

# BARTREAD



WARTIME VEHICLE CONSERVATION GROUP  
SOUTH AUSTRALIA



Please share a thought for our Australian troops away from home at this special time of the year. They will miss their families, wives and children, keeping us safe at home from the brutality of war.



Say a silent prayer and remember those brave people of Ukraine who will miss their Christmas, for those brave men and women have taken up arms to save their country from that mad man Putin and his Brutal Russian forces. Help them win the war for peace in Ukraine once more.



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*The WVCG Executive wish*  
*All members and their families*  
*A Very*  
*Merry Christmas*  
*A Safe and Healthy*  
*New Year*  
*And a very Prosperous 2023*





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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.

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# Defence Remembers Fallen Sailor



BY RAY PAYNE.

Defence recently re-dedicated the remains of Able Seaman Thomas Welsby Clark to the War Graves at Geraldton Cemetery in Western Australia, having lost his life at 21 following his service on board the HMAS Sydney II over eighty years ago. Able Seaman Clark, formerly referred to as the HMAS Sydney II unknown sailor, was identified in 2021 following extensive DNA research. Aged just 21, Able Seaman Clark's remains were discovered in a raft off Christmas Island three months after the ship was lost. The re-dedication service for Able Seaman Clark was attended by his nephew Colin Clark, who travelled from Queensland. According to Minister for Veterans' Affairs and Defence Personnel Matt Keogh, the re-dedication ceremony honoured Able Seaman Clark and all those 644 who lost their lives aboard the HMAS Sydney II, which was sunk following a battle with the HSK Kormoran. Able Seaman Clark and his fellow crew members made the ultimate sacrifice in service to Australia. Today, we remember them and pay tribute to the families that were left behind when HMAS Sydney II was tragically sunk," MIN Keogh said. The HMAS Sydney II was sunk 200 kilometers west of Steep Point in Western Australia. "In youth, and strength, and loyalty, Thomas Clark gave everything we can ever hope to give – his sacrifice for our safety." The identification process required DNA specialists as well as forensic pathology, dentistry, anthropology, archaeology and history experts, Chief of Navy Vice Admiral Michael Noonan confirmed. "This was a massive undertaking, spearheaded by the Sea Power Centre. I commend everyone involved," VADM Noonan said. The Australian Federal Police supported in the identification of Able Seaman Clark. "The AFP is honoured to have assisted with the DNA identification of one of Australia's fallen heroes. This would have been impossible without the dedicated work of the Royal Australian Navy and team of forensic specialists over an 80-year long investigation," Associate Professor Jodie Ward, head of the AFP National DNA Program for Unidentified and Missing Persons said. "This is an example of how advancements in forensic science can provide fresh hope for previously unsolvable cases, help answer long-standing questions, and reunite families with those they have lost."



# PHIL HOADLEY JEEP RESTORATION PROJECT

Visually there's not a lot to see. Stars and serial numbers are now painted, ID plates are back on the glove box as well. It has now moved under it's own power for the first time since I've owned it and travelled to the end of the street and back safely (although somewhat noisily). Hand brake, exhaust and ADR compliant seat belts next then it is time to talk to the engineer.

Dr. Phil HOADLEY, Ph.D.





*Merry Christmas and  
Happy New Year!*

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# Will Germany's New Panther Tank Outperform the M1



*The new German tank incorporates a new generation of digital computing, active protection systems, and composite materials.*

*By Kris Osborn.*

Laser weapons to incinerate enemy helicopters, artificial intelligence (AI)-enabled computing to identify targets in milliseconds, guided munitions to decimate obscured moving targets, active protection systems (APS) to "take out" incoming anti-tank weapons, and an ability to launch "mini-attack-drones" are all fast-unfolding concepts of operation informing the future of tank warfare.

What about future tanks? Certainly, questions about composite materials, heavy armour, and mobility persist as the U.S. Army contemplates its approach to future armoured platforms. Now, the service seems deeply immersed in a two-pronged approach, meaning it is both sustaining and upgrading its heavily armoured platforms such as the Abrams tank while also exploring concepts for lighter-weight, more mobile, and expeditionary armoured attack vehicles. There will likely be a place for both, as militaries around the world seek to achieve the optimal balance.

The question is now getting a flurry of new attention following Rheinmetall's release of its new KF51 Panther tank, a new vehicle deliberately named after the famous WWII German Panzers. The new tank, unveiled recently at the well-known Eurosatory military trade show in France, features a host of technologies now generating attention such as a larger 130mm cannon, the ability to launch drones, top-down protection, and 360-degree sensors. The vehicle is reported to be lighter than the seventy-ton Abrams tank at fifty-nine tons and incorporates a crew of three with an autoloader for ammunition.

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An interesting write-up in Popular Mechanics details many of the technologies built into the new Panther, which also incorporates a new generation of digital computing, active protection systems, and composite materials. The Popular Mechanics article says the turret is “edgier” and more angled but that the main chassis is similar in configuration to the legacy German Leopard 2 tank.

Naturally, many are likely to compare the modern Panther with the most current variants of the Abrams tank such as the M1A2 SEP v3 and v4. Does the new German Panther represent a paradigm-changing improvement above upgraded tanks such as the Abrams?

The Abrams could be called an “organic” platform, meaning instead of being static in a certain technological position, the platform can continuously be upgraded. Today, the Abrams is almost an entirely new vehicle when compared to the original design which emerged in the 1980s. Like the German Panther, the Abrams does have an autoloader for ammunition and, General Dynamics Land Systems (GDLS) developers say, future upgrades to the Abrams will be engineered with the ability to swap out or exchange its 120mm cannon for a 130mm cannon, making it comparable in ability to the Panther.

“We may keep the Abrams forever,” Maj. Gen. Ross Coffman, director, Next Generation Combat Vehicle, Army Futures Command, told The National Interest about ongoing upgrades to the Abrams. The platform has proven both combat capable and upgradeable.

It is not clear yet that the new German KF51 Panther would out-perform the U.S. Army's M1A2 SEP v3 or emerging v4 variant. The M1A2 SEP v4 builds upon some of the innovations woven into the v3, including a third-generation forward-looking infrared (FLIR) sensor, upgraded thermal sights, meteorological sensors, and advanced navigational technology such as mapping, sensing, and multi-node networking which have improved the tank's ability to manoeuvre in urban environments. Should a bridge or narrow area present restrictions for an Abrams, advanced networking, location data, and mapping might quickly calculate new alternative transport routes. The Abrams v3 is now operational with forward Army units, senior service leaders say.

Public documents and comments from senior U.S. Army weapons developers explain that the next-generation Abrams tank incorporates several paradigm-changing technologies. For example, U.S. Army and General Dynamics Land Systems weapons developers don't say much about what kind of top-down protection the modern Abrams has for security reasons, yet its technical composition is such that it can integrate cutting-edge active protection systems and launch drones. The technology for a “hemispheric” 360-APS system existed years ago and was explored for Future Combat Systems, so it seems unrealistic that an equivalent would not exist today. Innovations related to APS have been ongoing for many years and the Defence Advanced Research Projects Agency. One past system, called Quick Kill developed for the U.S. Army's FCS, incorporated 360-degree or hemispheric protections. The program did not continue, yet the point is the technical capacity to integrate “surround” intelligence, surveillance, and reconnaissance has been here for years and is of course fundamental to the F-35 stealth fighter's Distributed Aperture System.

Overall, the kinds of technology used for APS have been on the Abrams for many years, as GDLS developers were able to integrate the Trophy APS system into the Abrams network. This was made possible by common standards and open architecture engineering, a trend that GDLS engineers have continued through the newest v4 Abram's variant. AI-enabled sensing, fire control, and intercept technology are some of the few technical areas that have progressed very quickly.

Kris Osborn is the Defence Editor for the National Interest. Osborn previously served at the Pentagon as a Highly Qualified Expert with the Office of the Assistant Secretary of the Army—Acquisition, Logistics & Technology. Osborn has also worked as an anchor and on-air military specialist at national TV networks. He has appeared as a guest military expert on Fox News, MSNBC, The Military Channel, and The History Channel. He also has a master's degree in Comparative Literature from Columbia University.



# FOUND BY OUR ROVING REPORTER WHILE HE WAS IN NEW ZEALAND

*My heart ached! Winch fitted.*



# BY OUR ROVING REPORTER

President Kevin Tipler and his wife Margie have just returned from a three week sojourn in New Zealand. While there, they visited family and also has a bit of a holiday as well. They visited a couple of interesting vehicles military vehicles places along the way too share with our readers.







## The Old Ambulance



If this Old Ambulance could speak, reveal its history,  
What stories would there be to tell, of human misery,  
Of shattered men from Flanders Fields, of roads with shell bursts torn,  
Of grim, heroic Red Cross men, who strove through tired and worn,  
To bring their wounded from the Front away from war-fare's hell,  
Their part fulfilled. This is the tale this Ambulance could tell.

If this old Ambulance could speak and speak unto men,  
Who start all war's destruction death with one stroke of the pen,  
Its stories of the gaping wounds, the blown off legs and arms,  
Would cause them to consider well ere sounding war's alarms,  
That plunge the nations into strife, of peace time rings The Knell.

If this Old Ambulance could speak this warning it would tell,  
If this Old Ambulance could speak and roll back fifty years,  
Tell of the "War to end all Wars", tell of the strife and tears,  
And speak to those, now old and grey, who cared for it when young,  
Exchanging stories with them all, recalling war-songs sung,  
Recalling days of mud and blood and names of men who fell,  
This Old Ambulance could write a book, could it, its story tell.



