

# BARTREAD



**WARTIME VEHICLE CONSERVATION GROUP**  
SOUTH AUSTRALIA



## A SPECIAL REPORT INSIDE ON THE WWII TRACKED JEEP



ISSUE 40 - MARCH 2021



# WARTIME VEHICLE CONSERVATION GROUP OFFICE BEARERS FOR 2020 — 2021

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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

# Former GG Michael Jeffery dies



*FILE PHOTO (2004): Then Governor General Michael Jeffery at a Reserve Forces Day march in Sydney. Photo by Leading Seaman Bill Louys.*

The Governor-General has made the following statement following news of the passing of Major General the Honourable Michael Jeffery AC AO (Mil), CVO, MC (Retd).

"Linda and I are saddened at the news of Michael Jeffery's passing," the Governor-General said. "On behalf of all Australians, our thoughts are with Marlena and the whole Jeffery family.

"As a nation, we give thanks for Michael's extraordinary lifetime of service. "He was, by every measure, a great Australian.

"After graduating from the Royal Military College in 1958 he served on operations in Malaya, Borneo, Papua New Guinea and Vietnam, where he was awarded the Military Cross.

"He held numerous commands, including of the Special Air Service Regiment, before retiring from the military in 1993.

"His distinguished military career was just one chapter in his lifetime of service.

"He became Governor of Western Australia in 1993 and, in 2003, Australia's 24th Governor-General.

"After his term in office he became Australia's first National Advocate for Soil Health.

"Throughout his career – in its many iterations – he worked tirelessly, put others ahead of himself and brought immense intellect, work ethic and commitment to everything he did.

"Unfailingly polite, he was, quite simply, a gentleman. "He was also a husband, father and grandfather. "Our thoughts – as we give thanks and acknowledge a lifetime of service – are with his loved ones.

"Vale."



# WVCG 2020 CHRISTMAS DINNER

This year's Xmas function was held at the Bridge Hotel, Langhorne Creek on Sunday 13 December. Regardless of Covid-19 restrictions, we had good rollup, and everyone enjoyed sumptuous country pub-style means served by very friendly staff. Many suggestions were made for a return visit, or possibly a meeting venue.









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# APACHE AH-64E OUSTS TIGER



By: Brian Hartigan

## **Army is getting Apache AH-64E helicopters!!!**

Minister for Defence Linda Reynolds announced this morning that the Australian Army would begin to receive new Apache AH-64E helicopters in 2025 – just four years from now. “Army’s armed reconnaissance capability will be strengthened following the selection of Boeing Apache Guardian to replace Army’s armed reconnaissance helicopter from 2025,” Minister Reynolds said.

EDITOR’S NOTE (which usually sits at the bottom of the page, but I can’t wait that long): *I nearly choked on my coffee when I saw this press release in my inbox this morning! First of all, it had a banal headline deliberately designed not to attract attention – with the gob smacking news that just about everyone wanted to hear ‘buried’ 14 words deep into the first paragraph (obviously, I fixed those ‘errors’).*

*Second is the fact that, while a replacement project was announced less than two years ago, so little has been said (officially) about this – maybe the second-most lambasted capability after submarines – that I had all-but forgotten it was even a thing. Third – did I mention the project was launched 18 months ago? – making this one of, if not the shortest turnarounds in Defence acquisition history!*

*Fifth – there’s no mention of how many helicopters we’ve suddenly decided to buy – though 29 is the rumour – seven (a whole squadron) more than the Tigers they’re replacing (while this has yet to be confirmed, rumour is good enough for me right now).*

Senator Reynolds said Defence considered several helicopters against key criteria of proven ability, maturity, and an off-the-shelf operating system. “AH-64E Apache Guardian is equipped with improved sensors, communications suites, attack capabilities and improved survivability. “The Apache Guardian is the most lethal, most survivable and lowest risk option, meeting all of Defence’s capability, through-life support, security, and certification requirements. “By pursuing a proven and low-risk system offered by the Apache, Defence will avoid the ongoing cost and schedule risk typically associated with developmental platforms. “Lessons learnt from issues with the ARH Tiger and other rotary wing projects had informed the strategy to seek a proven, mature ARH replacement capability.” She said this new ARH capability would strengthen Australia’s armed reconnaissance force to better shape our strategic environment and deter actions against our national interest.

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# CLUB WINERY RUN 30th Jan 2021.

Saturday's run was fun! We had a good attendance with eleven enthusiasts and partners. The Coles, Mick, & Deb Jenner, myself and Margie Tipler, Tony Luke, Greg Helbig with guests Sam & Lorraine Cutajar and Michael Knight from Greenock.

After coffee and intros in Williamstown we meandered up Wirra Wirra Rd onto Trial Hill Rd through a beautiful valley vista studded with ancient river redgums. The magnificent view of the Barossa Valley from the Steingarten lookout before descending to our first cellar door Keller Meister's. Unfortunately, we could not partake due to Covid-19 restrictions and limited guests being allowed inside. So, we rapidly moved to Schild's estate where we were nicely introduced to great southern Valley wines.

We then enjoyed lunch at Yaldara's picturesque cafe setting. Following this I led the group on an assortment of back country roads, a little dusty but enjoyed by all.

Cheers Kev Tipler









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# Kongsberg wins RWS Contract for British MIV

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*A British Boxer MIV. Image supplied.*

By: Brian Hartigan

Kongsberg Defence & Aerospace has signed a contract with Thales UK to deliver its PROTECTOR RS4 remote weapon stations (RWS) for the British Army Mechanized Infantry Vehicle program.

The British Army is said to be also seeking a new camouflage designer. KONGSBERG has provided the UK with PROTECTOR RWS's since 2008, and MIV is the seventh delivery contract including two upgrades for the British Armed Forces. The British Army announced two years ago that it would make an initial purchase of more than 500 Boxers, and planned to have its first strike brigades operationally ready by 2025. PROTECTOR RS4 RWS will be integrated on the British Army's new fleet of Boxer 8x8 vehicles in close cooperation with Thales UK, Rheinmetall and KMW.

Executive Vice President Land Systems at Kongsberg Defence & Aerospace Pål E. Bratlie said the company was incredibly pleased that the British Army continued to rely on KONGSBERG as the supplier of remote weapon stations. "This confirms the strong position of KONGSBERG's PROTECTOR RS4 RWS, and continues the close relationship between KONGSBERG, the British Armed Forces and Thales UK," he said. KONGSBERG has sold more than 20,000 PROTECTOR RS family remote weapon stations to 23 countries over the past 20 years. PROTECTOR has millions of hours of operational use and is continuously evolved to meet increasingly demanding requirements, using advancements in technology to meet new threats.

The product range covers a wide variety from the small and light systems to medium caliber remote-turret (RT) series. Among a wide range of capabilities, the PROTECTOR family also enables dual-user operations, counter unmanned aerial system, multi-sensor fusion, manned-unmanned teaming solutions, a qualified safe operation via radio for use on unmanned ground vehicles and other new functions required by an expanding user community.

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# Canadian Tracked (Willys) Jeep

By: Roger V. Lucy

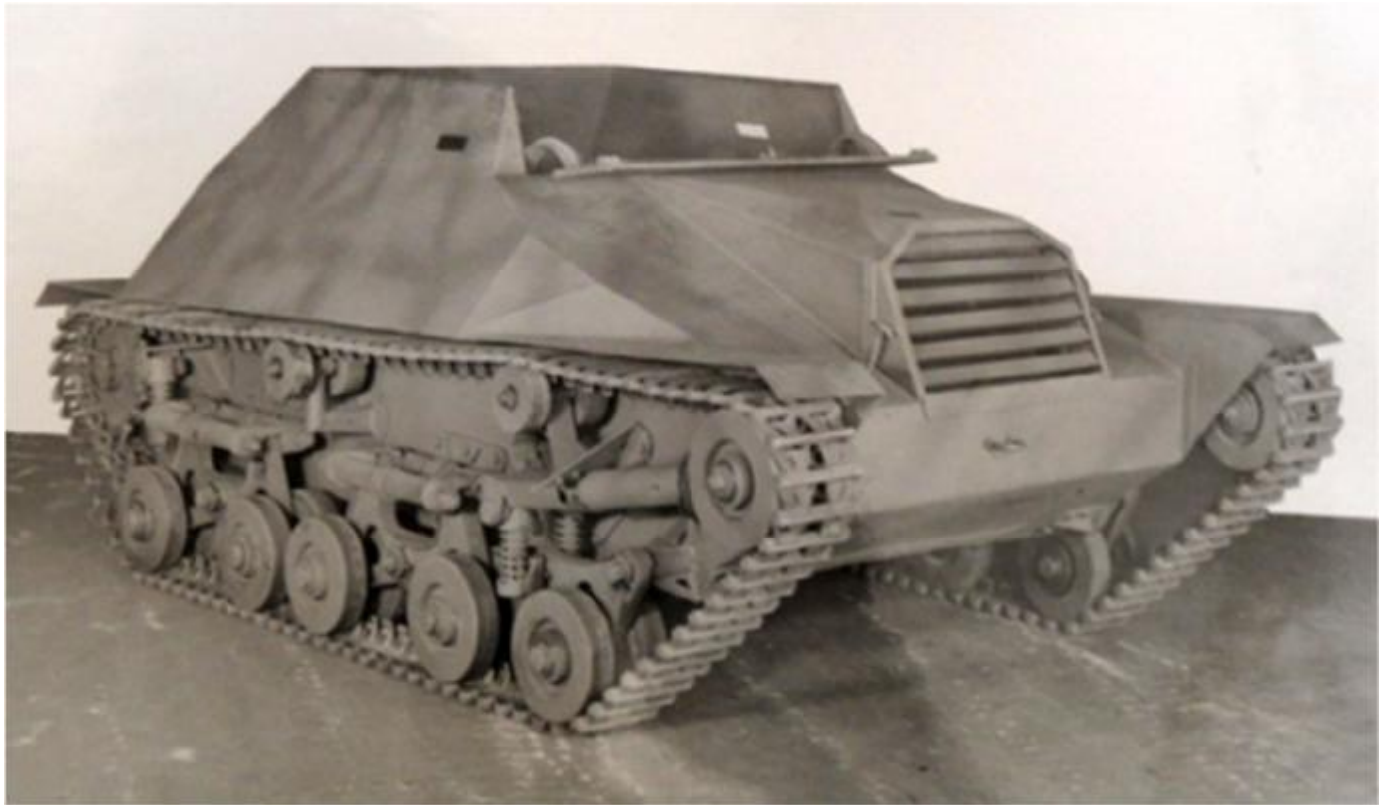
In late 1942, the Canadian Department of National Defence (DND)'s Directorate of Vehicles and Artillery (DVA) began work at No.1 Proving Ground in Ottawa on a small, tracked vehicle using large-ly Jeep automotive components. DVA anticipated that there was a potential requirement for the smallest practicable tracked vehicle, for use by airborne troops and in the Pacific theatre. The project was formalized by the Army Technical Development Board (ATDB), on 10 January 1943, as project 49, and assigned to its proponent DVA. The vehicle came to be referred to successively as: The Bantam Armoured Tracked Vehicle, the Light Recce Tank, and finally as the Tracked Jeep. Its envisaged roles included: intercommunication (running messages over contested ground), armoured reconnaissance, and engaging unarmoured troops in airborne and combined operations. Follow-on



*One of two surviving Tracked Jeep Mk. I pilots now on display in the Canadian War Museum's Lebreton Gallery. This example may be Pilot No.2, which underwent extensive reliability trials at No.1 Proving Ground, in Orleans, Ontario (just east of Ottawa). MilArt photo archives*

The pilot was demonstrated in Ottawa in May 1943. On 7 June, it was decided that further development of the vehicle would have to take place in the USA, and that the General Staff Specifications and the pilot Tracked Jeep should be sent to a firm there. The logical choice for this was Willy-Overland in Toledo. The Canadian Department of Munitions and Supply (DM&S)'s Army Engineering Design Branch (AEDB) gave Willys a contract to construct five prototypes, working under DVA's supervision. Willys would provide the power train components, while Marmon-Harrington was contracted to provide the running gear, and body and do the final assembly. On 8 July, the pilot was sent to Toledo. En route, on 10 July, it was demonstrated at US Ordnance's Aberdeen Proving Grounds, in Maryland. There, despite its rather makeshift nature, pilot Tracked Jeep performed quite well. Initially it evoked little interest among the allies (although DVA suspected that US Ordnance was inspired by the Aberdeen demonstration to begin development of its rival T-29 amphibious light tracked vehicle – also based on jeep components). Three-quarter front view of the Tracked Jeep prototype note, the prominent front radiator. No.1 Proving Ground technicians assisted by Victoria Foundry, located in Hull, Quebec, essentially handcrafted the prototype. The original prototype of the Tracked Jeep (or Bantam Armoured Tracked Vehicle) was assembled at No. 1 Proving Ground in the latter half of 1942. The photographs of this prototype were taken on 7 May 1943. MilArt photo archives. The specifications and film footage of the Tracked Jeep's trials was sent Canadian Military Head Quarters (CMHQ) in London; however, the Commander of First Canadian Army Lt. General Andrew McNaughton could see no requirement for such a vehicle. More enthusiastic was Major-General "Tubby" Lethbridge, whose 220 Military Mission was visiting North America investigating looking into weapons and equipment for use in South-east Asia.





