

BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



ISSUE 42 - DECEMBER 2021



WARTIME VEHICLE CONSERVATION GROUP OFFICE BEARERS FOR 2020 — 2021

PRESIDENT:

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

VICE PRESIDENT:

Zac BROWNING 0449 239 151 jonathonbrowning68@gmail.com

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.

ALL 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 CLUB RUN MANNUM TO BBQ AT RICK'S PLACE

The WVCG Club run to Rick's farm was run on 24th September 2021. Members participating met at Mount Torrens Hotel, for a run via backroads to the Mannum waterfall and then onto to Rick's Farm for a BBQ lunch. The club provided the BBQ lunch and members bought their own drinks salads and sweets. Military vehicles participated plus some civvy vehicles capable of managing dirt roads were also part of the run. Other's drove direct to Rick's farm arriving about the same time as those who drove the back roads via the Mannum waterfall.





PREVIOUS PAGE:

SOME OF THE WVCB CLUB MEMBERS VEHICLES LINED UP AT THE LOOKOUT AT THE BEAUTIFUL LONG DISTANCE VIEWS.

THIS PAGE:

KEVIN TIPPLER AND ZACK BROWNING AT THE MANNUM FALLS.

NEXT PAGES

LINE UP OF VEHICLES AT THE BBQ AT RICK SHEARING FARM ALSO SHOWING RICK'S FORD M8 ARMoured CAR AND FIONA SHEARMAN FEEDING ONE OF HER YOUNG LAMBS.







Kev TIPPLER
President



Zack BROWNING
Vice President



Mick JENNER
Treasurer

*The WVCG Executive wish all
our members a Very
Merry Christmas
And a Safe and Healthy
New Year
And a very prosperous
2022*



John JENNER
Vehicle Inspector



Rick SHEARMAN
Secretary



Tony VAN RHODA
Editor/Publisher

M113-replacement contenders unveiled.

By: Brian Hartigan



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

Both contenders for the largest acquisition project in the history of the Australian Army were officially unveiled in Canberra today. Two infantry fighting vehicle prototypes are currently under evaluation and, once delivered, will provide the Army with an advanced, mounted, close-combat capability. Acting Minister for Defence Marise Payne said up to 450 infantry fighting vehicles would be acquired at a project cost of up to \$27billion.

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

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

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

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

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

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

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

Hahndorf Wine Run Saturday 23 October 2021

A wine run around the Hahndorf area was undertaken by club members on Saturday 23 October. Four Jeeps and a Perenti took part along with some friends of Mick and Deb Jenner. We met at Millie's Bakery at Mount Barker for coffee, before heading off to the Karrawatta Winery near Meadows through the verdant Adelaide Hills. This spectacular winery is situated amongst vines grown over the adjacent rolling hills. The cellar door is a quite recent development to the vineyard which has been in operation since the early nineties. After wine tasting, we set off for lunch at the Longview Winery near Macclesfield. We were seated in a private room overlooking the sprawling vineyards, and some local sculptures. Lunch consisted of plentiful platters of antipasto and cheese, accompanied by the local wines. Some members also undertook tastings.

After lunch we set off to Hahndorf via Echunga to our last stop at the Landaus Winery on the main road in Hahndorf where we were met by the effusive host who offered tasting of up to 18 of their wines. However, being late in the day, the ladies opted for a glass of bubbles, with some of the men choosing a cleansing ale or coffee. A really great day out, enjoyed by all who attended. A big thank you to Deb Jenner for organizing the event.

Mick Jenner











Junior officers rise to combined arms command challenge.



By: Mike Hughes

An Australian Army M1A1 Abrams main battle tank fires its main armament during live-fire training for Exercise Gauntlet Strike at Puckapunyal Military Training Area. Story by Captain Tom Maclean. Photo by Corporal Robert Whitmore.

Army's newest qualified combat arms officers have risen to the challenge of combat team command during the combined-arms Exercise Gauntlet Strike at Puckapunyal. Exercise Gauntlet Strike was the culminating activity of the armour Regimental Officer Basic Course in tanks, cavalry, artillery, engineers and the Mechanised Regimental Officer Course for infantry officers. Commandant of the Combined Arms Training Centre at Puckapunyal Colonel David McCammon said the courses qualified Army's latest cohort of combat arms lieutenants to confidently command their soldiers. "This world-class training is purposefully demanding. Army expects these men and women to confidently lead," Colonel McCammon said. "It ensures the next generation of combat leaders is equipped to fight and win the battle in any conditions or environment they are asked to operate in.

"I'm confident that they can meet the challenge of command and are equipped to face the complexities of our rapidly changing warfighting domains now and into the future." The lieutenants successfully completed platoon and troop activities as a combat team against a realistic opposition force.

Lieutenant Levi Ross is training to be a tank troop commander and said it was a great feeling to see the team starting to work together.

"Being able to do your part as a team member and see the result and particularly for tanks it's a pretty awesome result," Lieutenant Ross said.

For Lieutenant Jake Mauritz, learning to be a cavalry troop leader has been the culmination of two years of training.

"It's something I've aspired to do since I was young," Lieutenant Jake Mauritz said.

Lieutenant Hunter Preston has been training on the Mechanised Regimental Officers Course.

"It's definitely an awesome thing to see it all slowly build up and come together and be able to operate with those other call signs from different corps," he said.



[HOME](#) [TRUCKS](#) [CARS](#) [MOTORCYCLES](#) [TRAILERS](#) [WORKING VEHICLES](#) [ABOUT](#) [CONTACT](#)

WELCOME



Jim Gibson



Allan Whiting

HISTORIC VEHICLES

Is presented by Trucks, Cars and Motorbikes

Allan and Jim are a couple of septuagenarian automotive industry – trucks, cars and motor-cycles – journalists/photographers, who have a passion for old vehicles, having written many stories about these pioneering makes and models of automotive history over several decades.

So, having watched print magazines slowly disappear from newsagent's shelves, Jim and Allan thought of another way to preserve our motoring past.

They researched heavily, rewrote older material and digitized old photographs. They also interviewed enthusiasts who were still actively involved in the hobby or business of breathing life back into old vehicles, with the Australian pre-30-year rolling historic plate rule being the criteria.

Jim and Allan trust that the Historic Vehicles website offers you, the reader, an in-depth look at not only the vehicles, but also the pioneers – Henry Ford, Walter P Chrysler, the Graham Brothers, the Riley Brothers, W O Bentley, William Lyons, August Fruehauf, C A Tilt, Thomas White and one that you possibly won't know of, Frank Smith – whose vehicles progressively came Down Under during the last 100 years or so. There is a plethora of informative reading, accompanied by quality photography for you to enjoy in the world of Historic Vehicles. There is a plethora of informative reading, accompanied by quality photography for you to enjoy in the world of Historic Vehicles.

Jim Gibson and I are two old journos and we've built an Historic Vehicles website, dedicated to 'Keeping Our Automotive History Alive'. The site currently includes old Cars, Trucks and Restorations, and we're about to make a start on Motor Bikes. We invite you and your members to sign up for our monthly newsletter through the website and we'll keep you updated on new additions. It's all free of charge, with no strings attached.

"Keeping Our Automotive History Alive".

Cheers, Allan Whiting and Jim Gibson. The Historic Vehicles Team

email us on: www.historicvehicles.com.au

or visit us on: www.historicvehicles.com.au

Returning to our traditional Sunday in April 2022!



April 10

Chiltern Cancer Cruise 2022

**Sunday
9am - 2pm**

Enjoy the most relaxing historic vehicle event in northeast Victoria and spend a great day with friends in Chiltern.

Wander the historic streets of Chiltern at your own pace with a self-guided walking tour. Visit the wonderful National Trust buildings or simply relax with a picnic on the shore of Lake Anderson. Visit www.explorechiltern.com.au for further information.



This will be a COVID Safe event. Please abide by the rules and regulations in force at the time of this event. Check with organisers regularly for updates.

**DONATION
\$5.00
PER CAR
OR BIKE**



Proudly coordinated by



Celebrating the memory of the late motoring enthusiasts John Jameson, Kelvin Duke & Bruce Gibbens - dedicated supporters of the Chiltern Cancer Cruise.

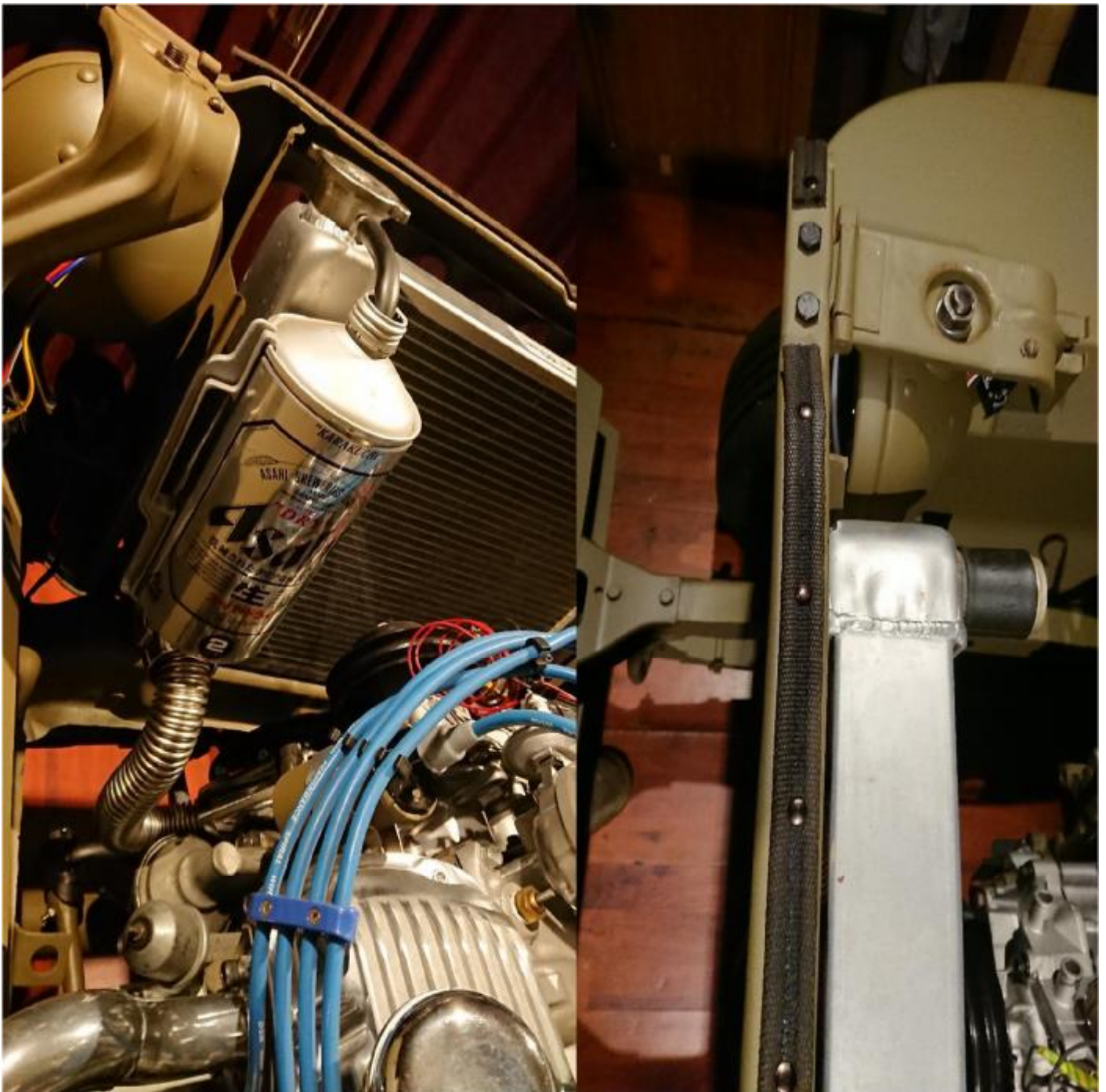


Advance warning! Please note date for 2022.

