

BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



WE CROSSED THE SIMPSON DESERT FROM EAST TO WEST
READ THEIR STORY PAGE 4



ISSUE 45 - SEPTEMBER 2022



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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

Three Kiwi soldiers recognised for outstanding bravery in Vietnam War



More than fifty years ago, three Kiwi soldiers left home to fight in the Vietnam War. During the battle, and under intense enemy fire, they carried out an act of extraordinary bravery – saving the lives of two Australians who'd been critically injured when a rocket-propelled grenade fired by the Viet Cong slammed into their tank. Since 1971 their platoon commander has been pushing governments on both sides of the Tasman to award medals to these men. Finally, this month the outstanding bravery of these three privates was officially recognised. But which Government has stepped up to make the award – Australia or New Zealand?



TO VIEW VIDEO, CLICK ON SITE: <https://veteranweb.asn.au/news/three-kiwi-soldiers-recognised-for-outstanding-bravery-in-vietnam-war/>

CROSSING THE SIMPSON DESERT 2022 FROM EAST TO WEST



Loaded and ready to go.

Six World War II Jeeps, four from our WVCB Club, Kevin Tipler, Marc Turner, Frank Scott, and Nick Grey. One Jeep from Brisbane owned by Rick Canhan and the other Jeep from Casterton NSW owned by Bruce Pettingill. Plus, two support vehicles, a Ford Ranger, and a Mitsubishi Triton. Driven by George and Christopher from Sydney NSW. The interstate guys departed on various days early in May 2022. We had all agreed that Maree SA was to be the assembly point. However, Rick Canhan would travel from the east coast of Qld. We were to catch up with him in Birdsville.

Thursday: On the 5th of May 2022 the South Aussie contingent departed and camped at Carrieton on the first night. I might add very comfortable, we were bunked in the old school classroom, which was heated, lovely flannel sheets and at the pub we enjoyed our lamb shanks meal special.



Friday: We continued to Maree via a fuel stop in Hawker and a Copley bakery quandong pie special! A must! Especially as the Farina ruins bakery is not open till June. Overnight stay at the caravan park and meal down at the very busy Maree pub. After catching up on the news from interstate boys George and Bruce we started to speculate on how Rick and Chris were fairing, a couple of brief texts from them, describing having to skirt two areas swollen with flood waters and successfully traveling south through Innamincka, eventually arriving in Birdsville on Sunday a day ahead of us.

Saturday: We headed up the newly opened Birdsville track, which was quite reasonable considering the previous weather conditions, some muddy crossings. Refuelling and a late lunch at Mungerannie, we continued till four pm and camped. Noticing the ever-present fly's, we still had approximately three hundred clicks to go to Birdsville, the day was broken up with a brief stop at a hot artesian bore outlet.



Artesian bore Birdsville track



Birdsville Bakery.

We met up with our final two lads who were waiting for us camped on the outskirts of Birdsville. There were very few travellers present in the caravan park, welcome showers and down to the iconic hotel for a meal and bottle of Outback Shz.



*Nick and Kevin
In front of the famous
Birdsville Bakery*

The Birdsville hotel owners also own the famous Birdsville bakery with the also infamous camel curry pies! Very tasty and of course the homemade bread etc



Our Jeeps lined up outside the iconic Birdsville Pub/Hotel.

In the Birdsville Information Centre, we met a lovely lady who encouraged us to call at their local primary school, she said the kids and teachers were excited seeing our troupe of amazing jeeps. We visited the primary school prior to our departure, it was such an awesome experience meeting the interested school group.



Vehicles outside the Birdsville school.

Monday: We left Birdsville around eleven, arriving at Big Red, the biggest sand dune of all. Half the Jeepsters were too intimidated, but Kevin and a couple of others deflated their tyres to ten psi and had a go! On his third attempt Kevin still couldn't quite make it. George bested it on his third attempt in his Ford Ranger he made it look easy. We camped ten kilometres further down the track and decided from now on we would camp at three in the arvo and departure time was generally around nine am.



Making it to the top of Big Red.



Ascending the dune.

Tuesday: A very overcast sky, quite threatening with slight showers, but because of the atmospheric conditions the sand was firm for good traveling. We crossed Ayer creek which was dry. Marc's clutch rod broke, I had a new spare, but his linkage had been modified and so it wouldn't fit. His old one was shortened and modified, and we were off. Three kms further it broke again. So, we set up an early camp. A new rod was fashioned out of a tent peg.

Wednesday: we arrived at Poepel's Corner where a survey marker post shows the meeting of three states, SA, NT, and QLD. Today we travelled across seven or eight salt or flood plains, one, we had to skirt around by a few kilometres.



The group at Poeppel's corner. Where the three states meet



Thursday: We woke to a heavy dew, but today's weather should be beautiful. Great traveling through the dunes, up and down the track twists and turns through undulating countryside, vibrant green shrubbery, few flowers but healthy plants. Very little traffic but the Jeep's just loving it. Low range four-wheel drive and we're just purring along. We would stop around ten each day for smoko, which is a cuppa and cake. Everyone contributed, but George takes the prize for an endless supply of fruit cake. We turned south onto Knolls track running between and parallel with the dunes. We turned west onto a rig road and then south again stopping at a Coolabah eucalyptus tree, the only one left in the park. Excellent camp, were entertained by a howling Dingo just after retiring, thought it was Rick, but they spotlighted the animal.

the only one left in the park. Excellent camp, were entertained by a howling Dingo just after retiring, thought it was Rick, but they spotlighted the animal.



The Coolabah Tree.



Leading Jeep Rick Calhan.

Friday: Today we back tracked eighteen kms and then turned west onto the WAA line. Prior to this I should mention the track west of Birdsville is the QAA line and after Poeppel's Cnr it becomes the French line. The WAA line is south and parallels but is less used and therefore not as scalloped. Temperature today, thirty in the shade. Sand was therefore soft, and we worked harder, several tricky steep dunes with some having several attempts. Saw several overflights of Budgies, had lunch at "George's" Cnr then back tracked a couple of kms turning north up Colson track, quite an unused track with much scrub and spinifex but good bird life.



Once again, we enter the French line and turned left (west) this being the main track across the Simpson Desert we encountered several vehicles heading east part of a large snake of vehicles heading west. We had eight vehicles, and there were still nine in front of us and four behind. Again, a great challenging day. Stopping at Purnie Bore for lunch we checked out the water emptying into a swampy catchment filled with a large amount of bird life, predominately Finch's. After leaving this place of beauty we encountered the worst road of corrugations on the final run to Dalhousie springs. Three shock absorber mounts were broken along here and a fourth two days later. We finally arrived at Dalhousie Springs where we all soaked our weary bodies in the lovely 37-degree glorious waters. The unprepared travelers are usually the mosquito's main course here!



The boys having a nice dip in the hot 37 degree Dalhousie Springs



A cold beer at the Mt Dare Hotel, George, Frank, Kevin, Nick, Bruce, and Marc.

The remaining Jeepsters travelled to mt Dare for refuelling then spent the next four days travelling home via Oodnadatta, William Creek, and Maree. Our Jeeps ran exceptionally well for eighty-year-old vehicles.

Billabong South of Oodnadatta.

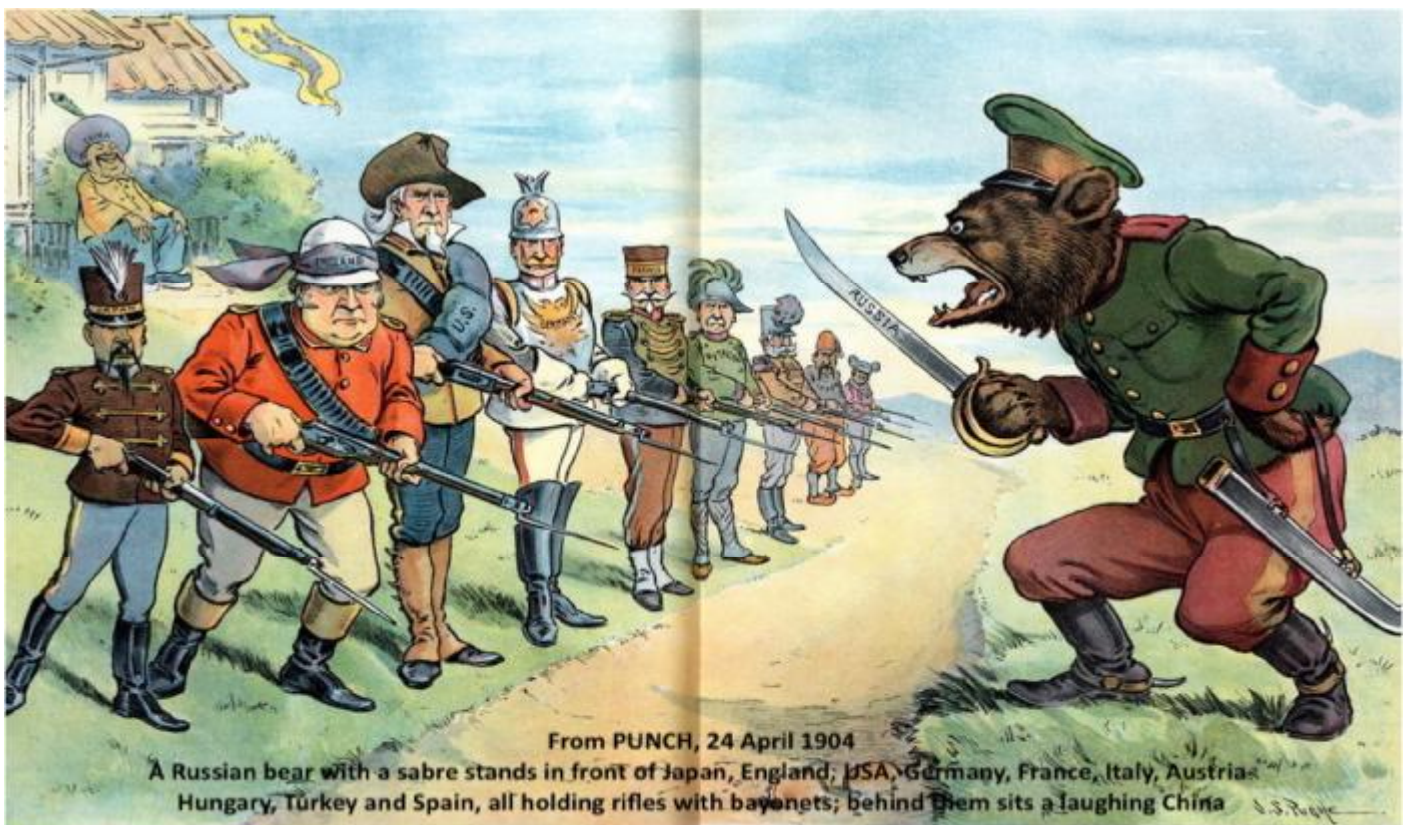




Nick and Kevin outside the William Creek Hotel.

