

BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



We Crossed the Simpson Desert in WW2 Jeeps — "The Team"

"Kevin TIPLER Zack BROWNING Frank SCOTT Greg HELBIG"



ISSUE 41 - SEPTEMBER



WARTIME VEHICLE CONSERVATION GROUP OFFICE BEARERS FOR 2020 — 2021

PRESIDENT:

Kevin TIPLER 0403 267 294 kevintipler.kt@gmail.com

VICE PRESIDENT:

Position Vacant

SECRETARY:

Rick SHEARMAN 0408 835 018 rickshearman@bigpond.com

TREASURER:

Mick JENNER 0408 817 485 mick@tabscom.com.au 08 8398 2738

NEWSLETTER EDITOR:

Tony VAN RHODA 0409 833 879 gumbrae44@tpg.com.au 08 8536 2627

WEBSITE OFFICER:

Mick JENNER 0408 817 485 mick@tabscom.com.au 08 8938 2738

HISTORIC REGISTER:

Mick JENNER

VEHICLE INSPECTORS:

Rick SHEARMAN Mick JENNER - John JENNER

PUBLIC OFFICER:

Mick JENNER

FEDERATION DELEGATE:

Hugh DAVIS



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

WVCG 2001 REGO DAY MEETING/LUNCHEON

Our Annual WVCG Rego Day Meeting and luncheon was again held on the 4th July 2001 at the Stanley Bridge Hotel. There was a good turnout as usual but times were restricted due to Covid—19 . Hopefully next year will see us back to normal again. Two new members attended the Luncheon and we welcome; Frank GRAHAM and Craig NETHERCOT to the WVCG.







Australia's Apache purchase approved by USA



FILE PHOTO: AH-64E Apache fitted with AN/APG-78 LONGBOW fire-control radar. Boeing photo.

The US State Department has decided approving a possible Foreign Military Sale to the Government of Australia of AH-64E Apache helicopters and related equipment for an estimated cost of \$3.5 billion.

The Government of Australia has requested to buy twenty-nine (29) AH-64E Apache attack helicopters; sixty-four (64) T700-GE 701D engines (58 installed, 6 spares); twenty-nine (29) AN/ASQ-170 Modernized Target Acquisition and Designation Sight/AN/AAR-11 Modernized Pilot Night Vision Sensors (M-TADS/PNVIS); sixteen (16) AN/APG-78 Fire Control Radars (FCR) with Radar Electronic Units; twenty-nine (29) AN/APR-48B Modernized Radar Frequency Interferometers (MRFI); seventy (70) Embedded Global Positioning Systems with Inertial Navigation Systems plus Multi-Mode Receiver (EGI+MMR) (58 installed, 12 spares); thirty-five (35) AAR-57 Common Missile Warning Systems (CMWS) (29 installed, 6 spares); seventy (70) AN/ARC-231A Very High Frequency/Ultra High Frequency (VHF/UHF) radios (58 installed, 12 spares); eighty-five (85) AGM-114R Hellfire missiles; twenty-nine (29) M36E8 Hellfire Captive Air Training Missiles (CATM); and two thousand (2,000) Advanced Precision Kill Weapon System Guidance Sections (APKWS-GS).

Also included are AN/APR-39 Radar Signal Detecting Sets; AN/AVR-2B Laser Detecting Sets; AN/APX-123A Identification Friend or Foe (IFF) transponders; IDM-401 Improved Data Modems; Link-16 Small Tactical Terminal KOR-24-A; Improved Countermeasure Dispensing System (ICMD); AN/ARN-149 (V)3 Automatic Direction Finders; Doppler ASN-157 Doppler Radar Velocity Sensors; AN/APN-209 Radar Altimeters Common Core (RACC); AN/ARN-153 Tactical Air Navigation Set (TACAN); AN/PYQ-10(C) Simple Key Loader; M230E1 + M139 AWS Automatic Gun; M261 Rocket Launchers; M299 missile launchers; 2.75 inch rockets; 30mm rounds; High Explosive Warhead for airborne 2.75 rockets, inert; MK66-4 2.75 inch rocket High Explosive warhead M151 fuze M423 motor; MK66-4 2.75 inch rocket warhead M274 motor; MK66-4 2.75 inch rocket motor; M151HE 2.75 inch warhead; Manned-Unmanned Teaming-2 (MUMT-X) video receivers; Manned-Unmanned Teaming-2 (MUMT-X) Air-Air-Ground kits;

; training devices; communication systems; helmets; simulators; generators; transportation and organization equipment; spare and repair parts; support equipment; tools and test equipment; technical data and publications; personnel training and training equipment; U.S. Government and contractor technical assistance; technical and logistics support services; and other related elements of program and logistical support.

The total estimated value is US\$3.5 billion.

The proposed sale will improve Australia's capability to meet current and future threats and will enhance interoperability with U.S. forces and other allied forces.

Australia will use the enhanced capability to strengthen its homeland Defense and provide greater security for its critical infrastructure.

Australia will have no difficulty absorbing these Apache aircraft into its armed forces.

The proposed sale of this equipment and support will not alter the basic military balance in the region.

The prime contractors involved in this program will be Boeing, Mesa, AZ; and Lockheed Martin, Orlando, FL. The purchaser typically requests offsets. Any offset agreement will be defined in negotiations between the purchaser and the contractor(s).

Implementation of this proposed sale will require the assignment of eight (8) contractor representatives to Australia.

This notice of a potential sale is required by law. The description and dollar value is for the highest estimated quantity and dollar value based on initial requirements. Actual dollar value will be lower depending on final requirements, budget authority, and signed sales agreement (s), when concluded.



A MUCH SMALLER EVENT THAN IN PREVIOUS YEARS

Zareska posted a few pictures on Facebook of her partners recent trip over to the shores of Normandy for the Covid Safe celebrations of the annual event to mark the occasion.



CROSSING THE SIMPSON DESERT IN WW2 JEEPS

Members of the WVCG planned an epic journey and adventure to drive their WW2 GPW Jeeps across the Simpson Desert. This would be an endurance for the old Jeeps across such an arid part of Australia. The plan was to drive 4 Jeeps which would include. WVCG President. Kevin TIPLER and Zack in Kevin's vehicle and the other Jeeps driven by Frank SCOTT. Greg HELBIG and Marc TURNER. However Marc's Jeep decided to breakdown the day before the team set off. Leaving the group of adventurers to make the journey in the 3 remaining Jeeps.

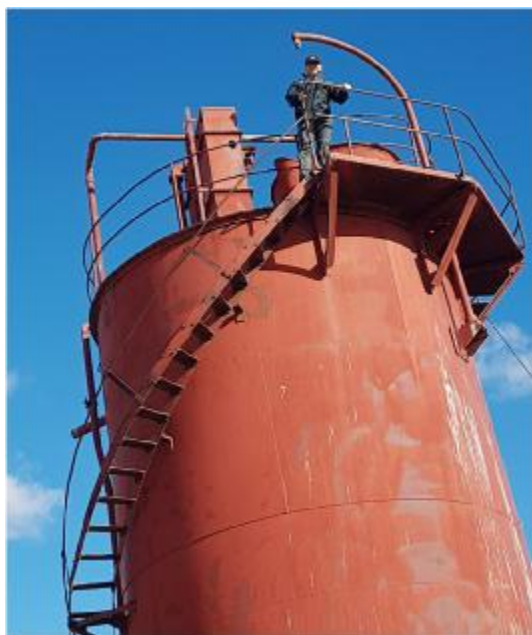


Loaded to the gills ready for the adventure of a lifetime.

The team left Adelaide loaded to the gills on 13th July 2001, They experienced a wet first night's camp in Orroroo, having to withdraw to the Pub for a nice hot meal and a few beers. Their spirits were high and they looked forward to their coming adventure.

The second night was spent at the ruins of the old railway town of Farina, There is a good camping ground there and breakfast was sourced from "The Bakery", Our appetites were subdued with an array of delicious Pies and Pastries, which is an interesting fundraiser for the slow rebuilding of the old town of Farina which is all run by volunteers. The bakery is only open for the three months of winter.

The third night saw us camp at the old Beresford ruins of the old railway staff building, there were some old rusty parts lying around and a cast iron water tank and the desalination tank.



Desalination tank.

Day four saw us at our next stop in William Creek for fuel, a well deserved beer and a quick shower. The William Creek pub is the only building in the town which also has an airstrip and camping ground. Each year they hold the annual William creek Races and people come from all over Australia to attend, including all the locals from surrounding cattle stations. A true Australian experience.

We decided to camp beside a large waterhole close by the Albibuckina Bridge. The bridge was transported by ship from England and was originally used at Murray bridge. But upon arrival it was found to be too short, so it was decided to relocate it to its current location.

We found the remains of an old FE Holden under the bridge. The story is that the driver pursuing his wife in Alice Springs NT, The road was flooded so seeing a perfectly bridge he decided to drive across, however he hadn't planned on the Adelaide bound train also wishing to use the bridge.



Zack enjoying a cold beer, William Creek Pub.



Algibuckina Bridge.

Our next stop was the famous "Pink Roadhouse" at Oodnadatta to top up on fuel and purchase our permit to travel through the Simpson Desert. We continued to our next camp at Dalhousie Springs, via a "Road Closure" sign at Hamilton Homestead. We encountered numerous washouts but nothing our sturdy little Jeeps couldn't handle. However arrived at Dalhousie Springs with a significant radiator leak to Kevin's Jeep. This radiator had recently been rodded, reassembled and installed only two days prior to our departure. The problem turned out to be a split bottom tank. It appeared the newly installed accelerator foot pedal had also disintegrated due to weak spot welding.

Some fellow travelers came to my aid by gifting some Red Sealant and screwing my foot pedal together. Sadly, the Red Sealant together with egg whites and copious ground pepper could not deter the seriousness of the leak, we would eventually use in excess of sixty litres of water over the next four days before arriving at the Mungerannie Roadhouse on the Birdsville track. A much needed relaxing soak in the 37degree spring at Dalhousie, ever present hordes of mosquitos that couldn't dampen our spirits.

Among the large array of traveler's camping at Dalhousie were a group of Australian army Veterans recently returned from Iraqi and Afghanistan. This group with their wives and support movement countering PTSD. The movement is called, "The Garrison", Each of the veterans involved had either physical or mental ailments. Their motivation point . ***"Together we can challenge and overcome our current or past issues"***.

One of their vehicles in the group stood out like a beacon to us, it was a soft top cabbed Dodge Power wagon with a sign painted on the rear "Long Range Desert Group" surrounding a Scorpion motive of the WW2 LRDG.



The Dodge with the veterans son who accompanied his dad.



The WW2 LRDG Motive

This Dodge Truck was originally imported from Palestine after WW2 by an American, Mike Sullivan who over the next few years and prior to being sold to the current owner in Queensland. Mike removed the cab and tray and reinstalled it back onto a modern Dodge Ram Chassis powered by a 5.9 Cummins diesel engine. The original chassis is safety stored. This group of veterans assured continuous entertainment, each evening they would erect an inflatable full size blow up pub styled after a traditional English Pub. (Sadly no photos) Their intention was to be the first to do a pub crawl across the Simpson Desert



Prior to our departure from Dalhousie Springs we bade fare well to our fellow WVCG member, Marc Turner and his friend Geoff. These lads were originally meant to be the fourth Jeep squad but Marc's old lady (Jeep). Let him down the day before our departure. (As mentioned earlier in this report). The inflatable Marc then decided to accompany us to Dalhousie Springs in his Jeep grand Cherokee/

We set off to Purni Bore travelling along the French Line from West to East. We found that soon we South onto a Rig Line which after a few kilometers veered back East and became the WAA Line running parallel with French Line. We continued enthusiastically ascending and descending the many sand dunes, hundreds in fact. Some were between fifteen and twenty meter's in height, all crowned with the ever covering depth of soft sand, Most parts of the ascending track were scalloped out by preceding vehicle traffic, this made it almost impossible to ascend with any speed, unless you were happy to everything packed in your vehicle bouncing forward and covering you with bags, pieces of wood etc.





Surprisingly the skinny little bar treads faired very well with tyre pressure reduced to 12 PSI , this still gave enough bulge to assist. We conquered most of the sand dunes on the second or third attempt. However on large sand dune did stop Kevin on the third attempt, but our nimble vehicles just veered off the track and trundled up to the dune crown in and out of the scrub alongside. Frank had fitted his Jeep with wide radial tyres, his Jeep was never challenged. Generally the desert was green scrubbed with a covering of wild flowers. The nights were cool with frost on our bedding on some nights. The daily temperatures were comfortable in the low twenties with spectacular starry nights settling down around the campfire with a nice glass of Red. *Sublime!!*





After fifty three kilometers on the WAA line we turned South onto another Rig track which took us to the Warburton track traversing some exceptional rough bisque soil before crossing the Warburton stream and onto the Birdsville track. Mungerannie Roadhouse was a welcome sight, we stopped for a nice cold beer and burger.



The Birdville track to Marree was beautifully graded, but due to recent rains a muddy drive to Marree where we showered, refueled, drinks and a big pub meal before departing home-ward and our last night Craddock/Carrieton. Then the last day driving the final four hundred kilometers home, We experienced a rainy drive home with Southwesterlies which made it a little unpleasant. Would we all do it again?. The answer was a resounding, "YES". We all made it back home safely and proved our little eighty year old Jeeps crossed the Simpson Desert without any problems, Maybe the next time we will have a larger group and show that being a WVCG member prove you can have fun with your WW2 vehicle and enjoy the company of a terrific butch of guys.