If this Old Ambulance could speak and say to you and me,  
"I'm grateful that you've tried to make me what I use to be,  
Restored my pride in work well done, of countless wounded borne,  
From Marne and Mons and Passchendaele, through country ripped and torn,  
Though, like my drivers, I am old, but mem'ry, like a bell,  
Remains quite clear on all these things, and stories I could tell.

If this Old Ambulance could speak, and tell its story true,  
The tears, now dried for many years, would course down cheeks, anew,  
The tales of "shrap" and bayonet wounds, of deadly chlorine gas,  
And shattered remnants of the men who said, "They shall not pass!",  
The cry of "Stretcher bearers, here!", this Ambulance this knew well,  
Another trip to C-C-S, another tale to tell.

Now Diggers, Tommies, Kangaroos, wherever you may be,  
A kind thought for this Ambulance, relic as you see,  
That takes us back when we were young, reminds us of the days,  
Of rifle butts and bayonet sharp. Of French estaminets,  
Of too-brief leave away from war, the legend, "Mons Angel",  
Armistice Day, and peace again, on shattered world befell.

E. LONGLEY, ex-driver of a Sunbeam Rover Ambulance post WW1

## Sunbeam Rover WW1 Ambulance - 1915



This is the only known surviving example of these vehicles in the World. Originally produced by Sunbeam, the British Government became concerned that Sunbeam did not have the capacity to produce the much needed aircraft and aero engines as well as the staff cars and

ambulances for the War. The result was that the Rover Car Company was allocated the work of building the ambulances and cars on the tried and tested 16hp Sunbeam chassis (the 16/20 model). About 1600 ambulances were produced and used in a number of War theatres.

It is powered by a L. Head monobloc engine of 4070cc breathing through a Clavel-Hobson carburettor producing around 55hp. Top speed was described as "30mph downhill with a following tail-wind".

There is a casting on the aluminium motor valance which reads "Made by Rover Co. under agreement with the Sunbeam Motor Car Co." Sunbeam turned over dies, tooling, drawings etc. to Rover, without asking for royalty payments and supplied them with trade secrets and knowledge that they had learned from their experiments, as a contribution to the War effort.

This Ambulance was one of a number made available to various Hospital Boards by the New Zealand Defence Force about 1920. It was used on the West Coast where it was employed as a Mortuary Van and Ambulance by the Buller Hospital. In 1925 it was purchased by Stan

Booth who converted it into a motorised caravan, covered it in galvanised iron, and installed a sink, wardrobe, and windows. It was rediscovered in 1966 in a field near Kerikeri with seedling Tamarillo Trees growing in and on various parts. After Bryan Jackson paid across £30 it was extricated from the field with the assistance of neighbouring farmers, and transported to Auckland. The following morning some of the galvanised sheeting was removed to reveal the big Red Cross, and just showing through a coat of paint on the canvas, the lettering "R.A.S.C. A. 1066". Near the driving compartment "D.E. & O.S. Defence Dept., Wellington, NZ" appeared, which deciphered meant "Royal Army Service Corps, Ambulance No. 1060. Consigned to the Director Engineering and Ordnance Services, Wellington, NZ, as War Reparations". In 1915 the Ambulance would have been signwritten "ASC" (Army Service Corps) and the letter "R" added in 1918 when the ASC became the Royal Army Service Corps.

A full restoration was undertaken by Bryan Jackson and the Ambulance was then displayed in his Museum before being sold to the National Transport and Toy Museum in 1973 (it did spend some time on loan to the Museum of Transport and Technology in Auckland before moving south to Wanaka.)



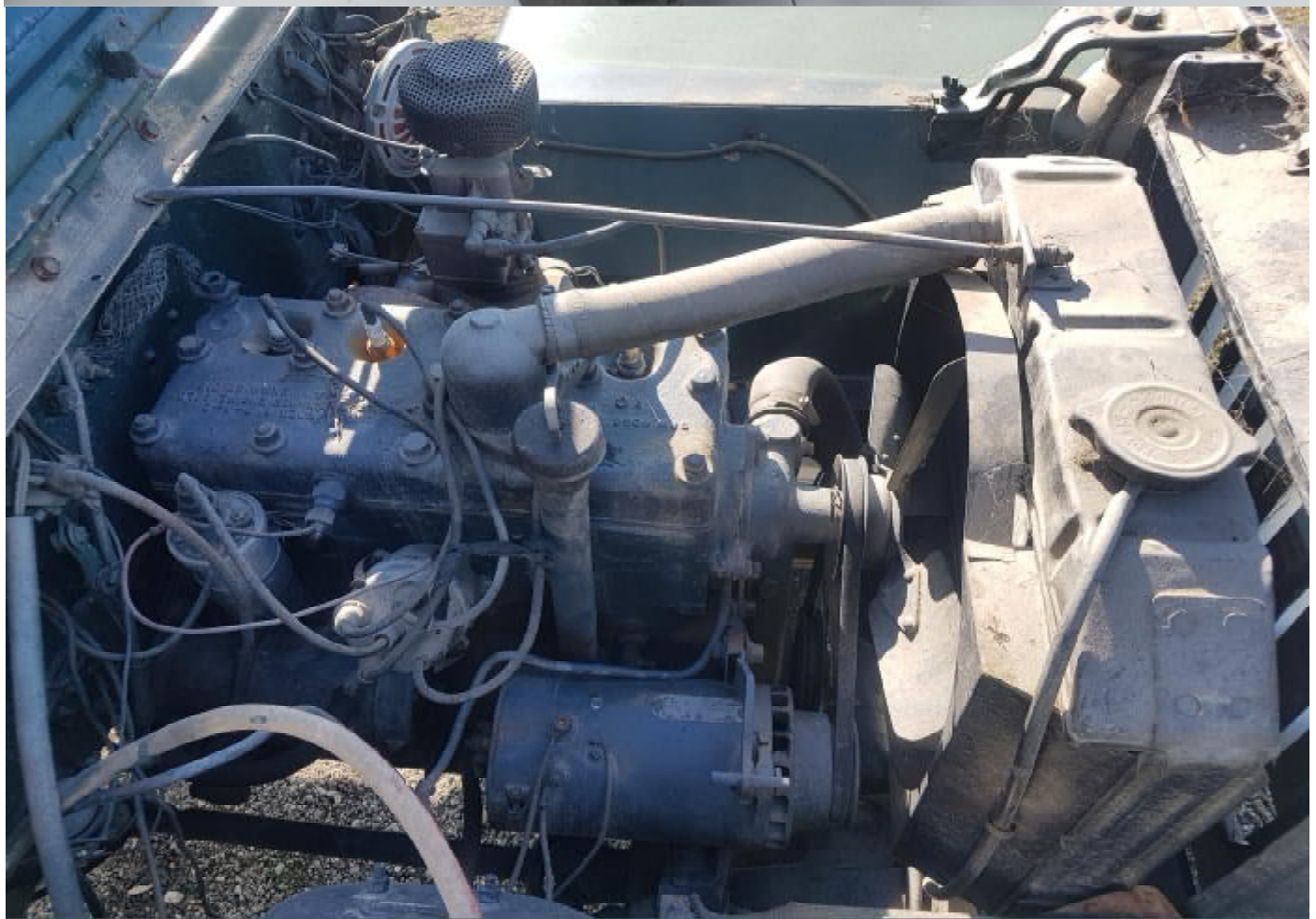
Line-up of Sunbeam Rover Ambulances at Welleshampton















Surprisingly intact, apart from the cab?



## **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**

## Weekend Australian 9/10/22 How buried trunk helped fight the war and forge a spy alliance

### EXCLUSIVE

CAMERON STEWART  
ASSOCIATE EDITOR

It was one of the luckiest discoveries of the World War II and one which helped forge Australia's intelligence alliance with the United States.

In the jungles of Papua New Guinea, in January 1944, an Australian sapper was sweeping for mines after the retreat of Japanese troops when his metal detector found an object buried in a stream bed.

It was a steel trunk which had been buried and left behind by retreating Japanese troops because it was too heavy to take with them during their retreat near Sio on the Huon Peninsula.

The sapper forced the trunk open to see an astonishing sight – it contained the secret codes for the Japanese 20th Army division, codes which the allies had never properly cracked.

What happened next gave Australian and US cryptanalysts an edge which accelerated their victory over the Japanese in PNG according to a new book *The Secret History Of The Five Eyes*.

The book to be released next week and written by award-winning Australian documentary maker, author and former journalist with *The Australian* Richard Kerbaj, shines a spotlight on this largely forgotten incident which helped forge a partnership between Australian and US spy agencies that continues today as part of the Five Eyes pact.

At the time of the discovery, the US had made solid strides in breaking Japan's naval codes which helped deliver crucial victories in the battle of the Coral Sea and at Midway.

In PNG, in March 1943 Allied codebreakers had also uncovered Tokyo's plans to reinforce Lae, allowing the Japanese fleet to be ambushed in the Battle of the Bismarck Sea and tilting the war in PNG in favour of the allies.

Also, the Japanese air force in PNG had been severely winged by an attack on Japanese aero-

were so saturated the codebreakers were unable to read them. "Cryptanalysts used any method they could think of to dry out the pages, including hanging some on clothes lines and placing others in front of electric fans," the book says.