*Three-quarter front view of the Tracked Jeep prototype note, the prominent front radiator.*

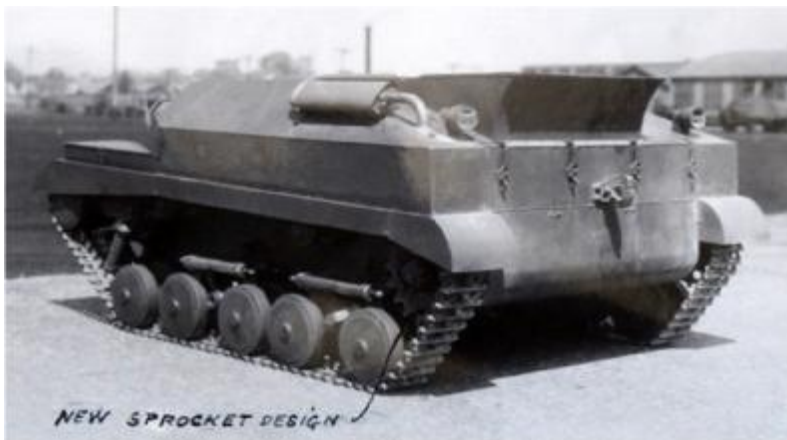
He was shown the pilot and expressed his belief that the Tracked Jeep would be "of special value for jungle warfare" On 27 August, Lethbridge ordered five production models requesting that three be assigned to the UK, and one each to India and Australia for trials. Arrangements for this were complicated by the fact that the actual vehicles were being made in the USA. Canadian Mutual Aid (Canadian's program of military assistance to Britain and other allies) could not make purchases in US funds, while Lend-Lease only covered equipment that was in production for the USA. The problem was finally solved in April 1944, by buying the vehicles on the Canada Account, and giving them to the UK as a gift.



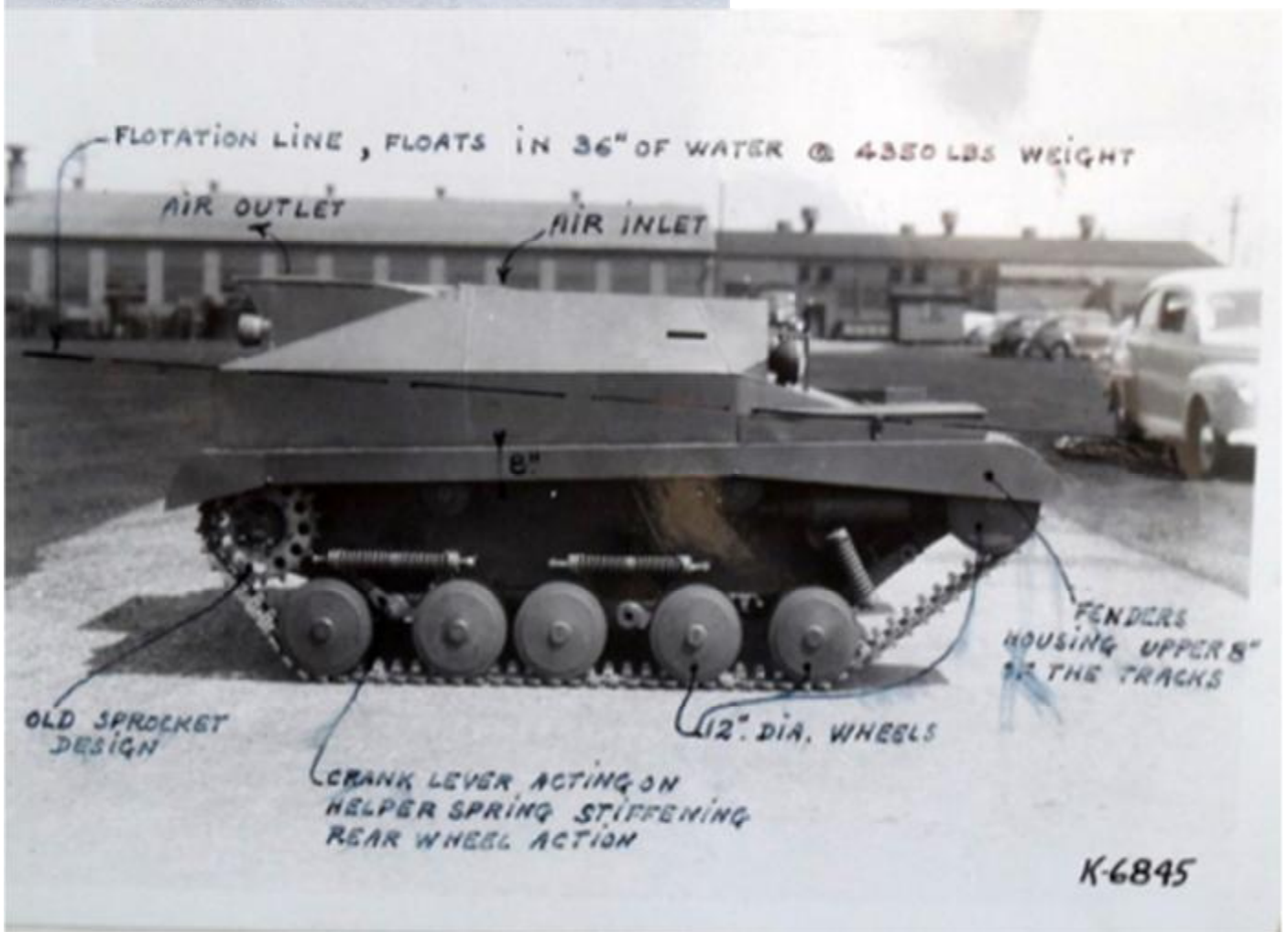
*Crew compartment of the Tracked Jeep Mk.1, No. 1, photographed in June 1944. Note the driver is placed on the right side in accord with British practice. The co-driver operated a No.19 radio set (to be mounted under the dash) and a Bren light machine gun.*

The pilot was lightly armoured, open-topped (the British wanted it have roof armour, DND did not consider this to be feasible, but did agree to increase the floor armour to 6 mm for added mine protection), front-engine tracked vehicle with a crew of two, It was armed with a Bren LMG, while a No.19 radio-set (the standard set used in Commonwealth AFVs) was fitted under the dash on the left side. Unlike the front-engine pilot, the prototypes produced at the Willys plant, in Toledo, Ohio, mounted the engine transversely at the rear, to reduce the vehicle's length. A Hotchkiss-type suspension was used, with two sprung bogies, each with two double road wheels, and a sprung leading

wheel on each side. To ensure good riding characteristics, the suspension was moved as far back as possible while the idler was at the front. The tracks were designed to have extremely good adhesion in soft mud, and the Tracked Jeep could climb a gradient of 40% (it was claimed that 70% was possible, if the vehicle were perfectly balanced). A standard Willys engine was used but with a Karamzin radiator which was the same size as but gave better performance than the Willys desert radiator. Steering was by controlled differential.



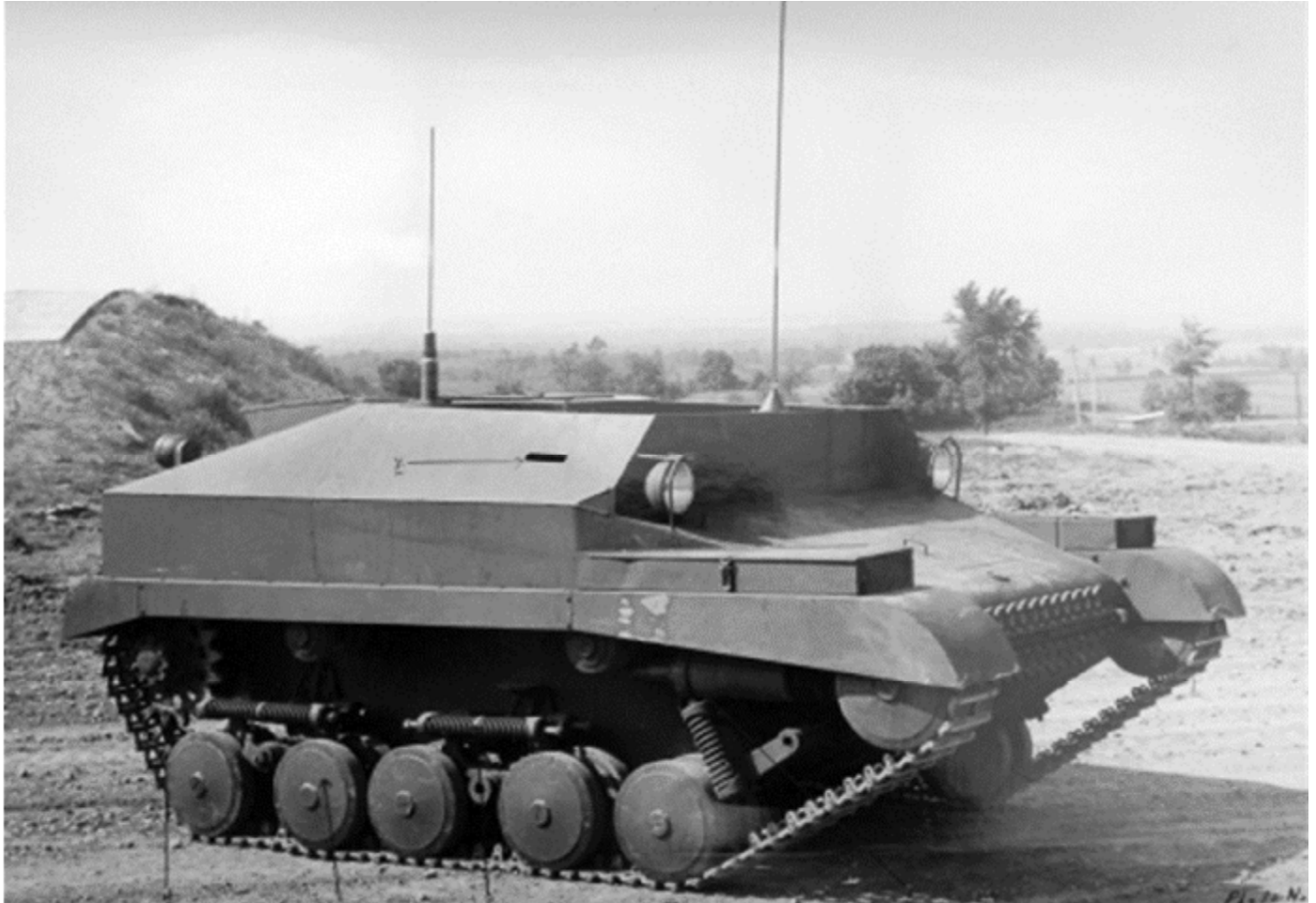
Rear left side view of Pilot No.1, Toledo, Ohio, 23 May 1944. Because its airborne role would make front-line maintenance difficult, the Tracked Jeep was intended to be able to go 2,000 miles (3,200 km.) with minimum repair or maintenance. The suspension was designed to run without lubrication. This need for low maintenance had to be balanced by the need to keep weight as low as possible. The solution was to design modular components, such as the drive train, or suspension units, which could be quickly replaced in their entirety.



*This marked-up photo shows Pilot No.1, Toledo, Ohio. 23 May 1944*

Willys' first prototype was completed in April 1944. It suffered some initial teething problems, including a propensity to shed its tracks. These were partially solved by increasing the road wheel diameter from 10 to 12 inches (25 cm to 30 cm). Once the pilot seemed to work satisfactorily, it was demonstrated at Toledo, Ohio on 23 May 1944, to representatives of the Canadian Army and Department of Munitions and Supply and soon after to representatives of the British Army Staff: the US General Staff and US Ordnance. All were all duly impressed by its performance. At Lethbridge's urging the pilot was dispatched to the UK on 7 July 1944 after only a brief period of testing in Ottawa, to determine what modifications were required to make the Tracked Jeep fully amphibious.





*Once the initial bugs were ironed out the Tracked Jeep was demonstrated to British, Canadian, and American brass at the Willys Proving Ground at Toledo, Ohio on 23 May 1944. This right-side view of the Pilot No. 1 was photographed at the time.*

Unfortunately, Lethbridge was out of the country at the time the Tracked Jeep arrived in the UK, and CMHQ could find no one else at the War Office who had any particular interest in the project. No one at CMHQ was very enthused by it either. CMHQ had assumed the Tracked Jeep was just that – a light tracked load-carrier. They were dismayed to receive what looked like a reinvention of the pre-war Carden-Lloyd “tankette” (Canada’s only armoured vehicle in the 1930s). In September, Lt-General Stuart, CMHQ’s Chief of Staff told DND that CMHQ saw no Canadian General Staff requirement for the Tracked Jeep. When the representatives of the British Ministry of Supply’s finally got around to seeing the vehicle being tested at Bracknell, in late September, they were impressed by its vehicle’s capabilities, but, like CMHQ, could see no requirement for it. On 20 September, DND halted work on the further prototypes until the British could make up their minds on whether they wanted the Tracked Jeep, or not.