Five hundred kilometres across more than a thousand dunes. Apart from our 50-litre fuel tanks we each used 6 Jerry Cans of fuel, 30 litres of water and numerous litres of red, port, and scotch. Maree to Maree 1815 kilometres. Overall, a well-planned, fantastic trip, with a great bunch of guys, what a terrific team, we had tons of fun and good humour leaving with some of our best memories.

Kevin TIPLER. President WVCG SA.





OUT & ABOUT In the SIMPSON DESERT

Recently got back from another trip through the Simpson Desert, (writes *George Holiday Glass*, in a recent series of Facebook Posts). Teamed up with a SA group of Jeep enthusiasts, one of which (Nick Gray) who I met on the last years Back To The Track event.

We used our own Jeeps this time with 2 support vehicles as a back up. The Jeeps performed very well despite carrying 8 jerrycans of fuel. We wanted the Jeeps to be self sufficient throughout the event with fuel, water, rations and camping gear being carried on the Jeep itself, the only change we made was to change from the normal Jeep tyres to the wider all terrain tyres.

We finally met up in Birdsville after diverting the Cooper Creek flood ways outside Windorah, and drove about a thousand extra kilometres via Innamincka to reach Birdsville. We left the trailer at Birdsville and took both vehicles with us, our trip saw us return to Birdsville via Oodnadatta, William Creek and up the Birdsville Track with the final leg we A-Framed the Jeep behind the Triton after removing the rear axles and front driveshaft, although the front of the Jeep is now looking a little sandblasted by the gravel roads.

I managed to get my mate Chris Christopher Dewar up from Sydney to participate on this event, especially as he missed out on the Back to the track event last, year. We had a ball and are looking at planning a follow up trip through another of the many wonderful outback deserts we have. Watch this space.—*George*





Thank god you can drive one of those out there. Elon Musk will be so happy!

Not to many dramas along the way. Bush mechanicking skills required to fix a replacement clutch shaft fashioned from a tent peg!

This laser-armed Stryker vehicle can shoot down drones and mortar rounds



The purpose of the high-energy laser is to provide a defensive weapon.

BY KELSEY D. ATHERTON |

In the sun-scorched desert of White Sands Missile Range, a Raytheon-built laser weapon mounted on an armoured vehicle shot down multiple mortar rounds over four weeks of testing, the company announced May 16. The testing, part of an Army program to develop new kinds of defences against flying projectiles and other threats, also involved the laser defeating a range of drones. The demonstration is part of a growing effort to ensure that on future battlefields, troops can be protected from the range of attacks they are likely to face.

Raytheon describes its directed energy weapon as a 50 kilowatt-class high-energy laser. The company worked with defence contractor KBR's subsidiary Kord to integrate that laser on a Stryker combat vehicle. Stryker's are eight-wheeled armoured transports, operated by a crew of two and with room for 9 troops to ride inside. The body of the vehicle is flexible enough that the US Army has adapted it for a variety of roles, including as the base platform for an array of already existing anti-air weapons.

This role is called "Manoeuvre-Short Range Air Defence," or M-SHORAD, and it is currently performed by Stryker's featuring a turret that can launch Stinger anti-air missiles and Hellfire missiles, both of which can be used against tanks and aircraft as well. This is in addition to a 30-mm cannon and a regular machine gun, as well as sensors that help it find targets.

Those weapons are all useful against many known threats, like attack helicopters and low-flying jets, but the Army itself acknowledged this as a stopgap to a more long-term solution, dubbing the Stinger-armed Stryker's as "IM-SHORAD," with the I for "Interim."

What the Army is aiming to field, and what the Raytheon demonstration showcased, is a durable anti-air vehicle that can stop not just drone attacks, but can also hit mortar rounds, like in the White Sands demonstration, and stop rockets and artillery fired against US forces.

The military has long been interested in finding tools and weapons that can protect forces as they move from attacks in the low altitudes where drones fly and mortar rounds arc over hills towards their targets. This is a hard problem: stopping rockets, artillery, or mortar

attacks from hitting troops, vehicles, or bases requires a system that can detect the incoming attack, plot the trajectory of the projectile, and then use a weapon to try and destroy as many of those projectiles as it can in time.

For ships and bases on land, counter-rocket, artillery, and mortar defence already exist in the Phalanx close-in weapon system used on ships, or the C-RAM variant used on land. (C-RAM is "Counter-Rocket Artillery Mortar.") These systems pair sensors with bullets to shoot down incoming projectiles, an effective method but one where the cost of fired bullets can add up over time.

Laser weapons are designed to offer interception at rates much cheaper than missiles, and even cheaper than bullets. "With an effectively infinite magazine and near-zero cost per shot, [High Energy Laser] is now the proven answer to asymmetric threats like drones and mortars," Byron Bright, president of KBR Government Solutions said in a release.

A laser system takes a lot of work to develop, from ensuring the beam is powerful enough to burn through what it's targeting quickly, to pairing it with sensors that can find but also track targets until they are rendered inert or harmless. Once set up, however, laser systems promise lower costs per firing, with electrical power fuelling the shots instead of the material of bullets or the sensors and material of missiles.

Many previous military laser weapons have been mounted on ships, where they can draw electrical power from the massive generators on board. Stryker's are a much more confined space than a seagoing vessel like the USS Ponce, and getting it to reliably produce a beam of 50 kilowatt hours takes a tremendous amount of power storage and the ability to discharge rapidly.

In 2013, Boeing demonstrated a 10-kWh high energy laser system, mounted in a truck the size of a shipping crate. Fitting more power into a smaller, constrained shell is essential for creating a more useful laser. The greater the power of the beam, the faster it can burn through a given drone, or mortar round, or another object. But it also increased the importance of such a defensive system working. Putting that much electrical power into a vehicle requires batteries and possibly capacitors, which can explode in catastrophic ways, especially if under fire in combat.

HOW RETURNING VIETNAM WAR VETERANS WERE TREATED?



BY RAY PAYNE

While I knew that Australia had sent troops to Vietnam, I had no idea that their returning combat veterans were treated as shamefully as they were here in the U.S. (Intel, "Australia Set to Commemorate War's End," April 2022). What was it that made this such a universal response when we should have been proud of them? Was this an independent action on the part of civilian Australians or was it learned from American media? Also, were the Vietnam combat veterans who returned to England treated in the same shameful way? Shelby Morrison – Orlando, Florida.

A total of 60,000 Australians served in Vietnam and faced many of the same challenges experienced by American servicemen upon returning home. Given the national and cultural differences between Australia and the United States, veterans' experiences varied between the two nations, and societal opposition to the Vietnam War expressed itself in different ways. However, the Vietnam War became increasingly unpopular over time in both countries, and servicemen reported being shunned and mistreated by others after they returned home.

Q: WHAT WAS IT THAT MADE THIS SUCH A UNIVERSAL RESPONSE WHEN WE SHOULD HAVE BEEN PROUD OF THEM? WAS THIS AN INDEPENDENT ACTION ON THE PART OF CIVILIAN AUSTRALIANS OR WAS IT LEARNED FROM AMERICAN MEDIA?

Opposition to the Vietnam War formed in Australia for several key reasons. From the war's outset, sentiments existed among some quarters of the public that the country was being dragged into an American conflict contrary to its own national interests. These feelings increased in the public sphere over time as the war continued.

Another factor was the introduction of the draft. In 1964, a conscription "lottery" scheme was put into action, by which 20-year-old Australian men were chosen via the selection of numbered marbles. Upon being chosen, each man was required to serve two years full time in the Australian Army, plus an additional three and a half years part-time. The draft was unpopular and drew opposition from members of the public.

Television played a key role in shaping public perceptions of the war. As in the United States, many Australians were alarmed by grisly images and scenes of suffering and destruction they witnessed in television news reports. The year 1968 marked a turning point in public attitudes toward the conflict. The Tet Offensive increased opposition to the draft.

"Horrific scenes on television screens sapped public support further," according to Neil Sharkey, curator of Australia's Shrine of Remembrance in Melbourne.

Many people were also deeply shaken by the atrocities committed during the My Lai Massacre. According to the National Museum of Australia, "the Australian public began to think that if American soldiers were doing this sort of thing then possibly their Australian comrades were doing the same."

Growing public outrage at the war, and coverage of protests in American cities, inspired Australians to gather in protest rallies known as "moratoriums."

"An Australian anti-war movement gathered momentum, and by 1970-71, hundreds of thousands of people were attending Moratorium protest marches across Australia. Soldiers returning to Australia met a hostile reception," wrote Sharkey.

Over the years, Australian veterans have reported that they were insulted and subjected to discriminatory treatment after returning home from Vietnam.

REJECTED BY FELLOW SOLDIERS, IGNORED BY THE GOVERNMENT

Vietnam veterans also endured a particularly painful form of ostracism — mistreatment by other military veterans. This manifested itself in exclusion from social clubs for veterans commonly known as RSL (Returned and Services League of Australia) clubs. As a nation, Australia had developed a distinct sense of pride in its troops' achievements in World Wars I and II. Yet some World War II veterans treated their countrymen who fought in Vietnam with disdain, adopting the attitude that Australian troops in Vietnam were merely a side-show to the American military and that it was "not a real war."

"We were ostracized by not only the civilians but also the RSL and everybody else," said Peter Safe, who served in Vietnam in the 9th Battalion, Royal Australian Regiment, in an interview with Australia's ABC news. "According to the RSL, that wasn't a war zone, it was just police action ... it took a while for them to come to grips with it and [it to] be recognized as a war."