"The books were water-soaked and practically stuck together," Mr Sinkov recalled. "We had to separate the pages one by one and ... worked out an interesting procedure for swabbing the page with something like alcohol. I guess it was, which would cause the written material on the page to show up briefly but long enough to give us a chance to take a photograph of it and we were able to reconstruct practically all of this material."

The ability to read the codes suddenly gave the Australians and Americans clear insight into the shortages of food, ammunition, ships and other equipment afflicting the Japanese forces which were already in retreat across PNG.

Mr Sinkov and his team of Australians and Americans in Brisbane photographed each page of the material found in the trunk and sent them to Arlington Hall, the US signals intelligence headquarters in Virginia. With this information, the allies went from decrypting 1846 Japanese messages in January 1944 to 36,000 messages in March.

Any hope that Japan had of reversing its losses in PNG were over and the foundations for a lasting intelligence partnership between Australia and the US were fast being laid.

**'The books were water-soaked and practically stuck together. We had to separate the pages one by one'**

ABRAHAM SINKOV  
US CODEBREAKER

dromes at Wewak in August 1943 which was based on the work of Australian-based codebreakers.

But the codes of the Japanese army were far harder to crack – until the discovery of the steel trunk. "In the main, we didn't have a great deal of success against the tactical (coded Army) material," said Major Abraham Sinkov, a US codebreaker who was working alongside Australian and other allied codebreakers at the Central Bureau – the allied codebreaking centre in Brisbane.

When the steel trunk arrived at the Central Bureau, its contents





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# Making Tracks

**The little-known history  
of Citroën's interwar  
armoured vehicle  
projects**

**T**he 1920s were a period of rapid development in the design of military vehicles. Sig-

nificant amongst the new types emerging was the half-track.

Credit for this invention goes to Adolphe Kégresse who had managed the Czar of Russia's transport fleet prior to the Revolution of 1917. In 1910, Kégresse had perfected a track to replace the rear wheels of

---

AMC Schneider P16





Kégresse motor cars and trailers in use by the French Army in the 1920s



the Czar's cars, in order to give better traction in the snow.

When Kégresse returned to France in 1919, he was hired by André Citroën in Paris. The entrepreneurial Citroën was impressed with the Kégresse half-track mechanism, which he soon fitted to some of his motor cars. In essence, the Kégresse track was a rubber band stretched around two guide wheels, with a small sprung bogie to spread the load. In the winter of 1922-23 Citroën equipped a motor car expedition across the Sahara to prove the cross-country capability of his Kégresse vehicles. The ensuing publicity led to military orders, notably from the US and UK armies, as well as, understandably France's own army.

The British used their Citroëns mainly as artillery staff cars, the Americans as light artillery tractors, while the French used them as gun tractors, troop carriers and recov-

ery vehicles. In military applications, the Kégresse track system was developed further; it consisted of tracks that, as opposed to a tank's separate, metal interlocking links, were instead constructed in a unitary, flexible rubber and fabric belt ~ this time more robust and embedded with metal plates. All enjoyed a cross-country ability which was beyond most wheeled trucks of the time. The broader story of Citroën's Kégresse cars and their expeditions abroad is available elsewhere; here we shall concentrate on Citroën's foray into the rapidly changing world of armoured fighting vehicles.

### *The P16*

As has been said, many civilian half-tracks found their way into military service, but in 1924 Citroën developed a small armoured half-track, derived from the earlier Citroën-Kégresse Modèle 1923. It was to become the P16. The French Army had never really regarded these home grown offerings as suitable for front line duties until, eventually in 1931, and to give its official designation, the AMC Schneider P16 [aka M29] ~ for which Citroën eventually only provided the chassis ~ was accepted into French military service. Out of an initial order of 100 only a relative handful were still in service by 1939.

When the Germans invaded



## Making Tracks

in 1940, on 14 May two valiant P16s of 1<sup>er</sup> GRDI [Groupes de Reconnaissance de Division d'Infanterie] were crucial in the retaking Haut-le-Wastia from the Germany 5th Panzer Division's infantry, before withdrawing to avoid being cut off.

The Armistice saw the remaining eleven or so P16s ending their days with Vichy French units in Algiers [the Germans themselves did not press any captured P16s into service]. No P16s are known to survive.

### *The P28*

In 1931 Citroën had also proposed the P28 Chenillette. In response to a request [the 'Type N' programme] from the French infantry, this was a hastily modified version of another Kégresse tractor, intended to be used as a turretless mortar/ammunition carrier. Three P28 tractor prototypes were produced and tested in the summer of 1931, but they did not provide satisfactory results and were not accepted by the infantry.

However, the rejection of the P28 as an infantry tractor did not stop development of the vehicle. While it was a programme initiated and conducted by the infantry, the Type N vehicles quickly attracted interest from the French cavalry, as they were very light and relatively mobile. The cavalry developed the concept of the Au-

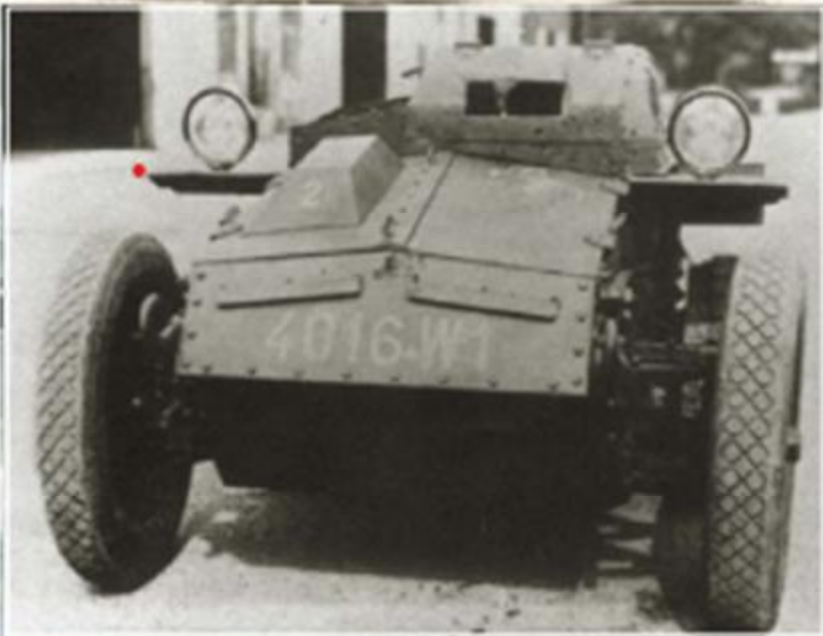


Clockwise from top left:  
P28 prototype with Schneider turret and 37mm gun.  
P28 prototype with rectangular turret and machine gun.  
The P28 Chenillette.  
A P16 at speed, 18e Dragoon Rgt. 1940.

tomitrailleuse légère de contact [Light Contact Armoured Car].

The rôle required an only minimally armoured and armed vehicle suitable for reconnaissance missions. Although outwardly





it appeared similar to the P16, two examples of the new P28 were presented, each modified by Citroën in late 1931.

Two different turrets were experimented with. One, manufactured by the firm Schneider, was cylindrical in shape and apparently mounted a 37mm main gun, similar to the gun-armed Renault FT tanks. The other proposal featured a more rectangular-shaped turret armed with a single 7.5mm machine-

gun. As merely demonstration mock ups, these never progressed further but were sufficient to persuade the French cavalry to place an order for 50 of the armoured cars.

The P28 design which entered cavalry service in 1932 appears to have skipped the prototype stage entirely. The two first production vehicles were tested in July of 1932; one was given a 6-cylinder 2,400cc engine with an output of 41.3kw/55hp, and the other a 6-cylinder 3,020cc engine with an output of 50.3kW/67hp.

This later engine was finally chosen as the definitive one for the production P28. Although some technical issues emerged in the first months of the P28's introduction, the vehicle finally entered regular service with the French cavalry in April of 1933. Armament was the 7.5mm MAC 31 machine gun but it appears most were unarmed, being used primarily for crew training.

With a length of 4m, a width of 1.63m, a height of 1.96m and a ground clearance of 23cm, the P28 weighed in at 4,540kg. The transmission featured four forward and one reverse speed and in service could reach over 50kph on a decent road. The vehicle's armour had been increased to a maximum of 9mm, however, quite unbelievably for a production armoured vehicle, it was not military quality ar-

# Making Tracks

The commander of the P28, as was the case with most French armour of the time, had a lot to do: as well as guiding the driver, navigating and observing, in combat he was expected to spot threats and targets, load the gun, aim and fire it!







for training vehicles; a stop-gap while specifications for a more advanced reconnaissance armoured car were being formulated. As a matter of interest, the famous Panhard 178 armoured car emerged from the same Light Contact Armoured Car specification of 1931 and examples were still in service in 1964!

So, the P28 remained confined to its training barracks. Even as war broke out with Germany in September 1939, they were typically kept as far from the front line as possible and retained by the Cavalry to train urgently needed drivers.

Nonetheless, although never intended to see combat it appears that as the military situation worsened for the Allies in northern France, P28s were sent from their training grounds to be used in a last-ditch effort to defend France.

These wholly inadequate vehicles, just like a variety of other armoured vehicles (such as the DI tanks urgently shipped back from North Africa, or BI Bis heavy tanks sent into combat without their turrets!) were pressed into service. Little is known of the P28's actions in the closing days of the 1940 campaign, but considering the vehicle's abysmal combat capabilities, it is unlikely to have performed well. Some photos do show German servicemen pos-



Top: A P28 on the training course.  
Below: A German soldier poses alongside an abandoned P28. There is no apparent damage so it may have broken down or run out of fuel ~ and the crew have taken the machine gun with them...

mour plate, but instead regular mild steel.

