

# BARTREAD



**WARTIME VEHICLE CONSERVATION GROUP**  
SOUTH AUSTRALIA



**DARREN HORNBROOK AND HIS TWO VETERANS  
ANZAC DAY PARADE 2021**



ISSUE 40 - JUNE 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.

ANY CONTENT OR COMMENTS CONTAINED WITHIN THIS MAGAZINE ARE NOT NECESSARILY THE VIEWS OF THE WVCG MANAGEMENT OR THE EDITORIAL OR PUBLISHING STAFF OF THE WVCG CLUB MAGAZINE "BARTREAD". WE THEREFORE DENY ANY RESPONSIBILITY OR LIABILITY FOR ANY CONTENT MAY IT BE WRITTEN OR PHOTOGRAPHIC.

**THE WVCG MANAGEMENT**

# ANZAC DAY 2021

our club contributed immensely and I am proud of this. Most of us carried no passengers due to the glorious day and the vets preferred to march, the parade itself was at least an hour shortened due to the exclusion of marching bands and associated veterans families. A few of us partook of the other clubs BBQ hospitality at Bonython park and was a fitting finale. I have put together a collage of photographs of our WVCG Members and their beautifully restored vehicles who took part in this years downsized Anzac Day march. We all hope next year we will all be back to our normal full march. Please find below a collage of WVCG members vehicles who attended this years Anzac day March from the form up area to the march.





*Lest we forget.*









## **ANZAC Day in Queanbeyan**

Guruvindhar Singh is a new member of the Willys Australia Facebook page and posted this picture of himself at his “Light up the Dawn” Service.





### ANZAC Day—Godstone, Surrey UK

Hope all well with you chaps down under.

Have attached a couple of photos of us on ANZAC Day. We took the Jeep for a run. It was bloody cold! As you can see, we flew the flag, both at home and in the Jeep (The English St George's Cross flag was out for St George's Day two days earlier) and wore our splendid new WW2 Jeeps NSW baseball caps.

*Cheers to all James & Annie*



## A ONCE IN A LIFETIME EXPERIENCE.

Marc Turner will be participating in this year's "BACK TO THE TRACK" re-enactment from Alice Springs to Darwin in August 2021. Marc is very experienced in these type of outback ventures. He will be joining other WVCG members also on the trip. Marc advised he has a vacant spare seat for the trip should there a WVCG Member wishing to join him on this adventure. So, if interested please contact.

Mark TURNER. WVCG Member.

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# Albury company wins international Lynx contract

Brian Hartigan



*FILE PHOTO: Lynx KF41 in a European setting. Image supplied.*

Albury-based Milspec Manufacturing announced today that it has secured a contract with Rheinmetall to manufacture advanced alternators for a foreign fleet of Lynx KF41 infantry fighting vehicles. Privately owned Milspec secured the \$5.58million contract after significant investment in research and development at its Albury facilities and six years of collaboration, testing and development alongside Rheinmetall teams in Germany and Australia. Rheinmetall recently won a contract to equip the Hungarian Army with Lynx KF41 – the same vehicle currently competing for the Australian Army's biggest-ever procurement.

Milspec Manufacturing General Manager Neil Morrison said the contract underscored the company's status as a world-leading manufacturer of specialised vehicle products. "We are delighted to announce this contract with Rheinmetall for an international customer and note that this has been eight years in the making – from concept through to agreement," Mr Morrison said. "Milspec developed the 900-amp alternator because of limitations in existing products and the need for better technology for military vehicles. "Milspec and university-led research developed patented technology to solve challenges in development where other companies continued to fail. "This particular alternator is the result of accumulated experience and expertise developed over 30 years of alternator development. "It meets and exceeds required military standards, is compact and reliable and designed for the harshest environments, from sub-zero temperatures to desert climates." Milspec was awarded a contract in 2015 to deliver the 900A alternator for the Lynx prototype and last year Rheinmetall ordered additional alternators for each of the three Lynx vehicles currently competing in the Australian Army's LAND 400 Phase 3 Risk Mitigation Activity.

Rheinmetall Defence Australia Managing Director Gary Stewart congratulated Milspec on transforming its business to meet the needs of companies such as Rheinmetall seeking world-leading capability. "Milspec has long been part of the Rheinmetall industry network for programs such as Land 121 Phase 3B but their work in the development of alternators for military vehicles is truly an exciting development for Australian industry," Mr Stewart said. "These locally made alternators are now part of an advanced manufacturing capacity that rivals other global industrial Centre's for defence production."

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# PHIL HOADLEY JEEP RESTORATION PROJECT

Work continues on the Jeep conversion project, the headers have just come back from being ceramic coated, I've trial mounted the tub, drilled the holes and temporarily bolted it on and there's a hole in the floor where the original fuel tank lived.

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



*Here's a bit more. New sheet metal for the floor is trimmed and ready to weld in*



*Now tacked into place. Had to stop due to rain and have a nice "cuppa"*



*This was last night's little add to the project. Fitted Model A Ford tail lights and remote reservoirs for the brakes. I have now painted the underside of the tub and will do the final fit to the chassis in the next couple of days*



*Just tried out these motorcycle indicators for the front.*

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# RI CK SHEARMAN FORD CANADA LYNX PROJECT

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I have started up on the Ford Canada Lynx project again and I hope to have it running soon! The hull is now in one piece and off the chassis awaiting a bit more welding. I have got the gear linkage connected and the drive shafts are next!





Here is progress so far. Gear linkage connected and hull welded into one piece! Aaron had volunteered to help me get it started when I get the carby back from rebuild.



# Edward "Teddy" Sheean Posthumously awarded his VC in 2020. After Waiting for 78 years.



Born	28 December 1923 Lower Barrington, Tasmania
Died	1 December 1942 (aged 18) Arafura Sea
Allegiance	Australia
Service/branch	Royal Australian Naval Reserve
Years of service	1941–1942
Rank	Ordinary Seaman
Unit	HMAS Armidale
Battles/wars	Second World War South West Pacific theatre  South-East Asian theatre  Battle of Timor †
Awards	Victoria Cross for Australia Mention in Despatches

Edward "Teddy" Sheean, VC (28 December 1923 – 1st December 1942) was a sailor in the Royal Australian Navy during the Second World War. Born in Tasmania, Sheean was employed as a farm labourer when he enlisted in the Royal Australian Naval Reserve in April 1941. Following training at HMAS Derwent and the Flinders Naval Depot, he was posted to Sydney, where he joined the newly commissioned Corvette HMAS Armidale in June 1942. Sheean served aboard Armidale as she took part in escort duties along the eastern Australian coast and in New Guinea waters.

In October he transferred with the ship to Darwin, where Armidale was tasked with assisting Australian operations in Timor. On 29th November 1942, Armidale set out for an operation to Betano, Timor, along with HMAS Castlemaine. The two ships were attacked by Japanese aircraft along the way, and were subsequently late in arriving at their destination, missing a planned rendezvous with HMAS Kuru. While returning to Darwin, the pair encountered Kuru south of Betano and it was decided by Castlemaine's commanding officer, as the senior officer, that Armidale and Kuru should make for Betano. The two ships took different routes to Betano, during which both vessels came under aerial assault. During a subsequent confrontation with thirteen Japanese aircraft on 1st December, Armidale was struck by two torpedoes and a bomb, and began to sink; the order to abandon ship was given. After helping to free a life-raft, Sheean was wounded by two bullets. He made his way to the aft Oerlikon 20 mm cannon and began to fire on the Japanese aircraft to protect those in the water. Sheean managed to shoot down one of the Japanese bombers but was killed when Armidale sank. Many of the survivors credited their lives to Sheean and he was posthumously mentioned in Despatches. Consideration was given to awarding Sheean the Victoria Cross for Australia (VC) and, in 1999, the RAN submarine HMAS Sheean was named in his honour. An inquiry in 2013 recommended that he not be awarded the VC. A 2019 inquiry recommended in favour of the award but was rejected by the Government. Another inquiry held during 2020 recommended that Sheean be awarded the VC, and this was accepted by the Government. Queen Elizabeth II approved the award on 12th August 2020.

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Sheean was born in Lower Barrington, Tasmania, on 28th December 1923, the youngest of fourteen children to James Sheean, a labourer, and his wife Mary Jane (née Broomhall). Soon after his birth, the Sheean family moved to Latrobe, where he was educated at the local Catholic school. Following the completion of his schooling, Sheean gained casual employment working on several farms in the vicinity of Latrobe and Merseylea.

### Second World War.

On 21st April 1941, Sheean enlisted in the Royal Australian Naval Reserve. He had followed in the steps of five of his brothers who had already joined the armed forces, four in the Australian Army and one in the Royal Australian Navy for service in the Second World War. Sheean was initially posted to the Hobart naval base HMAS Derwent for training, where he gained a period of seafaring experience aboard HMAS Coombar, an auxiliary minesweeper, from 17th to 31st December. On finishing his initial training course, Sheean was attached to the Flinders Naval Depot in Western Port, Victoria, for further instruction from 11th February 1942.



*Members of the Sheean family 1941. Teddy with his 5 older brothers all in military service. Front row: James (father); Mary (mother);*

Completing his course at the Flinders Naval Depot, Sheean was posted to the Garden Island naval base HMAS Penguin in Sydney Harbour on 11 May. During his time with Penguin, he was berthed on HMAS Kuttabul, a Sydney ferry requisitioned for use as a barracks ship. Granted a period of leave later that month, he returned home to Tasmania. While he was on leave, Japanese midget submarines attacked Sydney Harbour and sank Kuttabul on 31 May. Returning to Sydney eleven days after the raid, Sheean joined the newly commissioned Bathurst-class corvette HMAS Armidale as an Oerlikon anti-aircraft gun loader. Leaving Sydney Harbour in late August 1942, Sheean served aboard Armidale as she carried out "relatively uneventful" escort duties along the North Queensland, Port Moresby and Milne Bay coasts over the subsequent two months. During October, Armidale was ordered to Darwin. Setting sail, she arrived on 7 November and was detailed to assist in the Australian operations in Timor.

