



WARTIME VEHICLE CONSERVATION GROUP  
SOUTH AUSTRALIA



## FERRET MK5 SCOUT CAR



ISSUE 43 - MARCH 2022



# WARTIME VEHICLE CONSERVATION GROUP OFFICE BEARERS FOR 2020 — 2021

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## WVCG MONTHLY MEETINGS

ARE HELD AT THE TOWER HOTEL, MAGILL SA ON THE FIRST TUESDAY OF THE MONTH STARTING AT 1900 HR'S. MEALS AVAILABLE, ORDER AT THE BAR AND MEAL WILL BE SERVED IN THE MEETING ROOM.

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.

# A SPECIAL NOTICE TO ALL WVCG MEMBERS

Hi All,

After many years of uncertainty, we have now received the attached from the Federation re carriage of children. Essentially this means.

**Children over 7 years of age can be carried unrestrained if seat belts are not fitted to the vehicle. e.g. historic vehicles.**

**Children under 7 years must be restrained regardless.**

I suggest you print off the following notice, (Below) and kept with your logbooks etc in case you are pulled over by an unknowing police officer.

**NOTE:** This only applies to SA. If going interstate, you will need to contact the local authorities re their arrangements. (good luck!)

## e) Carrying Children in Cars

A query has received re carry children over the age of 7 in a motor vehicle "Do they have to be in a child seat or restrained" The government web site is very specific about the where's and how a child over seven is restrained in a vehicle fitted with seat belts and child restraint mounting points but is very thin on the requirements for a vehicle that is not so equipped the following was supplied by DIT

We have reviewed the Australian Road Rules (ARR) in respect to the wearing of seatbelts and I can advise the following.

Under rule 267 of the ARR a person is exempt from wearing a seatbelt if:

- a) The seating position that he or she occupies is not fitted with a seatbelt; and
- b) There is no requirement for that seating position to be fitted with a seatbelt; and
- c) All passengers in the vehicle who are exempt from wearing a seatbelt are complying with subrule (8).

Subrule (8) summarises that if any passenger does not have to wear a seatbelt or sit in a child restraint, then they must leave the seat with the seatbelt or child restraint free for a person who is required to use it.

**Rule 267 however does not apply to a person aged under 7 years. They must be restrained**

In summary of the above, if the vehicle is not required to have seatbelt fitted then people *aged 7 and older* can occupy the seat and are exempt from wearing a seatbelt, provided they are complying with subrule (8).

**NOTE:** The above only applies to South Australian, going interstate with children check the local rules and regulations



# AUSTRALIA DAY PARADE 2022

THE AUSTRALIA DAY 26TH JANUARY 2022 PARADE WAS CANCELLED DUE TO COVID RESTRICTIONS THIS YEAR. INSTEAD THERE WAS A STATIC CELEBRATION TO MARK AUSTRALIA DAY HELD IN RUNDLE MALL. WE ALL HOPE THAT IN 2023 WE WILL AGAIN BE ABLE TO HOLD OUR NORMAL PARADE. I HAVE ATTACHED BELOW A FEW PHOTOS OF OUR MEMBERS ATTENDING A PAST PARADE.









# U.S. Army's New Lightweight Tank



BY RAY PAYNE

*Picture: Russian 2S25 Sprut-SD air-transportable light tank*

The US Army plans to build prototypes in the next several years of a new lightweight Mobile Protected Firepower armoured vehicle expected to change land war by outmatching Russian equivalents and bringing a new dimension to advancing infantry as it manoeuvres toward enemy attack. Long-range precision fire coordinated air-ground assault, mechanized force-on-force armoured vehicle attacks and drone threats are all changing so quickly that maneuvering US Army infantry now needs improved firepower to advance on major adversaries in war, Army leaders explain, "Mobile Protected Firepower helps you because you can get off-road. Mobility can help with lethality and protection because you can hit the adversary before they can disrupt your ability to move," Rickey Smith, Deputy Chief of Staff, G-9, TRADOC, told Warrior Maven in an interview earlier this year. Smith did not elaborate on any precise weight but did stress that the effort intends to find the optimal blend of lethality, mobility and survivability. Senior Army leaders, however, do say that the new MPF will be more survivable and superior to its Russian equivalent. The Russian 2S25 Sprut-SD air-transportable light tank, according to Russian news reports, weighs roughly 20 tons and fires a 125mm smoothbore gun. It is designed to attack tanks and support amphibious, air or ground operations. The vehicle has been in service since 2005. US Army weapons developers have said their MPF will likely be heavier to ensure a higher level of protection for US soldiers. Considering these kinds of near-peer adversaries with longer-range sensors, more accurate precision fires and air support for a mechanized ground assault, the Army is acutely aware that its maneuvering infantry requires armoured, mobile firepower. Current Abrams tanks, while armed with 120mm cannons and fortified by heavy armour, are challenged to support infantry in some scenarios due to weight and mobility constraints. Accordingly, Smith explained that Infantry Brigade Combat Teams (IBCTs), expected to operate in a more expansive battlespace, will require deployable, fast-moving close-to-contact direct fire support. This fast-changing calculus, based on knowledge of emerging threats and enemy weapons, informs an Army need to close the threat gap by engineering the MPF vehicle. While referred to by some as a "light tank," Army officials specify that plans for the new platform seek to engineer a mobile combat platform able to deploy quickly. The MPF represents an Army push toward more expeditionary warfare and rapid deploy ability. Therefore, it is no surprise that two MPFs are being built to fit on an Air Force C-17 aircraft. Rapid deploy ability is of particular significance in areas such as Europe, where Russian forces, for instance, might be in closer proximity to US or NATO forces.

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# PHIL HOADLEY JEEP RESTORATION PROJECT

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

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

Here's some fresh images for you. My restoration is now all one colour for the first time. Seats and fuel tank are all now permanently installed as is the shifter, original speedo (connected to the Mustang gearbox), chopped windshield with manual wipers and '28 Ford Model A taillights. Rear brake lines are complete and connected and I expect to finish the fronts in the next week.



Just tried out these motorcycle indicators for the front

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





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



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



Here you go bloke, 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.



Khaki Vehicle Enthusiasts Inc. presents:

# 42nd Annual Corowa Swim-In & Military Vehicle Gathering

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



**Year of the Jeep**

**Year of the RAAF**

**All types of ex-military vehicles welcomed to attend.**

Day trips are planned from Wednesday to Friday:

**Weds:** Trip to Hume Dam, Albury/Wodonga and Owl's Eye Museum.

**Thurs:** Trip to Tocumwal incorporating Tocumwal Aviation Museum and Chrysties Classic & Collectables Museum.

**Fri:** Local trip to WW2 RAAF sites around Corowa area, the Piggery, nature reserve and 'Shearing of the Rams' trail.

**Saturday:** Vehicle display and Swap Meet at the Show-ground and vehicle activities in the afternoon.

This programme of activities may be subject to changes due to the current COVID regulations at the time.  
Details are correct at 29th Jan. 2022

For details contact Jan Thompson-Creamer on  
0412 078096 or email to [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au)

Entry form on website:  
[www.corowaswim-in.org](http://www.corowaswim-in.org)



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## 42<sup>nd</sup> Annual Corowa Swim-In & Military Vehicle Gathering

Monday 14<sup>th</sup> March to Sunday 20<sup>th</sup> 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](mailto: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

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# Planning to commemorate the end of the Vietnam War

By: Brian Hartigan



*(28 Nov 1966): One of thousands of photos taken by Billy Cunneen in Vietnam a 6RAR soldier dives off a log crossing a small creek as firing breaks out just ahead, during Operation Ingham*

Minister for Veterans' Affairs and Defence Personnel Andrew Gee said the government had committed \$6 million to ensure the important milestone was marked with appropriate respect and appreciation for all those who served and those who gave their lives in Vietnam. "Australia owes our Vietnam veterans an enormous debt of gratitude," Minister Gee said. "Almost 60,000 Australians served in the Vietnam War, 521 lost their lives and more than 3000 were wounded. "We honour and remember the service and sacrifice of each and every one of them. "At places like Long Tan, Nui Lei, Binh Ba, Coral and Balmoral, Ap My An and many others, Australians served with distinction, in the finest traditions of our armed forces. "Our country should be very proud of all they achieved. "Commemorating the 50th anniversary of the end of Australia's involvement in the Vietnam conflict will be an important opportunity for Australians to express the pride, gratitude and respect of the nation. "The Vietnam War and its aftermath exacted a heavy toll on all those who served and their families. "The treatment of our diggers upon their return home by some of their fellow Australians remains a source of hurt and pain for many.