This meant the P28 had basically no protection at all, being vulnerable to even rifle-calibre rounds. Indeed, it appears the cavalry's P28 order was meant to be, from the very beginning,



# Making Tracks

ing around P28s, including some which appear to have taken battle damage.

Those examples that were captured intact, unlike many French armoured vehicles, were not adopted by the Germans. Entirely disregarded by the Wehrmacht, the surviving French P28s were most likely scrapped during the war.

## Overseas Service

Despite being generally considered a mediocre vehicle, the P28 did receive one foreign order. In 1933/34, the Guardia Metropolitana Uruguayana, a military unit of the police of Montevideo, received three P28s which appear to have been part of the batch of 50 ordered by the French cavalry, and not built specifically for this order. Why or how the Guardia Metropolitana acquired the P28 is unknown; it has been suggested that the vehicles were actually intended to be delivered to Paraguay to reinforce its troops fighting in the Chaco war against Bolivia but may have ended up in the hands of the Uruguayan force instead of reaching their intended destination.

Whatever the case, the P28 vehicles, now painted in a very pale grey colour were pressed into service by Uruguay, becoming the first armoured vehicles used by the South American nation. Although its service record is unclear and few pho-



Top: The three Guardia Metropolitana Uruguayana P28s, 1933/34.

Centre: The surviving Uruguayan P28.

Right: A vehicle with the driver's hatch opened, showing the steering wheel used to drive. Source: char-français







sued a request for new tank, in the class AMR [Auto-mitrailleuse de Reconnaissance]. The army's overly conservative thinking at the time was still at the stage of simply replacing horses

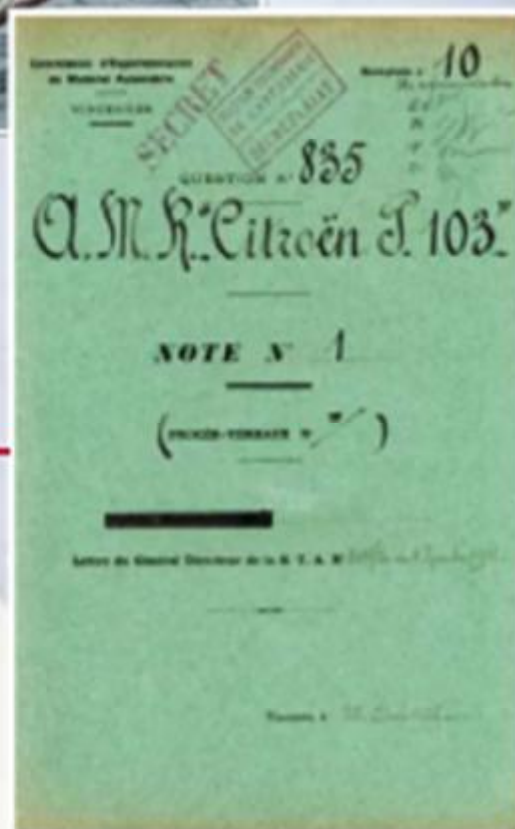
tos of the P28 in Uruguayan service exist, the last surviving Uruguayan P28 is now displayed at the Plaza de Armas de la Guardia de Granaderos en Montevideo.

The P28, ill-suited to anything other than training as it was, is notable as one of the last military vehicles to employ the Kégresse track system. This clever innovation, so enthusiastically adopted by Citroën in the 1920s, finally fell out of favour largely due to the fragility of Kégresse tracks and the emergence of superior technologies. But the story of Citroën and armoured vehicles doesn't end there. There's a singular tank we need to talk about...

### **The P103**

In 1934 the French army is-

Above: The sole prototype of the P103, numbered 84374.  
Right: The original P103 proposal.



with machines, rather than conducting in-depth research on the tactical and strategic applications of armour ~ something the Germans were keenly doing. It's apparent now of course, but the French army's stubborn

# Making Tracks

dismissal of progressive military trends would have dire consequences. But back to the story...

Proposals were presented by a number of prominent manufacturers, with Citroën amongst them. The company of course had extensive experience in the production of Kégresse half-tracks and their proposed design used structurally similar solutions and components. Employing a similar engine to that used in the production P28, the P103 as it was known, also used reinforced metal-plated belts as tracks. Armour was 5-15mm. The frontal area, which used cast steel, was the toughest, but the rest of the hull was assembled from riveted plates, which were easier to manufacture but were less resistant to explosive shocks and impacts. Overall, the



hull was sufficient to resist rifle-calibre bullets and shell splinters but little else, with protection being sacrificed in exchange for mobility and speed, which was apparently over 30kph [and its



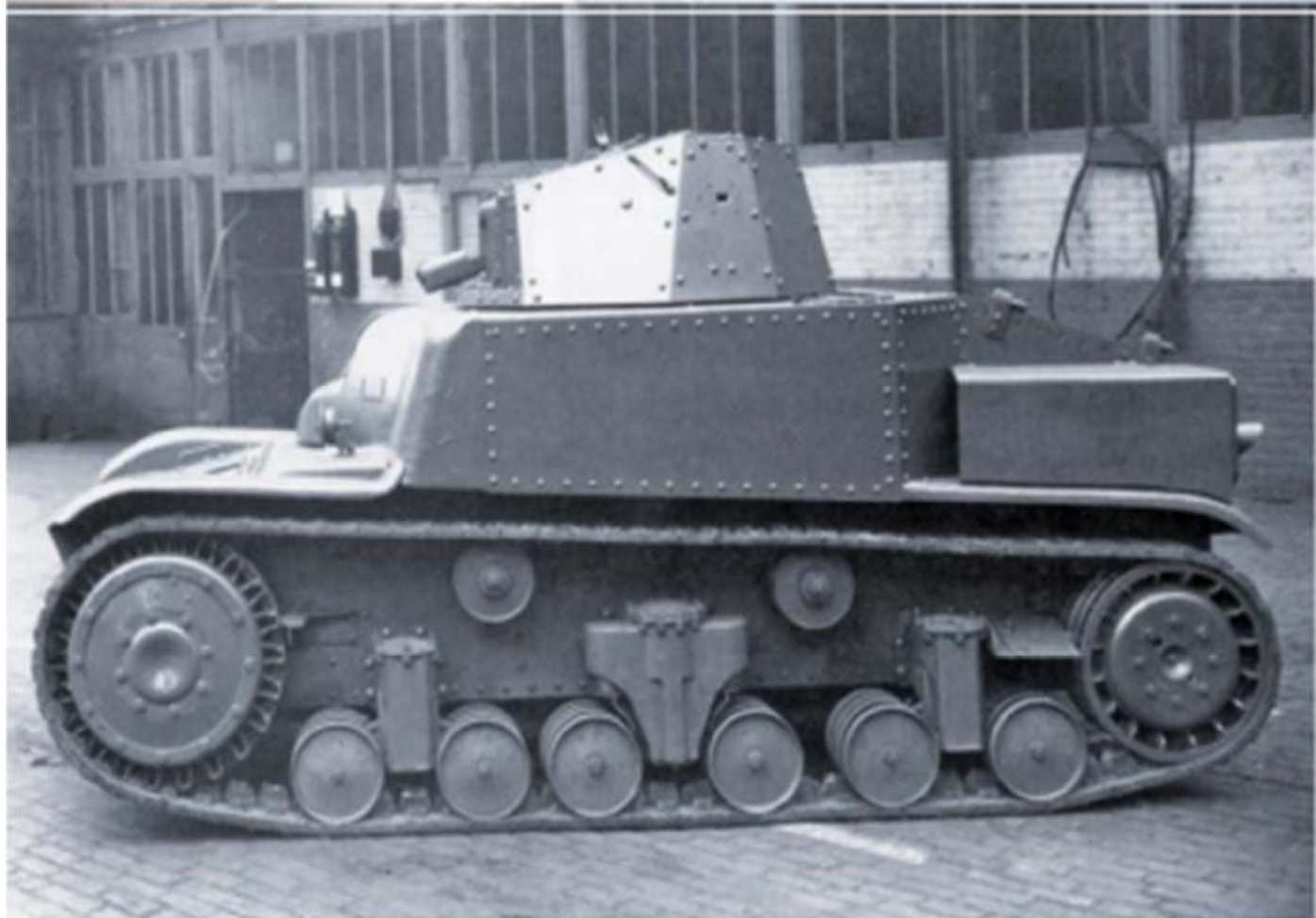
range around 200km]. Weight was 5,000kg and length 4m.

The crew consisted of driver and commander [who ~ in keeping with French tank philosophy of the time, would also have the job of spotting, loading, aiming and firing the planned 25mm Hotchkiss main gun]. The prototype's offset turret was smaller than the proposed production version so its armament was limited to a 7.5 mm MAC 1934 machine gun.

The layout of the tank was in general, standard for vehicles of the AMR class. The transmission was located in the front of the hull, the fighting compartment was in the middle and the engine and fuel tank were in the

rear.

Now we come to the suspension: It was to be a fully hydraulic system [it translates as an 'elastic' system] and featured on each side, six independent track rollers with a combination spring and hydraulic mounting, two support rollers, front driving and rear braking/steering wheels; plus the large Kégresse belt consisting of 75 steel single-ridged track plates. Apparently the front drive sprocket was further cushioned by blocks of rubber which were supposed to absorb shocks when crossing obstacles. It all sounds very Citroën and, hardly surprisingly the P103 was said to be comfortable for the crew.