Additionally, the potential exposure of Australian veterans to Agent Orange and chemical defoliants in Vietnam was a hotly contested issue. Initially, the Australian government flatly denied that any veterans had been exposed to chemical defoliants. In response, Australian veterans fought fiercely for recognition and eventually were able to claim compensation for illnesses resulting from herbicides and pesticides. The Australian government has recently stepped up its efforts to honour the service of Vietnam veterans. Despite the similarities in their post-war experiences, Australian and American veterans had distinctly different experiences in the field. For example, unlike some American servicemen, Australian soldiers were not impacted by social tensions related to the Civil Rights movement. Drug use was not a widespread problem among Australian conscripts, although alcohol abuse became a major issue in the war's later stages.

Aside from the United States and Australia, another country whose Vietnam veterans experienced widespread mistreatment upon returning home was New Zealand. "A lot of veterans who came home were just advised to get out of uniform and disappear," according to Claire Hall, writer, historian and archivist for New Zealand's Ministry for Culture and Heritage. The country experienced heated anti-war demonstrations, with a police inspector in Auckland being pushed off a cliff by protesters. New Zealand's government issued a formal apology to Vietnam veterans for mistreatment in 2008.

FOUND BY WVCG ROVING REPORTER



An early Mk one Landrover, not military, but much sort after!



Brilliant rear tub.



Mk2a diesel, chassis cut behind cab



Austin K4 beautifully restored by Mr Tony Luke.



This is a very rare 1942 Chevrolet 4x4.



Bill Coolburra – Tunnel Rat



AUSTRALIAN WAR MEMORIAL

BLA/66/0109/VN

BY RAY PAYNE

Bill Coolburra was born at Palm Island, North Queensland, and joined the Australian Army in 1964. As a sapper with the Australian Engineers, he served in Borneo, Vietnam, Malaya, and Singapore. In the Vietnam War, Sapper Bill was part of 3 Field Troop, nicknamed the 'Tunnel Rats'. Their dangerous work was to enter and clear complex tunnel systems made by the Viet Cong. Well respected in his local community, Bill spent many years after service supporting and mentoring Indigenous youth. His story is one of audacity and friendship.



To view video, click on site here. <https://youtu.be/ZpE-N--6MbQ>

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.

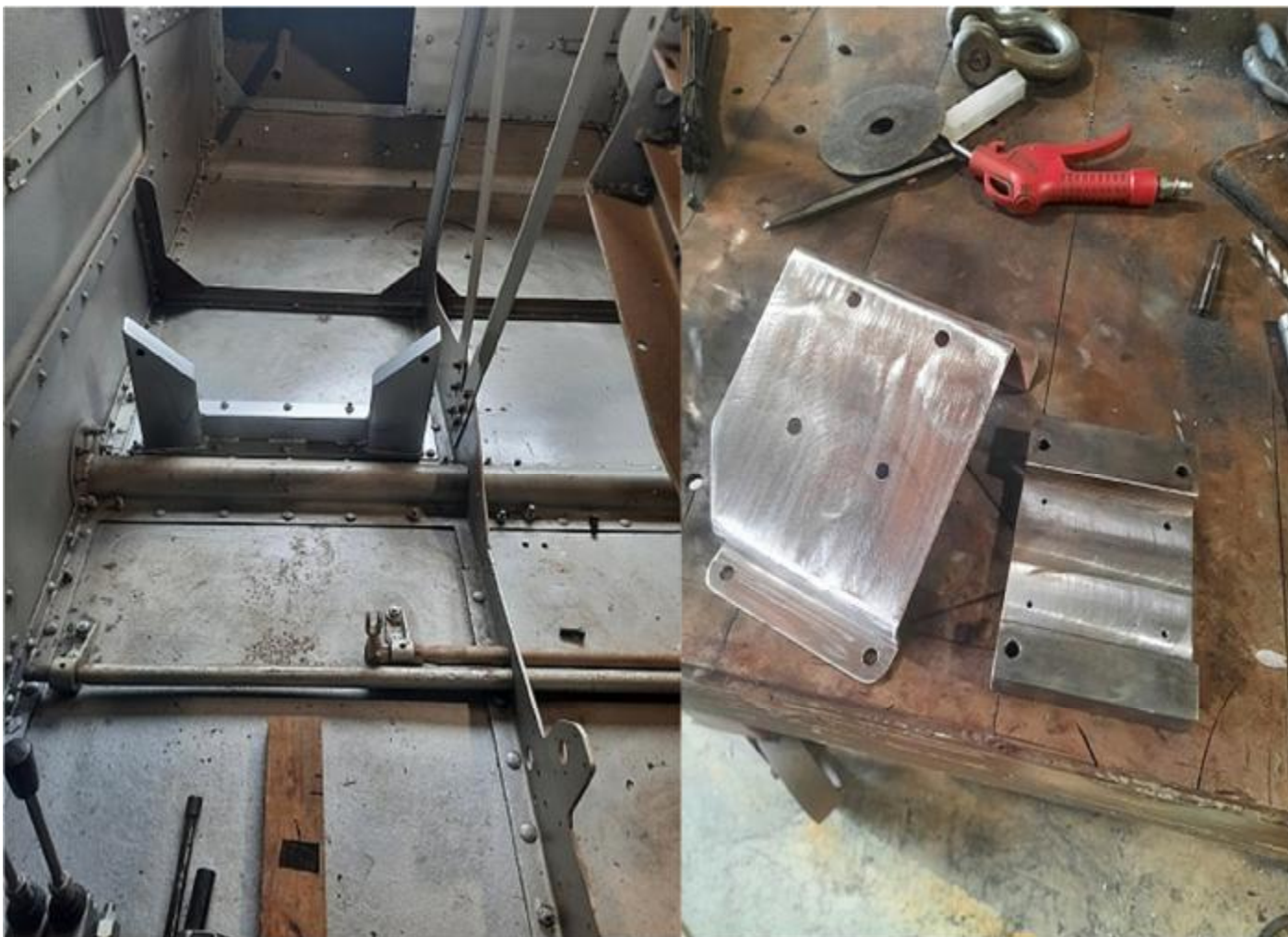
CONTINUED FROM MARCH 2022: I Just completed fitting the other final drive. After putting it on I found it was too tight for some reason, so I removed it and disassembled that one as well. I am glad I did as I found I never machined the bearing cup quite deep enough so back on the lathe it went and 3.2mm 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.

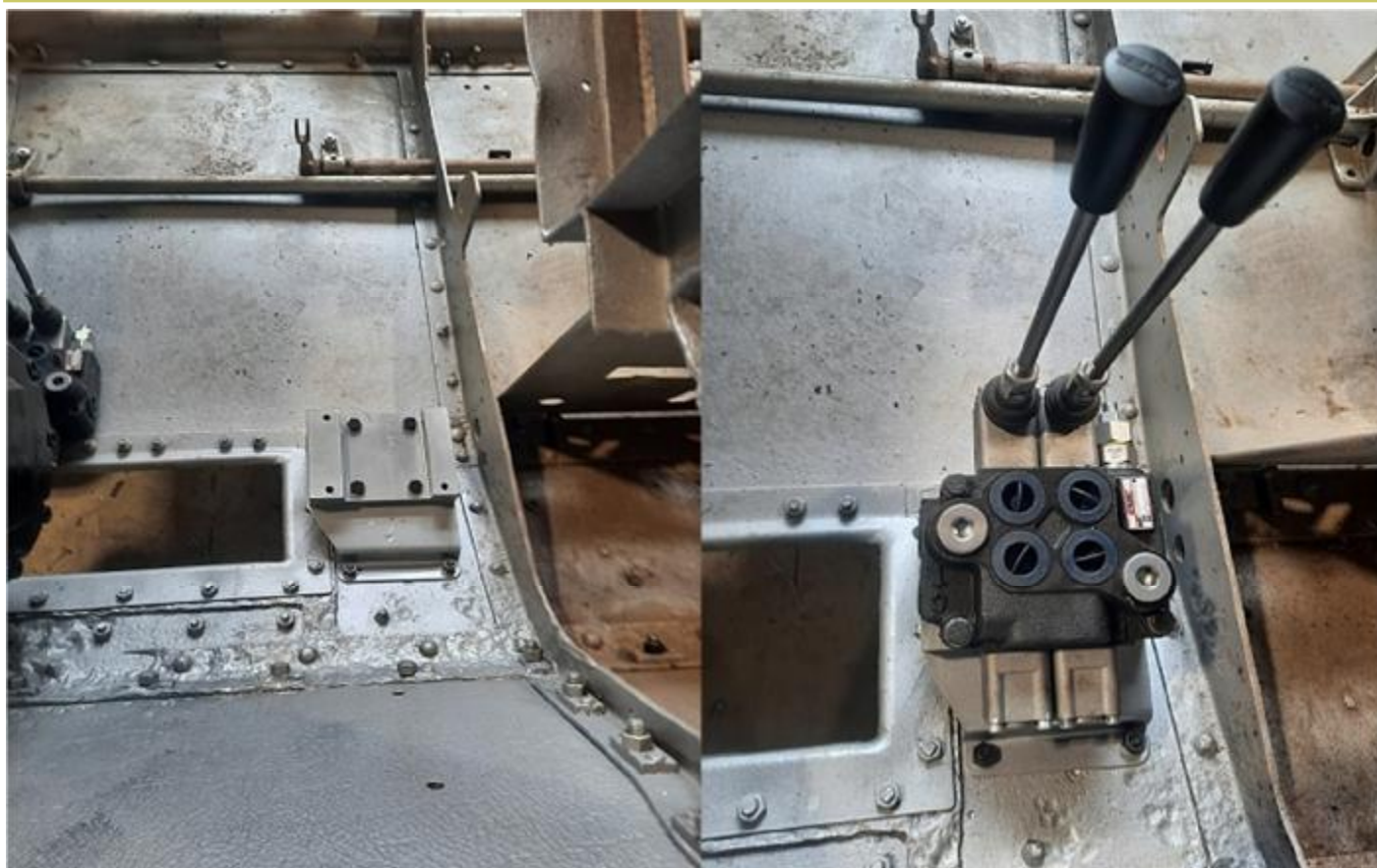


They are now both up to speed and ready for the tracks. I will probably wait and have them running to test the drive train and steering brakes. That light is getting quite bright at the



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.