"The 50-year commemoration in 2023 is another important step in helping to heal the wounds that were inflicted in Australia. "I will be working closely with the Vietnam veteran community to ensure the funding announced delivers a program of events that Honours all Australians who served in the Vietnam conflict. "The centerpiece will be a national commemorative service at the Australian Vietnam Forces National Memorial on Anzac Parade in Canberra. "We owe the men and women who served in Vietnam nothing less than a commemorative program that reflects their extraordinary service and sacrifice. "Our country will always be grateful for it and we will never, ever, forget it," Minister Gee said.

Further announcements on the details of specific commemorations and the consultation process will be made on the Department of Veterans' Affairs website in due course.



# Liberation of the Netherlands



*VEDay75: Normandy to Netherlands documents and shares resources with all Canadians about the important role of the Canadian fighting forces and the crucial role they played in liberating the oppressed people of Europe in the final year of the Second World War.*

The liberation of the Netherlands, from September 1944 to April 1945, played a key role in the culmination of the Second World War, as the Allied forces closed in on Germany from all sides. The First Canadian Army played a major role in the liberation of the Dutch people who had suffered terrible hunger and hardship under the increasingly desperate German occupiers. The First Canadian Army also played a leading role in opening Belgium and the Netherlands' Scheldt estuary (tidal river), gateway to the port of Antwerp. Access to this port was essential to maintain supply lines to the Allied armies as they continued their push toward Germany to defeat Adolf Hitler's forces and free Western Europe from four years of Nazi occupation which had begun in April 1940.

## Allied offensives of 1945

Following the conclusion of the Battle of the Scheldt in November 1944, winter brought a period of reduced fighting in anticipation of the push over the Rhine River in the new year. When the new Allied offensives began in 1945, the First Canadian Army helped liberate the northeastern and western Netherlands, until the German Army officially surrendered in early May.



*Army truck loaded with evacuees. Bicycles which are prize possessions, can be seen hanging from the back of the truck 20 Nov. 1944 / Nijmegen, Netherlands. Credit: Library and Archives Canada/PA-140430*

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*Photos from the Liberation of the Netherlands*

## First Canadian Army

Under the command of General Henry Duncan Graham (Harry) Crerar, the First Canadian Army was international in character. In addition to the 2<sup>nd</sup> Canadian Corps (which included the 2<sup>nd</sup> and 3<sup>rd</sup> Canadian Infantry Divisions, and the 4<sup>th</sup> Canadian Armoured Division), the 1<sup>st</sup> British Corps, and the 1<sup>st</sup> Polish Armoured Division, at various times American, Belgian, and Dutch soldiers were also included as units. The First Canadian Army in northwestern Europe during the final phases of the war was a powerful force, the largest army that had ever been under the control of a Canadian general. The strength of this army ranged from approximately 105,000 to 175,000 Canadian soldiers to anywhere from 200,000 to over 450,000 when including the soldiers from other nations. More than 7,600 Canadians died in the eight-month campaign to liberate the Netherlands, a tremendous sacrifice in the cause of freedom.



*Private W.R. Van Herne of the Calgary Highlanders receiving an injection in his wounded thigh from Privates G.M. Goderre and H. Couture 1 Nov. 1944 / Beveland Peninsula, Netherlands. Credit: Ken Bell / Canada. Dept. of National Defence / Library and Archives Canada / PA-131260*



## The Road to the Netherlands

The Allied forces, including the 3rd Canadian Infantry Division, and the 2nd Canadian Armoured Brigade of the First Canadian Army, landed on the beaches of Normandy, France on D-Day, June 6, 1944. As the armies progressed further inland, the First Canadian Army engaged in bitter fighting at Caen and Falaise. Once the Battle of Normandy was won on August 25, 1944, the First Canadian Army was assigned the task of clearing the coastal areas and opening the English Channel ports for supplies vital to the Allied advance. Fighting on the left flank of the Allied forces, the First Canadian Army pushed rapidly eastward through France towards Belgium. September began with the 2<sup>nd</sup> Canadian Infantry Division being welcomed to Dieppe. The 2<sup>nd</sup> Canadian Corps left several units to guard the heavily defended ports and pushed into Belgium, reaching Ostend, Bruges and Ghent by the middle of the month. By October 1, the port cities of Boulogne, Cap Gris Nez, Calais, and Dunkirk were all under Allied control. The 2<sup>nd</sup> Canadian Corps had also captured the launching sites of German rockets and put an end to their attacks on southern England.



*Troopers of a Canadian armoured brigade getting out of a new General Motors Canada fifteen-hundred weight armoured truck near Nijmegen. December 5, 1944 / Nijmegen, Netherlands (vicinity). Credit: Barney J. Gloster/Canada. Dept. of National Defence/Library and Archives Canada/PA-177591*

**Port of Antwerp:** Capturing a major port now became a top priority as establishing adequate supply lines for the winter now became of paramount importance. The Second British Army had seized the port of Antwerp with its installations virtually intact. As Europe's second-largest port, Antwerp and its 45 kilometers of docks was an ideal landing ground for supplies for the continuing war effort. In fact, the opening of the port of Antwerp was essential, since at this point the main supply lines still ran back to Normandy. However, German occupiers still controlled the Scheldt river which connected the port of Antwerp to the North Sea. As long as the Germans held control of the sea approaches and the long winding estuary, Allied shipping to the port would be impossible. The mere occupation of Antwerp was not enough - all the lands surrounding the Scheldt would have to be liberated first.

**The Battle of the Scheldt:** The task of liberating the Scheldt was entrusted to the First Canadian Army, under the command of Lieutenant-General Guy Simonds (in place of General Crerar, who had returned to England because of severe illness). The unique geography of the area made the First Canadian Army's challenge even more daunting. North of the estuary lay South Beveland. Beyond South Beveland lay the island of Walcheren, which had been fortified into a powerful German stronghold. The south bank of the estuary was flat flood lands enclosed by dykes, known as "polder country". It was below sea level and well-suited to defence.



*Personnel of the Royal Hamilton Light Infantry riding in Universal Carrier 27 Oct. 1944 / Krabbendijke, Netherlands. Credit: Ken Bell/Canada. Dept. of National Defence/Library and Archives Canada/PA-138420*

**A four phased plan:** The plan for opening the estuary involved four main operations. The first was to clear the area north of Antwerp and secure access to South Beveland. The second was to clear the Breskens "pocket" behind the Leopold Canal, and the third was the capture of South Beveland. The final phase would be the capture of Walcheren Island. On October 2, the 2<sup>nd</sup> Canadian Infantry Division began its advance north of Antwerp, while the 3<sup>rd</sup> Canadian Infantry Division, supported by the 4<sup>th</sup> Canadian Armoured Division, began the assault over the Leopold Canal. In both areas the fighting was fierce. The well-entrenched German forces made it difficult for the Allied forces to advance. The 2<sup>nd</sup> Canadian Infantry Division, advancing north to close the eastern end of South Beveland, made good progress against the enemy paratroopers who were barring the way. Casualties were heavy as Canadian troops attacked over open flooded ground, but by October 16 they had seized the town of Woensdrecht at the entrance to South Beveland.



*Convoy of trucks of Allied foodstuffs being moved to German occupied territory in western Netherlands. 3 May 1945 / Wageningen, Netherlands (vicinity). Credit: Alexander M. Stirton/Canada. Dept. of National Defence/Library and Archives Canada/PA-134419 .*

### **Securing access to South Beveland:**

At this point, the challenge and opportunity were clear to all and Field-Marshal Bernard Montgomery, overall commander of the First Canadian Army and Second British Army, issued a directive making the opening of the Scheldt estuary the top priority. To the east, the British Second Army attacked westwards to clear the Netherlands south of the Maas River. This helped secure the Scheldt region from an outside counterattack. Meanwhile, Lieutenant-General Simonds concentrated on the area north of South Beveland. The 4<sup>th</sup> Canadian Armoured Division, which had been engaged at the Leopold Canal, moved north of the Scheldt, and drove hard for the town of Bergen-op-Zoom. By October 24, the entrance to South Beveland was breached and secured and the 2<sup>nd</sup> Canadian Division began the advance into South Beveland, assisted by an amphibious landing by the 52<sup>nd</sup> British Division. By October 31, the area was secured by the Allies.



### The Breskens Pocket:

Fighting along the Scheldt's southern shore was equally fierce. Here, the 3<sup>rd</sup> Canadian Infantry Division encountered tenacious German opposition as it fought to cross the Leopold Canal and clear the Breskens pocket behind the canal. The attack began on October 6 against fierce opposition, and for three days a slender bridgehead was in constant danger of elimination. Finally, on October 9, an amphibious assault broke the enemy's hold on the canal, and the bridgehead was deepened. Troops and tanks crossed the canal and the Germans withdrew into concrete bunkers along the coast. More fighting followed, but by November 3 the south shore of the Scheldt was secured.