### Sinking of Armidale

On 24 November 1942, the evacuation of the 2/2nd Australian Independent Company from Timor along with 150 Portuguese people was approved by the Allied Land Forces Headquarters. In response to this, Commodore Cuthbert Pope, the Naval Officer-in-Charge Darwin, organised an operation utilising HMA Ships Kuru, Castlemaine and Armidale.

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At 22:30 on 28 November 1942, Kuru set sail for Betano. Kuru was scheduled to arrive at approximately 20:30 on 30 November, where she was to unload the supplies on board and embark the Portuguese refugees, which were to transfer to Castlemaine once she arrived along with Armidale two hours later. However, Kuru hit bad weather during her voyage and arrived at Betano three hours late. Armidale—with two Dutch Army officers, 61 Netherlands East Indies troops and three Australian Army soldiers aboard—and Castlemaine set sail from Darwin at 01:42 on 29th November. At approximately 09:15 on 30th November, while 190 kilometers (100 nautical miles) from their destination, the two ships were attacked by a single Japanese aircraft. Having missed with several bombs, the aircraft flew off in the direction of Timor an hour later. Fearing that their discovery by this aircraft would jeopardise the mission, Castlemaine's Commanding Officer, Lieutenant Commander Philip Sullivan, ordered evasive action and signalled Darwin for further orders. A signal returned decreeing that the operation must proceed, and a party of fighter aircraft were to be dispatched as protective cover.

Continuing in their voyage, Armidale and Castlemaine were attacked twice more by air, each time by a formation of bombers that bombed and machine-gunned the ships. Despite this, neither ship suffered damage or casualties, and both arrived at Betano at 03:30 on 1st December, however there was no sign of Kuru. Having made sure that Kuru was not in the bay, the two corvettes decided to abandon the mission and sailed south to return to Darwin. Kuru's commanding officer, Lieutenant John Grant, had loaded 77 of the Portuguese refugees as well as one critically injured Australian soldier on board the ship and set sail at around 02:00 on 1st December from Betano, fearing he had missed the rendezvous with the other two ships. While approximately 110 kilometers (59 nautical miles) south of Betano, Armidale and Castlemaine sighted Kuru, and the three ships closed by dawn.

During the attack, a plane had been brought down and for this the credit went to Ordinary Seaman Teddy Sheean. Teddy died, but none of us who survived, I am sure, will ever forget his gallant deed ... When the order 'Abandon ship' was given, he made for the side, only to be hit twice by the bullets of an attacking Zero. None of us will ever know what made him do it, but he went back to his gun, strapped himself in, and brought down a Jap plane, still firing as he disappeared beneath the waves. Ordinary Seaman Russel Caro.

Following the transfer of passengers from Kuru to Castlemaine, the former received orders that she was to return to Betano that evening "and do the job tonight". At this time, a formation of Japanese aircraft was spotted, and Kuru sailed for cover. Assessing the situation, Sullivan—as senior officer—decided that Armidale would accompany Kuru to unload the former's passengers at Betano while Castlemaine returned to Darwin.

Armidale and Kuru assumed separate routes to Betano, and at approximately 13:00 Armidale was attacked by a party of five Japanese bombers; the explosives, however, fell wide of their target. At 13:58, Armidale reported that she was under attack from "nine bombers, four fighters" over the Arafura Sea.

Armidale undertook evasive action, maneuvering frantically to avoid the aerial attack. However, at 15:15, the vessel was struck by two air-launched torpedoes, one hitting her port side and the other colliding with the engineering spaces, before a bomb exploded aft. Armidale listed sharply to port at this stage, and the order was given to abandon ship. As the crew leapt into the sea, they were strafed by the attacking aircraft. Sheean, after assisting to free a life-raft was hit by two bullets from one of the aircraft, wounding him in the chest and back. Scrambling across the deck, he strapped himself into the aft Oerlikon 20 mm cannon and began shooting at the fighters to protect some of the sailors already in the sea. Subject to the fire from Sheean's Oerlikon, the Japanese aircraft were kept at bay and were unable to effectively strafe those in the water.

With Armidale rapidly sinking, Sheean continued to fire and managed to shoot down one of the Japanese bombers. He damaged a further two aircraft before Armidale's stern was engulfed by the sea. Despite this, Sheean maintained his fire as the water rose above his feet and remained firing as he "disappeared beneath the waves". Sheean's crewmates later testified to witnessing tracers rising from beneath the water's surface as Sheean was dragged under.



*HMAS Armidale in Port Moresby Harbour  
c. September 1942.*

Sheean was among 100 of the original 149 people on board HMAS Armidale at the time of the attack who were killed during the ship's sinking and its aftermath. Many of the survivors attributed their lives to Sheean. For his "bravery and devotion when HMAS Armidale was lost", Sheean's actions were recognised with a posthumous Mention in Despatches, awarded on the recommendation of Armidale's commanding officer, Lieutenant Commander David Richards, and announced in a supplement to The London Gazette on 29th June 1943. However, many held the opinion that Sheean's gallantry, devotion to duty and self-sacrifice were worthy of the Victoria Cross, with author Robert Macklin stating his "actions were in the highest tradition of the Australian military" and comparing them with those of Vietnam War Victoria Cross recipient Kevin Wheatley.

On 1st May 1999, the submarine HMAS Sheean was launched by Ivy Hayes, sister of Teddy Sheean named in the ordinary seaman's honour. Sheean was subsequently commissioned into the Royal Australian Navy on 23 February 2001, and was the first Royal Australian Navy vessel to be named in honour of a naval rating. Carrying the motto "Fight On", the vessel was one of six Collins-class submarines entered into service. A painting depicting Sheean's final moments is held by the Australian War Memorial. His hometown of Latrobe commemorates his life via the Sheean Walk and Teddy Sheean Memorial, opened in 1992. In 2003, the Australian Navy Cadets established a training ship at Tewantin, Queensland, called NTS Sheean in his honour.



*HMAS Sheean at Fremantle, WA.*

### **Victoria Cross for Australia**

In 2001 a Bill was introduced into the Australian Senate to have three awards of the Victoria Cross for Australia made, one being to Sheean.[20] The Bill came as part of a campaign by the then-leader of the Australian Labour Party and Federal Opposition, Kim Beazley, to secure more rights for war veterans. However, it was subsequently rejected by the Liberal Government.

In 2011, at the direction of the Parliamentary Secretary for Defence, Senator David Feeney, the Defence Honours and Awards Appeals Tribunal opened an inquiry into thirteen cases of unresolved recognition for past acts of gallantry. Among the group were eleven naval personnel, including Sheean. Known as the 'Valour Inquiry', the Tribunal was directed to determine if the individuals were unduly overlooked for recognition at the time of their actions and, if so, whether late awards were appropriate.

The inquiry lasted two years and included 166 submissions from 125 individuals and organisations, before the Tribunal reported its findings in January 2013. In the case of Sheean, the Tribunal found that there was no manifest injustice with the award of the Mention in Despatches, and that there was no new evidence to support the consideration of Sheean for the Victoria Cross for Australia. If Sheean had lived, they reported, he might have been recommended for either the Conspicuous Gallantry Medal or the Distinguished Service Medal instead, but neither medal could be awarded posthumously in 1942. The Tribunal recommended that the RAN perpetuate the use of Sheean as the name of a major combatant vessel.

The Defence Honours and Awards Appeals Tribunal panel conducted an inquiry during 2019 to consider whether Sheean should be awarded the Victoria Cross. It recommended in July that year that he be awarded the medal. This recommendation was rejected by Minister for Defence Linda Reynolds in May 2020 on the grounds that the panel had not presented any new evidence to support its recommendation. Reynolds' decision was endorsed by Prime Minister Scott Morrison. Mark Sullivan, the head of the Defence Honours and Awards Appeals Tribunal subsequently wrote to Reynolds to complain that she had misrepresented the panel's findings and misled the Senate. Sullivan stated in his letter that the panel had found new evidence to support its recommendation despite not being required to do so. In response to Sullivan's letter, Tasmanian Veterans Affairs Minister Guy Barnett and federal Senator Jacqui Lambie called for the decision to not award the medal to be reconsidered. Federal Leader of the Opposition Anthony Albanese also wrote that Sheean should be awarded the Victoria Cross. The Chief of the Defence Force General Angus Campbell strongly advised the government to not award Sheean the medal.

In June 2020, Morrison commissioned another expert panel to examine whether Sheean should be awarded the Victoria Cross. On 10th August 2020, Morrison accepted the findings of the panel and recommended the Queen posthumously award Sheean the Victoria Cross for Australia. The Queen approved the award on 12th August. An investiture ceremony was held on 1st December 2020 at Government House in Canberra. Governor-General General David Hurley presented the award to Sheean's nephew, Garry Ivory. Sheean's medal was the first VC awarded to a Royal Australian Navy crew member.



*THE EDWARD "TEDDY" SHEEAN MEMORIAL*

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THIS PAINTING OF "TEDDY" SHEEAN'S BRAVERY TO SAVE HIS SHIPMATES BEING STRAFFED IN THE WATER BY JAPANESE PLANES NOW HANGS IN THE AUSTRALIA WAR MUSEUM,



Teddy Sheean, after assisting to free a life-raft was hit by two bullets from one of the aircraft, wounding him in the chest and back. Scrambling across the deck, he strapped himself into the aft Oerlikon 20 mm cannon and began shooting at the fighters to protect some of the sailors already in the sea. Subject to the fire from Sheean's Oerlikon, the Japanese aircraft were kept at bay and were unable to effectively strafe those in the water.