The Tracked Jeep demonstrated superior cross-country performance over all sorts of terrain, particularly soft mud. Its hill-climbing ability was judged superior to all other light tracked load carriers, while its amphibious capacity was deemed adequate (despite its low freeboard). However, despite the intent that it operates with minimal maintenance, early trials in the UK and in Canada quickly revealed serious flaws in the design of the bogies and tracks. New sets were sent out by air, but their redesign delayed the dispatch overseas of pilots 3 to 5 until November 1944. General Lethbridge agreed that prototypes should not be sent to Australia or India until these flaws were ironed out. Trials in the UK and in Canada through the rest of 1944 and into the spring of 1945 showed continued weakness in the tracks, with failures to most of the track-shoes and the pins after 300 to 500 miles (500 to 800 km). There were also major suspension failures. Bogie axle shafts broke, while the bogies themselves wore out after 2,300 miles (3,700 km.) – despite most Canadian trials taking place over relatively benign snow-covered terrain. The transmission also failed after 1,400 miles (2,300 km.). In November 1944, in an effort to address the problems with the Tracked Jeep’s bogies, the ATDB approved Project 910 whose aim was to produce a pilot set of magnesium wheels for the Tracked Jeep. These had synthetic rubber tires, bonded directly to the metal. The wheels were completed and tested in August 1945. The wheels themselves performed well; the tires did not, rapidly shedding in use.



*Major General Alec Gatehouse, Chief Administration Officer of the British Military Mission in Washington, checks out the Tracked Jeep during its 23 May 1944 demonstration. General Gatehouse had previously commanded the British 1st Armoured Division in North Africa.*

*Three-quarter top front view showing driver and gunner in position and driver's periscope.*

British requirements had meanwhile shifted from a two-man; light-armoured reconnaissance vehicle to an unarmoured (except for mine protection to the floor) air-transportable (able to fit in a C-47 without removing any equipment) load carrier with a front engine. A Tracked Jeep Mk. II was therefore designed, which incorporated the changes made to the Mk. I's running gear and had a projected load capacity of 3,000 lbs (1,500kg). The six pilots ordered by the British Ministry of Supply were now to be this version. Willys, however, was unable to work on the Mk. II, citing other commitments (building the Tracked Jeep's American cousin the T-29). In late November 1944, an offer to construct the Mk. II prototypes for some \$170,000 was received from Marmon Harrington. This was still under consideration when, on 29 November the British Ministry of Supply advised CMHQ that it was no longer interested in the Tracked Jeep and suggested Canada should "investigate other types of airborne AFVs for future development". The requirement for the load carrying version was "now defunct". The Ministry of Supply was even less enthused by the armoured version of the Tracked Jeep, suggesting that three prototypes be sent to Australia, New Zealand, and India to see if they had any use for them.

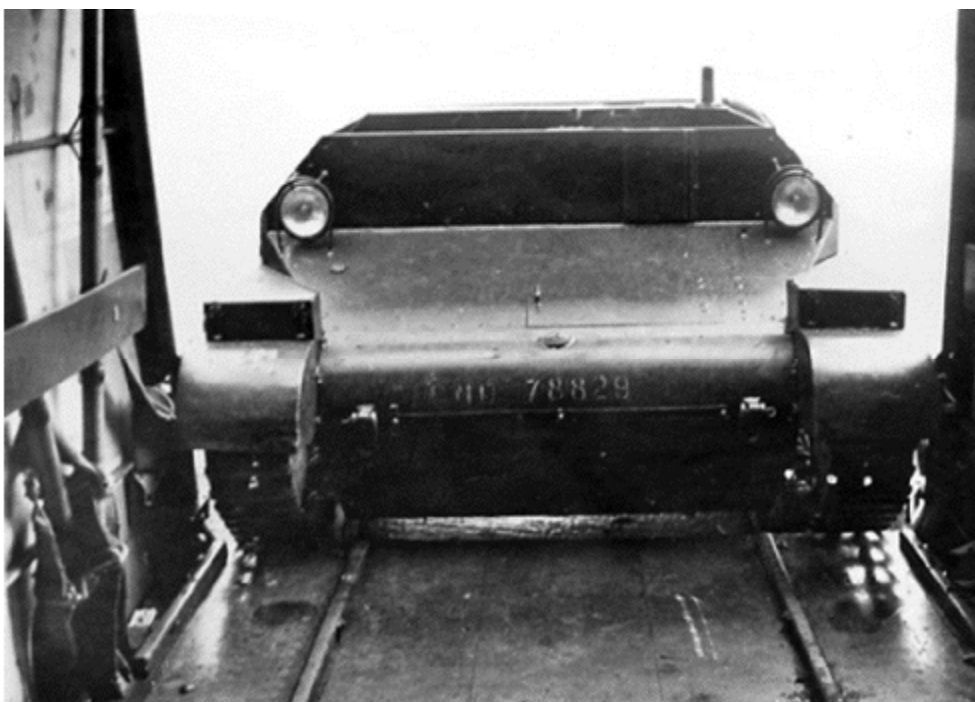
*In October 1944 Tracked Jeep Pilot No.5 underwent air-transportability trials in the USA. Here it is being backed into a Waco CG15A glider, 'with extreme difficulty'.*

CMHQ observed to Ottawa, on 4 December, that the Tracked Jeep Mk. I had great performance, but no one could find a practical use for it. As for the Mk. II, because they were being built in the USA, the British had doubts about Canada's ability to affect their delivery in sufficient quantities before the War ended. Questions were raised about how the Tracked Jeep's role differed from the "jungelized" version of the Canadian Armoured Snowmobile, which were also being developed by the ATDB, to meet another British requirement. Moreover, no solution had been found to the financial complication that because it not being standard US equipment, it was not eligible for Lend-lease. The British were therefore more interested in US-made light amphibians such as the T-29 or the Weasel. In its response, DND argued that production of the Tracked Jeep Mk. II in Canada





should present no problems and poured scorn on the capabilities of the Weasel and the T-29. The War Office did not, in fact, agree with the Ministry of Supply, and on 5 December, 1944, asked Canada to give top priority to developing the cargo version, and confirmed the order for six Mk. II prototypes. The contract to build them was concluded with Marmon-Harrington in early January 1945. Labour problems at the Marmon-Harrington plant, however, delayed their completion and the first prototype was only ready in July 1945 – justifying the Ministry of Supply's concerns.



*It was just possible to get the Tracked Jeep into a Hadrian (Waco CG-4) glider--after the track skirting had been removed--but it was still too wide to allow it to be secured properly; and too heavy to be flown safely.*

In March 1945, CMHQ suggested sending two Mk. I prototype to First Canadian Army for field trials. First Canadian Army was initially interested, but by late April, it was clear that any requirement for them had evaporated. Given the obvious fragility of the equipment, it seems just as well that these trials did not happen.

Pilot No.5 was used for air-transportability tests in the USA. With some shoehorning (including removing the idlers), it was loaded into a C-47, and into CG-13A and CG-15A Gliders. The conclusion was that, in its present form, the Tracked Jeep Mk. I was not suitable for airborne use.

*In the spring of 1946, a Tracked Jeep was sent up to Churchill, in Northern Manitoba to be tested in swampy sub-arctic conditions alongside the Muskrat and Mudcat (amphibious versions of the Armoured Snowmobile).*



With the end of the War – and of any further need for jungelized equipment – a new role was needed for the Tracked Jeep. Not required by the War Office, the last Mk. II pilots were delivered by Marmon Harrington to No.1 Proving Ground in Ottawa. In the spring of 1946, one was sent up to Churchill, in Northern Manitoba to be tested in swampy sub-arctic conditions alongside the Muskrat and Mudcat (amphibious versions of the Armoured Snowmobile). Again, the weaknesses of the running gear proved evident, and, by October, DVA was reporting excessive wear on the tracks. The project was deemed a long term one (i.e., to be continued eventually) when the ATDB was disbanded at the end of 1946. Surviving examples of both the Tracked Jeep Mk. I and Mk. II now reside in the Canadian War Museum, costly memorials to what seemed a good idea at the time.



*A survivor at a military vehicle gathering at Knebworth, United Kingdom, in the mid-1980s. courtesy Larry Hayward*





# RAAF buys two more P-8A Poseidon



*FILE PHOTO: Royal Australian Air Force crew from No. 11 Squadron load an ATM-84J Harpoon on to their P-8A Poseidon at Marine Corps Base Hawaii before a live-fire opportunity during RIMPAC 18. Photo by Corporal Nicci Freeman.*

By: Brian Hartigan

Australia's maritime patrol capability will be boosted with Australia set to acquire two more P-8A Poseidon surveillance and response aircraft, bringing the total fleet to 14. The government has also approved sustainment funding for the current approved fleet of three MQ-4C Triton aircraft.

Minister for Defence Linda Reynolds said that, together, the Poseidon and the Triton would provide Australia with one of the most advanced maritime patrol and response capabilities in the world.

"The Poseidon is a proven capability that will conduct tasks including anti-submarine warfare, maritime and overland intelligence, surveillance and reconnaissance, and support to search and rescue missions," Minister Reynolds said.

"These additional aircraft will enhance [the Royal Australian\*] Air Force's flexibility to support multiple operations and will play an important role in ensuring Australia's maritime region is secure for generations to come."

The additional Poseidon aircraft will be purchased through Australia's existing cooperative program with the United States Navy.

Minister Reynolds said being part of the cooperative program with the US Navy allowed Australia to share in the benefits of their technical expertise and divide project costs.

"Defence is committed to this cooperative approach – together we are striving to develop this military technology to the highest standards," Minister Reynolds said.

"Poseidon is a highly versatile, long-endurance platform capable of a range of mission types including maritime intelligence, surveillance and reconnaissance, and of striking targets above and below the ocean's surface.

"Planned integration of the Long Range Anti-ship Missile (LRASM) into [the Royal Australian\*] Air Force's capability will also allow it to strike adversary surface vessels at significantly increased ranges."

*\*EDITOR'S NOTE: It seems our accusation that RAAF is deliberately trying to drop Royal Australian from its name may not be false after all.*

# NOW THIS IS A HOT JEEP



ANY BONNET ORNAMENT  
LOOKS GREAT ON A JEEP.





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# The Battle of Dien Bien Phu

The Battle of Dien Bien Phu the Last Pitched Battle Fought By A European Colonial Power In Southeast Asia.



The Battle of Dien Bien Phu, which took place in northern Vietnam in 1954, marked a major turning point in both the First Indochina War between France and the Viet Minh independence movement and the general position of European colonial powers in South-East Asia.

After almost two months of intense fighting in the valley of Bien Dien Phu, the Viet Minh army – a force that consisted largely of poorly-trained but determined peasants – crushed the French army in what historian Jean-Pierre Roux described as “the only .

pitched battle to be lost by a European army in the history of decolonization.” The fierce battle between around 15,000 French troops and 40,000 Viet Minh guerrillas resulted in around 4,800 French troops wounded, along with 1,600 killed and an equal number missing. A further 8,000 French troops were taken prisoner and were marched on a long and grueling trek through the jungle to various prison camps. Only half of them survived the 500-mile journey



*Previous photograph: Captured French soldiers from Dien Bien Phu, escorted by Vietnamese troops, walk to a prisoner-of-war camp.*

The Viet Minh paid a high price for this victory though. It has been estimated that around 7,900 Viet Minh troops were killed and almost 15,000 wounded. This battle marked the end of both the First Indochina War and the end of European colonial rule in Southeast Asia, and set the stage for the Vietnam War, which would start just over a year later.

Dien Bien Phu was the climax of a bitter and bloody conflict that had been raging for close to eight years in Vietnam, a country that had been passed from hand to foreign hand over the preceding decades. From 1887 France had controlled Vietnam, then called French Indochina, but during World War II Japan, in its aggressive push to take control of Asia, took possession of Vietnam.



*One of the ten French M24 Chaffee light tanks, (supplied by the USA) as seen here, deployed at the battle at Dien Bien Phu.*

The Viet Minh, a communist and pro-nationalist resistance group led by Ho Chí Minh, fought against the Japanese occupation. At the end of WWII, the Viet Minh rejoiced when Japan pulled out of the region – only to have the French return and assert control over the territory once again. Determined to achieve independence at all costs after decades of foreign subjugation, the Viet Minh started a guerrilla war against the French in December 1946.

The French colonial administration, initially confident in their ability to quash what was seen as little more than a peasant uprising, soon realized that the fight was going to be a lot harder and bloodier than they had imagined. Regardless of how many Viet Minh troops they killed; their determined opponents simply refused to give up.

Over the next eight years the French forces and their local allies would suffer around 75,000 casualties, with around 65,000 wounded and 40,000 taken prisoner. The losses were even heavier for the Viet Minh, even though they eventually achieved victory: around 200,000 were killed.

After almost eight hard, arduous years, to bring an increasingly destructive war to a decisive close both sides threw absolutely everything they had into what was to be one final, ultimately definitive battle: The Battle of Dien Bien Phu.