### Capture of South Beveland:

On October 24, the third phase of the battle to free the Scheldt began with the 2<sup>nd</sup> Canadian Infantry Division moving against South Beveland. The Canadians hoped to advance rapidly, by-passing opposition and seizing bridgeheads over the Beveland Canal, but they too were slowed by mines, mud and strong enemy defences. An amphibious attack was made across the West Scheldt by the 52<sup>nd</sup> (Lowland) Division to get in behind the German's Beveland Canal defensive positions. Thus this formidable defence was outflanked and the 6<sup>th</sup> Canadian Infantry Brigade began a frontal attack in assault boats. The engineers were able to bridge the canal on the main road. With the canal line gone, the German defence crumbled and South Beveland was cleared.

### Walcheren Island:

This left the island of Walcheren as the last obstacle to securing the port of Antwerp for Allied use. However, the Germans had fortified their position on the island and the only land approach was the long narrow causeway from South Beveland. To make matters worse, the flats that surrounded this causeway were too saturated with sea water for movement on foot but with too little water for an assault in storm boats. The island was attacked from three directions: across the causeway from the east, across the Scheldt from the south, and from the sea. To hamper German defence, the island's dykes were breached by heavy Royal Air Force bombing, which flooded the central area and allowed the use of amphibious vehicles.



*Spr. M.G. Ougler, Second Battalion Canadian Engineers, putting the finishing touches to one of the two new bridges built by the Canadian Engineers. 28 May 1945 / Zutphen, Netherlands. Credit: Canada. Dept. of National Defence/Library and Archives Canada /PA-135997*



*Sergeant E.F. Offord (Ottawa, Ont.) piling empty shell cartridges from previous barrage 23 Oct. 1944 / Ossendrecht, Netherlands. Credit: Ken Bell/Canada. Dept. of National Defence/Library and Archives Canada/PA-143928*

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### **Opposition ends:**

The Canadians attacked the causeway on October 31 and, after a costly struggle, established a foothold. Then, in conjunction with the waterborne attacks, the 52<sup>nd</sup> British Division continued the advance. On November 6, the island's capital Middelburg was secured, and by November 8 all enemy opposition ended. Meanwhile, the 4<sup>th</sup> Canadian Armoured Division had pushed eastward past Bergen-op-Zoom to St. Philipsland where it sank several German vessels in Zijpe Harbour.

### **Supply line secured:**

Thus, with the approaches to Antwerp free and the country up to the Maas River cleared, the Battle of the Scheldt was over and the crucial supply line, essential to fuel the allied advance to liberate Europe, was secured. The channel was cleared of mines and, on November 28, the first convoy entered the port of Antwerp, led by the Canadian-built freighter *Fort Cataraqui*. The Battle of the Scheldt exacted a heavy toll on the First Canadian Army. Between October 1 and November 8, 1944, the First Canadian Army suffered 12,873 casualties (killed, wounded, or missing), 6,367 of whom were Canadians.

### **The Rhineland Campaign:**

Following the Battle of the Scheldt, the Canadians were given the responsibility of holding the line along the Maas River and the Nijmegen salient (a salient is a projection into enemy territory). The Canadian front ran from the German frontier south of Nijmegen to Dunkirk in France on the North Sea coast, a distance of over 360 kilometers. This was a largely static period of three months, spent planning and preparing for the spring offensive. Still, some sharp clashes took place. There was an unexpectedly difficult struggle against German

### **The great offensive:**

Then, in February 1945, the Allies launched the great offensive to drive the enemy back over the Rhine and bring about Germany's final defeat. The first phase of the campaign began in the north, where Field-Marshal Montgomery commanded the Ninth U.S. Army as well as his British and Canadian forces. There were two formidable thrusts. The First Canadian Army advanced from the Nijmegen salient southeastward to clear the corridor between the Rhine and the Maas rivers, while the Ninth U.S. Army drove northeastward to converge with the Canadians on the Rhine opposite Wesel.

### **Operation Veritable:**

The First Canadian Army, under General Crerar, was strengthened by the addition of Allied formations, which made it the largest army a Canadian officer had ever commanded in action. Their objective was to clear the great Reichswald Forest, break through the Siegfried Line, clear the Hochwald Forest defences, and close the area up to the Rhine River. Under the code name "Veritable", the offensive was launched on February 8, preceded by a crushing air and artillery attack on the enemy positions. But progress was not easy. The advance was hampered by mud and flooded ground, and at times troops floundered through water one meter deep. Moreover, the American drive from the south was delayed because of flooding and the enemy was able to reinforce their positions.

### **"The Water Rats"**

Nevertheless, the outer defences of the Siegfried Line fell and, far on the left, the "water rats" of the 3<sup>rd</sup> Canadian Infantry Division, skilled in amphibious operations after the Scheldt, made significant gains across flooded terrain. Then, in a difficult advance through the pine forest of the Reichswald and the water-logged countryside, the British and Canadian soldiers fought their way forward. On February 21, they cracked the vaunted Siegfried Line. The formidable defences of the Hochwald Forest and Balberger heights still barred the way to the Rhine. The Hochwald was taken in an agonizing repetition of the Reichswald battle. It was here that two Canadians, Sergeant Aubrey Cosens and Major F.A. Tilston, were awarded the Victoria Cross for their gallantry and courage.





**Hochwald and the Rhine;**  
Major Tilston earned the Victoria Cross for personally leading his company in an assault through intense enemy fire on the Hochwald defensive line. Despite being seriously injured, he courageously led his troops, kept them supplied with ammunition, cleared German gun positions and engaged in hand-to-hand fighting to ensure his company was successful in conducting this important task.

### **Opposition resistance continues;**

Sergeant Cosens earned his Victoria Cross for his actions in a battle to push the enemy from a small village. He assumed command of his battered platoon and personally cleared the German defenders from three buildings in the midst of intense enemy fire, killing or taking prisoner at least 40 Germans before being killed by a sniper. The Americans were now also making progress from the south. Resistance continued until March 10 when the enemy blew up the bridges of the Wesel River and withdrew to the east bank of the Rhine. During this month of fighting, the First Canadian Army suffered heavy casualties—15,634 killed, wounded or missing in action, including 5,304 Canadians. But they had gained control of the banks of the Rhine.

*D" Troops of the Black Watch of Canada crossing the Regge River near Ommen, Netherlands. 10 April 1945. Photo: Dan Guravich/Canada. Dept. of National Defence/Library and Archives Canada/PA 114596*

### **The Final Phase: Securing Northwest Europe;**

The way was now clear for the final phase of the campaign in northwest Europe. On March 23, Field Marshal Montgomery's Allied forces began the assault across the Rhine. Although the First Canadian Army did not take part in the crossings, the troops of the 9<sup>th</sup> Canadian Infantry Brigade, under British command, participated in the crossing of the Rhine at Rees. Also, the 1<sup>st</sup> Canadian Parachute Battalion, still with the 6<sup>th</sup> Airborne Division, dropped successfully east of the river near Wesel. In this operation a Canadian medical orderly, F.G. Topham, earned the Victoria Cross for his heroic care of a wounded man. Several days later the 3<sup>rd</sup> Canadian Infantry Division crossed the Rhine and fought its way to Emmerich.

### **Onward to Germany;**

With the Rhine River behind them, the Allied forces could now exploit their great advantage in numbers and press forward into Germany. On the eastern front the Russians were approaching Vienna and were ready to advance over the Oder River towards Berlin. The First Canadian Army's role in this period was to open up the supply route to the north through Arnhem, in the Netherlands, and then to clear the northeastern part of the country, the coastal belt of Germany eastward to the Elbe River, and western Holland.

## The two Canadian corps unite;

This time the First Canadian Army was more completely Canadian than ever before. The 1<sup>st</sup> Canadian Corps, which had been fighting since the summer of 1943 in Italy, transferred to northwest Europe. Two Canadian army corps were fighting side by side for the first time in history. The 2<sup>nd</sup> Canadian Corps was to clear the northeastern part of the Netherlands and the German coast, while the 1<sup>st</sup> Canadian Corps was to root out the Germans remaining in the western Netherlands north of the Maas River.