PHIL HOADLEY JEEP RESTORATION PROJECT

I bought new front guards as the old ones turned out to be beyond redemption. Also a new bonnet as a standby in case of engineering issued with the scoop. New welting has been applied to the grille, a radiator overflow selected and trialed and of course now the recently ceramic coated headers fitted for good under the new guards. Some hours and profane language were employed in the fitting of the guards.

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





Junior officers rise to combined arms command challenge

By: Mike Hughes



An Australian Army M1A1 Abrams main battle tank fires its main armament during live-fire training for Exercise Gauntlet Strike at Puckapunyal Military Training Area. Story by Captain Tom Maclean. Photo by Corporal Robert Whitmore.

The Army's newest qualified combat arms officers have risen to the challenge of combat team command during the combined-arms Exercise Gauntlet Strike at Puckapunyal. Exercise Gauntlet Strike was the culminating activity of the armour Regimental Officer Basic Course in tanks, cavalry, artillery, engineers and the Mechanised Regimental Officer Course for infantry officers. Commandant of the Combined Arms Training Centre at Puckapunyal Colonel David McCammon said the courses qualified Army's latest cohort of combat arms lieutenants to confidently command their soldiers. "This world-class training is purposefully demanding. Army expects these men and women to confidently lead.

"It ensures the next generation of combat leaders is equipped to fight and win the battle in any conditions or environment they are asked to operate in.

"I'm confident that they can meet the challenge of command and are equipped to face the complexities of our rapidly changing warfighting domains now and into the future."

The lieutenants successfully completed platoon and troop activities as a combat team against a realistic opposition force.

Lieutenant Levi Ross is training to be a tank troop commander and said it was a great feeling to see the team starting to work together.

"Being able to do your part as a team member and see the result and particularly for tanks it's a pretty awesome result," Lieutenant Ross said.

For Lieutenant Jake Mouritz, learning to be a cavalry troop leader has been the culmination of two years of training.

"It's something I've aspired to do since I was young," Lieutenant Jake Mouritz said.

Lieutenant Hunter Preston has been training on the Mechanised Regimental Officers Course.

"It's definitely an awesome thing to see it all slowly build up and come together and be able to operate with those other call signs from different corps," he said.

JEEP IN A BOX

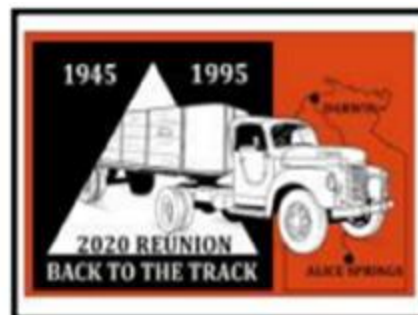
AFTER WWII WE HAD HEARD YOU COULD PURCHASE A "JEEP IN A BOX". FOR SALE BUT SOME SAID IT WAS NOT TRUE, WHILE OTHERS SAID THEY WERE PLENTIFUL DURING THE WAR FOR TRANSPORT OVERSEAS. THE PHOTOS BELOW SHOW HOW THEY WERE SENT.



BACK TO THE TRACK **As It Is Happening**

Well after being postponed in 2020, it has gone ahead in 2021, however with Chinavirus rearing its ugly head again, many from Greater Sydney and NSW and Victoria in general couldn't go due to Lockdowns and border closures.

A few of our members did manage to make it out and over and here is a small selection of photos that have been sent to me. Future issues, hopefully will have more detailed reports and stories of what is coming through as the trip of a lifetime.



Lyn Coleman below setting up camp while Dazza is off gas bagging somewhere!



Billycan and Annette Ashford, Paul and his son Tom from Darwin and Rick Canhan from Qld



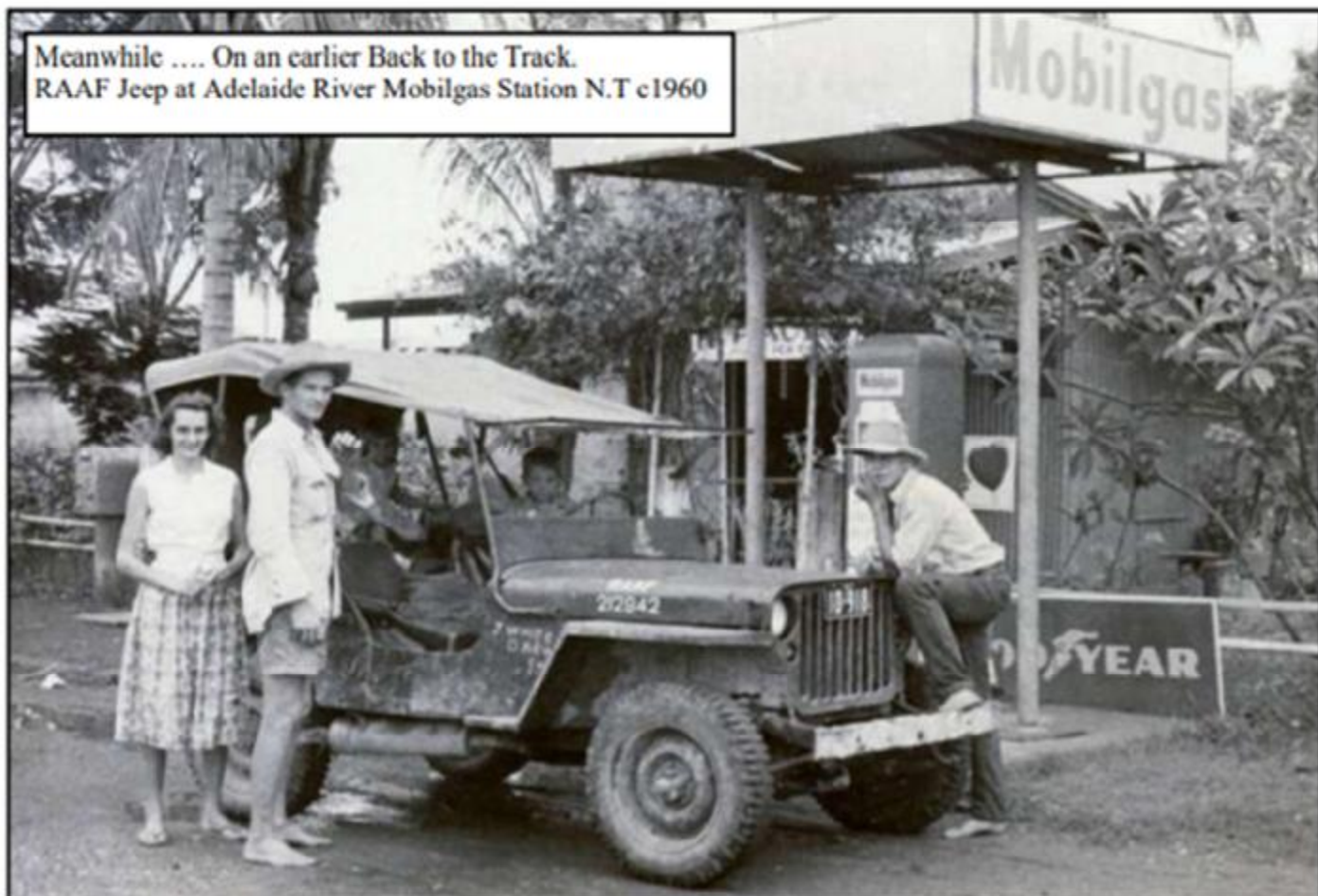




And spare a thought to all of us WHO couldn't make it. Lloyd and Kevin had their Jeeps loaded up on a road train with Kelvin Baxter and were due to fly to the Alice close to the event time and got caught up with border closures, so their Jeeps had a lovely ride north, still on the truck! And to Tom pictured here, who was one of the many "Greater Sydney" residents, who like the Ed, Les, Brian and Tezza, got locked IN!!

BTTT—There were a few Television articles along the way. The below ABC and Nine News NT. ABC report at the start <https://iview.abc.net.au/show/abc-live-stream>

Meanwhile On an earlier Back to the Track.
RAAF Jeep at Adelaide River Mobilgas Station N.T c1960



Douglas Draeger

Event Convener: Back to the Track 2021
PO Box 8607
Alice Springs NT 0870
0428 676 741

Email:
backtothetrack2020@gmail.com
dougdraeger@hotmail.com



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

Lake Macquarie couple drives into history and races against COVID

By: Scott Bevan



ADVENTURERS: Lake Macquarie couple Danielle Hart and Jason Becker back home with their 1940 Chevrolet truck. Picture: Scott Bevan

kilometer's in a World War 2-era truck, driving into the past and racing against time. Jason Becker and Danielle Hart were participating in an event called Back to the Track, as a convoy of historic vehicles A LAKE MACQUARIE couple has returned from an outback odyssey of more than 11,000 travelled from Alice Springs to Darwin to commemorate the 76th anniversary of the end of World War 2. While their journey was recalling the war against Japanese forces from 1941 to 1945, the driving duo felt as though they were running from a present threat: COVID-19. "It was almost like we had someone on our tail the whole time," said Mr. Becker.

The great escape from COVID began before Mr Becker and Ms Hart left their lake home. For more than two years they had been planning to join the Back to the Track convoy. The 75th anniversary event in 2020 had been cancelled due to COVID, and it seemed the pandemic was about to knock the wheels off the Lake couple's participation in this year's re-scheduled Back to the Track. They were due to leave from western Lake Macquarie with three other local military vehicle enthusiasts on Saturday, July 24, with the plan to drive leisurely to Alice Springs for the start of Back to the Track. Then, on the Thursday at 11am, Mr Becker heard Queensland was shutting the border with NSW at 1am the following day. He phoned his wife at work and told her, "We're stuffed. The holiday is not happening." "I said, 'Why can't we leave now?'" Ms Hart recalled. "I just thought, 'We've still got the hours to get there, and if we don't even attempt it, will we always be going, if only we tried'."