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 litres of oil. That should be enough to not warrant a cooler but I will if the system



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.



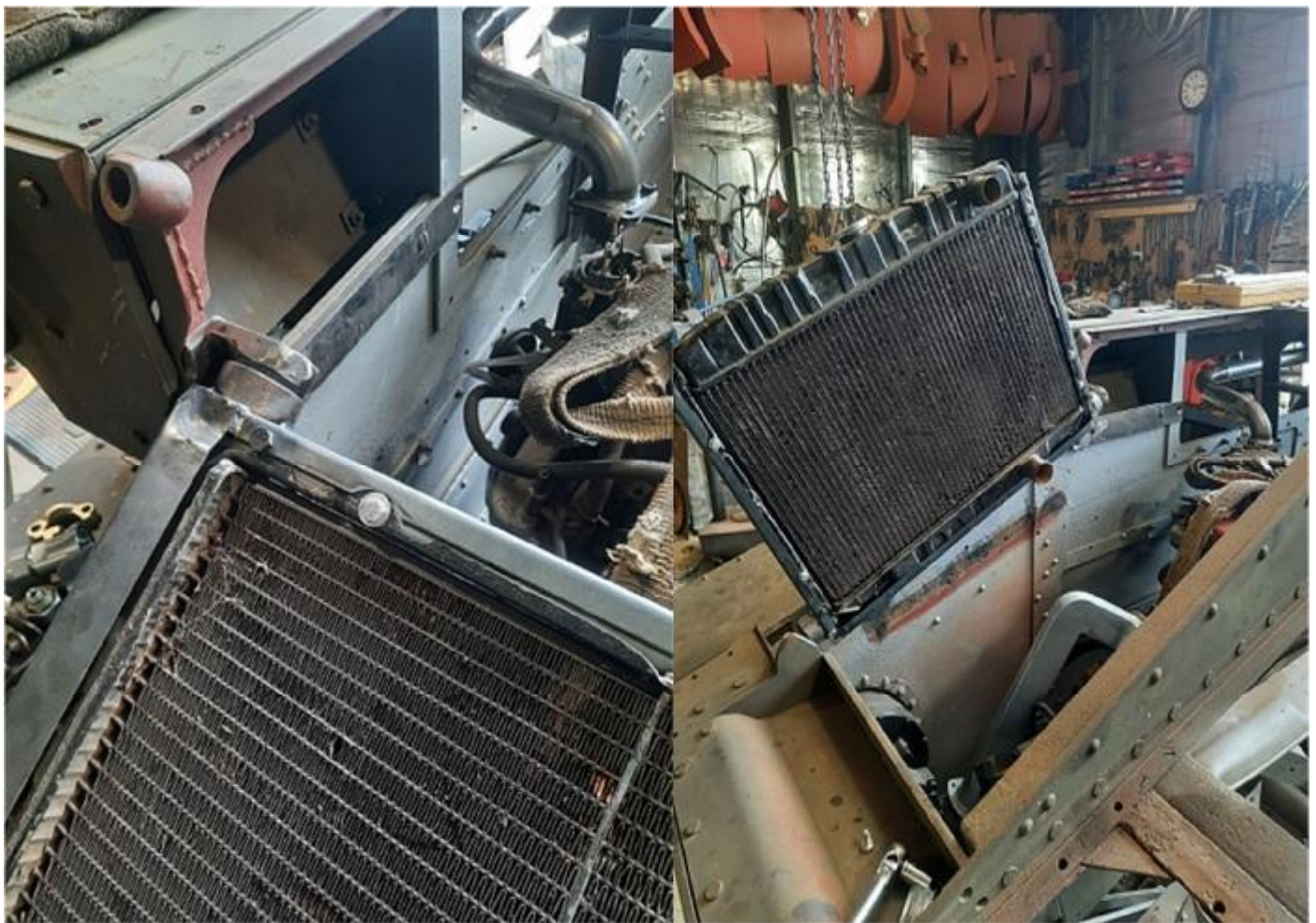


Working on fitting the radiator which sit above the trans. It must hinge up for access to the parts below. I have machined up some warelon as a bearing so it will never seize and has built in oil properties and very easy to use.





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. Also I 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 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.



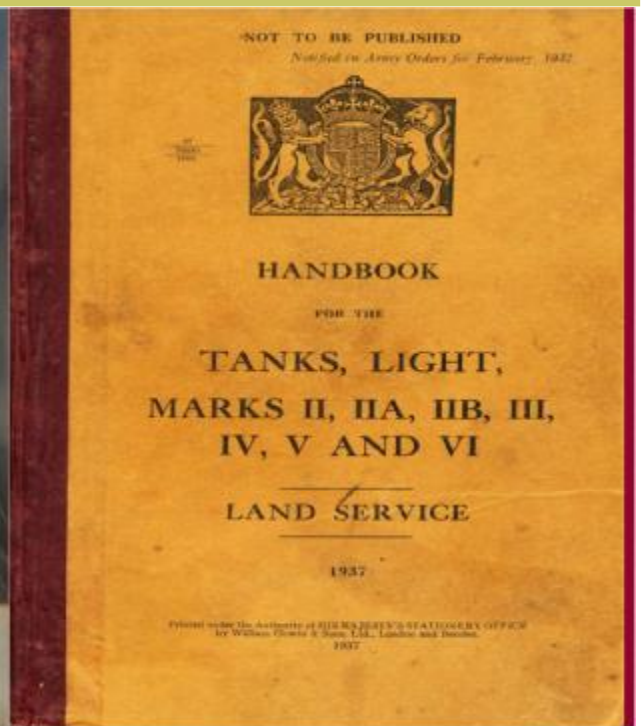
It will be of course spring loaded, and I am waiting on my new throttle cable to connect to my newly fitted linkage. Even though it is hydraulic, I still want the benefit of an accelerator pedal for speed as well as the tillers.



I 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 an 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.







his book has some great information. Interestingly enough I just saw one page on there that said one revolution of the traversing Gearbox turns the turret 5 deg but in another original book I have says it is 3 deg! Not that it makes a lot of difference to me. That could be extremely handy as I have a mechanic coming in the next week to help me set the steering clutches before it goes back in for the last time (I hope). In the meantime, I am machining plates to for the hydraulic final drives to Wombat.

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 sideways. 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.



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

F-35 Joint Strike Fighter



BY RAY PAYNE

The Lockheed Martin F-35 Joint Strike Fighter is billed as a catalyst for the fifth-generation revolution, changing the face and capability of the Royal Australian Air Force (RAAF) and the wider Australian Defence Force (ADF). For the RAAF, the F-35A's combination of full-spectrum low-observable stealth coatings and materials, advanced radar-dispersing shaping, network-centric sensor, and communications suites – combined with a lethal strike capability – means the aircraft will be the ultimate force-multiplying, air-combat platform. The F-35A – the variant chosen by the RAAF – will have a projected life of 30 years in service. Ten nations are currently flying F-35s, including the US, UK, Italy, Norway, Israel, and Japan. The first of Australia's F-35A aircraft are now based on home soil after a period of training and development at Luke Air Force Base in Arizona USA, plus an epic Pacific Ocean crossing in December 2018. More than 340 F-35s are operating today with partner nations, more than 700 pilots and 6,500 maintainers have been trained, and the F-35 fleet has surpassed more than 170,000 cumulative flight hours. Over the coming years, Australia will purchase 72 of the advanced fifth-generation fighter aircraft as part of the \$17 billion AIR 6000 Phase 2A/B program – which is aimed at replacing the ageing F/A-18A/B Classic Hornets that have been in service with the RAAF since 1985.



To view video, click on site here. <https://youtu.be/e2aqwUphpfY>

Ukraine invasion: Russian army loses generation of young officers



BY RAY PAYNE

Russian forces are likely to be less effective on the battlefield in future because of a lack of junior military leaders following devastating losses among the army's lower ranking officers, according to British intelligence.

The UK Ministry of Defence said that brigade and battalion commanders were being deployed into harm's way because they were "held to an uncompromising level of responsibility for their units' performance".

Junior officers have also been forced to lead low-level tactical assaults because the Russian army lacks the cadre of highly trained non-commissioned officers who fulfil that role in western forces, the assessment said.



A destroyed tank is pictured in Mariupol on May 30 amid the ongoing Russian military action in Ukraine.

"The loss of a large proportion of the younger generation of professional officers will likely exacerbate ongoing problems in modernising its approach to command and control. More immediately, battalion tactical groups which are being reconstituted in Ukraine from survivors of multiple units are likely to be less effective due to a lack of junior leaders," the MoD said.

It cited reports of localised mutinies among Russian forces, adding that a lack of "experienced and credible platoon and company commanders is likely to result in a further decrease in morale and continued poor discipline".

A western military source said earlier this month that President Putin and General Valery Gerasimov, the chief of the general staff, had been making low-level tactical decisions of the sort normally decided by a colonel or brigadier.

Senior commanders have been fired for their seemingly poor performance during the invasion, with western officials claiming that a culture of cover-ups and scapegoating has emerged.

Ukraine's general staff of the armed forces claimed that Russian soldiers were "ready to kill their generals" who had forced them to go on the offensive in the eastern Donetsk region, which is part of the Donbas.

According to a telephone conversation intercepted by Ukrainian intelligence, Russian "contractors" almost shot Lieutenant General Valery Solodchuk and his guards, who came to stop a riot and force troops to continue to fight. Solodchuk is commander of the 36th Combined Arms Army.

"The soldiers refused to obey the order and were ready to blow up the 'high guests,'" the Ukrainians posted on Facebook on Monday. It was claimed that the commander had left the front line as a result.

The MoD's latest assessment comes as it issued a challenge to British companies to think of "battle-winning" ideas to help Ukraine overcome the Russian invaders. As part of a pounds 25 million campaign the ministry is calling for the UK defence industry to develop autonomous or remotely controlled vehicles to help protect Ukraine's coast, equipment to keep supply lines going, and new electronic warfare technology such as GPS jammers and drones.

Defence chiefs are also asking for proposals on how to support the resupply of ammunition and the maintenance of Soviet-calibre 122mm and 152mm weapon systems amid concerns that Ukraine's stocks are running low.