Foreign troops arriving for Talisman Sabre



2RAR soldiers depart the well deck of USS Green Bay in combat rubber raiding craft during Talisman Saber 17. US Navy photo by Mass Communication Specialist 3rd Class Sarah Myers.

International forces participating in Exercise Talisman Sabre, Australia's largest bilateral training activity with the United States, will arrive into Australia throughout June and July. Participating foreign military personnel from the United States, Canada, Japan, Republic of Korea, New Zealand, and the United Kingdom will undertake 14-days mandatory quarantine in approved Defence managed facilities. France, India and Indonesia will participate as observer nations. Chief of Joint Operations, Lieutenant General Greg Bilton, said the scale of this year's exercise will be reduced due to COVID-19, with around 17,000 personnel expected to participate. "Around 1,800 foreign military personnel will arrive in Australia for this year's exercise. We will also have part of the Marine Rotational Force – Darwin participating, as well as naval and air assets exercising exclusively off-shore," Lieutenant General Bilton said. "The ADF, together with our United States and visiting partner nations, are committed to delivering a safe exercise, not just for the personnel involved, but the community as well. "The exercise is fundamental to our alliance with the United States and critical to maintaining ADF combat readiness." The exercise will take place at a range of Defence bases and non-Defence training areas, predominantly across central and northeast Queensland, but also off the east coast of Australia. "Talisman Sabre would not be possible without the cooperation and ongoing support of the local community, councils, state authorities – including Chief Health Officers – and traditional owners," Lieutenant General Bilton said. "Defence will keep the public well-informed of planned activities and movements, implement COVID-Safe plans agreed to with the states and territories to mitigate the risks of COVID-19." With agreement from relevant state and territory authorities, the majority of international forces will quarantine in either Bladin Village in the Northern Territory or ADF managed hotels in Queensland. A small number will also quarantine in ADF managed hotels in New South Wales.

International forces will arrive gradually, in tranches of up to several hundred, from early June to mid-July. All international forces entering Australia will comply with mandatory quarantine and travel requirements.

FLASH

BACK

THE PARMY ARMY

Now here is a blast from the past. I bet most of you out there can't remember when Mick JENNER and Tony VAN RHODA represented the WVCG for a photo shoot for the "ADELAIDE HILLS MAGAZINE", supplying their Jeeps for the photo shoot to find the best pub in the Adelaide Hills serving the best Parmy Schnitzel. It all took place on a cold, wet wintery day 10 years ago when the photo shoot took place at the Charleston Hotel one of the Adelaide Hills Pubs, serving the best, "Schnitzel Parmy Meal" in the Adelaide Hills. Which was finally won by the Mt Barker hotel.





Dean: Chicken: 37.5; Beef: 37. "Big and cheesy! Soft meat and great sauce. Love the water feature."

Damien: Chicken: 42; Beef: 40. "Good thickness. The beef had a good crumb-to-meat ratio. Sauce tangy and rich, but no ham..."

Matt: Chicken: 38; Beef: 39. "Salad bar was a good touch. A nice venue and a quality meal. The best chips of the lot."

THE CHARLESTON HOTEL

The smallest venue on our list, the Charleston is a charming country pub in a quiet little town. Everyone was pleased to see the open fire in the cosy dining room, and the exclusively Adelaide Hills wine list won approval straight away.

The parmies were quick to arrive, and impressed the judges with their size and presentation. A large and tasty salad comes as standard, with the option of vegetables also well received. A substantial portion of crisp chips also drew approving sounds from the Army.

Price: \$18 with chips and salad or vegetables.

Thursday nights: \$12 with salad and chips or \$14 with vegies and chips. **Schnitzel night** offers variations including seafood, bolognese and bushmans.

RESULTS:

Penny: Chicken: 43.5; Beef: 42.5. "Good Greek-style salad, exclusive Hills wines, giant serves."

Dave: Chicken: 45; Beef: 45. "Good balance of parmy/chips, very good value for money in a traditional country pub."

Dean: Chicken: 36.5; Beef: 35.5. "Very big with lots of colour. Tender beef, huge fillets, lots of salad. Small, cosy pub feel."

Damien: Chicken: 40; Beef: 42. "Lots of cheese, good salad and vegies included, decent crumb to meat ratio. Schnitzel night looks interesting."

Matt: Chicken: 39.5; Beef: 41. "A meal the size of a small country for \$18 is good value. Loved watching Ellen DeGeneres on a flatscreen TV above the darts trophies - very cool, old-fashioned country pub."

THE GREAT EASTERN HOTEL, LITTLEHAMPTON

The first thing you see when you walk into the Great Eastern is the famous mural depicting racegoers making the journey from the city to the Oakbank races in the 1890s. The famous steeplechase was named after the pub, which has been a hospital and a mortuary at different times in its history.

Owner and qualified butcher Mark Chapman greeted the Parmy Army and explained how he personally hand-cuts all of the hotel's schnitzels. When the meals appeared, the presence of mashed potato as an option to chips drew approving comments (although the chips still disappeared at a fierce rate).

Price: \$17.90 with chips or mash and salad or vegetables.

Wednesday lunch and dinner: \$14.90.

Schnitzel night offers 14 variations

RESULTS:

Penny: Chicken: 39.5; Beef: 39.5. "Incredibly tasty and crispy cheese, deliciously salty thick-cut chips. Loses points for the dining room's blue hue."

Dave: Chicken: 48; Beef: 48. "The cheese. Good-size serves. The cheese."

Dean: Chicken: 40; Beef: 38.5. "Massive! Great size and great value. Nice topping and a nice lean fillet. Golden cheese."

Damien: Chicken: 42; Beef: 42. "Big. Fresh salad and great chunky chips. Love the mural in the bar. Tasty cheese!"

Matt: Chicken: 33; Beef: 33. "Ample size, hand-cut schnitties a good factor, the best chips of the tour. And the cheese."

THE STIRLING HOTEL

Arriving in the middle of a busy lunch service made some of the Parmy Army feel a little self-conscious in the sophisticated surrounds of The Stirling, but they soon settled in, warmed by the beautiful modern fires and contemporary décor.

There's a great range of beers on tap at The Stirling and they were well-received too. Everyone agreed that the venue was impressive, and a couple of the troops had to be dragged



JEEPS

The first and most famous four-wheel-drive is the Jeep. Developed in the USA during World War II, they were made by both Ford and Willys-Overland, although the original design came from the bankrupt Bantam Car Company. The prototype was completely designed in two days and was ready for testing inside three months.

From 1941, the versatile vehicles were much loved by armed forces personnel, and about 640,000 were produced by the end of the war. Although produced by two different companies, parts were interchangeable. Used as a lightweight gun platform and for general purpose transport, they became popular after the war as farm machines.

We found two Jeeps enjoying a new life in Mount Barker. Mick Jenner's Willys MB model was made in 1943 and used by the Australian Navy around the Melbourne Docks before becoming a farm hack for a quarter of a century. When it finally broke down it was left to rot: Mick found it being used as a chicken roost.

Tony Van Roder's 1942 Willys MB was also found on a farm in poor shape. He has rebuilt it with western desert trim as used by the Rats of Tobruk against Rommel's troops. Its day with the Parmy Army was its maiden voyage since Tony completed the restoration.

Both men are members of the Wartime Vehicle Conservation Group SA, dedicated to preserving historic military vehicles. They restore them to be used, not housed in museums, and regularly take them on off-road trips. Recent destinations include the Flinders Ranges, Coorong and Menindie Lakes.

Visit www.wvcg.org for more information.



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.

Phone: 08 8274 1949 - Mobile: 0423 125 745

Email: marc_turner@bigpond.com

PHIL HOADLEY JEEP

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. And now new specially designed seats were added.

Dr. Phil Hoadley, Ph.D.



Here's a couple of pretty things I bought for the fuel cell and another picture of the "office" looking a bit more serious lately.



Aussie M1A1 Abrams' first tactical amphib deployment



An Australian Army M1A1 Abrams Tank is loaded onto a Royal Australian Navy light landing craft, during Exercise Sea Explorer, Cowley Beach, Queensland. Story by Photo by Leading Aircraftwoman Jacqueline Forrester.

Exercise Sea Explorer has concluded with about 1800 ADF personnel taking part and for the first time the tactical deployment of M1A1 Abrams tanks was exercised in amphibious operations.

The Australian Amphibious Force achieved the milestone at Cowley Beach in North Queensland during Exercise Sea Explorer, the second major activity of the Sea Series suite of exercises.

Commander 1st Division Major General Jake Ellwood said the achievement showed Defence is advancing its warfighting capability in the coastal environment.

"During Exercise Sea Explorer we were able to demonstrate our capacity to project a mechanised combat team onto land from the sea," Major General Ellwood said.

"Troops rehearsed beach landings with a range of military vehicles, including the M1A1 Tank, using a variety of landing craft and with Australian Army ARH-Tiger and CH-47 Chinook helicopters in support."

Embarked in HMA Ships *Canberra* and *Choules*, the Australian Amphibious Force conducted wet and dry environmental rehearsals, combat enhancement training and force integration. Troops trained day and night to familiarise forces with the conduct of amphibious operations.

Commander Amphibious Task Force Captain Leif Maxfield said the exercise provided a fantastic opportunity to learn and test new skillsets in the amphibious environment.

"The Australian Amphibious Force is a scalable, joint force enhancing the ADF's ability to achieve the nation's Defence and maritime strategic objectives and interests throughout the region," Captain Maxfield said.

"Exercise Sea Explorer enables our soldiers, sailors and aviators to practice a range of procedures and capabilities in complex and challenging scenarios."

The training will intensify next month on Exercise Sea Raider when the Australian Amphibious Force take the lessons learnt on this exercise, and put them in to practice during a range of realistic amphibious assault and raid rehearsals as part Exercise Talisman Sabre.

SA MILITARY MUSEUM OPEN DAY.

WVCG President Kevin TIPLER and Zack BROWNING recently visited the SA Military Museum for their "Open Day" They also extended an invitation to visit the museum and offering Free admission to WVCG Members. Kevin and Zack took up the offer and parked Kevin's Jeep amongst the vehicles on display to the public. The boys enjoyed seeing the Stuart Tank showing off its paces and with most often fair paying thrill seekers inside. Their President, Dave CARMEN Took Kevin and Zack for a burst in the tracked M548 powered by a throaty GMC engine. Kevin advised the SA museum's displays have changed since his last visit, especially Tony BELL's massive display of radio equipment.

There is no doubt that this destination could be a very good club run in the future'



Our M548



*A very dusty tank driver.
Sam Cutajar.*



The line up with the museums Shortland in White.

"See you there soon".

New experiences for ADF Private



Australian Army soldier and cargo specialist Private Harry Ramsay stands at Cowley Beach, Queensland, during Exercise Sea Explorer. Story and photo by Warrant Officer Class 2 Max Bree.

A chance conversation with a new soldier led to Private Harry Ramsay securing a coveted spot on the Army Beach Team, responsible for personnel and equipment arriving at landing beaches.

"I was telling him how things work at the unit and I told him if you work hard, they'll look after you," Private Ramsay said.

It turned out, the soldier was actually a new lieutenant and the next day Private Ramsay was offered a position on the beach team.

The Bundaberg local had family at Tobruk and New Guinea in World War II, he grew up seeing soldiers in Afghanistan on the news and decided it was the job for him.

Private Ramsay joined the Army Reserve in 2015 at 17 because his mother wouldn't let him join full-time.

Two years later he became a full-time Army cargo specialist, posted to the 35th Water Transport Squadron in Townsville.

As part of the beach team, he regularly guides soldiers, armoured vehicles and cargo on and off landing craft.

He said it suited his desire to avoid a 9-5 life.

"I might be driving a truck down to Rocky and the next thing, I'm taking the zodiacs out for a burn, or I'm out working on the beach for three weeks," he said.

The job took him to 14 different countries in the Pacific and South-East Asia during 2019.

"I'm always on a different beach, different ship, different country," he said.

The second oldest of six children, Private Ramsay has the best stories to tell his family at Christmas.

"One brother works at Bunnings and the other is a teacher. I feel bad because I have all these exciting stories and he might say 'I'm teaching year five next year'," Private Ramsay said.

Private Ramsay was deployed on Exercise Sea Explorer which was held from June 11-16 at Cowley Beach in Queensland.

BUILDING A GERMAN Sdkfz 222 light 4WD REPLICA ARMoured CAR



CONTINUING FROM THE JUNE 2021 OF BARTREAD STORY OF BUILDING A COMPLETE REPLICA OF A GERMAN WW II Sdkfz-222. IN THIS STORY WE SEE WHAT THESE GREEK GUYS DID TO MAKE THE ARMoured CAR WORK AND RUN.