# Making Tracks

Trials were conducted during 1935, with Renault, Hotchkiss and the Citroën prototypes taking part. Though rigorous, all apparently passed the initial tests and it seemed good news for Citroën and the others, but the military then went silent. What happened is not clear, but Citroën were left hanging. And then Hotchkiss, with their frankly superior H35 proposal were announced as winners. Later it transpired that the P103 when compared to the others, was by far the slowest yet offered superior protection for the crew. However the chassis and hydraulic transmission was shown to be very unreliable and complicated. This combination of factors sealed the P103s fate. The lone prototype, No. 84374,

was subsequently dismantled.

It seems that Citroën lost interest in working with the military at that point, which given their track record is entirely understandable, but it is ironic that one of the most iconic French vehicles of the war was their Traction Avant: Albert largely commandeered by the Germans, it will be forever associated with the French Free Army ~ with a defiant 'FFI' daubed in white paint on it's flanks.

This article was written and researched by Phil Chidlow and first appeared in 'Citroënian', the magazine of the Citroën Car Club of the United Kingdom. It is reproduced here with the approval of the author and publisher. It may not be reproduced elsewhere without their specific approval.

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An abandoned P28 beside a destroyed truck that appears to have been fitted with a quadruple Vickers AA mount, 1940. Source: char-français





# Bushmaster upgrades Approved

BY RAY PAYNE



**By: Charbel Kadib**

The Commonwealth government has approved an upgrade of the Australian Army's existing fleet of Bushmaster Protected Mobility Vehicles as part of the \$75 million Land Force Level Electronic Warfare Project. The project, which forms part of Project Land 555 Phase 6, involves integrating the vehicles with electronic warfare (EW) systems, designed to enable monitoring, and controlling of the electronic environment while also undermining the electronic systems of adversaries. Local industry is expected to help supply material, and deliver training and maintenance support, with the project tipped to generate \$46 million for Australia's sovereign defence industrial base. "The government is committed to increasing the ADF's ability to operate and fight in complex electromagnetic environments," Minister Conroy said. "This new capability will give our Land Force a better range of options to continue to pursue our interests in our region and deter, defeat and deny attacks and threats against Australia. "The project will complement air and maritime force level electronic warfare systems, further enhancing these capabilities when deployed in combination as a Joint Force." The Bushmaster is billed as an 11-tonne, 4x4 protected vehicle with a four-tonne payload, designed to perform across a range of mission profiles.

The platform has several variants, which include troop carrier, command, patrol, support, weapons deployment, and ambulance functions. The Bushmasters can reportedly carry 10 personnel, supported by blast and ballistic protection and off-road mobility. The vehicles are in service with several countries on four continents, including Australia, the UK, New Zealand, Japan, and the Netherlands. Ukrainian armed forces have also accepted Bushmasters into service to support their resistance to Russian aggression. Earlier this month, the Commonwealth government committed \$99.5 million in additional military assistance to Ukraine, including the delivery of 20 Bushmaster vehicles. These were in addition to the vehicles pledged by former prime minister Scott Morrison ahead of the federal election — taking Australia's total contribution of Bushmasters to 60.

# Battle of Kapyong



BY RAY PAYNE

The Australians were part of a force that was defending the Kapyong Valley, some 56 km north of Seoul, during April 1951. A human sea (of Chinese troops) descended on the UN line which forced the South Korean and American units to retreat past the line partly held by the Australians. By 10 pm on April 23rd, the Australian 27th and 29th Brigades were facing the Chinese 118 division. By midnight, the battle was in full rage. Wave after wave of Chinese soldiers flung themselves at the Australian defenders. The Chinese bugles rang through the night and into the day; with each new screeching, another wave of sacrifices was offered by the Chinese troops. Few survived and the battlefield was cluttered with a sea of drab grey corpses. The Australians were ordered to retreat late in the day of April 24th. Then it was the Canadians' turn to feel the fury of the Chinese attack. They defended stoutly and eventually the Chinese assault collapsed. The ANZAC spirit was alive and well; the 3rd Battalion had remained true to the legend. When others had retreated before an imposing enemy, the Australians stood their ground and defended their position. In doing so, they prevented a massive breakthrough from occurring that would certainly have seen the enemy recapture Seoul and with it, thousands of UN troops. By the time the Australians were withdrawn from the battle, the UN forces had secured a strong defensive position to the rear of where the Australians had been fighting. Such courage and devotion to duty did not go unnoticed and the 3rd Battalion was awarded a US Presidential Citation. This is like a unit VC, and it further enhanced the Australians' great fighting spirit.



TO VIEW VIDEO,  
CLICK ON SITE BELOW:

<https://veteranweb.asn.au/news/battle-of-kapyong/>



# 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 SEPTEMBER 2022 ISSUE:*

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 gotta 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, 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 keeping 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.





It is quite refreshing using different material and joining methods as well as doing some nit-ty gritty stuff too I don't have actual documentation of the use of those very specific areas, but what I can say it the Vickers .303 tins fit nicely in there and the slightly wider ones I will assume they will take to Vickers .5 tins which I don't have any but if ANYONE has some spares, please let me know.



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.





I certainly agree that no matter how small the part is, it can hold vital information. Sometimes you don't know what a small part is until you get to certain stages and things just fall into place. I am at that stage right now. There are some small round wooden blocks bolted into the bin parts I am doing and I had no information as to their use until David Dunlop asked me if I had info of each bin use. After getting a Vickers ammo tin and putting it into the original part, I then realized they were spacer blocks for the .303 tins and could be unscrewed for the .5 tins. So that was great for me to find a use for them and now I will be making some of them as well. 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 happy with the result but must 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 could have mostly eliminated any warping by making a different bottom die. I should not have just done a narrow perimeter form as that is what created the warp. Instead, it should have been the full size of my pressing area as that puts the same pressure everywhere. I guess I was just a bit slack really. The better way would have been to mill the shape I wanted into a thicker piece of metal as that would cover all areas or plug weld a laser/plasma sheet on the top. Either way it was just lack of support and I knew it would happen but being aluminum, it is easier to shrink and stretch.





This is a problem when using bead rollers as that too creates stretching. As I am no panel beater, YouTube is a valuable source of information, but I used a rubber mallet to shrink and stretch the material. Not as easy task on steel. The dies I made to press my bottom engine covers were heavy and pressed the entire area of the covers, so I got very minimal distortion. The wire rolled edge certainly stiffens it up and I clamped the whole thing down before I formed the edges. I learn a bit more each time I make things like this







I am quite familiar with fully clamping prior to pressing and have done so on a few like that on different projects. I was having a slack attack and have to modify that particular die set to press another smaller door with a smaller inset then I will de weld and use the steel elsewhere. It has been quite a road to get them here but I have enjoyed the many different challenges as they occur. There has been many parts I have made to only throw away because I wasn't happy with them. Of course I never posted those pics. And like most, I have spent ridiculous amounts of time on some thing that are totally hidden and then look back and wonder why? knowing full well you would do it again. I know I should have spent more time on these and done it that way. I still have a few more to do so I will make the dies with full clamping.

I had to make some smallish type handles so I thought I would show how I got them as an exact tee easily. A small bloc of steel with tow machined grooves as per the pictures. Once clamped in the vise and hammered down they have no option but to be equal. Saves some guess work. I also had to backtrack on my work by removing the rear cover, fuel tank and shelf. I decided to fab a complete new rear shelf for the tanks as after another inspection of the ones I made a couple of years back, I wasn't happy with them, All good now.







I had to add some extra parts to the shelf as well as thicker material. I have had the engine running and my Mech is going to change the plugs, leads, condenser etc, etc. It is now fitted back in for the last time before it comes back from the dead. While I have the fuel tank out, I made quite some time back I will double check for leaks before I put fuel in it just in case. I will also run the fuel line and secure the tank in also before the rear cover goes back on.







Still back tracking but also getting a lot of smaller things done including a lot of threaded mounting blocks.





That's almost it! they are now up to even point now along with other parts ready to go back in too. I will be getting the fuel lines installed to both next.



I made a couple fuel line stays. I mark or distort piece to put and then in the while I drilled

of small jigs to make used fibre board to not the brackets and a slot- the formed clamps in vise to hold together the hole. In this way it







This is a part I have been putting off for a while but now needs to be done. It is the turret basket surround. it has a flange on the top and bottom and the curve is really critical as the turret basket has to turn inside it to dia and centralization are ever so important. The original I have is mostly there so there not a lot of guessing. I did however need to make a complete curve and solid ring to form the flange on.







I curved a piece of 40x10 flat so I had a solid top to form the flange on with considerable bracing and welded it down to my bench. I will cut it off later of course.







This is quite new ground for me as I am not used to doing this sort of work, but it is interesting working out of your comfort zone.







I am happy so far as they are turning out good. The bottom flange will be another story as it is not parallel with the top one as it follows the contour of the back part of the floor and that is curved, and it also must clear the axle cover too. Might be a few fit/cuts, fit/cut before they're done but that's just how it is. There is also a series of mounting blocks that are riveted to the underside of the top flange. At least I've already made them.



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





# KVE News

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

Edition No. 42

October 2022



## ***43rd Annual Corowa Swim-In & Military Vehicle Gathering***

**Monday 13th to Sunday 19th March 2023**

**Ball Park Caravan Park, Corowa, NSW**

**'Year of the Heavy Metal & Military Kit'**



**All types and sizes of ex-military vehicles are welcomed to enter.**

Activities planned during the week long event;

**Wednesday:** Morning; A school visit to Ball Park Caravan Park to see the vehicles.

Afternoon; A road run to visit sites around the local area.