DIVERSE: Scenes from the Northern Territory journey of Danielle Hart and Jason Becker, with the pictures taken by the Lake Macquarie couple.



ROAD TRIP: The three WW2 vehicles from Lake Macquarie at Finke River in the Northern Territory. Picture: Courtesy, Jason Becker & Danielle Hart

At 1.15pm, the Lake contingent set off, heading for the Queensland border in three old military vehicles, with Mr Becker and Ms Hart in their restored 1940 Chevrolet truck. Usually, the Chevrolet trundles along at no more than 70 kilometres an hour. Jason Becker had his beloved truck going 90 km/h. "I've never driven that truck at 90 km/h," Mr Becker said. "Very loud! She was screaming all the way to the Queensland border." "We were just crossing fingers, hoping we could get there," Ms Hart added. They did, crossing the border with 45 minutes to spare." The adrenaline was still pumping the next day," Mr Becker said.



*Jason Becker at the wheel of his Chevrolet at Finke River in the Northern Territory.
Picture: Danielle Hart*

But there was still another border to cross. Into the Northern Territory. Unbeknown to the traveler's, the NT Government had announced it was closing its border to Queensland. By luck, they crossed the border just four hours before it shut. "We were like, 'Can we beat any more things?!'," Ms Hart said. What they couldn't beat was the red dust as they pushed on towards Alice Springs. That dust has provided a souvenir of sorts; the new tarpaulin covering the Chevy's back is still tattooed a dusty red.

From Alice Springs, the couple set off with about 45 other World War 2 vehicles that had travelled from all over Australia for the 1600-kilometre drive along the Stuart Highway, which had been created during the war as a vital connection to Darwin for transporting men and supplies north and bringing the wounded south. More than rolling through history on Back to the Track, Mr Becker and Ms. Hart were experiencing it, for the route was dotted with the ruins and reminders of wartime, when thousands of Allied servicemen and women were stationed in Australia's heart. Jason Becker was surprised by the amount of military infrastructure that had been in the Northern Territory, from camps and hospitals to munitions stores and airstrips, where US bombers would take off and land on long-range missions against Japanese targets.

"You think of the war in the Pacific, and you don't really think of Australia that much," he said. "Just realising how big the war effort here actually was." "It was the airstrips that really shocked me, in the middle of nowhere," said Ms Hart. "One [the Fenton Airfield] was more than a kilometre long. "The history was incredible. I actually never realised there was so much between Alice Springs and Darwin." For an outback road trip, a more comfortable vehicle than an 81-year-old truck may have been the go. After all, the Chevy has no air-conditioning, no power steering, no plush seats, and no music player.



Bunker at a WW2 munitions site at Snake Creek, in the Northern Territory. Picture: Courtesy, Jason Becker & Danielle Hart



Gorrie Airstrip, NT. Picture: Courtesy, Jason Becker & Danielle Hart

"Even if you had a CD player, you'd never hear it, because the truck is actually that loud," said Ms Hart. "No modern cons at all, and I think that's great." And each night, they camped in the back of the truck, where there was a concession to comfort - a double bed. And a mirror, installed by Mr Becker for his wife. "So, she can look in the mirror and do her hair every morning," he explained. "That was very kind," Ms Hart responded. "But I don't think we used it."



*Driving over an original WW2 bridge at Daly Waters, NT.
Picture: Courtesy, Jason Becker & Danielle Hart.*



The living quarters - in the back of the truck. Picture: Courtesy, Danielle Hart & Jason Becker.

The couple's Chevrolet and the other vehicles in the convoy, including a World War 2 ambulance that had been driven from Lake Macquarie, aroused interest in each community they passed through. They stopped at schools and local landmarks, with the tourists becoming instant attractions. "It is like you're driving a mobile museum, and everybody wants to come up and talk to you about it," Mr Becker said. While they revelled in being part of the historic event and seeing extraordinary scenery and wildlife, the couple figured COVID restrictions would catch up with them somewhere along the way. And they did, in Darwin.



The Back to the Track convoy of WW2 vehicles at Devils Marbles, NT. Picture: Courtesy, Danielle Hart & Jason Becker.

They were in lockdown for three days, before it was lifted. However, Queensland had applied a block on those travelling from the NT. Just as Ms Hart and Mr Becker were planning for a long stay in the back of their truck, that restriction eased as well. "If what is happening now in NSW had happened in the Northern Territory when we were there, we'd still be there," Mr Becker. COVID restrictions were not the only drama on this historical journey. On the long drive home, in a remote part of the NT near the Gulf of Carpentaria, a member of the Lake contingent's party fell ill and had to be airlifted to Darwin. The two Lake women on the trip then drove his 1942 Dodge truck 2000 kilometer's to Winton in north-west Queensland. "I've never driven one of these trucks before - ever," said Danielle Hart. "A few grinds [of the gears] to start with."

It was all part of the adventure that has Jason Becker and Danielle Hart already planning for the next Back to the Track in four years in their reliable escape vehicle, the 1940 Chevy. "In the whole 11,200 kilometer's, she did not miss a beat," Mr. Becker said. "It was amazing," said Ms Hart of their six-week journey. "We both commented on the way back, 'I could have continued for weeks, if not months, longer'." Her husband added, "We had the time of our lives."



On the Nathan River Road, NT. Picture: Courtesy, Danielle Hart & Jason Becker.



The three Lake Macquarie vehicles at Finke Gorge in the Northern Territory. Picture: Courtesy Jason Becker & Danielle Hart.



KVE News

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

Edition No. 39

October 2021

42nd Annual Corowa Swim-In & Military Vehicle Gathering



Mon. 14th to Sun. 20th March 2022
Ball Park Caravan Park, Corowa, NSW

Lets get back on track!

In this issue

Update report - Ball Park information - 2020 DVD - Memories
Radio Control Model event - Discussion on themes - Book review
Articles and reports on military vehicles, trips, etc.

Thank you to our Supporters of the Corowa Swim-In



**FEDERATION
COUNCIL**



COROWA
RSL CLUB

Organised by



Supported by



42nd Annual Corowa Swim-In & Military Vehicle Gathering

Monday 14th March to Sunday 20th March 2022

Held annually at Corowa, NSW

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

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

ENTRY FORM

Entrant / Driver:

Name:	
Address:	State: Postcode:
No. of extra Packs required at \$25 each:	Names of those, other than Entrant, requiring Packs:
Home phone:	Work phone:
Mobile:	Fax:
Email address:	
Expected day of arrival:	
Member of the following clubs:	

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

Year	Make	Model / Type	Registration/ Permit No.

Disclaimer & Declaration - Please Read & Sign

Disclaimer

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

Entrant's Declaration 1. (COVID-19 Safety Requirements – ALL Entrants to sign and date)

In signing this declaration, I acknowledge that health risks may exist with regard to COVID-19 and that I have used my own inquiries and discretion in deciding to attend. Further, I confirm that I understand the event/s I attend may be subject to COVID-19 Safety Plans. I acknowledge that it is my responsibility to ensure compliance with such Safety Plans by myself and my guests, and to follow the reasonable directions of the KVE Inc. and/or other appointed safety Marshals.

Entrant's Signature:	Date:
----------------------	-------

Please read and complete page 2 of this form >

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

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

Entrant's Signature:**Date:****Amphibious Vehicle Declaration**

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

Please tick boxes below, as applicable:

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

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

Amphibious Vehicle Entrant's Signature:**Date:****2022 COROWA SWIM-IN Year of the Jeep & RAAF PLATES - \$30 each**

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

Qty:**\$****Closing Date for Plates orders is 1st Feb. 2022****ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2022**

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

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

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

Entry Fee can also be paid straight into the Westpac cheque account for:
"Khaki Vehicle Enthusiasts Incorporated" BSB: 032521 Account No. 162538
Please enter your bank deposit reference, date and amount in boxes below:

Ref.**Date:****Amount \$:**

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

V1/ 31-10-2020

For further information or assistance in accommodation please contact the Corowa Visitor Information Centre on Freecall: 1800 814 054. They are there to help you and are willing to search and book for you, or you can go online to do it at www.visitcorowaregion.com.au

Business Name	Address	Location	Phone
<u>Caravan Parks</u>			
Ball Park Caravan Park	Bridge Road	Corowa	02 6033 1426
Howlong Caravan Park	55 Hume Street	Howlong	02 6026 5304
Rivergum Holiday Park	386 Honour Avenue	Corowa	02 6033 1990
Bindaree Holiday Park	454 Honour Avenue	Corowa	02 6033 2500
Corowa Caravan Park	84 Federation Avenue	Corowa	02 6033 1944
<u>Motel</u>			
Arcadia Motor Inn	127-135 Federation Avenue	Corowa	02 6033 2088
Best Western Heritage Motor Inn	25 Edward Street	Corowa	02 6033 1800
Federation Motor Inn	330 Honour Avenue	Corowa	02 6033 2022
Corowa Golf Club Motel	Hume Street	Corowa	02 6033 1466
Corowa Motor Inn	69-73 Riesling Street	Corowa	02 6033 1255
Golfers Lodge Motel	71 Hume Street	Corowa	02 6033 1366
Golfers Retreat Motel	57 Hay Street	Corowa South	02 6033 2059
Greenacres Motel	91-99 Federation Avenue	Corowa	02 6033 2288
Howlong Golf Resort	194 Golf Club Drive	Howlong	02 6026 5321
Lone Pine Motel	17 Lone Pine Avenue	Corowa	02 6033 2966
Corowa Gateway Motel	203 Sanger Street	Corowa	02 6033 1566
Motel Menere's	146 Federation Avenue	Corowa	02 6033 1066
Motel Wingrove	147 Federation Avenue	Corowa	02 6033 2055
Riverside Water Front Motel	7-9 Cadel Terrace	Wahgunyah	02 6033 1177
Statesman Motor Inn	2 Edward Street	Corowa	02 6033 2411
Yarrawonga & Border Golf Club	Gulai Street	Mulwala	03 5744 1911
<u>Self Contained</u>			
Coromandel House	14 Tower Street	Corowa	02 6033 1001
John Foord Guesthouse	7 Braintree Avenue	Corowa	02 6033 5284
Kath's Place	15 Wanstead Street	Corowa	02 6033 1001
Murray Banks Holiday Units	76 Federation Avenue	Corowa	02 6033 2922
Murray Rest Cottages	43 Barkly Street	Wahgunyah	02 6033 3685
Oakleigh Hideaway	Piggins Road	Hopefield	02 6033 1814
Pete's Place	20 Gitchell Street	Corowa	02 6033 4495
Savernake Farmstay	Savernake Station	Yarrawonga	02 6035 9415
Terminus Holiday Units	Cnr Edward & Sanger Streets	Corowa	02 6033 4071
The Shanty Waterside Cottage	The Shanty, Spring Drive	Corowa	02 6033 3838
The Stable @ Riesling	1/51 Riesling Street	Corowa	0439 456 337
<u>B&B</u>			
The Old Post Office Howlong	39 Hawkins Street	Howlong	02 6026 8278
<u>Hotels</u>			
The Royal Hotel	95 Sanger Street	Corowa	02 6033 0301
Hotel Australia	Sanger Street	Corowa	02 6033 1052

