have been built in Australia. The Collins class submarines were built by the Australian Submarine Corporation at Adelaide, South Australia and entered service between 1996 and 2003 following extensive trials and modifications to the early boats in the class. The dedicated trials and submarine rescue ship HMAS Protector supported these trials between 1992 and 1998. Tests conducted on HMAS Collins after she was provisionally commissioned in 1996 revealed serious shortcomings in the submarine's performance, including excessive hull noise and an ineffective combat system. These problems were subsequently rectified. The second boat commissioned was Farncomb (1998) followed by Waller (1999), Dechaineux (2001), Sheean (2001)

and Rankin (2003). The Collins class submarines currently rank among the most effective conventional submarines in the world.

Like the Oberon class, the Collins-class submarines have conducted surveillance patrols. In 1999, it was reported that Waller and a second boat operated in support of the International Force for East Timor (INTERFET) providing escorts for transport ships, monitoring Indonesian communications, inserting special forces and had been collecting intelligence on East Timor for months. A submarine, possibly Waller, reportedly inserted Navy clearance divers into the Oecussi Enclave to conduct a covert beach reconnaissance ahead of an amphibious landing on 22 October 1999. Two boats Collins and Dechaineux received the special forces upgrade providing the capability whilst submerged to release several swimmers and for their reentry, filling a capability gap the former Oberon-class boat Onslow had provided. While the Collins class submarines' performance has improved over time, their maximum diving depth was permanently reduced following the near-loss of Dechaineux when a pipe burst during a practice dive in February 2003. In 1998, the Royal Australian Navy became the fourth Navy in the world to permit women to serve on board submarines. The first female submariners began their training at the Submarine Training and Systems Centre in June 1998.



