

BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



VICTIMS OF PUTIN'S WAR ON CIVILIANS
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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.

"HAVE YOUR SAY"

A NEW WVCG COLUMN

A NEW COLUMN HAS BEEN INTRODUCED FOR OUR MEMBERS TO "HAVE YOUR SAY" ON ANY SUBJECT YOU WISH TO COMMENT ON FOR INCLUSION IN OUR WVCG MAGAZINE "BARTREAD".

ANY COMMENT MADE COULD BE INCLUDED IN THE MAGAZINE. ALL INFORMATION IDENTIFYING ANY PERSON MAKING ANY COMMENTS WILL BE KEPT STRICTLY CONFIDENTIAL.

YOUR COMMENTS CAN BE ON ANY SUBJECT YOU WISH PUBLISHED. NO BAD LANGUAGE, RUDE COMMENT OR PERSONAL ATTACK ON ANY PERSON WILL BE ACCEPTED OR PRINTED. YOUR COMMENT COULD BE MADE ON AS FOLLOWS;

1. *ANY CURRENT TOPIC.*
2. *ANYTHING YOU ARE CONCERNED ABOUT.*
3. *ANYTHING IN THE MAGAZINE YOU WISH TO SEE DELETED, ADDED, OR CHANGED.*
4. *ANYTHING AT ALL YOU ARE NOT HAPPY WITH.*
5. *ANY PERSONAL MATTER YOU MAY NEED HELP WITH.*

PLEASE FORWARD YOUR COMMENTS BY EMAIL ADDRESSED TO THE EDITOR/PUBLISHER I LOOK FORWARD TO HEARING FROM YOU.

TONY, EDITOR/PUBLISHER; gumbrae44@tpg.com.au



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

ANZAC DAY MARCH Around Australia 2022





Above, Kurnell residents Dennis Suttor and Brian Sweet were out and about in their community



Left and below—Bruce and Aaron McCann flew the flag for their local Cadets in their Sussex Inlet Community along with Ray Kickert and family Jeep





Out in the Upper Hunter, as you can see, great crowds were in attendance.



More great crowds from the HUUUUUGE Wangi RSL ANZAC Day Parade. Represented by many including Jason Becker in his Blitz / Chev combo. Our old Landy mate, Perry out in willow tree with his Gun Buggy.



Jeff Gordon in the Brisbane Parade. WW2 Jeeps NSW the Campbelltown Parade.



Tamworth RSL ANZAC Day pictures were taken of WW2 Jeeps NSW Members who attended



More of the Tamworth Jeeps, some recognisable, but driven by others or siblings.





ANZAC Day in Darwin saw Paul Van Bruggens collection out and about, ready to serve again. Left, "Old Blue" the 38 Chev RAAF Staff Car

And his Inspectors Jeep.



Corowa 2022 Year of the Jeep and RAAF

WVCG members Zack, Nick and Kevin have now returned from a very enjoyable week at Corowa. They reported a couple of rain showers but otherwise quite hot. Probably because of the cancellation last year the event this year was outstanding and KVE did once again an outstanding job of running, organising and planning this great event. We counted 125 jeeps at the swap meet but there were probably a further fifty Jeeps back in camp. There was a big variety of every type of vehicles, from several Mack trucks and trailers, Humvees, Unimog's, Perenties, Kubelwagen's, motorcycles, amphib's, a WW2 Clebe bulldozer and a large selection of other WW2 vehicles.

Tuesday 15 March 2022. We arrived at the Ball Park Corowa and were greeted by Bruce Pettingill and George Glass, who will be on the next Simpson desert trip. The Park was already filling up with jeeps, haflingers, Studebakers, amphibious military vehicles, and a range of various transport vehicles. There was a searchlight with generator and a Merlin engine which came out of a centurion tank, I believe. We checked in at the park entrance and registered for our three-day trips for, Wednesday, Thursday, and Friday.

Wednesday 16 March 2022 - Trip to Hume dam.

13 military vehicles left from Rowers Park with only two jeeps. This may have been due to some rain overnight and into the morning. We headed to Bandiana where we slowly drove along Kenneth Watson Drive Wodonga to view wrecked army vehicles through the back fence of the Bandiana army base before arriving at the Huon hill lookout. Stopped off at Bandiana Joint Logistics Complex to view both a Centurion and Leopard tank where we were given a narrative on the Centurion tank. We enjoyed lunch at the Huon dam and was given an overview of the operations of the dam and water allocation from the Murray River. Before departing, two lovely ladies from Frontline Machinery/Pickles auctions (our next stop) had the vehicles line up and took some publicity photos. Next stop at Pickles Thurgoona where we all had a chance to look over the vehicles for the month's auction. On our way back to Corowa, we stopped off at Owls Eye Museum where there were all sorts of vehicles and machinery from days gone by.

Thursday 17 March 2022 - Trip to Aviation Museum Tocumwal.

We left Thursday morning after breakfast at the local bakery. There were three separate times for a guided tour of the museum with ours being at 2.00pm. The Aviation Museum opened in late July 2021 and was founded by Matt and Karen Henderson. Tocumwal's aviation history has traditionally focused on the B-24 Liberator operated by Number 7 Operational Training Unit during World War 2. The aim of the museum is to reflect on the vast array of aviation activity which dates back to September 1919 when the first reported aero plane sighting and landing occurred at Tocumwal. The café had great food and service. Before we got to the Aviation Museum, we visited another museum in Tocumwal known as Chrystie's Classics and Collectables Museum. Here you travel back in time and walk amongst classic cars, trucks, caravans, tractors, and a host of other collectables. A must see.

Friday 18 March 2022 - To Chiltern for Off road drive

A warm day ahead and there was a big turnout for the last day trip. We headed to Chiltern where we had a brief stop before venturing on the 4WD track in the Chiltern Bushland Reserve. Some vehicles experienced difficulties and couldn't complete the course. With so many vehicles and being in single file this caused a lot of stop-start with not knowing what

was happening. The scenery was good to see with a couple of challenging tracks.

Saturday 19 March 2022 - Swap-meet

123 jeeps attended the swap-meet - an awesome sight. Anything and everything for the enthusiast was on display.

Overall, the week was great. There was one damp night but apart from that the weather was good. Enjoyed visiting a couple of local pubs and the RSL for dinner. Everyone was friendly and they were all happy to talk about their vehicle and share stories. Amphibious vehicles were cruising in the river with an amazing display of military vehicles cruising the roads in and around Corowa. It was a very memorable experience.



A very rare GMC short wheelbase, with Airborne still visible on the doors.





*Believe it or not,
chassis number six GP*





Rare stretcher trailer





Kev Tippler's Jeep alongside the Gaz

This 42 Gaz is owned by ex WVCG member Rick Cove





This was sold online on the Wednesday for \$103000.00



Canada had a Bomber Gas Station with a Lancaster



But unlike the B17 Bomber Gas Station in Milwaukie Oregon, the one in Canada didn't last long, as the plane was quickly desired for firefighting, and after they fixed it up, and were taxing to take off, a fire broke out in the nose, and that was the end of that. It was scrapped. In 1947, the Canadian Government decided to sell several Lancaster. The RCAF struck KB885 off inventory and sold it to Charlie Parker of Red Deer, Alberta for \$275.00. Charlie saw his new Lancaster as a potential magnet to draw customers to his service station He began to tow his new bomber from the base on country roads and across farm fields.





For a time, it was bogged down in wet ground but finally, after the ground froze, it completed its trip to Charlie's gas station that he named, "Bomber Service." Health reasons forced Charlie Parker to sell "Bomber Service" in 1954. Two years later, the business was purchased by Walter Mielke who was approached by Troutdale Airmotive Company of Oregon, who offered to purchase the Lancaster for \$6000 and convert it into a fire-fighting water bomber. The offer was accepted on the condition that the Lancaster was also replaced with a surplus P-40 Kittyhawk, and it was moved to "Bomber Service". In the fall of 1956 two air force mechanics from assisted with prepping the Lancaster for flight. New Rolls-Royce Merlin engines were fitted and run-up, the elevators, ailerons, and rudders, were refurbished, new tires were installed, and a makeshift runway was bulldozed in a nearby field. As the big moment arrived in January 1957, pilot-mechanic E. Robinson taxied the Lancaster through the snow to her new runway. Just before take-off hydraulic problems developed and while Robinson worked on the hydraulic system a fire ignited in the interior of the nose section. Before it was extinguished the complete nose section burned off and fell to the snow. The once proud bomber was towed back to the service station and later sold for scrap. and according to this book: there are 140 others that were hanging around Canada the other bomber gas station that I mentioned, in Oregon, the B-17 is getting restored



FROM PREVIOUS PAGE: This is Aug. 14, 2021. My family lived in Red Deer, Alberta, in 1949 -1950. I recall, as a small boy (3-5 years old) visiting Bomber Service Station south of Red Deer. I remember one time my mother and a few other ladies visiting Mrs. Charlie Parker for some reason. There was a young woman, I believe her daughter, trying on some type of clothing (maybe she was getting married). I recall a road, near the service station, that went downhill.



BUY WAR BONDS AND STAMPS

Asleep in the deep with a jeep!

Some jeeps fly and some jeeps float—but this one was a deep-sea diver.

The crew of a U. S. submarine took it from a pier at Pearl Harbor. They stowed tires and engine inside the sub, lashed the rest to the deck, and rambled all over—and under—the Pacific. But with so little time ashore to enjoy the jeep, they finally swapped it to a destroyer for three gallons of ice cream!

Such a price for a prized possession shows how much service men like ice cream. Like the Marine who wrote from his jungle foxhole that he wanted ice cream three times a day every day after the war.

Fighting men may eat ice cream just because it's good. But the nutrition experts regularly include it in service menus because it's also a valuable food, rich in vitamins and calcium.

Today, of course, the ice cream supply is limited by the world-wide need for milk, cream, butter and cheese. But if you'll be content with your fair share, you can still enjoy it.

For our part, we'll continue and enlarge the program of research that has constantly improved the quality of ice cream—and has developed so many other useful products from milk—nature's most nearly perfect food.

Dedicated to the wider use and better understanding of dairy products as human food . . . as a base for the development of new products and materials . . . as a source of health and enduring progress on the farms and in the towns and cities of America.



**NATIONAL DAIRY
PRODUCTS CORPORATION**

AND AFFILIATED COMPANIES

Out and about by our ROVING REPORTER



An ASLAV recently transferred by president Kevin Tipler from Edinburgh to Warradale, showing damage to it's hub.



