

BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



Across the Simpson Desert by Jeep



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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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THE WVCG MANAGEMENT

RESTORATION WITH A DIFFERENCE

THIS IS A DIFFERENT TYPE OF RESTORATION TO OUR NORMAL TYPE OF MILITARY TYPE VEHICLES WE RESTORE. BUT THIS IS A CASE NOT USUALLY DONE AND I THINK IT IS THEREFORE WORTHY OF SHARING WITH OUR MEMBERS.

Editor/ Publisher.



This ship was decommissioned in 1981 after nearly 50 years of service.

After being decommissioned, it was left to rust for four years before the front part of the ship was removed and perched on top of an 18-foot cliff above Lake Erie, to serve as a vacation home.





Looking across the bow, it seems that the boat is actually steaming - full speed ahead!



The ship still contains the beautiful wood-paneled state rooms, dining room and lounge designed by Henry Ford.



The ship was used by Henry Ford to travel across the Great Lakes. Thomas Edison was a frequent guest on this beautiful ship.

The present four-deck ship-house is 7,000 sq. ft., and includes walnut-paneled staterooms, a dining room with galley, and passenger lounge designed by Henry Ford for his personal use while on board. The ship-house was then owned by Frank J. Sullivan, but after failing to turn it into a hotel in 1992, Sullivan auctioned the building to father and son Jerry and Bryan Kaspar, who still enjoy relaxing there while taking time off from work. It has been modernized with a garage, a game room, a bar, a state-of-the-art kitchen, and four bathrooms. The 90-year-old cargo ship is beautiful, as she sits overlooking her former waterways.



Visitors must be okay with heights if they take a tour onto the bow of the boat and see the water so far below.



This ship-home has maintained the historic and beautiful interior, which is updated with modern amenities



Bryan Kaspar says: "Everyone who sees our home from the outside, wants to look inside. I think everyone who sees it is amazed at the gorgeous woodwork throughout our beautiful ship-home."





This impressive getaway includes five bedrooms, four bathrooms, a captain's office and living room with panoramic views across Lake Erie. "I love the deck on the fourth floor. It's a great place to enjoy a cocktail overlooking the lake and the nearby cliffs, and to watch the sunsets is amazing from there." Videographer Nick James, who conducts tours of the home, says, "The most incredible part is standing at the helm with the way the boat hangs over the cliff. It actually feels like you're on the open water. I love the history that remains all around the Benson Ford." "In the parlour, you can imagine Thomas Edison and Henry Ford sitting there puffing on their cigars. When you're there, it feels like you're stepping back in time, and that those two famed gentlemen could appear at any moment." An incredible beauty of a long-ago ship, still available for water lovers to see.



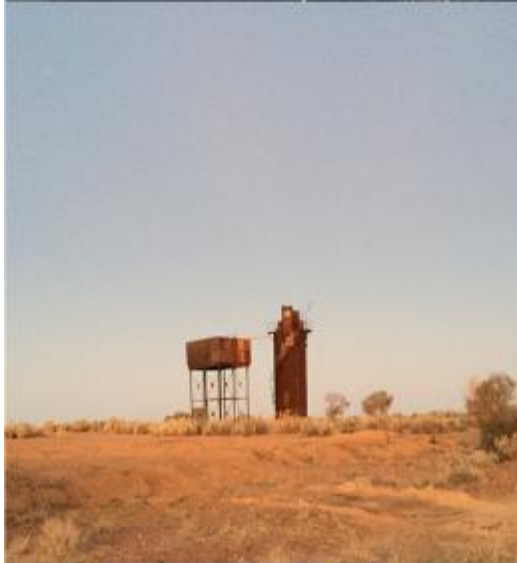
MY JEEP TRIP ACROSS THE SIMPSON DESERT

By: Frank SCOTT

I recently had an opportunity to join some German friends for a two-week trek north into the Simpson Desert. We all met at the Melrose Show Grounds, for an overnight stay before leaving together on our adventure north. Our first fuel stop was Quorn. I filled five jerry cans at \$1.07 a litre which stacked nicely in my trailer and three were carried by our German Friends, in their well-prepared vehicles. A Mercedes Benz ex fire truck. You may wonder why we carried so much fuel, we had worked out we required enough for a range for 850 km.



Our first stop was at the Kanyaka ruins, a fascinating place showing the optimism and confidence of these earlier settlers so far from home. That night we set up our first camp at the ruins of the old railway town of Farina. That night the temperature hit zero degrees. In the morning we headed for Marree and topped up with fuel. We would go on to enjoy warm sunny days, mild nights, and no wind, as we travelled further north, following the old Ghan railway line to our next camp site at Beresford, about an hour south of William Creek. Beresford is one of the better-preserved railway sidings on the line. It still has its old desalinate tank.



The following morning, we stopped at the interesting place of William Creek situated on the edge of the Woomera Rocket Range. We fueled up, Perry's bowser overreading by 15 litres. Enjoyed a shower for \$5 at the pub, checked out camping ground which is now particularly good. The following the old railway line to our next camp site at the Algebuckina Bridge. A great camping spot on the Neale's River. I have never seen the river dry. Our next stop The Pink Roadhouse at Oodnadatta. This would be our last fuel stop. I could not confirm that Mt Dare could fuel us, so we turned off at Hamilton Station and made our way across the most appalling stone flats to Dalhousie Springs, a mosquito's heaven. This is where we encountered the first of the sand hills. Lunch at Purni Bore and the first of my reserve jerry can. From here on my economy would fall through the floor, due to my awful fuel consumption We picked up the Rig Road and headed for the famed Birdsville Track at Warburton river crossing.



Still, we had a lot of fun, always good camps, plenty of stops to "seek and find" Our German friends, who are widely travelled, noticed, and soaked up everything. Fresh camel and goat tracks, yet we saw only one mob of each, a day out of Warburton crossing.



How did the Jeep handle the sands well, (well most of the time.) I still had to be pulled over four sand hills. The Blue Mitsubishi Cantor, in the pictures was brilliant. Also, the heavy Mercedes Benz. Though it often leaned scarily on top of some of the sand hills where they would "switchback" alarmingly. Given the recent "drift of deep sand onto the top of the hills, but we managed them well. Slow and steady is the method I reckon. Without the trailer, the Jeep would have romped it in. But with a minimum five jerrycans. A few more camps. Totally alone out there, we saw no other vehicles as we began the run out of the sand hills.



After the sand hills we moved into the Clifton Hills country, which was in good condition, given so little rain. The river Warburton was running, fresh, with an easy shallow crossing. We drove onto the Birdsville Track now partially sealed. When I was last here in 2018 it was still a vehicle-destroying track. Mungerannie was our first fuel stop. \$1.51 a litre for our trip back down south. Petrol Station owner, Phil Gregurkie is very entertaining chap, after a few beers and a long chat. Phil ran some videos of long ago. When he and his lady were doing it tough, given no tourists. We headed for Copley and more fuel. \$1.41 litre.

For the benefit of our German friends we detoured via Arkaroola. I made a mental note never to use this terrible road again. Ever! I do realise it is near impossible to maintain this Road, given the many creek crossings and volume of water at times. I decided to start my run home via the east of Flinders, via Mulga View station. The rain started at Mulga View Station, it continued to rain steadily, so the long drive to Blinman was a bit slippery, even though it was a beautifully graded road. Our trip home finished in heavy rain. Not such a rare event I suppose. Overall it was a great trip and very much enjoyed by our German visitors.

My thanks to Frank SCOTT for sharing his adventures with our WVCG members. Having covered this area on many occasions myself you can see why people can easily be drawn back to the Aussie outback. This would be a great WVCG group trek in the future. Thank you so much Frank for sharing your trip with us.

Tony Van Rhoda; editor/Publisher.







Willy's MLW-2 'Jungle Jeep'

Willy's MLW-2 'Jungle Jeep' with narrower axles and 7.50-16 tires. The gearing was a bit better with the 32 inchers on 16s versus the 36 inchers on 20s. With the 20s, the MLW-2 had a whopping 11.75 inches of ground clearance under the axles. The 7.50-16 tires brought that down to 10.25. The stock jeep was 8.75. Aberdeen Proving Grounds, MD USA 1944.



Military funeral, Liverpool St, Hobart, circa 1950.

The Mercury photo. B8610/2. Ted Lidster collection.



THE LAST BOEING 747 TO FLY OUT OF AUSTRALIA



Introducing our new WVCG member. Zack Browning from Gumeracha. with his 1946 Plymouth "staff car" Shown here with WVCG President Kevin Tipler.

EVERLASTING

This person had a great start in life, an early exotic present. Mr. Allen Swift: Born in 1908 he passed away in 2010.

This man owned and drove the same car for 82 years. Can you imagine even having the same car for 82 years. Mr. Allen Swift (Springfield, Massachusetts) received his 1928 Rolls-Royce Piccadilly P1 Roadster from his father, brand new. As a graduation gift in 1928. He drove it up until his death last year.

At the age of 102. Mr. Allen Swift was the oldest living owner of a car that was purchased new.



Rolls Royce Phantom I 1928.

The vehicle was donated to the Springfield museum after his death. It has 1,070,000 miles on the clock and still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition after 82 years.

That's approximately 13,048 miles per year (1087 per month). 1,070,000 that's miles not kilometers. That's British engineering of a bygone era.

I don't think they make them like this anymore.

This is a monument to those early craftsmen who pioneered auto manufacturing in the future of the motor industry.

Melbourne company wins \$25 million Boxer supply contract



Rheinmetall Boxer CRV with an in-service Australian Light Armoured Vehicle (ASLAV).

Melbourne manufacturer Tectonica Australia has won a \$25 million contract to provide sophisticated camera technology aimed at boosting safety for the Army's Boxer armoured vehicles. Minister for Defence Industry Melissa Price announced Tectonica as the latest local company to secure contracts to deliver the combat reconnaissance vehicles. The Block II 8x8 Boxer vehicles are being assembled for the Australian Army at Rheinmetall's Military Vehicle Centre of Excellence in Queensland. "Tectonica Australia's Local Situational Awareness System will provide vehicle crew and operators with improved situational awareness by day and by night," Minister Price said. "By investing in this sovereign capability, we are creating long-term jobs and opportunities for businesses in our defence industry." Minister Price said the government was creating opportunities for innovative local companies like Tectonica Australia to expand into global supply chains. "The expertise and quality of Australia's defence industry will ensure the Australian Defence Force is supplied with a world-leading capability," Minister Price said. "For these Australian companies, the real potential here is their relationship with Rheinmetall and the ongoing opportunities to partner with them for their projects both here and in Europe." Three other Australian businesses – Sydney-based GPC Electronics, Adelaide-based Century Manufacturing and Yerriyong-based Air Affairs Australia – will share in \$8 million worth of work to provide the processing and storage components for high performance computing and network devices. These devices, known as tactical-edge servers are designed and developed by Queensland-based Boeing Defence Australia. "This world class technology is locally designed, produced and maintained by Australian companies, and will be serviced through a local supply chain," Minister Price said. Tactical-edge servers have been successfully tested in some of the most demanding conditions, and are ideally suited to withstand the hostile environment and combat conditions the Boxer 8x8 combat reconnaissance vehicles may encounter. Rheinmetall Defence Australia will deliver 211 Boxer 8x8 CRVs to replace Army's Australian Light Armoured Vehicles, under the LAND 400 Phase 2 Mounted Combat Reconnaissance Capability project.

Direct live firing big guns a thrill for new soldiers



Members of the 101st Battery direct fire an M777 lightweight towed howitzer during Exercise Ready Hammer at Mount Bunday Training Area, Northern Territory. Photo by Gunner Adel Hejji. Story by Lieutenant Jonathon Kale.