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# Justice at last for forgotten teenage war hero

## Teddy Sheehan to be awarded posthumous Victoria Cross

A painting in the Australian War Memorial showing Teddy Sheehan's heroics and, below, the 18-year-old in the Navy.

### LANAI SCARR

Australian war hero Teddy Sheehan is to be awarded a Victoria Cross after a review by an expert panel — eight decades after his actions of bravery in 1942.

Mr Sheehan died in 1942 when the HMAS Armidale was sunk by Japanese bombers in the Timor Sea.

The 18-year-old Tasmanian strapped himself to an anti-aircraft gun as the vessel went down and is credited with saving the lives of 49 crew. His mates described seeing the cannon still shooting at the Japanese planes as the waves closed over the sinking ship.

Prime Minister Scott Morrison yesterday recommended Mr Sheehan be awarded Australia's highest military honour, accepting the findings of a comprehensive review headed by former War Memorial director Brendan Nelson.

Mr Morrison established an independent panel this

year after Mr Sheehan was denied the honour.

"There is compelling new evidence in support of higher recognition for Sheehan," the Prime Minister said.

"Sheehan was done a substantial injustice in consideration of his actions in the original decision-making period in 1942 to 1943.

"Sheehan's courageous sacrifice of his life to save his shipmates makes him eligible for the Victoria Cross for Aus-



There is compelling new evidence in support of higher recognition for Sheehan.  
**Scott Morrison**

tralia and the highest level of recognition should be accorded in this exceptional case."

Mr Morrison has contacted the Queen to recommend Mr Sheehan be given the Victoria Cross and is confident she will agree.

Dr Nelson said although it was his predisposition to not recommend the award be given retrospectively, the facts showed Mr Sheehan's actions were deserving of the honour.

"The (original) collective evidence was flawed in its analysis," he said.

He said the expert panel had found new evidence in Japanese records that

supported the case for Mr Sheehan to be awarded the VC.

Opposition Leader Anthony Albanese welcomed the Government's move.

"I congratulate Teddy's family and all of the Tasmanian people in particular who've campaigned so strongly to ensure appropriate recognition for Teddy Sheehan's bravery," he said.

Last year, Minister for Defence Personnel Darren Chester supported the push to award Mr Sheehan the VC.

"There is no debate about this — Teddy is an Australian war hero and his service to our nation was extraordinary," he said.

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# M113-replacement contenders unveiled.



By: Brian Hartigan

*Rheinmetall's KF41 Lynx, left, and Hanwha's Redback, dwarf the M113 APC one of them will replace. Defence image.*

Both contenders for the largest acquisition project in the history of the Australian Army were officially unveiled in Canberra today.

Two infantry fighting vehicle prototypes are currently under evaluation and, once delivered, will provide the Army with an advanced, mounted, close-combat capability.

Acting Minister for Defence Marise Payne said up to 450 infantry fighting vehicles would be acquired at a project cost of up to \$27billion.

"These next generation infantry fighting vehicles will provide Australian soldiers with higher levels of protection, mobility, firepower and connectivity," Minister Payne said.

"They will give our troops the best possible opportunity to successfully complete their mission safely."

The two shortlisted tenderers for LAND 400 Phase 3 project are Rheinmetall, offering its KF-41 Lynx, and Hanwha, with its Redback.

If successful, both companies have proposed to build the vehicles in Australia, with substantial investment in Australian industry capability, supporting Australian jobs, talent and technology.

Attending the official unveiling in Canberra, former Army Major General, Senator Jim Molan said Defence was seeking a tracked infantry fighting vehicle, capable of accommodating six soldiers in addition to a crew of three.

"Hanwha Defense Australia and Rheinmetall Defence Australia have each delivered three prototype vehicles which will be tested over the course of this year, as part of a two-year risk mitigation activity,

" Senator Molan said.. "These activities include Australian soldiers participating in user evaluation and testing, with a particular focus on the armour, firepower and mobility of the platforms." A decision on the preferred tenderer will be presented to government for consideration in 2022. The infantry fighting vehicles will replace the current M113 armoured personnel carriers that have been in service since the mid-1960s.

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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.

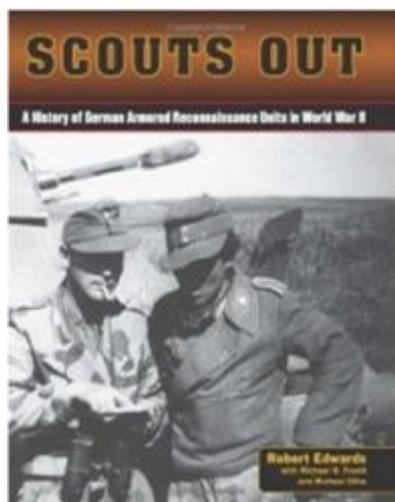
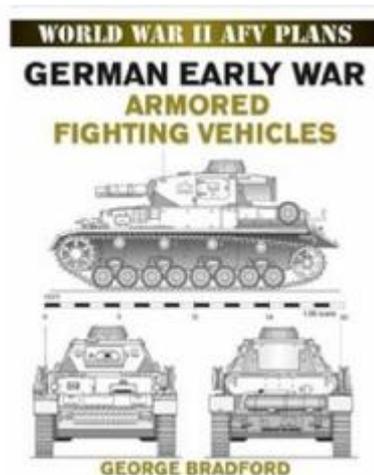
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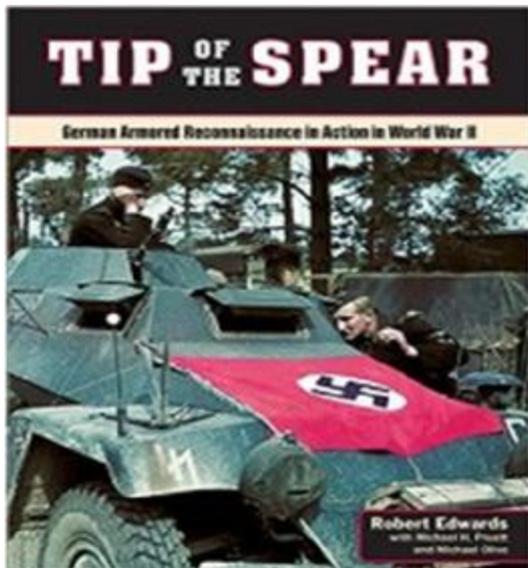
Photographs and interview with Mr. Zacharias Ourgantzidis provided by Pierre Kosmidis

I Have been kicking around a project for years to build a replica Humber Light Recce Car (or even an Otter LRC). While I have yet to get full measured drawings from an owner of a real one, I have some manuals from Bovington that show the plate cut outs. and the angles of the plates so they join properly for welding! If you are going to make a replica AFV, a couple of points. You will want to make a full size mock-up in the same thickness of steel you plan to use so you can get an accurate cut. You will probably want to be able to build the hull on a cradle so you can invert it to weld downward, instead of overhead. Mild steel is cheaper than armour plate and weighs a hair less. Unless you can start with a real original chassis, Go with a modern engine and tranny to handle the weight and road speeds. If it is for reenacting, you want it to run reliably and probably will never "pop the hood" to show the non-period stuff.

German Early War Armoured Fighting Vehicles - Filled with fine-scale drawings of German AFVs covering the time period of the Blitzkrieg across Europe through the greatest tank battle in history, Kursk. Multiple angles provide a level of detail for the enthusiast and modeler. Includes 8-Rad SdKfz.231 & 232 and 4 rad Sd.Kfz.222 & 223 (fu) Armoured Cars. Panzers including the PzKpfw.I (SdKfz. 101). PzKpfw.II (SdKfz. 121). PzKpfw.35(t) Tank. PzKpfw.III Tank (SdKfz. 141). SdKfz.250 & 251 Armoured Halftrack plus others including StuG's.

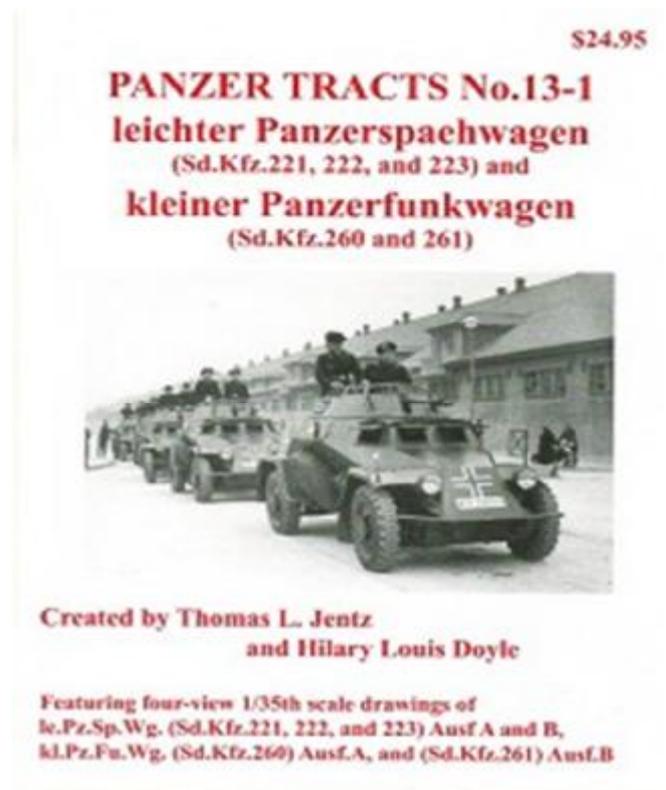


**Scouts Out!** - Fantastic new publication from Bob Edwards on all things Aufklarung! A comprehensive history of German armored reconnaissance in World War II, containing hundreds of rare and never-seen-before photos. Accomplished tank expert Robert Edwards, a retired American armor officer and former instructor at West Point who has studied armor for decades, offers a comprehensive history of German armored reconnaissance in World War II.



