



**WARTIME VEHICLE CONSERVATION GROUP**  
SOUTH AUSTRALIA



Is the German Leopard 2 Tank  
the answer in winning the war  
with Russia for Ukraine

# WARTIME VEHICLE CONSERVATION GROUP

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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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# A look back at Afghanistan



Diggers walled off from the Afghan army after insider attacks. A barbed wire topped wall divides Aussie and Afghan troops at one of their joint bases, but it's only a temporary measure, the Australians are soon leaving.



TO VIEW VIDEO. CLICK ON THE SITE BELOW:

<https://veteranweb.asn.au/news/a-look-back-at-afghanistan/>



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# Nice converted Ford Blitz Seen in the outback of WA.

During my younger brother Eric's yearly trips to the Western Australia outback gold fields. While resupplying in Leonora, he came across this old timer in the carpark of the Leonora Pub.

The fellow was driving a beautifully restored and converted Ford Blitz. He told Eric he was also prospecting for gold in the goldfields. The fellow said he had fully restored the truck and converted it to live in. He said he had travelled all over the bush and the truck has not let him down.

He claimed the Blitz was comfortable to live in and had all he needed to live comfortably and fossick with his metal detector. Eric said he was allowed to walk around and photograph the vehicle. Which he did and said it was a very professional job. He noted that there had also been some modern updates made to the vehicle to make it more easy and comfortable. I just wish my brother Eric had spent more time photographing the inside of the cab and the vehicle etc, instead of time discussing their shared gold hunting interests.

By: Tony Van Rhoda, Editor/publisher.









# Germany confirms it will provide Ukraine with Leopard 2 tanks.



**By Antoinette Radford.** BBC News

Germany's Foreign Minister Anna Baerbock has said she "would not stand in the way" of Poland if it were to send Leopard 2 tanks to Ukraine.

Ukraine has called on the West to provide the German-made tanks which they say will help them defeat Russia. Ukraine's Foreign Minister Dmytro Kuleba told the BBC that Germany had the power to "save the lives of many Ukrainian soldiers". But Germany is yet to agree and its export laws have stood in Poland's way. On Sunday, Ms Baerbock said Poland had not yet asked for export permission. "For the moment the question has not been asked, but if we were asked we would not stand in the way," she told France's LCI TV. Poland's Prime Minister Mateusz Morawiecki said on Monday the government would request authorisation from Berlin. But he said Poland would send the tanks to Ukraine, even if it was not granted.

"Even if ultimately we did not get this consent, within the framework of a small coalition... we will still hand over our tanks, together with others, to Ukraine," Mr Morawiecki said. The European Union's foreign policy chief, Josep Borrell, said Germany would not stop other EU countries exporting Leopard tanks. He added that discussions of support for Ukraine should not solely revolve around tanks. In a BBC interview Ukraine's Dmytro Kuleba appealed to all countries willing to send Leopard 2 tanks to "immediately, officially request the German government to allow delivery of these tanks to Ukraine".

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"This is the move that will make the whole situation crystal clear and we will see where it takes Germany. This is something that needs to be done right away and everything will become obvious," he added. Mr Kuleba also told national TV on Monday that he was "confident" Germany would supply the tanks eventually: "We already received British Challenger. They said it would be impossible... Every time in the end we obtained the desired result. We will have it this time as well." A spokesperson for the German government said it had not yet received any requests to authorise delivery of the Leopard 2 tanks. Last week, Mr Morawiecki said Poland was ready to provide 14 Leopard 2s for Kyiv.

On Monday, the Polish president's foreign policy adviser, Marcin Przydacz, said he welcomed Ms Baerbock's announcement, but would prefer to hear Germany's position confirmed by Chancellor Olaf Scholz. "It turns out that through talks and diplomatic actions, Poland is able to change the German position," Mr Przydacz told Polish Radio. However, Poland ultimately wants Berlin and NATO allies to also send their own Leopards, because government officials admit that 14 tanks will have a limited impact on Ukraine's fighting capacity. Meanwhile, Vyacheslav Volodin, Speaker of Russia's Duma lower house of parliament, warned that the United States and Nato support of Ukraine would risk sparking a "terrible war", and supplying weapons that Ukraine could use to "strike civilian cities and attempt to seize our territories" would lead to "retaliatory measures using more powerful weapons".

The Leopard 2 tanks were specifically designed to compete with the Russian T-90 tanks, which are being used in the invasion. There are believed to be more than 2,000 of them worldwide and Ukraine President Volodymyr Zelensky said about 300 of them would help ensure a Russian defeat. Many allied countries have become frustrated with Germany over its reluctance to send its own Leopard 2 tanks. Under current regulations, Germany must also sanction any re-export of its tanks by other countries, such as Poland. Following a meeting of more than 50 allied countries on Friday, Germany had not yet committed to supplying the tanks nor releasing their export licence. But it denied unilaterally blocking the tanks' export. In a joint statement on Saturday the foreign ministers of Estonia, Latvia and Lithuania told Germany "to provide Leopard tanks to Ukraine now".

## Why are Leopard tanks so in demand?

By Chris Partridge, BBC weapons analyst.

The Leopard 2 tank is a world-class weapon used by more than a dozen countries. Ukraine sees tanks as another vital part of its defence against Russian forces and Leopards have seen combat action in Afghanistan and Syria.