Four M77A2 howitzers fired a barrage of rounds at the Mount Bunday Training Area in the Northern Territory last month, sounding the first live-fire activity for 8th/12th Regiment, Royal Australian Artillery, in the 2020 training year. Soldiers and officers of the 101st Battery returned to the field following the easing of restrictions put in place to mitigate the spread of COVID-19. For young soldier Gunner Percy Peacock, Exercise Ready Hammer was the first opportunity to deploy to the field environment and experience the sight of multiple field guns in action. "I posted into the regiment earlier this year when most activities were put on hold and I hadn't had the chance to see the guns live fire," Gunner Peacock said.

The culminating activity did not disappoint the new soldier.

"The direct-fire serial marked a great end to a tough three weeks and was a really good experience," he said. Not only was it the first time in 2020 the guns fired in unison, it was also the first opportunity for 101st Battery's leadership team to work in harmony in the field environment. Battery Commander Major Luke Seymour planned the exercise to incrementally train skillsets before they were tested as a whole.

"Over the three weeks in the field we refreshed our small-arms skills, worked on our technical gunnery, and integrated rotary wing assets with our colleagues from the 1st Aviation Regiment, before we reached our final activity – developing the skills we may be called on to use as the artillery component of the Ready Battle Group," Major Seymour said.

The 100,000 hectares of the Mount Bunday Training Area is renowned for testing soldiers in its unique dust-filled environment, with Top End soldiers spending up to three months in the field each year.

"There is no better place to train and to test our people than the field environment," Major Seymour said. "Exercise Ready Hammer allowed the men and women of 101st Battery to quickly return their skills to a high standard.

"I am confident that each soldier and officer of the battery is ready to support any contingencies where our skills may be called on."

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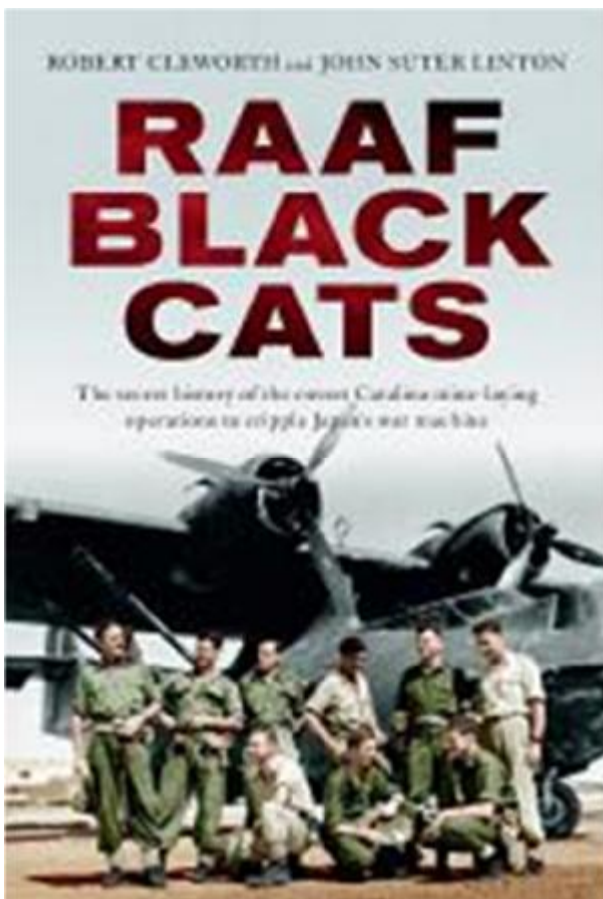
A Message From the WVCG committee

We ask all our members traveling to any Club outings to take extreme care when driving your precious restored vehicles on our busy roads and highways. We want you all to arrive safely to the venue and return home safely back to your families.

Safety Alert from your WVCG Committee

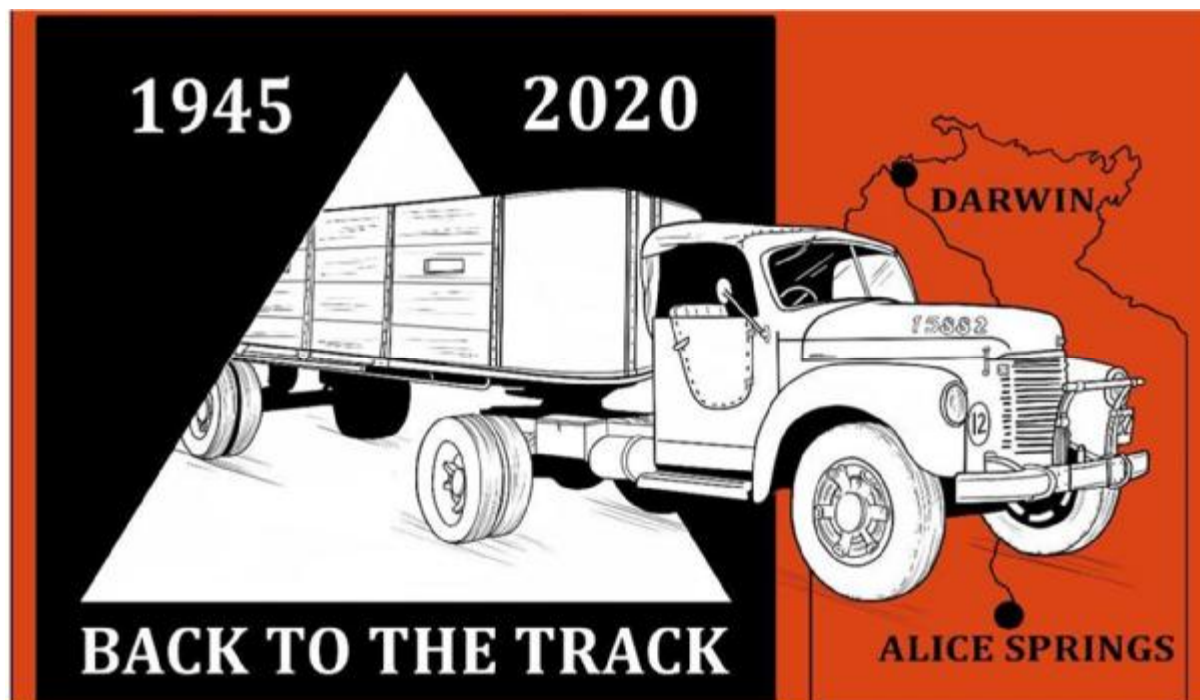
A GOOD READ

RAAF Black Cats: The secret history of the covert Catalina mine-laying operations to cripple Japan's war machine ~~\$18.39~~ **\$14.7** By: Robert Cleworth



In March 1945 Reg Cleworth, a navigator on PBY Catalina seaplanes flying out of Darwin, went missing in action. No details were ever given about the incident that took his life, nor the reason his plane went down. For Reg's younger brother, Robert, the news came as a prophecy fulfilled. The last time they saw each other, Reg confided in Robert, 'I don't think I'm coming back'. Forty years later Robert decided to investigate what happened to his brother. What he uncovered was an extraordinary story of a covert Australian airborne mine-laying operation in cooperation with the US Seventh Fleet to disrupt the Japanese supply routes. One of the riskier and more dangerous RAAF undertakings of the Pacific War, secrecy restrictions were imposed on everyone involved. They were never formally lifted. Had it not been for a chance meeting that allowed Robert access to previously unopened files in the US national archives, this remarkable story may never have been told. What he unearthed revealed the sacrifice and achievements of the RAAF Catalina crews and the vital role they played in MacArthur's strategic plan for the south-west Pacific.

BACK TO THE TRACK POSPONED UNTIL 2021



WEB SITE

Keep visiting the web site for the latest event information. <http://www.backtothetrack2020.com>

Event delayed until 2021

After speaking to NT Health authorities and Tourism NT, being directed to complete the on line COVID-19 Event Risk Assessment tool and given that more restrictions will likely be placed on events, the various liabilities and risks are too great for the event to occur at this time.

It is with great regret that the event BTTT2020 will be delayed until the same time next year - 2021

All participant entries will be retained for 2021.

If you have no intention of participating in 2021 and wish a full refund, return the participant book "A Wartime Journey" for a refund of the entry fee and year numberplate order if already paid.

If you can join us in 2021, all event merchandise / numberplates / participant pack / events will be retained and kept for 2021.

NT Government response to COVID-19

In line with the activation of the national pandemic plan, the Northern Territory along with all other jurisdictions is preparing for a potential pandemic situation.

<https://health.nt.gov.au/health-alerts/novel-coronavirus-covid-19> Latest NT specific updates

Public Health Emergency declared

The National Cabinet has met and resolved to enact a series of measures enforceable by Federal, State and Territory law:

- The aim is to get ahead of the curve. There will be some impacts to our Territory lifestyle regarding our significant events; however, we all need to follow the best advice to limit the risk of COVID-19 to Territorians.
- Remote communities in the Northern Territory have been closed to all non-essential travel in response to concerns about the spread of COVID-19.

Mass gatherings. From today (18th March), organised, non-essential gatherings of more than 500 people will be prevented. Event organisers will need to cancel, reschedule or modify events falling within this category. Organisers can use NT Health's risk based assessment tool (available on SecureNT) to identify the risk of the event. If they would like the event to proceed then they should contact the mass gatherings hotline to confirm their assessment that the event can proceed.

Non-essential organised gatherings are any function or event that a large group of people attend including, but are not limited to, conferences, music festivals, sporting events, some religious and life celebrations, cultural events, elections and other public occasions.

For gatherings of less than 500 people. The NT Health COVID-19 Risk Assessment tool available on Secure NT has been developed to assist event organisers determine the level of clinical risk around proposed events. The results of the risk assessment will assist event organisers in making decisions about whether to proceed with an event or to restrict, modify, postpone or cancel.

The Public Health advice is to use this self-assessment tool to assist decision-making noting that erring on the side of caution is encouraged.

MASS GATHERINGS

There is a dedicated COVID-19 mass gatherings hotline for the NT - 1800 518 055.

All gatherings of more than 500 people are prevented and will need to be cancelled, postponed or modified to meet requirements.