## The Northeastern Netherlands;

The 2<sup>nd</sup> Canadian Corps' northern drive rapidly gained momentum. As the troops crossed into the Netherlands they were greeted enthusiastically by the liberated Dutch people. On the right, Major-General Vokes' 4<sup>th</sup> Canadian Armoured Division crossed the Twente Canal and captured Almelo on April 5, before curving eastward to re-enter Germany. In the Centre, the 2<sup>nd</sup> Canadian Division crossed the Schipbeek Canal and advanced in a virtually straight line to Groningen in the northern Netherlands, which they reached on April 16. The 3<sup>rd</sup> Canadian Division, on the Corps' left flank, was charged with clearing the area adjoining the IJssel River and after several days of stiff fighting occupied the historic town of Zutphen. Then, pushing forward, they captured Deventer, Zwolle and Leeuwarden and reached the North Sea on April 18. The operations of the 2<sup>nd</sup> Canadian Corps were then extended from the eastern Netherlands into western Germany. The 4<sup>th</sup> Canadian Division crossed the Ems River at Meppen and, combined with the 1<sup>st</sup> Polish Armoured Division, made advances on Emden, Wilhelmshaven and Oldenburg. The 3<sup>rd</sup> Canadian Division also moved on Emden, while the 2<sup>nd</sup> Canadian Division advanced from Groningen to the area of Oldenburg.

## The Western Netherlands

In the western Netherlands, the 1<sup>st</sup> Canadian Corps, comprising the 1<sup>st</sup> Canadian Infantry Division and the 5<sup>th</sup> Canadian Armoured Division under the command of Lieutenant-General Charles Foulkes, was responsible for the liberation of the area north of the Maas River. This region includes the major cities of Amsterdam, Rotterdam and The Hague, where the people were at the end of their endurance from the misery and starvation that had accompanied the "Hunger Winter." Food supplies in the cities were exhausted, fuel had run out almost entirely, and transportation was virtually non-existent. Thousands of men, women, and children had perished. An assault on Arnhem began on April 12, and, after two days of intense house-to-house fighting, the town was liberated. The 5<sup>th</sup> Canadian Armoured Division then dashed northward to the IJsselmeer River, some 50 kilometers away, to cut off the enemy forces in Apeldoorn facing the 1<sup>st</sup> Canadian Division. The Canadians liberated Apeldoorn on April 17.



*Dutch civilians and Canadian Army troops celebrating the Liberation. 7 May 1945 / Utrecht, Netherlands. Credit: Alexander M. Stirton/Canada. Dept. of National Defence/Library and Archives Canada/PA-134377.*

## Truce and liberation;

By April 28, the Germans in western Holland had been driven back to a line running roughly between Wageningen through Amersfoort to the North Sea, known as the Grebbe Line. On that day a truce was arranged, fighting ceased in western Holland, and several days later food supplies began to move through for the starving people. No part of Western Europe was liberated at a more vital moment than the west of the Netherlands, and the Canadian soldiers who contributed so immensely to that liberation were cheered and greeted with great joy. On April 25, the American and Russian troops met on the Elbe River. A few days later Hitler committed suicide in Berlin, where he had been encircled by the Russians. The war ended a week later. On May 5, in the village of Wageningen, General Foulkes accepted the surrender of the German troops in the Netherlands. General Simonds of the 2<sup>nd</sup> Canadian Corps, in Bad Wiesenhausen, did the same on his front. The formal German surrender was signed on May 7, 1945, at Reims in France.



## Air and sea support

The campaign in northwest Europe took eleven months and could not have succeeded without the support of Allied naval and air forces. The navies kept the sea lanes open for munitions, supplies and reinforcements, while overhead the air forces cleared the skies and engaged in dangerous bombing missions.



*Royal Canadian Army Service Corps (R.C.A.S.C.) personnel of the 4th Canadian Armoured Division examining a captured German dummy aircraft. October 28, 1944 / Huijbergen, Netherlands. Credit: Harold G. Aikman/Canada. Dept. of National Defence/Library and Archives Canada/PA-176879*



Postcard commemorating the liberation of the Netherlands. With symbolism and humour, the artist Jan Laviesm depicted the liberation of the Netherlands by Canadian and Polish forces. When German troops in the province of Holland surrendered on May 5, 1945, the Canadians liberated the west of the country including Rotterdam, The Hague and Amsterdam. Credit: Canadian War Museum 19830007-002.

### FOOTNOTE;

Your editor/Publisher was one of those many children liberated by the Canadian forces on 5 May 1945. Our small town of Hillegom was under German occupation for 5 years. There is a street photo of me taken in front of my Grandparent home in a book written about the town living under German forces occupation. That in its self is another story of my family during those years and of those that did not survive. Anthony (Tony) Van Rhoda  
Editor/Publisher.

---

# Hornets farewelled after more than 35 years of RAAF service



By: Brian Hartigan

*Aircraft A21-02 flown by Group Captain Jason Easthope, Chief of Staff, Air Combat Group puts on the last handling display for a RAAF F/A-18 Hornet at RAAF Base Williamtown. Story by Flight Lieutenant Jessica Aldred. Photo by Corporal Craig Barrett.*

Air Force has farewelled the F/A-18A/B Hornets after more than 35 years of service, with an end of era event at RAAF Base Williamtown on November 29. In a fitting tribute to the jet, a solo flying display marked its final farewell to the Australian public at the Wings over Illawarra Airshow on November 28. The first two F/A-18A/B Hornets arrived in Australia on June 6, 1984, partially disassembled in the back of a C-5 Galaxy all the way from St. Louis, Missouri, United States. They were followed by the next two Hornets, flown in a non-stop record-breaking trans-Pacific 15-hour ferry on May 17, 1985. Over the next 3 decades, 71 Hornets contributed to multiple operations and exercises through the dedication of all aviators at Nos. 3, 75 and 77 Squadron, and No. 2 operational Conversion Unit.



Group Captain Jason Easthope returns from his display at the Classic Hornet end of an era celebration at RAAF Williamtown, New South Wales. Photo by Leading Aircraftwoman Catherine Kelly.



Commander Air Combat Group, Air Commodore Tim Alsop, said the farewell activity included a flying display over Tindal and Williamtown to thank the community for their support. "We could not conduct our flying operations and exercises without the support of the community, particularly around RAAF Bases Tindal, Williamtown and Darwin – they have supported us for the last 30 years and for that we thank them," Air Commodore Alsop said. "The Hornets have contributed to Australia's air power for one third of Air Force's centenary, protecting Australia and its interests both at home and on the world stage.

"Whilst pilots are critical to fly a Hornet, it's a team effort to keep them in the air – with technicians, engineers, logistics, life support fitters, personnel capability and security forces all ensuring that the Hornet could conduct its role." The F/A-18A (single seat) and F/A-18B (twin seat) Hornets have been an integral part of Australia's air combat capability, capable of air-to-air and air-to-ground missions. The F/A-18A/B Hornets deployed to Operations Slipper, Falconer and Okra conducting strike and close air support missions in support of coalition forces.



*Group Captain Jason Easthope is congratulated by The Hon Peter Dutton MP, Minister for Defence, along with Chief of Air Force, Air Marshal Mel Hupfeld, AO, DSC, after the last aerial handling display for a RAAF F/A-18A/B Hornet at RAAF Base Williamtown, New South Wales. Photo by Corporal Craig Barrett.*

Chief of Staff Air Combat Group, Group Captain Jason Easthope, said the Hornet was a capable aircraft that served Air Force with distinction.

"For the last 20 years, the Hornets have served on multiple operations overseas and at home, including our contribution to strike missions on Operations Falconer and Okra – this was significant as Australia had not dropped bombs in combat since the Vietnam War," Group Captain Easthope said.

"On Operation Okra, F/A-18A/B Hornet squadrons flew 1937 missions and more than 14,780 flying hours, delivering approximately 1,600 munitions.

"Flying is my passion and I will always have a soft spot for the Hornet."

# 'Breaker Morant' trio issued Boer War Service Medals.



*Lieutenants Harry 'Breaker' Morant, Peter Handcock and George Witton are being issued service medals they were entitled to – 120 years late.*

**Service Medals** The medallic recognition for meritorious and loyal service is eventually being issued thanks to tireless efforts by 'Morant' campaigner James Unkles. Retired Australian military lawyer James Unkles has been working on the 'Morant' case as a passion project for more than 10 years, on behalf of the descendants of Harry 'Breaker' Morant, Peter Handcock and George Witton.

I am pleased to announce on behalf of the descendants of Morant, Handcock and Witton, medallic recognition that they rendered loyal and exemplary service to the Colonial Contingents during the Boer War. Australian and British authorities no longer issue medals for service in the Boer War – however replica medals can be sourced for descendants once details of service are confirmed. There is no legal impediment to such medals being issued to the descendants of these men.

**Details of Service** Morant, from Renmark, served as a volunteer with the 2nd South Australian Mounted Rifles during the Anglo Boer War (1899-1902). His service was meritorious and loyal. He was commended by his CO for his service to the Regiment. Morant held the rank of Lance Corporal and was promoted to Sergeant during his service in South Africa. Morant eventually also served in British Contingent, the Bushveld Carbineers. During his service he was commended for the capture of notorious Boer Commander, Kelly.