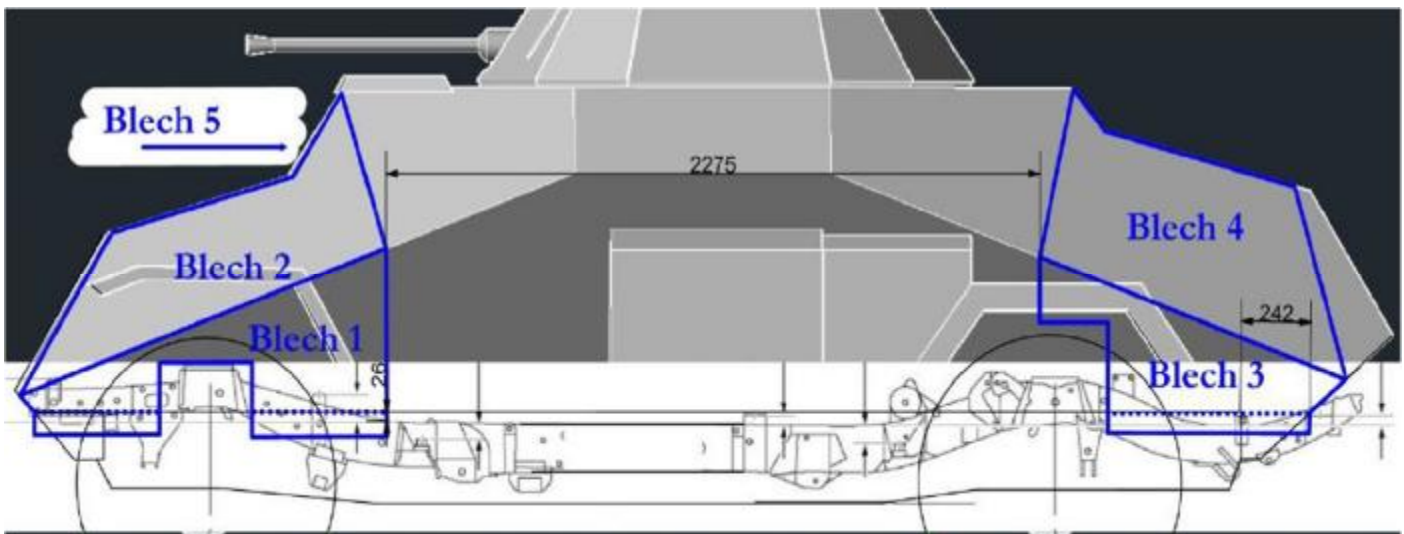
Built using 2mm Plate and sitting on a Series 3 110 t/d chassis. New 61/2 Land Rover wheels and 900 x 16 continental tyres correct tread patterns, also has boot lid and engine compartment inspection covers hinged and locks.

Sd.Kfz. 222 was a light four-wheel drive armoured car. It became the standard light armoured car in German army service until the defeat of Nazi Germany. Used by the reconnaissance battalions (Aufklärungs-Abteilung) of the Panzer divisions, the type performed well enough in countries with good road networks, like those in Western Europe.

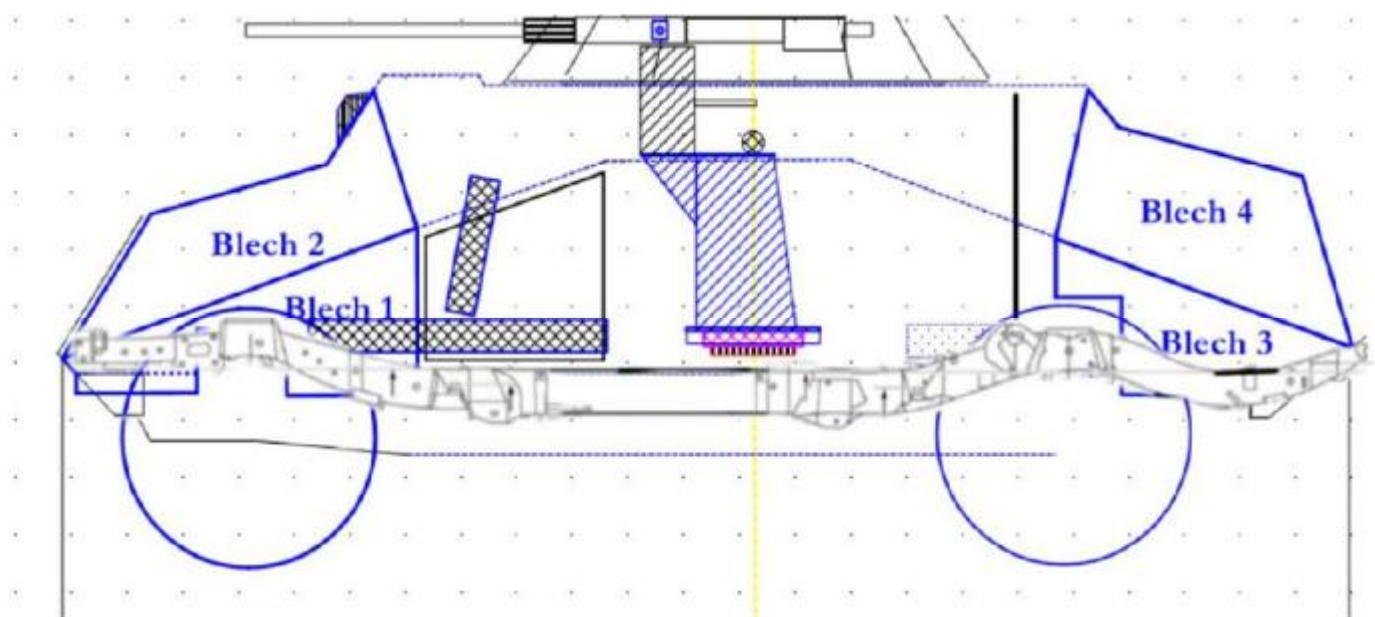
The Sdkfz 222 was built between 1935 and 1943 and modified five times. It was manufactured, among others, at Weserhütte Bad Oeynhausen. About the manufactured quantities there are different information. But an indication of a relatively high number of pieces could be that in March 1945, more than 350 Sdkfz 222 were present (Even today, some copies are still available. The best known is probably the vehicle in the former "Littlefield" collection).

The Chassis

How it can be different from Land Rover. I opted again for an automatic transmission from the Land-Rover Farm Scheeßel assured me that the installation of the engine can be done



backwards, I had to see how with the original frame to get there. Then, two dummy hoods of the body were made of 2mm metal plate and mounted on the chassis with the threaded already rearwardly engine to check where / how pedals etc. must be provided.



And then, after some time, the chassis was ready :-)
(Steering: The steering's position and steering wheel are only provisional)



Construction report Rotary Mount.

I have found that when building a 1:1 model, you can pre-model some parts very well and simply with wood and then get the final dimensions for the steel parts. That's what I did with the rotary mount.



I used a worm gear made from an old tilting frying pan of a canteen kitchen for the lift / lowering unit for the weapons / riflescope unit. The MG 34 is a complete replica. The 2cm-Flak is a completely cleared original part. I rebuilt the barrel completely from aluminum according to original specifications. Only the muzzle brake is original. The lock for the barrel in the housing works, I found these parts on the internet.



The base plate is screwed on a slewing ring, which lower part is attached to a Modul4-gear. The entire unit is then turned around the gear via an angular gear.



And that's left over from the wood experimental setup ...
since I can also heat with wood, all this has found a meaningful use.

The rotary mount was tentatively mounted on the chassis for testing the rotary movement and to check measurements.

To accommodate this whole unit 10mm thick plates are welded to the inside of the frame, are then bolted to the angle, which are welded to the base frame of the rotary mount. This effort I make only in this area, because a lot of weight comes together here.

The angle gear I've discovered a long time ago on eBay. Former Bundeswehr (navy) part. Ratio 1: 1. The mount turns very easily, without effort.

I have added an additional lock on the rotary mount. At the angle gear is also a (hinged) lock, but the turret so far only on 12,3,6, and 9 o'clock can be secured.

The additional lock secures in each turret position. Only when the lever is depressed, the turret can be turned. If you take your foot off the lever, a lock push into the gear and lock the turret.

The seats probably come from a M113. The seat of the commander I have adapted according to the photos of the Littlefield- 222.





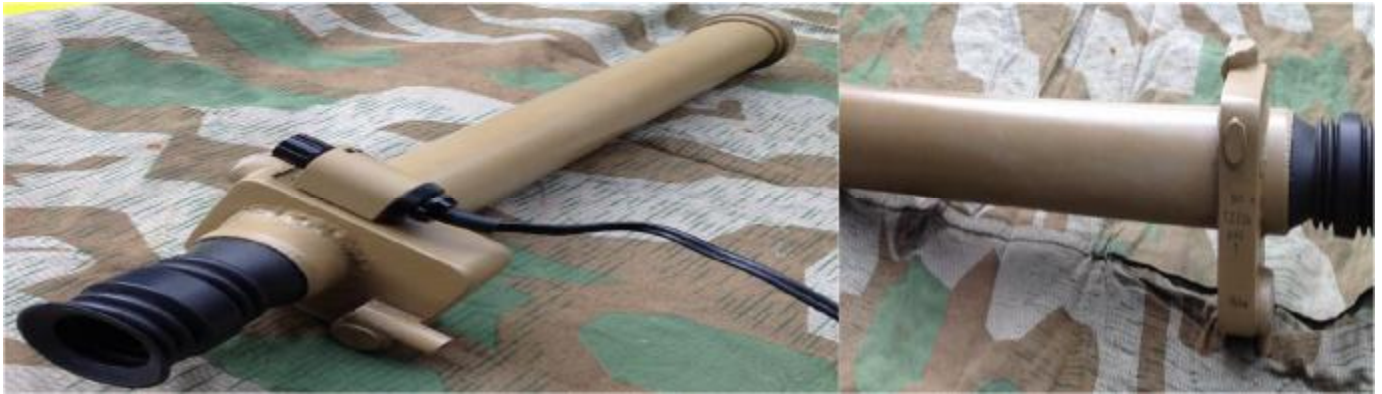
Construction report various parts.

The riflescope TZF 3a.

Since I did not want to spend so much money on it, I thought about recreating this scope. I have found the measurements for it on the internet. In my replica is inside a ZF 3x8 ° the Flak 38 installed. The reticule lighting was also installed. It is operated via NVA (Former east German army) illumination (dimming also works). Power supply currently over 3 volt battery, via car electricity. For the eyepiece rubber in front, I'm still looking for alternatives



TZF3a replica.



The driver's seat.

To be able to get in or out of the 222 relaxed, the backrest of the driver's seat should be completely folded down. See here the original.



The solution

From an old sofa, I had long ago removed the folding mechanisms and springs. You never know if you need it ... that is what I thought at this time.

Well, that is how it was. :-)

The basis is an old seat frame made of a Bundeswehr-Munga the backrest can be unlocked by pulling it short and folded completely downwards. The seat is adjustable by means of rails and can be folded up to the front, because the main tank (weight distribution) is located just under the seat.



The Hatch Mechanism

I would like to make the hatch mechanism more detailed this time. For that I first built a wooden model. The plan is to later manufacture the outer panels of aluminum, in order to better represent the original material thickness. Later, glass blocks will also be installed. These I have already got via the glass engraving trade.

Original inside

Original outside



The wood model



Gearshift Lever

The Landover automatic gearshift lever is for use in the Sdkfz. 222 too short. Therefore he had to be extended and got a slightly "older" look.



The Assembly.

The first body panels were mounted on the chassis. The wheel arches and the floor cover at the front are also finished. The cover plates over the suspension were provisionally fastened with blind rivets because everything must dismantled and should be coated.





Australia agrees to arm PNG patrol boats



Members of the Royal Australian Navy Sea Training Group with the Papua New Guinea Defence Force Maritime Element ships company of 'Ted Diro' Photo by Able Seaman Christopher Szumlanski.

At the request of Papua New Guinea, the Australian Defence Force has agreed to arm the Papua New Guinea Defence Force's four new Guardian-class patrol boats delivered through the Pacific Maritime Security Program.

With PNG's Pacific-class patrol boats previously armed, this new agreement will ensure a continuity of Papua New Guinea's sovereign capabilities.

Australia will also provide a comprehensive support and training package.

Both countries are committed to signing a Memorandum of Understanding, which will ensure compliance with relevant domestic and international obligations.

Australia has a long-standing security partnership with Papua New Guinea through our Defence Cooperation Program and the Pacific Maritime Security Program.

Defence said this investment in Papua New Guinea's sovereign defence capabilities would boost Pacific regional maritime security and contribute to maintaining a free and open Indo-Pacific.

The first Guardian-class patrol boat provided to Papua New Guinea, HMPNGS Ted Diro, was handed over in 2018.

The second, HMPNGS Rochus Lokinap, was delivered to Papua New Guinea earlier this year. A further two patrol boats are under construction.

The 39.5 meter steel patrol boats are designed and built by Austal in Western Australia.

FROM THE D DAY LANDING AND CROSSING THE RHINE INTO GERMANY CANADA PLAYED A HUGH PART IN ENDING THE WAR.

WE A LOT IS HEARD ABOUT THE D-DAY LANDING AND EACH YEAR IS COMMERORATED IN ALL COUNTRIES WHO PARTICIPATED IN THE D-DAY LANDING. BUT MOSTLY WE HEAR OF THE BRITISH AND AMERICAN FORCES WHO LANDED AND THEIT FIGHT TO TAKE THE BEACHES IN NORMANDY. BUT MOST PEOPLE ARE NOT REALLY AWARE OF THE PARTS PLAYED BY COMMONWEALTH FORCES WHO TOOK PART TO TAKE THE BEACHES AND FIGHTING INLAND TO FREE THE FRENCH PEOPLE BY PUSHING GERMAN FORCES BACK TOWARDS GERMANY. "CANADA" FOUGHT A VERY HARD FIGHT AFTER LANDING AND TAKING JUNO BEACH. OTHER COMMONWEALTH FORCES TOOK PART LIKE THE AUSTRALIAN, NEW ZEALAND, SOUTH AFRICAN AND INDIAN FORCES WHO SERVED IN NAVAL SHIPS THE AIRFORCE AND OTHER STRATEGIC UNITS. BUT THIS IS THE STORY OF THE CANADIAN FORCES AND THEIR HEROIC BATTLES AND SUFFERING HEAVY LOSSES FROM THE BOTCHED LANDING AT DIEPP. TO D-DAY AND THE FIGHT TO GER-MANY TO END THE WAR.