With other events often occurring in the area at the time of the Swim-In, we have widened the area to include Rutherglen and here is some accommodation in that area. You can also search on www.explorerutherglen.com.au

Accommodation in Rutherglen

Victoria Hotel	90 Main St.	Rutherglen 6585	02 6032 8610
Rutherglen Motor Inn	217 Main St.	Rutherglen 6585	1800 028 356
Walkabout Motel	15 Moodemere St.	Rutherglen 6585	02 6032 9572
Motel Woongarra	40 Drummond St.	Rutherglen 6585	02 6032 9588
Poachers Paradise	97 Murray St.	Rutherglen 6585	02 6032 7373
Golden Chain Wine Village Motor Inn	217 Main St.	Rutherglen 6585	1800 028 356

The above are a small selection of what accommodation is available around Rutherglen. To check further we suggest you go to www.explorerutherglen.com.au where you can find out price and availability for the period you wish to stay, and there are more to choose from.

Tribute to Andy McFarland

Page 16

Earlier this year we heard the sad news that on June 1st, Andy McFarland had died, aged 79.

Andy will be remembered by many Swim-In participants for his Chev Cinema Van. I first met Andy in 1995 when he and his wife took part in Back To The Track and the van travelled on the train to Alice. He came from Sydney and lived at Bondi.

When several NSW enthusiasts came to Europe for the 2004 MVT Normandy D-Day Tour, Andy joined at the last minute but with no prior arrangements made, ending up joining myself, Warren Brown and Tony Luke in my Bedford QL for the tour. We had some funny times that week.

Andy, you will be sadly missed. RIP

Richard Farrant



Numberplate option:

Due to the interest of numberplates in 2020, we are doing this again for 2022, no sequential numbers this time, see below for the 2022 plate.



There is an option on the Entry Form if you would like to order one, for participants only and entries with plate orders have to be sent to us by 1st Feb. 2022. The plates are \$30 each plus the entry fee.

A green stubby holder with a Land Rover logo and the text 'YEAR OF THE LAND-ROVER', '12th-14th March 2018', and a photo of a Land Rover.	<p>Year of the Land Rover Corowa 2018 Stubby holder All 3 views are on it. \$8 each Order yours now from Jan Thompson-Creamer 0412 078 096 Email: kveinc@optusnet.com.au</p>	A green stubby holder with a photo of a military vehicle and the text 'COROWA SWIM-IN', '5 MILITARY VEHICLES', 'COROWA, N.S.W.', 'AUSTRALIA', and a 'KVE' logo.	A green stubby holder with a photo of a military vehicle and the text 'COROWA SWIM-IN', '5 MILITARY VEHICLES', 'COROWA, N.S.W.', 'AUSTRALIA', and a 'KVE' logo.
--	--	---	---

Corowa Swim-In Collectors items for sale



2020 Numbered plates

Numbers still available are:

103; 108; 114; 115; 116;

119; 120; 132; 133; 134

\$30 each plus postage



2020 Standard plates

\$25 each plus postage



Swim-In coffee mugs \$25 each plus postage

Contact Jan on kveinc@optusnet.com.au or call 0412 078 096



'Bathurst Remembers World War 2 Exhibition 2022' **marking VJ Day & end of WW2**

NEWEST DATE - Exhibition now from Friday 25th February to Monday 28th February 2022 - Open: 9am to 5pm

The four day event will be held in four pavilions at the Bathurst Showground, Sydney Road

This WW2 Exhibition will consist of "Snapshots of World War 2" - 600 enlarged photos of soldiers in action, battlefields, training, the home front, Bathurst Army Camp, etc. There will also be the "Wall of Valour" - Over 130 enlarged photos of World War 2 Service Men and Women with an association with Bathurst who enlisted and served" over 2000 assorted photos in all.

Guest Exhibitors will display over 3,000 military items and WW2 memorabilia, uniforms, large display by Military Vehicle Group of NSW and other vehicle groups, medals, RAAF & POW items, Damien Parer St Stanislaus College photo display, a rustic military picture theatre, Military Guest Speakers and lots more.



Supported by the Bathurst District Historical Society, Bathurst RSL Sub branch, Department of Veterans' Affairs, Bathurst Regional Council, and the Bathurst Showground Land Manager.

For further details contact Curator - Alan McRae on 02 63315404 amcrae@lisp.com.au

The military vehicle coordinator for this event is Jan Thompson-Creamer
If you would like to take part in the event with your vehicle contact Jan on
0412 078 096 or email to jan.thompson1@optusnet.com.au

Keith Webb's latest DVD - cont'd*Page 9*

More stills from the
forthcoming 2020 DVD :



2020 Corowa Swim-In DVD

Corowa 2020 will be remembered as the last event before the lockdown was imposed shortly after the successful conclusion.

The Year of the Military Motorcycle DVD covers the event with interviews with many of the motorcycle owners such as Hans Sprangers and his Zundapp, Paul Bailey with his Norton Big4 sidecar outfit, Anthony Shorten's Harley as well as stories from owners of other vehicles present including Sam Scholz from Qld, who had been preparing his Diamond T 969 Wrecker for an outback trip; father and son team of Jack and Jake Neville, Jack with his freshly restored 1939 Ford 1 ton Roadster Utility and Jake's Dodge ambulance; first float for Hayley and Trent Keith's DUKW, Lachlan Matthews' 1947 Tatra OT810 halftrack; Nicole Wright's 'Follow Me' Jeep; Graham Robb's modified Ford F15 tipper and even an interview with Dutchy about the searchlight generator.

Of course there's also the parade, swap meet and taking the amphibious vehicles for a swim.

The DVD will not be ready until the middle of March. To order the DVD, please contact Keith Webb and he will provide you with an Invoice and bank details. The contact address is:

Keith Webb, 19 Lindsay Street, Macleod, VIC 3085
email: oldcmp.net@gmail.com Mobile: 0438 132 748

Some stills from the DVD:



A Coyote named jeep



Captain John "Wild Bill" Crump (Spokane County, Washington), and "Jeep", the only coyote who flew in combat during WWII.

After graduating from high school, Bill joined the USAAF and prepared to fight for his country. One day, during his pilot training, he found a little coyote, which he named "Jeep", and the pair became inseparable. In a world ravaged by war, Bill couldn't wait to go overseas and confront the forces of tyranny...but not without his four-legged friend, so he smuggled Jeep aboard the RMS Queen Elizabeth and they both went to England. The coyote became a formal member of the 356th Fighter Group, had his own dog tags, and accompanied Bill on five combat missions. Sadly, on October 28, 1944, Jeep was run over by a military vehicle at Playford Hall, Ipswich, and died of his injuries. He was buried with full military honours at Playford Hall, where a plaque marks his resting place.

To honour the memory of his faithful friend, Bill decorated his P-51 Mustang (named Jackie) with a portrait of Jeep. He then flew 77 missions, risked his life to liberate Europe, and managed to survive the rest of the war. In 1992, Bill returned to Playford Hall and spent a moment at Jeep's gravesite.

THIS BRINGS BACK MEMORIES



HMAS Perth back in the water after upgrades

By: Mike Hughes



HMAS Perth is lowered out of the dry dock at the Australian Marine Complex at Henderson, WA, after completion of a major part of the Anzac Midlife Capability Assurance Program upgrades. Story by Harriet Pointon Mather

Anzac-class frigate HMAS *Perth* was back in the water on July 1. She was lowered out of the dry dock at the Australian Marine Complex at Henderson, Western Australia, after completion of upgrades to her radar capabilities, communications systems, and crew-habitable areas, which are a major part of the Anzac Midlife Capability Assurance Program. The complexity of the manoeuvres to get her back in the water required precise coordination. "The undocking itself is a lengthy process – moving a vessel that is 118m long, nearly 15m wide and that weighs 3900 tonnes requires meticulous management," Commander Nagle said. "This is a significant step towards the completion of Perth's upgrade, which will now move on to the final stages, enabling the ship to return to the fleet and undertake deployments and exercises with our regional partners in 2022." With the motto 'Fight and Flourish', the long-range frigate is capable of air defence, surface and undersea warfare, surveillance, reconnaissance, and interdiction, and is home-ported at Garden Island, Rockingham, Western Australia. She has the rare honour of being home-ported in her namesake city, which offers special opportunities for connection and engagement, including the crew of Perth exercising their right to Freedom of the City, which last occurred in 2009. "The ability for our ship to remain engaged with its city namesake is very important to us and we look forward to being able to build an even stronger connection as we prepare to return Perth to sea and to operational service," Commander Nagle said. "We are honoured to represent Perth, and we want the people of Perth to be as proud of our ship as we are to carry the name HMAS Perth." Perth is the third vessel to carry the name. Perth I was a modified Leander-class cruiser that served with distinction during World War II and was lost during the Battle of Sunda Strait. Perth II was a modified Perth-class guided missile destroyer that served with distinction during the Vietnam War and received a US Navy Unit Commendation and a Meritorious Unit Commendation. The latest Perth will conduct sea trials and certification early next year following the final steps in her upgrade process.

SEA GRAVES

Heartbreak as large-scale salvagers loot South-east Asia's WWII shipwrecks, war graves



By: Neo Chai Chin



Southeast Asia's World War Two shipwrecks have been plundered, but by whom?

It is an uphill battle to track down the culprits, the programmed Undercover Asia finds out. Meanwhile, experts urge greater protection of underwater cultural heritage.

EAST JAVA, Indonesia: Deep-sea diver Dave Yiu has done countless dives to Asia's World War Two shipwrecks over the past 20 years. He imagines what life was like aboard the ships and is awed by their historical value and the surrounding marine life. In recent years, however, he has also witnessed their destruction first-hand. Two wrecks that he has often visited are the British Royal Navy battlecruiser HMS (Her Majesty's Ship) Repulse and battleship HMS Prince of Wales. They sank off the coast of Kuantan, Malaysia on Dec 10, 1941, under Japanese attack. On a trip in 2013, he noticed a propeller missing from the stern of the 242-metre-long Repulse, which lies about 50 metres underwater at its shallowest point.