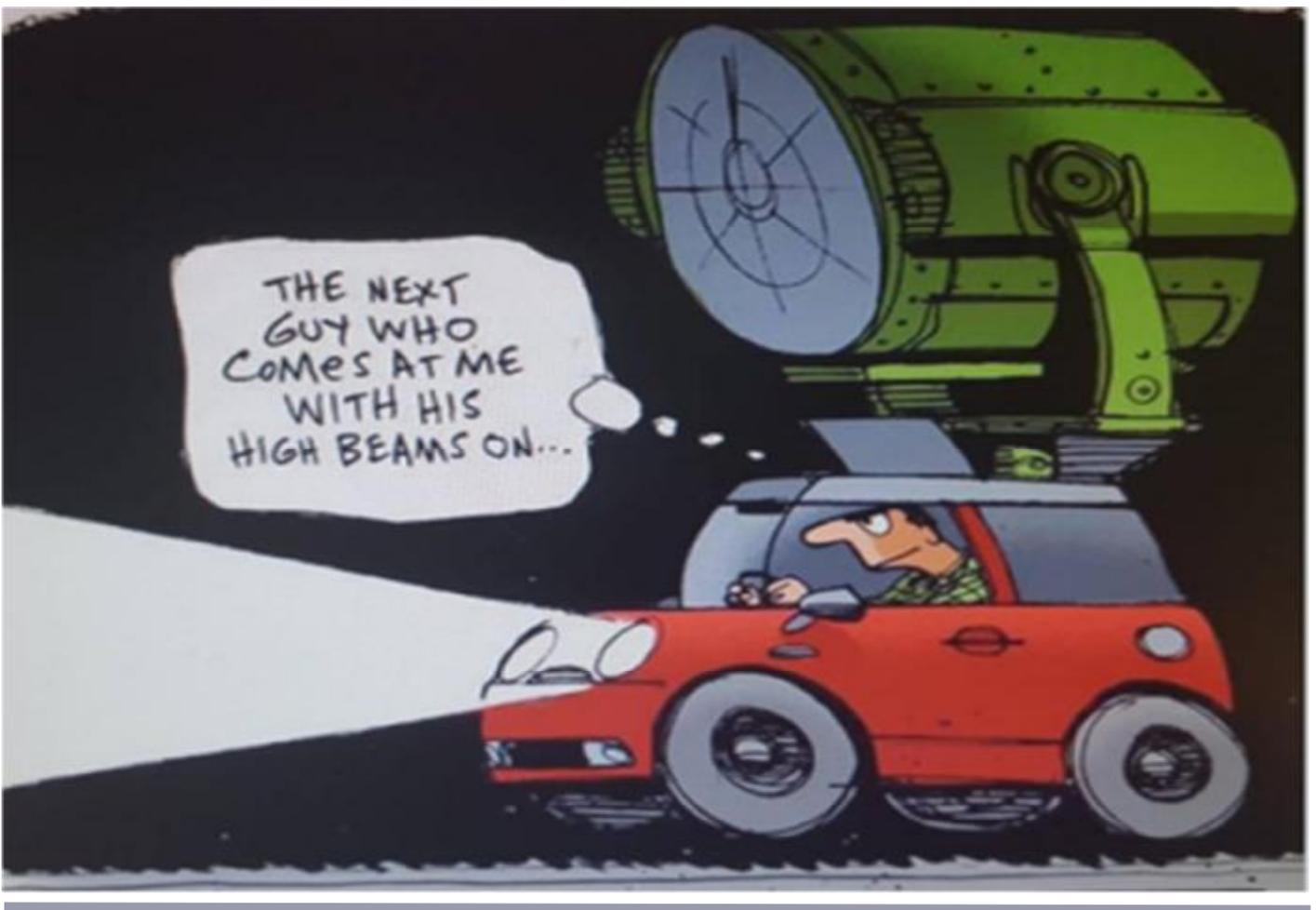


This impressive weapon as a monument at the entrance to the Port Wakefield military weapons testing site.





This poor old lonely truck looking for a new home can be purchased cheaply from Greys Truck Sales in Parafield.



Australia dumps MRH-90 for new Black Hawks



Australian soldiers from 2nd Commando Regiment secure a Sydney ferry in Middle Harbour, New South Wales, during counter-terrorism training. Photo by Corporal Kyle Genner.

On the day before the Australian Army held a gala ball to formally farewell its last six Black Hawk helicopters, Minister for Defence Peter Dutton flew in to Victoria Barracks Sydney – on a Black Hawk helicopter – to announce that Australia was dumping the Black Hawk replacement in favour of new Black Hawks. Minister Dutton told gathered media that Australia's fleet of Eurocopter MRH-90 Taipan helicopters would be retired about 10 years earlier than planned and would be replaced by about 40 new-model MH-60 Black Hawks. The MRH-90 fleet has been on the government's projects of concern list for nearly 10 years, and is not airworthy enough to perform all roles – or even training flights, as evidenced by 5th Aviation Regiment leasing civilian helicopters to bolster their needs. This announcement comes hot on the heels of news that 29 AH-64E Apache's are being purchased to replace our current fleet of 22 ARH Tiger, also manufactured by Eurocopter. Minister Dutton's full Black Hawk announcement went as follows...

PETER DUTTON: The Australian Army has been well served by the Black Hawk that we see in the background, but it's on its last flight, and we need to make sure that we have a replacement which is reliable and that also is interoperable with our counterparts and with our allies; and the Black Hawk is the favoured platform in the United States. There are over a thousand Black Hawks flying around the world – they are safe, they're reliable, and they will serve our purpose well. I want to make sure that the men and women of the Australian Defence Force have the best available equipment because the work they're doing is incredibly valuable. We know the work of our special forces and the SAS – that work relies on the Black Hawk – and we want to make sure that into the future we have a reliable air frame, and the Government has made a decision to purchase up to 40 of these Black Hawk helicopters. It will be important to get the training right, and there will be, I think, an easy transition for the flight crews from this Black Hawk into the new version. The

Black Hawk replacement is also going to be incredibly efficient. It will be much cheaper to run than the current Taipans, and we've found the Taipans to be unreliable. They haven't lived up to expectation, and if we want the safest possible air frame for the men and women of the Australian Defence Force, then the Black Hawk was the obvious choice. Happy to take any questions.

QUESTION: Minister, how much will ditching this Taipan fleet cost the Australian taxpayer?

PETER DUTTON: Ironically, over the life of what we thought would be out to about 2037 of the Taipan, we will see savings of about two and a half billion dollars over that period because the Black Hawk is so much cheaper on a per hour basis to run than the existing Taipan. The Taipan is unreliable, there's a lot of money that's spent on maintenance and a lot of downtime of our pilots and air crews who should be up training and they should be flying these helicopters, and at the moment, in many cases, they just can't. It's why we need this capability sooner than later, and I'm hoping over the next couple of years we will have the new Black Hawk in service and that will be a great outcome for the ADF.

QUESTION: What led to this decision?

PETER DUTTON: The Taipan has been a project of concern for the last decade. It's had nine instances where it's been unsuitable to fly, and I'm just not going to put our people in that position. We want the best equipment for them and the Black Hawk clearly is going to provide that outcome. Getting up to 40 of them will, I think, send a very clear message to our partners and to our adversaries that the Australian Defence Force is serious about defending Australia and making sure that we can make a significant contribution when we're called on. The humanitarian response - that comes from the Black Hawk in part - will give us, again, a greater edge within our own region. The Indo-Pacific is a very uncertain region, and we want the best equipment available for the Australian Defence Force.

QUESTION: What is it about massive defence projects that means that they continually blow out in cost and also time?

PETER DUTTON: I think people have an appreciation that there are millions of components in an airframe like this. When we're flying around the SAS to an operation, we want to make sure that in the most difficult of flying circumstances the airframe is capable of performing that job safely. So it means many more components and much more technicality than we would normally have in a helicopter that flies for, you know, one of the television stations. It's a much more complex project to deliver and to sustain that airframe. So it comes with a greater level of complexity, and I think the reliability and the history of the Black Hawk, not just in our experience, but in the experience of many countries around the world that use the Black Hawk, it just says to us that it's an obvious choice to make. We could have delayed this choice out to 2037, but it's right that we've made the decision now so that we can get them into service more quickly.

QUESTION: And in announcing this today, are you conceding that Australia has given up on trying to develop sovereign or a local capability for complex projects and going for those off-the-shelf options?

PETER DUTTON: I think what we need to do is achieve capability sooner than later. I've been very clear about what I see as a growing threat within the Indo-Pacific, and I want the Australian Defence Force to have at its disposal the most effective equipment and the most highly trained people to deal with that reality. Australia can't put its head in the sand and pretend that there's not an issue of concern within the Indo-Pacific - there is, and it's not just Australia that's pointing that out; there are many countries, including Japan and India, others in Europe and NATO now who are worried about the military build-up by the Chinese government here in the Indo-Pacific. So we need to achieve our capability sooner rather than later, but also to build up that Australian industry content. There are many

Australian families who are paying their mortgage off because of the support that they provide to the Australian Defence Force and we want that to continue to grow into the future. Whilst these won't be designed and built here, they're a well-established, advanced, mature design. There will be a very significant investment into sustainment. So to sustain, and to prepare, and to keep these Black Hawks flying, that will mean Australian jobs, and it will mean money being spent in the Australian economy as well, which, as we know, has a very significant and positive benefit for the Australian economy.

QUESTION: Just three months ago Australia caused great anger by dumping the French submarine program. Are you expecting more European fury over dumping the Taipan fleet?

PETER DUTTON: I don't expect so. I think when this project's been a project of concern for the last 10 or 11 years, when there are now nine occasions where it hasn't been possible to fly it, I think our partners understand that we cannot continue down that path. The cost of maintaining it, of flying it, just became prohibitive – not to mention putting our own people potentially in harm's way if a helicopter is not safe to fly in. So there's a number of reasons that we've made that decision. I've spoken to the CEO of the company involved about my concerns a number of months ago, and Defence has been working constantly with the company to try and resolve the issues, but clearly they are unresolvable, and for that reason we've made the decision to terminate that program and to go with the Black Hawk program.

QUESTION: On China, should we – given our decision to boycott the Olympics – are you expecting any retaliation on that?

PETER DUTTON: I think this is a statement of common sense. I think the Prime Minister's made exactly the right decision. This doesn't stop the athletes from their once-in-a-lifetime opportunity to go to the Olympic Games; it respects that, but it does say that we're deeply concerned about people, you know, the Uyghurs, for example. I just find it inconceivable in the year 2021 a young female tennis player, in this instance, can make serious allegations of sexual assault and rape and effectively be under house arrest and have her social media wiped. Nobody should tolerate that, and I think many countries around the world want China to deal with these issues in a responsible way, as our country would be expected to deal with it, as Canada or the United States or the United Kingdom and many others. So it's a statement of wanting to see an improved situation particularly in terms of human rights. I think we're sending a clear message that Australia wants to be a good friend with China, but we want to be honest about our concerns, and I frankly think that that's what the Australian public would expect as well.

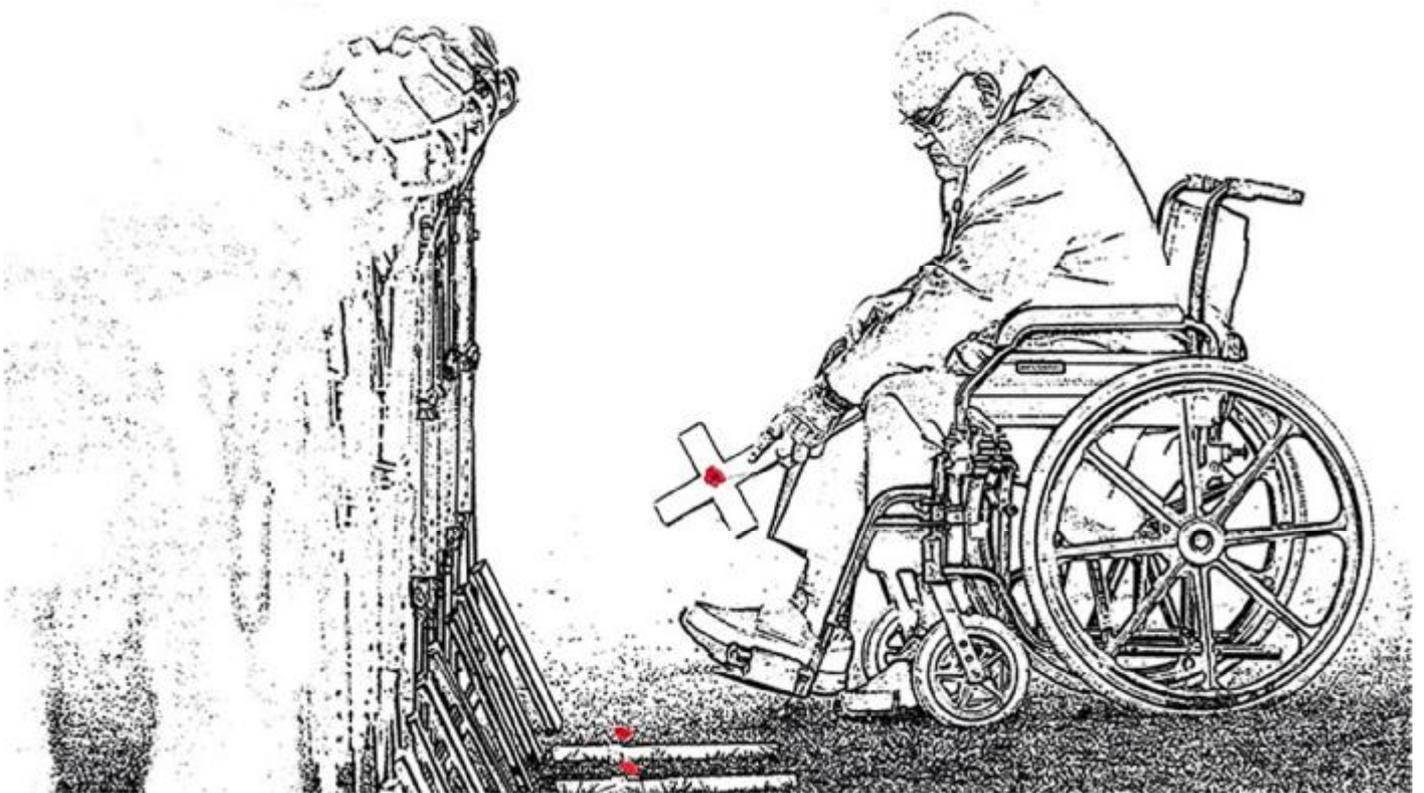
QUESTION: Initially China said no officials would be invited now and that no one cared about the boycott, now they're saying the nation will face the consequences. Do you find it difficult to keep up with China's position on this?