Look out for part two 'Tip of the Spear'! Panzerspahwagen - The latest title from Ryton features all the variations of the German four wheeled armored car. It contains over 280 colour and b&w photographs of mainly centered on the 222 but also including the Sd.Kfz. 223, 260 and 261 series vehicles, illustrated with full page colour side views by Uwe Feist. A must read for anyone wanting to build a replica 222!!!!

Panzer Tracts No. 13-1 - Leichter Panzerspahwagen (Sd.Kfz.221, 222, & 223) and Kleiner Panzerfunkwagen (Sd.Kfz.260 and 161) development and production from 1935 to 1944 - Now for the first time the defining features of each sub variant (there were three different series of Sd.Kfz.221, four series of Sd.Kfz.223, five series of Sd.Kfz.222, two series of Sd.Kfz.260 and two series of Sd.Kfz.261) have been correctly identified and when significant modifications were introduced correctly sorted out. This has been made possible by over 40 years of research in private and public archives and chassis number analysis. Hundreds of hours were spent precisely measuring surviving le.Pz.Sp.Wg. and kl.Pz.Fu.Wg. components to create new five-view 1/35 scale drawings. In accordance with our high standards, the text and data are based solely on primary sources. 58 scale drawings and 90 photos illustrate this 72 page book. If you want to build a 4 rad this is the book you seriously need first!



The Leichter Panzerspahwagen roughly translated means 'Light Armoured Vehicle' and describes part of a series of light 4 x 4 armoured reconnaissance 'Aufklärung' vehicles, designated 'Sd.Kfz. 221, 222, 223 260 & 261' produced by Germany between 1935 to 1944.

Because of the restrictions imposed on Germany as part of the Versailles treaty after World War One normal military research suffered greatly to the extent that the Germans were forced into development of arms not covered by the treaty as a means of military advancement. Thus the development of armoured wheeled vehicles gained somewhat more focus in Germany than might have otherwise if it was not for the treaty. The first examples of armoured vehicles used by the German forces in the inter-war period were the Kfz.13 and Kfz.14 (radio variant). Based on a 'Standard 6' chassis built at the Adler Werks in Frankfurt with the superstructure made by Deutsche Edelstahl AG in Hannover from 8mm steel plate. Production ran from 1932 to 1934 with some 147 units being produced. By the mid 1930's design began on a more suitable vehicle for Germany's ever growing armed forces renamed the Wehrmacht by this time under the leadership of Adolf Hitler. The first vehicle model in the series designated the Sd.Kfz. 221, used the Horch Werke designed sPkw1 Horch 801 heavy car chassis with a rear mounted 75 horsepower Horch 3.5 litre V8 petrol engine as the base. It was developed by Eisenwerk Weserhütte of Bad Oeynhausen and the chassis were built by Auto Union in Zwickau and assembled by F. Schichau of Elbing and .

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Maschinenfabrik Niedersachsen in Hannover, using an angled V shaped welded steel plate armoured body and turret to provide the necessary crew protection against small arms fire, for the role which the vehicle was originally intended for. The first production vehicles were delivered in 1935 having met all the German high command requirements.

Armed only with a single 7.92 mm Maschinengewehr MG13 later upgraded to an MG34 machine gun and manned by a two-man crew, this lack of firepower quickly became a recognised issue as it soon became all too apparent that this vehicle would need to defend itself against enemy reconnaissance units or well defended forward military elements. To cope with this expected danger the designers took the '221' base model and up gunned the design making changes to the upper hull structure to allow the fitting of a 2cm KwK30 Flak Cannon design and built by Rheinmetall along with the existing MG13 to deal with any potential problems encountered on the battle field and thus the Sd.Kfz. 222 was born. The '222' was developed using a slightly larger and stronger Horch chassis II mounting a 81 bhp V8 Horch engine, with production being sited at Weserhuetten, Schichau, MHN and Buessing-NAG.



*British soldiers inspecting a captured German SdKfz 222 armoured car, 24 June 1941, in North Africa.*

## How these Greek guys built a Nazi armoured cars from scratch.

If you can't own or buy it, you make it. And that's exactly what Zacharias Ourgantzidis from Thessaloniki, Greece did. He decided to build a replica of the Panzerspähwagen Sd.Kfz. 222, a light four-wheel drive armored car, used by the German armored forces during World War II. The production ran from 1937 until 1943 and a total of ca. 990 were produced.

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At the beginning of the war, the Sonderkraftfahrzeug 222 was armed with a 2 cm KwK 30 L/55 autocannon and a 7.92 mm MG 13 machine gun. Later, both of the guns were upgraded to a 2 cm KwK 38 and MG34. It had a crew of 3 and saw action on the Eastern Front, North Africa and Europe. Even China purchased a lot in 1937.

Less than a handful of authentic Sdkfz 222 survived and reside in private collections and museums around the world. So, Zacharias Ourgantzidis, decided "My vehicle is a replica and I built it step by step, based on all available documentation", said Mr. Ourgantzidis to WW2Wrecks. Adding, "I already own 2 Willy's jeeps, 3 motorcycles, a BSA, a BMW and a Mustang, as well as a variety of other period vehicles and I wanted to add an armored vehicle in my collection." "I researched for almost a year and the actual implementation of the plan, from the drawing board to reality lasted 19 months, at a cost of approximately 10,000 euro.", Mr. Ourgantzidis explained. to recreate an original scale replica of the Sdkfz 222. Costing approximately 10.000 euro..



*The Sdkfz 222 in a private collection.*

The chassis is based on a modified ISUZU Trooper SUV, the engine is a 2600cc and all other parts are custom made, based on the specifications and measurements of the original vehicle. There are several original parts used too, mostly coming from Russia and Germany, such as the lights, gun muzzle and other elements which add a period touch to the vehicle.

"I painted the Sdkfz 222 with RAL7021, since color used by the Wehrmacht during Operation Marita, the campaign to conquer Greece in 1941, as my vehicle is participating in reenactment events, parades and World War II shows.", said Mr. Ourgantzidis.

You can enjoy the photographic journey of this painstaking step by step 19-month production to build this Sdkfz 222 replica:

**THE NEXT SERIES OF PHOTOSGRAPHS SHOW A COLLAGE OF IMAGES OF PROGRESS AS THE PROJECT PROGRESSES STARTING WITH A BASIC SQUARE TUBE AND ANGLE IRON FRAME AND ONWARDS.**

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# RESTORATION FINISHED AND OUT FOR THE FIRST RENACTMENT ENGAGEMENT



FOLLOW STAGE TWO IN THE NEXT ISSUE OF "BARTREAD" WHICH WILL COVER ALL TECHICAL AND INNER WORKING OF THE REPLICA Sdkfz 222 .I LOOK FORWARD TO PRODUCING THE NEST INSTALLMENT. THE EDITOR, Tony Van Rhoda

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# Three new Lightnings touch down

By: Mike Hughes



*F-35A Lightning II aircraft A35-033 touches down at RAAF Base Williamstown after transiting from the United States. Photo by Sergeant David Gibbs.*

Three new F-35A Lightning II aircraft arrived at RAAF Base Williamstown on February 11, joining the No. 81 Wing fleet. Air Force has now received 33 of the planned 72 aircraft. The new aircraft are the first to join the fleet since the F-35A reached initial operational capability in December 2020. They completed a three-day journey from the United States as part of Exercise Lightning Ferry 21-1. Commanding Officer of No. 2 Operational Conversion Unit (2OCU) Wing Commander Jordon Sander said the additional aircraft would support the unit in delivering training in Australia. "Australia's F-35A fleet can be deployed on operations now that we have reached initial operational capability, so it's important we continue the progression of the F-35A capability," Wing Commander Sander said. "Increasing our fleet size will further advance Air Force's proficiency in combat, strike and offensive air support, while enabling 2OCU to deliver the first operational conversion course on the F-35A aircraft in Australia." Four graduate pilots from No. 76 Squadron commenced Air Force's first F-35A operational conversion course in January. They are expected to graduate in July. During Exercise Lightning Ferry 21-1, the three F-35As travelled from Luke Air Force Base, Arizona, to RAAF Base Williamstown via Hickam Air Force Base in Hawaii. They were supported throughout the 12,700-kilometre journey by two KC-30A multi-role tanker transport aircraft from No. 33 Squadron and a C-17A Globemaster from No 36 Squadron. "The transit of the F-35A aircraft from Luke Air Force Base to RAAF Base Williamstown took three days; however, the exercise was a two-week activity requiring support from across our air forces," Wing Commander Jordon Sander said. "The integration of people and platforms required for the ferry of the aircraft is critical in achieving the success of the F-35A. "We wouldn't have been able to successfully ferry the aircraft to Australia if it wasn't for the air-to-air refueling and airlift capabilities of our Air Mobility Group aircraft. "Australia will continue engaging with and strengthening our longstanding relationship with the United States Air Force as more F-35A aircraft are delivered and we continue to advance the F-35A capability."