"We're talking about a huge propeller, bigger than the size of a bus," he told the programme Undercover Asia. "It's gone. We used to see small-time salvagers, and they just dive for scrap metal, but this is something else altogether."

There has been more of the same happening since then, and he has even seen boats that have carried out the demolition.

The sinking of the HMS Repulse and HMS Prince of Wales marked a major setback for the British in the war, and more than 800 men on both ships died.

"There's a lot of reverence for the men of war who died," said Yiu, a Singaporean diver with Tech Gas Asia, which offers a range of scuba gear and services. "Human remains? We see them, we don't touch them."



Technical diver Dave Yiu (left) has visited many shipwrecks. (Photo courtesy of Dave Yiu)

Seeing the Repulse "eaten up" by looters is "heartbreaking" to him. The plunder of South-east Asia's wartime shipwrecks has even been dubbed the world's biggest grave robbery. More than 40 have been identified as damaged or removed. Hundreds more are suspected to be damaged or are considered vulnerable. Thousands of American, Australian, British, Dutch and Japanese sailors went down with the ships.

WHO DISTURBED THE GRAVES?

News of the illegal salvaging and desecration of war graves has sparked outcry in countries such as the Netherlands.

The Dutch, the colonial rulers of Indonesia, lost three ships when Japan defeated the Allied forces in the Battle of the Java Sea on Feb 27, 1942.



Yu feels the pain of the historical losses he has seen.



Thousands of soldiers lost their lives in naval battles between the Allied forces and Japan.

Some 915 men went down with the HNLMS His/Her Netherlands Majesty's Ship) De Ruyter, Java and Kortenaer. In total, 2,300 lives were lost in the battle, which sought to prevent Japan's occupation of the Dutch East Indies. Who has destroyed these war graves and why? Investigative journalist Aqzam Fiazmi Hanifan is one of those who have tried to uncover the mystery. He went to East Java, where stories had emerged of human remains found alongside scrap metal from a Dutch vessel dredged up. Taking small valuables and scrap metal is a tradition in Java's coastal communities, who have fished the seas a long time. And locals around Brondong Port confirmed that they had sorted out parts from the warship.



A scrap iron worker in Brondong kept an item that appears to be from a Dutch ship

Aqzam found, however, that they could not have been responsible for the large-scale removal of the wrecks, which required modern machines. As for the human remains, a former scrapyard supervisor said bones and skulls were found. Some of the remains were buried at the Suko cemetery in Brondong, but official investigations found the bones to be from

animals. The former supervisor had another lead: Pioneer 88, the name of a salvage ship. Aqwam traced its ownership to an Indonesian company, but his attempts to track down its boss were unsuccessful. He shared his findings with the police, but officers found no evidence that the company had broken the law. "We couldn't find the big metal pieces to match the investigation of their metals," an officer told him. "Also, their (salvage site) co-ordinates are different (from those of the wartime shipwrecks). We need to stick to the facts."



The Pioneer

Aqwam's investigations hit a dead end, but doubts remain in his mind. According to him, the location for a government licence issued to Pioneer 88 in 2015 was near the plundered wreck of British destroyer HMS Electra. "Mostly these licence didn't even mention any co-ordinates. We can see that, especially for the Pioneer 88 crane ship, it doesn't explain specifically the co-ordinates of which shipwrecks they can collect," he noted. Based on locals' testimonies, ships sometimes operate outside the location stated on those license's anyway, he added. "Sometimes the areas they work in are quite far from the sea lanes they're supposed to be working in." In 2017, another vessel, a dredger called Chuan Hong 68, was caught by the Indonesian Navy for allegedly looting a sunken Swedish supertanker.



The Chuan Hong 68. (Photo: Marinetraffic.com)

The dredger was also suspected of illegally scavenging on the wrecks of three Japanese ships that sank off Borneo during World War Two. But it managed to flee. The Chinese government, which said a Malaysian company had chartered the dredger, suggested to Indonesia that it settle the issue with the company, reported the Jakarta Post. Chuan Hong 68 was then detained by the Malaysian Maritime Enforcement Agency. The ship and its crew were later released. Some experts believe illegal salvagers have torn historical shipwrecks apart because of the high value of their metals. The ships were manufactured before the first atomic explosions and, unlike steel that has been produced ever since, have no radioactive contamination.



Metal believed to be from a Dutch warship being offloaded in Brondong, East Java. (Photo courtesy of Aqwam Hanifan)

Such metal is rare and used for sensitive equipment, such as Geiger counters — which detect radiation — aeronautical instruments and clean-room equipment, said maritime archaeologist James Hunter of the Australian National Maritime Museum. He and his colleague Kieran Hosty have examined historical shipwrecks such as the cruiser HMAS (Her/His Majesty's Australian Ship) Perth (I), which sank on March 1, 1942, off the north-western tip of Java. They estimated in a 2017 survey that 60 per cent of the ship's starboard hull plating had disappeared between October 2015 and December 2016 because of industrial-scale operations. The "massive undertaking" would have required commercial or highly sophisticated divers, crane barges and other resources to extract over 4,000 tonnes of the wreck from the seabed, said Hosty.



It is estimated that looters have removed 60 per cent of the HMAS Perth's starboard hull plating. (Image courtesy of James Hunter/Australian National Maritime Museum)

DELICATE AND COMPLICATED TASK

Governments and researchers have made some progress on protecting what is left of the region's wartime shipwrecks. But more work is needed, and collaboration among countries is a delicate and complicated task. International legislation — including the United Nations Convention on the Law of the Sea — has proven inadequate for the protection of the HMAS Perth, noted a paper co-authored by Hosty, Hunter and Shinatria Adhityatama of Indonesia's National Research Centre of Archaeology. The status and protection of World War Two shipwrecks depend on the willingness and national laws of the country where they are found, Dutch and Indonesian researchers noted in another paper, published in January. Indonesia's position is that these wrecks fall under its legal system, they noted in the paper *Battle of the Java Sea: One Event, Multiple Sites, Values and Views*. The public outcry in the Netherlands over the illegal salvaging of the HNLMS Java, De Ruyter and Kortenaer "sparked diplomatic tensions" between the two countries, the researchers noted. Who plundered the wrecks remains unknown. But an expedition in 2019 helped both countries establish what is left on the seabed. And from July 2017, the three wrecks have been marked "historic shipwrecks" on Indonesia's nautical maps, which means no anchoring, diving, or fishing is allowed at these locations, they noted. Similarly, the work of Australian and Indonesian agencies resulted in the HMAS Perth site being declared Indonesia's first maritime conservation area in 2018, coinciding with the 76th anniversary of the ship's loss.



The Australian cruiser HMAS Perth

World War Two shipwrecks are also protected under an Indonesian law from 2010 concerning cultural conservation, cited Nia Naelul Hasanah Ridwan, a research director at Indonesia's Ministry of Marine Affairs and Fisheries. But local law enforcers and governments may still be unaware that historical shipwrecks are considered cultural heritage, and let looters go free, she said. The problem is also a regional one, she added. We must educate and raise awareness (that) even though the shipwrecks belong to other countries ... we still must protect them. Indonesia has perhaps been "unfairly accused" of failing to preserve these sites, said Natali Pearson of the Sydney Southeast Asia Centre at the University of Sydney. "Ultimately, the vessels were in these waters to defend colonial interests. And there's been limited co-operation over the past 75 years between the Allied countries that were involved and Indonesia," she noted. Still, she called for greater protection of underwater heritage. "We can't ignore the ocean or what's in it just because it's out of sight, out of mind, hidden beneath the waves," she said. "The ocean is the world's greatest museum."



Will more shipwrecks be recognised as proper war graves, in the region and beyond?

Underwater drones to protect graves of thousands of sailors who went down with their ships during World War Two.

By: Jerome Starkey



THE WATERY graves of thousands of sailors who went down with their ships in World War Two will be guarded by underwater drones to protect them from rampaging looters. The hulks of three Royal Navy warships sunk in a ferocious WWII battle have all but disappeared after illegal salvage divers stole the vessels' top-quality steel.

Admiral Radakin joined the Defence Secretary Ben Wallace and RAF boss Air Marshal Mike Wigston to scatter petals over the wreck of the USS Arizona, which sank in Pearl Harbour with the loss of 1,177 lives. Navy chief Admiral Sir Tony Radakin vowed to use technology to protect the most vulnerable sites and he slammed the grave robbers as "disgraceful". Speaking on a solemn visit to a US memorial in Pearl Harbour, where 2,400 Americans were killed in surprise Japanese attack in 1941, he said: "War graves need to be sacrosanct." "There are thousands of graves at sea and the physical protection is an enormous task," he added. "There are no easy answers, but my aspiration would be that in the future we'll be using technology to cover specific war graves and large maritime protected areas."

Admiral Radakin joined the Defence Secretary Ben Wallace and RAF boss Air Marshal Mike Wigston to scatter petals over the wreck of the USS Arizona, which sank in Pearl Harbour with the loss of 1,177 lives. It remains the final resting place for more than 900. The Navy are testing an almost silent drone disguised as a manta ray that will spy on enemy submarines and they invested £184 million in autonomous underwater bomb disposal subs. "The underwater domain is going to become more and more important," the First Sea Lord added. "The UK has a phenomenal advantage being one of the powers that is at the top end of those navies around the world that can operate in a very sophisticated way underwater." He said Russian subs had got much better but insisted: "I'm very confident of our advantage in the North Atlantic." The heavy cruiser HMS Exeter and destroyers HMS Encounter and HMS Electra sank in the battle of the Java Sea in 1942 with more than 200 sailors on board. It was one of the most disastrous naval battles of the war. Four vessels sank when Japan's navy overpowered British, American, Dutch, and Australian ships with the loss of 2,300 sailors - compared to just 36 on the Japanese side. A seabed survey found the wrecks had been looted by salvage crews because the steel is not contaminated with radioactive fallout from nuclear explosions, which makes it highly prized. An American submarine, the USS Perch, is also said to have disappeared in its entirety, leaving little more than its imprint on the seabed. Naval warships and war graves are protected under international law and the desecration of such shipwrecks is illegal. Admiral Radakin said the Royal Navy would increase its presence in the Pacific as a growing number of warships are permanently based in east of Suez to help less powerful countries stand up to a Chinese aggression.