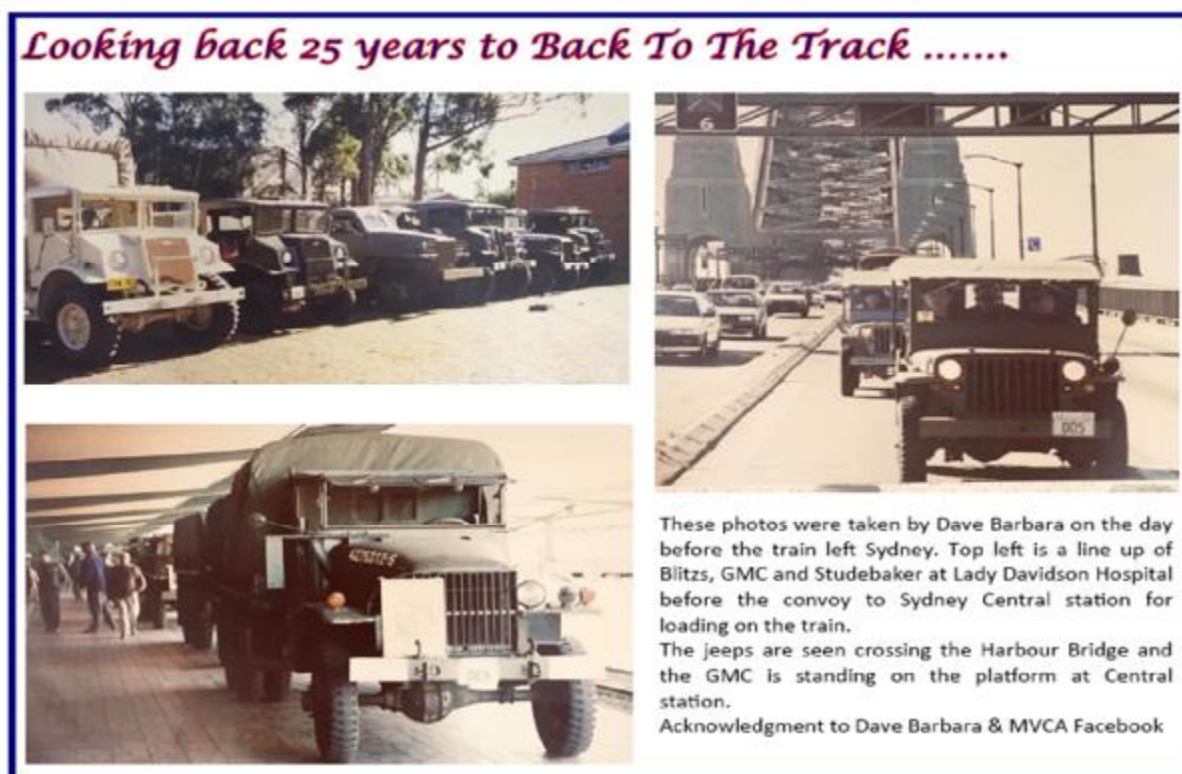
The NT Health COVID-19 Risk Assessment tool DOCX (66.0 KB) has been developed to assist event organisers to determine the level of clinical risk around proposed events.

In Summary:

After considering the average age and profile of participants travelling from intrastate to the NT, the likely imposition of further restrictions, completing the Risk Assessment tool and speaking directly with NT Health authorities: -

The event “Back To The Track 2020” will regrettably need to be deferred until 2021.

FOR FUTHER INFORMATION CONTACT DOUG TREAGER : dougdraeger@hotmail.com



German Tank Buster

Professional Cricket Player, Major Bob Crisp DSO, MC

By: Steve MacGregor



Most of us, if we are honest about it, live lives that are fairly ordinary. There may be flurries of interest. There may even be brief moments of heart-stopping excitement. But most of the time, we just go quietly from day to day. However, there are some people who lead lives so packed with incident, achievement, and excitement that their biographies read like a Boys-Own story. One such person was Robert 'Bob' Crisp DSO MC: international cricketer, mountaineer, journalist, writer, civil rights campaigner, and war hero. Bob Crisp was born in Calcutta, India on May 28, 1911. His family moved to Rhodesia (modern-day Zimbabwe) and Crisp attended Prince Edward School in Salisbury where it quickly became clear that he was a talented athlete. He represented the school in swimming, boxing, and athletics, but it was at cricket that he excelled. By the time Crisp left school, he was 6' 4" tall and a ferociously fast bowler. He played in his debut First Class cricket match in Bulawayo in 1929 at the age of 18. In 1935, he was picked as a member of

Bob Crisp (1911 - 1994)

During his cricket career he achieved several records, though not all were formally recorded. In the 1970s, a reporter for the Guardian Newspaper was surprised to learn that many cricketers still held Crisp in awe as the first player ever to score 100 during a Test Tour. That is not one hundred runs: Bob Crisp made love to one hundred different women during his three-month tour of England in 1935. During this period, he also climbed Mount Kilimanjaro. Twice. It seems that Crisp had climbed the mountain alone and was on his way down when he met a friend, who was on his way up. Crisp agreed to climb the mountain again, but his friend broke a leg near the summit. Crisp carried him to the top and then all the way back down to safety.



South African cricketers Chud Langton (1912 - 1942) and Bob Crisp (1911 - 1994) at Cardiff, where they are playing a match against Glamorgan, June 1935.

When World War Two began, Crisp enlisted in the British Army. When he completed initial training, he was posted to the 3rd Royal Tank Regiment (3RTR) in Alexandria, Egypt. The regiment had lost all its tanks and most of its personnel during the German invasion of France in the summer of 1940, and Lieutenant Crisp was one of many new personnel who joined the Regiment in early 1941.



3rd Royal Tank Regiment by a Sherman tank during a break

Crisp spent most of his wartime service as commander of an M3 Stuart tank. The Stuart was manufactured in the US and provided to the British Army under the Lend-Lease policy. It was provided with a gasoline-powered radial engine originally designed for use in an aircraft, but it lacked range. It had an Operational range of just 75 miles, cross country.



A British M3 (Stuart I) during fighting in North Africa.

The Stuart was a light tank, but it was well regarded in British service, being faster, more reliable, and lighter than the other main tank of the time, the Crusader. The Stuart had equivalent armour and armament to the Crusader and its only real drawbacks were limited fuel capacity, a high profile necessitated by the location of its engine, and a small, two-man turret (most other tanks of the period had three-man turrets). It was not long before 3RTR discovered that the Stuart was also a match for the most common German tank of the early war period: The Panzer III. In early March 1941, 3RTR was ordered to the port of Piraeus in Greece as part of the 1st Armoured Brigade in Operation Lustre, an attempt to halt the German invasion of Greece and Yugoslavia.



German artillery firing during the advance through Greece. Photo: Bundesarchiv,

In the mountains of Greece, Bob Crisp encountered combat for the first time, and he embraced it with the same flamboyant enthusiasm with which he tackled most things in his life. Crisp was credited with destroying several German tanks during this brief campaign. When faced with a German Panzer IV, much heavier than the Panzer III and virtually impervious to the main guns of British tanks, Crisp angrily stuck his head out of the turret and fired his revolver at the German tank. When a British armoured column was under attack by a German Heinkel, He-111 bomber, Crisp shot it down with the .30 calibre machine gun mounted on the cupola of his tank's turret.



PREVIOUS PAGE PHOTO: *General Hermann Balck in a Panzer III Ausf. E command tank in Greece in 1941.*

The vehicle is fitted with a dummy 37mm main gun and a dummy MG 34 co-axial machine gun but has an actual ball-mounted MG 34 machine gun on the right side of the turret's mantlet. Photo: Bundesarchiv, Bild CC-BY-SA 3.0 Unfortunately, the British campaign in Greece was a disaster. By the end of April, Crisp had been forced to bail out of burning tanks three times, and British forces were evacuated from Greece and pulled back to Egypt. Crisp had been promoted to Captain (he was one of just twelve 3 RTR officers to make it back from Greece), but he did not stay at that rank for long. He was demoted back to Lieutenant following several incidents which involved insubordination and a tendency to spend more money than he was paid. Crisp was said to owe money to every bartender in Alexandria, something that was not seen as becoming behaviour for a British Army officer. Crisp was demoted twice more during his career for similar reasons, something that must be almost unique in the British Army. By the time that 3RTR arrived back in Egypt, a new force had entered operations in the western desert. General Erwin Rommel had been appointed to lead the *Deutsches Afrika Korps*; a German expeditionary force sent to North Africa to support their Italian allies. Rommel immediately led his forces into eastern Cyrenaica where they besieged the vital British port of Tobruk. In June 1941, the British counter attacked in Operation Battle-axe, a disastrous attempt to stop the German advance.



The Axis Offensive 1941 - 1942- German tanks advance in the desert shortly before the Battle of Sollum.

The British lost almost half their tanks during the first day of fighting and, as usual, Crisp was in the thick of the action. He fought continuously for 14 days in a failed effort to relieve Tobruk, surviving on little more than one hour's sleep each night. By June 17, the Germans were able to resume their advance, having destroyed almost 100 British tanks while losing just 12 of their own. 3RTR were pulled back to Cairo to rest and re-supply.



Erwin Rommel in his command halftrack, SdKfz. 250 3 .Photo: Bundesarchiv,

In November 1941, Crisp and 3RTR were involved in Operation Crusader, another attempt to stop the inexorable advance of the Afrika Korps and relieve the siege of Tobruk. During bitter fighting, Crisp had two more tanks shot out from under him. Then, near an airfield at Sidi Rezegh, he found himself alone in his M3 when a column of around 70 German armoured vehicles appeared. Crisp reacted immediately and in characteristic fashion – by attacking the German force single-handedly.



Matilda tanks on the move outside the perimeter of Tobruk, 18 November 1941.

His M3 careered through the German column, firing as it went. Taken by surprise and presumably assuming that no-one would be foolish enough to attack alone and that there must, therefore, be a larger British force in the vicinity, the Germans withdrew. The following day, Crisp was on foot when he spotted a German emplacement of three anti-tank guns which was threatening the British advance. He commandeered a passing Signal Corps M3 which was armed only with a machine gun and attacked the emplacement. Somehow, he destroyed the three guns, captured their crews, and freed a truckload of British POWs. Operation Crusader finally managed to halt Rommel's advance across the desert.



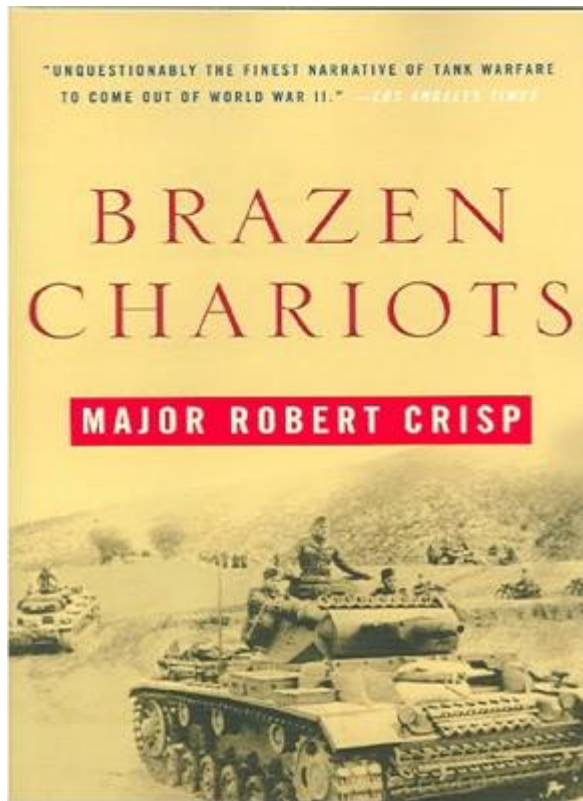
British Crusader tank passes a burning German Panzer IV tank during Operation Crusader



As a result of these actions, Crisp was recommended for the Victoria Cross, Britain's highest award for bravery. However, General Bernard Montgomery, the commander of British forces in North Africa intervened. Montgomery would not countenance having such an insubordinate and profligate officer given this coveted award, and instead Crisp was awarded the Military Cross. Before he could receive the medal, Crisp was wounded when yet another of his tanks was destroyed in the desert. He was hit in the head by shrapnel and severely burned

Military Cross Awarded by United Kingdom and Commonwealth

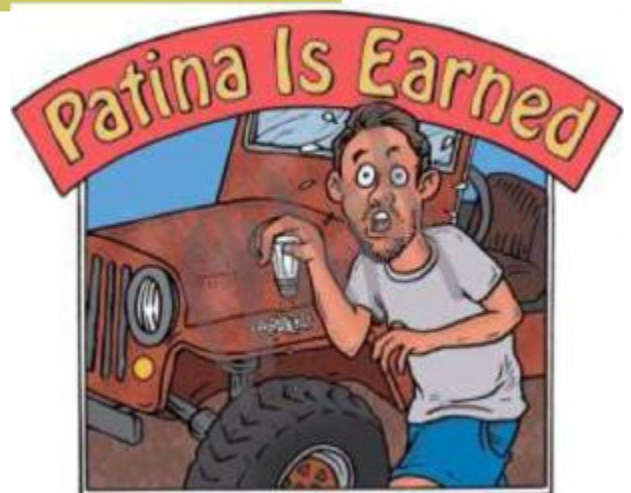
When King George VI, an avid cricket fan, presented the award, he anxiously asked whether Crisp would still be able to play. Crisp was able to reassure his monarch. 'Fortunately, Sire,' he replied. 'I was only wounded in the head.' However, his wounds proved to be so serious that Crisp, by this time a Major and the recipient of the Distinguished Service Order, was invalided out of the army soon after 3RTR was involved in the invasion of Normandy. However, his post-war life was anything but quiet. Crisp worked as a journalist but quit after disagreements with his editor. He wrote a book about his experiences in the war, *Brazen Chariots*, which the LA Times called "the finest narrative of tank warfare to come out of World War II." He started several businesses, all of which failed.