*Christian de Castries, French commander at Dien*





*General Staff in Battle of Dien Bien Phu. From left: Pham Van Dong, Ho Chi Minh, Truong Chinh, Vo Nguyen Giap*

In March 1954 the French forces, led by General Henri Navarre, fortified a position in the Dien Bien valley, a large basin ringed by jungle-covered hills. The position was deep inside enemy territory, close to the Laotian border.

By throwing the bulk of his force so deep into enemy turf, Navarre hoped to strike a crushing blow against the Viet Minh, and ultimately annihilate the majority of their army. He based this decision on the outcome of an earlier battle, the Battle of Na San in 1952, in which a small but well-armed



### *Battle of Nà Sản*

Navarre was confident in the superiority of French firepower and training against the insurgents, but, as had often been the case in this war, he underestimated both the fierce determination of the Viet Minh and the tactical brilliance of their leader, General Vo Nguyen Giap.

Many French officers were concerned about the potential vulnerability of their position. Dien Bien Phu was a valley, and the French would not likely hold the high ground, so the hills ringing the valley would put them at a serious disadvantage. Navarre nonetheless persisted with his plan, and French troops started parachuting into the valley to prepare fortified positions from the end of November 1953.



Seeing his chance to encircle and crush the French and achieve a decisive victory, General Giap moved as much artillery as he could muster into the surrounding hills. He also set up masses of anti-aircraft guns on the hills, knowing that if he could prevent French helicopters and supply planes from getting close, he could effectively cut off French supplies. Over the next few months, he succeeded in doing this.

Knowing just how inhospitable and impassable a lot of the jungle terrain around the valley was, Navarre had perhaps imagined that the Viet Minh would be unable to get any major artillery pieces into position in the hills – but again, he had underestimated the almost fanatical determination of the freedom fighters.

*Vo Nguyen Giap*

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*The French deployed a small number of M24 Chaffee light tanks during the battle that proved critical in repelling the enemy attacks.*

When the Viet Minh began artillery bombardment of the French positions in the valley in late January 1954, the French were taken by surprise at the number of artillery pieces the Viet Minh had managed to amass.

A large number of them, in fact, had been supplied by the Soviet Union and communist China. Navarre also quickly found out that his subordinates' warnings had been correct: at a disadvantage on the valley floor, the French artillery found it difficult to counterattack the Viet Minh positions.





Over the next couple of weeks, Viet Minh bombardment was constant but comparatively light. General Giap was preparing for a more concentrated assault, while psychologically wearing down the French. On March 13 bombardment began in earnest, with intense, focused artillery attacks which were followed by furious infantry assaults.

One by one, French positions began to fall, and Giap established trenches in the valley, which Viet Minh troops occupied. Finally, the only French position that had not been overrun was a stronghold named Elaine. It was against this fortification and the trenches that surrounded it that Giap threw his full infantry force on May 6th.

*General En Vo Nguyen Giap in 2008. Photo by Ricardo Stuckert*

The fighting was ferocious. The French realized that they were beaten but were determined to make a heroic if futile last stand.

After initially trying to hold off the seemingly unstoppable waves of Viet Minh infantry with machine guns, as more French troops fell and the Viet Minh advanced, the final stages of the fight became brutal hand-to-hand combat in the trenches and the ruins of the fortification.

*Captured French artillery at the Dien Bien Phu Museum Photo by Mztourist -*



By the night of May 7, it was all over. General Giap's forces had scored such a decisive victory that it brought the war to an end. Peace was negotiated via the 1954 Geneva Accord, and France relinquished control of the territory. Vietnam was divided at the 17th Parallel into the communist-controlled North Vietnam and democratic South Vietnam.

An uneasy peace would persist, but only for a short while...for just over a year later, the Vietnam War would begin.

*A 37 mm automatic air Defense gun M1939 used by the Viet Minh during the battle.*

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# Captain Sir Tom Moore: 'National inspiration' dies with Covid-19



Captain Sir Tom Moore has died with coronavirus.

The 100-year-old, who raised almost £33m for NHS charities by walking laps of his garden, was admitted to Bedford Hospital on Sunday. The Queen led tributes to Capt. Sir Tom, "recognizing the inspiration he provided for the whole nation and others across the world".

His daughters said they "shared laughter and tears" with their father in their final few hours together. Announcing his death, Hannah Ingram-Moore and Lucy Teixeira said the last year of their father's life had been "nothing short of remarkable". He tested positive for Covid-19 last week. His family said due to other medication he was receiving for pneumonia, he was unable to be vaccinated.

Capt. Sir Tom won the nation's hearts with his fundraising walk which took in 100 laps of his garden. The Army veteran won the nation's hearts by walking 100 laps of his garden in Marston More Taine in Bedfordshire last year during the first lockdown, raising money for NHS Charities Together. He was credited with lifting the nation's spirits and his saying "Tomorrow will be a good day" trended on social media. He was knighted by the Queen in July in a special ceremony at Windsor Castle.

A Buckingham Palace spokeswoman said: "Her Majesty very much enjoyed meeting Capt. Sir Tom and his family at Windsor last year. Her thoughts, and those of the royal family, are with them, recognizing the inspiration he provided for the whole nation and others across the world." A hero who gave a nation hope: Tom Moore obituary How Capt. Sir Tom Moore became a nation's hero In a statement, Prime Minister Boris Johnson said: "Captain Sir Tom Moore was a hero in the truest sense of the word. In the dark days of the Second World War, he fought for freedom and in the face of this country's deepest post-war crisis he united us all, he cheered us all up, and he embodied the triumph of the human spirit. "He became not just a national inspiration but a beacon of hope for the world. Our thoughts are with his daughter Hannah and all his family."

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## Clarence Town event report

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### CLARENCE TOWN 5

Set against the pall of uncertainty of the event ever going ahead in 2020 due to the Covid pandemic, it was like the grey clouds parted at the right moment and the show could go on. Even the Queensland border restrictions for the NSW Hunter area lifted a mere four days before Clarence Town started. As a result a good few keen Queenslanders were able to attend. Of special merit was Dave Stafford who drove through the night to arrive on the Saturday morning. Unfortunately our Victorian friends were still shut out of NSW at the time.



### Thursday 5<sup>th</sup>

As in previous years, Thursday was an arrive, set up and greet day. We had a reception desk where everyone who attended helped out and provided all their essential details so we could be compliant with our Covid Safety plan should the constabulary arrive for an inspection of our records. It was noted that the question "Have you got any covid symptoms such as....?" was occasionally met with a forced cough and light banter. But I am happy to say that everyone was healthy, and though the rigorous record keeping was quite the task, it was worth it for peace of mind.

### Friday 6<sup>th</sup>

Normally at this time of year, the Newcastle 500 Supercars event is in the later stages of setting up in the city of Newcastle. As a result, the city lives in bedlam in November with road blocks and obstacles. However, as the Supercars race was called off, it seemed a good opportunity to have the Friday rally run to see historical points around this beautiful beach side city. I am a proud Novocastrian and I love showing off the city to visitors when I can. With the NSW government easing of restrictions of groups, we planned for two groups of vehicles to visit Fort Scratchley, Christ Church Cathedral and the relatively new ANZAC Memorial Walk. Each group visited these attractions in a different order.

Bob Pritchard and his friends at Fort Scratchley (1882) made the visitors welcome by opening up the parade ground for parking. The Fort provides sweeping views of the city and the Hunter River. The visitors were giving a tour of the main parts of the Fort and one group was there for the 11.00 am gun firing. One of the main attractions of the Fort is the tunnels, which contain firing guns within the side of the hill. However, with covid restrictions on the tunnels which had just re-opened that week could only allow 6 visitors per tunnel tour. People from one of the groups were lucky enough for a tunnel tour. On the 8<sup>th</sup> June, 1942, the fort exchanged shots with a Japanese submarine. Although some homes were hit behind the fort, no one on either side was injured, so that skirmish can be declared a draw.

The Christ Church Cathedral, set on a commanding high point over the city, again with fantastic views had been closed to visitors for months. I rang the cathedral and the Dean, the Very Rev'd Katherine Bowyer offered to open the cathedral just for our visitors which I thought was fantastic. The cathedral is massive for a regional city, with amazing architecture. Of significance is the Warriors Chapel which holds a number of significant WW1 artifacts including the Victoria Cross of a Novocastrian, Capt. Clarence Jeffries. For a nominal fee, the Dean provided a guided





## Clarence Town event report - cont'd

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tour to our visitors. Also, the Dean made available the church grounds for the parking of the convoys. The feed back I received from people that the cathedral was the highlight of the 3 destinations. I am grateful to the Dean and her staff for being so welcoming to the visitors.

The ANZAC Memorial Walk was completed in 2015 for the 100<sup>th</sup> anniversary of the landing at Gallipoli. The Walk was built using 64 tonnes of stainless steel at a cost of \$4.5million. It is a 450 meter long cliff top walkway. The walkway is also adorned with steel silhouettes of soldiers, as well as the names of almost 11,000 Hunter Valley men and women who enlisted to serve during World War I. For a personal touch, my wife Blair's, great great uncle, Lea Roy Paul has got his name on the wall. He perished in Messines on 21 July, 1917 during a raid on the German trenches. He was never found and his name is inscribed on the Menin Gate in Belgium for eternity - as it is on the Canberra War Memorial and ANZAC Memorial Walk.

The first time I saw the Walk, I could not believe how good it was with sweeping views over the ocean cliffs and also the greater area of the city and Newcastle and its suburbs. So it was a must to include the Memorial in the tour. As with the other two sites, despite the destinations being in the city, the parking was readily available to the convoys. Special thanks to the tour leaders Rob McShane and Vernon Dates for making the trip happen.

By the time Saturday had rolled around, I was more tired than Dave Stafford looked after his long night drive. In my rush to get away from work on the Wednesday, I packed 2 halves of different tents, and arriving on dusk, nothing could be done. Then it was dark. No tent. So I slept in the back of a truck on a metal floor and froze. One of the most wretched sleeps in my life. The next day, the complete tent showed up with my lovely wife Blair. For the next three nights amongst the night runs, the late night drinks and a half deflated air mattress, a good sleep was something that I couldn't even dream of. It's an unfortunate camping experience when the only thing that goes down on you is the air mattress.

Anyway, I digress - back to the write up... A local Bren Gun carrier owner, Glen Plumridge had arranged a re-union of his army buddies the 12/16 Hunter River Lancers, some of whom also own carriers. Glen arranged for a good number of Carriers to come to the show. Glen named the carrier side of the show "Carriers at Claro". In all we 8 of the charismatic beasts at Claro. In the lead up to the event, Glen found a rugged and fun bush track a few minutes from the caravan park. On the Friday afternoon, an unusual ragtag assortment of expensive vehicles departed the park driving through the streets of Clarence Town in convoy to play in the dirt, the mud and the deep ruts. I think all those who went on that bush run will never forget it. Most of the time, there was smiling faces and laughter. But not when a carrier got rutted though. However, the scene went to jubilation and cheers when the carrier was dragged out its temporary confines.







No names, no pack drill !



Manfred wisely following the Saracen in case the Kubel' got bogged!

A surprise on Friday afternoon was when Jad Dennis and Gavin Walker showed up with a trailer full of metal. Unmistakably in that lot was a nice GPA project for Jad who was pretty pumped at his extraction of this project. I hope to see it in the Williams River next year.

Saturday 7<sup>th</sup>

This is our traditional Hawaiian shirt day. It was pleasing to see a good number of people dressing up for a happy festive look – which is what we are about.

Due to covid restrictions, we cancelled the traditional parade, and in its place, the carriers drove down the main street in formation. Executed brilliantly guys! We had exorcised the demons of the previous Erringhi Hotel publican when he had moved on. The returning publican, Tom Lyons, who has a keen interest in our vehicles kept people from parking out the front of the hotel, thus allowing the seven carriers to park out the front as carriers had done in WW2 and in our 2018 edition. (N.B. one carrier did not make the parade.) With the carriers lined up there was a great photo op when a young lad in a uniform and tin pot helmet climbed into a carrier. Just when the people standing in front of the carriers moved back for the photos, and elderly couple embarked on their own slow inspection of the carriers and despite Blair's kindly encouragement for them to move on, it was when they were good and ready. Anyway, it added a comical light hearted flavour as it was quite funny. When they did move on, the photos of the line up and the lad were terrific.

Amongst the vendors, the Hawaiian shirts and the many vehicles back down at the park, it was colourful had a pretty





**Clarence Town event report - cont'd**

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good vibe. In the afternoon, another rag tag convoy of carriers etc. headed off for another play in the elements. Again, it was fantastic to see the carriers in the bush. At the same time the traditional Saturday amphibious flotilla was warming up taking people for rides. Of note, John Hecker's beautiful project GPA, now owned by Paul White of Newcastle went on its maiden voyage although not quite finished. The nervous owner and crew made it safely back to shore.



Paul White with his newly acquired GPA making its maiden voyage



After the bush run was over, the flotilla assembled and the "invasion run" began when all the floating amphibians running up stream under the landmark Clarence Town bridge. Having 2 DUKWs and 5 GPA's running together on a long river run made for an impressive sight. Especially with the 2 DUKWs side by side.

Made it safely back to dry land!