Boxer gun car seen firing in Oz for first time

By: Mike Hughes



A Boxer combat reconnaissance vehicle at the Wide Bay Training Area, Queensland, fires its 30mm canon. Story by Captain Jesse Robilliard. Photo by Leading Aircraftman John Solomon

The 'gun-car' variant of the Australian Army's Boxer combat reconnaissance vehicles (CRV) has been fired for the first time in Australia by soldiers who will man it in the field. The accuracy and lethality of the Boxer impressed the soldiers from 2nd/14th Light Horse Regiment (Queensland Mounted Infantry) (2/14LHR(QMI)) on their turret conversion course. After several weeks of theory, the soldiers travelled to the Wide Bay Training Area in late June for the live-fire component of the conversion course, where they fired the main 30mm armament of the Boxer. Lieutenant Stefano Rankin was on the course to convert from the Australian Light Armoured Vehicle (ASLAV) to the Boxer CRV and said he was immediately impressed with the turret. "To fire the turret, it's quite different to what we are used to. It's very digitized, as opposed to the ASLAV," Lieutenant Rankin said. "It is a very capable piece of equipment. The fire-control system on the Boxer is much more advanced than the ASLAV - it's a more modern vehicle. I managed to hit targets in excess of 2500m." The Boxer CRV will replace the ASLAV, the current reconnaissance platform, which has been in service with the Army since the 1990s. Members of 2/14LHR(QMI) said the advanced sights on the Boxer CRV sped up target identification and engagement. Lieutenant Rankin said the most impressive part of the Boxer was the accuracy of the weapon system. "From the start - from zeroing straight through to engaging targets - you are almost guaranteed a first-round hit," he said. "It's a significant advantage to the ASLAVs. The accuracy of the weapon system is phenomenal compared to the ASLAV, and you to see targets



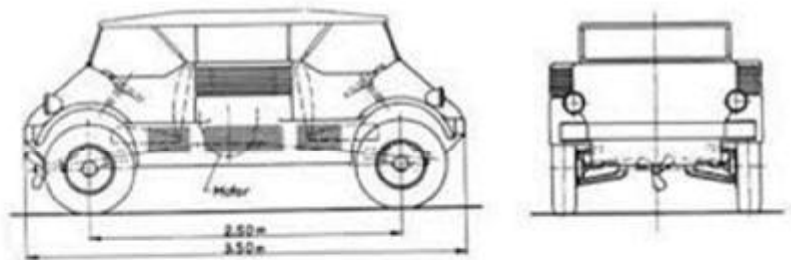
Soldiers from the 2nd/14th Light Horse Regiment (Queensland Mounted Infantry) conduct a live-fire shoot from a Boxer combat reconnaissance vehicle at the Wide Bay Training Area, Queensland. Photo by Leading Aircraftman John Solomon.

Trooper Brett Ward said firing the main 30mm armament after several weeks of theory with the new turret was exhilarating. "It was extremely satisfying firing it after being in the classroom for weeks, so to get out here and live-fire it, to get rounds on targets, mostly first time, it's extremely impressive," he said. "Just the incredible accuracy, even from the zeroing of the weapon, getting first-rounds hits with pinpoint accuracy, compared to the ASLAV, was really impressive." The bulk of the live-fire event was conducted from a static position at the Wide Bay Training Area. However, Lieutenant Rankin said he believed firing on the move won't be an issue with the Boxer. "The stabilization system on the Boxer is very advanced," he said. "It has technology that calculates the movement of the vehicle to the target as well as the movement of the target to the vehicle. This enables us to get first-round hits almost all the time, even when on a battle run." The Boxer CRV is due to achieve initial operational capability in the second quarter of next year.

Daf mc139

By: Hanno Spoelstra

Another bit of "Double Dutch" Technology. Of course the layout looks a bit silly with the engine mounted centrally. But the DAF MC139 was developed in 1938-1939 as a 4-wheel drive 4-wheel steer amphibious vehicle. 4-wheel drive was selectable, and a propeller could be fitted to propel it as a full-fledged amphibious vehicle. It could also be driven from both sides (not at the same time of course - now, that would have been really silly). I think it is an exemplary vehicle of the early days of all-wheel drive military vehicles, where concepts like 4-wheel steering, bi-directional driving positions and amphibious capabilities were all put into one vehicle to create the supernatural abilities deemed necessary. (this vehicle should have been named after Eugene the Jeep like so many other off-road vehicles). Today we would call this a technology demonstrator. Its intended role was a reconnaissance car. But probably because the Dutch government would find it too expensive (they always do), only one prototype was built. The prototype disappeared without a trace during German occupation of the Netherlands.



The Dutch defence strategy relied heavily on the age-old method of inundation and most equipment was tested to see if it could overcome these water obstacles. Thus the MC139 was tested on the frozen IJssel river in the winter of 1940 and "performed excellently". It is nice to see it was featured in a newspaper on the other side of the globe.

See a short video of the MC139 being tested here: <https://www.openbeelden.nl/media/657233>

Technical data:

Engine: Citroën Traction Avant 7S, 4 cylinder 1911 c.c. 48 hp.

Wheelbase 2500 mm.

Overall length 3500 mm.

Note the MC139 was fitted with the so-called Pilot wheels from the Citroën Traction Avant

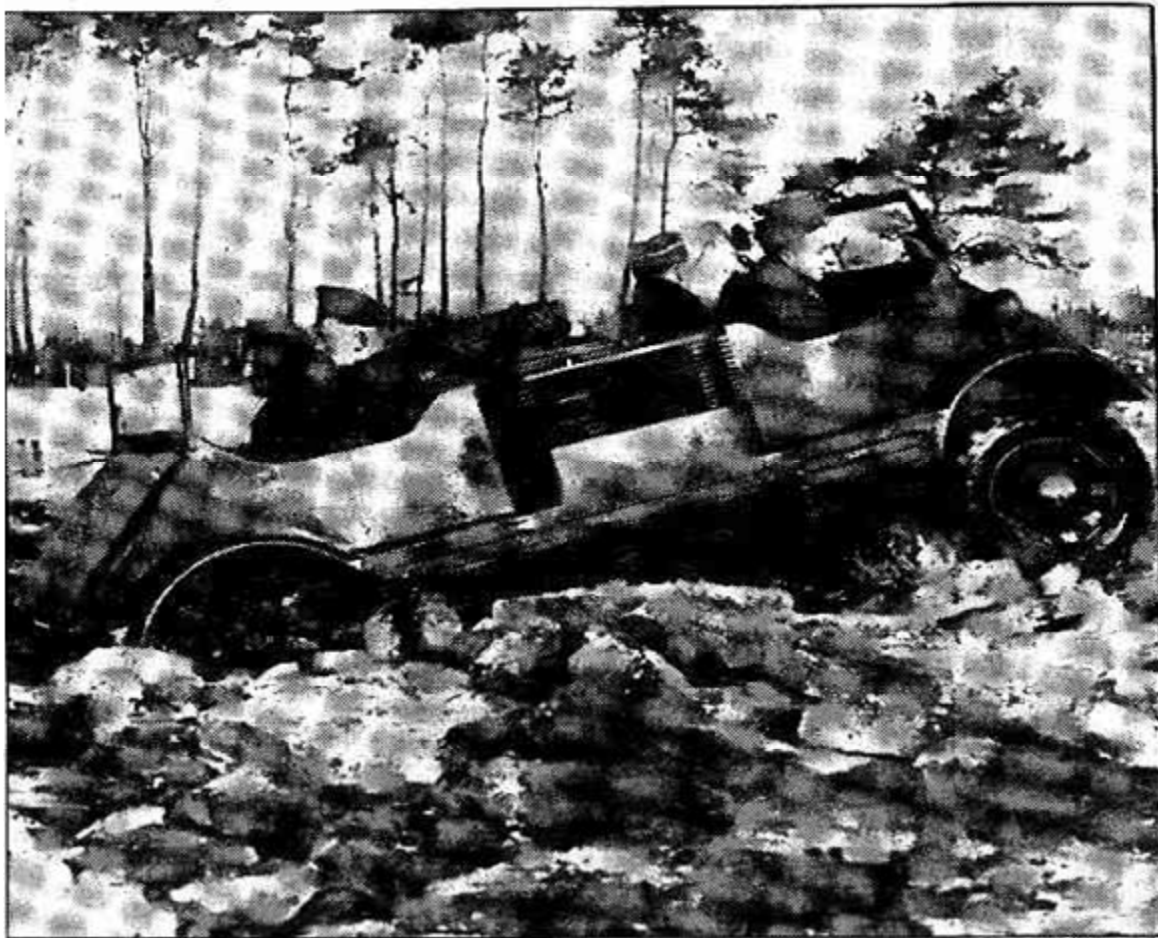


I would have to map it against the timeline of the German developments by Porsche (KdF / Volkswagen) and Trippel. I think Hans Trippel had built his first amphibious car by the time DAF did. As the German designs were not as sophisticated as the DAF, I would put a bet on the MC139 prototype being scurried away by the German army to study it in detail and then display it as a captured enemy object. Other Dutch Army vehicles were on display in a large museum in Berlin, all being destroyed in 1945.



's 'Death' Plea

**FROZEN ASSET
FOR DUTCH**



NOW ICE-COVERED, Dutch areas, which were flooded as a precaution, offer a new defence against German invasion. Here, a Dutch military car is attempting to get clear after ice breaking during manoeuvres on January 14.

**CLASHES ON
WEST FRONT**

Canberra bomber soars again

By: Mike Hughes



The No. 100 Squadron English Electric Canberra bomber TT heritage aircraft takes off on its maiden flight following restoration at the Temora Aviation Museum. Story by Flight Lieutenant Aaron Collier

A roar broke the silence as the No. 100 Squadron Temora historic flight Canberra bomber taxied to the threshold on June 28 before taking off. This was the maiden flight of the English Electric Canberra bomber TT.18 after an extensive engineering effort undertaken by the Temora Aviation Museum to return the aircraft to airworthy condition more than 10 years after it last flew. The project to restore the former Royal Air Force aircraft was first announced in 2017 by museum president and founder David Lowy before the aircraft was donated to the Royal Australian Air Force in July 2019. It was one of 11 historic warbirds to be donated. Commanding Officer of No. 100 Squadron Wing Commander Philip Beanland said the aircraft's return to flight was a phenomenal achievement and a testament to the skilled members of the Temora Aviation Museum and No. 100 Squadron. "There have been many people involved in contributing to this aircraft being able to take off and they should all be immensely proud of their efforts," Wing Commander Beanland said. No. 100 Squadron Temora historic flight pilot and aircraft captain Flight Lieutenant Darren Crabb said the Canberra was a pleasure to fly and handled exactly as expected. "Even though it has been 10 years since the Canberra last flew, it performed beautifully," Flight Lieutenant Crabb said. "To be the first pilot to fly the Canberra following the restoration is a great privilege and will long be a career highlight. "The aircraft is a tribute to an over century-old relationship between the Royal Air Force and the Royal Australian Air Force." The aircraft's final flight under Royal Air Force operation was conducted by No. 100 Squadron in December 1991. Prior to its retirement in mid-2010 and long before its operation by 100 Squadron RAAF, the Canberra bomber had been a constant performer on the Temora Aviation Museum normal flying operating days, for most of the period up to its retirement in 2010 it was mainly flown by Air Commodore (Retd) Rod Luke, a former 2 Squadron Pilot. The aircraft's final flight under Royal Air Force operation was conducted by No. 100 Squadron in December 1991. Prior to its retirement in mid-2010 and long before its operation by 100 Squadron RAAF, the Canberra bomber had been a constant performer on the Temora Aviation Museum normal flying operating days, for most of the period up to its retirement in 2010 it was mainly flown by Air Commodore (Retd) Rod Luke,

2020 Corowa Swim-In DVD

Corowa 2020 will be remembered as the last event before the lockdown was imposed shortly after the successful conclusion.