PETER DUTTON: Look, I think there are lots of threats that come out from time to time. I think people should put it into perspective and understand that these threats are regularly made against Lithuania most recently, against the United States, against most countries that'll express a counter view. I find in these circumstances that, again, we're better to be honest with the Australian people. The Chinese government's laid out 14 pre-conditions before they normalize the relationship with us, but that effectively means surrendering our sovereignty, and the Australian Government will never do that. We cannot argue for peace and stability in our own region from a position of weakness. Australia can only deter conflict in our region, can only, you know, prevent catastrophic outcomes in our region from a position of strength and not weakness, and that's what our country is working towards, particularly with the acquisition of these Black Hawks and many other decisions that we'll announce in the coming months. We made the decision in AUKUS to acquire the nuclear-powered submarines because we want to maintain the regional superiority that we have with the Collins Class at the moment, and that's important to our friends and our allies, but it's also an important message for our adversaries or potential adversaries to hear as well. Australia has a phenomenal respect around the globe for the way in which our people are trained and the

way in which they've contributed to efforts to keep peace or to maintain peace or to re-establish peace, whether it's been in world war conflicts or most recently in the Middle East. We want to continue that level of expertise, the level of skill, the level of lethality within the Australian Defence Force. In the end, we're standing here in a free country today because of the efforts of the current serving men and women of the Australian Defence Force and their predecessors, and Australians should never forget that.

Thank you very much.

Conscription – a tragedy



The Obscenity of Conscription (and PTSD)

He sits at the table nursing his beer,
Scruffy, unwashed, a bit smelly I fear,
When he thinks he's unseen he'll wipe off a tear.
Come closer I'll tell you, his story.

A bank "johnny" married, the future a joy,
For a pretty young girl and that fine, young boy.
But then you decided his "year" to deploy...
For a war you did not intend winning.

And so, after kissing goodbye to his bride,
He stepped onto a bus full of vigour and pride,
To Kapooka was taken – a happy bus ride...
To a war you did not intend winning.

By training, his past wiped off that it might
Be replaced by the will for a jolly good fight
And that he be led by his team to the light...
Of a war you did not intend winning.

Well, he gave his time plus all that he saw,
The killing, the maiming, brute life in the raw,
With the drink that he took to escape from your war,
A war you did not intend winning.

And when it was finished and home he returned,
Two years his life missing, by God how that burned,
Then by erstwhile good friends he found himself spurned,
For fighting your war without winning.

Turned back from its door by the damned RSL.
He was just looking to talk with some others as well
Who's life, just like his, had been turned into hell
For fighting a war without winning.

And the lovely young bride who'd looked on with such pride
As her husband departed their warm bedside
Has found she can't talk to nor get alongside,
Of the man she thought had been winning.

For he sits at their table hunched over his beer,
'Midst all of those things that he once held dear,
And refuses to tell her what she needs to hear,
Thus loosing what they'd both been winning.

Now she has gone to her mum and her dad,
And erstwhile "good friends" think he's gone to the bad
But you and I know he's just feeling so sad
And never thinks about winning.

He sits at the table nursing his beer,
Scruffy, unwashed, a bit smelly I fear.
When he thinks he's unseen he'll wipe off a tear
And now you know his story.

By Michael Shave



UKRAINE – RUSSIA

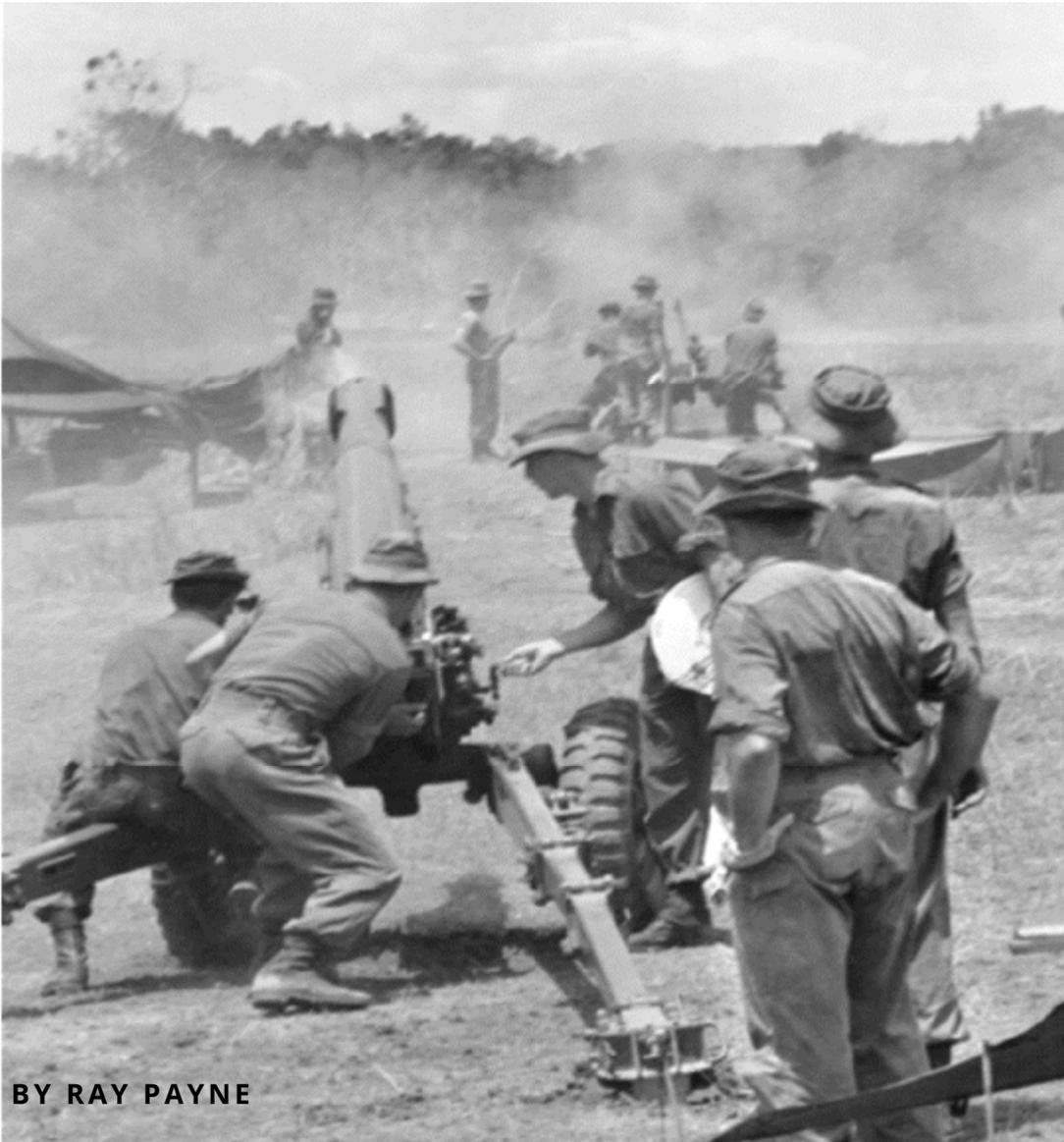
By David Heywar The present conflict has “vortex” implications due to its ability to ‘suck in’ foreign mercenaries for deployment on both sides. The overall picture is somewhat confusing distorted by propaganda, misinformation and journalistic rhetoric. Using available open source intelligence (OSINT), the following constitutes a cursory analysis: Russia has deployed between 10,000 to an improbable 70,000 Chechen troops (Kadyrov’s men); has accepted an estimated 16,000 volunteer fighters (ISIS troops); over 40,000 Syrians have reportedly registered to fight for Russia in Ukraine; there is an early suggestion that the Belarus 38th Air Assault Brigade (4,000 to 10,000 troops) may enter Ukraine (The Guardian, March 2022). However, it appears Belarus wishes to remain neutral. The Belarus military is reluctant to enter Ukraine. Some Belarus troops have fled to Ukraine to fight against the invading Russian troops. Russia has now effectively annexed Belarus and uses the country as a springboard to launch additional Russian troops into northern Ukraine. The white “Z” has been replaced by the red square on Belarusian conveyances. Additionally Russia is actively recruiting foreign mercenaries to fight in Ukraine. Exact numbers are not known or withheld. The Wagner Group (WG) welcomes those with criminal records, debts, banned from other mercenary groups, or without an external passport (BBC News, 12 March, 2020). It is believed some 400 troops from WG are active in Ukraine. All up, at the very least Russia has deployed an estimated 26,400 mercenaries into Ukraine. The actual number may be much larger and is increasing as the conflict continues. Ukraine announced 13 March, 2020, that about 20,000 foreigners from various nations have joined the so-called International Legion for the Territorial Defence of Ukraine (most of them from Western countries). Volunteers from among the Ukrainian diaspora worldwide (i.e. between 12 and 20 million people) are prepared to go back to Ukraine to fight for their country of origin. The Ukraine Embassy in Washington DC has already received 6,000 enquiries. Many are Ukraine-American citizens. Some Western countries, among them Australia and the U.K. are preventing/discouraging these volunteers from fighting in their home country. A diplomatic means to de-escalate the conflict. Interestingly, “Wally” the sniper, a former member of the 22nd Canadian Royal Regiment, now in Ukraine; alleged to be the world’s greatest sniper, may have eliminated some Russian Generals and other high ranking officers behind the lines. False rumours abound that Wally may be dead. Israel is not likely to send troops to Ukraine preferring to act as a “broker” intermediary. On the propaganda front, Russia has accused the U.S. of recruiting ISIS members, training them at Al-Tanf Base; to fight against Russia in the Donbass region. It may be concluded that Ukraine is closely matching the Russian deployment of mercenaries; perhaps behind by some 6,400 troops. The Syrian contingent will greatly bolster Russia’s proxy troops. As the conflict deepens, the swirling vortex will greedily swallow more mercenaries. Ukraine may yet be a mere sideshow – the elephant in the room is China. The ultimate goal of the Sino-Russian Bloc and its evil surrogates is to swallow up the free world to attain global hegemony.