"Lest We Forget"



Baptism of fire - Dieppe

Allied operations on the sea and in the air were making major contributions to winning the war. However, once the Allied leaders had made the decision to concentrate on defeating Hitler's forces before turning their full attention to those of Japan, it was clear that ultimate victory could only be achieved on land by driving the Nazi forces from the countries they occupied and finally invading Germany itself. That meant an invasion of Western Europe, but it would take time to amass the necessary manpower and material. Moreover, the plans and equipment for amphibious operations had to be tested and German defences probed, to determine the chances of success. The need to relieve the pressure on the beleaguered Soviet Union demanded action as well. Finally, Canadian generals, politicians, and public were insisting that their bored and frustrated troops see action.



Landing craft en route to Dieppe, France, during Operation Jubilee, 19 August 1942.

For all these reasons, Combined Operations Headquarters decided to launch a raid-in-force on the French port of Dieppe on August 19, 1942, with the 2nd Canadian Infantry Division providing most of the assaulting troops. It turned out to be a massacre. Surprise was only partly achieved and only a minimal preliminary bombardment preceded the attack. German positions remained intact, the defenders uninjured and ready.

Virtual annihilation

What followed were "ten hours of unadulterated hell." Entire battalions suffered virtual annihilation. Those Canadians who managed to escape their landing craft and scramble to shore were swept by incessant fire from unassailable enemy positions on the adjacent cliffs. If their tanks did not sink in the water, they found it almost impossible to manoeuvre on the baseball-sized pebbles that littered the beaches. Poor communications led to additional troops being dispatched unnecessarily. It was a tribute to the spirit and fortitude of the Canadian soldiers that some of them managed to get off the beaches and into the town.

Their losses were catastrophic. Of the almost 5,000 Canadians who formed the assault force, 3,367 became casualties including 907 killed in action and 1,946 made prisoners of war. Hitler's Fortress Europe seemed impregnable. However, the sacrifice was not wholly in vain. D-Day's success two years later was in some measure purchased by the lives of those Canadians who died at Dieppe.

The Italian campaign

After the debacle at Dieppe, the tide of the war slowly began to turn in the Allies' favour. The Battle of Stalingrad saw the defeat of the entire German Sixth Army. In November 1942, the British routed General Rommel's Afrika Korps at the battle of El Alamein; an Anglo-American force landed in Algeria and Morocco; and by May 1943 the Germans had been expelled from North Africa. This was another crushing defeat for Hitler. The Allies then decided to strike at the supposed "soft underbelly" of the Axis powers in southern Europe.



Infantrymen of The Hastings and Prince Edward Regiment in a Universal Carrier advancing on Nissoria, Italy, July 1943.

Italian Campaign.

Canadian soldiers took an active and important part in the Italian Campaign. Following Dieppe, the now quarter-million strong First Canadian Army had resumed its training in England. The British accepted the Canadian Government's request that the 1st Canadian Infantry Division and a tank brigade participate in the invasion of Sicily.

The Canadians landed there on July 10, 1943. They acquitted themselves well in a four-week battle over rugged mountainous terrain. The cost was heavy, but the Canadians had proven themselves in battle.

No easy victory.

Then followed a grueling campaign on the Italian peninsula. Italy surrendered unconditionally in September 1943 but the Germans immediately took control of the country. There would be no easy victory against the seasoned *Wehrmacht*. Throughout the final months of 1943 and the first half of 1944, infantry and tanks of the 1st Canadian Corps (the 5th Canadian Armoured Division came to Italy from Britain at the end of 1943) joined other Allied troops in what amounted to a painstaking crawl up the Italian boot. Geography favoured the defenders, and the Germans were well-trained and skillful in carrying out rearguard action.

Little Stalingrad.

Usually opposed by elite enemy units who fought tenaciously, the Canadians suffered heavy losses, most notably at Ortona in December 1943, in a battle which the press called "Little Stalingrad." Being fierce fighters themselves, the Canadian divisions earned the respect of their adversary and helped clear the way for the Liberation of Rome on June 4, 1944. In all 93,000 Canadians served in the Italian campaign. More than 25% of them became casualties and, tragically, more than 5,900 died. However, the campaign had tied up twenty German divisions. This was of great significance as the long-awaited liberation of Western Europe got underway.

Invasion preparations.

Planning for the Second Front had been ongoing since 1942. By the spring of 1944, everything was finally in place for Operation Overlord, the invasion of France, and its assault phase, Operation Neptune. The Supreme Allied Commander, American General Dwight D. Eisenhower, and his staff had decided that the attack should fall on the Cotentin Caen area of the Normandy coast. It would be a longer and more hazardous journey for the invasion fleet and its air umbrella than taking the shorter route from Dover to the Pas de Calais where the Germans anticipated an Allied landing. The Normandy beaches were suitable, the enemy defences lighter, and the possibility of surprise greater.

As the experience of Dieppe had confirmed, and subsequent German improvements to their defenses emphasized, a landing at a fortified port was likely to fail. Therefore, until a port fell to the Allies, essential supplies would be transferred ashore through artificial "Mulberry" harbours, put together from sunken ships and huge concrete caissons. Since complete air and naval superiority had to be attained, a massive sea and air bombardment would precede the invasion. An effective ship-to-shore communications network was put in place. Moreover, large numbers of landing craft of various kinds had been produced to ferry infantry and tanks to the beaches. The utmost secrecy and security were maintained, to the point of establishing a fake army in that part of England considered ideal as a launching point for the Pas de Calais. Finally, earlier amphibious operations in North Africa and Sicily had helped perfect new tactics, weapons and equipment, notably ingenious devices like the DUKW (a supply and personnel carrier that could travel directly from sea to shore), and DD (duplex drive) Sherman tank which could "swim" in the water and then travel on land.

Invasion plan.

The invasion plan called for five infantry divisions to wade ashore on a 50 mile (80 kilometer) stretch of the French coast. The British Second Army including units of General H.D.G. Crerar's First Canadian Army was to form the left side of this front, the First U.S. Army the right. Three airborne divisions, one on the British flank incorporating the 1st Canadian Parachute Battalion, and two on the American, would precede them to delay enemy movements and facilitate expansion of the bridgehead.

Canada's role.

The invasion commanders designated the 3rd Canadian Infantry Division, commanded by Major-General R.F.L. Keller, along with the 2nd Canadian Armoured Brigade, to take part in the

seaborne assault. Two of the 3rd Division's three brigades were to land in the first wave at Juno Beach. The Regina Rifle Regiment and The Royal Winnipeg Rifles of the 7th Infantry Brigade, as well as an attached company of The Canadian Scottish Regiment, led in "Mike" sector, with the rest of The Canadian Scottish in reserve. "Nan" sector was to be tackled by the 8th Brigade's Queen's Own Rifles of Canada and The North Shore (New Brunswick) Regiment, backed up by *Le Régiment de la Chaudière*. The tanks of the 1st Hussars and The Fort Garry Horse would land ahead of the infantry to soften up the defences and provide covering fire. Guns of the Royal Canadian Artillery were to be quickly put ashore to lend additional support. The Royal Canadian Army Medical Corps would treat the wounded. All the while, the sappers of the Royal Canadian Engineers would blast a path through enemy obstacles and the Royal Canadian Corps of Signals would ensure smooth communications. Later, the Royal Canadian Army Service Corps would see to it that all were adequately supplied with food, fuel, ammunition, and the other necessities of warfare.

Best laid plans.

The Allied plan called for these Canadian units to establish a beachhead, capture the three small seaside towns which lay directly behind it, and then proceed ten miles (sixteen kilometers) inland to occupy the high ground west of the city of Caen by the end of D-Day. Then, in anticipation of the German counter-attack, they were to be reinforced by the 9th Infantry Brigade (The Highland Light Infantry of Canada; The Stormont, Dundas and Glengarry Highlanders; and The North Nova Scotia Highlanders) and the tanks of The Sherbrooke Fusiliers. Altogether, an estimated 15,000 Canadians would participate in the landing force. The remaining elements of the First Canadian Army—its headquarters under General Crerar, the 2nd Canadian Infantry Division and the 4th Canadian Armoured Division—would then gradually establish themselves in Normandy over the next few weeks.



Troops of the 9th Canadian Infantry Brigade (Stormont, Dundas, and Glengarry Highlanders) going ashore from LCI (L) 299 [Landing Craft Infantry], Bernières-sur-mer, Normandy, France, 6 June 1944.

The invasion date was set for dawn on June 5, 1944, the hour and day when the tides should be most favourable. An impressive array of personnel, materials, and machines had been assembled. But it was still a risky undertaking, particularly for the many Canadian soldiers who, though ready, willing, and well-trained, had still never met the enemy in action.

The opponent

That enemy, though weakened, was still extremely dangerous. Five years of harsh fighting on several fronts especially in the Soviet Union had battered the Nazi forces. Nonetheless, the battle-hardened and expertly led *Wehrmacht* remained the best fighting force in the world.

As the likelihood of an invasion increased, German defences in France were strengthened. Previously enemy troops used the Normandy region for training, resting, and refitting. Under the direction of the famous "Desert Fox", Field Marshal Erwin Rommel, huge steel and concrete-reinforced pillboxes, barbed wire, mines, artillery, machine gun nests, mortar pits, and beach obstacles had been constructed to form the Atlantic Wall. New units moved into position, including first-rate Panzer divisions and SS troops whose morale and determination had become legendary. These German forces also boasted superior weaponry, such as Panther and Tiger tanks and the deadly 88mm dual purpose antitank/antiaircraft gun. All this guaranteed a hostile reception for the Allies. If the enemy's static formations on the Normandy shore could hold out long enough for their armoured and motorized reserves to reach the coast, it could also be a fatal one.

D-Day.

Stormy weather on June 5 forced a postponement of the invasion with many units already embarked and at sea. Conditions did not promise to improve substantially, but Allied meteorologists predicted a small window of opportunity on June 6. Aware that the moon and the tides would not be favourable again for some time, General Eisenhower gave the go ahead. There could be no turning back.

Air assault.

Canadian airmen and sailors were among the first into action. The Royal Canadian Air Force had already been involved for several months in bombing key enemy targets in the invasion area: roads, bridges, railways, airfields, and command and communications centres. Now they flew as part of the 171 Allied squadrons that attacked on D-Day. As H-Hour approached, RCAF Lancaster's of No. 6 Bomber Group dropped thousands of tons of explosives on German coastal defences. Canadian fighter pilots fought the *Luftwaffe* in overcast skies, contributing in large measure to the achievement of Allied air supremacy. As well, they protected the soldiers on the beach, and attacked German formations on the ground. The first Allied planes to operate from French soil since 1940, RCAF squadrons No. 441, 442, and 443 continued to ravage enemy columns and support offensives throughout the campaign, helping to tilt the tactical balance in the Allies' favour.



Leading Aircraftman Stan Rivers (on the wing) and Leading Aircraftman Ken Allenby of 402 "Bear" Squadron, paint D-Day markings on an Allied aircraft.

Naval reinforcements.

The Royal Canadian Navy provided 109 vessels, and 10,000 sailors as its contribution to the massive armada of 7,000 Allied vessels which went to sea on D-Day. Battling choppy waters and rain, they kept the German fleet bottled up in its ports. Canadian minesweepers assisted in the tricky but crucial job of clearing a safe path across the English Channel for the invasion fleet. The guns of Canadian destroyers like HMCS *Algonquin* and HMCS *Sioux* silenced enemy shore batteries and continued to fire in support of ground attacks in the days to come. The armed merchant cruisers HMCS *Prince Henry* and *Prince David* carried Canadian troops and the landing craft in which they made their run to the beaches; they later returned to England with Canadian wounded. RCN flotillas of landing craft transported infantry and tanks to shore and provided additional fire support for them.



View from LCI(L) 306 of the 2nd Canadian (262nd RN) Flotilla showing ships of Force 'J' en route to France on D-Day

While it was still dark in the early hours of June 6, Allied paratroopers, including 450 Canadians, jumped from aircraft or landed in gliders behind the German coastal defences. Separated by gusty winds, outnumbered, and only lightly armed, they nevertheless captured a German headquarters, destroyed a key bridge, and seized an important crossroads, all the while sowing confusion and disorder within enemy ranks.

Juno Beach "Mike" sector.

Meanwhile, the Canadian soldiers scheduled to land at Juno Beach warily approached the coastline in their landing craft. Wet, cold, and seasick, they were also confident. On "Mike" sector, most of the 1st Hussars' tanks managed to get ashore in good order to provide covering fire as the Regina Rifles touched down just after 8:00 a.m. That was fortunate since the preliminary bombardment had failed to knock out many German defensive positions. The near invulnerable pill-boxes could be destroyed only by direct hits through their observation slits but, working in tandem, the tanks and infantry succeeded in fighting their way off the beach and into the nearby town of Courseulles-sur-Mer where they became engaged in house-to-house combat. They were moving inland by late afternoon. Other Reginas never reached the beaches—a reserve company suffered terrible losses when its landing craft struck mines hidden by high tide.

Hard earned victory.