The Year of the Military Motorcycle DVD covers the event with interviews with many of the motorcycle owners such as Hans Sprangers and his Zundapp, Paul Bailey with his Norton Big4 sidecar outfit, Anthony Shorten's Harley as well as stories from owners of other vehicles present including Sam Scholz from Qld, who had been preparing his Diamond T 969 Wrecker for an outback trip; father and son team of Jack and Jake Neville, Jack with his freshly restored 1939 Ford 1 ton Roadster Utility and Jake's Dodge ambulance; first float for Hayley and Trent Keith's DUKW, Lachlan Matthews' 1947 Tatra OT810 halftrack; Nicole Wright's 'Follow Me' Jeep; Graham Robb's modified Ford F15 tipper and even an interview with Dutchy about the searchlight generator.

Of course there's also the parade, swap meet and taking the amphibious vehicles for a swim.

The DVD will not be ready until the middle of March. To order the DVD, please contact Keith Webb and he will provide you with an Invoice and bank details. The contact address is:

Keith Webb, 19 Lindsay Street, Macleod, VIC 3085
email: oldcmp.net@gmail.com Mobile: 0438 132 748

Some stills from the DVD:



More stills from the
forthcoming 2020 DVD :



Unfair presumption of guilt

AS REPORTED IN THE FINANCIAL REVIEW



In early December, your newspaper published an article from our small veterans' group taking serious issue with the Prime Minister, the hapless then defence minister, and the Chief of the Defence Force for their precipitous, improper and imprudent responses to the Brereton report.

Their responses all adopted the presumption of guilt. We noted that the moral indignation of the PM and the CDF was clearly intended to represent their responses as virtuous. They have proved to be anything but virtuous, with charges against 13 of the accused being discontinued for lack of credible information. Why was the reputation of the Diggers and the SAS Regiment

sullied by the disgraceful initial responses, and why were the Diggers and their families exposed to nine months of anguish when there was no credible information to support those allegations? Why was the announcement and tepid apology not treated with the same importance as the initial outrageous responses?

The position of the CDF is untenable. Not only did he presume guilt, but he announced the proposed retribution that would be imposed: to proceed with the disbandment of 2 Squadron SASR; and the threat of loss of the SAS unit citation. An elite and justifiably proud regiment was diminished and insulted by the person with the ultimate

responsibility to protect it from unwarranted and unsupported allegations.

Respect and fairness are two of the essential aspects of effective leadership. The CDF has failed catastrophically in both respects.

Australian veterans from all conflicts have maintained the proud reputation earned by those who went before. Having that reputation challenged by those who lead is insulting and distressing to all veterans. Shame on them.

D.W. Horrigan, P.M. Wood,
R.G. Franklin, T.H. O'Neill,
B.R. Seeley, P.D. Savage



For Heaven's Sake
Will Someone Tell Her
It's A Mushroom

Death, deceit, and the underdog: How a fortune of diamonds went missing in the outback during WWII

ABC Kimberley By Emily Jane Smith



Investigators with the crashed KLM Dakota DC-3 in 1942. Jack Palmer is third from the left.

A Dutch plane with a cargo of diamonds crashed off the Kimberley coast at the height of World War II. Worth about \$20 million today, why were only a fraction of the gems ever recovered? Rusting plane wrecks scattered across the Kimberley coast provide evidence of how World War II touched Australia. When Curious Kimberley was asked about the remains of a Dutch plane 150km north of Broome, a tale of tragedy, wealth and the underdog emerged. In the height of World War II, the north-west of Australia was attacked by Japanese fighter planes, killing more than 80 people. A group of Dutch refugees were traveling on a PK-AFV 'Pelikaan' from Java to the safety of Australia when they flew into the path of the Japanese attack. The plane crashed at Carnot Bay and four passengers were killed — the rest waited days before they were saved. The pilot Ivan Smirnoff survived and was soon questioned by authorities about a small brown package he was transporting. Smirnoff was instructed to hand the package to the Commonwealth Bank upon arrival, but in the chaos of the crash it was lost. It is reported he was unaware of its contents. The package contained over 300,000 pounds worth of diamonds — a value of over \$20 million today.

Diamond Jack

Days after the Dutch crashed north of Broome, a self-described beachcomber named Jack Palmer arrived at the scene. Wil Thomas is a local tour guide and said this would have been a harrowing experience. "We were at war and the thinking was that the Japanese were going to land at any minute," he said. "The smell of death was everywhere, and four bodies are buried in a shallow grave. "Most people would have stayed well away." But Palmer inspected the wreckage and discovered the diamonds.



Captain Ivan Smirnoff was a surviving pilot of the Dakota



'Diamond' Jack Palmer was acquitted after being charged with stealing the diamonds

There are differing versions of what happened next. Some accounts said he found just some of the diamonds, put them in salt and pepper shakers and took them to the authorities. Others say he pocketed most, giving a handful to each of his mates, and handed a fraction of his find to authorities. Mr. Thomas believes one version. "He definitely did not hand back all of the diamonds," he said. "I think he assumed the Dutch government didn't know how many diamonds there were ... I think he thought they got a coffee scoop and poured it into a bag. "It's probable the Dutch government knew every stone in that package — but I think he held little comprehension of how much money he held in his hand. "Legend has it that he swapped 5,000 pounds of diamonds for enough tobacco to roll a cigarette."

Custom House, Fremantle.
8th July, 1943.

SECRET & CONFIDENTIAL
=====

Dear Sir/

Diamonds discovered at Broome.

Referring to your letter (Sec.16/6/43) of 16th June, 1943, attached hereto please find copy of a communication received from the Comptroller-General regarding the value of the consignment of diamonds mentioned therein.

It would be appreciated if you would verify the amount of £2538/4/10 stated to be the value of the 2025 diamonds forwarded to Melbourne on 16/6/43 and advise this office for the information of the Comptroller-General.

Yours faithfully,

(sgd) H. St.G. Bird
COLLECTOR OF CUSTOMS
W.A.

The Manager,
Commonwealth Bank,
PERTH.

Correspondence between Custom House and the Commonwealth Bank discussion the location and value of the diamonds

It is reported that Mr Palmer walked into the office of Crown Prosecutor Major Cliff Gibson, pulled from his pocket a salt and pepper shaker, unscrewed the tops and emptied 20,000 pounds of diamonds onto the table. Jack Palmer and two others were later charged with stealing diamonds. But he was acquitted. "Nobody could believe it, it was blatant that Jack Palmer had the stones," Mr Thomas said. "But [that's] what I love about the story "The world was at war, there was misery everywhere, so I don't think the magistrate really cared ... maybe he wanted a good luck story." that he bought It is not certain how many diamonds Jack Palmer kept for himself, but legend had it a house and a car, living comfortably after his stint in court.

Where are the diamonds now?

Local legend also said that some of the people in the remote communities of Beagle Bay and Lombadina found at least some of the diamonds but did not know their worth. Leonie Kelly's father Phillip Cox was one of the first men who found the plane after it crashed, arriving before Diamond Jack.

He Spilled £20,000 Worth Of Diamonds Out Of Salt And Pepper Shaker

Personalities



Canadian engineer FRANK ROBINSON was brought from hospital during week to face a charge of receiving a quantity of diamonds. He is the man who John Palmer was said to refer to when he allegedly said, "I didn't drag him into it because he is a cripple." Robinson is a martyr to arthritis.



It takes a lot to surprise Major Cliff Gibson. As Crown Prosecutor in the pre-war days he saw some amazing exhibits—knives, bottles of poison, fake dice boxes—pulled from the pockets of witnesses. It was all in a day's work. And when he was appointed Officer Commanding the Nor'-West L. of C., he wasn't concerned with trifles like that.

He was busy at his desk one day in Broome when John Palmer, picturesque nor-west beachcomber, walked into his office. Not a word was spoken. The beachcomber pulled from his pocket a pepper and salt shaker, unscrewed the tops off them, and—as a man seatters dice—strewed them across the table . . .

About £20,000 worth of sparkling diamonds!!

Major Gibson's eyes must have nearly popped out of his head. A fortune on a deal table! He gulped and jumped to his feet.

"What!" he yelled. "They're valuable!"

But lean, gaunt figure of beachcomber John Palmer, in his old tropical suit, shook with laughter. "Huh, plenty of them," he said . . . as unconcerned as though he'd shaken salt from the bakelite shaker in his hand.

Such was the amazing story told in Perth Police Court this week when Palmer faced a charge of having stolen £20,000 worth of the sparklers.

With him in the dock were aged James Mulgrave, a shop assistant, and engineer Frank Robinson, both on receiving charges. They were represented by lawyer Len Seaton. But Palmer was without counsel.

And when, at the end of Major Gibson's evidence, the bench asked if Palmer would like to put any questions, the beachcomber, standing strictly to attention, replied: "Oh no sir; everything the Major said is correct!"

There was something in his stance, in his military bearing, that made it hard to believe that Palmer was a beachcomber. Maybe the army can take the credit for it. Because Major Gibson was the first to admit: "In fairness to Palmer I'd like to say he was a very good soldier."



Beachcomber

"BEACHCOMBER JACK" was how John Palmer (46) was best known on the Nor'-West coast, where he has been for the past ten years. He is accused of having stolen and unlawfully received diamonds worth £20,447, the property of N. V. de Concurrent, storekeepers of Bandung, Java. Palmer used to have a lugger, but gave it up to enlist. Even enlisting involved him in a trek of 105 miles along the coast. (See story.)

POURED A SPOONFUL

Not even Robert Stevenson in his tale of Treasure Island painted a more romantic picture.

In fact, had beachcomber-soldier John Palmer been writing a book of the old blackbirding days, he couldn't have described it better.

It was the story of a doomed plane; of a valuable package of diamonds that had disappeared.