HOW COWARD *PUTIN* RAGES HIS WAR ON DEFENCELESS CIVILIANS



ARTILLERY IN VIETNAM



BY RAY PAYNE

Captain Mike Thompson arrived in Vietnam in early August 1962. A member of the first contingent of the Australian Army Training Team Vietnam (AATTV), Thompson was the only artilleryman among the group of 36 officers and men to have been selected. He was the first Australian gunner to serve in Vietnam, but neither he nor his successors in the AATTV served with South Vietnamese artillery units. Not until September 1965, three years after Thompson left for Vietnam was an Australian battery, the 105th Field Battery, deployed. Fortunately, the battery had not long completed a training exercise in air mobility, an aspect of the war in Vietnam that would become familiar to all Australian artillerymen who served there. Air mobility, usually involving helicopters, provided gunners with a quick, reliable means of moving their artillery pieces from one location to another; an important requirement in a war with no front line and in which the enemy could appear almost anywhere. The 105th Field Battery operated at first with the 1st United States Infantry Division and later in support of the 173rd Airborne Brigade with which the 1st Battalion, Royal Australian Regiment, was also operating. Not surprisingly the Battery soon began registering a number of 'firsts' Two days after arriving at Bien Hoa that September the 105th fired its, and Australia's first, artillery rounds of the war. Later that year, during Operation Hump in November, it became the first Australian battery carried to an operation by I roquois helicopter.



A member of the 131st Divisional Locating Battery with a radar controlled detector designed to locate the source of enemy fire. Once the position of, for example, an enemy mortar was detected artillery could zero in on the target. [AWM COL/66/0980A/VN]

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During January 1966 the Battery was in again in action, this time on Operation Crimp during which United States and Australian forces encountered an extensive Viet Cong tunnel complex. By the time Crimp ended on 14 January, the number of Australian dead in Vietnam had doubled from eight to sixteen. Numbered among those killed on the operation was the battery's forward observer, Captain Ken Bade, who was attached to a 1st Battalion rifle company during the operation.

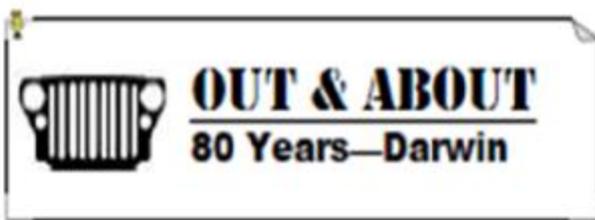
Not long after Operation Crimp the Government announced an increase in Australia's commitment to the war. The battalion that had deployed in 1965 would be followed by a self-contained task force of two infantry battalions and supporting elements, including the 1st Field Regiment, the first time that the regiment had been committed to operations since its formation after the Second World War. From then on each Australian battalion had its own support battery whose commander was always located with the battalion commander.

The desperate fighting at Long Tan shortly after the Task Force's arrival demonstrated very clearly the value of artillery support to an infantry force in peril. So dire was the situation and so close to the Australians were enemy troops that artillery was called onto friendly positions and throughout the terrible hours of fighting the guns kept up a constant fire as they broke up enemy attacks and struck at likely concentration and forming-up areas. Those

who cleared the battlefield the following day estimated that half of the enemy dead had been killed by artillery. At Long Tan the infantryman fought for their lives, armoured vehicles played a vital role in the latter part of the battle but artillery, accurate and deadly, ensured that it was the heavily outnumbered Australians who prevailed. Long Tan confirmed that, as long as they were within range of the guns, patrols could be sent deep into enemy territory and in the years to follow artillery became an integral part of battalion operations.

One means by which artillery was able to operate in support of infantry patrolling outside the immediate vicinity of Nui Dat was through the establishment of fire support bases. Generally employing a battalion's artillery, mortars and armour these bases allowed operations to take place well away from the main Task Force Base. Fire support bases could remain as center's for operations in a particular locale for months at a time and some, such as that at the 'Horseshoe' became permanent. Among the most well-known of many Australian fire support bases were those at Coral and Balmoral. Established in mid-1968 both came under heavy attack on several occasions, the fighting that raged around these bases became the most protracted battle fought by the Australians in Vietnam. At Coral, for the first time since the Second World War, gunners had to defend their artillery pieces in close-quarter combat.

Artillery continued to support Australian infantry until the end of the war. While it is possible to quantify the number of shells fired by Australian guns, the number of operations in which the artillery was involved and a host of other figures that can shed light on the type and intensity of the gunners' war, the figure that perhaps best sums up the artillery's contribution is one that can never be known; the number of Australians – members of the infantry, armoured corps personnel and engineers among others – whose lives were saved on operations because of artillery support.



Local Darwin member Paul Van Bruggen (or more correctly, his wife Marja, as Paul had to work!), attended the official commemoration for the 80 years of the bombing of Darwin, in company of other owners.



New high-explosive warheads delivered to RAAF



Defence Connect Locally manufactured next-generation warheads have been accepted into service by the RAAF. BLU-111(AUS)B/B warheads have been delivered to No. 3 Squadron of the No. 81 Wing at RAAF Base Williamtown. The 500-pound (227-kilogram) high-explosive warheads were configured by armament technicians as a Paveway II laser guided bomb before being loaded onto the F-35A Lightning II for a training drill. The BLU-111(AUS)B/B warheads, built with improved safety characteristics, replace the Mk82 500lb explosives. The next-generation warheads are expected to be used as the primary 500lb high-explosive warhead for RAAF operations and training exercises. "The BLU-111(AUS)B/B is intended for use in both Paveway II laser guided bombs and the Joint Direct Attack Munition (JDAM) family of guided bombs," AIR 6000 Weapons Project Engineering Manager, Squadron Leader Ryan Kell, said "The development and production of the BLU-111(AUS)B/B has been an ongoing collaboration between the United States government, Defence and Australian industry, specifically the manufacturer, Australian Munitions." Local production of the BLU-111(AUS)B/B commenced following the successful delivery of the BLU-126 (AUS)/B, 500lb low-collateral bomb, which demonstrated capacity to produce reduced sensitivity warheads using locally manufactured ingredients for the explosive fill. SQNLDR Kell noted the benefits of sovereign munitions production. "The design is based on the US manufactured BLU-111B/B but has been tailored to meet Australian production methods while providing improved safety characteristics," SQNLDR Kell said. "Aircraft bomb warheads have been produced in Australia for a number of decades, but the BLU-111(AUS)B/B warhead represents a generational change in explosives manufacture and safety technologies through use of a polymer-bonded explosive fill and design features, which reduce the likelihood of the warhead detonating in the event of a safety incident." Use of the BLU-111 (AUS)B/B is expected to extend beyond operation by the F-35A fleet, likely extending to the Hawk 127 lead-in fighter, F/A-18F Super Hornet, and future platforms like the unmanned MQ-9B Sky Guardian. "Having 500lb bombs produced in Australia increases our self-reliance and resilience of air-combat platforms and the warfighting capability they provide," Air Force Director Combat Capability, Group Captain Guy Adams, said. "As a future line of effort, the ability to act as a second line of supply to allied nations could see Australia providing warheads for use by allies during operations or training, which would greatly enhance international relationships and interoperability."

Lessons learnt in Afghanistan

Sgt Matthew Bickerton

A STUDY of Australia's involvement in the war in Afghanistan has identified opportunities to enhance ADF processes.

Head of the study, Maj-Gen Andrew Hocking, said the report was about getting Defence ready for future challenges.

"It's about looking at the lessons of the past to best prepare us for our future," Maj-Gen Hocking said.

"There are things in this study for everybody, at every level, in every service."

The study noted the ADF's strengths at strategic and tactical levels and examined strategy, campaign design, command and control, culture and organisational learning.

But Maj-Gen Hocking said the operational level – where strategy was turned into action – needed equal weighting and investment.

"Without it, the things you do on the ground may not fully contribute to our strategic objectives," he said.

"We have to value the operational level and continue to resource it."

The study revealed the risks of having ad hoc headquarters and task groups within national and coalition command arrangements.

"In that environment, we need to exercise mission command carefully and ensure the right conditions are set to enable it," Maj-Gen Hocking said.

Maj-Gen Hocking said it was important for the ADF to learn and adapt more quickly.

"It is difficult to adapt faster without taking more risk. We need to continue to have conversations on the risk thresholds we are willing to accept in order to accelerate our learning and adaptation," he said.

The study outlines a need for ADF culture to adapt to the changes and complexities of modern warfare.



Pte Jack Rowlandson watches over Australian Army mentors as Afghan National Army officer cadets conduct a mock attack on a hill during a field training exercise at the Afghan National Army Officer Academy near Kabul.

Photo: WO2 Neil Ruskin

Maj-Gen Hocking said Australian egalitarianism was mostly a strength, but in the wrong circumstances it could flatten command relationships and weaken important checks and balances that are commonly overseen by senior NCOs and junior officers.

The study identified opportunities to continue to evolve how Defence supports the development of whole-of-government strategy.

"The days of services operating on their own in respective land, air, maritime, space and cyber domains are gone," Maj-Gen Hocking said.

"So, too, are the days of Defence operating independently of

other whole-of-government partners to achieve national, strategic objectives.

"The roles and responsibilities of government departments will be increasingly converged in the future."

The study was raised to identify organisational lessons from the Afghanistan campaign to better prepare for future operations.

Maj-Gen Hocking hoped the study would stimulate reflection and generate discussion that was necessary to drive change.

"You can't order change," Maj-Gen Hocking said.

"In a strong cultural organisa-

tion like the ADF, change has to come from within.

"People have to believe in it. The only way to believe in it is to be part of the conversation – reflection and debate."

ADF personnel can have their say on issues in the study on professional development platforms the Forge, Cove, and Runway:

<https://theforge.defence.gov.au/>

<https://cove.army.gov.au/>

<https://runway.airforce.gov.au/>

The full study, *Preparing for the Future: Key Organisational Lessons from the Afghanistan Campaign*, is available at: https://defence.gov.au/ADC/Publications/The_Vanguard/number2.asp

The Other Side: The Vietnamese communists and 'the American War'



BY RAY PAYNE

The Americans and their allies saw the Vietnam War as part of a struggle against international communism. Those on the other side, however, thought of themselves more as nationalists fighting against foreign invaders and colonialists. The war against the United States was, therefore, seen by many Vietnamese as another in series of conflicts for independence dating back almost a thousand years. Vietnam was ruled by China for almost a millennia before gaining independence in the tenth century. During the centuries that followed the Vietnamese repelled three invasions by the fearsome Mongols and resisted further Chinese attempts to regain control, finally defeating a vast invasion force sent by the Chinese Ming Dynasty in the fifteenth century. Following this victory, Vietnam itself began to expand southwards at the expense of Champa, a kingdom whose remnants were ultimately incorporated into Vietnam by the early nineteenth century. Further Vietnamese expansion was halted only by the French, who forcibly established themselves as colonial masters at the end of the nineteenth century. French colonial rule was in turn interrupted in 1940 when the Japanese invaded Vietnam. The Vietnamese endured terrible hardships during the Japanese occupation, which lasted until the end of the Second World War in 1945. After the war the French tried to regain control of Vietnam despite local and world-wide anti-colonial sentiment. Eight years of war followed before the French were defeated by the Viet Minh, or the League for the Independence of Vietnam, led by Ho Chi Minh who became president of the Democratic Republic of Vietnam (North Vietnam). The Vietnam People's Army existed within the Viet Minh movement and lasted until the Vietnam War and beyond. Between 1946 and 1972 the Vietnam People's Army was commanded by General Vo Nguyen Giap, Ho Chi Minh's military strategist since the early 1940s and a veteran of the struggle against the Japanese. Much of the credit for the defeat of the United States and before them the French has been given to Giap, a brilliant but ruthless commander who was prepared to expend as many lives as were necessary to achieve victory.