HMAS Sheean (front left) and HMAS Collins (front right) at HMAS Stirling in 2006

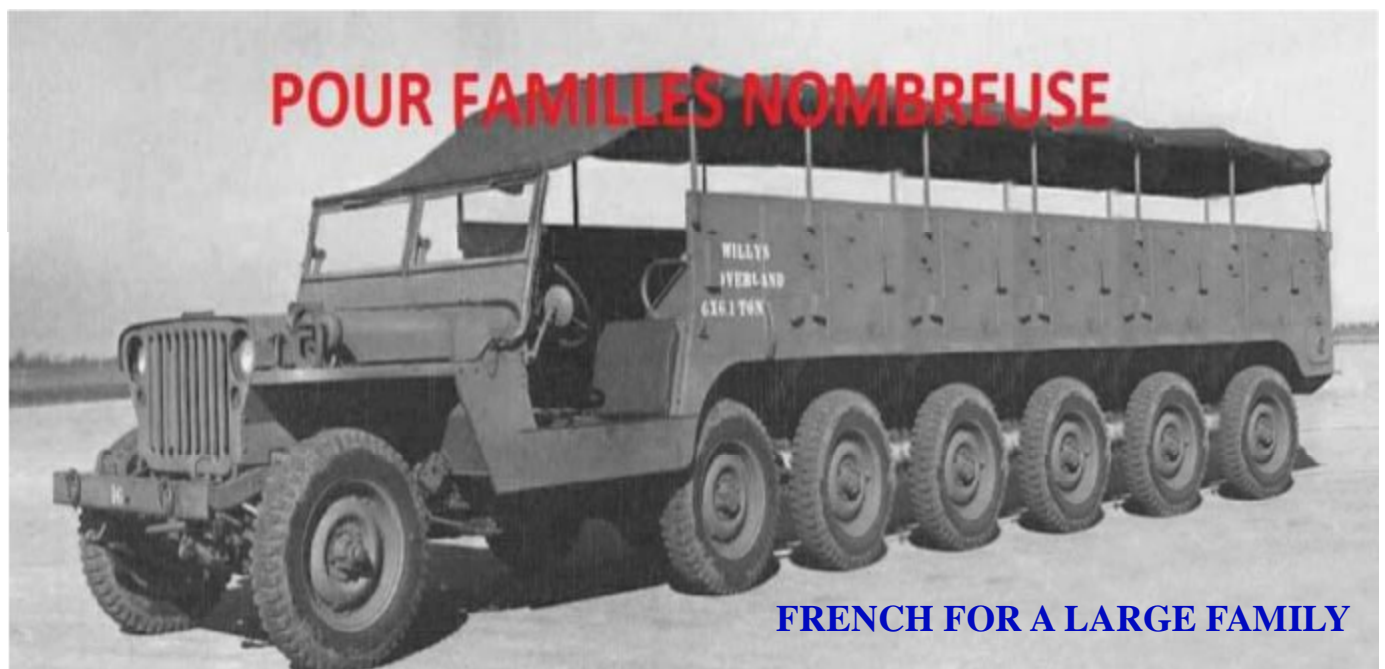


Driver of rolled military vehicle Update



Graham Arkle - update

As many of you will be aware, Graham was seriously injured when his Alvis Stalwart was hit by a truck whilst on his way to Corowa in March. We have received some updates and photos from his family: Graham is still in hospital, he did get moved to a Geelong hospital after two months when he was more stable, he is now in the Epworth in Waurnd Ponds. Still unable to weight bear (not able to attempt to walk) he has become good at transferring into the wheelchair but can only sit out of bed comfortably for an hour at a time. In two weeks he will have another big review at the Alfred where hopefully they will say he can learn to walk again, but at the last review they realistically said it would probably still be another six weeks. He is in constant pain but still very positive and determined The skin flap repair on his de-gloved right leg ended up taking and has healed well, so that's great! We still have no idea when he will be home however. If anyone would like to visit Graham, he is currently in the Epworth Hospital, at Waurnd Ponds, Vic 3216. His room phone number is (03) 5271 7777. If anyone can visit just call first to check that he is not out having tests or physiotherapy! Its been well over three months now of being in hospital so I know he would very much appreciate to see some new faces!



What happened to all those Fuel Tanks jettisoned over Vietnam - Now all revealed.







SD.KFZ. 251/1

Sonderkraftfahrzeug 251



The Sd.Kfz. 251 (*Sonderkraftfahrzeug 251*) half-track was a World War II German armored fighting vehicle designed by the Hanomag company, based on its earlier, unarmored Sd.Kfz. 11 vehicle. The Sd.Kfz. 251 was designed to transport the *Panzergranadier* (German mechanized infantry) into battle. Sd.Kfz. 251s were the most widely produced German half-tracks of the war, with at least 15,252 vehicles and variants produced by seven manufacturers. Some sources state that the Sd.Kfz. 251 was commonly referred to simply as "Hanomags" by both German and Allied soldiers after the manufacturer of the vehicle.^[1] However, that commonly accepted designation has come into question, perhaps only being a postwar label. German officers referred to them as SPW (Schützenpanzerwagen, or armored infantry vehicle) in their daily orders and memoirs. There were four main model modifications (Ausführung A through D), which formed the basis for at least 22 variants.^[1] The initial idea was for a vehicle that could be used to transport a single squad of 10 panzergranadiers to the battlefield protected from enemy small arms fire, and with some protection from artillery fire. In addition, the standard mounting of at least one MG 34 or MG 42 machine gun allowed the vehicle to provide suppressive fire for the rifle squad both while they dismounted and in combat. The armour plates were designed to provide protection against standard rifle/ machine gun bullets (like the 7.92×57mm Mauser bullet). The front-facing plates were 14.5mm thick; the sides were steeply angled, V-shape 8mm thick plates.

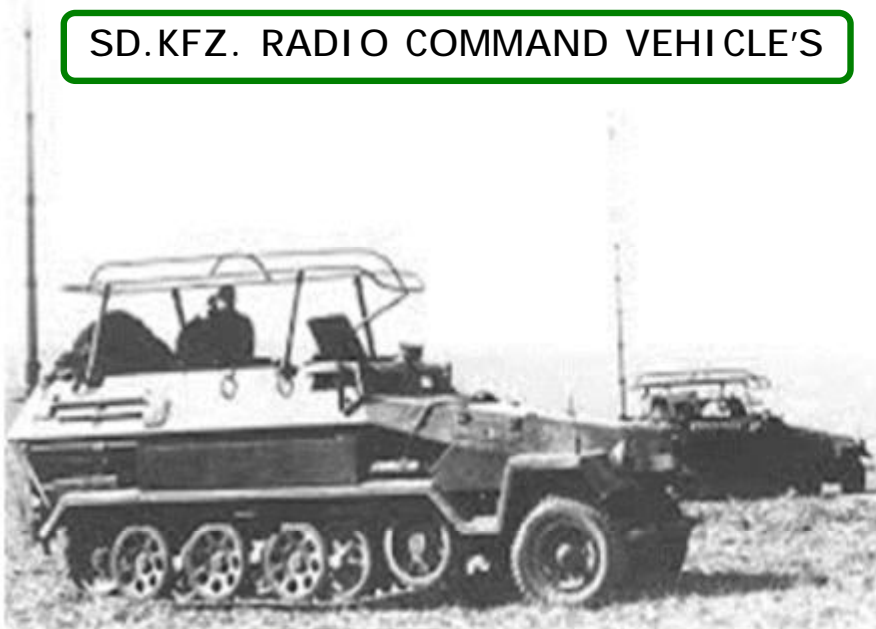
This level of armour provided protection against normal (non-tungsten) rifle AP round, which could pierce about 8mm of vertical armour. Positive aspects of the open top included greater situational awareness and faster egress by the infantry, as well as the ability to throw grenades and fire over the top of the fighting compartment as necessary while remaining under good horizontal cover. The downside, as with all armored personnel carriers of the era, was a major vulnerability to all types of plunging fire; this plunging fire; this included indirect fire from mortars and field artillery, as well as small arms fire from higher elevated positions,