**Handcock**, From Bathurst, joined NSWs Mounted Rifles and deployed to South Africa on 17 January 1900 and served for 12 months. His service was meritorious and loyal. He then joined the Bushveld Carbineers as a Lieutenant on 21 January 1901.

**Witton**, From Victoria, joined 4th Victorian Imperial Bushmen as a Corporal, and went to South Africa on 1 May 1900. His service was meritorious and loyal. He also joined the Bushveld Carbineers as a Lieutenant, on 1 June 1901. Medals were recognised for Lt Witton's service. One of his descendants, Brian Turley, celebrated Witton's service to 4th Victorian Imperial Bushmen, on 1 November 2021. Presentations to the descendants of Lieutenants Handcock and Morant will follow as soon as can be arranged.

**Background** In service of the British Empire, the Australian colonies offered troops for the war in South Africa. Australians served in contingents raised by the six colonies or, from 1901, by the Australian Commonwealth. The Australian colonies had volunteers serving in contingents. About 25,000 Australian served in the war. The war is also remembered for the controversial trial and execution of Lieutenants Harry Breaker Morant, Peter Handcock and the imprisonment of George Witton for shooting Boer prisoners. On 27th of February 1902, Lieutenants Harry 'Breaker' Morant and Peter Handcock were executed, George Witton was imprisoned. Historians have claimed these men were used as scapegoats for the political interests of British Military Commander, Lord Kitchener, and his political masters. Evidence has emerged these men were not tried and sentenced according to law, and advocacy continues to have this injustice addressed. A House of Representatives motion tabled in 2018 by Scott Buchholz MP on 12 February 2018 highlights this. The motion expressed sincere regret and apology to the descendants of these men because Morant, Handcock and Witton were treated. The Motion stated: 'sincere regret that Lieutenants Morant, Handcock and Witton were denied procedural fairness contrary to law and acknowledges that this had cruel and unjust consequences; and, sympathy to the descendants of these men as they were not tried and sentenced in accordance with the law of 1902'. Scott Buchholz's address to the House is compelling: 'Lieutenants Morant and Handcock were the first and last Australians executed for war crimes, on 27 February 1902. The process used to try these men was fundamentally flawed. They were not afforded the rights of an accused person facing serious criminal charges enshrined in military law in 1902. Today, I recognise the cruel and unjust consequences and express my deepest sympathy to the descendants' James Unkles. [www.breakermorant.com](http://www.breakermorant.com)



# Vickers Light Tank Restoration

I would like to thank Colin Jones for his kind permission to publish the restoration of his two Vickers Light Tanks, including photographs for use in the WVCB Magazine too share with our club members.

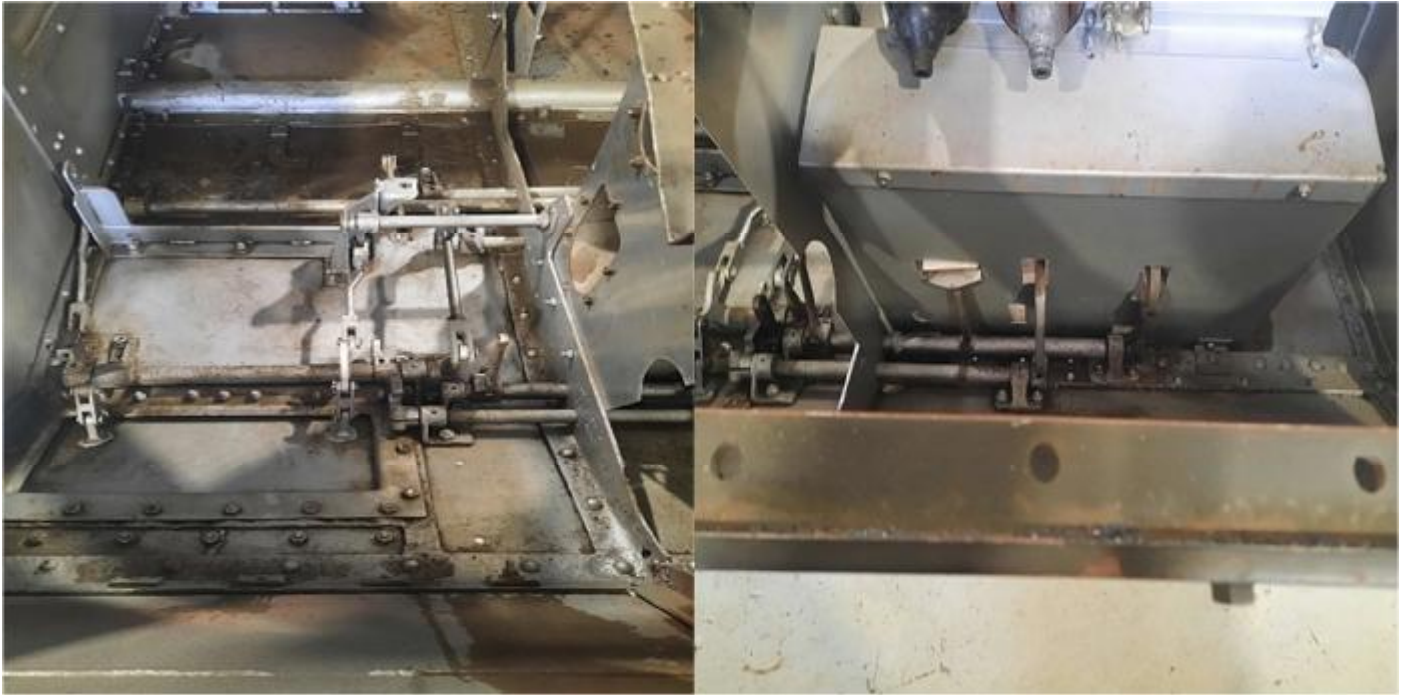
Tony VAN RHODA. Editor/Publisher.

## *THE RESTORATION STORY CONTINUES;*

Hi Tony, it has been way too long, but I am excited to get them running now. I apologise for the long, long, long time since I worked on and posted my progress on the Vickers. I am here to say I have finished a lot of other commitments and have now brought them both into the workshop for some very much needed continued restoration. I have removed the engine and trans out of Bower Bird and done some required alterations. I have acquired a fully reconditioned starter and that will be fitted prior to re-installation. I have also completed the driveline linkage jigsaw puzzle as it is quite a intricate system which will require a fine adjustment once it's all back in place. I have found a few more gauges and switches for the dash and acquired two complete hydraulic final drive motors for Wombat as I do not have ANY original final drive components like Bowerbird. I have a Hydraulic pump at the shop getting fully checked out before it gets installed. After the hydraulics are done, there will not be any of it visible from the outside as I intend making the sprocket drive look like the original. It may not drive quite as fast as Bowerbird but will be very user friendly. I am hoping to have them both driving in the not-too-distant future. Once again, I will keep posting photos of my progress.







*I am at present making an adapter plate out of 25mm plate. As I don't have any wide enough and don't want to buy any more, I have chosen to weld two pieces together and machine then as one. For the job they are doing the join will not be an issue.*



*Quite a slow process to make these, but they need to be quite exacting*





The drive motors are from a Komatsu skid steer loader with a two-speed function



They are a good fit and should be simple to drive. Perhaps someone could tell me why they are al side-ways. I have still been working on the final drives.







*I am still using any heavy plate I have.*



*Times like these I need a bigger lathe.*





*I will be able to put the tracks on after this. If I choose too of course.*



*I machined up the collars to the diameter of the sprockets and then milled the collars out to insert 20mm H/T bolts. The bolts were tapered in the lathe for some weld penetration.*



*I did the welding over about 4-5 hrs as to not let too much heat go down into the final drive. As it is like a spline with all the bolts in there, the weld is really only there to stop the whole thing sliding off. That is something that can never happen. Even though it is now all welded on there, it does not stop any maintenance that needs to be done to the final drive spline if it ever needed to be removed or replaced as it is held in place internally. I felt it was the safer and easier option of mounting the sprocket plates.*







That's it for the final drives on this tank, I will be fitting the drive train to the other one next which will keep them on about par. Of course, as this tank will be full hydraulic drive, it will still be operated by the original tillers which I was ever so fortunate to have both sets for each tank. All the hydraulics will not be in any view without lifting covers so they will both look identical but this one will drive so much easier. If I had the trans for this one as well, I most definitely had used it.





A relative productive day today. As the original return rollers were not so good, I modified some Bren carrier's ones. Fortunately, the Centre hub is identical and the bearings I just had to reshape them. Bren rollers have tapered sided and 12mm wider than the Vickers, so I was able to machine the rubber off and reduce the hub 6mm either side. The overall diameter is smaller as well, so with some patients I reduced the outside which intern gave me very good rubber. I also put the engine and trans back in and made up some clevis's and rod for the clutch which I might say works well. I just need to make 2 brake rods and the accelerator linkage, and it will be ready for the final drives.