Ho Chi Minh was a communist. But in the early stages of the Vietnam War, he instructed his lieutenants to make sure the Vietnamese people understood that they were fighting for Vietnam, not for communism itself. In a critique of continuing United States aid to the South during the final period of the war, General Giap commented that 'even when they withdrew their troops, they would still continue to transform Vietnam into a new colony of theirs.' And when Saigon fell to the Vietnam People's Army in 1975, Giap spoke publicly of Vietnam's 'tradition of fighting against foreign invasion.' The Vietnamese thus thought of the Americans as they had of the French, the Japanese, and the Chinese, as colonialists who sought to occupy their country. They called their struggle against the most recent invaders 'the American War'. The Viet Cong and the North Vietnamese Army

The word "Viet Cong" was first used in the late 1950s. It appeared in South Vietnamese newspapers as an abbreviation of Cong San Viet Nam, which simply meant "Vietnamese communist." Many of the original Viet Cong were from the south of the country, they had gone north after 1954 when Vietnam was divided. There they received political and military training before being sent back to the south. In the 1960s American soldiers began referring to the Viet Cong as the VC and, more colloquially, as 'Charlie', which derived from the phonetic alphabet's rendering of the letter C in VC. The slang term 'Charlie' quickly came to include all communist forces. According to the Vietnamese themselves, however, the Viet Cong were part of the North Vietnamese Army or Vietnam People's Army, commanded by General Vo Nguyen Giap. The Viet Cong based in South Vietnam included both guerrilla and regular formations, with even the guerrillas possessing a regular-army structure. In addition, the Viet Cong consisted of a 'main force' of permanent troops, as well as cadres for recruiting and 'organising' South Vietnamese peasants. Rather confusingly, the Viet Cong often called themselves the National Liberation Front of South Vietnam to maintain the appearance of being a nationalist, southern-based movement, rather than a communist and North Vietnam-controlled Organisation. Communist propaganda therefore played a part in creating the impression that the Viet Cong and the North Vietnamese Army were separate entities. The Americans in turn usually thought of their Vietnamese foes as being either Viet Cong guerrillas or North Vietnamese regular troops. Although this distinction between guerrillas and conventional soldiers does not entirely reflect how the Vietnamese either thought of themselves or operated, it became widespread. This perception also determined how most westerners understood – and continue to think about – the communist forces in the Vietnam War. The Viet Cong fought as guerrillas or regular soldiers according to the circumstances. In 1963 they won a notable victory at Ap Bac in a set-piece battle with South Vietnamese forces. But, perhaps inevitably, the Viet Cong are better remembered for guerrilla-style operations such as ambushes, sabotage, and assassinations conducted against the Americans and their allies. At times the Viet Cong also engaged in extortion and inflicted terror on South Vietnamese peasants, and there is evidence of Viet Cong massacres of local Catholic and Montagnard communities.



First-look and further casting revealed for SAS: Rogue Heroes - A new series from Peaky Blinders creator Steven Knight

First-look images featuring Connor Swindells, Jack O'Connell, Alfie Allen, Sofia Boutella, and Dominic West have been released by the BBC and Kudos



Alfie Allen, Connor Swindells and Jack O'Connell

It has been a privilege to work on a project which tells the story of a renegade band of soldiers who used wit and imagination as much as firepower to halt the march of Fascism across North Africa during the darkest days of World War Two. This is a war story like no other, told in a way that is at once inspired by the facts and true to the spirit of this legendary brigade of misfits and adventurers. Steven Knight, *SAS: Rogue Heroes* writer and executive producer. A gallery of first-look images has been released for *SAS: Rogue Heroes*, the major new drama series from *Peaky Blinders* creator Steven Knight. Made by Kudos (a Banijay UK company) for the BBC, the six-part series will air next year on BBC One and BBC iPlayer. Filmed on location in the UK and Morocco, *SAS: Rogue Heroes* is the dramatised account of how the world's greatest Special Forces unit, the SAS, was formed under extraordinary circumstances in the darkest days of World War Two.



Dominic West



Sofia Boutella

Tom Glynn-Carney (Dunkirk, The King) joins the previously announced cast, as SAS founding member Mike Sadler. Also announced today are BAFTA-winner Jason Watkins (Line of Duty, The Crown) alongside Stuart Campbell (Baptiste), Ralph Davis (Small Axe), Bobby Schofield (Time), Virgile Bramly (Grand Hotel), Tom Hygreck (La Garçonne), Paul Boche (SOKO Potsdam), David Alcock, Moritz Jahn (Dark), Arthur Orcier (J'irai où tu iras), Jordy Lagbre, Adrian Lukis (Feel Good), Anthony Calf (Poldark), Isobel Laidler (The Witcher), and Ian Davies (Game of Thrones), who all play key roles across the series.



Connor Swindells

Jack O'Connell



Alfie Allen and Theo Barklem Biggs

Steven Knight, SAS: Rogue Heroes writer and executive producer, says: "It has been a privilege to work on a project which tells the story of a renegade band of soldiers who used wit and imagination as much as firepower to halt the march of Fascism across North Africa during the darkest days of World War Two. This is a war story like no other, told in a way that is at once inspired by the facts and true to the spirit of this legendary brigade of misfits and adventurers." Karen Wilson, executive producer and Joint Managing Director of Kudos says: "With filming now complete, we're incredibly excited to give the world a first look at our Rogue Heroes. A huge thank you to the series' peerless cast and crew for bringing Steven Knight's ambitious, extraordinary scripts to life with such skill and style." Rich with action and set-pieces, SAS: Rogue Heroes is the exhilarating story of renegade men taking monumental risks in extraordinary circumstances. Cairo, 1941. David Stirling (Connor Swindells) - an eccentric young officer, hospitalised after a training exercise went wrong - is bored. Convinced that traditional commando units don't work, he creates a radical plan that flies in the face of all accepted rules of modern warfare. He fights for permission to recruit the toughest, boldest, and brightest soldiers for a small undercover unit that will create mayhem behind enemy lines. More rebels than soldiers, Stirling's team are every bit as complicated, flawed, and reckless as they are astonishingly brave and heroic.



Sofia Boutella



Jack O'Connell and Connor Swindells

SAS: Rogue Heroes (6x60') is created and written by Steven Knight (Peaky Blinders, Taboo, A Christmas Carol) and directed by Tom Shankland (The Serpent, The Missing), with Stephen Smallwood (The Serpent, Patrick Melrose) as producer. The series is executive produced by Karen Wilson, Martin Haines and Emma Kingsman-Lloyd for Kudos, and Tommy Bulfin for the BBC. It was commissioned for the BBC by Piers Wenger, Director of BBC Drama, and Charlotte Moore, Chief Content Officer. Filming has wrapped on the series, which will air on BBC One and BBC iPlayer in 2022. SAS: Rogue Heroes will be distributed internationally by Banijay Rights.



SAS Rogue Heroes

PHIL HOADLEY JEEP RESTORATION PROJECT

Here are some fresh images. It 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 within the next week.

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







Boeing B-17 crew of the 5th Bombardment Wing, 15th AF, after returning to Amendola Airfield Italy from a daylight bombing mission over Sofia, Bulgaria, have driven over in a jeep to the dispersals of No. 150 Squadron RAF, to wish the crew of a Vickers Wellington Mark X good luck before they take off for a night raid on the same target - 1944

The RAF crew are, (right to left):

Sgt M Jefferson of Manchester, (wireless operator)

Sgt G Heywood of Upton-by-Chester, (rear gunner)

Flight Lt V T "Bill" Skehill of Kooyong, Australia, (pilot), who is shaking hands with the American crew captain, 2nd Lieutenant Walters

Flying Officer P R Jameson of Brisbane, Australia, (navigator)

Flight Sgt E W Turner of Northfleet, Kent, (bomb aimer)

Amendola Airfield was originally used by the Italian Royal Air Force (Regia Aeronautica), after the Armistice between Italy and the Allies in September 1943, the airfield was seized by the Germans. The British Eighth Army occupied Amendola Airfield in October 1943 during the Italian Campaign, and after extensive repairs and modifications was used by USAAF, RAF, and Commonwealth Air Force Units.

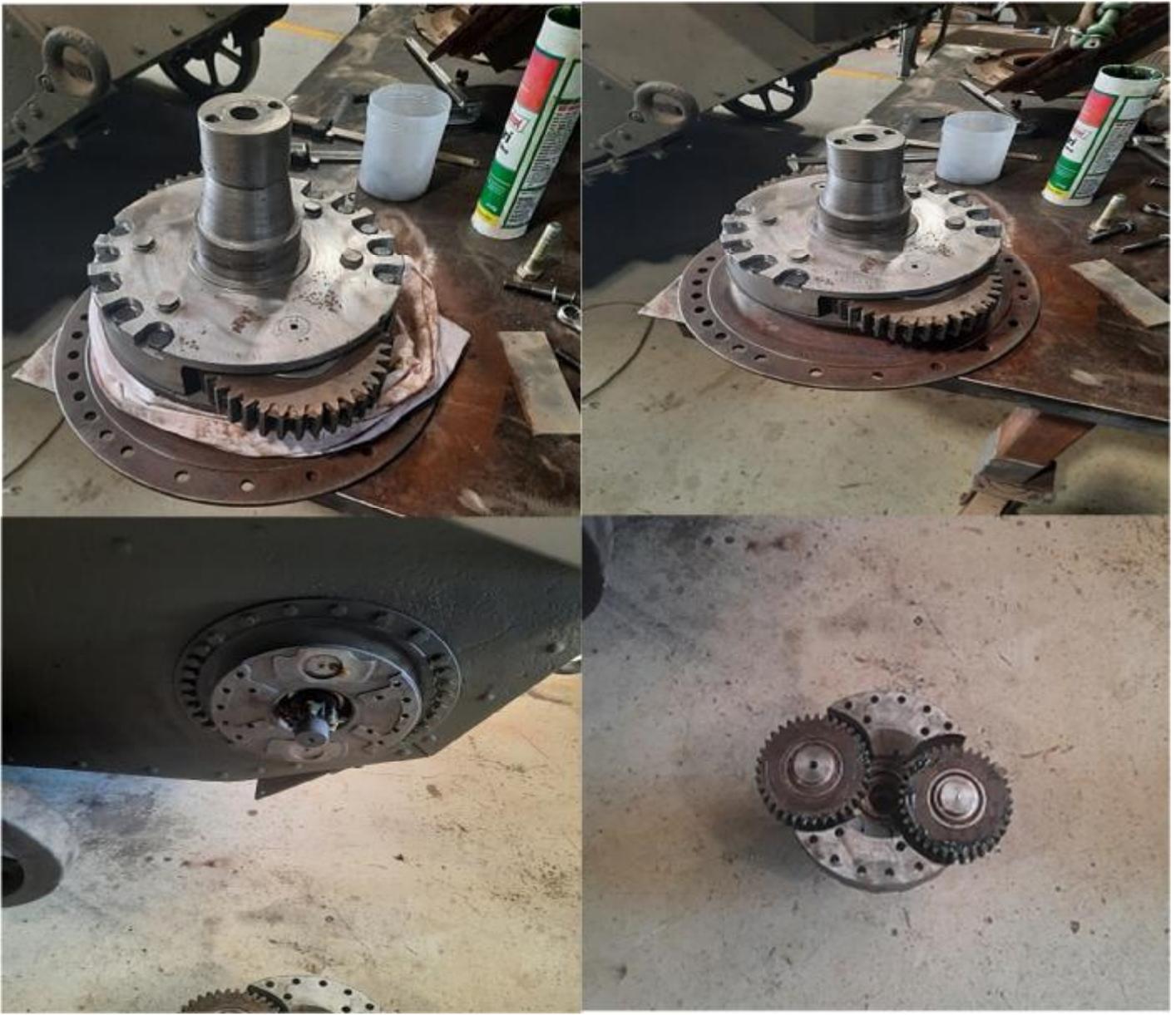
Today Amendola Air Base is used by the Italian Air Force

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 WVCG Magazine too share with our club members.