More photos taken during the event >>



**Clarence Town event report - cont'd**

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**Photo  
Acknowledgment**

All photos in this article  
were provided by  
Gavin Walker,  
Blair Olsen  
and Craig Olsen

Thank you





### Sunday 8<sup>th</sup>

Simply a pack up and go day. Although there were a few that stayed on to enjoy the naturally beautiful environment.

### Night runs

Friday and Saturday night featured night runs with the amphibians. A surreal experience is how I would best describe it.

### Event hats

Big thanks to Tracy and Janice Vadjal of Newcastle Machinery Sales who again provided the sponsorship for the event hats. We settled on a black cap to represent a dark year for the world, and our mascot, George wore a light blue covid mask.

### Vehicle Numbers

As we did not do the full parade this year, so I have no idea on numbers, but I think in the area of 70. 2 DUKWs, 8 carriers and 7 GPAs makes 17 in just those 3 types.

### Of special mention

Trent Keith, his wife Haley and family attended from near Bathurst. Trent drove his DUKW "*Drunk Adrift*" to Clarence Town and back. A fantastic effort which everyone appreciated.

Rob McShane helped in the event planning. His experience in managing convoys on the road runs is invaluable.

Blair, my lovely wife did a fantastic job. This year was hard to plan with the event looking so unlikely for so long. However, when the event looked most likely to happen Blair did a lot of Facebook updates, answering questions, published the flyers and did the hat design. In the last few years she has taught herself to do the artwork for the embroidery on the hats. Blair was the heroine who cleared people away from the carriers for the photo op. But she met her match in the elderly couple.

And thanks to all who attended. It is without those, that the event could not happen. The time and money put in to get the vehicles to the show, and the long distances travelled is acknowledged and greatly appreciated.

### 2021

This year the caravan park was full. I expect the same next year, should we be lucky enough for the event to proceed due to the virus. It seems Glen's great initiative of "Carriers at Claro" will grow as the carriers were a very positive addition to the event.

The week before Clarence Town next year there is a tank weekend planned in the Hunter Valley at Elderslie. So those that like their armour can make a longer trip of it with just 4 days from the end of one show to the beginning of the other.

The event is always centred around the first Saturday in November. So the 2021 dates are 4th - 7th November. Hope to see you then.





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# KEVIN TIPLER 1944 JEEP RESTORATION PROJECT

CONTINUING ON FROM THE DECEMBER ISSUE: Just a couple of pics to show the jeep build status. Main wiring loom is in and re the engine, I am about to install the new studs and then it's head on and won't be long till I hopefully hear the purr!









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# AND NOW ONTO KEV'S NEXT JEEP PROJECT









# EOS to lead all-Australian delivery of C4 EDGE



**By: Brian Hartigan** *Australian Army Boxer combat reconnaissance vehicles will be connected by the Army's new C4 EDGE systems.*

A company spokesperson said this commitment by the government and the Australian Army would support the development of innovative local businesses capable of providing our armed forces with the critical, world-leading communications solutions they will require into the future. "EOS DS will lead 18 Australian businesses in the C4 EDGE program to demonstrate local industry's ability to provide battle-critical communications solutions for the land domain," they said. "The program will leverage the expertise and cutting-edge technologies of the all-Australian-industry team that includes small and medium enterprises from across the nation. "As the prime contractor, EOS DS will integrate these components to demonstrate a sovereign BG-BCS for the Army in November 2021. "The C4 EDGE solution will see EOS DS incorporate locally sourced combat radios, satellite terminals, cryptography, networking middleware, command applications, user interfaces, batteries and power management into a coherent system. "This program will use Australian design, production, workforce, intellectual property and supply chain in the development and demonstration of this capability."

"A successful C4 EDGE capability would help address the Army's significant future requirements for sovereign communications systems." They said the government's 2020 Defence Strategic Update laid out an investment pipeline for battlefield communications and command systems of between \$5bn and \$7.5bn over the next 20 years. "EOS welcomes this opportunity to prime a complex project that incorporates highly capable local businesses into Australia's defence industry - introducing industry best practices and advanced technologies from parallel sectors and supporting business diversification. "EOS will also assist those companies new to the industry to understand and respond to Defence contracting accreditation requirements." The Commonwealth contract will create more than 50 new full-time jobs across the country over the next 12 months. EOS said it would begin executing subcontracts before the end of 2020 to enable payments to flow to these businesses quickly, supporting their ability to invest, scale and access export opportunities. CEO of EOS Defence Systems Grant Sanderson said the C4 EDGE team represented the collaborative effort of world-class Australian companies for the benefit of the Australian Defence Force. "The design, development and demonstration of the C4 EDGE solution over the next year will showcase the ability of Australian companies to produce high-tech materiel, which EOS will integrate with its own technologies into world-class military systems. "The program provides a model to continue growing a capable, connected and resilient sovereign defence industry that employs more Australians," Mr. Sanderson said.

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# The German U-Boat

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## The Deadliest Hunter Of The Sea The Destroyer of Souls.

The name "U-boat," an abbreviation of the German *unterseeboot* which, literally translated, means "undersea boat," is a name that has become synonymous with swift and deadly attacks from the depths of the ocean, torpedoed Allied warships sinking into the icy waters of the Atlantic after having been taken by surprise, and the most potent submarine fleet of the Second World War. While the U-boat fleet's reputation for ruthless effectiveness is generally well known, a fact that is perhaps not so widely known is that these legendary submarines were, ultimately, almost as deadly to their operators and crews as they were to their foes. By the time the war ended, of the 40,900 Germans who served on U-boat crews 5,000 were taken prisoner and 28,000 lost their lives. Germany's history with submarines goes back to the First World War, and they were the first nation to use subs during that particular war. While their WWI fleet started out with only 38 U-boats – which were small, almost flimsy watercraft, each no larger than 1,000 tons – they proved to be tremendously effective against British warships and later against American merchant vessels, sinking more than 10,000,000 tons throughout the duration of the war.





*From Previous Page: SM U-19 (first row, second from the right)*

While the Armistice of 1918 forced Germany to surrender its entire U-boat fleet, and the Treaty of Versailles prevented them from constructing any more, the effectiveness of the U-boat fleet was not forgotten by Germany's military leadership. Soon after Hitler took power, he made the restoration of Germany's U-boat fleet one of his priorities. After repudiating the Treaty of Versailles in 1934 and withdrawing Germany from the League of Nations in 1935, Hitler began a program of rearmament. This, of course, included the construction of a fleet of U-boats.



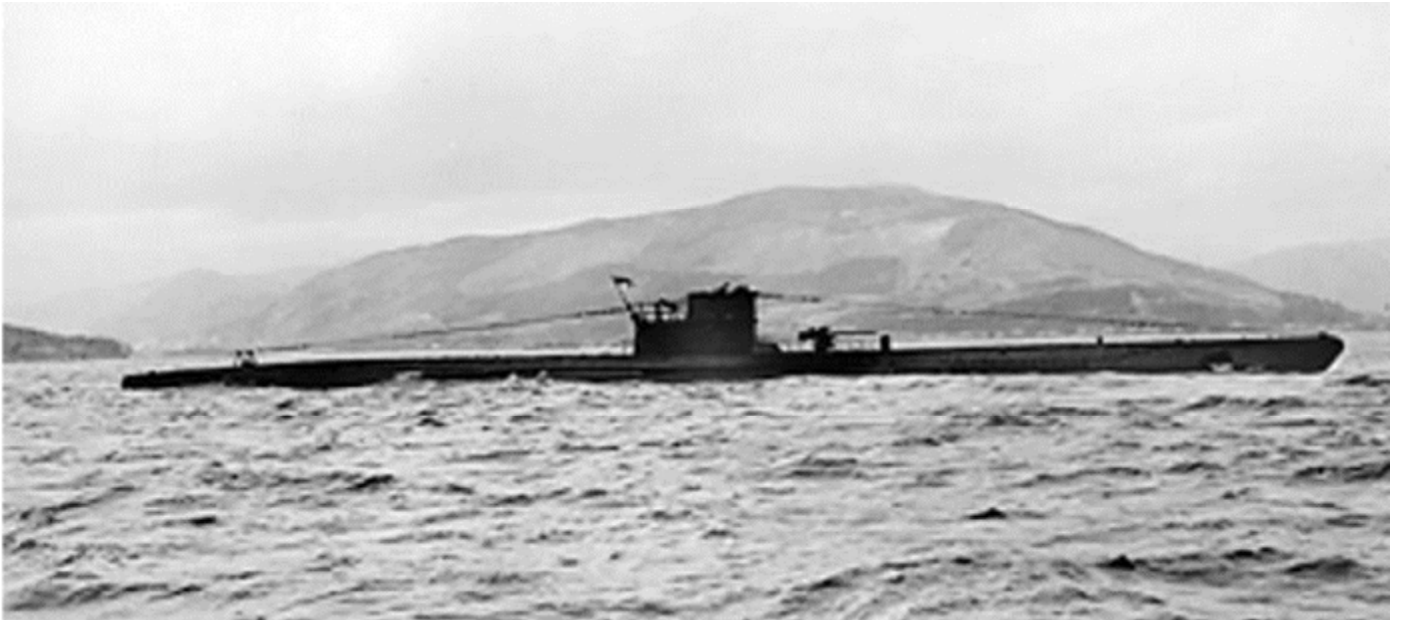
*U-52, a Type VIIB submarine.*

In 1939, when the Second World War broke out, Germany had only managed to construct 57 U-boats, but these new U-boats were far sturdier and more technologically advanced than their WWI predecessors, featuring heat-seeking torpedoes, large gun decks, and spiderweb mines. These 57 submarines were used with tremendous effectiveness against British warships and merchant vessels, which were ill-prepared for undersea warfare. The U-boat attacks on supply ships transporting goods between Europe and Britain were especially devastating, and if left unchecked could have cut the British Isles off from a great number of vital civilian and military supplies.



*The crew of a German UC-1 class submarine on deck (WWI).*

During this first phase of the war, each U-boat operated alone. They had to update their tactics when Allied ships began to travel with escorts trained to counter the U-boat threat, as well as Allied airplanes which worked to spot and destroy U-boats from the sky. To counter this, the U-boats began traveling and operating in groups, which were given the ominous-sounding moniker "wolf packs" by the British. The U-boats also strived to become even more stealthy, surfacing only under cover of darkness, and striking when least expected. Often one U-boat would shadow an Allied convoy and then, when conditions were ripe for a strike, call in the other members of the "wolf pack" to launch a combined attack.



*U-570, a Type VIIC submarine that was captured by the British in 1941. The type VIIC was the backbone of German submarine fleet, 1943.*

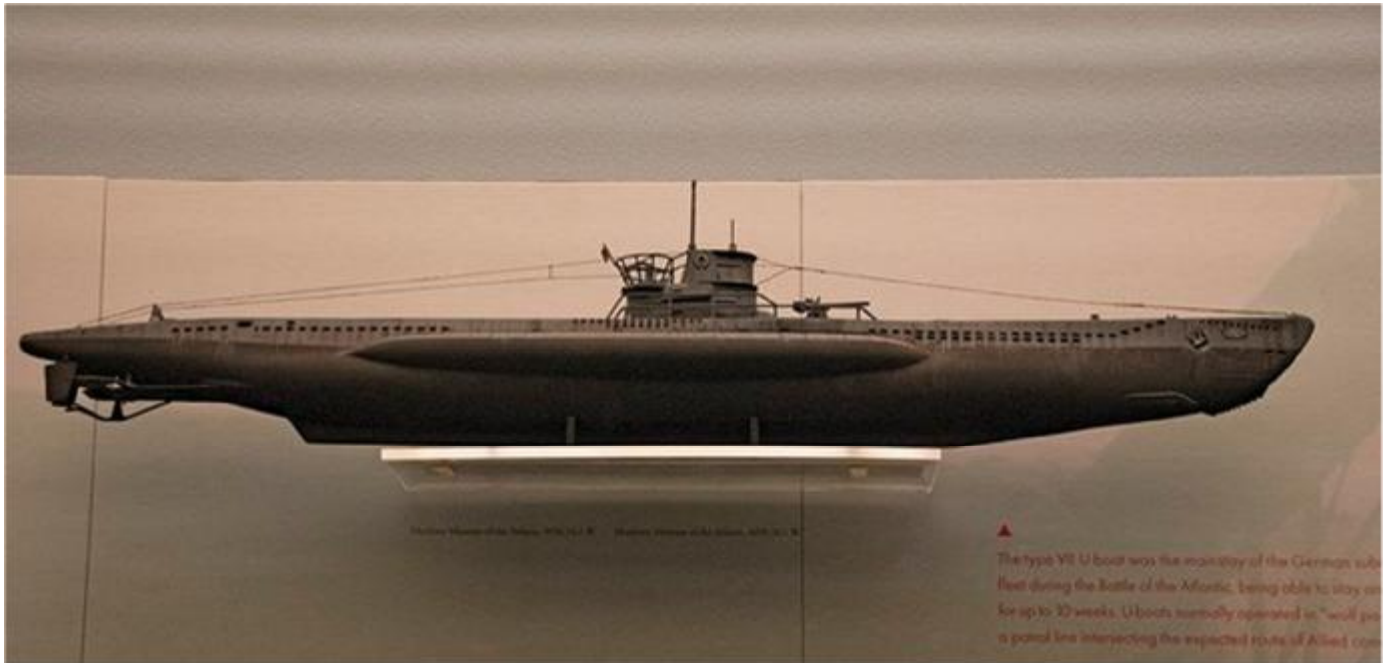
The Allies soon upped their game, however, and developments in radar technology meant that the U-boats' potential for stealth became diminished. In addition, the Allies began to develop specific anti-submarine weapons and tactics, and the situation for German U-boats changed quite drastically. In March 1943 U-boats had almost crippled Britain's Atlantic supply line, but by May that year the Allies had struck back in force, and 41 U-boats had been sunk – often with their entire crews perishing.