lobbed hand grenades, Molotov cocktails, and strafing by enemy aircraft. The first two models (ausf A and B) were produced in small numbers from 1939. Ausf A and B models can be identified by the structure of the nose armor, which comprised two trapezoidal armor panels - the lower of which had an engine cooling vent. The B model, which began production in 1940, eliminated the fighting compartment's side vision slits. The C model, which started production in mid-1942, featured a simplified hexagonal-shaped forward armored plate for the engine. Models A through C had rear doors that bulged out. The C model had a large production run, but was quite complex to build, involving many angled plates. From early 1943, the D model was developed with the purpose of halving the number of angled body plates, simplifying the design and thus speeding up the production. D models can be easily recognized by their single piece *sloping rear, with flat doors*. The standard personnel carrier version was equipped with a 7.92 mm MG 34 or MG 42 machine gun mounted at the front of the open compartment, above and behind the driver. A second machine gun could be mounted at the rear on an anti-aircraft mount.



A strong design feature of the Sd.Kfz. 251 was the large track area, with the characteristic "slack track" design with no return rollers for the upper run of track. The Sd.Kfz. 251 also had the Schachtellaufwerk system of overlapping and interleaved main road wheels common to virtually all German halftracks of the period. This lowered the ground pressure and provided better traction, at the cost of much greater complexity in maintenance. The Sd.Kfz. 251 also had tank steering, whereby the normal steering wheel moved the front wheels, but after more turning of the steering wheel, the tracks are braked to cause turning, like on a tank. However, the interleaved and overlapping main road wheels shared a major problem with the Tiger 1 and Panther tanks that also used such roadwheel configurations - in muddy or winter weather conditions, such as those during a mud season (rasputitsa) or the winter conditions, accumulated mud and snow could freeze solid between the road wheels, immobilizing the vehicle. These vehicles were meant to enable Panzergrenadier to accompany panzers and provide infantry support as required. In practice, there were never enough of them to go around, and most Panzergrenadier units had to make do with trucks for transport. In August 1943, Romania acquired a total of 27 armored half-tracks, of both the 251 and 250 types followed in 1944 by 251 type and other types of armored cars to convert two cavalry divisions into armored or mechanized divisions. The Army of the Independent State of Croatia received 15 Sd.Kfz. 251 in spring 1944 and the Ustashe Militia received 12 in autumn 1944.