Done a few jobs today I've been moving from bench to bench. A couple of brackets that fits to the side next to the driver and the last two rods and clevises for the brakes. A very tight area they must fit in but that is the last of the rods and clevis's that I need to make for Bowerbird. The engine will come out tomorrow for the last time and I will check and double check everything before it goes back in, and the final drives fitted to it.



This is the final drive Centre gear which I made long ago and made the mistake of not drilling and tapping before I had it professionally heat treated. That was one very slow process to drill and hand tap and I was scared I would break a tap in there as this is a critical part for the drive. About 6hrs to complete the process and I was very relieved after completing the last hole.



Everything that I can fit to the drivetrain has now been done and I trial fitted the axle and tube which has not ever been together like this since I made the gearbox. A bit of modification was required to some holes to get all the bolts in but I'm happy with the result. Went over all the bolts as once in place it is extremely difficult to get access to certain areas and now is the time to do it. Tomorrow will be drilling and tapping holes in the side as there is a few broken and it is easier to fix now before the drive goes back in, There is a few other jobs inside the hull that I will complete first which means I will remove the turret off Bower Bird as well. It just makes sense rather than leaning, bending and crouching.



*I got the turret off and checked the bearings which are all very good and just a couple of photos of the inside of the turret*







*So, after very carefully checking everything before the engine went in, I had to lift it out once more the put the cross tube in first. That all went in quite nice until I checked the clutch and found the rod setup, I made hit the cross-tube funnel by a whisker so out it all came again A bit of grinding and back in it went and that was for the final time. I just do not understand why on earth everything had to be made with very little clearance. These would have been dreadful to work on in the field.*





Anyway long story short, it is back in and now appears to fit well and the sides are all ready to take the final drives. That part has been a long time coming.



I decided to do a job that's been bugging me for quite some time. It's the round head bolts that hold the towing/ lashing points on the front of the tanks. I had some normal 1/2"bolts in there but I thought it was time to correct them and finish the front considering that's where I am basically working on.





After making the round head bolts, I wanted to just put the driver's side final drive on as it was ready to do and I thought it would have been about an hour or so to do. How totally wrong I was. Much, much frustration. It is a very heavy and awkward component and I had to line it up perfectly horizontal, slide it over the spigot end, line up the two planetary gears and keep sliding until it slid onto the spigot bearing so it all meshed perfectly. After a full day of on, off, on, off and not sure if I was doing any damage by forcing it on, I decided to continue this morning and disassemble the final drive and reinstall it piece by piece. I remember removing it in one piece but that was 4 years ago and there was nothing to line up. I must assume they did that in the field during the war as there just is no way of lining everything up unless you were lucky. Anyway, it is now done, and the other side will not be anywhere near as hard as this side.





*I'm sure the mechs had plenty of specialized tools and jigs to make their job better as I have already made a few things to make my job easier. I am happy that they are going back together as well as they are.*



**FOLLOW COLIN JONES RESTORATION WHICH  
WILL BE CONTINUED IN THE NEXT EDITION  
OF YOUR WVCG MAGAZINE "BARTREAD" .**

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# Combined-arms jungle training



By: Brian Hartigan

*Australian Army soldiers from the 1st Battalion, The Royal Australian Regiment and the 2nd Cavalry Regiment, patrol a track during the combined arms training activity at Cowley Beach Training Area, Queensland. Story by Captain Diana Jennings. Photo by Corporal Bodie Cross.*

The days of exclusive light infantry sub-unit jungle training at Tully are now a thing of the past. Combat Training Centre (CTC) have successfully reinvented the traditional training event to enable Army's combined-arms teams to survive and thrive in the jungle, mountains, coastal and urban terrain typical of Australia's near region. Troops from the 1st Battalion, Royal Australian Regiment's (1RAR) Ready Combat Team (RCT) - roled as the Air Mobile Combat Team of the Australian Amphibious Force (AAF) - commenced the new CT Warfighter Exercise in the dense Tully jungle, completing a range of dismounted missions including reconnaissance, patrolling, rural village clearances, ambushing, attacks and defensive actions.

Private Lucas Hinselwood, recently returned from NEO Operations in Afghanistan, said the variety in complex training environments ensured their combat team was ready for any situation. "It's been a good change going from the NEO Operation straight into the jungle environment, which practices our adaptability and our capabilities as well," he said. Exhausted after completing the training serials in harsh terrain, Private Hinselwood, who had stepped-up as second-in-command, credited his section for their cohesion and resilience throughout the exercise. "They did an absolute cracking job working through the complex clearance; it's been hot and raining, not the best conditions, but during hard times the section came together and kept up morale," he said. "Being a brand new section and watching how far we have come from the start of the exercise to where we are now, it's really good and I'm confident about where we're headed."

Following the initial deployment to the mountains, dense jungle and rural villages in Tully, 1RAR RCT air assaulted via the 5th Aviation Regiment's MRH90 Taipan to link up with M1 Abrams tanks from the notional AAF to practice combined-arms tactics in the close coastal country and urban villages.



Officer in Command of the inaugural Regional Warfighting, CTC's Major Daniel Farrands stressed the importance of varying the training environment to best practice the agility, adaptiveness, robustness, resilience and cohesion of Army's rapidly deployable combat teams.

"We've already noticed the soldiers making a mental shift in the way they apply general tactics within these environments, and that in itself demonstrates they will be more adaptable and can easily transition from one terrain type to the other," Major Farrands said.

Officer in Charge of 1RAR's C Company, Major Matthew Hamill, said he was keen to have his soldiers use a range of combined-arms elements throughout the exercise.

"The addition of armoured and aviation assets provided a great opportunity for our personnel to integrate and train closely with those elements that we don't see on a day-to-day basis," Major Hamill said.

Observing the warfighter exercise, Commander of the 1st Division Major General Jake Ellwood, and Commander of the Amphibious Task Group Designate Captain (Navy) Phillipa Hay, were impressed to see the RCT setting a foundation for future joint force exercises.

"This is really important training and it's a great first step. Moving into next year these combined-team operations will then bring together our amphibious platforms to undertake ship-to-shore manoeuvre followed by high-end warfighting," Major General Ellwood said.

"It's fantastic to see teams coming together and learning how they would fight in a littoral environment."

Captain Hay was pleased to see the landmark exercise displaying the ADF's advancement towards training in complex amphibious environments.

"It's important that the ADF has a full range of capabilities that are deployable and supportable





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## 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](http://www.historicvehicles.com.au)

**or visit us on:** [www.historicvehicles.com.au](http://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](http://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.**



## THE LATEST NEWS

To open and read any of the items in your copy of OUTBACK TRAVEL Please click on any of the coloured and underline words regarding each segment story.

Allan WHITING <[info@outbacktravellaustralia.com.au](mailto:info@outbacktravellaustralia.com.au)>

Covid refreshed with a vengeance and that tied us down in January. Nevertheless, we managed to do some testing and updated several website stories.

We previewed Trakka's new VW Crafter-based 4Motion Akuna campervan and also put some more mechanical detail into our LandCruiser 300 Series report. Its V6 diesel is different from others, so we've written up a Tech Torque report on 'Hot Veels'.

Mitsubishi has added a top-shelf model to the Pajero Sport lineup; Magna has released its electric powertrain range and CUB has added to its Drifter equipment levels.

We finished testing the new Big Red Gear lineup and also added a lighting update that can save you money.

In News we recalled the achievements of Les Siviour and also berated the Federal Government for its RAT and DEF planning failures.

On the safety front we reported on new-generation, compact fire extinguishers.

Hopefully, we'll hit the road again next month.

Allan Whiting and the OTA Team





The Pyrenees Heritage Preservation Magazine

# Goldsmith

No 162 for June/ Aug/ October 2021



The theme for the 118<sup>th</sup> Lake Goldsmith Rally on October 30 & 31 is "Made in America". This magazine can be downloaded from:- [www.lakegoldsmithsteamrally.org.au/magazine.html](http://www.lakegoldsmithsteamrally.org.au/magazine.html)

And for those who would like to receive the e-magazine cost and obligation free:- email- [goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au)

With your name, email address, phone contact or alternative email, and your post code or Country

Over the years that there have been Rallies at Lake Goldsmith there have been many exhibits that were "Made in America". For this edition of Goldsmith some pictures have been taken from the file for an impromptu gallery. I hope that you find something of interest in this edition and at the 118<sup>th</sup> Rally On October 30 & 31 2021



Dear Reader

This edition of GOLDSMITH started out as an introduction to the Spring Rally in November 2021. COVID uncertainties forced the event to be cancelled. The Rally Theme of "MADE IN AMERICA" has now moved to the 119<sup>th</sup> Rally in autumn on April 30 & May 1, 2022. Flyer attached

The previous GOLDSMITH in April 2021 was a follow up on the 250<sup>th</sup> anniversary of Capt James Cook's mapping of the East Coast of Australia. Joseph Banks, the renowned Naturalist, accompanied him on the trip. On his return to England Banks was a great proponent of the future of Australia, and throughout his life he supported development of the colony to the point where he earned the unofficial Title of "Farther Of Australia".