By the 1960s, he was living on a Greek island, in a small goat hut which lacked running water or a toilet. In 1971, at the age of 60, Bob Crisp was diagnosed with terminal cancer. It was, doctors told him, inoperable, and there was nothing they could do for him. Crisp bought a donkey and decided to spend what he assumed were his last few months walking around the island of Crete, bringing in a little money by selling the story of his walk to a newspaper. During the journey, he was given a single dose of a new, experimental cancer drug which as intended to be applied to the body. Misunderstanding, Crisp drank it, noting that it tasted so foul that he washed it down with a bottle of retsina. When he completed his walk several months later, doctors were astonished to find that the cancer had completely disappeared, though no-one was able to explain why. Crisp continued to work as a journalist, campaigning against apartheid in South Africa. He was a co-founder of *Drum*, the first magazine in South Africa intended for black readers. When the first ever cricket match was played between black and white schoolboys in South Africa in 1989, Bob Crisp was there as a guest of honour.

The cover of his book *Brazen Chariots* a guest of honour.

He also continued to be irresistibly appealing to the opposite sex. A journalist who visited Crisp in Greece noted that he had more than 20 girlfriends on the island. They ranged in age from their twenties to their fifties, while Crisp himself was 70. Bob Crisp never did get the hang of holding on to his money. When he died peacefully in his sleep in 1994 in England at the age of 83, his only possessions were said to be a newspaper and a receipt for a £20 bet on an upcoming horse race. Nevertheless, he lived a life richer in experience and achievement than most of us can ever imagine.



5RAR recruits new tiger mascot

By: Brian Hartigan



A soldier from 5RAR admires his unit's new mascot, Private Quintus Durga, at Crocadylus Park, Darwin, NT. Photo by Lance Corporal Brendan Austin.

Darwin's 5th Battalion, Royal Australian Regiment, this year marked the Battle of Binh Ba through several events – including enlisting a new tiger mascot. Bengal Tiger Quintus Durga was officially enlisted into the Australian Army in a small military service at Crocadylus Park yesterday. Commanding Officer 5RAR Lieutenant Colonel Matthew Dirago said the ceremony coincided with the 51st anniversary of the Vietnam War's Battle of Binh Ba (6-7 June 1969) "It is only fitting that we welcome our new mascot during this special anniversary, which illustrates the battalion's remarkable history and fighting spirit," Lieutenant Colonel Dirago said. 5RAR completed two successful tours of Vietnam and fought in the Battle of Binh Ba, the most significant battle in the battalion's history, involving fierce close-quarter fighting. It was on the battalion's return from their first tour that the unit mascot tradition began. "Quintas Durga joins a line of striped mascots since the battalion first received a Sumatran cub named Quintus from Taronga Park Zoo following its initial tour of Vietnam in 1967," Lieutenant Colonel Dirago said. More recently, 5RAR has maintained a longstanding partnership with Crocadylus Park, which has been the home to the unit's mascot since 2004.

"We greatly appreciate Crocadylus Park allowing their tiger to join the Army," he said. "We are looking forward to welcoming Quintus Durga as the mascot of the 'Tiger Battalion' and helping with her care and upkeep at Crocadylus Park. "Our ongoing relationship with this Darwin cultural institution is a great way for us to engage with the local community. " Earlier in the week, 5 RAR soldiers and officers attended another important ceremony at St Mary's Star of the Sea Catholic Cathedral in central Darwin. Two new brass plaques were unveiled to accompany the Battalion's Queen's and Regimental Colours, which are on display in the Cathedral. "The Colours were laid up in the Cathedral after being replaced for the 50th Anniversary of the Battle last year." "Placing these plaques in the Cathedral shares our history with the local community, creating an opportunity for the public to remain connected to the men and women who served under the Battalion's Colours." 5RAR was left without a mascot after the death of the previous unit mascot, 17-year-old Corporal Quintus Rama in May 2019. Private Quintus Durga is the fifth tiger to hold the honoured position of unit mascot at 5RAR.

First Aussie F-35 clocks up 1000 Hours.

By: Brian Hartigan



Squadron Leader Chris Myles, left, the Australian Participant Maintenance Lead at Luke Air Force Base in Arizona, and pilot Flight Lieutenant Adrian Herenda, with the F-35A A35-001 after the aircraft reached 1000 flying hours. Story by Alisha Welch.

The first Australian F-35A aircraft to roll off Lockheed Martin's Texas production line back in 2014 has completed 1000 flying hours over the skies of Arizona. Australian F-35A pilot Flight Lieutenant Adrian Herenda was at the controls of A35-001 as the clock ticked over 1000 hours. The former F/A-18A pilot has been flying the F-35A for about 12 months and said it was a good feeling to be flying the jet when it reached the milestone. "The F-35A provides the pilot with phenomenal situational awareness, which is a significant benefit when operating in complex threat environments," Flight Lieutenant Herenda said. Aircraft A35-001 is currently being operated by the international Pilot Training Centre (PTC) at Luke Air Force Base (AFB) in the US as part of a pool of training aircraft qualifying F-35A pilots and maintainers from across the globe. Director General Joint Strike Fighter (JSF) Air Commodore Damien Keddie said A35-001 reaching 1000 flying hours was an important achievement for the Australian F-35A Project. "It demonstrates the maturity of our F-35A capability and showcases the importance of the international F-35 partnership," Air Commodore Keddie said. "A35-001 is one of five Australian aircraft at Luke AFB, with other F-35 partner nations also contributing aircraft to the PTC in a show of global collaboration that has been the cornerstone of the F-35 Program since the earliest days." Air Vehicle Sub-Project manager Squadron Leader Brook Porter, of JSF Branch in Capability Acquisition and Sustainment Group (CASG), said as the first Australian F-35A, A35-001 was the visible symbol of a new type of weapon system that had already provided reliable pilot training for Australia and the F-35 Cooperative Partnership. "In reaching this milestone, A35-001 typifies the extraordinary contribution that Australia has made as a partner nation within the global F-35 Program," Squadron Leader Porter said. "It's another significant step forward as the F-35A weapon system continues its successful path to becoming our future fighter capability – a capability that provides obvious benefits to Defence but is also highly profitable to Australian industry, with more than 50 Australian companies winning more than A\$1.7 billion in production contracts to date."

Project Engineering Manager Timothy Rafferty, of JSF Branch, said the milestone signified the maturity of the platform and associated support systems. "Given A35-001 completed most of its 1000 flying hours at the PTC, this milestone highlights the contribution Australia has made to the collaborative training environment, with more than 1000 F-35 pilots now qualified and flying with their respective services," Mr Rafferty said. Australia has now accepted 26 F-35A aircraft in total. In addition to the five at the PTC, 17 are operating at No. 3 Squadron and No. 2 Operational Conversion Unit at RAAF Base Williamstown. The remaining four jets are scheduled to transit from the US to Australia before August. Mr Rafferty said JSF Branch personnel played a key role in the acquisition, initial certification and airworthiness management of Australia's F-35A fleet from 2014 until mid-2018. In 2018, the Air Combat Systems Program Office (ACSPO) in CASG assumed responsibility for airworthiness and overall sustainment management of the fleet. "This demonstrates the critical and ongoing collaboration taking place as we work to ensure all 72 jets are delivered to Australia by the end of 2023 for Final Operating Capability [FOC]," he said. Squadron Leader Porter said the Mission Systems team in JSF Branch was focused on ensuring Australia's needs were rolled into the weapon system as the aircraft evolved over its life cycle. "Since 2014, we [Australia] have grown our fleet to 26 aircraft, established training systems, simulators and the complex Autonomic Logistics Information System, developed electronic warfare reprogramming capabilities and upgraded RAAF bases to handle the F-35A. We have also assisted in the creation of Australian-based industry support," Squadron Leader Porter said. "We have increased our pace from a crawl to a jog, with ACSPO and Air Combat Group rapidly taking up the reins and doing so with aplomb." It was important to acknowledge that the achievement of the 1000 flying hours milestone was the result of "tireless work by so many people, past and present, working together". "There is a lot more work to be done and we are well prepared," he said. This is the final year of the RAAF's contribution to the PTC. From 2021, all F-35 training is planned to be conducted in Australia.

This is a rare photo of a mother vise-grip feeding her baby wrenches. Nature really is amazing.



Kev's Ford GPW Restoration

I would like to let you all know about last's restoration project. It's a 1944 Ford GPW, with a '44 chassis and a '42 body. I purchased the chassis and base mechanicals some time ago when I lived in Northern NSW. The body I removed from my last Jeep, which I replaced with a new repo tub. I didn't discard the old body because at the time I didn't have either the time or knowledge to rebuild it. The floor was very badly rusted. I could see that at some time previously someone had a go at welding in a strange looking rear panel.

A couple of years ago I purchased a MiG welder. I also purchased a complete floor and rear panel from my mate Neil. Many years ago, I had given it all a light sandblast, mostly to clean up the interior, accessed the bad cancer areas and prepare myself for the work to be done. Then we were all hit with the Covid -19 Pandemic. This gave me the time and inspiration start work on my new project. First off I had to sell my other Jeep which I had owned for 22years.

The old tub needing restoration looked okay on the exterior, but soon realised the main problem was the floor. I started work using my wire wheel angle grinder and soon found to my dismay that the complete exterior of the tub was filled with bog. The depths varied between one and six ml. when I had it all cleared I found to my to my horror the tub was the most bashed and beaten body I've ever come across. Whilst grinding back all the bog I uncovered a couple of bullet wounds. One a bullet hole and the other a bullet graze. So I decided that you need to live and respect what the old girl had gone through, so I decided to leave the wounds as a piece of history.

So work on my project started. The body was built in September 1942. It was the first one I've seen with F (Ford) stamped on both guards and the body. Because body stamp was alongside the fuel tank base clip, I cut it out and spot welded it onto the dash. The new floor is in and a new rear panel fitted. It all looks good and solid, just like an old fella with a new ticker. But I was not yet finished. I then had to replace both lower side panels, makeup a section to clip on the tank straps. I had to remake one of the interior gussets below the dash on a passenger side. Refabricated both tool box floors. I had to cut out the rust in the windscreen frame and weld in a replacement lower panel with rifle bucket attachments.

Both front guards were in just as bad condition as the body. I did a lot of panel work to a stage where I could weld in replacement top hat uprights and numerous patches. However the Grill and bonnet are from another GPW donor and are in a much better condition. I think the photos will show and highlight my progress. I hope to have my restored Jeep back together for the Bay to Birdwood run in September. I am happy to show my progress below and good work done to date..