**Thursday:** "Veterans & Vehicles Re-united" A display of military vehicles at the Corowa RSL with invited veteran service personnel.

**Friday:** Organised trip to Glenrowan and Milawa area with visits planned.

**Friday evening:** Meal at Football club, with Drivers meeting and a Guest Speaker.

**Saturday:** Parade of vehicles through Corowa to Showground, followed by a static display at Showground and a Swap Meet.

**Saturday evening:** Presentation and gathering at Ball Park Caravan Park.

The latest edition of KVE News has just been released and it is linked on our website. There is a direct link to the newsletter below;

<https://www.corowaswim-in.org/files...07033bfc78.pdf>



**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, jerrican, 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.

**More photos on the next page >>>>**



## 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.**





## KHAKI VEHICLE ENTHUSIASTS INC.

Unit 9/1 Millett Road, MOSMAN, NSW 2088

Mobile: 0412 078 096

Email: [kveinc@optusnet.com.au](mailto:kveinc@optusnet.com.au) Website: [corowaswim-in.org](http://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](mailto: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 \$
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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>





## 43<sup>rd</sup> Annual Corowa Swim-In & Military Vehicle Gathering

Monday 13<sup>th</sup> March to Sunday 19<sup>th</sup> 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.

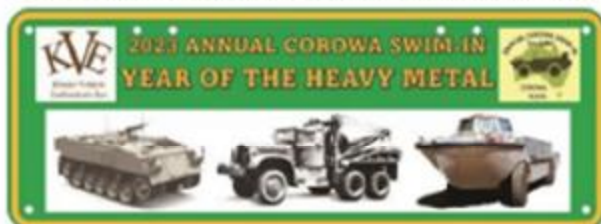
Please tick boxes below, as applicable:

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:

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**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



# Hundreds of German Heavy Weapons Head to Ukraine



TO VIEW THIS VIDEO, CLICK ON THE SITE BELOW:

<https://veteranweb.asn.au/news/hundreds-of-german-heavy-weapons-head-to-ukraine/>



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# How Monopoly Games Helped Allied POWs Escape During World War II

BY: MEGAN GARBER

**This is an interesting and a really fascinating piece of history. Over the past 70 odd years some of the details of this story have been embellished a little, however, the basic story is true.**

Starting in 1940, an increasing number of British & Canadian Airmen found themselves as the involuntary guests of the Third Reich, and the Crown was casting about for ways and means to facilitate their escape... Now obviously, one of the most helpful aids to that end is a useful and

Accurate map, one showing not only where stuff was, but also showing the occasions of 'safe houses' where a POW on-the-lam could go for food and shelter. Paper maps had some real drawbacks -- they make a lot of noise when you open and fold them, they wear out rapidly, and if they get wet, they turn into mush. Someone in MI -5 got the idea of printing escape maps on silk. It's durable, can be scrunched-up into tiny wads and unfolded as many times as needed, and makes no noise whatsoever. At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort. By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game Monopoly. As it happened, 'games and pastimes' was a category of item qualified for insertion into CARE packages', dispatched by the International Red Cross to prisoners of war. Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington's, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany, Italy, and France or where ever Allied POW camps were located. When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece. As long as they were at it, clever workmen at Waddington's also managed to add:

1. A playing token, containing a small magnetic compass
2. A two-part metal file that could easily be screwed together
3. Useful amounts of genuine high-denomination German, Italian, and French currency, hidden within the piles of Monopoly money!

British and American air crews were advised, before taking off on their first mission, how to identify a 'rigged' Monopoly set? by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the Free Parking square. Of the estimated 35,000 Allied POWs who successfully escaped, an estimated one-third was aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another, future war.

The story wasn't declassified until 2007, when the surviving craftsmen from Waddington's, as well as the firm itself, were finally honoured in a public ceremony. It's always nice when you can play that 'Get Out of Jail' Free' card! Many of you are (probably) too young to have any personal connection to WWII (Sep. '39 to Aug. '45), but this is still an interesting bit of history for everyone to know. One of the charms of Monopoly is its insistent iconography: the quaint little board, with its quaint little properties and its quaint little playing pieces, all overseen by the quaint little mascot that is Rich Uncle Penny bags. To play Monopoly -- even if you're playing one of those newfangled versions -- is in some sense to step back in time: specifically, to the America of 1934, when the game was first mass-marketed.





*Even trivial changes to a trivial board game can shift the course of history.*

One of the charms of Monopoly is its insistent iconography: the quaint little board, with its quaint little properties and its quaint little playing pieces, all overseen by the quaint little mascot that is Rich Uncle Penny bags. To play Monopoly -- even if you're playing one of those newfangled versions -- is in some sense to step back in time: specifically, to the America of 1934, when the game was first mass-marketed.

Today brings news, however, that the board game will be making some changes to some of its most recognizable anachronisms: the iconic playing pieces. One of the cast-metal widgets that track players' moves across the board -- the Scottie dog, the racehorse, the hat, the wheelbarrow, the shoe, the battleship, the thimble -- will soon be replaced. And it will be replaced, per Hasbro, by one of these candidates: a cat, a diamond ring, a guitar, a helicopter, or a mustachioed robot.

While this seems a minor change as far as the game itself is concerned -- thimble? guitar? what is the difference? -- it is worth remembering that even the smallest changes in the even the smallest amusements can, over the capricious course of history, have significant consequences.

In Monopoly's case, those consequences came during World War II. During the war, large numbers of British airmen were felled over enemy airspace and then held as prisoners behind enemy lines. Germany, however -- in part as a nod to the Geneva Convention -- allowed humanitarian groups like the Red Cross to distribute care packages to those prisoners. And one of the categories of items that could be included in those packages was "games and pastimes." So the Allies took military advantage of this human kindness: Posing as "charities" (one of the better fake names: the Licensed Victuallers Prisoners Relief Fund), they sent packages to their POWs that featured clandestine escape kits -- kits that included tools like compasses, metal files, money, and, most importantly, maps.

And: They disguised those kits as Monopoly games. The compasses and files? Both disguised as playing pieces. The money, in the form of French, German, and Italian bank notes? Hidden below the Monopoly money. The maps? Concealed within the board itself. "The game was too innocent to raise suspicion," ABC News's Ki Mae Heussner put it -- but "it was the ideal size for a top-secret escape kit." To develop that kit, MI9, the British secret service unit responsible for escape and evasion, conspired with John Waddington, Ltd., the U.K. manufacturer of Monopoly. "It was ingenious," Philip Orbanes, author of several books on



Monopoly told Heussner. "The Monopoly box was big enough to not only hold the game but hide everything else they needed to get to POWs." But ... why Monopoly, exactly? How did the consummately American board game come to the service of British servicemen? Not because MI9 had a special affinity for American real estate -- or even for Scottie dogs -- but rather because Waddington had mastered a technology that no other manufacturers had: printing on silk. This was crucial: The Allies needed to be able to print their clandestine maps on a material that would be harder than paper -- material that would not tear or dissolve in water and that would be light enough for the user to pack into a boot or cigarette packet at a moment's notice. (Silk maps, which have long been in use among militaries, have the added advantage that they do not make noise as they're being held or stored -- an important attribute, when you're a prisoner in search of escape.) Waddington, as it happened, was already using silk-printing technology to create silk prints for things like theatre programs. And Waddington was also, as it happened, the licensee for Monopoly in the U.K. So, through a little bit of coincidence and a little bit of cunning, a game-based escape plan was hatched. Before departing for missions, Royal Air Force airmen were told that, if they happened to be captured, they should look for Monopoly games in the "care packages" sent to them -- and for the escape maps and kits that were hidden within them. The "special edition" Monopoly sets would be designated with a red dot on the Free Parking space -- something that would look to anyone who didn't know about the trick like a standard-issue printing error ... but which might, to a captured soldier, look something a little more like freedom. Once they obtained the "playing pieces" within them, the soldiers were instructed to destroy the games -- to keep the ruse a secret from the Axis. And the trick, though unfortunate for those of us who would love to see its artifacts today, worked. British historians estimate that the MacGyvered Monopoly boards could have helped thousands of captured soldiers escape from their prison camps. Talk about, yes, getting out of jail free.

## USS Wisconsin: History Says This Might Be the Best Battleship Ever.





By Brent M. Eastwood

USS Wisconsin was a battleship like no other and made history everywhere she sailed: When the U.S. Navy wanted to take out targets 23 miles away, the battleship USS Wisconsin was the go-to ship for awe-inspiring naval gunfire. Battleship Wisconsin was one of the most heavily armed warships ever built. It was also relatively fast for a battleship with a top speed of 30 knots. Battleships were normally associated with World War Two, but Wisconsin even served in Operation Desert Storm. This ship was in reserve as late as the late 1990s, and in 2006 it was finally retired and assigned to be a museum vessel in Norfolk, Virginia.

Nicknamed the "Big Whiskey," Wisconsin served in World War Two, the Korean War, and the first Gulf War. In World War Two, it fought in the Philippines, Iwo Jima, Okinawa, and even shelled Japan.