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# KEVIN TIPLER — SECOND JEEP RESTORATION PROJECT

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Here is a brief update on my second Jeep project. I have now finished the body repairs and have repainted inside and out. I did Not find a lot of rust to repair apart from the rear tub corners and driver's side around the gusset, this meant replacing a portion of the floor top hat. I removed the engine knowing that it needed the ring gear replaced. I found one of the flywheel studs was stripped which meant removing the sump and rear mains cap off to access it. While I was at it, I cleaned out the sump and replaced the clutch plate. Mechanically it runs and drives beautifully! My Final job will be to strip off the hubs to check brakes bearings etc. I found that one of the rear cylinders needed replacing. The main brake line is made of copper, so I fitted new cylinders, seals, and axle line. When I removed the front hubs, I noted the previous owners dodgy work practice, he had removed, but thankfully retained the short axle. Freewheeling hubs, who needs 'em. I am still waiting for some bits to complete it. As you see on one photo, I am also about to stencil the bonnet.





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# Half of RAAF out to play with HMAS Hobart on Tasman Shield.

By: Brian Hartigan



*A Royal Australian Air Force F-35A Lightning conducts a fly past over HMAS Hobart during Exercise Tasman Shield 21 off the east coast of Australia. Photo by Petty officer Brendan Matchett.*

The Royal Australian Air Force and the Royal Australian Navy have participated in Exercise Tasman Shield 21, conducting simulated air-maritime integrated missions on the east coast of Australia, from 22 February to 12 March 2021.

Aircraft from RAAF Bases Tindal, Edinburgh, Amberley and Williamtown worked closely with Navy's HMAS Hobart to enhance and promote interoperability.

RAAF's contribution to the exercise included E-7A Wedgetail, P-8A Poseidon, KC-30A multi-role tanker transport, F-35A Lightning II, F/A-18F Super Hornet, F/A-18 'classic' Hornet, EA-18G Growler, Hawk 127 and a number of supporting ground personnel.

Commander Air Combat Group and Officer Conducting the Exercise Air Commodore Tim Alsop said Exercise Tasman Shield 21 provided important training outcomes for RAAF and Navy.

"Exercise Tasman Shield 21 provided focused training opportunities for the Royal Australian Air Force personnel to develop, practice and consolidate air-maritime integrated tactics, techniques and procedures with the Royal Australian Navy's destroyer HMAS Hobart," Air Commodore Alsop said.

"It was an excellent opportunity for our people to participate in realistic scenarios and provide air power as part of the joint force."

Commodore Flotillas, Commodore Michael Harris said the exercise was a valuable opportunity to train and further develop Navy's integration with RAAF.

"Air-maritime integration is an integral part of Navy's ability to fight and win at sea.

"Tasman Shield tests our adeptness in counter-air capability as well as our ability to exploit both navy and air force assets for joint control of our battlespace," he said.

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# Volunteers spend five days digging out a perfectly preserved WWII TANK that has been buried 30ft beneath Cambridgeshire Fens for 74 Years.

By: Bhvishya PATEL.



- Buffalo amphibious vehicle buried 30ft underground found by a team of volunteers in Cambridgeshire Fens.
- The 26ft-long LVT-4 tank was one of 16 brought in to act as a flood defence in the village of Crowland in 1947.
- Tank underground for 74 years but appears to be well-preserved because it has been buried in peat and clay.

A Second World War amphibious vehicle that was buried 30 feet beneath the Cambridgeshire Fens has been excavated by a team of volunteers. The 26ft-long LVT-4 tank, which was one of 16 brought in to act as a flood defence in the village of Crosland, during the 1947 floods, was uncovered by residents who spent five days digging the lands beneath the Cambridgeshire Fens. The Buffalo military tank, which weighs 20 tons, had been underground for 74 years but appears to be well-preserved because it was buried in a mixture of peat and clay. Daniel Abbott, chairman of Crowland Buffalo LVT, said his team had to carry out 'a lot of digging by hand' as well as using a machine from the North Level Drainage Board to uncover the vehicle.



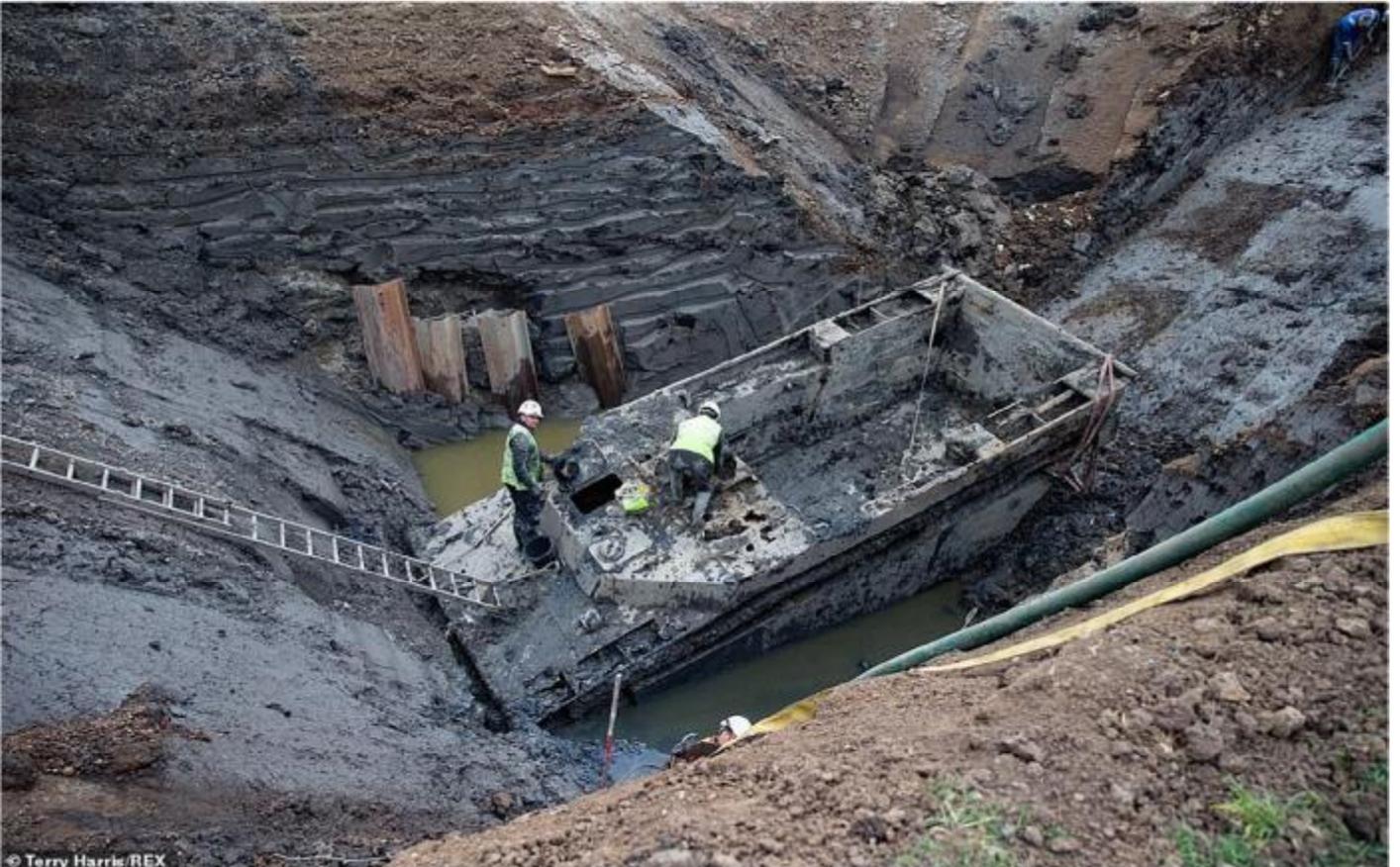
PREVIOUS PHOT: The Buffalo amphibious vehicle, which was buried 30ft underground, has been Images showed the cordoned section of land on which the amphibious tank,



The military tank, which has been underground for 74 years, appears to be well-preserved because it has been buried in a mixture of peat and clay.



which was one of 16 brought in to act as a flood defence in excavated by a team of volunteers in the Cambridgeshire Fens.in 1947 was uncovered.



© Terry Harris/REX

*The 26ft-long LVT-4 tank, which was one of 16 brought in to act as a flood defence in the village of Crowland, during the 1947 floods, was uncovered by residents who spent five days digging the lands beneath the Cambridgeshire Fens.*