The company of Victoria's Canadian Scottish and most of The Royal Winnipeg Rifles at "Mike" made it ashore without much trouble, the beneficiaries of accurate naval gunfire which neutralized the German battery that dominated their area of the beach. The Winnipeg company at the western edge of Courseulles was not so lucky. There the bombardment had missed its targets, and the landing craft came under brisk gunfire while they were still far offshore. Although forced to "storm their positions cold [they] did so without hesitation," the unit's war diary noted. Many men died the instant they waded into the chest-high water. Nonetheless, the survivors advanced past the beach defences, cleared the mine-fields, and occupied the adjoining coastal villages. The victory did not come cheaply. In a few hours, the company lost almost three-quarters of its men.

But none of the "Little Black Devils", as the regiment was nicknamed, "had flinched from his task, no matter how tough it was [or] failed to display courage and energy and a degree of gallantry." They had not been alone. The Winnipeg's' commanding officer later paid tribute to The 1st Hussars' "gallantry, skill and cool daring" in coming to the assistance of his battalion "time and again throughout D-Day, without thought of their own safety or state of fatigue..."

Juno Beach "Nan" sector

At "Nan" sector on Juno Beach, The North Shore Regiment and The Queen's Own Rifles also encountered enemy gun emplacements that had survived the preliminary bombardment. One concrete bunker and its defenders inflicted heavy casualties on the North Shores and destroyed several Sherman tanks of The Fort Garry Horse before being silenced. The North Shore's other companies made it ashore without incident, but needed six hours and armoured support to take the town of Tailleville.

Toronto's Queen's Own Rifles received the worst battering of any Canadian unit on D-Day. The initial bombardment on their sector of "Nan" had barely dented the enemy's fortifications. The DD tanks, supposed to "swim" in ahead of the infantry to diminish German resistance, had been forced by high waves to land after them, "within a few hundred yards of the muzzles of the beach defence guns," one tank commander recalled afterward. Only a few made it into action.

Beach landing, heavy losses.

A half-hour late, the landing craft carrying the Queen's Own hit the beach more or less intact. Then the bloodbath began, the men making a mad dash from the shoreline to a seawall 183 metres away with no cover in between. A hidden German 88 opened up on the lead platoon of one company, decimating two-thirds of it before being silenced. Only a handful survived to get off the beach. A second Queen's Own company landed directly in front of an untouched enemy strongpoint and very quickly lost half of its men, until three riflemen eliminated it with hand grenades and small arms fire. The price had been high, but the Queen's Own moved off the beach. The war diary of this, one of the oldest regiments in the Canadian Army, reflected the unit's unflagging spirit under onerous conditions.

Reserve units add support.

The reserve units of the Canadian Scottish and the *Chaudière's* arrived on the heels of the initial assault. The Scottish suffered the lightest casualties of any Canadian battalion on D-Day. But, coming in on the rising tide, many of *Le Régiments de la Chaudière's* landing craft struck concealed mines, and their occupants had no option but to throw off their equipment and swim to shore. Soon, both regiments were surging forward. By noon, the 9th Infantry Brigade was on its way to the beaches to exploit the 3rd Canadian Infantry Division's hard-won gains.

Breaching the wall.

Although only one Canadian unit reached its D-Day objective, the first line of German defences had been completely smashed. By evening, Canadian troops had progressed further inland than any of their Allies. It was a remarkable achievement but, despite casualties being less than expected, it was an expensive one, too. "The German dead were littered over the dunes, by the gun positions," a Canadian journalist reported. "By them, lay Canadians in bloodstained battledress, in the sand and in the grass, on the wire and by the concrete forts they had lived a few minutes of the victory they had made. That was all." To ensure that D-Day would succeed, 340 Canadians had given their lives. Another 574 had been wounded and 47 taken prisoner.

And a resounding success it was. The British and Americans had also come ashore and pushed inland; the Allied beachheads soon formed a continuous front. By the end of D-Day, the Allies had landed as many as 155,000 troops in France by sea and air, 6,000 vehicles including 900 tanks, 600 guns and about 4,000 tons of supplies and, astonishingly, had achieved complete surprise in doing it. The Atlantic Wall had been breached. But the battle had just begun. The bridgehead had to be secured and expanded to prevent the *Wehrmacht* from driving the Allies back into the sea.

German's counterattack.

That attempt was not long in coming, and the Canadians were to feel its fury. On June 7, Canadian troops renewed their advance. The Royal Winnipeg Rifles and The Regina Rifles reached their original D-Day objectives with comparative ease. It was a different story for The North Nova Scotia Highlanders and The Sherbrooke Fusiliers Regiment (27th Armoured) ordered to occupy two villages on the outskirts of Caen. At Buron, the Canadians grappled with ready and waiting German Panzer troops. Intense house-to-house fighting ensued before the Germans were driven out of the town.

That was only the beginning, as the bulk of the Canadian force bypassed Buron and moved on Authie. There they ran into the elite 12th SS Panzer Division which consisted of fanatical *Hitler Jugend*. These inexperienced 18-year-olds proved willing to die for their *Fuehrer*. Moreover, they were led by tough officers, all veterans of the savage fighting on the Eastern Front. These ruthless troops gave no quarter, and the Canadians facing them had never seen their like.

Outmatched and overwhelmed.

The Germans fell upon the Canadians with devastating results. One company of North Novas was obliterated. The shells of the Sherbrooke's tanks simply bounced off the armour of the German Mark IVs, whose longer-range guns soon reduced many of the highly flammable Sherman's into burning hulks. The losses were high on both sides as ferocious hand-to-hand fighting broke out. The Canadians inflicted considerable casualties, but on this day, they were outmatched and overwhelmed. Driven out of Authie and Buron, the North Novas and Sherbrooke Fusiliers barely survived.

There was more punishment to come. The next day the SS troops attacked The Regina Rifle Regiment and The Royal Winnipeg Rifles. The outcome was just as calamitous. Surrounded and running short of ammunition, the Winnipeg's at Putot-en-Bessin had to retreat under incessant fire. That night, The Canadian Scottish and tanks of the 1st Hussars succeeded in recapturing the town at heavy cost. "Never a wounded man whimpered," the Canadian Scottish war diary claimed; "the opposite in fact was the case and time and again gravely wounded men had to be ordered back."

No sign of wavering.

The Retinas had a much closer call. SS tanks and infantry overran the infantry battalion's front line and infiltrated its headquarters area. A wild night-long mêlée took place. The regiment's war diary recorded, "The whole sky was lit up by blazing roofs and burning tanks. Only some inspired work with PIATs (the infantry's anti-tank weapon) and the propitious arrival of The Sherbrooke Fusiliers' Sherman's salvaged a desperate situation. "Everyone fought magnificently and although the picture looked black, there was no sign of wavering anywhere." The Cameron Highlanders of Ottawa (MG) and 12th Field Regiment along with an unidentified Anti-tank unit were also involved in this action. A Military Cross was earned by Captain Hal Gondar from the Cameron Highlanders.

Holding the line.

All in all, it had been a grim indoctrination for Canada's citizen soldiers. In two days, the North Novas, Sherbrooke's, Winnipeg's, and Scottish suffered almost 600 casualties. But, while it bent, the Canadian line did not break. The contest between the two armies had ended in a draw. And though the Canadians had painfully learned to dread the cold efficiency of their adversaries, they also realized that they could hold their own. The 12th SS had momentarily stopped the Canadian advance, but it had paid dearly for the privilege.

Canada strikes back.

The Canadians struck back on June 11, but the gains were limited. Elements of *Le Régiments de la Chaudière* and the Fort Garry Horse joined British units in a hotly contested, but ultimately successful, attack on the SS in the town of Rots. However, an assault on the village

of Le Mesnil Patry by the Queen's Own Rifles and the 1st Hussars ended in tragedy. Riding aboard the fast-moving tanks, the Canadians came under lethal fire from well-sited enemy armour and artillery. Some of the attackers penetrated the village on sheer daring alone, but it was all for naught. "I have never witnessed a battle of this intensity, before or since," recalled one officer of the Queen's Own. Nineteen Sherman's from the lead squadron of the Hussars were destroyed and only two escaped the fire of the terrible Nazi 88s. In all, the two regiments had 114 killed and 65 wounded.

Allied bridgehead secured.

After six debilitating days of continuous fighting, the 3rd Canadian Division and the 2nd Armoured Brigade totalled up their losses. Just over 1,000 Canadians had died, nearly 2,000 had been wounded, and more suffered from battle exhaustion. But the Canadians had secured their portion of the Allied bridgehead. By the beginning of July, they were again trying to enlarge it, against an enemy well-schooled in defensive techniques and forbidden by Hitler to relinquish any ground.

Carpiquet and Caen

The Allies now profited from the disorganized state of the German high command. Hitler continued to believe that the Normandy landings were a diversion and that the major Allied thrust would still fall on the Pas de Calais. Rommel consequently found it impossible to pry away precious reserve forces located there to buttress his rapidly thinning defences in Normandy.

Even so, the Nazis proved resourceful, stubborn, and deadly. The Allies had carved out a foothold on the French mainland but had yet to achieve a decisive breakthrough. The plan devised by the commander of all Allied land forces on the continent, British General Bernard Montgomery, envisaged the Canadians and British principally tying down the main German armour and infantry units in the east by threatening and then taking the strategic city of Caen. This constant pressure aimed to free the Americans to break out from their positions. It also meant that the Canadians continued to confront the best of the enemy's troops.

Carpiquet.

Once returned to the front in early July, the 3rd Canadian Division's role in this scheme was to capture the airport at Carpiquet, a small town outside of Caen. Defended by the fearsome 12th SS, the Canadians knew only too well what awaited them. General Keller's staff decided to muster as much firepower as possible for the attack: four battalions of infantry backed up by an armoured regiment and every available piece of artillery.



Unidentified infantrymen of the 9th Canadian Infantry Brigade inside a church, Carpiquet, France, 12 July 1944.

All this would not be enough on that July 4th. The Canadians had barely started their advance through the chest-high wheat fields when the Germans began to lob shell after shell on top of them. Soon, one padre recalled, "everywhere you could see the pale upturned faces of the dead." The survivors of The North Shore Regiment and occupied Carpiquet village after merciless fighting at close quarters. "Carpiquet has become a true inferno," the Chaudière's war diary observed.

The Royal Winnipeg Rifles were also ravaged. As they crossed open runways to attack the airport, continuous fire from enemy bunkers and pillboxes raked their lines. The Winnipeg's pressed forward twice, only to be ordered to withdraw that night. During the night, the Germans rained mortar and artillery fire onto the Canadian positions and mounted several violent counterattacks against them. Some of the Chaudière's were trapped and taken prisoner. Yet, the rest of the Canadians held their hard-earned ground.

Partial victory comes at a cost.

The price of this partial victory had once more been high. The Winnipeg's had 40 fatalities out of a total of 132 casualties; the North Shores reported 46 killed and 86 wounded. Carpiquet is still remembered as the graveyard of the North Shores because these were the heaviest losses it suffered during the entire campaign. "I am sure that at some time during the attack every man felt he could not go on," one of the North Shores recalled. "Men were being killed or wounded on all sides and the advance seemed pointless as well as hopeless. I never realized . . . how far discipline, pride of unit, and above all, pride in oneself and family, can carry a man, even when each step forward meant possible death." It had been another hard lesson for Canadian soldiers who were quickly becoming accustomed to such horrors.

Caen.

And the biggest prize, Caen, remained firmly in Nazi possession. The city had to be captured if Montgomery's strategy was to succeed. The final Anglo-Canadian attack was scheduled to begin late in the evening of July 7 with a mammoth air bombardment designed to crush the German defences. The spectacular sight of hundreds of bombers dropping thousands of tons of explosives on the enemy raised the spirits of Canadian assault troops. As they moved to their start line the next morning, many felt that their task was already half done. They were wrong. The Germans had been shaken by the weight of the onslaught but hardly erased as an effective fighting force. Most of them were well dug-in on the outskirts of Caen in areas which had not been targeted. Tragically, innocent French civilians made up most of the dead and wounded. In fact, the bombardment backfired since the tangled ruins it produced only enhanced the enemy's defensive capabilities.

Facing the 12th SS.

In an agonizing process the Canadians found all of this out for themselves. In revisiting the sites of recent disasters, they ran headlong into their old nemesis, the 12th SS. Thrown into action for the first time, The Highland Light Infantry of Canada received a cruel initiation at Buron. The fighting raged all day and one observer noted that "night fell on a quiet, smoking village which had witnessed one of the fiercest battles ever fought in the history of war." The regiment had lost more than 250 men and its commanding officer. But The North Nova Scotia Highlanders managed to take Authie, and the 9th Brigade captured an SS headquarters after a harsh struggle that continued well after dark, the flames and explosions illuminating the night sky.

The following day, July 9, the Canadians carefully cleared Caen of its snipers, mines, and booby traps. Among the mounds of debris, that too would be a baneful affair. Altogether, more Canadians were killed and wounded liberating the city than on D-Day itself. It had taken a month longer than planned but, thanks in large part to the persistent efforts of the 3rd Canadian Division, Caen was at last in Allied hands. Most of the Germans, however, had escaped to safety over the Orne River. The Canadians had not yet seen the last of them.

The battle of attrition continues.