SD.KFZ. RADIO COMMAND VEHICLE'S



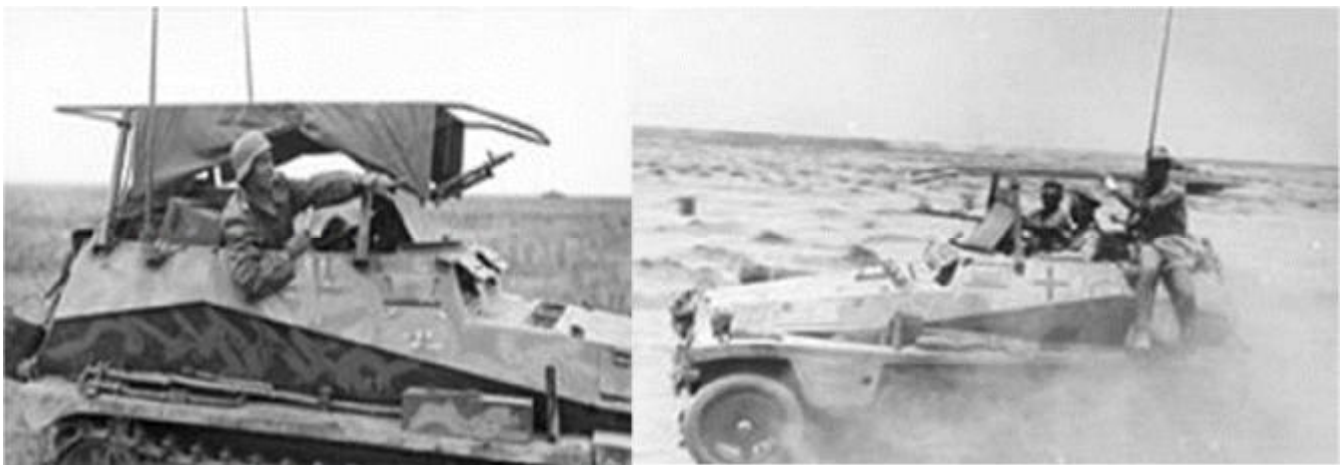
The Sd.Kfz. 250 (German: Sonderkraftfahrzeug 250; 'special motor vehicle') was a light armoured halftrack, very similar in appearance to the larger Hanomag-designed Sd.Kfz. 251, and built by the DEMAG firm, for use by Nazi Germany in World War II. Most variants were open-topped and had a single access door in the rear. The Sd. Kfz 250 was adopted in 1939 to supplement the standard halftrack. Production delays meant that the first vehicle did not appear until mid-1941. In 1939, the Inspectorate for Motorized Troops (AHA/In 6) decided that it would be useful for small armored half-tracks to accompany tanks in the attack. They could satisfy requirements for which a larger vehicle wouldn't be needed, such as headquarters, artillery forward observer, radio, and scout vehicles. Demag, the designer of the smallest half-track in service, the Sd.Kfz. 10, was selected to develop the "light armored troop carrier" (leichter gepanzerter Mannschafts-Transportwagen) or Sd.Kfz. 250. To this end, the Sd.Kfz. 10 hull was shortened by one road wheel station, and an armored hull (Panzerwanne) constructed around the truncated running gear. While intended as a derivative of a standard inventory item, eventually virtually every component was redesigned and specific to the Sd.Kfz. 250. Power for the Sd.Kfz. 250 was provided by a Maybach 6-cylinder, water-cooled, 4.17-litre (254 cu in) HL 42 TRKM gasoline engine of 100 horsepower (100 PS). It had a semi-automatic pre-selector transmission with seven forward and three reverse gears: ch SRG, type VG 102 128 H, (SRG=Schaltreglergetriebe, VG=Variorex-Getriebe, H=Hohlachse). Mayba Gears were first selected and then the change pedal depressed to change the ratio, the next gear could then be -

selected in advance. It could attain 76 km/h (47 mph), but the driver was cautioned not to exceed 65 km/h (40 mph). Both tracks and wheels Both tracks and wheels were used for steering.

The Sd.Kfz. 250 (German: Sonderkraftfahr



The steering system was set up so that gentle turns used just the steerable front wheels, but brakes would be applied to the tracks the farther the steering wheel was turned. The Sd.Kfz. 250 also inherited the track-sparing but more complicated rollers in place of the more commonplace toothed sprockets. The track ran on four double roadwheels overlapping and interleaved in the so-called Schachtellaufwerk design used by nearly all German half-tracked vehicles, mounted on swing arms sprung by torsion bars, track tension being maintained by an idler wheel, mounted at the rear. The front wheels had transversely mounted leaf springs and shock absorbers (the only ones fitted) to dampen impacts. The Sd.Kfz. 250 (and its parent, the Sd.Kfz. 10) were unique among German half-track designs as they used a hull rather than a frame or chassis.



The vehicle was used in a wide variety of roles throughout World War II. The basic troop carrier version was used as an armored personnel carrier for reconnaissance units, carrying scout sections. This basic variant usually mounted one or two MG34 machineguns. Later variants carried 20 mm, 37 mm, and even 75 mm guns to support the more lightly armed versions. Several special-purpose variants were seen early in the war. The 250/3 and 250/5 were command variants, with fewer seats but equipped with long-range radio equipment. These were used by battalion and higher commanders as personal command vehicles, most famously the 250/3 used by Erwin Rommel in the North African campaign. Early versions had large 'bedframe' antennas, which were easy to spot at long range, making them more vulnerable to artillery fire. Later variants dispensed with this and instead used the far less conspicuous whip antenna. The Sd.Kfz. 253 variant was fully enclosed, and was used by artillery forward observers to accompany tank and mechanized infantry units. The initial design had a multi-faceted armoured body constructed from multiple plates, which gave good protection against small arms fire but was both slow and costly to manufacture, and resulted in a cramped interior. Production of this early version stopped in October 1943 with some 4,200 built^[1] and the complex body-shape dropped in favour of a neue art (new version) with flattened crew compartment sides made from a single piece of armour. This greatly simplified manufacture but in both variants the level of protection was minimal above rifle-caliber small-arms fire and small artillery fragments: heavy machine guns, anti-tank rifles and virtually any form of artillery could perforate the Sd.Kfz. 250, even at long range. In August 1943, Romania acquired a total of 27 armored half-tracks, of both the 251 and 250 types.

ROMMEL AFRIKA KORB COMMAND VEHICLE



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; gumbræ44@tpg.com.au

URGENT ITEMS REQUIRED

KEVIN TIPLER IS LOOKING FOR:

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