Meanwhile, a French cameraman has been killed in Ukraine after his vehicle was hit by Russian shells as he was filming an operation to evacuate civilians. Frederic Leclerc-Imhoff, 32, was covering the war for BFM, a French news channel; Maxime Brandstaetter, a BFM journalist working alongside Leclerc-Imhoff, suffered leg wounds in the same attack. The two were filming near the city of Severodonetsk in eastern Ukraine. President Macron said that he "shared the pain of the family, relatives and colleagues" of the victim.





Jim Gibson



Allan Whiting

HISTORIC VEHICLES

Is presented by Trucks, Cars and Motorbikes

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

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

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

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

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

"Keeping Our Automotive History Alive".

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

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



THE LATEST NEWS

The reason this is a June/July 2022 Newsletter is that we'll be in Arnhem Land when the July Newsletter is due. The next missive will be our August Newsletter.

It's wonderful to be heading bush again, after years of Covid-related lockdowns and closed borders. However, we've stacked a heap of info on the OTA site in the interim and we'll find the opportunity on the road to update the website while we're away.

As many of us head north, away from the Antarctic chill, we've put up a timely story on [croc safety](#).

The campground at [Yulara](#) (Uluru) continues to be a national disgrace, in terms of waiting time to check in and overcrowding that forces most people onto a dirt paddock out the back. Avoid it.

Also travel related are a technical piece on the current state of [lithium batteries](#), with a warning | about 'cheapies'; new-look LED arrays from [Stedi](#), improved-output LED headlight kits from [Narva](#) and upgraded inverters from [Projecta](#).

If you're unlucky enough to split a [tyre valve stem](#) on a trip we've added a bush repair hint to our tyre pressure monitoring story.

New vehicle deliveries continue to be affected by post-Covid shortages, but Land Rover has announced an eight-seat version of the new [Defender](#) and an upgraded [Rangie Sport](#) model. Toyota has previewed minor upgrades to its [70 Series](#) that will hopefully arrive in late 2022.

People looking for a campervan should note that Bus4x4 now has a [swivel front seat](#) option on its HiAce 4x4 converted vans.

In Buying Advice we've updated our [ute payload](#) story, with some warnings about likely 'blitzes' on overweight vehicles.

In our [News](#) section are new stories on winning a new Isuzu truck, bush clean up initiatives, the return of the 'Scout' brand, retro-campers for hire and some disturbing road accident stats.

Also, if your interests run to old cars, bikes, or trucks, check out our sister website: www.historicvehicles.com.au

Allan Whiting and the OTA Team

‘Stocky’ Edwards, Canadian flying ace in World War II, dies at 100

He was heralded his nation’s “top gun” over the North African desert in 1942 and 1943.

By Phil Davison



The photo. Of all the photos of Edwards taken during his storied military career, none speak the volumes that this one does. It is taken somewhere in Italy in 1943. Stocky has risen from Flight Sergeant to Wing Commander in two years. What is truly remarkable is that his countenance is one of calmness, peace and even bemusement. His face is not pinched with stress or lack of sleep. His shoulders are relaxed, his hands in the pockets of his khaki trousers. Fear or loss cannot be read in his eyes. His whole body is surrounded by an aura of self-awareness and determination. He gazes outward, placidly, eyes focused on the job ahead. This is a portrait of a leader.

On Saturday, May 14, 2022, Canadian fighter pilot legend Wing Commander James Francis “Stocky” Edwards, CM, DFC & Bar, DFM, CD of Nokomis, Saskatchewan passed away a month short of his 101st birthday. In the argot of aircrew from the Second World War, Stocky has “gone west.”

Stocky’s death ends the last chapter in the life of a remarkable man. Edwards, born in rural Saskatchewan in 1921, remains a

legendary figure in Canadian aviation history. His golden reputation in Canuck flying circles was earned — not because he was a gifted fighter pilot, P-40 triple-ace or war hero, but because despite his extraordinary accomplishments as a pilot and charismatic leader of men in battle, he maintained two-character traits that contrasted sharply with his near-mythic warrior status — humility and gratitude.

Edwards, like nearly everyone whose mettle was tested in the Second World War, was not a lineshooter or battle-centric storyteller, but rather a gentle, soft-spoken man with a broad smile and engaging demeanour. He understood and abided by the unspoken law of his comrades-in-arms that placing himself at the centre of a war story or shining a spotlight on himself was worthy of shame for it eroded the sacrifice of those fellow pilots who did not return from the war. His humility only made his aura brighter, his words more significant and the lesson of his life more important to learn from.

When Stocky walked into a room, eyes went to him, ears waited to hear his words and mouths whispered his nickname — Stocky. Slim, diminutive, and erect, Edwards’ nickname was not a physical sobriquet but rather spoke to his determination and steadfastness.

During the Second World War, the greatest Canadian leaders were discovered, not manufactured. They were not formed in the classrooms of Royal Military College or Staff College, nor did they spring from Leadership and Management Development Courses. They came from the wheat fields, the factory floors, the accounting offices, and the high schools of a nation rising up to defend others against a bully of global proportions. Over the six long and trying years of the Second World War, our greatest leaders rose from the

ranks of airmen like fast growing maples. Men with leadership abilities were recognized immediately and promoted rapidly. They were the naturals. Stocky Edwards was one of the greatest of these natural born leaders, and it took a great threat to the world for him to be born.

Stocky Edwards was a grateful man. If you've ever spent any time with him and his bride Toni, their gratitude for their longevity and opportunities becomes self-evident. Stocky was not a man who believed he was owed anything for his service and sacrifice. He did not expect reverence, but he received it. He did not look for deference, but he was afforded it. He was grateful for a chance to tell the story of his squadron comrades; grateful for back-seat rides in warbirds, flypasts in his honour, grateful to have his old warhorse P-40 come alive again at Vintage Wings and for being inducted into Canada's Aviation Hall of Fame. He was grateful for the Royal Canadian Air Force, for projects that kept him relevant into his second century, for a life surrounded by generations of the Edwards clan, for his remarkable health and for the country he loved so much.

Above all, Stocky Edwards was grateful for Alice "Toni" Antonio, his beloved wife of more than 70 years. They were inseparable. They were not just a couple in the sense we all know married pairs to be, but rather one entity. Toni or Stocky never used the first-person singular pronoun, always the plural. Their relationship was a thing of beauty.



*Stocky and Toni on their wedding day in 1951.
Photo: Edwards Family Collection.*



Time had only made them closer—Stocky and Toni at Vintage Wings of Canada in 2013.

PHOTO; Toni is wearing a fishing fly made by Stocky who loved fly fishing. Stocky is wearing a pin denoting he is a Member of Canada's Aviation Hall of Fame. Photo: Richard Mallory Allnutt.

While we will no longer have Stocky Edwards in our lives, we are not saddened by his passing, for who could squeeze more out of a life than did this Canadian icon? Instead, we are, in the manner of Stocky, grateful that he was part of our lives and grateful for the time he so humbly gave us. Our hearts go out to Toni for the loss of her soulmate and lover of seven decades. Surrounded by her family, we hope that she will find peace until she can join him again.

To say that Stocky was loved in this country is an understatement of epic proportions. The announcement of his death yesterday burned by text, phone call, post, and e-mail across the Canadian aviation landscape like a wildfire — surely inevitable but nonetheless gripping our hearts with cold hands.

His life on this earth has passed, but he has just "Gone West" — to that special place in the hearts of Canadians where he will never die; West into the collective memory of a nation; West to take his place in the pantheon of heroes; West to wait for Toni

Dave O'Malley

Two Friends Make a Surprising Discovery While Investigating What's Below These Strange Pipes

Dale Hufford thought his flight was like any other. He was on his way from Baltimore to visit his friend, Mike Peter, who lived in Lobethal, Germany. In their conversation making plans for his visit, Mike happened to mention to Dale that there was a pair of pipes mysteriously protruding from the ground in a secret place near his house.



He suggested that when Dale arrived, they should check them out since Mike lived near a heavily wooded forest and these pipes didn't seem to belong. Dale was excited to see the pipes, even though Mike seemed unimpressed by them.

An Adventure on the Horizon

With Dale's excitement edging Mike on, the two decided to have a look. Little did they know that Mike's initial low-level curiosity and Dale's overt enthusiasm would blossom into an adventure into the woods and deep into an underground spiral leading them to a buried treasure, and even a brush with the law!



Those strange pipes lead to something neither of them would have ever imagined, and they risked their lives in the process.

Dale Was Brimming with Enthusiasm Once He Arrived in Germany

The moment Dale stepped a foot off the plane in Germany he could barely contain his excitement. He was happy to see his friend, but he couldn't wait to go see the mysterious pipes with Mike. He urged Mike to begin making plans to investigate. Mike explained to Dale that he assumed the pipes were part of something larger underground, but he had no idea what.



There was nothing to indicate that the pipes were leading to anything larger. It was just a hunch of Mike's, so they decided to explore them further.

The Pipes Protruded Without Reason

After making solid plans and packing a few backpacks with a flashlight, the two arrived at the site near Mike's home to investigate the pipes on an afternoon when the air was crisp and chilly. The metal pipes looked odd sticking up from the ground among thousands of trees in the forest near Mike's home. They seem something ominous crawled up Dale's spine the moment he laid eyes on the pipes, though. They were guarding something. His intuition sensed something strange and foreboding. What could these pipes be for? The two friends soon found out.

The Two Friends Spotted an Entrance After Wandering Around the Periphery of the Pipes

Stairs were leading down from a dark, rectangular hole at ground level. There was an old iron gate that blocked the entrance and a sign that warned, "Betreten Verboten," in German, meaning "Do Not Enter." seemed so out of place. Moving cautiously down the hallway,



they tried to be as careful as they could since they were on their own. One slip up and they might not find their way back at all.

A Never-Ending Hallway Led to a Concrete Maze

Mike suggested that the two avoid taking unnecessary turns down a maze-like hallway to avoid getting lost. They wandered for hours even with this intent, confused, and disoriented inside a concrete labyrinth. Whoever had built this thing must have purposefully wanted to make it confusing. They had no idea how to get out or if someone would save them should they get stuck, so they just kept going.