Diamonds that were later allegedly handed around as freely as toffee at a party. Some found in a salt shaker; some in a tin container; and another 61 of them mysteriously turning up in a

"TELL THE TRUTH AND GET IT OVER"

An article from 1943 detailing the diamond drama unfolding in the Kimberley



Leonie Kelly's father did not know the worth of the diamonds on the crashed Dutch plane

He lived in Beagle Bay, a remote community north of Broome, which had a small army presence during the war. "He told me they had to wait to low tide because it was in the water," she said. Ms Kelly said her father and the rescue crew did not recognize the worth of the diamonds. "Dad was saying they just thought it was coloured stones of no value," she said. "They had everything they needed in the community, they didn't need diamonds." But later, in life the family would joke about the story. "They said 'couldn't we have just held onto one?'" she said. "But it was not meant to be."



MS Kelly said there are stories that people buried the diamonds in tobacco tins. "But when they went back to them, they weren't there," she said. Other rumours about the diamonds have survived decades. There is a story of a small package that was found in the fork of a tree containing diamonds. Another that they were in a home and when a handyman left a job incomplete, it is thought he found the diamonds and made off with his fortune. But Ms Kelly is almost certain the diamonds simply are not in the Kimberley anymore. "So don't come here for diamonds, they are long gone!" she said.

A cross at Carnot Bay stands today, commemorating the four people who lost their lives in the crash

Next-generation vehicles show their firepower



Hanwha Defense Australia Redback Infantry Fighting Vehicle (front) and Rheinmetall Defence Australia LYNX KF41 Infantry Fighting Vehicle (back), conduct LAND 400 Phase 3 user evaluation trials at Puckapunyal Military Area, Victoria. Photo by Corporal Sagi Biderman.

The two contender vehicles for Australia's soon-to-be-selected infantry fighting vehicle (IFV) (LAND 400 Phase 3 project) recently conducted a firepower demonstration at Puckapunyal Military Area, showcasing next-level protection, firepower and mobility. Rheinmetall Defence Australia's KF-41 Lynx and Hanwha Defense Australia's Redback have been facing off in extensive user-evaluation field trials. Both companies have delivered three prototype vehicles, which are being tested over the course of this year as part of a two-year risk mitigation activity. A decision on the preferred tenderer will be presented to government for consideration in 2022. Land 400 Trials Platoon Commander Major Joel Sloane said the vehicles were being tested and evaluated in all weather and in varying terrain to ensure they were fit-for-purpose. "Our trials have involved literally blowing the vehicles up in order to test how they can withstand a range of firepower and threats," Major Sloane said.

"We have been testing the Redback and Lynx through a range of tactical scenarios in the field that will be realistic to how they will be employed in the future." At the firepower demonstration, both vehicles fired their 30mm main weapon cannon, and co-axial and remote weapon station 7.62mm MAG 58 machine guns, engaging targets at ranges from 300m to more than 2000m. Capability Acquisition and Sustainment Group Head Armoured Vehicle



Soldiers from 7RAR stand with the Hanwha Redback, left, and Rheinmetall Lynx KF-41, right, infantry fighting vehicles. Photo by Sergeant Jake Sims

Division Major General David Coghlan said with its next generation protection suite, 30mm cannon, anti-tank guided missiles, and the ability to engage helicopters and drones, either vehicle offered capabilities never seen in Army.

"These vehicles will provide increased firepower, mobility and, most importantly, protection for our infantry soldiers," he said. "We are rapidly approaching the end of the risk-mitigation activity and submission of the short-listed tenderers' final offers. We will then undertake a final evaluation to identify the preferred tenderer."

"The live-fire shoot showcases the extensive testing and evaluation process we are undertaking to provide confidence that these new vehicles are fit-for-service." Each vehicle has a crew of three and can carry six fully armed infantry soldiers into battle. The vehicles are designed to fight alongside the nation's current and future tank fleet, with commensurate mobility.

Major Sloane said Army had been using the current M113 armoured personnel carriers (APC) since the mid-1960s. "The APCs have served Army extremely well for many decades. But to be here at the start for what is going to be a vehicle that supports us for multiple generations is something that I am proud to be part of," he said. "The best thing about the infantry fighting vehicle is it will allow the infantry corps to contribute more to joint land combat. The capabilities and systems on this new vehicle allow the infantry to fight with the vehicle, not just from the vehicle."

It allows us to move further in the battle space, under armour, with full situational awareness." Individual vehicle craft, tactical manoeuvres, advances, and attacks on objectives are just some of the activities the project is putting these vehicles to the test in. Both companies, should they be successful, have committed to building most vehicles in Australia, with substantial investment in Australian industry capability, supporting Australian jobs, talent, and technology. Valued at between \$18.1 billion and \$27.1 billion, the Land 400 Phase 3 project is the largest acquisition project in Army's history.



*From our crew to yours,
we wish you continued
prosperity at Christmas
and in the coming year.*

May there be jeep parts
under your tree.

MILSPARES
MILITARY VEHICLE SPARES
PTY LTD.

milspares.net.au



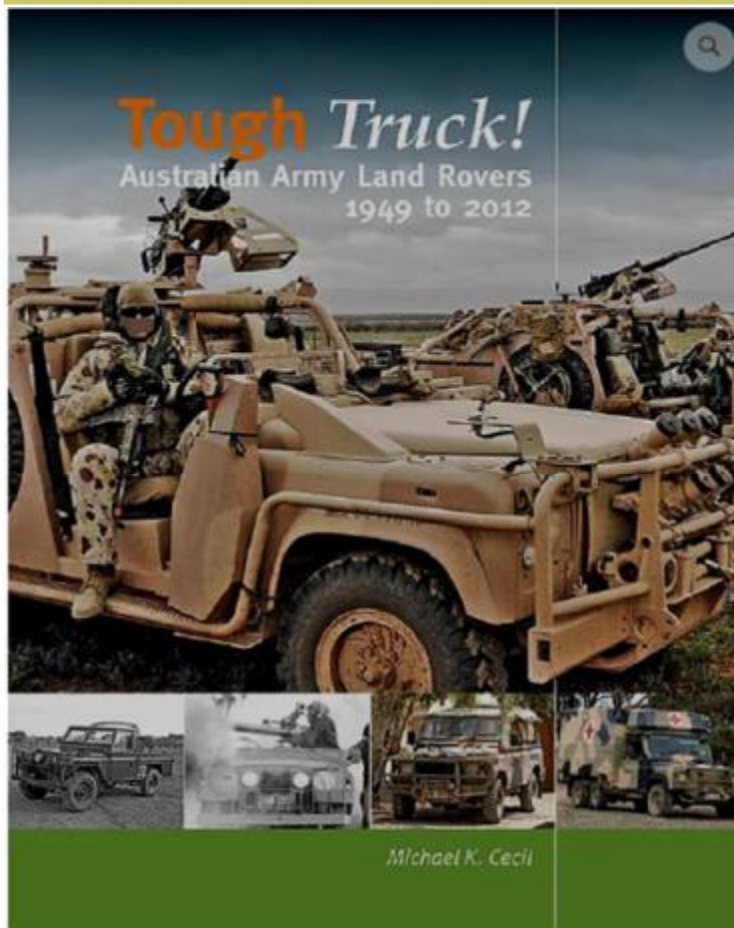
MILSPARES
MILITARY VEHICLE SPARES
PTY LTD.
"Dedicated to preserving the Jeep"

**ONLINE SHOPPING CART
NOW AVAILABLE**

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

www.milspares.net.au





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

Full colour, A4, 276 pages

Hardback

1,000+ photos and diagrams

ISBN: 978-1-9998867-0-7

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

The Land Rover's period of continuous service with the Australian Army spans an impressive 64 years.

It is indeed one **Tough Truck!**

For more information go to www.michaelkcecil.com

A MAGNIFICENTLY RESTORED 1953 JEEP

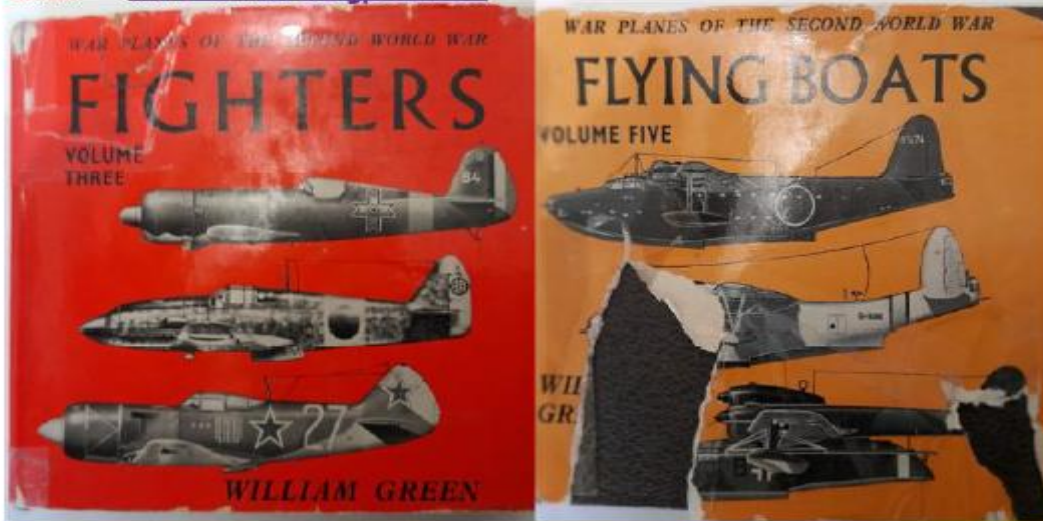


FOR SALE

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

LANDROVER CANVAS ROOF



Contact: Darren Hornibrook Ph: 8395 5510 - Mob: 0407 086 825
Email: darren.hornibrook@bigpond.com

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



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.



Photo shown Is not the actual
trailer "for sale"

\$4,000

Contact. Kev Tipler 0403 267 294

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— \$25,000



ITEMS REQUIRES FOR JEEP PROJECT

We have been asked by Doug, a fellow Jeep restorer in Broken Hill for assistance in locating a number of parts to complete his Jeep restoration project. Listed below are the items he is looking for. If you are able to assist the Doug, please contact him by email (see below) with photos of your parts you may have to sell as well as your price.

- Ford chassis in reasonable condition.
- Circuit breakers.
- Tail lights.
- Head light shells and retainer rims.
- Split rims.
- Blackout Light and Guard.
- Blackout Marker Lights.
- Main Light Switch Push - Pull type.
- Black Out Light Switch.
- Panel Lamps Switch.
- Ford Rear Tool Box lids.

- Curved Body Handles.
- Radio Terminal Box (goes under RHS body cut out) and conduit.
- Dash Lamp Covers and bulb holders.
- Speedo cable.
- Glove box and tool box locks or keyless push buttons version.
- Front and Rear springs.
- Panel Lamps Switch.
- Ford Rear Tool Box lids.

Please Reply to Doug: with your photos and your prices on email:
dgrev@inet.net.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.