Kevin TIPLER. President. WVCG.











WVCG CLUB FUN RUN AND VISIT TO RICK'S FARM

The club held a social event on 17 July, starting with a lunch at the Mt Torrens Hotel followed by a run to Rick's farm via various backroads. 5 jeeps and several civvy 4WD's took part in the run led by Fiona Shearman in her jeep. On arrival at Rick's we all had a look through Rick's shed with its assortment of new developments followed by afternoon tea and coffee at the house. We were fortunate to have a lovely sunny winter's day for the event, and it was a great day out for all participants.



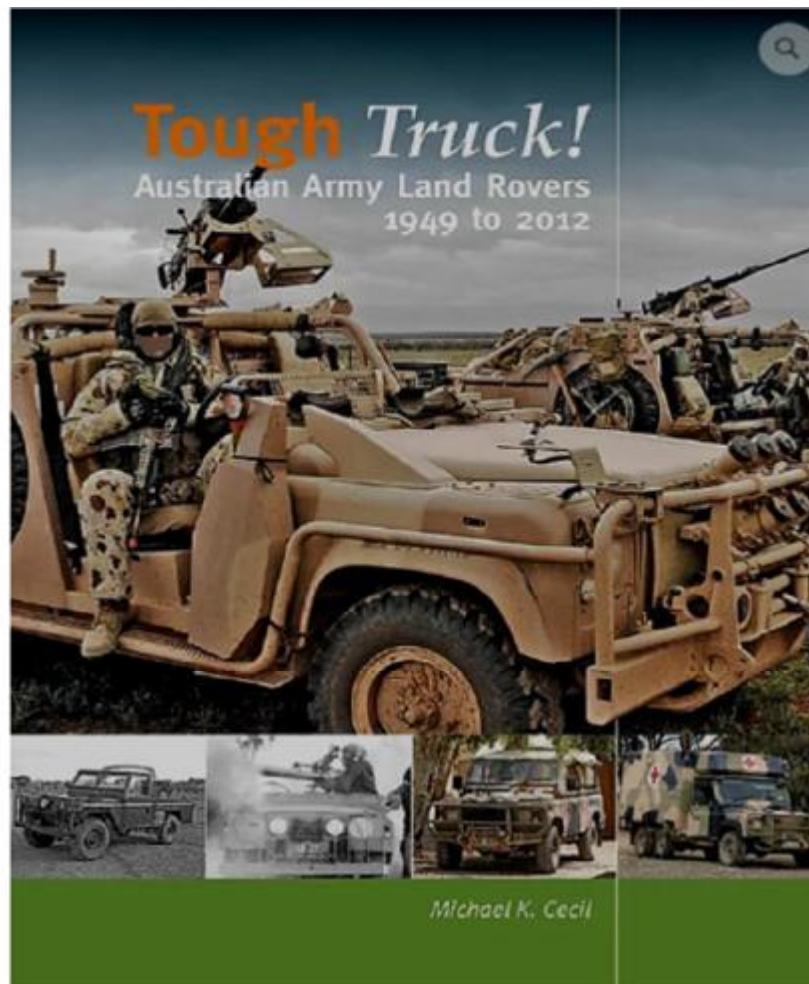






Rick SHEARMAN'S Lynx restoration project was inspected by members attending the BBQ. We look forward to seeing the Lynx on the road and another great edition to Rick's collection of military vehicles.

These fun runs to Rick's farm are becoming a great success and well supported. So get those vehicles ready for the next run and enjoy the day out with your fellow mates of the WVCG. See you there.



**New book
from Michael Cecil**
Tough Truck!
Australian Army Land Rover
1949 to 2012

**Full colour, A4, 276 pages
Hardback**

**1,000+ photos and diagrams
ISBN: 978-1-9998867-0-7**

This book details many of the Land Rover variants used by the Australian Army, providing a chronological sweep through each Land Rover Series, detailing each variant, when it was introduced and why. It also examines the challenges to provide the broad context of the Army's light truck fleet from 1950's to 2010's.

The Land Rover's period of continuous service with the Australian Army spans an impressive 64 years. It is indeed one ***Tough Truck!***

For more information go to www.michaelkcecil.com

A GREAT SUBMARINE STORY

A fascinating WWII story.

USS Barb & Commanding Officer Lucky Fluckey

Thirty-nine years ago, an Italian submarine was sold for a paltry \$100,000 as scrap. The submarine, given to the Italian Navy in 1953 was originally the USS Barb . . an incredible veteran of World War II service . . with a heritage that should not have been melted away without any recognition.



The U.S.S. Barb was a pioneer, paving the way for the first submarine to launch missiles and it flew a battle flag unlike that of any other ship.



In addition to the Medal of Honor ribbon at the top of the flag identifying the heroism of its Captain, Commander Eugene 'Lucky' Fluckey. And the bottom border of the flag bore the image of a Japanese train locomotive.

The U.S.S. Barb was indeed, the submarine that SANK A TRAIN!

July 18, 1945 In Patience Bay, off the coast of Karafuto, Japan.

It was after 4 A.M. and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was

the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned the submarine's command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make a fifth trip with the men he cared for like a father. Of course, no one suspected when he had struck that deal prior to his fourth and should have been his final war patrol, that Commander Flunkey's success would be so great he would be awarded the Medal of Honor. Commander Fluckey smiled as he remembered that patrol. Lucky Fluckey they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later in Mamkwan Harbor he found the mother-lode... more than 30 enemy ships. In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern.



PROBLEMS?

If you don't search your brain looking for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony was broken with an exciting new idea: Instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, why not let the train BLOW ITSELF up? Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts," he explained. To complete the circuit [detonating the 55-pound charge] we hook in a micro switch... and mounted it between two ties, directly under the steel rail " We don't set it off the TRAIN will." Not only did Hatfield have the plan, he wanted to go along with the volunteer shore party. After the solution was found, there was no shortage of volunteers; all that was needed was the proper weather... a little cloud cover to darken the moon for the sabotage mission ashore. Lucky Fluckey established his criteria for the volunteer party:

[1] No married men would be included, except for Hatfield,

[2] The party would include members from each department,

[3] The opportunity would be split evenly between regular Navy and Navy Reserve sailors.

[4] At least half of the men had to have been Boy Scouts, experienced in handling medical emergencies and tuned into woods lore.

FINALLY, Lucky Fluckey would lead the saboteurs himself. When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment. Members of the submarine's demolition squad were: ·

Chief Gunners Mate Paul G. Saunders, USN;

· Electricians Mate 3rd Class Billy R. Hatfield, USNR;

· Signalman 2nd Class Francis N. Sevei, USNR;

· Ships Cook 1st Class Lawrence W. Newland, USN;

· Torpedoman Mate 3rd Class Edward W. Klingsmith, USNR;

· Motor Machinists Mate 2nd Class James E. Richard, USN;

· Motor Machinists Mate 1st Class John Markuson, USN;

and · Lieutenant William M. Walker, USNR.

Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that as commander he belonged with the Barb, coupled with the threat from one that "I swear I'll send a message to Com-Sub-Pac if the Commander attempted to join the demolition shore party."

In the meantime, there would be no harassing of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would ' lay low ' to prepare their equipment, practice and plan and wait for the weather. July 22, 1945 Patience Bay [Off the coast of Karafuto, Japan] Waiting in 30 feet of water in Patience Bay was wearing thin the patience of Commander Fluckey and his innovative crew. Everything was ready. In the four days the saboteurs had anxiously watched the skies for cloud cover, the inventive crew of the Barb had crafted and tested their micro switch. When the need was proposed for a pick and shovel to bury the explosive charge and batteries, the Barb's engineers had cut up steel plates in the lower flats of an engine room, then bent and welded them to create the needed digging tools. The only things beyond their control were the weather.... and the limited time. Only five days remained in the Barb's patrol.

Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. So, this would be the night.

MIDNIGHT, July 23, 1945 The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water. Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland. Stumbling through noisy waist-high grasses, crossing a highway and then into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the tower's ladder, then stopped in shock as he realized it was an enemy lookout tower, an Occupied enemy lookout tower. Fortunately the Japanese sentry was peacefully sleeping. And Markuson was able to quietly withdraw to warn his raiding party. The news from Markuson caused the men digging the placement for the explosive charge to continue their work more quietly and slower. Twenty minutes later, the demolition holes had been carved by their crude tools and the explosives and batteries hidden beneath fresh soil.

During planning for the mission, the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. BUT IF the sailor who had once cracked walnuts on the railroad tracks slipped or messed up during this final, dangerous procedure . . . his would be the only life lost. On this night it was the only order the sub's saboteurs refused to obey, and all of them peered anxiously over Hatfield's shoulder to be sure he did it right. The men had come too far to be disappointed by a bungled switch installation.

1:32 A.M. Watching from the deck of the submarine, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. Fluckey had daringly, but skillfully guided the Barb within 600 yards of the enemy beach sand. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his bridge saboteurs became necessary.

1:45 A.M. The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, ' CAPTAIN !' There's another train coming up the tracks! The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil !", knowing full well that they wouldn't reach the Barb before the train hit the micro switch.

1:47 A.M. The darkness was shattered by brilliant light . . . and the roar of the explosion! The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the railroad freight cars accorded into each other, bursting into flame and adding to the magnificent fireworks display. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb eased away . . . slipping back to the safety of the deep. Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savor, the culmination of teamwork, ingenuity and daring by the Commander and all his crew. Lucky Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display. The Barb had sunk a Japanese TRAIN! On August 2, 1945 the Barb arrived at Midway, her twelfth war patrol concluded. Meanwhile United States military commanders had pondered the prospect of an armed assault on the Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties. Instead of such a costly armed offensive to end the war, on August 6th the B-29 bomber Enola Gay dropped a single atomic bomb on the city of Hiroshima, Japan. A second such bomb, unleashed 4 days later on Nagasaki, Japan, caused Japan to agree to surrender terms on August 15th. On September 2, 1945 in Tokyo Harbor the documents ending the war in the Pacific were signed. The story of the saboteurs of the U.S.S. Barb is one of those unique, little known stories of World War II. It becomes increasingly important when one realizes that the [8] eight sailors who blew up the train near Kashiho, Japan conducted the ONLY GROUND COMBAT OPERATION on the Japanese homeland during World War II. Members of the sabotage team pose with the Ships flag (The train mission is noted at the center bottom of the flag)



Eugene Bennett Fluckey retired from the Navy as a Rear Admiral, and wore in addition to his Medal of Honor .[4]FOUR Navy Crosses . a record of heroic awards unmatched by any American in military history.]

In 1992, his own history of the U.S.S. Barb was published in the award-winning book, THUNDER BELOW. Over the past several years proceeds from the sale of this exciting book have been used by Admiral Fluckey to provide free reunions for the men who served him aboard the Barb, and their wives.

He graduated from the US Naval Academy in 1935 and lived to age 93 .

http://www.amazon.com/Thunder-Below-RevolutionizesSubmarine-Warfare/dp/0252066707/ref=pd_bbs_sr_1/1027148842-6447304?ie=UTF8&s=books&qid=1183743121&sr=1-1



I found this to be a remarkably interesting story. Just one from the annals of WWII allied heroic men and women who fought so bravely during those terrible times to keep us all free from tyranny.

I thank WVCG Member Frank SCOTT for bringing this story for us to enjoy.

The Maus Tank – A Crazy Invention, Would It Have Been Effective Enough To Change The Outcome Of WWII

By: Jay Hemmings



The German Panzer VIII tank of World War II, codenamed the Maus tank, was intended to be the biggest, best-armoured and most powerful tank ever built – and the prototypes that were built succeeded in achieving these goals.