*Surrender of German U-boats, 1945. Surrender of German U-boat, U-858, 700 miles off the New England Coast to two destroyer escorts, May 10, 1945.*



From this point on, German submarine commanders had to revise their tactics, and U-boats largely withdrew from the Atlantic Ocean, operating instead in less populated waters like the Indian Ocean or the Pacific, where unescorted Allied targets could still be found. There they once again proved effective, but they never again reached the heights of effectiveness they had attained in the early stages of the war. Life on board a U-boat was uncomfortable for the crew, to say the



*German WWII U-Boat (Type VII) — Maritime Museum of the Atlantic Halifax (NS) September 2017 Photo by Ron Cogswell CC BY SA 2.0*

The living quarters were cramped to the point of being claustrophobic, and essential supplies like food and water were strictly rationed. Often the men of the crew could not even change their clothes for weeks, while the scarcity of freshwater (priority was given to storing diesel instead of water) meant that bathing and shaving were forbidden. The crews operated on strict shifts of four hours during the daytime and six hours at night, and with space being extremely limited, as soon as one man got up from his bunk, whoever was switching shifts with him would climb straight into it. Only canned food could be taken on board, as anything fresh would quickly be contaminated with diesel fumes or simply rot. Read another story from us: [Predators of the Seas: Life Inside a U-Boat - In 41 Images](#) In addition to these extremely taxing living conditions, there was the added element of always having to be on full alert, and knowing that a single torpedo strike or bomb dropped from an airplane could result in the death of everyone on board the sub. Not surprisingly, being part of a U-boat crew could wreak significant psychological havoc on a man's mind. In the end, while technology made the U-boats so effective at the start of the war, technology was also what ended up putting them out of action. The Allies kept upping their game against the U-boats, and ultimately, of the 1,162 U-boats the Germans constructed during WWII, 785 were destroyed by the end of the war and the total casualty rate of U-boat crews was almost seven out of ten men. Nonetheless, the name "U-boat" still rings with a deadly authority to this very day.

## WVCG 2021 CLUB BUSH TRIP

I've been thinking about the proposed club trip in June 2021. I was wondering if the Simpson Desert run might be a bit of a task for some members. So how about a new trip to Maralinga. ? Two of my Friends did so, in 2019, independent of each other. Broadly, peel off the Stuart Highway say, after Glendambo, run west to the rail line, ( always mobile Services along the rail Line) Ph Roger who conducts the tours. Arrive at the site. camp the night. Climb in his bus be entertained all day. Camp the night then leave, maybe run to the lakes, re join the Stuart highway further down. I can give you a proper plan in say two weeks. My thinking is we could pull trailers, an easy trip, yet interesting country to move there and every camp would be great. Your thoughts, ?

Frank SCOTT

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# Australian Collins-class submarines to get sonar upgrades

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By: Brian Hartigan. *Collins-class submarines HMAS Collins, HMAS Farncomb, HMAS Dechaineux and HMAS Sheean transition through Cockburn Sound, Western Australia.*

Navy's Collins-class submarines will undergo significant upgrades to their sonar systems here in Australia through a multi-million dollar contract with Thales Australia. Two contracts, worth around \$23.7 million, are for the design and implementation of the Mine and Obstacle Avoidance System and the High Frequency Intercept Array for the submarine fleet. The upgrades will not only enhance the capability of the Collins-class fleet but will provide a boost to Australian Defence industry and support Australian jobs.

Minister for Defence Linda Reynolds said both the Mine and Obstacle Avoidance System and High Frequency Intercept Array were important parts of the upgrades to the Collins sonar system. "Our six Collins-class submarines are a highly capable and regionally superior capability that are only halfway through their operational life," Minister Reynolds said. "To ensure this capability maintains its edge, we are upgrading and improving its systems including through sonar upgrades.

"The purpose of a Mine and Obstacle Avoidance System is to acoustically detect obstacles, including mines, which pose a threat to the submarine. "The High Frequency Intercept Array detects high frequency noises including sonar transmissions. "With more than 20 years of investment in Australia by Thales and Defence, these upgrades will complement broader improvements to the sonar capability of the Collins-class, ensuring the regional superiority of the fleet into the future."

Minister for Defence Industry Melissa Price said Thales had extensive experience working on the Collins fleet and other Australian-based companies would be engaged throughout the contracts. "These contracts will include about 80 per cent of work being completed by Australian industry," Minister Price said.

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## KVE News

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

Edition No. 38

January 2021

# Annual Corowa Swim-In & Military Vehicle Gathering **POSTPONED** Until 2022 - More information inside

### Important Notice:

Regarding those who have pre-booked accommodation in Corowa. If you reserved accommodation or camping at Ball Park or any other camp sites, motels, etc. for this year and are no longer attending due to the postponing of the Swim-In, then please make contact with them as soon as possible. Ball Park Caravan Park in particular have asked us to put this out as they still have people with reservations but not been in contact. As it is a busy period in March, they need to know in case they have to prepare extra space on the site. You may be charged a cancellation fee if you do not contact your accommodation.

More information regarding this on Page 4

### *In this issue ....*

Update report - Ball Park information - 2020 DVD - R/C Model event - Memories  
Discussion on themes - Articles on military vehicles - Clarence Town report - etc.



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



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## Theme ideas for 2023 - Discussion

Page 6

There has been some discussion on social media about themes and one suggestion that has come out is "Year of the Jerrican". As a good number of vehicles that come to Corowa carry a Jerrican, or one of the 2 gallon cans that preceded, it is not something that would stand out as being special.



After a bit of debating, an idea has come up about making this encompass all types of military equipment that might be carried on the vehicle, this can be the Complete Equipment Schedule (CES) for that particular vehicle, portable stove/cooker, tool kit (inc. in CES), radio installation (for FFW/FFR vehicles), cam net, tent or shelter and so on. The title "Military Equipment" was suggested. In the army, anything is referred to as 'Kit', someone looks at your vehicle and says "nice bit of kit there" and it can mean the vehicle or any other bit of equipment or uniform and so on, even a tent. So to round it up, our suggestion is that the theme title for 2023 should be:

### Year of the Heavy Metal & Military Kit

To elaborate on the Heavy Metal theme, this is a blank cheque and basically anything goes, whether it be a Carrier, Saracen, Mack, Studebaker, mobile crane, wrecker, LARC, etc ..... Whatever you have, just bring it, no restrictions. The more the merrier!

Leading on from this we are thinking of encouraging vehicle crews to dress up in appropriate uniforms to suit the vehicle, for the parade and display at the Showground, if enough do this, a Best Dressed Crew award might be done. This could be introduced for 2022 Year of the Jeep and RAAF as there are some excellent opportunities there and I can leave this to your imaginations!

Your thoughts and ideas would be very welcome on all this, so please contact Richard and Jan so we can work out a plan of what the participants would like.

Please contact;

Richard Farrant: [kve.editor@btinternet.com](mailto:kve.editor@btinternet.com)

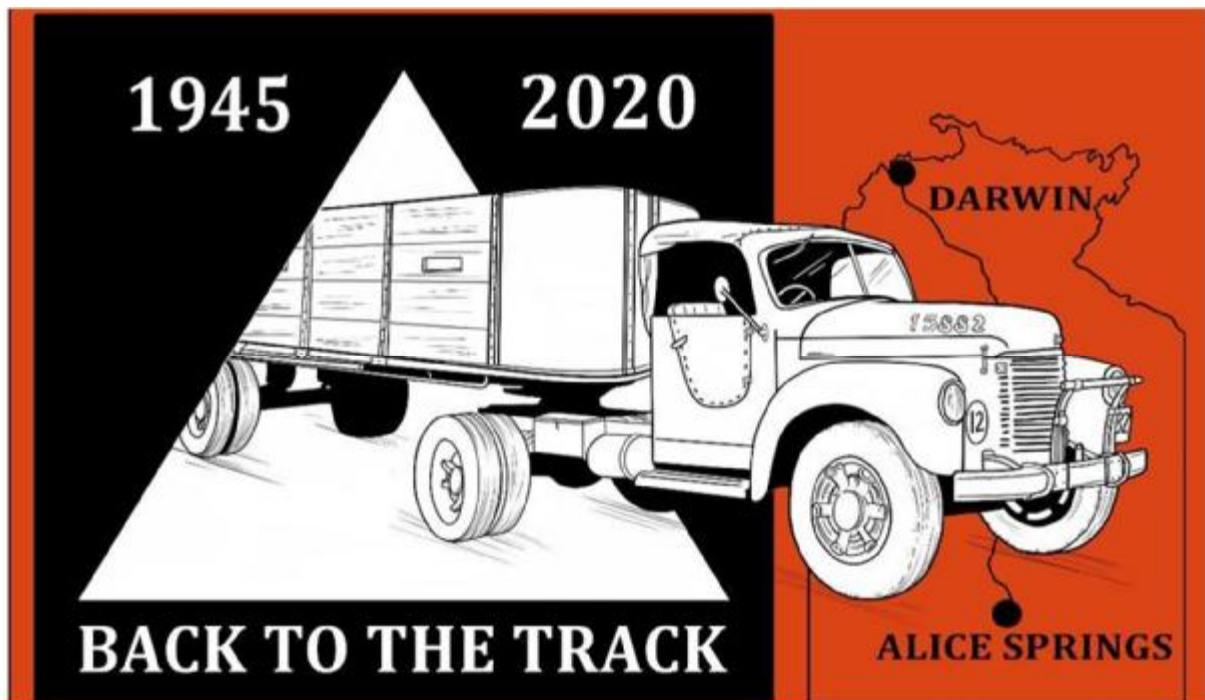
Jan Thompson-Creamer: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)



The next edition of this Newsletter will be out around the middle of 2021.  
It will be available on the website; [www.corowaswim-in.org](http://www.corowaswim-in.org)  
or if you would like to receive it by email please contact the Editor on  
[kve.editor@btinternet.com](mailto:kve.editor@btinternet.com) and your name will be added to the emailing list.



# BACK TO THE TRACK



## Back To The Track Event Update.6

New Web Site for 2021: [www.backtothetrack2021.com](http://www.backtothetrack2021.com)

Please follow the new web site above - Back To the Track 2021 for the latest event information. **QUICK UPDATE**

We have:- 138 Historic Military Vehicles confirmed / registered for this event We have:- 331 registered participants from all states

Itinerary including between two and up to four weeks exploring Alice Springs precincts and WW2 history in July 2021 based from campgrounds within the Road Transport Hall of Fame Departing Alice on 1<sup>st</sup> August for two weeks on the track to Darwin exploring what remains of WW2 heritage sites along the way. Subject to COVID regulations - community engagement at towns and communities along the track. Arriving in Darwin on 14<sup>th</sup> August for 76<sup>th</sup> Anniversary of the end of WW2 commemorations on 15<sup>th</sup> Aug

Campgrounds avail at the Darwin Aviation Museum until the morning of 19<sup>th</sup> August

There is no guarantee the event can go ahead

Participants should monitor the most current health advice provided by the NT Gov..

**Coronavirus information**

Get the latest information on the NTG Central website

For public information about the virus, go to the Coronavirus (COVID-19) website

**Keep up-to-date**

Please be mindful that, similar to the most recent declarations, COVID-19 hotspots may be declared at short notice.

Travelers' need to keep up-to-date with where they can travel and which areas have been declared COVID-19 hotspots, as the COVID-19 situation in Australia is continually evolving. The Territory's coronavirus website has up-to-date information about travel and hotspots.

If an area is declared a hotspot after you have departed but before you arrive in the Territory you may be placed in mandatory supervised quarantine. Travelers must also be aware of their responsibilities as per the current NT Chief Health Officer COVID-19 Directions

For example: In your travels to Alice Springs from intrastate, if a hotspot is declared and backdated "Anyone travelling to the Northern Territory from a declared COVID-19 Hotspot must undertake 14 days of mandatory, supervised quarantine at the Alice Springs or Howard Springs quarantine facilities at a cost of \$2,500 per person. Quarantine will be undertaken at the first urban Centre you arrive at."

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The event has a Covid Safety Plan. The event has a Statement of Commitment.