Strange Sounds and Smells

The hallway turned sharply after wandering for hours, and Mike and Dale got nervous. Just knowing they were miles underground was already messing with their heads, making them feel claustrophobic and lost. What was worse, the hallway started to widen and a horrid

smell that grew stronger. Dale thought he heard a girl's voice too, but then realized it was



possibly his mind playing tricks on him, leaning on Mike momentarily to gather his wits.

Strange Markings on the Walls

To go with the strange smell, there were weird markings on the walls and indentations that looked like someone, or something had punched holes in them. The whole vibe was making their skin crawl. This was such a strange place, and they hadn't even ventured very far in. The more they ventured forth. The two men had an urge to turn back then, but curiosity



made them keep going.

A Rusted Door Off its Hinges

As Mike and Dale continued, they spotted a rusted yellow door ripped from its hinges. When they noticed Cyrillic writing stencilled onto the rusted door, every horror story they'd ever watched came flooding into their minds. The door looked as though it had once opened into a vault, but what it once held they could not determine. Not able to squelch their curiosity and despite their fear, they both agreed to continue to solve the mystery.

Sewage and Rot

The horrid smell seemed to be coming from sewage water and rot. Dale was so disgusted by the smell he was about to vomit, but they passed through the door that was off its hinges, strangely compelled to move forward. Most people would have turned back, but the two friends were in this together, their appetites for adventure already ramped up.

A Shadowy Figure Appears

As they moved through the hallway, Mike slipped in the smelly water, sending waves out. He panicked and his flashlight beam caught a dark figure of someone crouching in the water like Gollum.



As Dale swung his flashlight to try to reveal the figure, it was already gone. Mike and Dale looked quickly at one another and decided to escape from the shadowy figure as fast as they could, moving deeper into the tunnel-joined rooms.

Fleeing from the Dark Figure

Mike took cover behind Dale once he gathered himself from his fall. Dale noticed the walls were made of heavy lead, and since they were in wet rooms without respirators, it was hard to run. So, they trudged through knee-deep, disgusting water to get away from the odd disappearing figure.



The air was putrid and thick, but they were compelled to move forward to get away from the strange shadow they'd just witnessed. It didn't take much for them to realize their lives were at stake, even if they knew exactly what was lurking down there.

Finally, a Back Entrance

They stumbled on a back entrance to the even deeper depths of Lager Koralle, a 1939 WWII bunker built for schooling Navy Intelligence. Rockets were also stored here that once were aimed at Berlin. It was the secretive headquarters of the Oberkommando der Kriegsmarine.

The two friends were even more compelled to move forward now, knowing they were trespassing on military territory.

Trying to Get Out

After hours of trudging through this underground, watery, smelly maze, they longed to leave. The idea of a creepy, shadowy figure looming in the cesspool was already enough to make them lose their minds, but they were fascinated by what was revealing itself, and couldn't help but keep moving forward.

Retracing Their Steps with a Single Flashlight

They noticed it was getting hard to breathe. The oxygen levels underground was quickly dissipating. Dale was starting to see spots and stars and worried he'd pass out. His brain desperately needed fresh, oxygenated air. His blood pressure was rising too.



Mike also noticed that his heart was pumping strangely in his chest and that he was having difficulty moving.

Something Glints in the Distance

Just as the two were about to give up, Dale caught a glimpse of a glinting object just around the corner of the water-filled room. The glint caught his eye. He began to wade toward the object, but Mike tried to stop him. Mike was too weak to offer much of a protest, so Dale waded forward as Mike squatted to relax his beating heart, desperate to catch his breath and calm himself.

Knee Deep Water with a Flashlight in His Teeth

Determined to find out what was glinting, Dale waded knee-deep through the cesspool with his flashlight in his teeth. The glint seemed to call to him, so he kept wading until he was close enough to stick his hands into the water.



His fingers fumbled until he touched something small and hard with engravings on it. He quickly put it in his pocket.

Backing Out Drenched

Instinctually, Dale moved toward the west junction, and the two friends backtracked, waterlogged until they could no longer hear water dripping. They saw the yellow, rusted door again and breathed a slight sigh, knowing they were getting closer to the exit.

Dale's Mystery Treasure

Finally, the two emerged into the sunlight. Once they grabbed some fresh air, Dale remembered the object he had slid into his pocket. He reached in; his pants still wet from trudging through the murky water and thumbed the engraving on it. He then pulled it out for a closer look. Upon inspection, Dale realized the inscription read 999.9. He was holding a 500-gram bar of pure, solid gold!

WWII Era Gold

Dale and Mike realized there was something else intriguing about this underground bunker they had just emerged from. Others had ventured into the surrounding area to find WWII-era gold, too. They were not the only people who had been curious about the pipes emerging from underground in the middle of a forest. A fellow named Hans Glueck had once gone on a



WWII treasure hunt, convinced he had finally located the right spot, exactly where Dale and Mike had just explored.

Hans Glueck's Gold Hunt

Glueck's search drove him to search for this gold his entire life. He knew that Chief Heinrich Himmler was ordered to empty the Berlin Reichsbank of all its gold and other valuables and send it on a train to the Alps. However, Chief Heinrich Himmler was arrested, and the officers recovered 76 kilograms of gold. Yet, they didn't recover all his gold meaning that remaining treasure was still left to be found.

A Man with a Map Contacts Glueck

In Glueck's interview with Bavarian TV in 1995, a man gave him a map and said he should look more closely at it. Perhaps Glueck would find something interesting here. Was this a clue? The map belonged to a Secret Service officer who had hidden the map in the lining of



his coat, likely hoping to go back and retrieve the treasure for himself at some time in the future after the war had died down.

The Glint of Treasure, the Growl of What?

Dale was admiring his gold treasure when a strange light flicked through the trees. He thought he was still shell-shocked from his and Mike's journey into the subterranean maze.



Mike finally started to look alive, still recovering from the oxygen loss moments before, when out of nowhere, there was barking and growling. The growling grew louder and louder. This could only mean one thing.

Caught Red Handed

Dale knew the police were often looking for people who explored the area snooping around for treasure. The two men didn't waste time. They hoisted their backpacks on and started to run as fast as they could. The barking sounds of the dogs began to fade the faster they ran. Mike followed Dale to the path they had started on so that they could escape back to Mike's home.

Finally, Home

Finally, the two arrived at Mike's house in Germany. They unloaded their backpacks onto a sofa, and Dale began wondering what other treasures they might have found in the watery, putrid pit they had just waded through. However, the echoes of the strange woman's voice,



the memory of the shady figure lurking in the cold, smelly room, and the horrid smells made going back seem unlikely.

Giving up the Gold

Dale's conscience got the best of him, and he eventually gave the gold bar over to the authorities who knew they had been trespassing in the forest, near the protruding pipes. He wasn't about to have a run-in with the law in a foreign country. The police were simply flabbergasted by their find. They became more invested in the treasure they uncovered than of their illegal trespassing.

Pure Gold Treasure

The two friends heard back from the police that the gold bar they had turned in was 500 grams of pure gold worth more than \$18,000. They couldn't figure out who originally made the gold bar since its identification numbers had been scratched out, and only some of the inscription remained. Regardless, this was an absurd discovery.



Considering Another Adventure

Dale got a taste for gold in the two friends' adventure and longed to go back. Mike wasn't hearing it. They were both inexperienced treasure hunters, but they'd found something special, perhaps a once-in-a-lifetime experience. They were lucky they came out of the underground tunnel alive, though. Would a second adventure be too risky?

Watching the Recording

When the two looked at the video they had made of their underground adventure, they weren't able to see the dark shadowy figure in the corner, as the light wasn't sufficient to capture him on camera, but the gold was very, very real. Dale hoped that the original owner



of the gold bar wouldn't be located so that it could be returned to him by the police. Several thousand dollars would solve a lot of his money stress. As he was wishing for the best, he noticed something eerily strange while watching the video footage more closely.

The Chilling Sound

Going to the frames where the two had thought a girl's voice was speaking, the image was grainy and blurred, but once again, they heard the unmistakable sound of a little girl's laughter.

Who knows what the strange voice was all about? Or the shadowy figure lurking in the dark, watery depths of that creepy place. Ghosts of WWII? Something else? They may never know all the answers, but uncovering a secret hidden bunker was an adventure they'll never forget. Just keep in mind that trespassing in places you shouldn't be is highly illegal and very dangerous. It's best to stay away from such locations and leave any investigations to the professionals.

6000 people in the middle of the ocean



BY RAY PAYNE

Many people consider the modern supercarrier a “city at sea”. This is undoubtedly correct, with between 5,000 and 6,000 people relaxing, working, eating, and sleeping on board for months. But life on board an aircraft carrier is unquestionably arduous and exhausting. Still, it can also be thrilling, particularly for the men and women who work on the flight deck, flying and landing jets on a sliver of the runway. It's unlike anywhere else on the planet, for better or worse. An aircraft carrier is a ship with a flight deck, which serves as a runway for aircraft at the most basic level. An aircraft carrier is one of the strongest assets an army can have. Carriers can reach speeds of more than 35 knots (40 mph, 64 kph), allowing them to travel across the ocean in weeks. Carrier groups are currently stationed across the world, ready to deploy at any time. When the US Navy wants to make a big impression on someone, it sends them aboard one of its gigantic aircraft carriers. It's not only the size of a supercarrier that impresses; it's the frantic scene on its flight deck. When the crew is fully operational, it can launch or land a plane every 25 seconds, taking up a fraction of the space needed on a standard landing strip. How do they work in the middle of the ocean?



To view video click on site here. <https://youtu.be/3NTNNWt6JBo>

Welcome to Edition 163 of Goldsmith & The Goldsmith Gazette

Rally 119 is nearly with us, and with the MADE in AMERICA theme it promises a wide variety of exhibits.

The current editions of Goldsmith is attached as is a flyer for the Rally. Currently the regulations require all attendees to be Double Vaccination as a condition of entry to the rally. As these conditions seem to be subject to review from time to time this could change.



The Pyrenees Heritage Preservation Magazine

Goldsmith

No 163 April 2022



The theme for the 119th Lake Goldsmith Rally on April 30 & May 1 is "Made in America".