However, the Maus tank, initially called the Mammut (mammoth) tank, never ended up seeing combat, so we can only speculate about how effective they would have been in battle.

Some historians believe that if enough of them had been produced and deployed, Maus tanks could have changed the outcome of WWII. Others, however, believe that even if Maus tanks had rolled

Nonetheless, simply by virtue of the fact that the prototypes that were built are to this day the biggest and heaviest super-tanks ever made, make the Maus tank an awe-inspiring item of military hardware.

The Maus tank was a logical if somewhat impractical outcome of the general mindset of Nazi military engineering. Considering that they were obsessed with the relentless pursuit of attaining ever more advanced technological breakthroughs and building bigger and more powerful pieces of military equipment, it came as no surprise that Hitler and his Nazi military command wanted to build the mother of all tanks.

The effectiveness of tanks in battle had been proven quite conclusively in WWI, and development in tank design had advanced in leaps and bounds in the decades since then. Most of the nations who fought in WWII had at least one heavy tank design in their military arsenal.

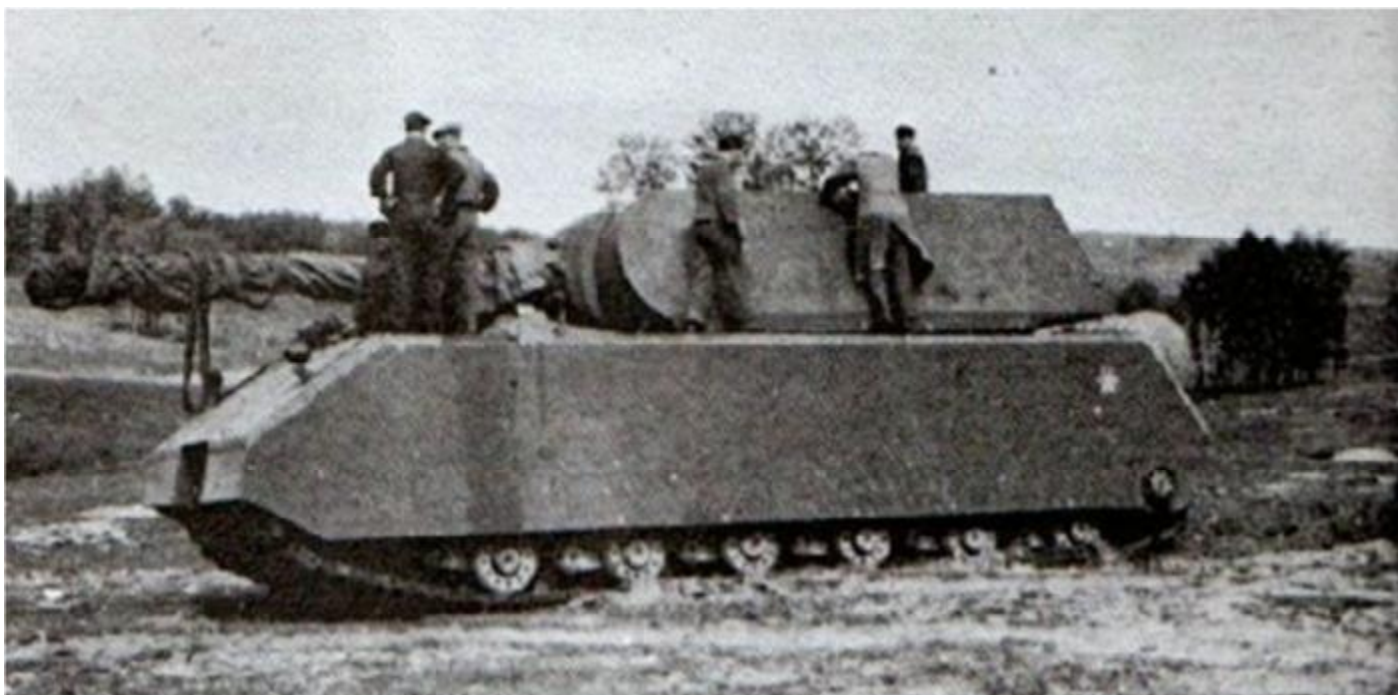
Hitler was aware of this, and wanted to construct a heavy tank that would not only stand head and shoulders above the competition, but indeed tower over them like a colossus.



Panzerkampfwagen «Maus» at the Kubinka Tank Museum

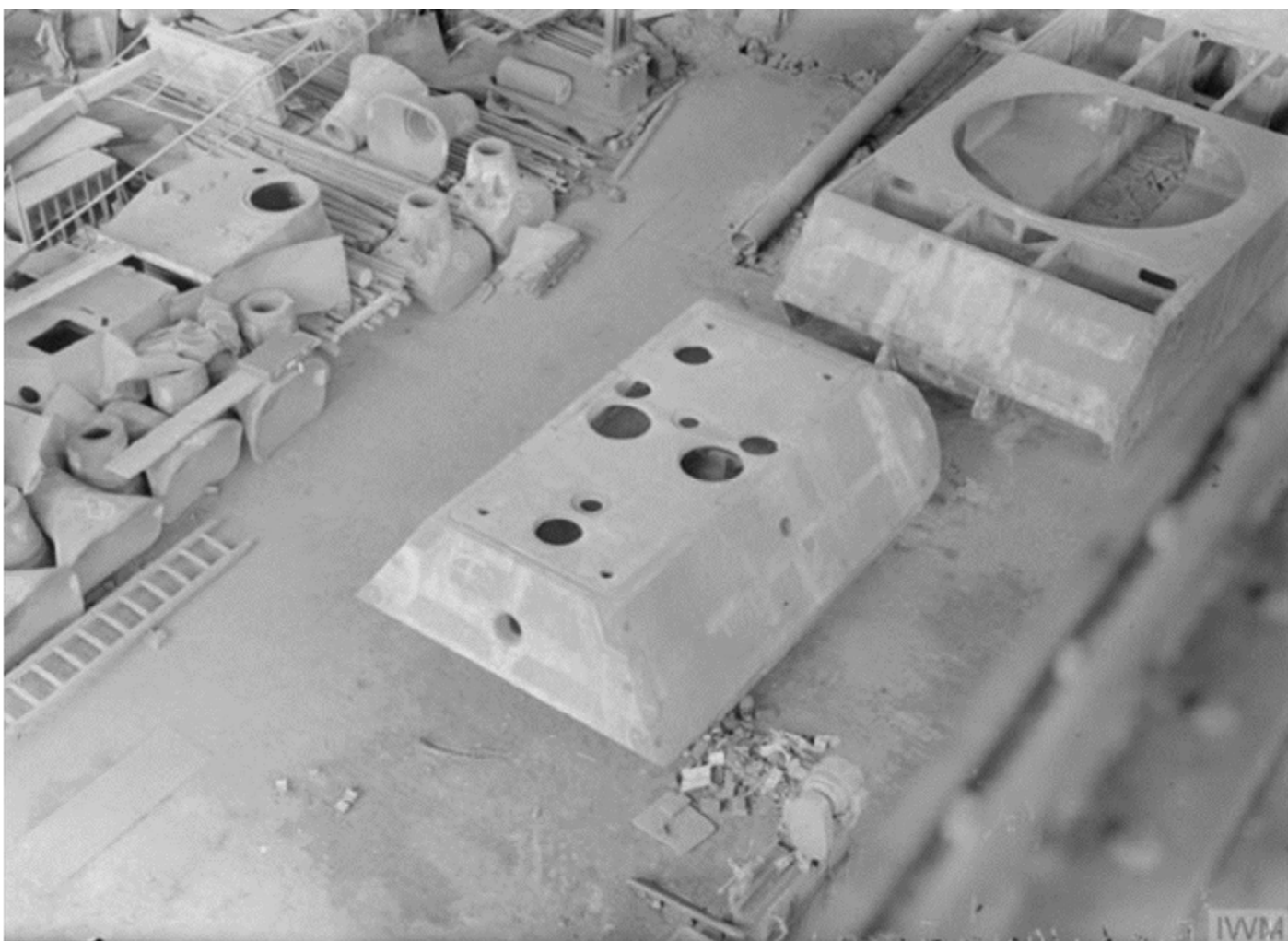


The "contact-shoe" and "connector-link" track design of the Maus' suspension system



With this in mind, design on the Maus began in 1941. With Professor Ferdinand Porsche overseeing the design process, which took place at the Krupp Munitions Works, plans for a gigantic 188 ton tank – weighing over four times as much as the heavy tanks the Allies were developing at this time – were drawn up.

The idea behind this monster of a tank was that it would be virtually indestructible – a moving bunker, essentially. To this end, the Maus was to be armored with 200mm hardened steel, theoretically



Maus turret and hull abandoned in factory, 1945

While the massively-thick armor did indeed make the Maus a moving fortress, impervious to anything but the most powerful bombs, it also made mobility a problem. To move 188 tons of hardened steel, a monstrously powerful motor was needed.

A few different motors were tried out, with the engineers finally settling on a diesel motor that put out around 1,200 horsepower. Even with this motor's impressive torque, the Maus was only able to creep along at a maximum speed of a mere 12mph – and that was on flat ground in ideal conditions.



Pz VIII Maus (Porsche V1)

To do this, they came up with a large snorkel system that would allow the tank to be submerged up to a depth of 45 feet (8 meters), thus enabling river fording. The Maus was also designed with a width that would enable it to be loaded onto rail cars, which would be an effective way to bypass its fuel range limitations. In terms of firepower, the Maus was intended to be as intimidatingly potent as it was indestructible. The main gun, mounted to the turret, would be a 128mm gun (with 150mm and even 170mm guns being proposed as alternatives) capable of destroying any Allied tank at a range of up to two miles.

A secondary turret gun, a 75mm antitank gun, would handle lesser armored vehicles. Instead of the usual 7.9mm machine gun, the Maus was to be equipped with an antiaircraft machine cannon in the turret roof, as well as a smoke grenade launcher. With this level of weaponry, the Maus would have outgunned any Allied tank by a long way.

In the end, though, the Maus was deemed simply too impractical and too wasteful of resources to produce. While Hitler initially wanted 150 Maus tanks, he ended up canceling this order.

Only two prototypes were ever produced. One was blown up by the Germans at the end of the war, to prevent it from falling into enemy hands, but the other was captured by the Soviets, and today is housed in the Kubinka Tank Museum in Moscow.

The Maus may not have ended up seeing combat, and its potential effectiveness or lack thereof in terms of the outcome of the war is the subject of much debate, but one cannot help but be impressed by the sight of the largest tank ever built.

NZ Army buys Aussie Bushmasters to replace Pinzgauer



Artist's impression of New Zealand's new Bushmaster.

The New Zealand government has confirmed it will purchase 43 Australian-built Bushmaster NZ 5.5s as part of its Pinzgauer fleet replacement. New Zealand Army said the high levels of blast and ballistic protection offered by the Bushmaster made it suitable for deployment as a troop transport, operating as a command and communication hub, and as a means of evacuating casualties in hostile environments. "As an Army with a focus on being a modern, agile, highly adaptive, light combat force – the Bushmaster NZ 5.5 will help take us there," NZ Army said in a Facebook post. Defence Minister Ron Mark said the age and lack of protection offered by the old fleet made this another investment in New Zealand Defence Force capability that had to be made in order to protect our service people. "The need to replace the Army's fleet of land vehicles was outlined in last year's Defence Capability Plan, with the armoured Pinzgauer highlighted as a vehicle type reaching the end of its operational life and prioritized for replacement," Mr. Mark said. "New Zealand Army operates in diverse and challenging environments, so a multi-purpose, highly mobile vehicle has been selected, one that has proven its ability to provide a high level of protection.