### USS Wisconsin Had Mighty Firepower from the Beginning

Its suite of arms was impressive. No enemy ship wanted to mess with Wisconsin's firepower. She had nine 16-inch guns in three-gun turrets, which could send 2,700-pound armour-piercing shells some 23 miles. Wisconsin was also armed with twenty 5-inch guns mounted in twin-gun turrets, which could eliminate targets up to nine miles away. When fired, the guns recoiled around four feet which made it look like the ship was going sideways.

Displacing a massive 45,000 tons, it had a crew of 1,900 sailors. The battleship's armour consisted of 12-inches of a combination of nickel and iron around the hull with 17-inches of protection around the gun turrets.

Wisconsin returned to combat in 1951, after deactivation at the end of World War Two. The battleship destroyed numerous ground targets in North Korea and these actions resulted in Wisconsin winning its sixth battle star.

### Packed with New Weapons in the Late 1980s

The Reagan administration wanted Wisconsin to take a major role toward the end of the Cold War as it became a missile-launching battleship. By 1988, the ship came back to life bustling with modern weapons. It was modernized and armed with a launcher for Harpoon anti-ship missiles, 32 Tomahawk cruise missiles, and four Phalanx anti-missile Gatling-type guns to protect against enemy missiles.

### Large Role in Operation Desert Storm

During the "shock and awe" bombing phase at the beginning of Operation Desert Storm in 1991, Wisconsin helped initiate the campaign by firing 24 Tomahawk missiles at targets in Iraq. Then it destroyed various enemy, artillery batteries, command posts, and infantry bunkers during 36 fire missions.

But here mission did not stop there. Wisconsin wasn't just a battlegroup, it also delivered cargo and mail to the soldiers, airmen, and Marines who were fighting Saddam Hussein's hordes. Plus, it took part in the deception campaign that demonstrated a fake amphibious landing to mislead the Iraqis. But the age of the battleship was over decades prior, and the Navy decided it was time to retire this warship once and for all. Finally, in 2006, the Big Whiskey was decommissioned for good. But what a colourful history. It had a feature role in three wars. It ever showed that World War Two-era battleships could still have a part to play in modern warfare. And Wisconsin convinced the navy that well-built ships could survive for decades. Now that is some serious naval history.



# 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 BELOW:**

<https://veteranweb.asn.au/news/three-kiwi-soldiers-recognised-for-outstanding-bravery-in-vietnam-war>



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# The U.S. Army's New Light Tank



By Peter Suci

*The concept of a light tank dates to the interwar era when various nations saw a potential need for an armoured vehicle – sometimes described as a “tankette” – that could be used to exploit breakthroughs in enemy lines that were created by slower but heavier tanks. These lightly armed but fast-moving tanks could disrupt communications and supply lines, and quickly flee from a fight if necessary.*

The United States Army has been exploring how light tanks could be used in the 21st century via its “Mobile Protected Firepower” (MPF) program, and this week it was announced that General Dynamics Land Systems (GDLS) has been awarded a \$1.14 billion contract to produce and field up to 96 new vehicles.

The award was made just days after the Army closed out the MPF middle-tier acquisition rapid-prototyping phase and transitioned to a major capability acquisition program with a favourable Milestone C decision – the incremental step in the Department of Defence’s (DoD’s) acquisition process that moves into the production and deployment phase.

“The MPF program did exactly what the Army asked, which was to complete a competitive and accelerated rapid prototyping effort with Soldier touchpoints,” explained Doug Bush, Assistant Secretary of the Army for Acquisition, Logistics and Technology, and the Army’s acquisition executive. “MPF is a benchmark program, as the acquisition and requirement communities worked together to complete the [middle-tier acquisition rapid-prototyping] phase and move this system into production in just under four years.”

The MPF is meant to provide infantry brigades greater survivability while providing the ability to identify threat systems earlier and at greater distances

yet would not restrict movement in offroad terrain. MPF will further allow U.S war fighters to move at a faster pace, protecting the assaulting force.

"MPF represents a new capability for the Army, allowing our light manoeuvre forces to over-match adversaries. Through multiple Soldier touchpoints, our Soldiers have operated the prototypes and provided crucial feedback to the design team, ensuring our forces will have the asset they need on the future battlefield," Maj. Gen. Ross Coffman, director of the Next Generation Combat Vehicles Cross-Functional Team.

#### First New Design in Four Decades

The MPF will be the U.S. Army's first new design vehicle fielded in more than forty years, with the first unit being equipped by late fiscal year 2025 (FY25). GDLS will deliver 26 vehicles initially, though the contract could be increased with the army acquiring 70 more over the course of low-rate initial production for a total of \$1.14 billion.

The MPF is the first major platform to advance from prototyping to production under the U.S. Army Futures Command (AFC), Defence News first reported. Established in 2018 as a public-private initiative, AFC has been tasked with modernizing the U.S. Army.

The command utilized its competitive prototyping approach to select the light tank design. The process began in 2018, and over a period of four years, the U.S. Army tested and evaluated twenty-four prototypes. The U.S. Army has announced that it could spend upwards of \$6 billion on the MPF Program, including what has already been spent on research and development and prototyping.

The total lifecycle cost of the program is reportedly \$17 billion, which includes sustainment, military construction, and personnel. The Army's long-term goal is to procure upwards of 504 MPFs by 2035, and those vehicles are expected to remain in its inventory for at least 30 years. However, given that this is the first armoured vehicle to enter service in more than four decades, it is likely these light tanks could be ready to roll for longer.

#### What the Experts Are Saying

"In the new era of highly lethal, manoeuvre warfare, the Mobile Protected Firepower (MPF) platform is an important asset for Infantry Brigade Combat Teams that may be confronted by peer competitors deploying massed armoured combat vehicles," noted Dr. Daniel Goure, a Vice President at the Lexington Institute. "MPF also will support the infantry as it confronts adversaries operating from prepared positions and complex urban terrain."





# HIMARS precision rockets to Ukraine



BY RAY PAYNE

By Stephen Losey

The United States is sending to Ukraine up to \$400 million in additional military equipment and supplies, including four more medium-range rocket systems and ammunition, as the embattled nation tries to repel Russia's advances in the Donbas region.

The four additional M142 High Mobility Artillery Rocket Systems, or HIMARS, will bring the total number sent to Ukraine to a dozen, a senior defence official told reporters in a briefing Friday. The official said the first eight HIMARS were particularly useful for Ukraine, as the fight in the Donbas has largely evolved into an artillery duel. The official refuted Russian reports that two of the delivered HIMARS were destroyed and said all eight are accounted for and still in use by Ukraine.

The military equipment being drawn down from U.S. stockpiles and sent to Ukraine also includes three tactical vehicles, demolition munitions, counter-battery systems and spare parts, among other equipment, so Ukraine can repair and maintain other systems that allies have sent in recent months.

The shipment will also include 1,000 rounds of 155mm artillery ammunition, which the defence official described as a precision-guided type that would allow the Ukrainian military to better hit specific targets, which would save ammunition. The official would not confirm whether these shells will be the guided Excalibur artillery rounds but said they have not been part of previous security assistance packages to Ukraine.

HIMARS is a light, wheeled multiple rocket launcher, which Pentagon officials previously said was a "top priority" request by Ukraine. The U.S. undersecretary for defence for policy, Colin Kahl, told reporters last month that HIMARS allows Ukrainian forces to strike targets with greater range and precision than other artillery weapons that were sent.

Ukrainian President Volodymyr Zelenskyy formally promised only to use HIMARS for defensive purposes and to avoid firing into Russian territory; this took place before the U.S.

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agreed to provide the systems to avoid escalating the conflict. The defence official said Russian claims HIMARS were used in strikes outside of Ukrainian territory are false, and that Russian forces, capabilities and logistics nodes within Ukraine are "absolutely fair targets."

The official said the weeks-long process to train Ukrainian troops on how to use the high-end HIMARS platform has been a limiting factor and is why they were delivered in batches of four at a time. The official said efforts to train more Ukrainians on HIMARS will continue but would not say how many have so far been trained.

The official said the HIMARS would arrive on the battlefield "rapidly," but would not say how long their deployment might take.



The official said Russian forces are making "very incremental, limited, hard-fought, highly costly progress" in some parts of Donbas, and that they are far behind their timelines and objectives. The official would not specify where Russian forces are believed to have been disrupted but said they are behind the front lines in Donbas.

Ukrainian forces are launching effective counter offences, the official said, and in the last week have started to use HIMARS strikes to seriously disrupt Russia's ability to gain ground.

"We don't see this at all as Russia winning this battle," the official said. "Certainly, they're not winning it relative to their initial objectives. They've been very much thwarted, but the fighting is hard."

The U.S. has been talking with allies and partners about other systems that could be sent to Ukraine, such as coastal defence capabilities, to move the nation away from Soviet legacy systems.

While Ukraine has received a great deal of equipment from the U.S. and other partner nations, the official said, its military has been using it at such an intense pace that forces need resources to repair and sustain those systems.

Providing this ability also sends Russia an important signal that Ukraine will be able to continue the fight, the official said.