A further look into Bank's interests uncovered a lifelong interest in steam. This edition covers the first two atmospheric steam pumping engines installed at the Gregory/Overton Lead Mine at Ashover in Derbyshire England. In a future edition we will cover a third rotary engine used to raise ore over 900 feet. Read on, our father, it seems had a good head for steam







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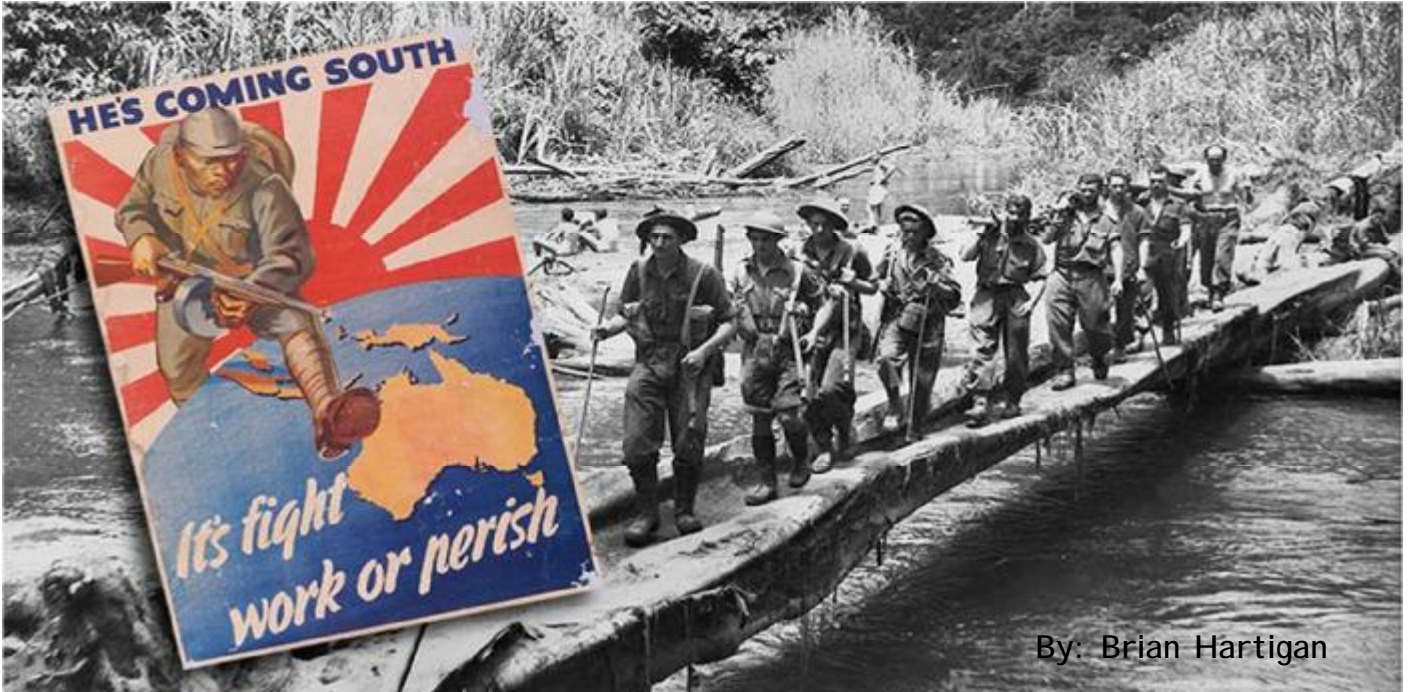
For rally information contact: Trevor Ph: 0407 539 041  
or Graeme Ph: (03) 9723 3310 Mob: 0418 388 149

Please check our website above for any possible COVID restrictions on the day.



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# 80 years since war came Australia's way



By: Brian Hartigan

Eighty years ago, on 8 December 1941, Australian Prime Minister John Curtin made a fateful announcement to the nation: "men and women of Australia, we are at war with Japan". These historic words, following the devastating Japanese attacks on Pearl Harbour and Malaya, marked the first time Australia had declared war on another country as an independent nation. Minister for Veterans' Affairs and Defence Personnel Andrew Gee said the declaration was a very significant moment for our country, our region and the world. "The coordinated Japanese attacks on Southeast Asia meant the war would soon come within reach of Australia for the first time," Minister Gee said. "While Australians had been fighting throughout Europe, the Middle East and North Africa since 1939, the war in the Pacific began in earnest with the coordinated attacks on Malaya, the Philippines and Thailand.

"Across the dateline on 7 December in Hawaii, the attack on Pearl Harbour had already occurred. "Members of the Royal Australian Air Force and the Australian Army had been serving in Southeast Asia since 1940, and in December 1941 they engaged the Japanese forces for the first time in defence of Malaya and the large naval base in Singapore. "Australia and the Allied Forces would go on to fight many fierce battles with the Japanese, enduring tropical humidity, high temperatures, disease and infections in the Malayan jungle. "From the initial landings on the coast of Malaya, it would take the Japanese forces just 70 days to defeat the Allies and capture Singapore and its large naval base. "The war would come to our own shores just a few short months later with the bombing of Darwin in February 1942.

"Hundreds of thousands of Australians served in the Pacific during the Second World War, and tragically around 17,500 Australians gave their lives fighting for our freedom. "More than 22,300 Australians were taken prisoner and more than 8000 of those died. "It is important we never forget what our servicemen and women endured and sacrificed to defend our nation during this period. "Our nation owes an enormous debt to all those who fought in the Pacific during the Second World War, and we should recognise and remember their immense contribution which eventually resulted in Victory in the Pacific on 15 August 1945."



# WWII VETERAN RETURNS TO FRENCH BATTLEFIELD

In 1947, ex American veteran GI Ernest Kreiling, toured the battlefields of Europe with his new bride bicycle. Photographer Anthony Linck followed the couple around France and Germany as they retraced his steps as a soldier during WWII. Ended only two years earlier. The unlikely road trip shows the raw wounds of savage towns and Ernest is forced to revisit some difficult moments, this time with his young wife by his side.

They climb into foxholes where he finds a discarded US Army Rations Pack, sleep inside a barn where he once spent a night with fellow soldiers hiding from the enemy. They ride past German and American tanks left abandoned by the roadside. Life is a battlefield, and if you find someone like his new wife who will stick with you through the hardest parts and help you to overcome your demons. I would say they will have a long honeymoon ahead of them.



**HONEYMOON THROUGH WW2 BATTLE AREA BY BIKE**





*Ernest Kreiling looking over a cemetery with his bride.*



*Ernest Kreiling and his bride visiting with French family he met during WWII.*





*Ernest Kreiling and his bride talking with a French farmer during their tour of battlefields*



*Ernest Kreiling and his bride visiting the grave of his best friend.*



*Ernest Kreiling and his bride looking at a wrecked jeep during tour of battlefields.*



*Ernest Kreiling and his bride touring battlefield where he took his first prisoner during WWII.*







*Ernie Kreiling gets helmet put on his head by his laughing wife in the foxhole where he first heard an enemy shell during their vacation tour of battlefields where he fought during WWII*









*Ernest Kreiling tours battlefields with his bride by bike.*







*Ernest Kreiling and his bride riding bicycles past German grave.*

*Ernest Kreiling teaching his bride how he washed in socks in stream during the*





*Ernest Kreiling and his bride overlooking valley and ruins where he fought during WWII.*



*Ernest Kreiling and his bride watching the ruins.*





*Ernest Kreiling and his bride catting with young children survivors of WW2.*



*Ernest Kreiling showing his bride the hayloft where he spent Thanksgiving 1944.*



*Ernest Kreiling shows his bride damaged houses where he fought in WW2.*



# Operational test and evaluation values soldier input



By: Brian Hartigan

*A Boxer Combat Reconnaissance Vehicle conducts a live-fire battle run during exercise Diamond Walk at Shoalwater Bay, Queensland. Story by Lieutenant Colonel Phil Pyke. Photo by Private Jacob Hilton.*

Completion of recent exercises in the Townsville Field Training Area have empowered the formal conduct of Operational Test and Evaluation (OT&E) for two significant Army programs, with soldier feedback making a valuable contribution. Overseen by Land Test and Evaluation Agency (LTEA) staff, OT&E processes reflected the formal trials, collecting objective quality evidence to inform upcoming capability decisions. This was Army's first opportunity to employ both Block I Boxer variants (Reconnaissance and Multi-Purpose Vehicles) as new capabilities in a brigade-level environment under Project Land 400 Phase 2 Combat Reconnaissance Vehicle. The trials also allowed for the testing of chemical, biological, radiological and nuclear (CBRN) Defence equipment under Land 2110 Phase 1B.