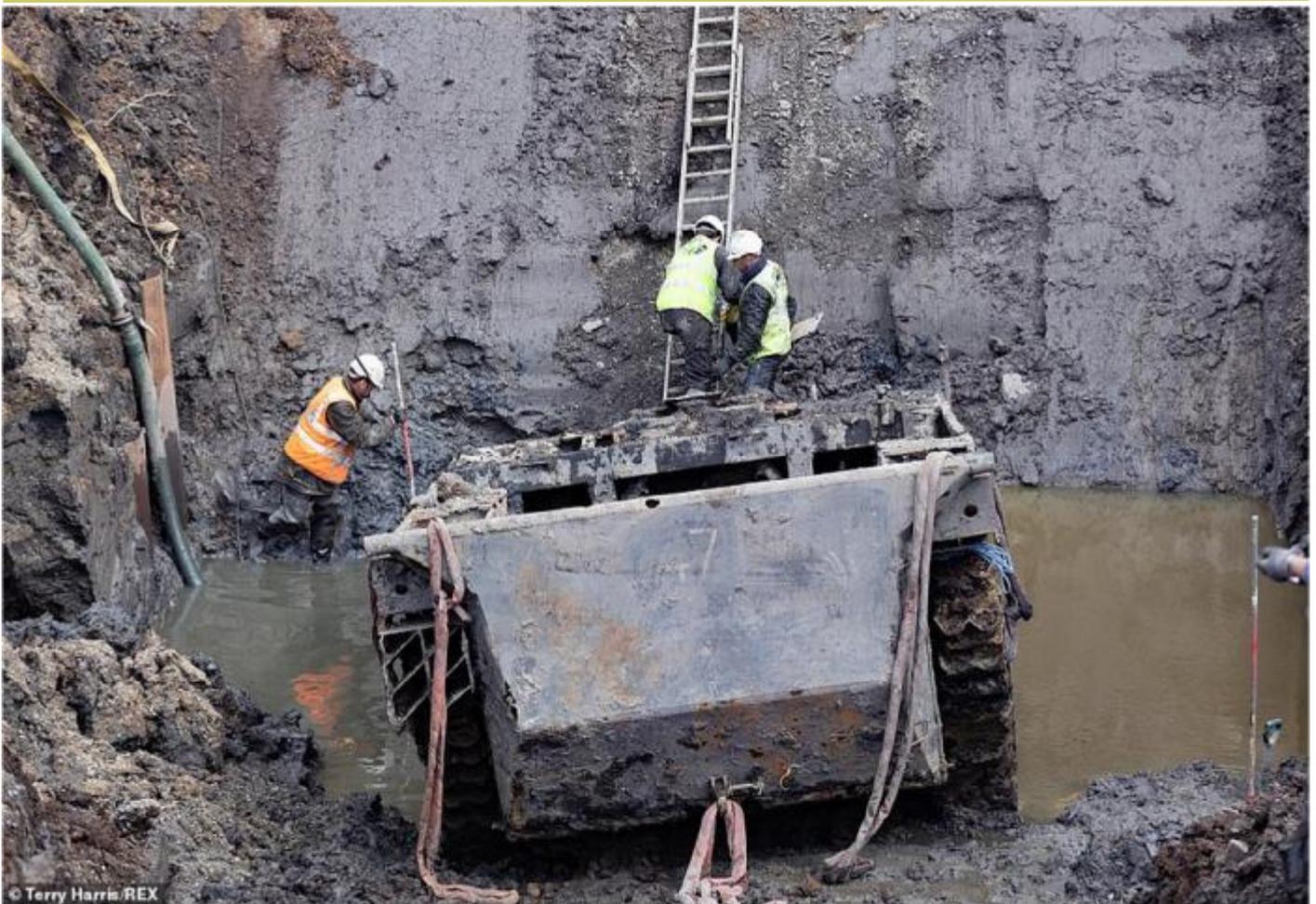
*The Buffalo military tank, which weighs 20 tons, had been underground for 74 years but appears to be well-preserved because it was buried in a mixture of peat and clay.*



*Daniel Abbott, chairman of Crowland Buffalo LVT, said his team had to carry out 'a lot of digging by hand' as well as using a machine from the North Level Drainage Board to uncover the vehicle.*



*Mr. Abbott said: 'I've always wanted to get one of the tanks out before the 75th anniversary of the floods and we started planning this a couple of years ago. 'I'm over the moon with what we've achieved, it's extremely exciting.*



© Terry Harris/REX

*Mr. Abbott added: 'We've spent five days digging and we're nearly there. We have had to do a lot of digging by hand, as well as using a machine from the North Level*



*Around 30,000 acres of land around Crowland were flooded and some people were made homeless temporarily. As the waters continued to rise, the tanks were brought in to help seal the breach and to act as dams.*



*Daniel Abbott poses holding a Union flag by a 26-foot-long Buffalo tank which has been extracted from the earth in Crowland, Lincolnshire.*



*Workers are seen standing around and helping as the 26-foot tank is extracted from the ground.*

He said the tank will soon be winched out of the deep hole for it to be assessed by experts. Mr. Abbott said: 'I've always wanted to get one of the tanks out before the 75th anniversary of the floods and we started planning this a couple of years ago. 'I'm over the moon with what we've achieved, it's overly exciting.

'We've spent five days digging and we're nearly there. We have had to do a lot of digging by hand, as well as using a machine from the North Level Drainage Board. 'We found the gun mount first and it's in fantastic condition for its age. The tank seems to have been well preserved in the clay.



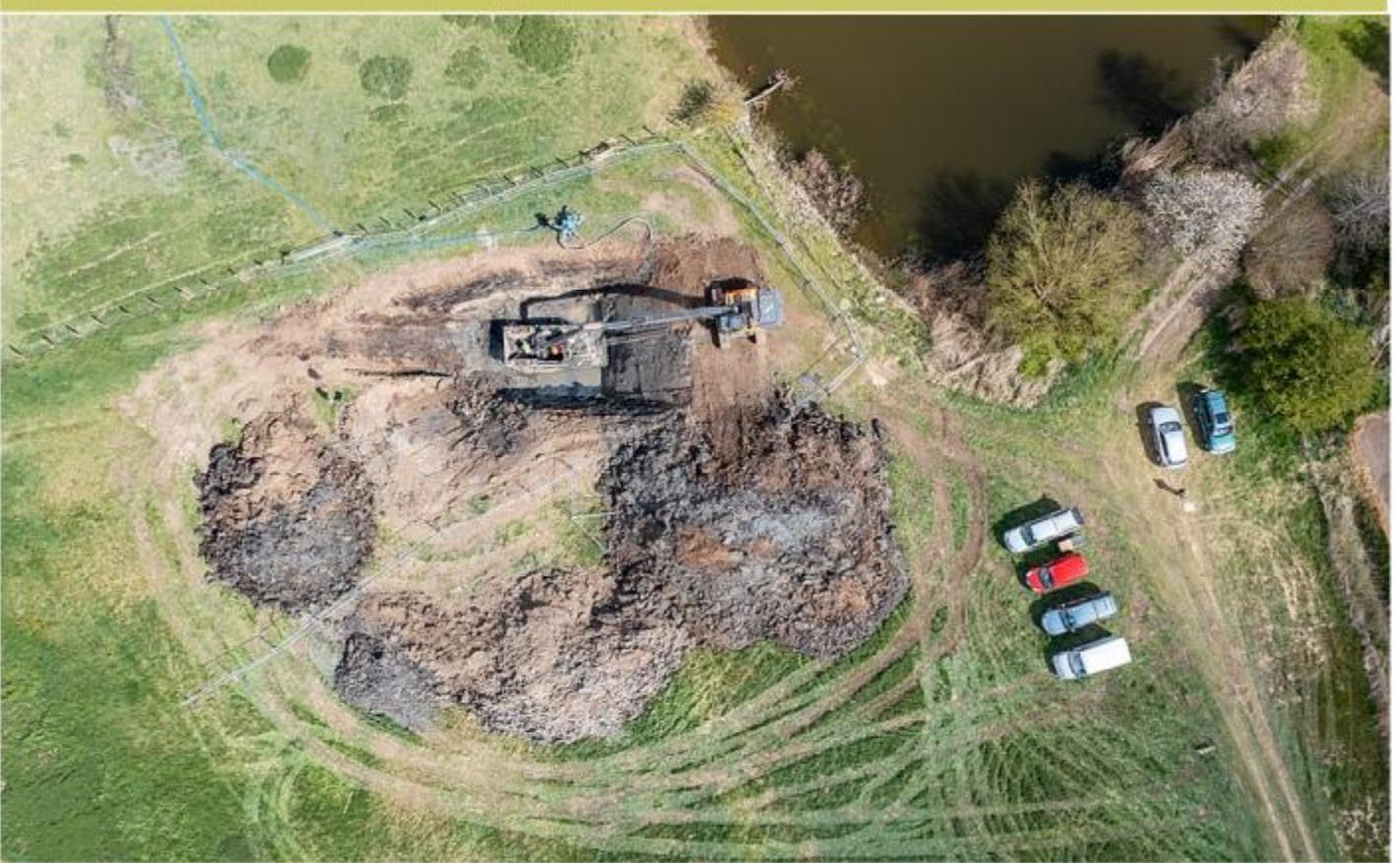
© Geoff Robinson

*The Buffalo, also known as the Landing Vehicle Tracked, was one of the tanks sent in to act as a flood defence in the village of Crowland.*



© Geoff Robinson

*The volunteers, who have spent five days digging the area, continue to work at the scene after discovering the military tank.*



*A cordon has been set up for the team, who found the tank 30ft underground, to continue their work in the area.*



*Once the team of volunteers have removed the mud and clay from the vehicle it will be winched out and assessed by experts.*



© Geoff Robinson

*Pictured: Buffalo military tanks are brought in and used as dams after the floods hit the village of Crowland in 1947.*



© PA

*A 26-foot-long Buffalo tank is extracted from the earth in Crowland, Lincolnshire, where it has been buried for 74 years.*



*Today images showed the cordoned section of land on which Buffalo amphibious tank was discovered as volunteers continued to work in the area.*



**© SSPL via Getty Images**

*The Buffalo tank was originally an American cargo carrier.*

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The Buffalo, also known as the Landing Vehicle Tracked, was an American cargo carrier originally designed to bring stores from ship to shore in the 1920s and 30s. It soon became an assault vehicle bringing troops ashore during amphibious operations after engineer Donald Roebling adapted his previous military tank, which he called the Alligator. The US Marines used them extensively in the Pacific against Japanese forces, even arming them with deadly flamethrowers.

In Europe, the British Army used 600 of them to cross the River Rhine in 1945 during Operation Plunder, armed with 20mm cannon and machine guns. The Royal Marines used them in Burma and Malaya and in the ill-fated 1956 Suez Crisis.

During the Suez Canal crisis, the Royal Marines made a landing in Port Said using the US-tanks while being supported by several Centurion tanks from the Royal Tank Regiment. In 1943, the US Marines used the vehicles when landing on the island of Bougainville, which is part of Papua New Guinea, during the Second World War. The tanks were also used by the US Army in Europe in small numbers in 1944-45 for river crossing operations. It was first used in North Africa in 1942 to tow vehicles and for boat salvage operations. After the Second World War, some of the tanks were used during the Korean War for the landing in Incheon and the subsequent Han River crossing to re-take Seoul.