**Jim Gibson**



**Allan Whiting**

### **HISTORIC VEHICLES**

***Is presented by Trucks, Cars and Motorbikes***

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

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

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

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

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

***"Keeping Our Automotive History Alive".***

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

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



## THE LATEST NEWS

We thought we'd have him back by now, but our Landcruiser 75 Series, *Harry*, is still at the engine doctor's place! Full story next month. Because of the engine work we weren't able to get away from the persistent rain - and not quite sure where we'd have gone to do so - but in any case Allan W had to pull on his truck hat in September. AW flew off to Hanover, to attend the IAA road transport show - the biggest truck show on earth by a huge margin - courtesy of Daimler Trucks. As result there will be some electrification stories on the OTA website next month. The northern hemisphere is electrifying transport at an 'electrifying' pace. So, in what turned out to be short 4WD-working month we don't have the usual trove of new stuff on the website, but we've done our best. In our [News](#) section we've noted that the Brisbane caravan show is on in late October and in the Buyers Guide, we've reported on our first sighting of the forthcoming [Grenadier](#): some good, some not so good. [Vanlife](#) is a new entrant in the campervan market and worth a look, we reckon. Cub has broken new ground with its [C16 cross-over van](#) and [Jacksons](#) have sent us pics of their latest slide-on models. In Camping we were pleased to report that the [ACCC](#) is now focusing on new caravan makers and sellers. On the topic of towing, a 'retired' 4WD journo finds that standard suspensions still can't cut it and opts for an [upgrade](#) on his Everest. Lithium has virtually taken over the camping power scene, so Projecta's latest [Intelli-Chargers](#) are lithium-compatible. Just in time, it seems, because [Projecta](#) has entered the lithium-battery market, releasing a 12V LFP battery range. On the travel front, we've just received a collection of 2022 Arnhem Land photos from [Kookaburra](#) Tag-along Tours. We've canned our OTA Supporters program in favour of a simpler [donation system](#). Current Supporters and anyone who donates \$50 or more to the website go into the regular prize draws that we make throughout the year following that donation. Our Donors prize draw will happen next week, so make sure you're 12-month financial and in the running for a gift. r trucks, check out our sister website: [www.historicvehicles.com.au](http://www.historicvehicles.com.au)

Allan Whiting and the OTA Team



# 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 119<sup>th</sup> Lake Goldsmith Rally on April 30 & May 1 is "Made in America".*

*This magazine can be downloaded from:-*

*[www.lakegoldsmithsteamrally.org.au/magazine.html](http://www.lakegoldsmithsteamrally.org.au/magazine.html)*

*And for those who would like to receive the e-magazine cost and obligation free:- email-*

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*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 119<sup>th</sup> Rally On April 30 & May 1 2022*





# Australian Army weapon replacements



By Matthew Moss

*The Australian Army selects SIG Sauer P320 XC Pro to replace the Browning Hi Power.*



The Australian Department of Defence has announced that under its Lethality System Project LAND 159 project a raft of new small arms have been selected for the Australian Defence Force's dismounted combatants. The news was announced at the end of last month with Head Land Systems, Major General Andrew Bottrell announcing the selections and saying that "this is a bold step into modern weaponry to quickly improve Australia's defence preparedness." Bottrell said early engagement with the industry had proven very successful.

The new weapon systems will be provided through Australia-based primary contractor NOA. NOA will use a range of sub-contractors to supply new sniper rifles, pistols, shotguns, personal defence weapons and fighting knives.

The big news is that the venerable Browning Hi-Power, known as the Self-Loading Pistol 9mm Mk3 in Australian service, will be replaced by the SIG Sauer P320 XCarry Pro. The XCarry Pro was selected as the platform for the Sidearm Weapon System and will be complemented with red dot sights, and a white light illuminator. The XCarry was previously selected by the Danish military back in the summer of 2018.



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The optic is not specifically named in the Defence Department's announcement but from the officially released photographs, it appears it will be a SIG Optics Romeo 2. It appears that the Australian Defence Force will become the first major conventional army to field red dot sights on their fleet of sidearms. The light will likely be SIG's 580 lumens and 13,000 candela FOXTROT2.

The P320 XCarry Pro isn't the only weapon from SIG Sauer that Australia has selected through LAND 159. The SIG Sauer MCX, in .300 Blackout calibre has also been selected as the Australian Defence Force's new Personal Defence Weapon System. It'll provide "dismounted combatants with a light, modular, and compact weapon system that can be rapidly optimized for specialised roles



The Benelli M3A1 has been selected as the platform for the Combat Shotgun System requirement. The Australian Department of Defence's announcement said "operable in semi-automatic or pump-action mode, it is complemented with a red dot sight and white light illuminator."



A pair of new long-range weapon systems have also been selected. The Accuracy International AX-SR – selected as the platform for the Long Range Sniper Capability while the M107A1 rifle, manufactured by Barrett Firearms Anti-Material Sniper Capability requirement. The value of the contract awarded to NIOA for Lethality Systems project LAND 159 Tranche 1 was not revealed but it comes as part of a broader \$500 million plus commitment to provide Australia's military with new enhanced lethality weapon systems. NIOA's CEO Robert Noia said in a statement that "the battlefield capability increase that these next-generation weapons provide is a game-changer for our warfighters. NIOA is proud of its role in this project. Protecting our national security means teamwork at every level – Government, Defence and industry." Following on from this first wave of weapon system selection the Australian Defence Force's Lethality System .

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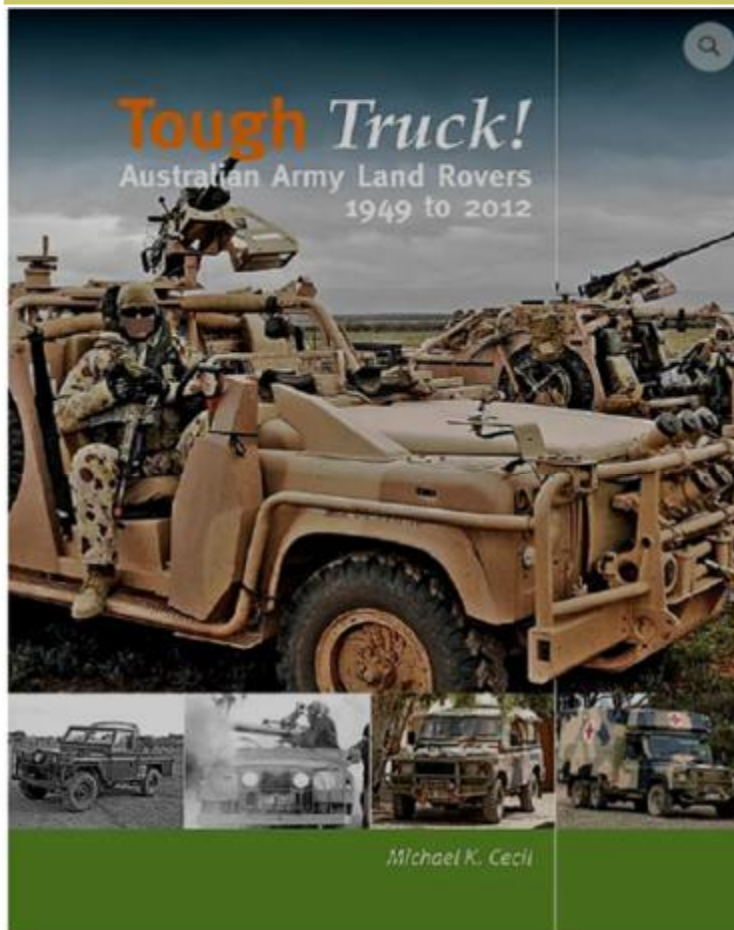


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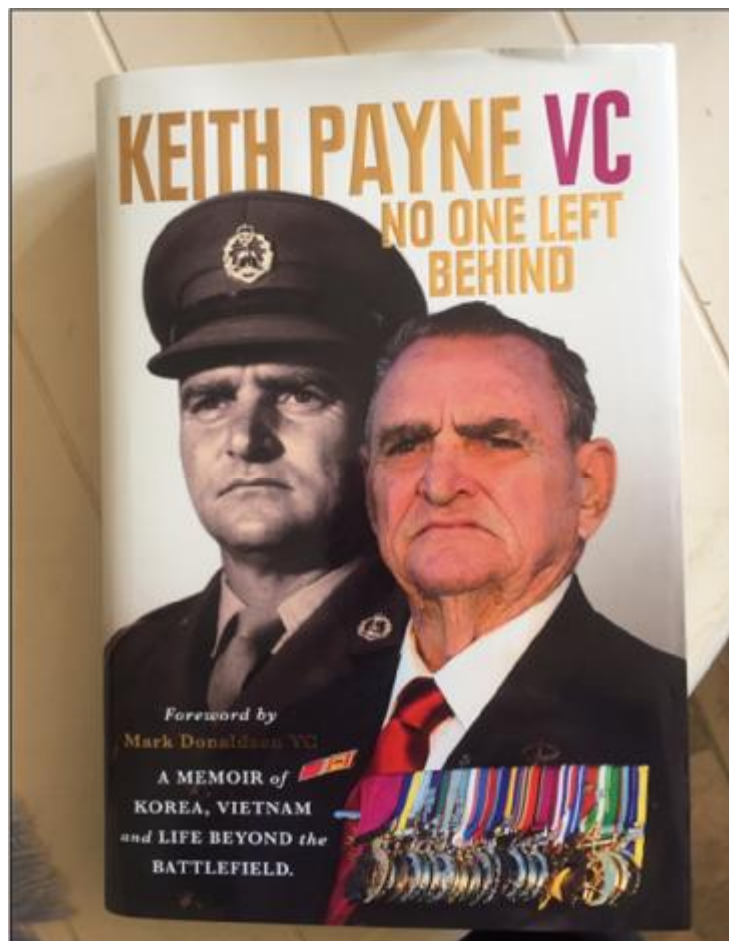
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## ITEMS REQUIRES FOR JEEP PROJECT

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.

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