Tony VAN RHODA. Editor/Publisher.

CONTINUED FROM MARCH 2022: I Just completed fitting the other final drive. After putting it on I found it was too tight for some reason, so I removed it and disassembled that one as well. I am glad I did as I found I never machined the bearing cup quite deep enough so back on the lathe it went and 3.2mm came out. I also countersunk the bolts that hold the planetary gear hub as a precautionary must completed fitting the other final drive. After putting it on I found it was too tight for some reason, so I removed it and disassembled that one as well. I am glad I did as I found I never machined the bearing cup quite deep enough so back on the lathe it went and 3.2mm came out. I also countersunk the bolts that hold the planetary gear hub as a precautionary measure.



They are now both up to speed and ready for the tracks. I will probably wait and have them running to test the drive train and steering brakes. That light is getting quite bright at the tunnels end now.



I have made and fitted an engine mount to suit the GMH Red motor that I will install and made a mounting bracket for the twin hydraulic spool valve that will ultimately be connected to and controlled by the original tillers via rods and clevises. By the time I install the engine, hyd pump, oil tank, radiator, and any other part, it will still be quite busy in there. Still quite a bit of thought to go into it yet.



I have been busy making the valve control set up via linkage, making sure it won't interfere with the engine or hyd pump.



I could have shortened those cross rods to make it easier but as those rods, brackets, clevises and the tillers are original from the tank and made in the 30s, I wanted to keep as much of the original parts as I could. A bit of return linkage was no big deal, and it certainly operates great. Looking forward to driving this little beast. Hopefully not too far away. The engine and pump are next on the agenda.



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I thought I had better prepare my track for installation as it is not far away. As a point of interest and I know this has been discussed before but for those who don't know, the track for the Australian carriers and the Ten Vickers light tanks ran wider horned tracks as we have wider wheels than the universal and T16 carriers @ 2.5". The track here is the English track it will suit one of my Vickers and I will be running Aust track for the other as those wheels are the original English design, but the Aust width 3" As you can see in the photos the difference in horn spacing.



Just showing a photo of a track link with a bent horn. It goes to show just how malleable they are before they actually break. I am also machining up connection plates to attach the soft start to the hyd pump. I had some 4140 so I thought it should go to some good use. I just need to cut the key into the shaft.



So one end will be bolted to the existing 4 bolt conn on the hyd pump shaft and the other I am machining up the bolt straight to the engine flywheel. I have a flex plate in the photo only for hole spacing. I still need to make a plate that will bolt to the bell housing/Hyd pump and floor then that will take care of the engine area, apart from the radiator and fan.





Engine front and rear mounts are completed. I had to move the front engine mount forward as the flywheel would have hit my new control linkage. I had plenty of room to scoot it forward. I machined up plates to bolt the hydraulic pump to which is now secured to the bell housing. I made an air intake tube and kept it as low as I could as I needed the depth to make my hydraulic oil tank with as much volume as required and I wanted it up high so it would gravity feed the pump. All good.





I have completed my Hyd oil tank and made it as big as I could without interfering with anything else, also not changing anything to the original hull design. The tank will give me 65 usable liters of oil. That should be enough to not warrant a cooler but I will if the system does need it. I am fortunate that there is quite a bit of room there.



This is all a dummy fit to make sure the hoses are the right length before I send them to be crimped and fitting new hoses I have had for some time. There are a couple of ports that will require some brain thought which is the two-speed final drive and the park brake ports. I intend to make the original style hand brake lever connect to a valve and a gear stick for the two speeds. A lot closer now Bearing in mind that everything will once more come out, get painted, checked, and refitted for final placement.



Working on fitting the radiator which sit above the trans. It must hinge up for access to the parts below. I have machined up some warelon as a bearing so it will never seize and has built in oil properties and very easy to use.





It is fully mounted with ability to just unbolt for removal. I just need to modify my hydraulic tank (again) so it doesn't hit the radiator. Another bit closer. I Also kept it down as far as I could in case I need to put an oil cooler on the top so the thermo fan does both.



I have changed what engine that is going in this tank, I have changed the oil filter, and anything else before it goes in, I realized I never had a removable plate at the bottom for access to the sump plug. It is now done, and I had to redo the exhaust and make a new flange bracket and weld in place.



I fabricated a new accelerator pedal as per the original. I am ever so lucky to have so many original parts to reuse and to copy. They were certainly made to not fail as they are very precise and strong.



It will be of course spring loaded, and I am waiting on my new throttle cable to connect to my newly fitted linkage. Even though it is hydraulic, I still want the benefit of an accelerator pedal for speed as well as the tillers.



I'm making a copy of the hand brake mechanism with I will have the lever connect to a hyd port so it will operate the same. And a pic of my loyal man's best friend who shadows me everywhere There is a lot of small parts that will never be seen but it's just part of the process. All that's left is the internal spring-loaded stop locator which will be half a day I'm sure.



I made a lever for the other end, but I still need to work out what to do there. The final drives are fitted with a park brake that is held on with a spring valve and needs low pressure to release it. I just need to have a look in my never throw away anything hydraulic area for a suitable part. Anyway I'm happy with the result, it fits, it's painted and another step done. The list is still long but heading the right direction all the time.



It's that time of the year when people go on holidays and if you don't have some things you need then you just got to wait but that's ok, I just adjusted my direction and do some of the internal. I have enough of the original base to reproduce but not to use. It is all 2mm ally and they certainly used their aviation manufacture at its best.

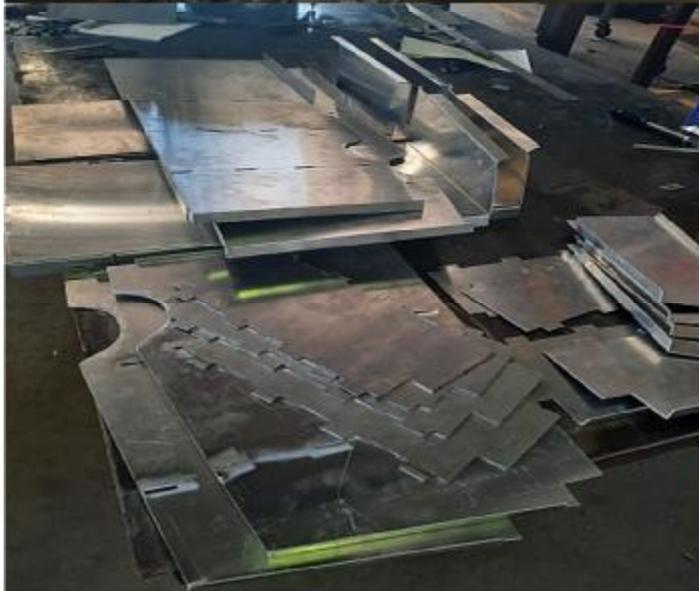


They used a tongue and slot system to join parts and rivets. Obviously when you set jigs for multiples then everyone will be precise. I am doing two individually but being extra careful to reproduce them with accuracy. I have many dies for my punch but only one slot punch but how happy was I that it happened to be the right one After the parts are made, it is a simple operation of fit and bend the tabs alternately. Anyway, it's a good change and it had to be done some time. There is quite a bit of steel threaded mounting block to make and rivet to the ally which is fiddly but very effective.





I have now completed all components for this section of the turret base area x 2. Being aluminum, it is a lot lighter to handle and work with.



My first thought of the tag and slot system was way over the top but the assembly was way quick once the parts were done. Some parts were rivetted but cleco clamps make that part easy. After I finished one, I gave it a test fit and all was good.



I have posted a couple of pics of the original componentry I have, and I can't help keep saying how lucky I am to have these parts. I just don't know how I could have done this with photos or measurements alone. Any way you can see what I have to make next, and I will have to make it around one of the original turret baskets I have otherwise it just won't turn properly.



Just to show the type of ammo tins used. Now that they are in place, I can see why there is a handle on the front of that type as compared to the standard leather handled type that do not.



Another couple of parts finished.



I had to make the rear door that has a pressing in it so I decided to make a press set for them. I need 1 for each tank and there is another door above which after these are pressed out and completes, I can easily modify the press set to make a smaller pressing for the above door and then just de-weld the material for another use. As it is only aluminum, it will probably only take 15 or so tonne to form it and my press brake is a 40 tonner so there will be plenty of power.

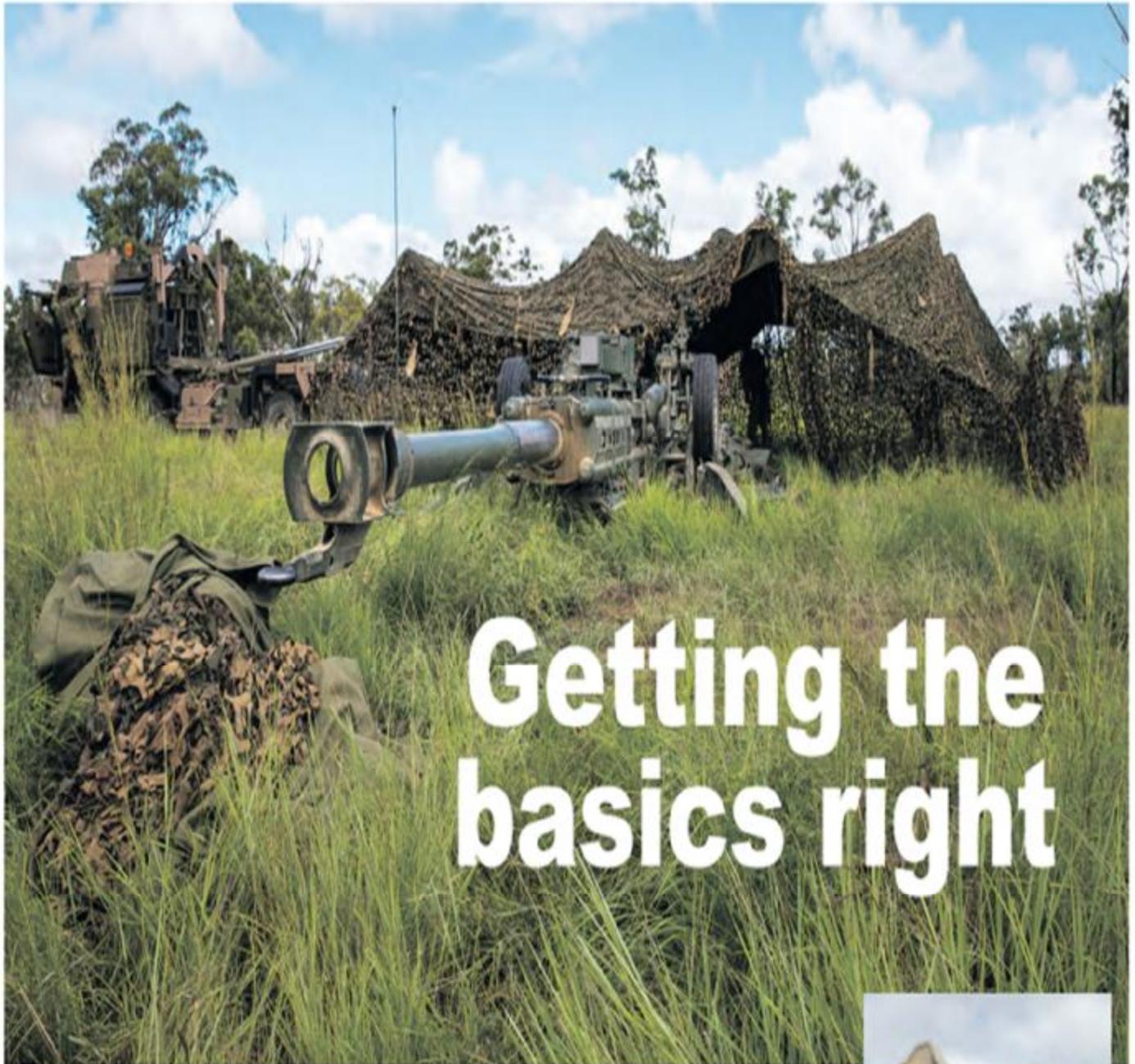




I am happyish" with the result but have to manage the stretching that occurred. It's not too difficult but quite time consuming to fix and manage. There is also a rolled wire edge that is in sections so that is another part to do and it incorporates a double slide pin for locking. One good thing of having a press set is, no matter how many you do they will all be the same. I'm about 80% on one door and will finish the other one tomorrow.