The war in Normandy had become a slugging match. The Canadian and British holding action in the east steadily drained German resources, but progress was slow and bloody. Meanwhile, to the west, the Americans had bogged down among the almost impenetrable hedgerows that dotted the landscape and afforded the enemy excellent protection from which to inflict severe casualties. Montgomery stuck to his original plan, however. Again, the Anglo-

Canadian forces at Caen were to attack the Germans in order to give the Americans the time and opportunity to break out. The Canadians received much needed reinforcements for this operation. The 2nd Canadian Infantry Division, commanded by Major General Charles Foulkes, arrived in France at the beginning of July. It joined the units already in Normandy to form the 2nd Canadian Corps under the command of Lieutenant General Guy G. Simonds. The Canadians' orders were to cross the Orne River into the south-eastern suburbs of Caen, force the enemy out of his entrenched positions there, and then forge southward into open country.

Crossing the Orne.

On the first day of the attack, July 18, the battle-weary veterans of the 3rd Infantry Division bore the brunt of the fighting. There was frenzied hand-to-hand combat against dogged resistance in the twisted rubble of industrial areas and there were grave losses. However, by the 19th, the division had crossed the Orne and reached the outlying suburbs of Caen.

The 2nd Division had an easier time in reaching its objectives beyond the Orne River. Its luck, however, would not hold. It was the 2nd Division which had been decimated at Dieppe two years earlier. Now retribution did not come easily.

Verrières Ridge.

On July 20, the division set out to capture Verrières Ridge, an 88-metre-high kidney-shaped hill that overlooked the main road running south from Caen. It was defended by the 1st *Leibstandarte Adolf Hitler*, yet another zealous formation of SS veterans which just 48 hours before had destroyed one of the best units in the British army. Against these select troops, the novice 2nd Division stood little chance.

South Saskatchewan Regiment.

The attack began well enough, with the Canadians on the right and left flanks slowly but surely pushing the enemy back. But in the middle, chaos reigned. As The South Saskatchewan Regiment moved forward, a torrential cloudburst grounded its air cover. From their commanding heights, the enemy tanks were free to reap the advantages of their superiority. They did so with precision. Soon over 200 South Sasks were dead, wounded, or captured. The survivors were in full retreat, colliding with The Essex Scottish Regiment, two companies of which then also fell back. But the remnants of the Essex stood fast and stopped the German counterattack in its tracks.



A French veteran of the First World War greeting Universal Carriers of the South Saskatchewan Regiment during a Canadian advance in Normandy.

The Black Watch intervenes.

It was but a temporary reprieve. The next morning, with inclement weather still grounding Allied air sorties, the Germans struck The Essex Scottish again, creating a salient between them and the neighbouring *Les Fusiliers Mont Royal*. Disaster loomed until The Black Watch (Royal Highland Regiment) of Canada, aided by a heavy artillery bombardment and the support of two armoured regiments, recaptured the lost ground and stabilized the brigade's front. The Canadians had demonstrated uncommon valour but to little avail. The Germans retained their tight grip on Verrières Ridge, and the South Sasks and Essex Scottish had suffered more than 450 casualties in trying to wrest it from them. The 2nd Canadian Corps had lost almost 2,000 men over four days of fighting.

The Disaster of July 25.

At great cost, Canadian and British troops continued to carry out their part of the Allied plan by keeping the bulk of German forces concentrated around Caen. But bad weather conditions forced the Americans to delay their offensive. Another attack was considered necessary in the east, and Montgomery ordered the 2nd Canadian Corps to lead it with Verrières Ridge once more one of the operation's objectives. Choice enemy troops again made up the opposition. The attack took place in the early hours of July 25. Trouble ensued almost immediately. As the Canadians moved into position, they found themselves subjected to enemy fire from all sides. Mining tunnels and ventilation shafts allowed the Germans to move inside, behind, and along the sides of their advance. Worse still, Simonds' plan to guide the assault troops by beaming searchlights off the clouds to produce "artificial moonlight" served only to silhouette the soldiers and make them even more vulnerable to Nazi machine-guns. The 3rd Division's North Nova Scotia Highlanders and the 2nd Armoured Brigade's Fort Garry Horse paid the price. Ordered to withdraw, only about 100 men and just four tanks made it back to their lines.

Germans spring a trap.

The worst was yet to come. The 2nd Division's Royal Hamilton Light Infantry took the town of Verrières, but when the lead company of The Royal Regiment of Canada tried to push onward it succumbed to the combined fire of 30 enemy tanks. Meanwhile, approximately 300 members of The Black Watch (Royal Highland Regiment) of Canada ascended Verrières Ridge, riddled by enemy fire all the way. With extraordinary resolution, 60 members of this old Montréal regiment reached the crest of the slope. But there, the well-entrenched and well-camouflaged Germans had prepared a trap. Only 15 of the Black Watch lived to tell about it. The exhausted Canadians' terrible ordeal this day was still not over. Just before nightfall, a furious German counterattack engulfed The Royal Hamilton Light Infantry. Several enemy tanks broke through, but after a frantic struggle the regiment held its position. By the time it was called off, the operation as a whole had produced huge losses: more than 1,500 casualties of whom about 450 had perished. Except for Dieppe, it was the bloodiest day of the war for Canada.

The breakout begins.

The British and Canadians had done their job by pinning down the German formations opposing them and weakening the enemy defences facing the Americans. The same day that Canadian troops were being hammered by the Germans, the Americans finally launched their offensive. After a brief setback, US forces pierced the enemy lines and quickly fanned out across the countryside. The stalemate had at last been broken.

The German army was now in a precarious situation. Circumstances ought to have dictated a withdrawal into new defensive positions behind the River Seine before it was too late. Hitler would not hear of it. The one man who might have stood up to him, Rommel, had been seriously wounded in an air attack a week earlier. Soon, the Field Marshal was forced to commit suicide for his complicity in a plot to kill the *Fuehrer*.

Hitler's doomed plan.

Unopposed and inflexible, Hitler decreed a major attack against the American front which he believed would crumble under the strain. The plan was doomed to fail since the Germans no longer possessed adequate manpower and materiel to see it through. The Canadians and the British had seen to that. Moreover, the Allies had long since deciphered the German codes and knew what was coming.

The breakout begins.

A prime opportunity thus presented itself to lure the Germans into a vulnerable position, blunt their thrust, and then defeat them in a pincer movement. The potential existed to destroy the whole German Army in Normandy in a narrow, exposed pocket. For the scheme to work, the Canadians and British had to close the German escape route by driving south from Caen to the town of Falaise, and there to link up with the Americans who were racing from the other direction.

Normandy's final stage.

The First Canadian Army was to attempt this bold manoeuvre. Fully operational by the end of July, it constituted the largest battlefield force ever commanded by a Canadian. The bruised and bloodied 3rd Canadian Division was finally pulled out of the front line after fighting almost without interruption since D-Day. Its replacement was the eager but untested 4th Canadian Armoured Division, commanded by Major General George Kitching. Another newly arrived formation, the 1st Polish Armoured Division, consisting of men who had fled their Nazi occupied homeland, as well as the 1st British Corps, rounded out the multinational First Canadian Army. It now prepared to enter the final stage of the Normandy campaign.

The Road to Falaise.

Lieutenant General Guy Simonds developed an innovative plan to break through to the critical road junction at Falaise. Using radio beams, searchlights, and tracer fire to steer them, the Canadians would attack at night in conjunction with an immense air bombardment. To help nullify the German anti-tank defences, Simonds instructed his men to convert some of their self-propelled artillery into armoured personnel carriers the first of their kind. With the infantry riding in relative safety inside what were soon dubbed "Kangaroos," with the enemy blasted from above by American bombers, and using darkness as a screen, Simonds intended to puncture the enemy line.

A murky battlefield.

But not long after the attack had begun the plan started to go awry. Canadian units lost their way in the dark. The haze of dust and smoke manufactured by the bombing and hundreds of vehicles made it almost impossible for the troops to get their bearings. Many casualties resulted, but most of the Canadians reached their objective villages in which their comrades had previously fallen, as well as the infamous Verrières Ridge by the middle of the day. They then repulsed the inevitable German counterattacks.

The operation reaped some initial rewards, but the prolonged confusion on the congested and murky battlefield, combined with obstinate enemy resistance, soon robbed it of momentum. In his plan, Simonds expected air support would break the logjam. Unfortunately, American Flying Fortresses accidentally dropped some of their bombs on Canadian and Polish troops, killing or wounding 300 of them.

Quesnay Wood.

To prevent the attack from petering out completely, Simonds ordered infantry from The Algonquin Regiment, piggybacked on tanks of The British Columbia Regiment, to occupy the high ground near Quesnay Wood that rose above the main road from Caen to Falaise. Once again, however, the units got lost trying to advance in the black of night and on August 9 stumbled into the midst of the depleted but relentless 12th SS. Cut off in an open field with nowhere to hide and no chance to dig in, the Canadians fought gallantly but were systematically demolished. Over the course of the day, they lost 240 men killed, wounded, or captured, and 47 tanks. On August 10, The Queen's Own Rifles and The North Shore Regiment attempted to clear the enemy from Quesnay Wood. On one side of the woods, the Hitler Youth waited until the last minute and then attacked the Queen's Own. On the other side, the North Shores suffered equally. The Canadians had not flinched but altogether they sustained 165 casualties including 44 killed. Simonds' attack had stalled.

Germany in the "Cauldron".

In the interim, the doomed German offensive against the American front had failed miserably and, Hitler's orders notwithstanding, enemy forces had instinctively begun to flee eastward. Their pocket was gradually contracting, and unremitting Allied air attacks made life for the Germans caught inside this "Cauldron" unbearable. But every day that the inferno's exit point at Falaise remained open allowed more of them to escape. It was imperative that

the Canadians take the town.

Operation "Tractable".

Simonds therefore launched his second major attack, Operation Tractable. This time the plan called for a daylight assault under a smokescreen with two armoured groups in the lead, accompanied by infantry in their Kangaroos. Considerable air and artillery support were to assist them. Speed and secrecy were of the essence.

Canada forges on.

Bad luck again dogged the Canadians. Just as the attack got underway on August 14, Allied aircraft once again mistakenly bombed Canadian and Polish soldiers causing almost 400 casualties. As the armoured phalanx zoomed ahead, struggling to maintain direction through yet another dense shroud of smoke and dirt, German guns pelted its tightly packed columns. Almost oblivious to the mayhem around them, the Canadian tanks lumbered onward until they reached the Laison River. The armour became mired on the banks and bed of the stream, but in a gritty display of initiative and improvisation the Canadians forded the river. For once, enemy resistance melted before them. These surrendering German soldiers had only recently arrived from Norway to be tossed pell-mell into battle. The next day, however, suicidal remnants of the 12th SS reminded the Canadians that the battle in Normandy was not yet won. "All ranks of [The Canadian Scottish Regiment] now stepped into a molten fire bath of battle," the unit's war diary observed. "Few prisoners were taken; the enemy preferred to die rather than give in." The Canadian Scottish suffered its worst losses since D-Day.

The gap narrows.

Meanwhile, the Americans reached the prearranged boundary line between their army and the Canadians'. There they halted so as not to collide with their ally. That still left a 30-kilometre gap between the two of them, and now the Canadians had to plug it to complete the encirclement of the substantial German units inside the shrinking Falaise pocket. As had been so often the case in the preceding two months, the Canadians were at the centre of events at a pivotal moment. Every second counted now that Hitler had grudgingly given permission for his weakened and weary troops to try to squeeze through the gap to safety. The Canadians were as determined to block their way as the Germans were to keep it open. The climax to a bloody campaign ensued.

Closing the gap

On August 16, the 2nd Canadian Infantry Division set out to take Falaise. The following day, its ruins finally fell. Meanwhile, the 4th Canadian and the 1st Polish Armoured Divisions hurried to block the German line of retreat just east of the town. As American and Free French forces sped from the south toward Chambois, the 4th Canadian Armoured occupied Trun from the north on August 18. While the division prepared a line of defence along the Falaise Trun Chambois highway to bar the Germans from breaking out of the pocket, most of the 1st Polish Armoured took up position further east to head off the imminent enemy attempt to break in and extricate their comrades. The rest of it drove on to Chambois and there joined forces with American troops on August 19.

Mace hill

The Falaise Gap was closed at last, but a few small and dispersed openings remained to be plugged by the Canadians and Poles. And for that task they were on their own, trying to fend off two converging enemy forces bent on their destruction. The bulk of the 1st Polish Armoured Division to the east of the Canadian line occupied a wooded hill which its General named "Maczuga," or "mace." It was here that the Poles intended to force the Nazis into submission. But there would be a battle of epic proportions. Throughout August 20, German units able to slip past the Canadians, together with SS troops on the other side of the gap, stormed the Polish position ceaselessly. Surrounded, and running low on food, fuel, and ammunition, the Poles held fast until relieved the next day by The Canadian Grenadier Guards. In all, they lost 2,300 men. But in a stunning display of valour, the unwavering Polish soldiers had sealed the fate of the German forces in Normandy. By then, the Canadians to the west had ended the enemy hopes of retreat. Exceptional heroism and sacrifice had been in abundance here as well. On August 18, armoured cars of The South Alberta Regiment and infantry from The Argyll and Sutherland Highlanders of Canada left Trun for the village of St. Lambert Sur Dives, just north of Chambois. Through it ran the last road out of the pocket.

David Currie's bravery.