"Funding of \$102.9 million will deliver the vehicles, along with training, a desk top simulator, support equipment and infrastructure upgrades at Linton Camp. "The versatility of this vehicle will increase the Defence Force's ability to help our communities during a time of need such as a natural disaster, and contribute to supporting vital peacekeeping operations with our global partners." Along with wide use in Australia and other Five Eyes nations, the Bushmaster is already in service with New Zealand's special-operations forces.

The new Bushmaster fleet will supplement other vehicles and provide new capabilities, such as a protected ambulance, that the Army does not currently have. Mr. Mark said this was the second fleet of protected mobility vehicles approved for purchase by the government. "It follows delivery this year of the Polaris MRZR fleet of side-by-side all-terrain vehicles that were announced last year to replace the quad bikes and other small vehicles used by the New Zealand Army.

"The Bushmaster is the right vehicle for our community, nation and region." Deliveries are expected to commence in late 2022 with the full fleet beginning operational introduction from late 2023.

A MESSAGE FROM THE CHIEF OF ARMY



SHAPE, DETER, RESPOND

CA Lt-Gen Rick Burr provides an update on the recently announced Defence Strategic Update and Force Structure Plan.

ON JULY 1, the Prime Minister launched the 2020 Defence Strategic Update and the 2020 Force Structure Plan. The Defence Strategic Update sets out the government's new defence strategy and responds to challenges to Australian interests and the growing complexity of the global environment.

The Defence Strategic Update outlines three objectives that guide Defence planning, force structure, force generation, international engagement and operations: to shape Australia's strategic environment; deter actions against Australia's interests; and, when required, to respond with credible military force.

The implications of this competitive global environment for Army are described in Army's futures statement Accelerated Warfare. As an Army in Motion, we are anticipating change and leaning into the opportunities of the future.

The Force Structure Plan describes new and adjusted ADF capability investments to deliver on the strategic objectives set out in the Defence Strategic Update.

The Force Structure Plan commits \$270 billion over 10 years to Defence capability, including the ADF's long-range strike, cyber, space and area denial capabilities. These capabilities are enabled by a strong, sustainable and secure Australian defence industry and leading-edge national innovation.

To enhance land capability, the government has committed \$55 billion over 10 years for land-based, long-range missiles, watercraft, helicopters, information effects, logistics resilience, and emerging robotics and autonomous systems. These capabilities complement the ongoing evolution of our soldier systems, upgraded Abrams main battle tanks, Boxer combat reconnaissance vehicles, new infantry fighting vehicles, armoured engineer vehicles and protected mobile fires.

Army's people are at the centre of these capabilities. It is Army's people who will understand how to use these systems in imaginative ways to confront new weapons, tactics and adversaries.

Army's people connect capabilities and integrate them with maritime, air, space, cyber and information systems. It is Army's people

who adapt to new challenges, work with others and respond to domestic emergencies. It is Army's people who will design and deliver best-practice decision-making, training and doctrine to maximise the potential of the capabilities delivered through the Force Structure Plan.

Because Army's people are central to all our endeavours, we are prioritising their upskilling and development. The foundation of this is strong culture. Army generates strong culture through Good Soldiering, which means strength of character, ethical and moral decision making, accountability and good leadership. Good soldiers exercise good judgement and do the

It is Army's people who will design and deliver best-practice decision-making, training and doctrine to maximise the potential of the capabilities delivered through the Force Structure Plan.

— Lt-Gen Rick Burr,
Chief of Army

right thing. Good soldiers form teams whenever, wherever and with whomever is needed to succeed.

Army will need to increase its capacity to meet the range of tasks in the Defence Strategic Update. Greater capacity will come from making best use of Army's total workforce and integrating full-time, flexible work, part-time, contingent work and Australian public servants in units, exercises and operations. Army's people policy and structure must support us to do this.

To meet the demand for new skills, knowledge and capacity, we must transform Army's training system. Army's individual

courses and collective training must impart skills and knowledge quickly, wherever it is needed. Strong partnerships with national training institutions, new technologies and instructor skills are critical enablers to this.

Army has already described our approach to culture, capacity and training in its capstone documents. Your efforts to continue to progress them, even as you met the demands of being Ready Now, has been inspiring. We have learnt a lot about adaptive workforce and training opportunities through your hard work in Operations Bushfire and COVID-19 Assist.

We have streamlined workforce processes to allow Army to scale up quickly. We better understand how to recognise and employ the civilian qualifications of our soldiers and how to be more agile. We have also been training differently and we appreciate there is no obligation to return to the way things were. We must sustain the current momentum of innovation and adaption.

I encourage you to help others by sharing what you have learnt through the chain of command or on online forums such as *The Cove* and *Land Power Forum*. I am allocating additional people, funding and staff effort to accelerate the development of a Future Ready workforce and training system. This same prioritisation should be applied at all levels.

The Defence Strategic Update also directs an increased role for the ADF to support responses to domestic emergencies. Strong partnerships and relationships enable this support to be timely and effective.

We have been working hard on these and simultaneously strengthening the command and control and logistic framework of the 2nd Division. Giving the 2nd Division the capacity to perform domestic support tasks and be ready to support contingencies offshore generates capacity and increases resilience.

I encourage all Army members to read and discuss the Defence Strategic Update and Force Structure Plan, and review them in light of Army's Capstone documents at army.gov.au

Doing so will help us better understand Australia's strategic environment and how Army prepares land power for the Joint Force.



A simulated munition explosion test by an Australian Army Protected Mobility Vehicle (PMV) - Light Tanker.
Photo: Cpl. [Name]



An Australian Army 40M Medium truck disembarks a Royal Australian Navy landing craft.
Photo: Cpl. [Name]

251 remote weapon stations for Bushmaster and Hawkei



In July 2018 the R150 was successfully integrated into a Hawkei vehicle and conducted live-fire stationary and moving shots.

By: Brian Hartigan

Defence will acquire 251 remote weapon stations for fitment to the Army's Bushmaster and Hawkei protected mobility vehicles. Remote weapon stations allow a gunner to operate a weaponised system from a protected position. The systems will be purchased from Canberra-based Electro Optic Systems - EOS.

Prime Minister Scott Morrison said the new weapons were part of the \$270 billion capability upgrade for the Australian Defence Force, under the new 2020 Force Structure Plan. "The government is committed to ensuring Australian Defence Force personnel have the tools they need to protect themselves and keep Australians safe," the Prime Minister said. "At the same time, we must have a robust and resilient defence industry that maximises opportunities for small businesses and supports Australian jobs and local investment."

Minister for Defence Senator Linda Reynolds said the 2020 Defence Strategic Update and the 2020 Force Structure Plan would strengthen the ADF's capabilities to respond to an increasingly challenging strategic environment. "The government is investing a record \$270 billion in Defence capability and infrastructure over the next decade," Minister Reynolds said. "Investments such as the acquisition of remote weapon stations will make the ADF more capable for the wide range of potential scenarios and threats Australia will face in the future." Minister for Defence Industry Melissa Price said the investment in new remote weapon stations would provide job stability for the more than 200 Electro Optic Systems' workforce directly involved in engineering and support.

"This investment not only secures local jobs but it also provides certainty for over 100 supply chain businesses across Australia," Minister Price said.

"More than 80 per cent of the parts that Electro Optic Systems use for these weapons are sourced through the Australian supply chain and that's good for jobs and small businesses.

"While the Federal government's focus is on keeping Australians safe, our investments in Defence have a significant benefit for Australian businesses and workers."



KVE News

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

Edition No. 36

June 2020

42nd Annual Corowa Swim-In & Military Vehicle Gathering 8th - 14th MARCH 2021 COROWA - NSW



YEAR OF THE
'Jeep'



YEAR OF THE
R.A.A.F.

Organised by
Khaki Vehicle
Enthusiasts Inc.



www.corowaswim-in.org



**Full Report
and photos
of the 2020
Corowa Swim-In**



*Thank you to all the Sponsors and
Supporters of the Corowa Swim-In*



**FEDERATION
COUNCIL**



**COROWA
RSL CLUB**



42nd Annual Corowa Swim-In & Military Vehicle Gathering

Monday 8th March to Sunday 14th March 2021

Held annually at Corowa, NSW

We welcome all ex-military vehicles and enthusiasts are invited to attend our event. From Wednesday onwards we have organised activities, trips out to visit places of interest, etc. On Saturday morning a Parade of Military Vehicles takes place through the town of Corowa and ending at the Showground. A static vehicle display takes place there as well as a very popular Swap Meet.

All types and makes of ex-military vehicles are encouraged to attend.

The themes are the **'Year of the Jeep'** and **'Year of the RAAF'**

ENTRY FORM

Entrant / Driver:

Name:		
Address:	State:	Postcode:
Number of extra Packs required at \$25 each:	Names of those, other than Entrant, requiring Packs:	

Contact phone numbers:

Home:	Work:
Mobile:	Fax:
Email address:	
Expected day of arrival:	
Member of the following clubs:	

Military vehicles entered: *(Trailer details not required)*

Year	Make	Model / Type	Registration/ Permit No.

2021 COROWA SWIM-IN Year of the Jeep & RAAF PLATES - \$30 each



Tick box if you wish to purchase a plate and enter amount paid for plates : ☐

Qty:

\$

Closing Date for Plates orders is 1st Feb. 2021

Please read and complete page 2 of this form >

Disclaimer & Declaration - Please Read and Sign**Disclaimer**

All member, entrants, participants, drivers, riders, passengers, volunteers, members of the public, groups, organisations, businesses, spectators, or others ("Event Participants") who may enter and/or participate in both organised activities controlled by KVE Incorporated (KVE), and other unregulated, ad-hoc activities during the Corowa Swim-In event period, do so solely at their own risk. KVE takes appropriate steps to manage risk for the activities it controls. KVE provides guidance to Event Participants on the need to exercise care, observe relevant regulations and ensure the safety of all Event Participants. KVE does not monitor all ad-hoc activities that occur through the duration of the event including amphibious operations on the water. KVE, its members, officers, volunteers, Federation Council, sponsors, agents, organisers, promoters, suppliers and their employees accept no responsibility for any loss, damage or injury suffered by an Event Participant or other party howsoever arising from negligence, contractual breach, act, or omission.

Entrant's Declaration (Amphibious Vehicle Entrants to complete both sections below)

In signing this declaration, I acknowledge that I have read, understood and accept the above Disclaimer, the Rules and Conditions of Entry. I certify that the vehicle entered complies with all relevant State/Territory regulations, the KVE Rules, has appropriate insurance cover and is roadworthy and safe to operate. Unregistered vehicles must have a NSW "Permit to Move". As applicable, all Firearms brought to the event must meet NSW Firearms Legislation. I agree to be bound by these requirements and by all NSW and Victorian roads, maritime, traffic management Laws and Regulations. I agree to show due courtesy and act responsibly toward all users of the roads and waterways during the Corowa event and in travelling to and from the event.

Entrant's Signature:	Date:
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Amphibious Vehicle Declaration

As applicable, all Amphibious vehicles that enter the water must comply with NSW Boating Regulations including registration as a vessel and appropriate safety equipment and the recommended 3rd Party and Comprehensive insurance. Whilst insurance is not compulsory, we strongly recommend that owners arrange suitable cover.