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



Getting the basics right

Capt Lyndon Harvey

GUNNERS of 106 Battery, 4 Regt, have launched back into field training to hone the fundamentals of their trade.

Conducting a 'shakeout' during Exercise First Run in the Townsville field training area in February, they revisited and rehearsed the less complex procedures of a field artillery unit at the individual and small-team level.

Overseeing the exercise, Battery Commander Maj Richard Lever acknowledged the importance of starting small and making sure his team got the basics right before working towards more complex activities.

"I think it's really important to dedicate time to establish a standard for the year, making sure everyone knows where that standard sits, and

acknowledging that's the benchmark as things start to get harder and more complex," Maj Lever said.

He designed the exercise so soldiers of all field artillery trades were tested on their foundational skills.

"The joint fires teams conducted close-target reconnaissance of the gun line, and concurrently the gun line worked through a fire mission," Maj Lever said.

"We also conducted a tactical resupply, and the forward observers executed deliberate observation post occupation procedures, as well as tactical movements, such as breaking contact, cache and recovery, resupply, and rendezvous procedures."

Command Post Officer Lt Taras Jakubovsky was keen to get back on the range, saying there was no substitute for training in the field.

"Coming to the field environment provides far greater complexity than training within the regiment, or the barracks," Lt Jakubovsky said.

"We're ensuring we can do our job, providing intimate fire support for manoeuvre units, and doing so with maximum lethality towards the enemy, and maximum safety for our own forces."

Familiar with the regiment but new to his position, Gnr Elliott Ryan performed the role of a joint fires team commander and echoed Lt Jakubovsky's sentiment.

"We can do a fair bit of training while in barracks with facilities such as the DOME simulator, but it just doesn't do justice to being out in the field, plotting real targets off a map, instead of behind a computer screen," Gnr Ryan said.

"This exercise is really just about nailing the basic crafts of our trade, safely."



Bdr Brent Curyer delivers fire orders during the exercise. Photos: Gnr Gregory Scott

Australia and Japan sign historic strategic partnership



JS Murasame departs Darwin after a brief, unpublicised visit.

Prime Minister Morrison and Prime Minister Kishida met virtually on 6 January 2022. The two leaders reaffirmed the fundamental and enduring importance to both countries of the Special Strategic Partnership.

The SSP is based on a shared commitment to democracy, human rights, free trade and a rules-based international order, close coordination to contribute to the peace and stability of the Indo-Pacific and beyond, longstanding trade and investment ties, and the deep affinity between the Australian and Japanese peoples.

They reconfirmed that annual leaders' meetings play a significant role in strengthening coordination to ensure that the partnership continues to respond to the evolving strategic and economic environment.

Security and defence cooperation

The two leaders today signed the landmark Reciprocal Access Agreement between Australia and Japan (Australia-Japan RAA), underscoring their commitment to further elevating bilateral security and defence cooperation in the interests of peace and stability in the Indo-Pacific region.

The Australia-Japan RAA will establish standing arrangements for the Australian Defence Force and the Japan Self-Defense Forces to facilitate cooperative activities such as joint exercises and disaster relief operations, including those of greater scale and complexity, while improving the interoperability and capability of the two countries' forces.

They confirmed their intention to pursue the completion of respective domestic procedures necessary to give effect to the Australia-Japan RAA as early as possible.

The two leaders confirmed the importance of promoting cooperation between the Japan Coast Guard and Australia's Department of Home Affairs, including to facilitate information-sharing and cooperation on maritime domain awareness.

The two leaders pledged to strengthen cooperation between the two countries on economic security.

They committed to deepening collaboration to address illicit technology transfers, build resilient supply chains and strengthen the protection of critical infrastructure.

They committed to significantly elevate our cooperation architecture on cyber and critical technology, including for promoting research and development of critical technologies such as AI and quantum, promoting the application of international law and agreed norms in cyberspace, and cooperating on standards setting in international fora.

They further underlined the need to strengthen cooperation on resource security, including by developing resilient critical minerals supply chains.

The two leaders pledged to further deepen and broaden security and defence cooperation between the two countries to address current and future threats and challenges.

In this regard, they looked forward to issuing a new Joint Declaration on Security Cooperation to serve as a compass for the two countries' engagement for years to come, reflecting the significant development of bilateral security cooperation and the evolution of the regional strategic environment since the milestone Japan-Australia Joint Declaration on Security Cooperation signed in 2007.

They instructed the respective relevant officials to expedite work toward issuing the new Joint Declaration at the earliest opportunity.

Cooperation in the Indo-Pacific and beyond

The two leaders concurred that Australia and Japan will play a significant role in realising a free and open Indo-Pacific, which is also inclusive and prosperous, and in strengthening regional resilience.

Amid growing challenges to the fundamental values shared by the two countries and their partners, the two leaders reaffirmed their unwavering commitment to a regional order where the rights, freedoms and sovereignty of all countries, regardless of size or power, are protected by international law, rules and norms.

They recommitted to opposing coercive behaviour and to countering harmful disinformation.

The two leaders welcomed the strong and enduring contribution of the United States to stability and prosperity in the Indo-Pacific, and the US commitment to close cooperation with allies and partners.

They reaffirmed the importance of reinforcing the two countries' alliances with the United States and promoting Japan-Australia-US cooperation, including the enhancement of interoperability and the promotion of quality infrastructure, with a view to contributing to broader regional stability and prosperity.

They looked forward to strengthening cooperation with the United States on security and defence, including through the Trilateral Strategic Dialogue (TSD) and the Trilateral Defence Ministers' Meeting. They also welcomed the US intention to develop an Indo-Pacific Economic Framework.

The two leaders welcomed the growing quadrilateral cooperation among Japan, Australia, India and the United States, and looked forward to the next Quad leaders' meeting this year to drive forward coordinated responses to the most pressing challenges faced by regional countries, including through supporting the production and delivery of COVID-19 vaccines and the development of quality infrastructure.

Prime Minister Kishida reiterated Japan's support for the Australia-UK-US security partnership, AUKUS, the development of which will contribute to regional peace and stability.

The two leaders concurred on the vital role of the European Union and European partners in contributing to prosperity, stability and resilience in the Indo-Pacific, and to upholding international law and an open multilateral system based on shared values and shared interests.

The two leaders reaffirmed their commitment to partnering with Southeast Asia in pursuit of shared goals of prosperity and stability in the region, and reiterated their steadfast support for ASEAN centrality and ASEAN-led regional architecture, including the East Asia Summit as the Indo-Pacific's premier leader-level forum to discuss the region's most pressing strategic challenges.

They also reaffirmed their support for the principles of ASEAN's Outlook on the Indo-Pacific and for its practical implementation.

The two leaders underscored their commitment to reinforce ASEAN's efforts on COVID-19 response and recovery.

The two leaders affirmed their commitment to strengthen cooperation with Pacific island

countries to help them respond to the impacts of climate change and recover from the severe and ongoing health and economic impacts of COVID-19, including supporting these countries to safely reopen their borders.

Prime Minister Morrison expressed his support for Japan's cooperation with Pacific island countries under its Pacific Bond (KI ZUNA) Policy.

They welcomed trilateral cooperation with the United States on the East Micronesia undersea cable project, in partnership with the Federated States of Micronesia, Kiribati and Nauru, and reiterated their intention to explore further opportunities for infrastructure cooperation, noting that secure and quality infrastructure will serve as a foundation of sustainable and resilient economic development of Pacific island countries.

Prime Minister Kishida welcomed Australia's recent quick response, with Pacific family partners, to the civil unrest in Solomon Islands and its contribution to the restoration of order, following a request from Solomon Islands.

The two leaders reiterated serious concerns about the situation in the South China Sea, and underlined the importance of being able to exercise rights and freedoms consistent with the UN Convention on the Law of the Sea (UNCLOS).

They reaffirmed their strong objection to China's unlawful maritime claims and activities that are inconsistent with UNCLOS. They recalled that the 2016 South China Sea Arbitral Tribunal decision is final and legally binding on the parties to the dispute.

They strongly opposed any unilateral attempts to change the status quo by force.

The two leaders expressed serious concerns about the situation in the East China Sea, which undermines regional peace and stability.

They shared the intention to remain in close communication about the situation in the East China Sea and expressed strong opposition to any destabilising or coercive unilateral actions that seek to alter the status quo and increase tensions in the area.

The two leaders also underscored the importance of peace and stability across the Taiwan Strait and encouraged the peaceful resolution of cross-Strait issues.

The two leaders shared serious concerns about reported human rights abuses against Uyghur and other Muslim minorities in Xinjiang.

They also expressed their grave concerns over the erosion of democratic elements of the Hong Kong Special Administrative Region's electoral system and the undermining of the rights and freedoms guaranteed under the Hong Kong Basic Law and the Sino-British Joint Declaration.

The two leaders condemned North Korea's ongoing development of nuclear weapons and ballistic missiles, reiterating their commitment to achieving the complete, verifiable and irreversible dismantlement of all nuclear weapons, other weapons of mass destruction, and ballistic missiles of all ranges of North Korea.

They urged North Korea to comply with its obligations under the relevant UN Security Council resolutions (UNSCRs) and emphasized the importance of the international community fully implementing the UNSCRs.

They called on North Korea to end human rights violations and to resolve the Japanese abductions issue immediately.

The two leaders reiterated their grave concerns about the situation in Myanmar and called for the immediate cessation of violence against civilian populations, the release of all those arbitrarily detained, including foreigners, and unhindered humanitarian access.

They urged the Myanmar military regime to implement ASEAN's Five-Point Consensus and encouraged the international community to work together to support an end to the violence, including by preventing the flow of arms into Myanmar.

The two leaders reaffirmed that the two countries will work closely with each other to maintain and strengthen the Treaty on the Non-Proliferation of Nuclear Weapons (NPT) as the cornerstone of the international nuclear disarmament and non-proliferation regime, including through activities in the framework of the Non-Proliferation and Disarmament Initiative (NPDI).

The two leaders stressed that the 40-year long decline in global nuclear arsenals must be sustained and not reversed.

In this regard, the two leaders welcomed the extension of the New Start Treaty by the United States and Russia and looked forward to the development of future arms control frameworks that involve other countries and a wider range of weapon systems.

Trade and economic cooperation

The two leaders confirmed their commitment to a free, fair, inclusive and rules-based trade and investment environment, noting that open and transparent trade settings build trust and prosperity and support economic recovery.