The amphibious vehicles were also used in the evacuation of Hungnam Harbour when Chinese forces attacked. Following the war, the oldest Buffaloes were disposed of or sold to other countries however the LVT-3 and LVT(A)-5 remained with the US army. 'Once we have winched it out, we will assess it, then hopefully we will eventually be able to put it in a nice shed in the town and make a museum. 'It's been in Crowland for 74 years and it's part of the town's history.' Today images showed the cordoned section of land on which Buffalo amphibious tank was discovered as volunteers continued to work in the area. In March 1947, 16 Buffalo tanks were deployed by the government to Crowland after floods, which came after a combination of heavy snow, a sudden thaw,

high tides, rain, and wind, caused the River Welland to break its banks. Around 30,000 acres of land around Crowland were flooded and some people were made homeless temporarily. As the waters continued to rise, the tanks were brought in to help seal the breach and to act as dams. When the water was pumped back into the flood plain, the water got under some of the Buffalos and five of them floated away. One was recovered, two sank in fishing pits and two are in the hole where the team is now digging. The Buffalo, also known as the Landing Vehicle Tracked, was an American cargo carrier originally designed to bring stores from ship to shore. However,

it soon became an assault vehicle bringing troops ashore during amphibious operations. The tank was designed by engineer Donald Roebling who adapted his previous military tank, which he called the Alligator, so that it could be used by the Navy and Marine Corps during the Second World War. The LVT4 was able to protect the men inside with its armoured construction and its rear ramp also allowed troops to make a swift exit when facing incoming fire. The US Marines used them extensively in the Pacific against Japanese forces, even arming them with deadly flamethrowers. In Europe, the British Army used 600 of them to cross the Rhine in 1945, armed with 20mm cannon and machine guns.

The Royal Marines also used them in Burma and Malaya and in the ill-fated 1956 Suez Crisis. In 1943, the US Marines used the vehicles when landing on the island of Bougainville, which is part of Papua New Guinea, during the Second World War.

The tanks were also used by the US Army in Europe in small numbers between 1944-45 for river crossing operations. In 1945, the LVT-2s and LVT-4s were used by US troops crossing the Roer River, between Roermond in the Netherlands and Düren in Germany, during Operation Grenade. The Second World War operation marked the beginning of the allied invasion of Germany. The tanks were first used North Africa in 1942 to tow vehicles and also for boat salvage operations.

After the Second World War some of the tanks were used during the Korean War for the landing in Incheon and the subsequent Han River crossing. The amphibious vehicles were also used in the evacuation of Hungnam Harbour when Chinese forces attacked. Following the war, the oldest Buffalos were disposed of or sold to other countries however the LVT-3 and LVT(A)-5s remained with the US army.

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# 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



## 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**



These drivers of the National Emergency Services are qualified to drive heavy motor transports, including omnibuses. This R.A.N. Ambulance manned by six National Emergency Service drivers, was donated by a girls High School.

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# Guardian-class patrol boat training moves to Cairns.

By Brian Hartigan



*The first Austal-built Guardian-class patrol boat on builder's sea trials. Austal photo.*

TAFE Queensland has won a \$36million contract to provide mariner training and support to the Navy crews of Guardian-class patrol boats.

Funds are being allocated from the \$2billion Pacific Maritime Security Program to strengthen maritime capability in the Pacific.

Acting Minister for Defence Marise Payne said the Pacific Maritime Security Program training contract was designed to adapt and adjust, to meet the needs of our Pacific partners.

"A modern and innovative training approach offered by TAFE Queensland will have significant strategic benefits in the Pacific," Minister Payne said.

"TAFE Queensland has already established important relationships and arrangements with Commonwealth and Pacific-island country governments, industries and communities.

"This, coupled with their established infrastructure in Australia and experience in delivering services in the Pacific, will enable TAFE Queensland to help achieve the outcomes of the Pacific Step-Up Program and the Pacific Maritime Security Program.

"This contract builds upon the success of the previous Pacific Patrol Boat training services contract, by providing new contemporary training for the Guardian-class patrol-boat crew."

Attending the contract signing in Cairns, Member for Leichhardt Warren Entsch welcomed today's announcement.

"I am thrilled that TAFE Queensland has been awarded this significant contract which will bring economic benefits to the region," Mr Entsch said.

"Cairns is ideally located to mount and sustain maritime patrol and hydrographic operations, and the base is well served by the local Cairns ship-repair industry.

"This five-year contract will generate 24 new jobs in the region."

Under the Pacific Maritime Security Program, Australia is replacing the existing Pacific Patrol Boats with 21 new Guardian-class patrol boats to 12 Pacific-island nations and Timor-Leste to enhance regional maritime capability and capacity.

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# Wing Commander Peter Overton wears many hats

By: Mike Hughes



*Specialist Reserve Public Affairs Officer Wing Commander Peter Overton on the steps of a No. 37 Squadron C-130J Hercules. Photo by Corporal David Said.*

Reservist Wing Commander Peter Overton's love for storytelling and discovering more about people has allowed him to wear many hats during his career.

Wing Commander Overton is well known for his reporting on the flagship *60 Minutes* program and since 2009 and as chief news reader for Sydney's 6pm News bulletin. He also worked in radio, had a brief stint at Channel 7 Adelaide, and for the past 30 years has worked at the Nine Network.

As a reservist with the Royal Australian Air Force, he also contributes to telling RAAF's story as a specialist reserve public affairs officer.

"Defence has been part of my family as long as I can remember," Wing Commander Overton said.

"Dad joined the Army Reserve, as a medical officer, rising to the rank of Colonel and served as consultant to the Surgeon-General of the ADF.

"Dad was eventually appointed honorary Colonel in the Royal Australian Medical Corps."

Spending seven years as a member of the National Reserves Support Council, Wing Commander Overton gained an even broader view of the ADF as the Council was a tri-service Organisation. He said he was passionate about his role.

"As a member of the 60 Minutes team and in my news reading role, I love reporting on Defence and the men and women who make up Defence," Wing Commander Overton said.

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"I love aviation and I really love aircraft, so being in uniform communicating the story of the Royal Australian Air Force is a bonus for me." Wing Commander Overton said seeing what RAAF personnel do was inspiring.

"Taking a training flight on a Hercules fulfilled a dream. Seeing the captain of the flight, a 29 year old with the experience and skill set to operate this magnificent aircraft was inspiring for me to observe.

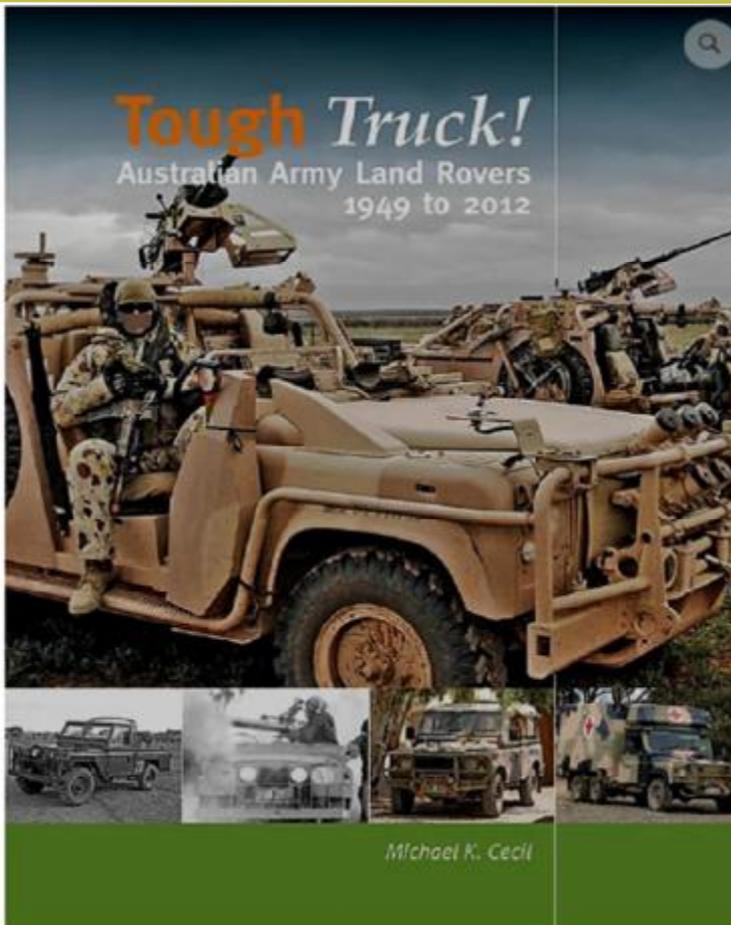
"It also gave me an appreciation of the loadmasters. Watching them push out pallets of aid, as we see on the news, for people who have been ravaged by a tsunami or floods has given me an insight into the level of planning, the logistics involved and the skill to bring it all together. "It was remarkable to have a front row seat to that. \

"The Air Force is part of our community, part of the fabric of this country, and it's a thrill to tell my daughters about the very small part I play in serving Australia as a member of the ADF." The Royal Australian Air Force will mark its Centenary on March 31, 2021.