A Boxer-enabled reconnaissance squadron from the 2nd/14th Light Horse Regiment (Queensland Mounted Infantry) was employed as the mounted formation-level reconnaissance capability. The squadron performed a variety of offensive and defensive tactical tasks in a combined-arms environment against an active training enemy force.

In separate testing, soldiers experienced the challenges of operating under CBRN defence measures while wearing extra protective equipment and simultaneously dealing with chemical threats.

The testing considered both the equipment and the effectiveness of the training to prepare soldiers and commanders to employ the new capabilities and the support required to sustain operations.

The OT&E represents significant investment by Defence early in the capability lifecycle, but it has been a timely and effective means to identify and address risk associated with the new capabilities before being brought fully into service.

Director Land Combat Vehicles Program Colonel Paul Graham said it was imperative OT&E was conducted under realistic operational conditions.

"The series of OT&E over the exercise determined the operational effectiveness and suitability of capability under the two programs to perform and fulfil the intended roles and



requirements," Colonel Graham said.

"Each test serial captured information through user surveys, test cards and subject-matter expert observers, evaluating each in an operationally representative environment in the hands of soldiers.

"The final reports inform operational effectiveness and suitability, capability improvements, safety and operational efficiencies of these capabilities.

"Within the capability lifecycle, our soldiers, non-commissioned officers and junior officers make a valuable contribution as the future end-users. It's important they are engaged during this phase."

Lieutenant Colonel Ben Damyon from LTEA, Army's dedicated independent capability assessment agency, said LTEA had planned and managed the OT&E as land trials in coordination with the sponsoring Programs, Forces Command, Capability Acquisition and Sustainment Group, and Defence Industry

"Formal trial reports at the end of 2021 will inform the planned initial operational capability declaration for each capability," Lieutenant Colonel Damyon said.

"The feedback from all ranks into the trial reports has made a valuable contribution."



## **A Message From the WVCG committee**

**We ask all our members travelling 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**



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# Sea legs of infantry fighting vehicles tested



By: Brian Hartigan

*The Hanwha Defense Australia Redback, left, and the Rheinmetall Defence Australia KF-41 Lynx next to HMAS Adelaide at HMAS Kuttambul. Photo by Able Seaman Benjamin Ricketts.*

The two vehicles under consideration for Australia's multi-billion-dollar infantry fighting vehicle project have undergone sea transportability trials on Sydney Harbour.

These trials for the Hanwha Defense Australia's Redback and Rheinmetall Defence Australia's KF-41 Lynx marked the end of the extensive test and evaluation program undertaken as part of the two-year risk mitigation activity under the LAND 400 Phase 3 project.

The vehicles were tested on their interoperability with a wide range of naval assets at HMAS *Penguin* and Garden Island naval bases, including various Navy landing craft and major ships including HMAS *Choules* and the landing helicopter dock, HMAS *Adelaide*.

Defence tested the ability of the vehicles to operate on and off the landing craft and ships, including transfers between the assets. The integration testing ensured the vehicles could effectively operate with the wider joint force.

Head of the Armoured Vehicle Division within Defence's Capability Acquisition and Sustainment Group, Major General David Coghlan, said the ability of infantry fighting vehicles to be readily deployed domestically and overseas using current ADF transport assets was vital. "These trials have proven that these vehicles can be moved on a variety of Navy landing craft and ships, which will allow this capability in the future to be deployed by both strategic lift and tactical maritime platforms." Major General Coghlan said.

Valued at between \$18.1 billion and \$27.1 billion, the infantry fighting vehicle project represents the biggest acquisition in the history of the Australian Army.

The project's risk mitigation activity has now concluded and the project is scheduled to be considered by the government next year.



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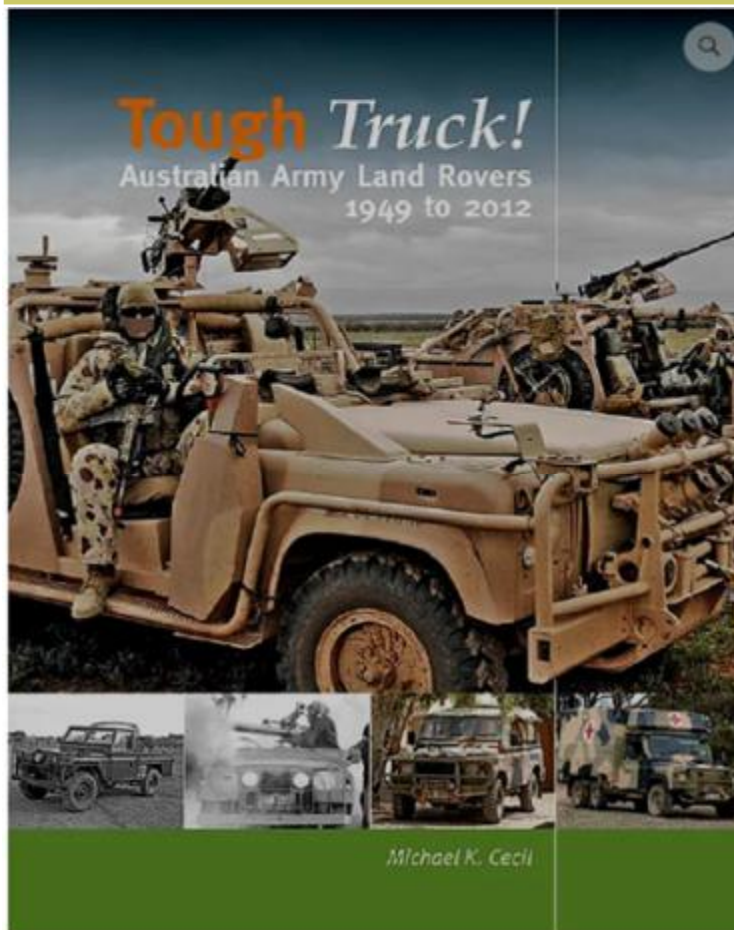
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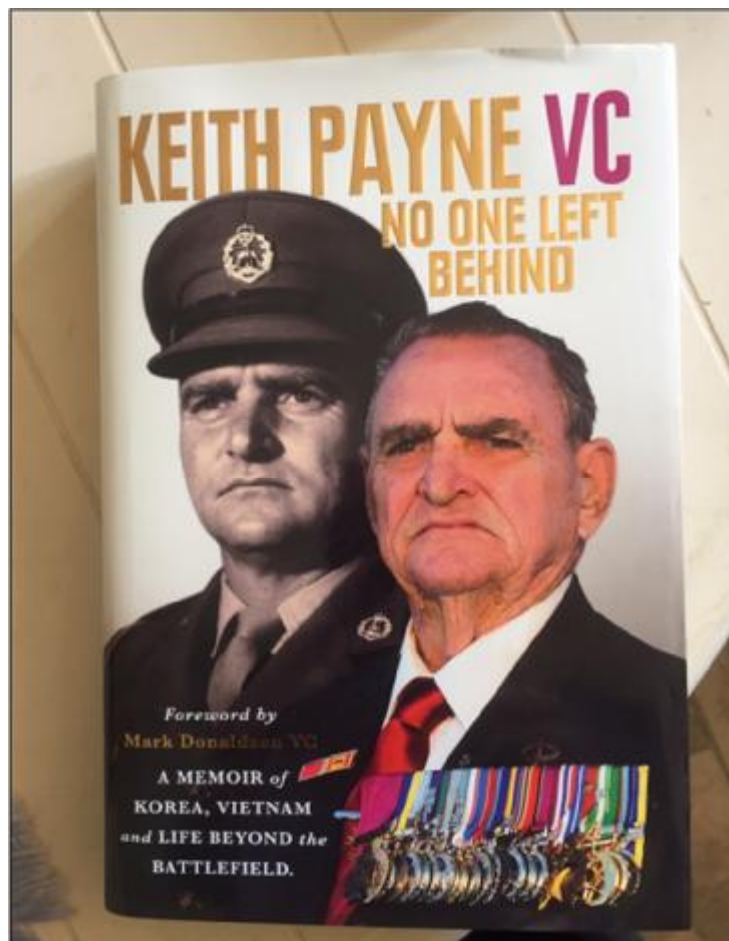
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# FOR SALE

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

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

**P.O.A**



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## 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:  
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