Please tick boxes below, as applicable:

1. Will you use the Amphibious vehicle on Land only?	YES	NO
2. Do you have a State Boat Registration that is recognised in NSW?	YES	NO

(Note: Amphibious vehicles that do not comply with these requirements may still be entered if they are used for land based activities only. If the amphibious vehicle is to be used as a vessel and does not comply with these requirements, it cannot be entered in the Corowa event due to the potential risk to the owner, KVE, its members, officers and participants. Owners who cannot comply with these requirements, who wish to swim their amphibians do so at their own risk. KVE, its members or officers accept no liability for any loss, damage or claim howsoever arising as a result of this activity.)

Amphibious Vehicle Entrant's Signature:	Date:
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ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2021

Entry Fee is \$25 per Entrant enclosed with Entry form

Please make cheque or money order payable to KVE Inc. (Sorry no credit card facilities.)

**Send to Jan Thompson-Creamer, 9/1 Millett Rd, Mosman, NSW, 2088 or
kveinc@optusnet.com.au**

Entry Fee can also be paid straight into the Westpac cheque account for:
"Khaki Vehicle Enthusiasts Incorporated" BSB: 032521 Account No. 162538

Please enter your bank deposit reference, date and amount in boxes below:

Ref.	Date:	Amount \$:
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Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited the money, and post or email this Entry Form to the above address.

ITEMS FOR SALE

1	x	MB Bonnet. Fully Refurbished	\$280.
1	x	GPW Drivers seat. Fully Refurbished	\$125.
2	x	Pair of MB Rear Axle Shafts.	\$100.
1	x	Pair of Personalised Rego. Plates. GPW042.	P.O.A.
1	X	Landrover Windscreen.	P.O.A.



Contact; Kev TIPLER.
Mobile: 0403267294

Email; kevintipler.kt@gmail.com



FOR SALE M151A2 (Mutt) 1974

Original condition with ROPS and working PRC 77 radio installation.

Well maintained, used weekly and full NSW Rego to August 2020.

Asking \$25,000

Contact :
Bill Etheridge; 0455 958 165

FOR SALE

Books:

Bren Carrier stuff: (+post age)

Spare parts, Instruction book Ba,Bb.

\$25

"Carriers LP ni 1" photocopy Bc

\$25

Dash panel mount 2 pin socket and plug

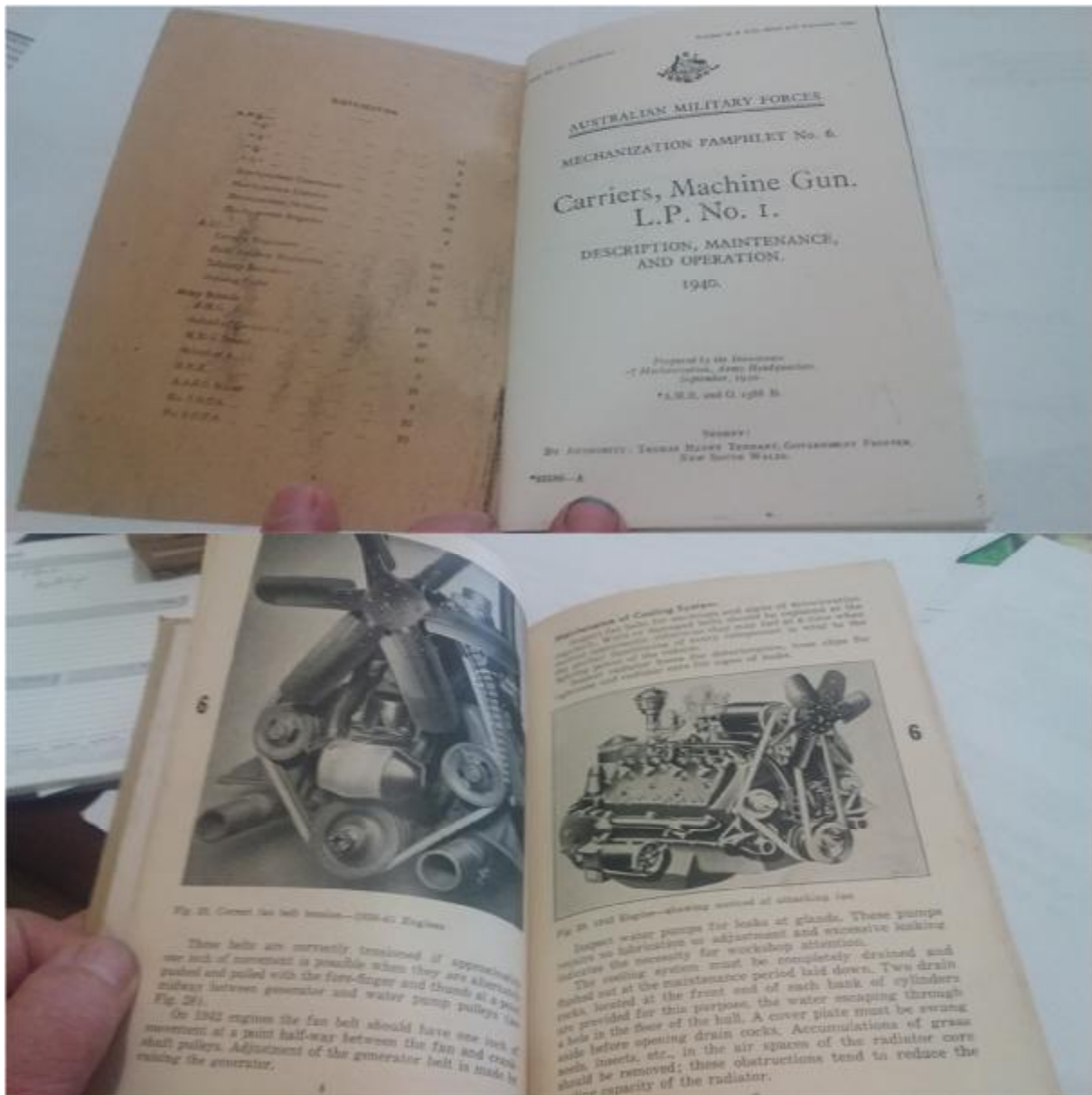
\$10. per set

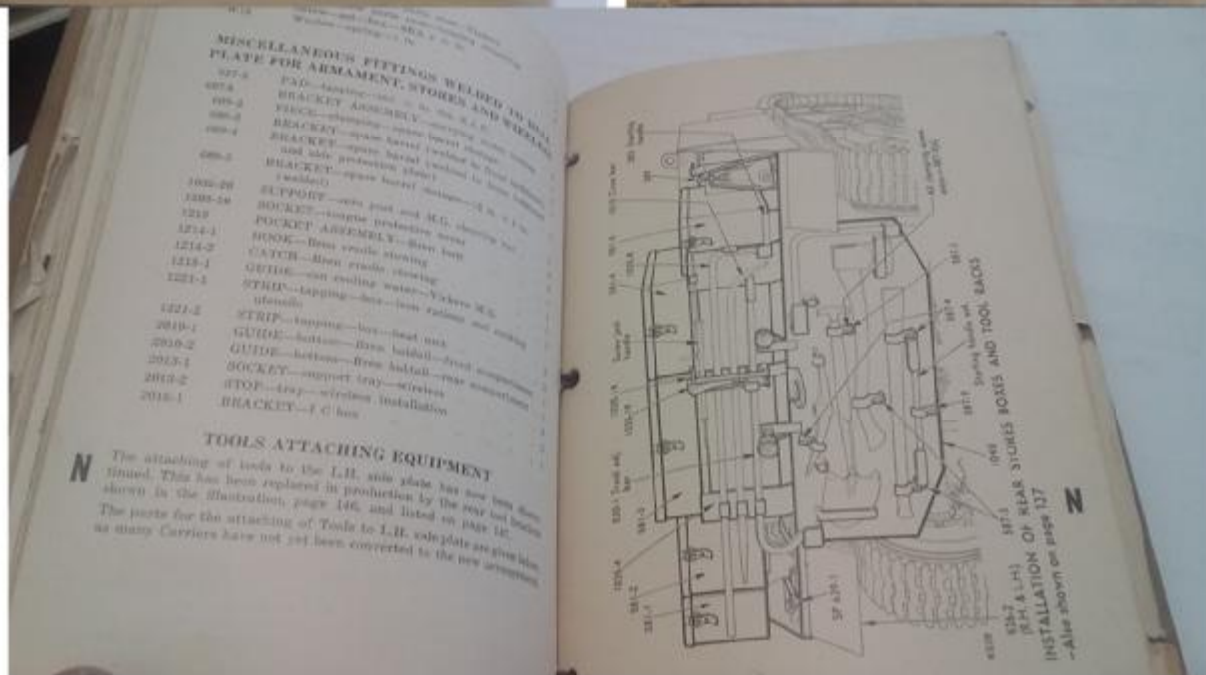
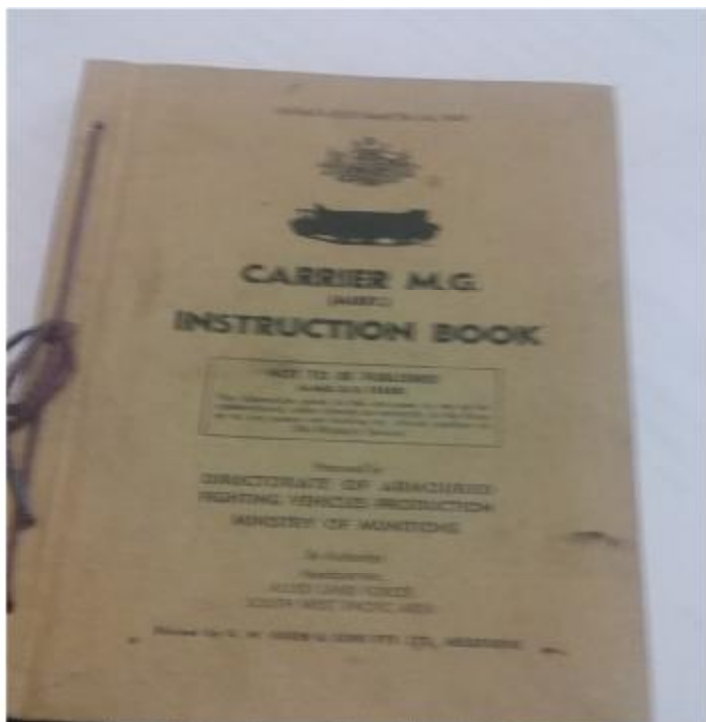
Primus stove (included in original carrier kit)
selling for >(\$100 on Ebay) Working - on
kero, Oil

\$75

Contact; Marc Turner, Phone 08 8274 1949 or 0423 125 745 -

Email; marc_turner@bigpond.com







*We note the sad news of the passing of WWII icon.
Dame Vera Lyn, who passed away recently at age 103.
RIP Vera and "Until we meet again one sunny day".*

FOR SALE 1943 FORD GPW \$22,000

**FULLY RECONDITIONED BY QUALIFIED MECHANIC
FULL CANVAS – SIDE CURTAINS AND DOORS
PLUS HALF DOORS - HOOD AND SEATS AS NEW
NEW TYRES – CURRENTLY CLUB REGISTERED**

ENQUIRIES TO GRAEME PERSON - 0402 014 353 or 02 4971 0886 - graeme.person@gmail.com



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

ITEMS FOR SALE

Willy's motor, civvie block but militarized with sump, head and front plate. New rings, bearings and water pump. Standard crank and bore. Never been run. Surplus to requirements. \$900.00

Kev Tipler

MOBILE: 0403267294

-

EMAIL; kevintipler.kt@gmail.com

LANDROVER FOR SALE



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.