*Wing Commander Peter Overton views the coast of Sydney from the flight deck of a No. 37 Squadron C-130J Hercules. Photo by Corporal David Said.*





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 challengers 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

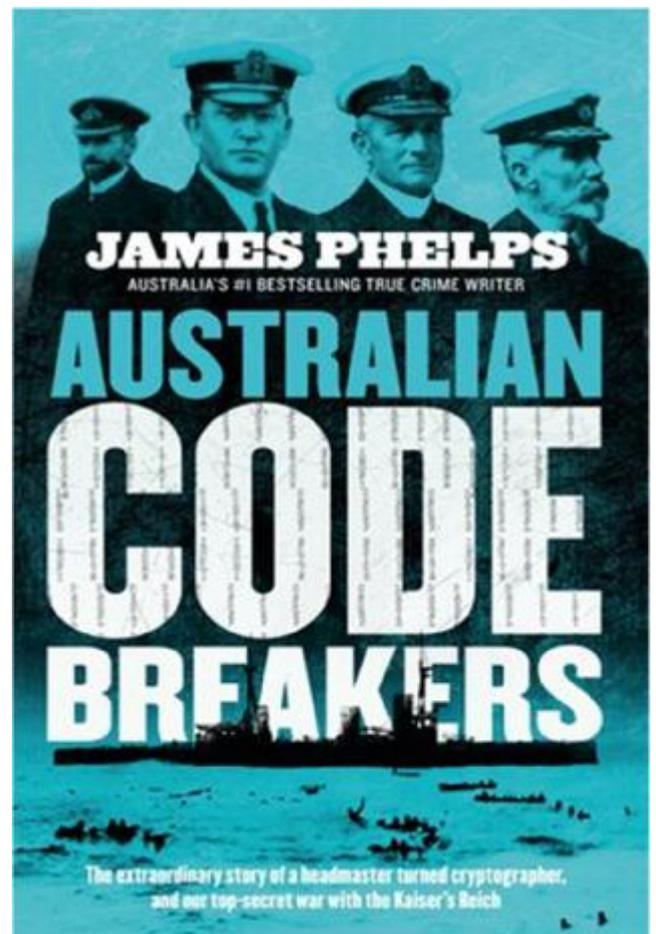
Our top-secret war with the Kaiser's Reich  
by James Phelps

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

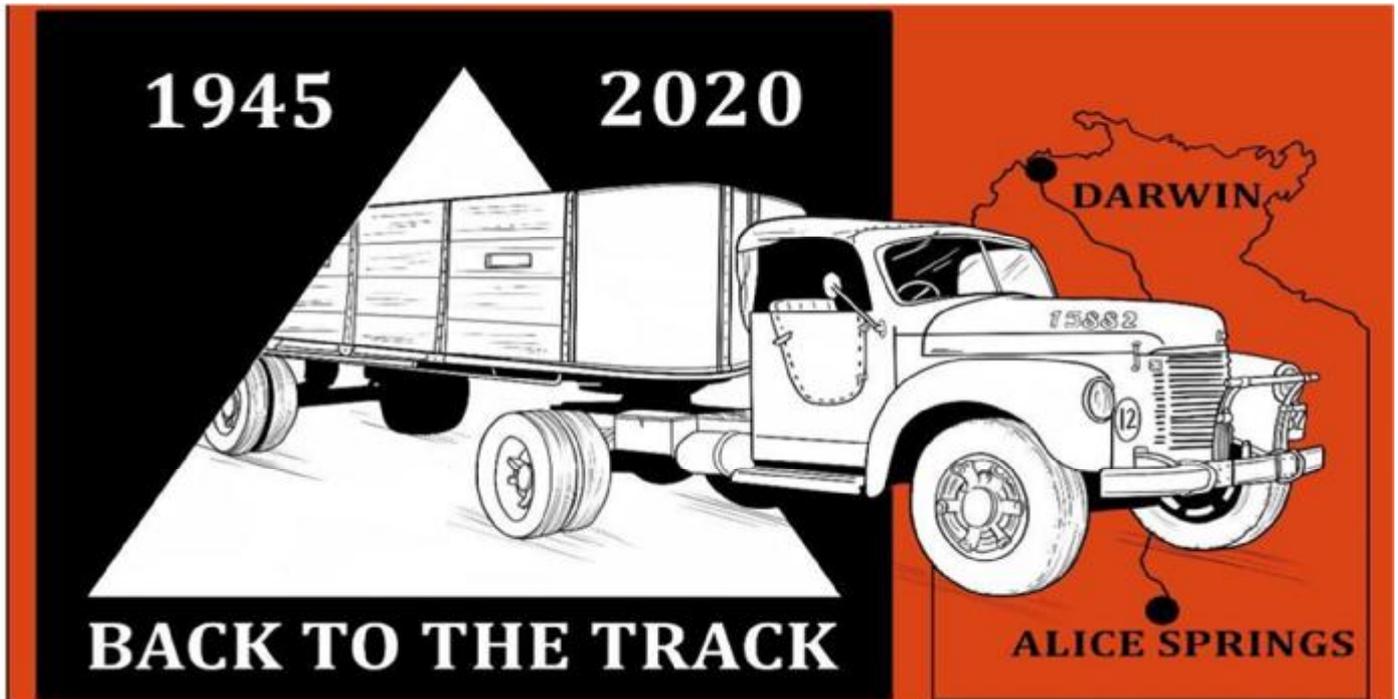
On 11 August 1914, just days after war had been declared, Australian Captain J.T. Richardson boarded a German merchant vessel fleeing Melbourne's Port Phillip and audaciously seized a top-secret naval codebook. The fledgling Australian Navy had an opportunity to immediately change the course of the war.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



# BACK TO THE TRACK



## BACK TO THE TRACK JUNE UPDATE



Great news Bluey. We are winning the war. Covid is being defeated and public interest and support for the event is growing July in Alice Springs and the 15th of August in Darwin VJ Anniversary Victory Ball at the Darwin Aviation Museum will all be highlights of the event BTTT2021.



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With this months update, we have locked down the event itinerary, detailed accommodation options and arrangements have been made for outdoor (Covid safe) participant and community events along the track and community events along the track and in Alice Springs, Tennant Creek and Darwin .

### BTTT2021 event ITINERARY

Where we will be on which days and what we are doing:

Here's what's happening.

Here's where we will be.

Here's when it starts and ends.

### ITINERARY

Who we are - Who is coming.

### LIST

Is your name on this list ? Only official event entrants are listed here.

Any errors or omissions - please email Douglas. [backtothetrack2020@gmail.com](mailto:backtothetrack2020@gmail.com)

**Learn More about the Battle For Australia fought in the NT before you arrive.**

<https://northernterritory.com/things-to-do/history-and-heritage/world-war-ii-history-mile-pegs-nt-ww2-in-the-northern-territory-australia>.

Miles Peg NT, is a site that aims to gather together stories and photos of World War 2 sites along the Stuart Highway in the Northern Territory Australia.

A note: Unless a press release photo sanctioned by the defence forces, please do not post pictures .



Alice Springs History as researched by House of Elf.

<https://www.facebook.com/Lifeupgrade2.0>

Please go to Photos - Albums and experience each adventure with me.

Take your time.

Breathe it in. You are unlikely to see these views on any tour. These are spots the locals might know.

Includes many war time stories and much well researched site information from all eras.

## War Time Books

<https://avonmorebooks.com.au>

Australian publisher and distributors of quality military history books. Specialists in Pacific War aviation-related subjects.

[facebook.com/Avonmore-Books](https://facebook.com/Avonmore-Books)

This is an event organized on a good faith basis, all participants, drivers, passengers, support teams, participate at their own risk. Reasonable care in planning has been undertaken per event itinerary details and the volunteer event management plan. Some of the itinerary may end up a play-by-ear experience to cater for the unexpected, so the itinerary may need some tweaking on the road at each nights 6 pm participant briefings. The event is not for profit and raising donations for Australian Red Cross (NT) The event also seeks to promote the following with displays.

Australian Red Cross - Indigenous Australians in War - Women in War.

The April emailed event update has the latest I tinerary and no changes to this are anticipated. The final itinerary details are now on the web site as well.

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

**Douglas Draeger**

Event Convener: Back to the Track 2021

PO Box 8607

Alice Springs NT 0870

Email:

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

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

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	<b>7.50 - 16 TYRE</b>	<b>\$230</b>
	<b>9.00 - 16 TYRE</b>	<b>\$310</b>
	<b>7.50 - 20 TYRE</b>	<b>\$310</b>

**\*\*ALL PRICES INCLUDE GST**

**MANUFACTURE DATE**

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The Speedway Tyre Company manufactures bar tread tyres using a pattern very similar to the original WWII Goodyear tyre. Selling in Australia for over 20 years, these tyres represent great value and reliability. Limited stock available.

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# FOR SALE

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I have several for sale. \$50 each. As you can see, these have been treated inside, and have been primed and some painted.

**\$50 Each.**

I also have a brand new Jeep Canvas Hood  
ex Marathon Spares.

**P.O.A**



I also have two heavy duty pintle hooks and one Willys jeep unit. \$75 each

**\$75 Each**

Contact: Frank SCOTT,  
H: 08 8377 2848 - M: 0418 828 747  
Email: [frankscott@adam.co.au](mailto:frankscott@adam.co.au)

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**FOR SALE— \$25,000**



I have owned my Austin Champ since 2002, and during this time it has enjoyed a full ground up restoration to bring it to better than "Show Room" condition.



This vehicle is well known around Adelaide, and represents a unique opportunity for someone to acquire a unique piece of military vehicle history. Details of the vehicle are as follows :

- 1955 Austin FV1801 "Champ" (ex-Australian Army).
- Full restoration, bare metal respray (No rust in body) Many new parts used in rebuild. New brakes including master and wheel cylinders, new clutch, vehicle rewired. Rebuilt engine (new block), rear differential, and radiator.
- Larkspur C42 and B47 radios fitted with associated harness and radio table (Correct for this vehicle)
- New upholstery, canvas top, side curtains, and doors
- Selection of vehicle and Larkspur radio spares included, including all service manuals.



**ADRIAN K. NIECKARZ**  
**T: 0403 237 945**  
**H: (08)8344 8684**  
[adrian.nieckarz@gmail.com](mailto:adrian.nieckarz@gmail.com)

(work)  
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# 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.