All participants upon registration in Alice Springs will be required to make a commitment to participating in the event in a Covid safe way and comply with all Covid Safe guidelines and NT Government requirements for events held in the NT

<https://coronavirus.nt.gov.au/business-and-work/business/guidelines-for-events-and-gatherings> We may also fall under provisions to provide trained and qualified Covid Safety Supervisors, monitoring participants and recording movement / tracing information (NT Gov App / QR code check-in systems) to ensure and protect the health of Northern Territorians. Substantial penalties currently exist for participants and event organizers for breaches of COVID safety provisions. Security will be another consideration and we will all need to look after each other's personal and property security. The preliminary event itinerary is on the web site. [www.backtothetrack2021.com/itinerary](http://www.backtothetrack2021.com/itinerary)

Final camping destinations and events to be held along the track will be final confirmed at registration in Alice Springs when you collect your participant pack and movement orders. Many campgrounds are now closed and / or now have restrictions on numbers and some roadhouses are for sale or have closed due to diminished tourist numbers as outlined in the participant entry form details / conditions of entry - plan to be self-sufficient and utilise public / crown land free camping sites (limited or no facilities) along the track. Only paid / registered participants (TRACKERS 6) will receive email event updates, detailed itinerary, and merchandise (Book, Numberplate, souvenir satchel bag with event merchandise, local business discounts and offers). Visit the web site for the latest event information.

[www.backtothetrack2021.com](http://www.backtothetrack2021.com)

We have an event management plan - more details next update.

All previously paid-up entrants have been transferred to the 2021 event.

An event Sponsorship and support package has been updated and can now be downloaded from the web site - please share Do you know of a business or industry that is interested in supporting this commemorative event. Perhaps you are aware of an industry or business that has an interesting story from their past involvement in producing material support for the war effort in WWII, and we can acknowledge their role in the Battle for Australia and tell their story along the track. Other issues that will resolve themselves closer to the event Defence (JOSS) engagement and involvement with this commemorative event, formal request for support in 2021 will require a new submission. COVID put an unexpected new priority to defence operations in 2020.

A new submission for Defence involvement in 2021 is being prepared.

**POLITICS;** The NT Elections saw a return of the Gunner Labour Government but also some changes to constituent representation in Alice Springs with some Independents and CLP members winning seats.

Labour has a new set of ministers and portfolios, so I am now dealing with a fresh lot of faces concerning making government ministers and representatives aware of this commemorative event and hopefully gather interest and support. The Motor Vehicle Enthusiast Car club of Central Australia will be supporting the event with a special club meeting, club run and BBQ lunch on Sunday 11<sup>th</sup> July for participants who will be turning up early in Alice Springs to take advantage of the 2 weeks of activities that are planned. If you are planning a holiday in Alice Springs before we depart, or a stay in Darwin after the event - you might be interested in this NT Gov offer - below:-

This summer, invite your friends & family (who are not located in a current hotspot) to enjoy a holiday in the NT and they can receive \$200 off for every \$1000 spent. The sale is available until 31 March 2021, so we look forward to welcoming you to the Territory..

Douglas Draeger Event Convener : Back to the Track 2021

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Alice Springs NT 0870

0428 676 741

Email: [backtothetrack2020@gmail.com](mailto:backtothetrack2020@gmail.com)

[dougdraeger@hotmail.com](mailto:dougdraeger@hotmail.com)

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# \$800million for new Australian-made landing craft and amphibians



*Papua New Guinean children watch a lighter amphibious resupply cargo - vehicle (LARC-V) retrieve ADF equipment from Manus Island, used to build temporary offshore immigration processing facilities. Royal Australian Navy photo.*

Defence will invest up to \$800million to acquire new fleets of Australian-built amphibious vehicles and landing craft that will be able to transport land forces with enhanced speed and protection.

Through this project, an independent landing craft will be delivered to replace the Army's existing LCM-8 vessels and an amphibious vehicle will also be built to replace Army's current LARC-V.

With two separate fleets to be acquired, the watercraft will provide independent shore-to-shore, ship-to-shore, and over-the-shore capabilities to better manoeuvre and sustain the ADF in littoral and riverine environments.

Minister for Defence Linda Reynolds said the Army Littoral Manoeuvre - Light project, LAND 8710 Phase 1 would strengthen the ADF's amphibious capabilities.

"These new vessels, introduced from 2026, will be larger, faster and better protected to support ADF operations," Minister Reynolds said.

"They will allow Defence to quickly and effectively deploy both domestically and to our near region, as well as remain engaged with regional security partners and support humanitarian assistance to our neighbours in the Indo-Pacific.

"We have also seen the importance of the Army water transport capability most recently on Operation Bushfire Assist 19-20, evacuating Australians to safety off beaches and delivering much needed supplies."

Minister for Defence Industry Melissa Price said the investment in these fleets demonstrated a commitment to Australia's defence industry.

"Australian industry involvement will be maximised throughout the design, construction and sustainment phases of this project," Minister Price said.

"The new and enhanced platforms will use Australian industry's expertise both during the detailed design and build phases.

"By taking this approach, the government is also encouraging potential export opportunities for Australian industry through the design and build of this new capability."

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# BUILDING A GERMAN Sdkfz 222 light 4WD REPLICA



Sdkfz 222 light 4WD German Armoured car was intended for reconnaissance and service at headquarters.

Length: 4.8 m, - Width: 1.95 m, - Height: 1.987 m

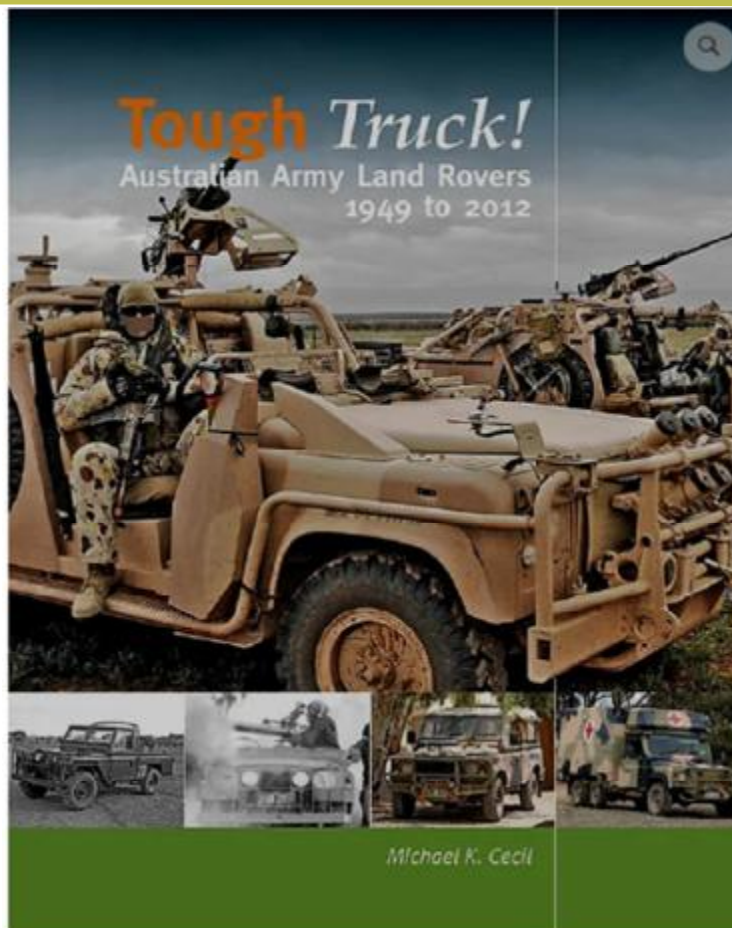


Built using 2mm Plate and sitting on a Series 3 110 t/d chassis. New 61/2 Land Rover wheels and 900 x 16 continental tyres correct tread patterns, also has boot lid and engine compartment inspection covers hinged and locks.

**FOLLOW THE BLOW-BY-BLOW CONSTRUCTION IN OUR JUNE 2021 EDITION OF "BARTREAD". WATCH OF THE FZ 222 LIGHT REPLICA 4WD GERMAN ARMoured CAR FROM WHO TO GO**

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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](http://www.michaelkcecil.com)**

## Australian Code Breakers

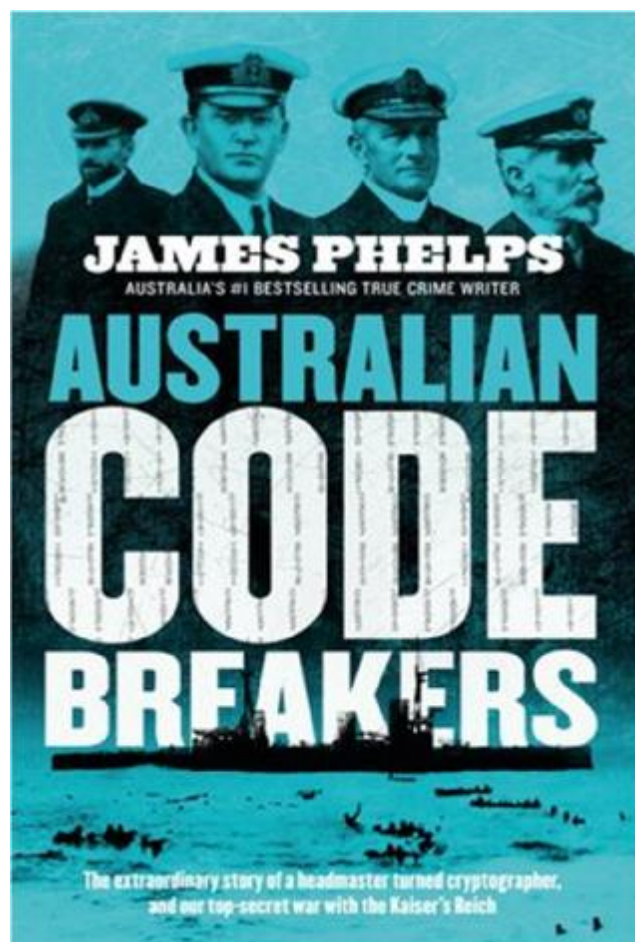
Our top-secret war with the Kaiser's Reich  
by James Phelps

*The extraordinary story of a headmaster turned cryptographer, and our top-secret war with the Kaiser's Reich.*

On 11 August 1914, just days after war had been declared, Australian Captain J.T. Richardson boarded a German merchant vessel fleeing Melbourne's Port Phillip and audaciously seized a top-secret naval code-book. The fledgling Australian Navy had an opportunity to immediately change the course of the war. But what exactly had they found? Enter the Australian code breakers ...

Recruited by savvy top brass, math's whizz and German speaker Frederick Wheatley worked night and day to fathom the basic principles of the code and start tracking the German Navy's powerful East Asia Squadron, led by the brilliant Maximilian von Spree. Soon Melbourne was a hub of international Allied intelligence.

This is the untold story of how a former Australian headmaster and his mostly female team cracked one of Germany's most complex codes, paving the way for the greatest Allied naval victory of World War I.





# Jeep crashes and accidents 1945-50

By: Mike Kelly.

Going through the Australian newspapers of the 1945 to 1950 period , I found many reports of Jeep accidents, with many fatalities . This one involved a Canadian doctor and a young woman in pyjamas. Jeeps can be dangerous if driven like a passenger sedan.

## Agree

**DEATH SMASH**



**SMASHING** into a St. George's Terrace convenience (below) after hitting a truck, this jeep suffered only comparatively minor damage. But the Canadian surgeon-commander who was driving it was killed almost instantly.

## Naval Surgeon Killed In Jeep

Killed almost instantly early today in a city smash was 31-year-old Surgeon Lieut. - Commander Jared Vining McCutcheon of the Royal Canadian Navy.

He was driving a Royal Navy jeep which hit a stationary motor truck near the William Street intersection in St. George's Terrace.

The jeep veered off and crashed into the railings of the underground lavatory a few yards from the intersection.

A young woman clad in pyjamas and a dressing gown is stated to have been a passenger in the jeep. She was taken away in a private car.

McCutcheon's skull was fractured and he received severe lacerations and other injuries.

The jeep, which has a left-hand drive, struck the railings with terrific force, uprooted a nine-foot high steel stanchion and about four feet of steel railings from their concrete base.

Small pieces of broken concrete were later found in the vehicle.