This magazine can be downloaded from:-

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

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 119th Rally

On April 30 & May 1 2022



NORFORCE



BY RAY PAYNE

The NORFORCE (North-West Mobile Force) is an infantry regiment of the Australian Army Reserve. Formed in 1981, the regiment is one of three Regional Force Surveillance Units (RFSUs) employed in surveillance and reconnaissance of the remote areas of Northern Australia. It consists of a regimental headquarters, four surveillance squadrons, and an operational support squadron and training squadron.



To view click onto site. <https://veteranweb.asn.au/news/>

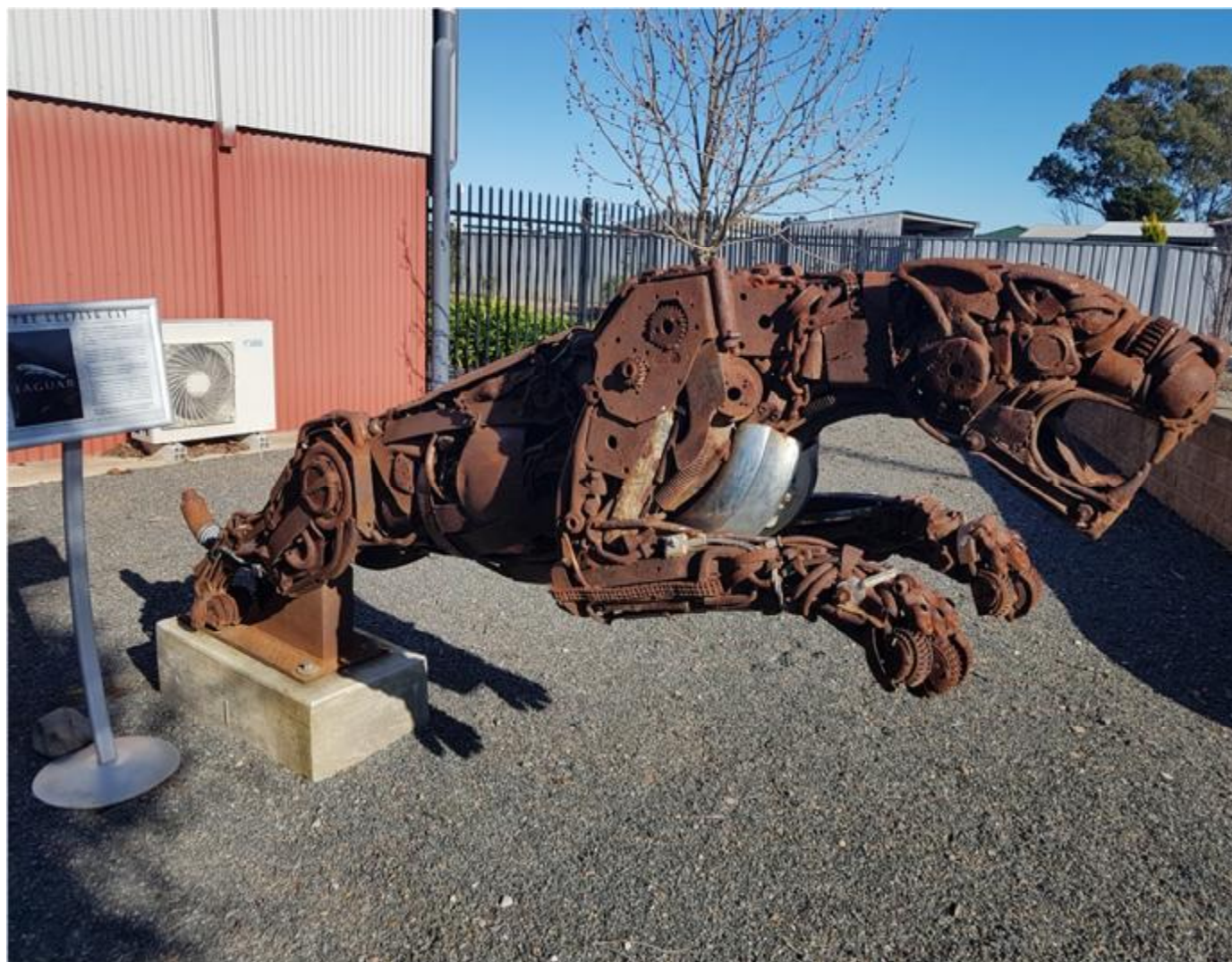
WVCG CLUB BAROSSA DAY OUTING JULY 2022

Members enjoyed the WVCG Club outing in the Barossa wine growing district. Visiting a number of cellar door wineries, sampling their different wines produced in the area. Members also visited a well known Jaguar Motor museum, and a chocolate factory as part of the day's outing. The group was made up from three different military vehicle clubs but all with a desire to enjoy the Barossa Valley and the beautiful day.

The day progressed after coffee at Wohler's then visiting the specialist Jaguar car collection of the late Carl Lindner in Tanunda. Immaculately presented vehicles within impeccable showrooms. Thirty five Jaguars of various models, all beautifully presented and all registered and road worthy. From a 1932 Mk one SS car the precursor to the Jaguar range, the only one in Australia, one of 22 left in the world, to a seventies common XJ12.

At midday we enjoyed a lovely Tapas meal with "Mother's Milk" Shiraz at First Drop cellar/ restaurant in Nuriootpa. Next stop the Barossa Chocolate Factory, yummy! Later in the afternoon we finished our day with a cheese platter and various red wine tastings at St Hallett's winery and cellar door. Thank you to those who helped make it a very enjoyable day.

President, Kev Tipler



Jaguar metal artwork in front of the museum.





Flat head v12....Lincoln Zephyr





KVE News

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

Edition No. 41

June 2022



FOR SALE

1943 FWD HAR-1 4x4 truck

Restored in 2018. Lots of new and old stock spare parts.

Genuine RAAF Richmond number.

\$35,000 ono

Contact David Argles on 02 4575 5145



The theme for 2023 is titled:

YEAR OF THE HEAVY METAL & MILITARY KIT

To elaborate on the meaning of this theme, it is really an open book, anything considered heavier than a 3 tonner Blitz (or similar) and of any description, armour or soft skin, wheeled or tracked so long as it is an ex-military vehicle.

The 'Military Kit' theme was added on after a participant made a suggestion along these lines. At a static show, you would be able to set a display up where you are camped, such as a collection of militaria, replica camp, Forward Observation Post, First Aid Post and so on. This may not be practical for those not camped at Ball Park and also restricted space of campsite. However, what can be done is to dress your vehicle in authentic kit as it might have been in service and maybe crews in applicable uniform for the vehicle and period.

Here are some photos taken at the War & Peace event in the UK and some other venues, which should give inspiration and ideas. Let your imagination take over!

Besides the theme, all types and sizes of ex-military vehicles are encouraged and welcomed to enter.



This GMC was in Normandy and loaded with genuine US items, such as ammo boxes, jerrycan, tools, etc, it really was an eye catcher.



A North Africa campaign diorama with the Blitz ... and fake palm trees behind!



This photo is part of a Vietnam war diorama at War & Peace show and is the Australian element, dug in.

YEAR OF THE HEAVY METAL & MILITARY KIT

More photos to get the ideas flowing, just simple things, not necessarily as involved as these examples



This was a diorama of a US Army transport unit, even having the GMC canteen truck present with coffee and hamburgers.



At an event at a preserved steam railway in UK with an American unit present.



This is really serious stuff with a jeep and a GMC having some urgent surgery. Not expecting to go this far at Ball Park !!!



Another photo from the railway event showing GMC truck adorned with kit, including the tin bath. Also bystanders in authentic WW2 uniforms.

KVE is looking into a way of providing awards for this theme, covering vehicles kitted out, static displays, and participants wearing uniforms to fit with their vehicles.

57 Years Ago in Vietnam on the 26th of June 1965



BY RAY PAYNE

On the 26th of June 1965 at Bien Hoa, Vietnam, a grenade exploded as diggers were returning to their camp in a crowded semi-trailer at the time killing three and injuring ten. Two Australian soldiers and an American were killed in an explosion on that day. Another digger died three days later of his wounds.

Ten other diggers and two Americans were wounded in the blast in the C Company lines at Bien Hoa air base. The grenade exploded as diggers clambered over the side of the semi-trailer, dubbed by the digger's "cattle trucks", when the pin of a grenade on the outside of the webbing of one of the diggers killed, caught on the side of the truck crowded with soldiers as they were returning to camp after their first operation. Three U.S. helicopters were called in by radio to fly the injured to the U.S. Naval Hospital in Saigon.

weeks previous. One of the two Australian soldiers seriously injured in the explosion at Bien Hoa died in the U.S. Navy Hospital on the 29th of June 1965 He was Dutch-born Private Arie Van Valen, of Western Australia. A fourth Australian was flown to the Clarke Air Force Base in the Philippines with serious head injuries. Eight other Australian troops of the 1st Battalion suffered minor injuries in the blast. An American 173d Airborne paratrooper was also killed and two other Americans were injured.

57 years on they are still remembered along with those wounded on that day.

The Australian soldiers killed were all members of C Company, 1 RAR:

| | | |
|-------|------------------------|-------|
| 37867 | Michael Alwyn Bourke | 19yrs |
| 37010 | William Thomas Carroll | 21yrs |
| 54320 | Arie Van Valen | 20yrs |

The American killed only had 15 days left to serve in Vietnam.

THEY WILL NEVER BE FORGOTTEN



KHAKI VEHICLE ENTHUSIASTS INC.

Unit 9/1 Millett Road, MOSMAN, NSW 2088

Mobile: 0412 078 096

Email: kveinc@optusnet.com.au Website: corowaswim-in.org

Reg. No. INC9884485 (Incorporated under the Associations Incorporation Act 1984)

Khaki Vehicle Enthusiasts Inc. is an organisation, set up to run the **Annual GPA Swim-In & Military Vehicle Gathering at Corowa NSW**. Membership is available for those who wish to participate in the planning and running of the event and be able to vote on any matters arising at the General Meetings. What we expect is that you contribute some of your time and skills to carry out duties in association with the event, either during the year or at the event.

MEMBERSHIP APPLICATION FORM

| | | |
|--|-------|----------|
| FULL NAME OF APPLICANT | | |
| RESIDENTIAL ADDRESS | | |
| MAILING ADDRESS (if different from residential address) | | |
| TOWN/CITY | STATE | POSTCODE |
| CONTACT TELEPHONE NO. (HOME) | | (WORK) |
| EMAIL ADDRESS: | | (MOB.) |

hereby apply to become a member of KVE Inc.