They reaffirmed their resolve to uphold and strengthen the rules-based multilateral trading system with the World Trade Organization (WTO) at its core, and concurred on the need to hold the 12th WTO Ministerial Conference at the earliest opportunity.

They opposed the use of economic coercion, which undermines the rules-based trading system and the links between nations fostered by economic engagement.

The two leaders looked forward to the continued successful implementation of the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) and its expansion to those able to fully meet, implement and adhere to its high standards and with a demonstrated pattern of complying with trade commitments.

They reaffirmed the importance of the CPTPP to promote free trade, open and competitive markets and economic integration in the region.

They recognised the strategic significance of the CPTPP and noted that economic coercion and unjustified restrictive trade practices are contrary to the objectives and high standards of the Agreement.

They welcomed the entry into force of the Regional Comprehensive Economic Partnership (RCEP) Agreement on 1 January 2022 and determined to work towards full implementation of the Agreement.

They further committed to continue working with like-minded countries to explore ways to strengthen ties on regional digital trade.

The two leaders welcomed the contribution the Japan-Australia Economic Partnership Agreement (JAPEA) has made to boosting bilateral trade and investment since its entry into force in 2015, and reaffirmed that they will commit to the full implementation of the Agreement.

Prime Minister Morrison confirmed that Australia looked forward to participating in the Expo 2025 Osaka, Kansai, Japan, as an opportunity to further strengthen and broaden the trade, investment and people-to-people links between the two countries.

Prime Minister Kishida welcomed Australia's participation and expressed his gratitude for Prime Minister Morrison's wish for every success in preparations for the Expo.

The two leaders reaffirmed their commitment to close cooperation under the Japan-Australia Partnership on Decarbonisation through Technology towards their common commitment to achieve net zero by 2050.

Australia will dedicate funding from its A\$565.8 million for strategic international partnerships to the bilateral partnership on decarbonisation through low emissions technology, while Japan will use its ¥2 trillion (A\$24.5 billion) Green Innovation Fund to help Japanese companies invest in technologies contributing to carbon neutrality, recognising the potential of international cooperation with relevant countries such as Australia.

Japan also welcomed Australia's establishment of the Australian Clean Hydrogen Trade Program, which will commence with A\$150 million to support projects to develop clean hydrogen (and hydrogen derivatives, such as clean ammonia) supply chains with an initial focus on the export of clean hydrogen to Japan.

The two leaders also reaffirmed their joint commitments, as well as the commitments of Japanese and Australian businesses, to the Hydrogen Energy Supply Chain project, and noted the importance of the project as a world-leading demonstration of a clean hydrogen supply chain.

They also welcomed ongoing clean fuel ammonia projects in order to establish a stable and affordable clean fuel ammonia supply chain.

They also reaffirmed their close collaboration on energy transition in the Indo-Pacific, with a particular focus on Southeast Asia, through Japan's Asian Energy Transition Initiative and the Indo-Pacific Clean Energy Supply Chain Forum to be hosted by Australia in 2022.

ARE DRONES THE ANSWER?



"The next war has already been fought – twice, and with many other minor practice runs, but our military has ignored the evidence and the results. Our continuing faith that these armoured drone targets will live long enough to reach the battlefield and fire a shot is touching, but misplaced ... Read on and weep.

The next war was fought using new technologies and tactics, not in our inventory. The Second Nagorno-Karabakh War in 2020 was a territorial war initiated by Armenia against Azerbaijan to connect the ethnic Armenian enclaves. T

he war was decisively won by Azerbaijan (with the assistance of Turkish drones). How did it happen against the superior armoured Armenian Forces? The Armenians committed 64,000 troops – and lost 4,900 KIA, 250 Tanks, 550 AFV & Military Vehicles, 270 Artillery Guns & 60 AA systems and 8x Arms Warehouses in 44 days. And proportionally, Armenian territory equivalent to the size of WA. Read again the Armenian losses to drones in just 44 days.

Now cue to the Ethiopian-Tigray War, which Ethiopia was losing until Turkish & Saudi drones helped them stop and throwback the Tigrayan offensive and recover territory held by Tigray for years. We have no armed drones, are not planning to get any and have therefore already lost the next war. Azerbaijan or Ethiopia could beat us.

Try and do what our ADF apparently cannot do and join the dots. Drones are unfair! That's why we stick with the good old tried and tested cold steel of the bayonet.



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

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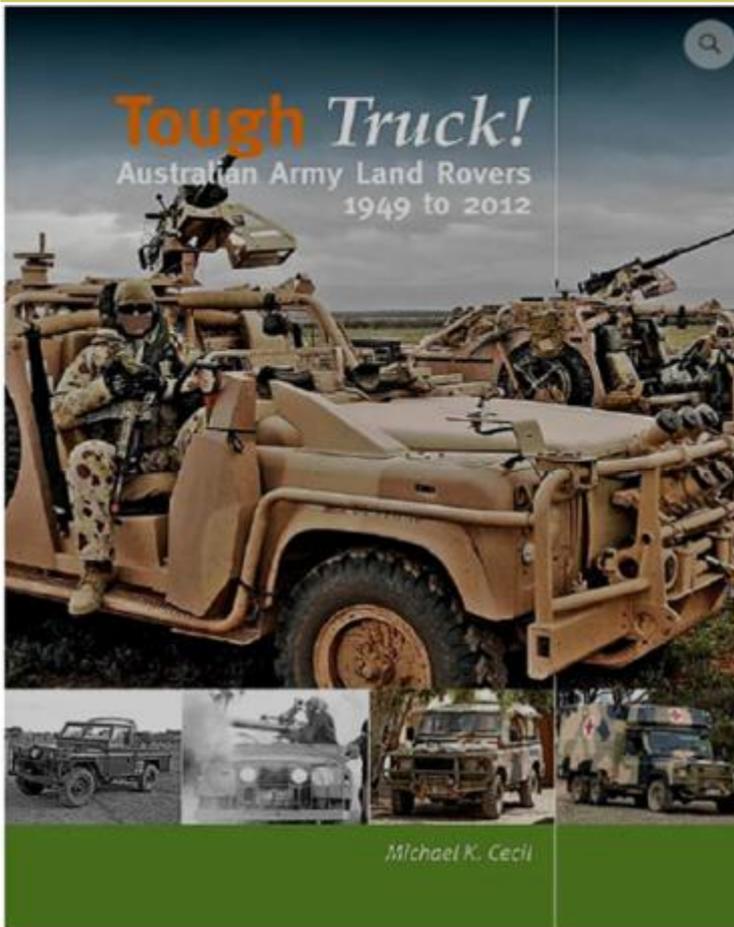
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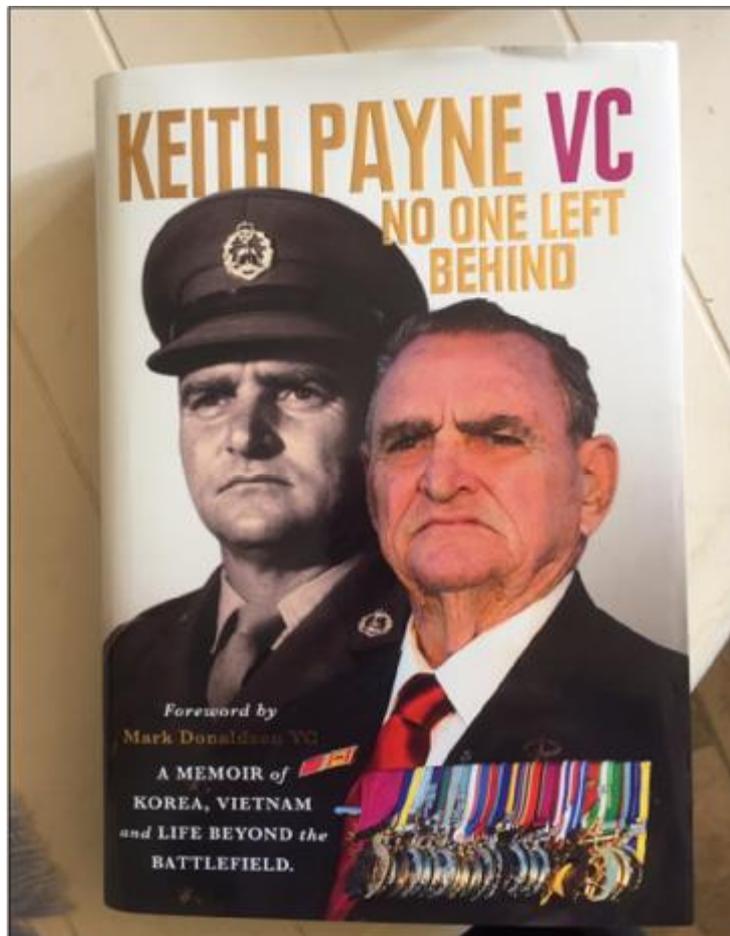
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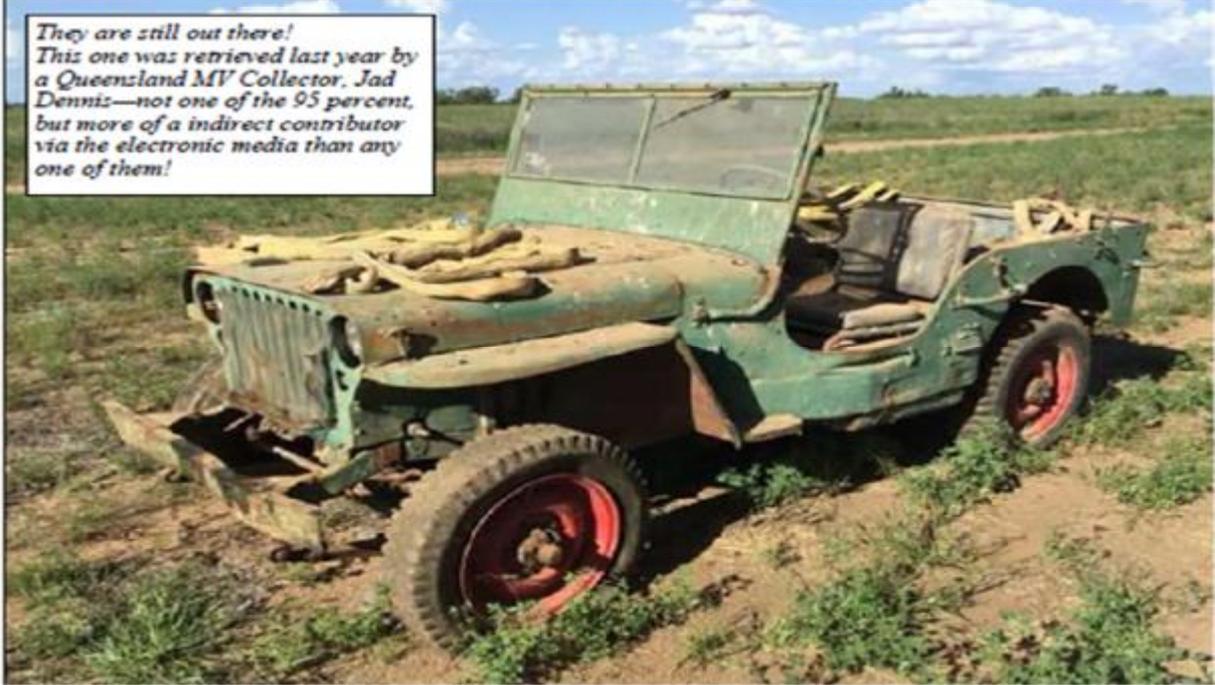
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By;
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**RUSTY,
'RECKS
& RELICS**



*They are still out there!
This one was retrieved last year by
a Queensland MV Collector, Jad
Dennis—not one of the 95 percent,
but more of a indirect contributor
via the electronic media than any
one of them!*



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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.

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

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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