Over the next two days, outnumbered and isolated Canadians waged war against a desperate enemy. It was David Currie, the thirty-two-year-old commander of the South Alberta Regiment, who made the difference. With all his officers either killed or wounded, Currie popped up all along the Canadian line, shouting encouragement to his thinning ranks and directing the fire of his few remaining guns. He even single-handedly knocked out one of the giant German Tiger tanks. "We knew at one stage that it was going to be a fight to the finish," one of Currie's men later recalled, "but he was so cool about it, it was impossible for us to get excited." When it was all over, Currie and his tiny band of soldiers had destroyed seven enemy tanks, 12 of the fearsome 88's, 40 vehicles, and had killed, wounded, or captured almost 2,000 Germans. For his "courage and complete disregard for personal safety his conspicuous bravery and extreme devotion to duty", Major David Currie was awarded the Victoria Cross, the highest military decoration in the British Commonwealth.

Aftermath.

The battle of Normandy had ended but the war continued for almost another year. The First Canadian Army now had to subdue the isolated German garrisons defending several fortified French ports which the Allies had bypassed. At the beginning of September, the 2nd Division returned in triumph to Dieppe. Boulogne and Calais fell soon after.

Battle for the Scheldt.

The Canadians were then ordered to clear the approaches to the strategically important port of Antwerp, Belgium. The resulting battle for the Scheldt estuary took place in appalling conditions of mud and water against skilled enemy units. It took over a month, and more than 6,000 casualties, but after what Montgomery called "a fine performance, and one that could have been carried out only by first-class troops," the Canadians opened the water route to Antwerp, thus ensuring that the final Allied assault on Germany itself would be sufficiently supplied.

Crossing the Rhine.

After three months of small actions, the Canadians were again in the thick of action by February 1945. General Crerar's First Canadian Army played a key part in operations in the Rhineland which were intended to break through key German defensive lines. Late in March, fighting through heavily forested areas against Nazi soldiers protecting their homeland, the Canadians crossed the Rhine River, the last natural barrier to the heart of Germany.

Germany defeated, the war ends.

By that time, the 1st Canadian Corps, having driven the Germans in Italy north of Rimini, joined their compatriots in northwest Europe. The Canadian troops fighting on the continent had finally been reunited. Under one command for the first time, the Canadians rapidly pushed north and helped liberate the Netherlands in April. Squeezed between the British, Canadians and Americans to the west, and the Russians to the east, Nazi Germany's defeat was now only a matter of time. Adolf Hitler committed suicide on April 30. German forces in Italy surrendered on May 2. Those in northwest Europe capitulated five days later. Almost six years after it had begun, the war in Europe was finally over.

Canada and Normandy.

Canadians had figured prominently in the defeat of Hitlerism. In Normandy they had been in the vanguard of the Allied victory. The Nazi losses there were horrific—300,000 men. Moreover, most of the enemy's equipment had been destroyed, including more than 2,000 tanks. The backbone of the German Army in the west was broken in Normandy, and the Canadians had played a monumental role. Allied casualties during the battle had also been heavy, including 18,444 Canadians, of whom 5,021 would never see their homes again. Of all the divisions which formed part of Montgomery's 21 Army Group, none suffered more casualties than the 3rd and 2nd Canadian.

Punching above our weight

Like their British and American allies, the Canadians made mistakes in command and in training and their inexperience often came back to haunt them. But their high casualty rate also reflected the specific tasks of the Canadian Army during the campaign and the fact that it continually faced the best troops the enemy had to offer. It was a bloody process, but once they learned the harsh lessons of battle, Canada's amateur soldiers proved to be a match for the professional forces they faced. Often in the forefront of the Allied advance

against determined opposition, the Canadians took on tasks out of all proportion to their real power. And they accomplished them sometimes amidst hesitation and confusion—and always courageously. The accomplishments of the Canadians who landed in Normandy and of the Canadians who fought through Buron and Authie, Verrières Ridge and the Falaise Gap deserve to be remembered by their country. In the words of two historians writing on the 40th anniversary of D-Day "they were not all saints; they were not all heroes. But there were saints and heroes among them, as they fought in the dust and heat of Normandy in that summer of 1944. Remember them and remember their achievements."



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

RAAF security forces tested



Airfield defence guards Leading Aircraftman Jarryd May, right, and Leading Aircraftwoman Tekaiasha Davies from No. 1 Security Forces Squadron prepare to fire the 84mm Carl Gustav at the Singleton Military Training Area. Story by Squadron Leader Bettina Mears. Photo by Corporal Craig Barrett.

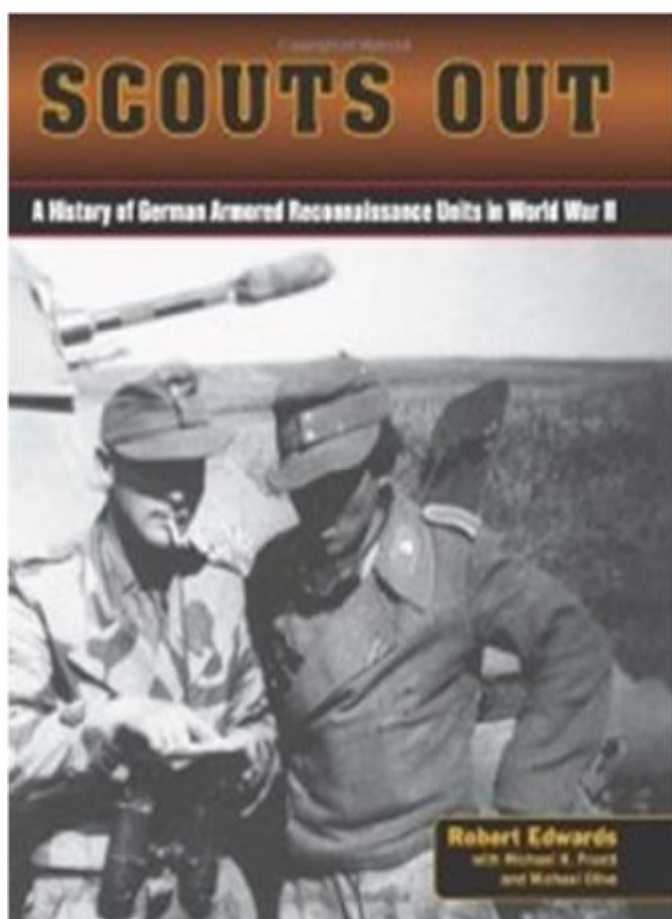
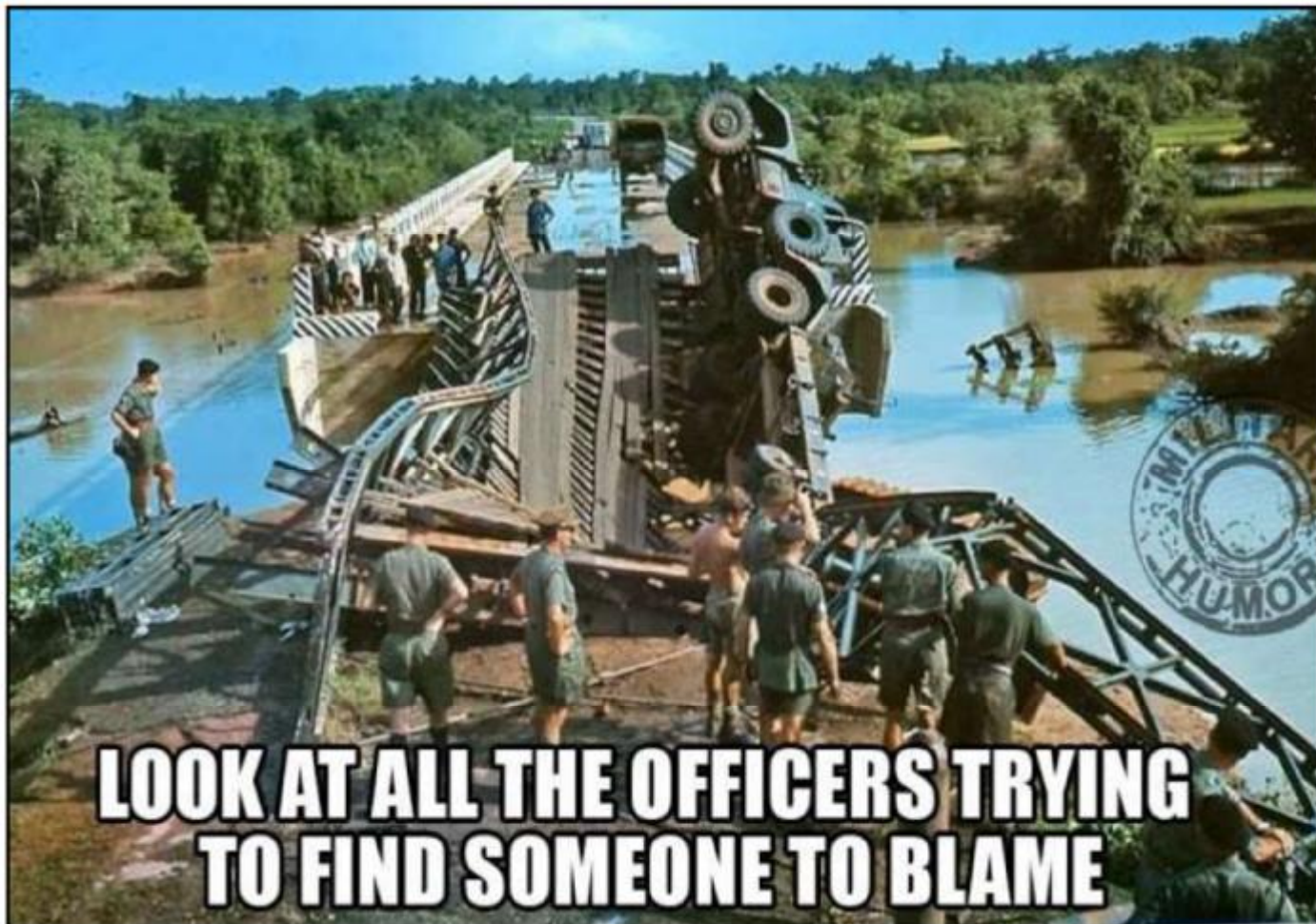
Exercise Gathering Storm provided aviators across all security disciplines from the squadron the opportunity to train and test existing squadron capabilities in the range of environments in which they support the flying squadrons and wings of Air Force. Maintaining the capability edge for both the expeditionary security elements as well as national support base security elements is a critical line of effort for the protection of personnel, assets and ultimately air power for the joint force. Commanding Officer No. 1 Security Forces Squadron Wing Commander Craig Montgomery said Exercise Gathering Storm followed a prescribed training objective that was immersive and challenging, putting the skills of personnel to the ultimate test. This included engaging in realistic scenarios that personnel could expect to face, whether supporting a single C-17A Globemaster mission in an uncertain environment or a small air task group operating in the region. "Exercise scenarios followed the train-the-battle-shot methodology, moving from individual live fire or in some cases individual and patrol dog tactical training through multi-team tactics," Wing Commander Montgomery said. "As such, No. 1 Security Forces Squadron employed our airbase counter-intelligence surveillance and reconnaissance capabilities, including military working dog teams and support from snipers. "Command, control, communication and computer intelligence, surveillance and reconnaissance capabilities were also engaged with Air Force security and air defence guard personnel utilising both ground and air surveillance to monitor and track potential ground and air threats. "Additionally, our response force, comprising a quick-reaction force together with heavy weapon team, provided tactical support to securing and maintaining control of the battlespace. "Exposure to the full spectrum of operational scenarios is essential to retain the strength of our capability. "I am incredibly proud of the performance of our personnel who have demonstrated their skill, agility and professionalism as individuals as well as their ability to perform under extremely challenging conditions as a highly cohesive, focussed and effective team." During the exercise, No. 1 Security Forces Squadron hosted a number of guests to observe the training, including Officer Commanding No. 81 Wing Group Captain Matthew McCormack and Officer Commanding No. 95 Wing Group Captain Andrew McHugh. Additionally, No. 1 Security Forces Squadron engaged with a number of honorary commanders of the Hunter Defence Support Network during the activity, strengthening the linkages between RAAF Williamtown and the wider Hunter area. Exercise Gathering Storm forms part of the force-generation program undertaken by No. 1 Security Forces Squadron as it works up to support follow-on exercises including Rogue Ambush, Talisman Sabre, and Pitch Black.

KEVIN TIPLER — SECOND JEEP RESTORATION PROJECT

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. Apart from fitting the combat rims and tyres and reconnecting the indicators, this "Hero" is finished and for sale! *Contact President Kevin TIPLER. If interested, Mobile Phone: 0403 267 294*



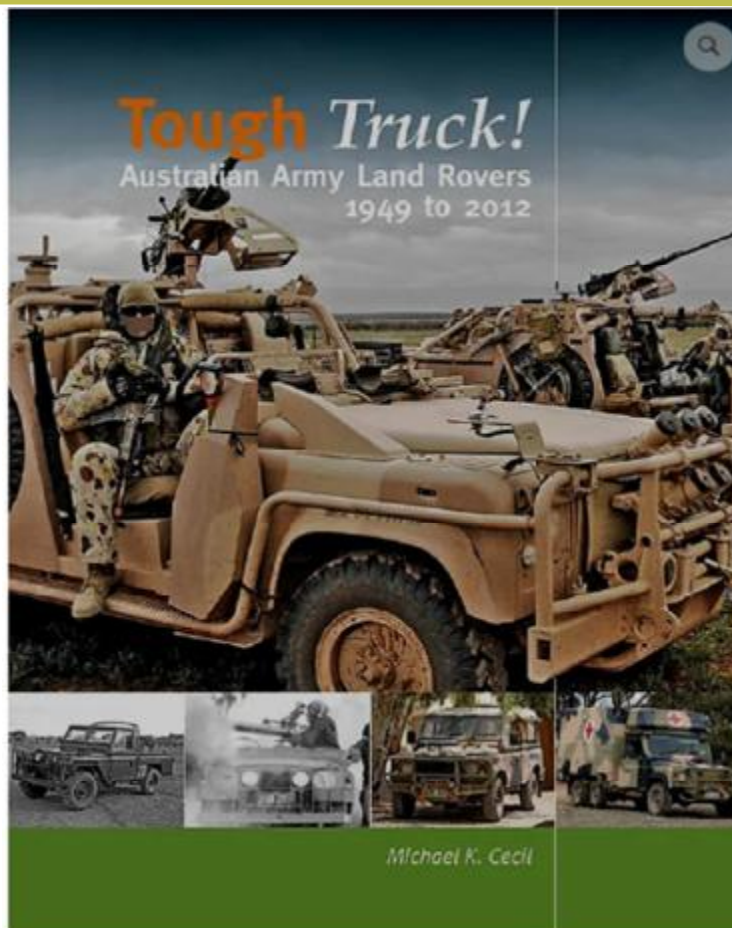




Scouts Out!