**Brothers In Truck**

Search commenced about 6.45 a.m. A

Audited Circulation exceeds 56,000  
Average daily for six months ended September, 1944

## HOME EDITION

# Daily News

Perth, Friday, June 8, 1945

Vol. LXIII, 21,992 (12 Pages)

Registered for transmission by post as a newspaper

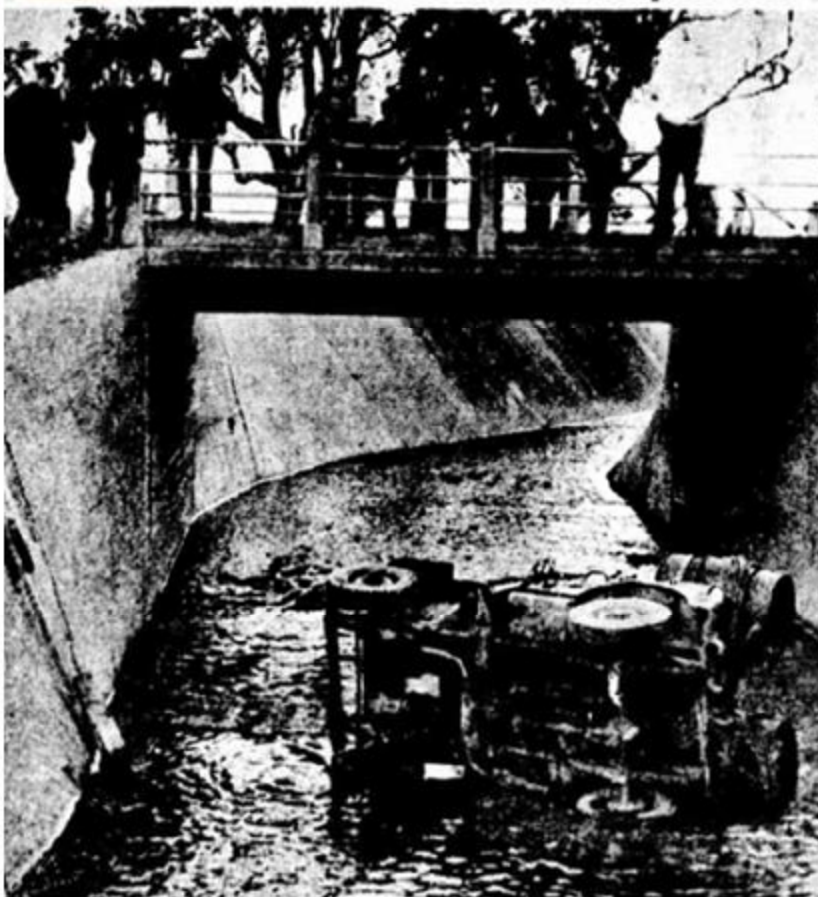
## Japs Fire On Truce Party

MELBOURNE. Five-Jap women of the Australian method of conducting war was displayed on

## Suicide Plans

NEW YORK, Thurs.—In a 50-page "Propaganda Handbook For Resistance Combat," the Japanese

## Jeep's Fatal Crash Into Creek At Morphettrille



Front of this jeep disappeared into soft earth when it swerved off the road at Bulimba today. The driver escaped with slight injuries.





## CAR, TAXI, JEEP IN TWO SMASHES

THE steel hood of a taxi cab saved the occupants—the driver and four passengers—from serious injury when the vehicle capsized following a collision with a car at the intersection of Brunswick and Harcourt-streets, New Farm.



## He took a toss, but lived to tell tale

Driver of Navy jeep escaped with cuts today when the vehicle:—

- Skidded on the rain-wet surface of Anzac-parade, Kingsford.
- Careered off the road on to a grass plot.
- Hurled the driver 30ft.
- Overturned twice.
- Bounced 5ft. into the air.
- Came to rest with the rear suspended on a 4ft. 6in. up-right road safety post.

Driver was AB John Rabet, 20, of the RAN.

Eastern Suburbs Ambulance men were amazed to find he had only abrasions to the arms, head and legs.

They took him to St. Vincent's Hospital, where he was treated.

Passing motorists stopped and tram travellers leaned out of windows and stared in bewilderment at the unusual sight of the crashed jeep resting on top of the post.

Sgt. Hancock, of Daceyville police, is investigating.

Footnote. — The jeep was not badly damaged.

## Tram crushes man's hand

A man who was getting out of his car at the corner of King and Castlereagh streets, this afternoon, had his hand almost torn off by a passing tram.

The man fell to the ground and was picked up by policeman on point duty.

Central District Ambulance officers bound up his bare while he sat on the bumper bar of his car, and then took him to Sydney Hospital.

Traffic in King-street was held up for 20 minutes.

## Doctor gets compensation

A doctor who lost all toes of both feet in a tram accident when returning home

# E WAR JEEPS CRASH IN NSW RAIL



SCENE on Spooner Highway, near Sydney, when two Army jeeps capsized yesterday. Five Army personnel were injured, including two AWAS. None could give a clear account of what happened, because the accident occurred so quickly.

Parcel-Carrying  
Service For



## THIS WAS A JEEP.



Yesterday afternoon this jeep was involved in a collision in Mount's Bay-road. As a result two members of the ship's company of H.M.S. Adamant, who were travelling in it, were injured.

## KILLED IN JEEP ACCIDENT

### Capt Thorold Fink

Capt Thorold Fink, 45, of Domain rd, South Yarra, was fatally injured when a jeep car he was driving on Geelong rd, near Werribee, overturned on Saturday. Maj H. Skright, a passenger in the vehicle, escaped injury.

Capt Fink, a director of The Herald and Weekly Times Ltd, was driving from the city to Geelong on Army duty, and the car skidded on a bend. He was taken to an Air Force Hospital suffering from a fracture of the skull, and died early yesterday.

Capt Fink was the youngest son of the late Mr Theodore Fink, former chairman of directors of The Herald and Weekly Times Ltd, who died in April. He served with the AIF in the last war, was twice wounded, and afterwards took an active part in RSL affairs. In the present war he was serving on the Fighting Vehicles Headquarters staff. He was an old boy of Melbourne Grammar School and a graduate in law of Melbourne University. After obtaining his LL.B degree he joined the firm of Fink,

## WOMAN'S DEATH In Jeep Crash

COFF'S HARBOUR Thursday. A woman was killed this morning when a jeep she was driving crashed 40 feet down a steep embankment on a banana plantation near Coff's Harbour.

She was Mrs. Irene Esther Palm, 40, wife of Mr. Otto Palm, banana grower, of Upper Orara.

Mrs. Palm was shifting cases of bananas from a packing shed in a jeep when the vehicle left the road. Police believe the cases of fruit were thrown forward on top of Mrs. Palm, inflicting fatal injuries to the head.



TOP: Twisted bodywork of the jeep and the car as they remained after their head-on collision on 10 Mile Hill on Saturday. BOTTOM: Lt. G. T. S. Morgan, a platoon commander of the 18th National Service Training Company at Brighton Camp, who was critically injured in the crash. He is a former British guards paratrooper.



## Immediate Move For Atom Force

Australian Associated Press  
WASHINGTON, Sun.—A powerful drive was well under way in Congress yesterday to bring about as soon as possible the atomic Army-Navy-





## BANDITS TAKE CAB & CASH

A CITY taxi driver was held up by four men and robbed of his cab and about £4 at Mt. Gravatt last night.

The driver, Edward Bell, told police that he was engaged by four men in King George Square about 8.30, and asked to drive them to Mt. Gravatt.

## Child Horror Print Clue

NEW YORK, June 29

**LUCKY ESCAPE:** Two Australian soldiers had remarkable escapes from serious injury when their jeep skidded and somersaulted into a ditch, 25 yards off the Samford Road, Mitchelton, yesterday afternoon. Picture shows them being made comfortable by Mr. and Mrs. J. Dickie, nearby residents, who ran out with their household first-aid kit when the crash occurred. The soldiers are Sappers Edward Rohodes, 23, and John Davies, 21, of the 2nd Maintenance Engineers, Kelvin Grove. They were returning to camp after a military assignment at Grovely. While Mr. Dickie stemmed the flow of blood caused by deep lacerations, and bandaged injuries, Mrs. Dickie made the men comfortable with pillows and rugs. Hospital authorities later treated Davies for shock and lacerations. Rohodes was found to have concussion.

# YERONGA ACCIDENT



The awning of a shop front at Yeronga collapsed across the footpath when a jeep crashed into its supporting posts. No one was hurt in the accident.

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# First steel cut on Hunter-class prototype

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*BAE Systems' Type 26 Global Combat Ship – the base design of the Hunter-class frigate.*

**By: Brian Hartigan**

Prime contractor for the program BAE Systems Maritime Australia – which is a subsidiary of BAE Systems Australia, which is a subsidiary of UK giant BAE Systems – will build five prototype blocks to test the production systems, develop the facilities and ensure the workforce is trained to build the Hunter-class frigates. Minister for Defence Linda Reynolds said this was the culmination of two-and-half years of hard work since the completion of the Competitive Evaluation Process in June 2018.

"I commend the work of Australian Naval Infrastructure, who built a state-of-the-art digital facility at Osborne Naval Shipyard-South with a \$535 million investment from the government," Minister Reynolds said. "Now we are building nine of the world's most advanced anti-submarine warfare frigates for our Navy here in Australia."

More than 1500 tonnes of Australian steel has been contracted for the construction of the blocks during the prototyping phase for the Hunter-class program. Minister for Defence Industry Melissa Price said the official start of the prototyping phase marked the beginning of a decades-long program that will be the cornerstone of continuous naval shipbuilding in Australia. "Today is not only a celebration of a major milestone for Australian shipbuilding but also for Australian industry and for Australian workers," Minister Price said. "We are not just cutting steel – we are cutting Australian steel, in a yard built by Australian workers, and one supported by Australian industry."

The prototyping phase of the Hunter Class Frigate Program will run for three years until 2023, with the construction phase of the first frigate scheduled to commence end 2022.

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# WHAT IS SO SPECIAL ABOUT AUSTRALIA DAY?

Submitted by Kevin Tipler. President WVCG,  
Written by Ray Payne OAM.

Australia Day does not celebrate the arrival of the first fleet or the invasion of anything.

Captain Cook did not arrive in Australia on the 26th of January. The Landing of Captain Cook in Sydney happened on the 28th of April 1770 - not on the 26th of January 1770.

The First Fleet arrived in Botany Bay on the 18th of January. The 26th was chosen as Australia Day for a different reason; however, Captain Cook's landing was included in Australia Day celebrations as a reminder of a significant historical event.

Since the extravagant bicentenary celebrations of 1988, when Sydney-siders decided Captain Cook's landing should become the focus of the Australia Day commemoration, the importance of this date for all Australians has begun to fade.

Now, a generation later, it's all but lost.

This is because our politicians and educators have not been doing a good job promoting the day. Our politicians have not been advertising the real reason for Australia Day, and our educators have not been teaching our children the importance of the 26th of January to all Australians.

The media, as usual, is happy to twist the truth for the sake of controversy.

In recent years, the media has helped fan the flames of discontent among the Aboriginal community. Many are now so offended by what they see as a celebration of the beginning of the darkest days of Aboriginal history, they want the date changed.

Various local Councils are seeking to remove themselves from Australia Day celebrations, even refusing to participate in citizenship ceremonies, and calls are going out to have Australia Day on a different day.

The big question is, why has the Government allowed this misconception to continue?

Captain Cook didn't land on the 26th of January. So changing the date of any celebration of Captain Cook's landing would not have any impact on Australia Day, but maybe it would clear the way for the truth about Australia Day.

The reality is, the Aborigines in this country suffered terribly under the hands of British colonialism. This is as much Australia's history as the landing of the first fleet, and both should be remembered, equally. Both should be taught, side by side, in our schools.

Australians of today abhor what was done under British governance to the Aborigines. We abhor what was done under British governance to the Irish and many other cultures around the world.

So, after the horrors of WWI, we decided to fix it. We became our own people.

On the 26th of January 1949, the Australian nationality came into existence when the Nationality and Citizenship Act 1948 was enacted. That was the day we were first called Australians and allowed to travel with Passports as Australians.

Under the Nationality Act 1920 (Cth), all Aborigines and Torres Strait Islanders born after January 1, 1921, gained the status of British subjects. In 1949, therefore, they automatically became Australian citizens under the Nationality and Citizenship Act 1948.

Before that special date, all people living in Australia, including Aborigines born after 1921, were called 'British Subjects' and forced to travel on British Passports and fight in British wars.

We all became Australians on the same day! This is why we celebrate Australia Day on the 26th of January!

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This was the day Australians became free to make our own decisions about which wars we would fight and how our citizens would be treated. It was the day Aborigines were declared Australians.

This was the day Australians became free to make our own decisions about which wars we would fight and how our citizens would be treated. It was the day Aborigines were declared Australians.

Until this date, Aborigines were not protected by law. For the first time since Cook's landing, this new Act gave Aboriginal Australians by inference and precedent the full protection of Australian law.

Because of this Act, the government became free to help Aborigines, and since that day much has been done to assist Aboriginal Australians, including saying 'sorry' for the previous atrocities done before this law came into being.

This was a great day for all Australians!

This is why the 26th of January is the day new Australians receive their citizenship. It is a day which celebrates the implementation of the Nationality and Citizenship Act of 1948 - the Act which gave freedom and protection to the first Australians and gives all Australians, old and new, the right to live under the protection of Australian Law, united as one nation.

Now, isn't that cause for celebration?

Education is key! There is a great need for education on the real reason we celebrate Australia Day on the 26th of January. This reason needs to be advertised and taught in schools. We all need to remember this one very special day in Australia's history, when freedom came to all Australians.

What was achieved that day is something for which all Australians can be proud!

We need to remember both the good and the bad in our history, but the emphasis must be the freedom and unity all Australians now have, because of what was done on the 26th of January 1949, to allow all of us to live without fear in a land of peace.

Isn't it time all Australians were taught the real reason we celebrate Australia Day on Jan 26th?

Ray Payne OAM



## **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 back safely to your families.**

**Safety Alert from your WVCG Committee**

## **Covid-19 Kills.**

**WASH YOUR HANDS - WEAR A MASK—MAINTAIN THE 1.5 DISTANCE**



# 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.