(occupation)

As a KVE member, I agree to be bound by the *Constitution and Rules* of the organisation.

KVE Membership Fee \$30 per year

Family Membership Fee \$45 per year

Amount Paid

Signature of applicant

Date

Nominated by

Seconded by

Join now and membership due for renewal on 28th Feb. 2023

Lodge completed form, together with payment, with the Secretary.

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 kveinc@optusnet.com.au

Membership 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 box below:

| | | |
|----------|-------|-----------|
| Ref. No. | Date: | Amount \$ |
|----------|-------|-----------|

Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited money and post or email your Membership Form.

Privacy: The information you have provided may be made available to KVE members from time to time.

Please indicate if you do not wish your details to be disclosed.

Richard Farrant

PRESIDENT

Jan Thompson-Creamer

SECRETARY

Harvey Black

VICE PRESIDENT

<http://corowaswim-in.org>



43rd Annual Corowa Swim-In & Military Vehicle Gathering

Monday 13th March to Sunday 19th March 2023

Held annually at Corowa, NSW

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

The theme is **'Year of the Heavy Metal & Military Kit'**

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.

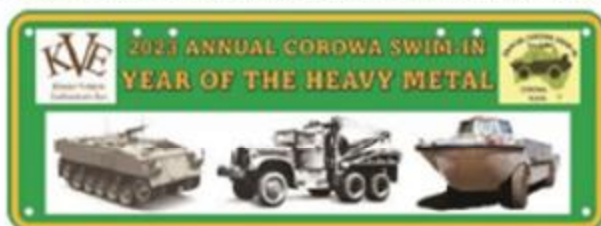
Please tick boxes below, as applicable:

| | | |
|---|-----|----|
| 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:****2023 COROWA SWIM-IN 'Year of the Heavy Metal' 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. 2023

ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2023

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

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

Send to Jan Thompson-Creamer, 9/1 Millett Rd, Mosman, NSW, 2088 or

kveinc@optusnet.com.au

Entry Fee can also be paid straight into the Westpac cheque account for:

"Khaki Vehicle Enthusiasts Incorporated" BSB: 032521 Account No. 162538

Please enter your bank deposit reference, date and amount in boxes below:

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

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

VI/ 1-2-2022

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"Dedicated to preserving the Jeep"

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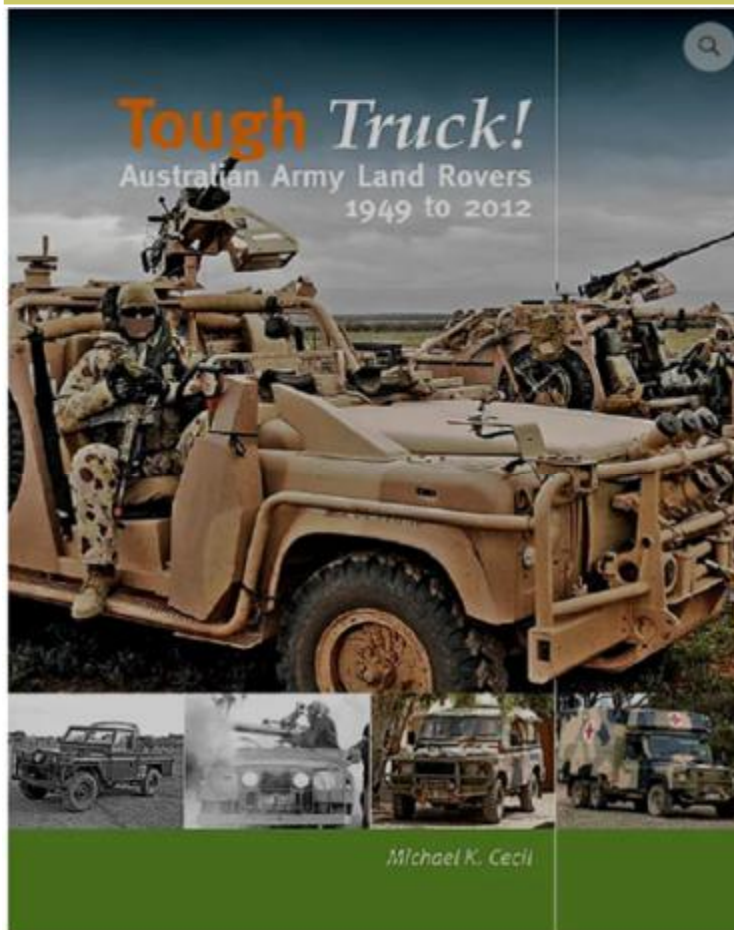
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is the supply of parts for
Ford and Willy's Jeeps from
1941-1945

We stock over 1500 parts including Military Bar Tread Tyres
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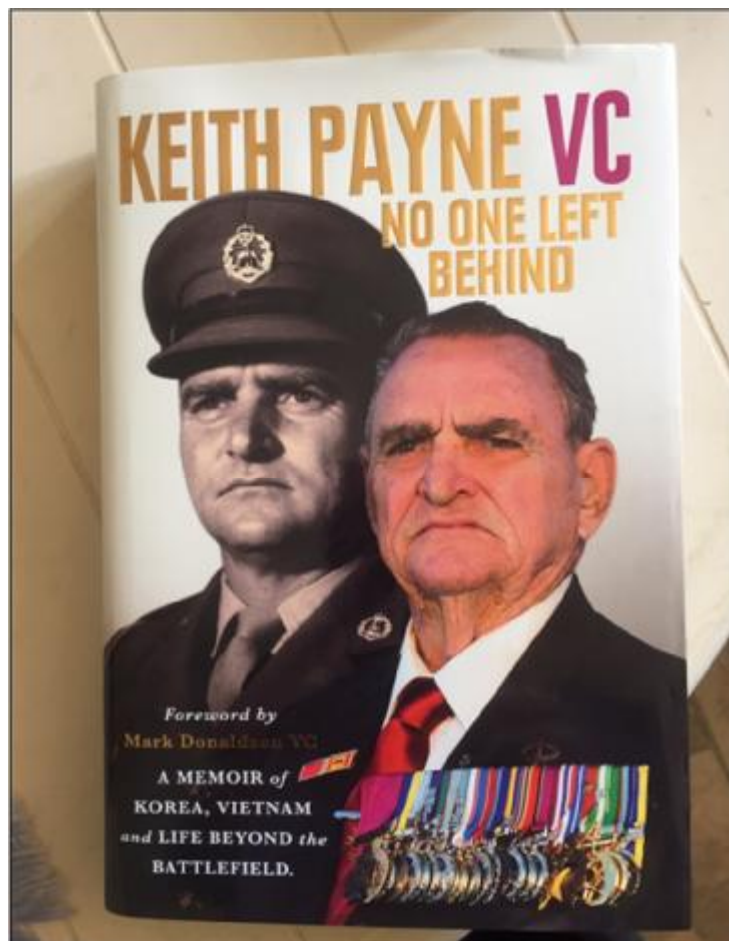
**New book
from Michael Cecil**
Tough Truck!
Australian Army Land Rover
1949 to 2012

Full colour, A4, 276 pages
Hardback
1,000+ photos and diagrams
ISBN: 978-1-9998867-0-7

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

The Land Rover's period of continuous service with the Australian Army spans an impressive 64 years. It is indeed one **Tough Truck!**

For more information go to www.michaelkcecil.com



NEW BOOK
By
KEITH PAYNE VC

"NO ONE LEFT BEHIND"

Keith Payne.VC. Is a living Australian legend. Awarded his VC in Vietnam.

I have just read his book published this year. What a great read. I just couldn't put the book down. Wonderfully written stories and photos. There are plenty of tales of his exploits to keep any reader well entertained.

By;
Frank SCOTT.

WANTED

URGENTLY LOOKING FOR A WWII JEEP FOR SOME INTERESTED PARTIES, WILLING TO PAY BETWEEN \$10,000 AND \$20,000. CASH DEPENDING ON THE VEHICLE'S CONDITION.

IT DOESN'T MATTER IF THE JEEP HAS BEEN LOST IN A SHED FOR SOME YEARS OR THE BRAKES ARE SEIZED OR REPAIRS HAVE TO BE MADE TO GET IT MOVING.

WE ARE DEFINITELY NOT LOOKING FOR SOME OLD WRECK RUSTING AWAY IN A PADDOCK WITH MOST PARTS MISSING ONLY GOOD ENOUGH FOR A SCRAPER.

SO IF YOU HAVE A JEEP TO SELL, OR KNOW OF ONE SOMEWHERE, PLEASE GIVE PRESIDENT KEVIN TIPPLER A CALL. HE HAS THE CASH BURNING IN HIS POCKET READY FOR A PRESENTABLE JEEP.

CONTACT; Kevin Tippler.
MOBILE: 0403 267 294
EMAIL: kevintipler.kt@gmail.com

FOR SALE

LANDROVER CANVAS ROOF



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

FOR SALE



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

\$50 Each.

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

P.O.A



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

\$75 Each

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

\$1,000—FOR SALE—\$1,000



GREAT RESTORATION PROJECT

A few bits are missing—but everything else is there. A terrific bargain for only. \$1,000.

CONTACT: Frank SCOTT,
H: 08 8377 2848 - M: 0418 828 747—Email: frankscott@adam.co.au

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: dgreiv@iinet.net.au

LANDROVER FOR SALE



1980 SERIES 3 LWB ARMY LAND ROVER FFR IN VERY GOOD CONDITION THOUSANDS OF DOLLARS SPENT TO BRING VEHICLE BACK TO ORIGINAL CONDITION. A LOT OF MECHANICAL WORK DONE, BRAKES COMPLETELY REPLACED, ALL BUSHES UNDER THE BODY REPLACED, THE GEARBOX HAS BEEN COMPLETELY REBUILT WITH ALL NEW PARTS. ALL INVOICES FOR ALL WORK AVAILABLE. ALSO INCLUDED ARE \$1200 WORTH OF SPARE PARTS, CAM NET WITH POLES. PLUS A NUMBER OF ORIGINAL RADIOS STILL FITTED. WILL CONSIDER A SWAP FOR A SIMILAR PRICED VEHICLE.