Fantastic new publication from Bob Edwards on all things Aufklärung! 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.



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

Australian Code Breakers

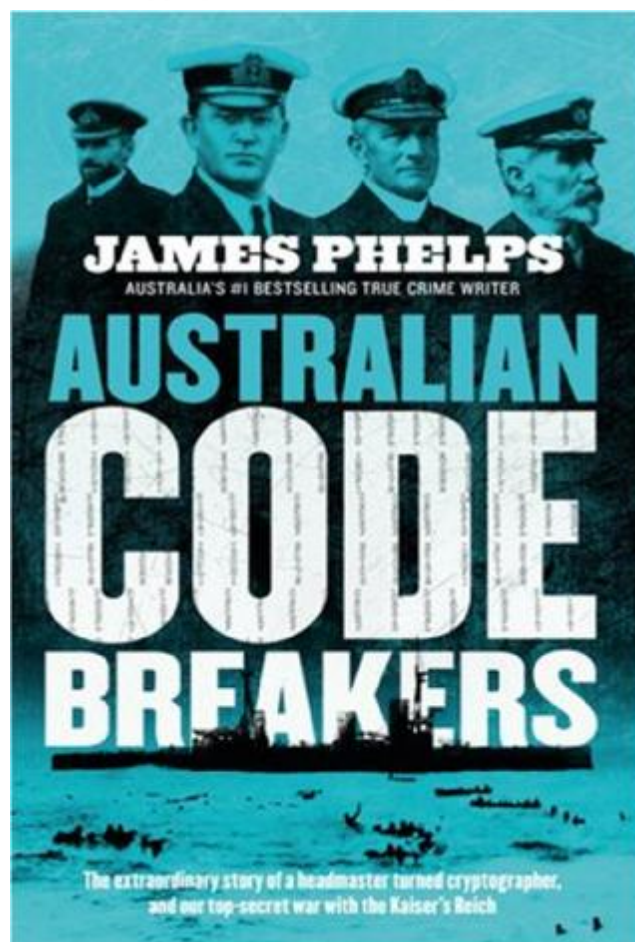
Our top-secret war with the Kaiser's Reich
by James Phelps

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

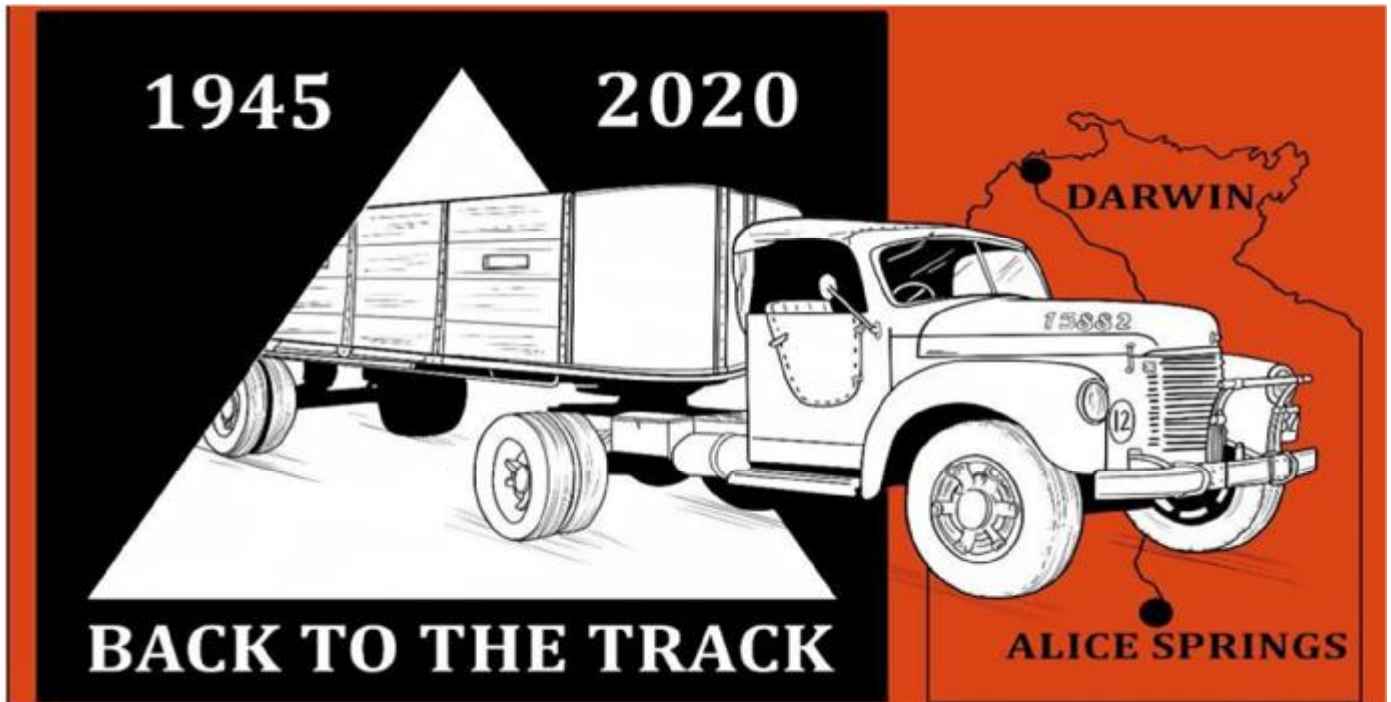
On 11 August 1914, just days after war had been declared, Australian Captain J.T. Richardson boarded a German merchant vessel fleeing Melbourne's Port Phillip and audaciously seized a top-secret naval codebook. The fledgling Australian Navy had an opportunity to immediately change the course of the war. 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 AUGUST 2021



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.



MILSPARES®

MILITARY VEHICLE SPARES

PTY LTD.

"Dedicated to preserving the Jeep"

**ONLINE SHOPPING CART
NOW AVAILABLE**

1500 individual parts + Military Bar Tread Tyres
Joe's Motor Pool, UK Australasian supplier

www.milspares.net.au

MILSPARES

MILITARY VEHICLE SPARES

PTY LTD.

new production jeep tubs & body kits now available

slat, mb, gpw, acm1 & cj-3b



2 options

body tubs only or
tub kits including tub, mud
guards, bonnet, grill &
inner/outer windscreen frame

kits start from \$4700
including gst.



An ISO 9001:2015 Certified Company

sealed with 2 coats of epoxy
primer
holes are pre-drilled
kits and tubs are crated for
transport

sales@milspares.com.au
0488 111 184






MILSPARES

MILITARY VEHICLE SPARES

PTY LTD

NEW SHIPMENT OF QUALITY SPEEDWAY TYRES AVAILABLE JUNE 2021



	6.00 - 16 TYRE	\$150
	7.00 - 16 TYRE	\$190
	7.50 - 16 TYRE	\$230
	9.00 - 16 TYRE	\$310
	7.50 - 20 TYRE	\$310

****ALL PRICES INCLUDE GST**

MANUFACTURE DATE

2021

ALL TYRES INCLUDE

TUBE



RUSTBAND

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.

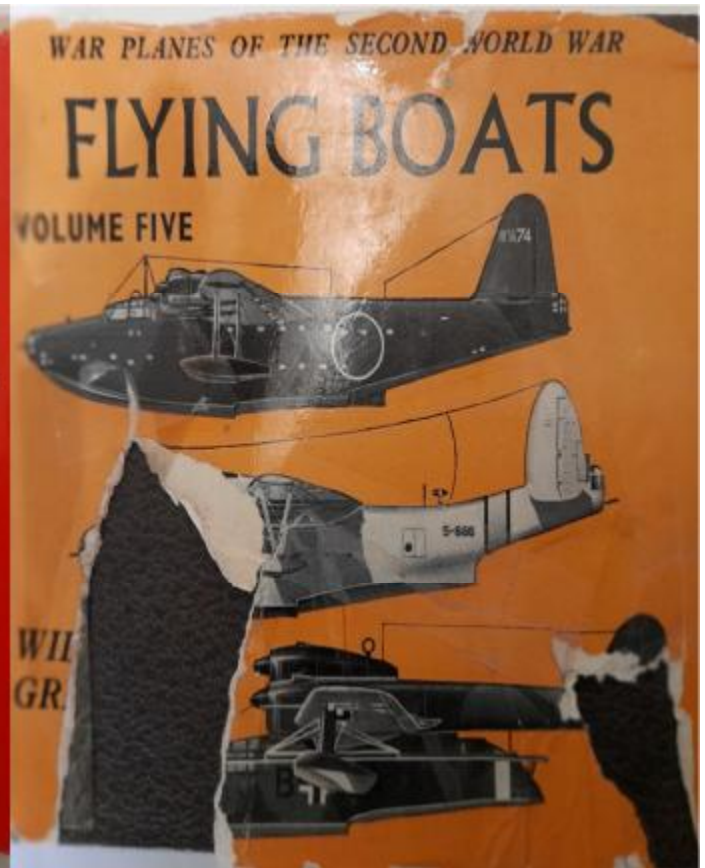
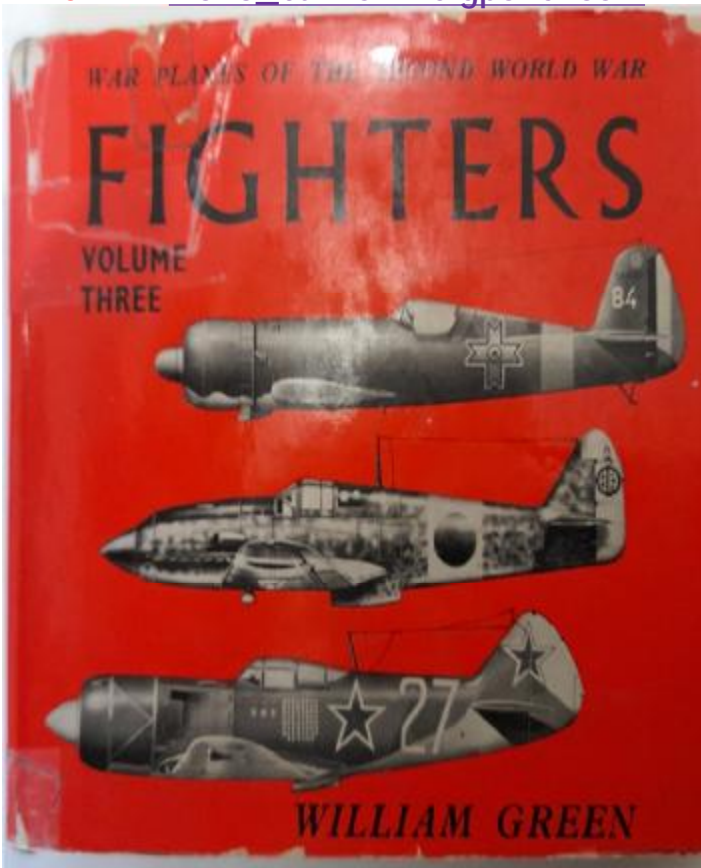
p. 0488 111 184 • e. sales@milspares.com.au

FOR SALE

BOOKS FOR SALE \$25 each Plus Postage.

"FIGHTERS" - Volumes 1 to 4. — "FLYING BOATS" VOLUME 5
Books are hard cover and each book have 180 to 190 pages. If interested
Please contact:

Marc TURNER, Phone: 08 8274 1949 - Mobile: 0423 125 745
Email: marc_turner@bigpond.com



FOR SALE



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

FOR SALE



Dodge weapons carrier
original machine gun
support stand 1 only;



\$300

Contact. Kev Tipler
0403 267 294

1945 Australian built Jeep Trailer.

Has travelled approximately 300 kilometers since flatpack assembly. So virtually new! Has repaired minor rodent damage to canvas. Bartread tyres fitted. SA registered.



\$4,000

Contact. Kev Tipler 0403 267 294

FOR SALE

1942 GPW FORD JEEP \$25,000.

restored and very clean.—New, radiator, water pump, clutch, front drive shaft.—Reconditioned master cylinder. — New rear wheel cylinders. — New canvas top and five tyres. — New fuel tank.—Solid bodywork. Not road registered but has been registered before in NSW.



Contact. Kev Tipler 0403 267 294

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

(work)
adrian.nieckarz@sa.gov.au

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.