What makes them particularly attractive to Kyiv is that nearly two-thirds of all Leopards produced are still in Europe. So physically getting Leopards to the fight is relatively straightforward. That also makes maintenance and repair - vital aspects of any weapons system - easier too. It is worth remembering in all this that Germany is giving Ukraine vital air defence systems, such as IRIS-T and Patriot surface-to-air missiles, as well as armoured personnel carriers.

Mr Scholz has traditionally been sceptical of German involvement in military conflicts and concerned about triggering an escalation from Russia. The chancellor met French president Emmanuel Macron at the weekend to reiterate the two countries' post-war alliance.

France has already committed to sending light tanks to Ukraine, and Mr Macron suggested it was possible that French-made Leclerc heavy tanks may also be delivered to Ukraine. Other countries have committed to sending tanks, including the UK, which will send 14 Challenger 2s.



# German Leopard 2 tanks to Ukraine



# UK to send Challenger 2 tanks to Ukraine





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# DID YOU KNOW

Did you know that there was a military establishment during WW2 in the town of Strathalbyn SA in the Adelaide Hills just 35 Miles from Adelaide The 111 Army Convalesces Hospital 1944. After the war all the buildings were demolished leaving no trace of the military ever having been there. In the last couple of years, part of the area used to construct new homes and on the rest of the area is currently under construction of new Health Centre, Gym, Chemist and a Super Market, plus some other shops and businesses.

**STRATHALBYN, ADELAIDE AREA, SOUTH AUSTRALIA.  
20-09-1944. THE PATIENTS' LINES AT THE 111TH  
CONVELESANCE HOSPITAL.**



STRATHALBYN, ADELAIDE AREA, SA. 1944-09-20. THE 111TH CONVALESCENT DEPOT, AUSTRALIAN ARMY MEDICAL CORPS SITUATED IN HILLS APPROXIMATELY 35 MILES FROM ADELAIDE. THE SECTION OF THE CAMP BUILDINGS COMPRISE (FROM THE LEFT), QUARTERMASTER STORES, PHYSIOTHERAPY, ARMY EDUCATION SERVICE OCCUPATIONAL HUT, REGIMENTAL AID POST AND DENTAL CARE, ADMINISTRATIVE BUILDING AND THE OFFICERS' MESS.

## PATIENTS TENT LINES FOR OTHER RANKS



## PATIENTS EXERCISING IN THE PHYSIOTHERAPY DEPARTMENT





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## PATIENTS ATTENDING THEIR VEGETABLE GARDENS



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LI EUTENANT. M. E. MADIGAN DEMONSTRATING  
ARM AND SHOULDER ECERSIES



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# CLARENCE RIVER SWIM IN

Well the big khaki DUKWs and those mighty little amphibious jeeps have flocked to the best town in Australia and in good numbers too, there was even a very rare Weasel cruising the current in style!



*The rare aquatic Weasel making an appearance along with another rare appearance .. from Steve Malikoff for those WW2 Jeeps NSW oldies!*



*Dave Stafford and "Ding" made the journey And a splash!!!*



*Battle Stations! Looking more like Mighty Mo, rather than the Troop and Cargo Carrier that they were designed as.*



**WTF!!!!**





*The rare aquatic Weasel making an appearance along with another rare appearance .. from Steve Malikoff for those WW2 Jeeps NSW oldies!*



*Dave Stafford and "Ding" made the journey And a splash!!!*



*Battle Stations! Looking more like Mighty Mo, rather than the Troop and Cargo Carrier that they were designed as.*



**WTF!!!!**





*Whoopsy Daisey!  
The mighty Ford F15A,  
looking a little precarious.  
However, help is at hand.*



*Not like this should surprise  
Peter McN????*







*The Four wheel Drives certainly enjoyed the local tracks*





# Do you still think about Vietnam?

A couple of years ago someone asked me if I still thought about Vietnam. I nearly laughed in their face. How do you stop thinking about it? Every day for the past forty years, I wake up with it – I go to bed with it. This was my response:



"Yeah, I think about it. I can't stop thinking about it. I never will. But I've also learned to live with it. I'm comfortable with the memories. I've learned to stop trying to forget and learned instead to embrace it. It just doesn't scare me anymore."

A lot of my "brothers" haven't been so lucky. For them the memories are too painful, their sense of loss too great. My sister told me of a friend she has whose husband was in the Nam. She asks this guy when he was there.

Here's what he said, "Just last night." I took my sister a while to figure out what he was talking about. JUST LAST NIGHT. Yeah, I was in the Nam. When? Just last night, before I went to sleep, on my way to work this morning, and over my lunch hour. Yeah, I was there.

My sister says I'm not the same brother who went to Vietnam. My wife says I won't let people get close to me, not even her. They are probably both right. Ask a vet about making friends in Nam. It was risky. Why? Because we were in the business of

death, and death was with us all the time. It wasn't the death of, "If I die before I wake." This was the real thing. The kind where boys scream for their mothers. The kind that lingers in your mind and becomes more real each time you cheat it. You don't want to make a lot of friends when the possibility of dying is that real, that close. When you do, friends become a liability.

A guy named Bob Flanigan was my friend. Bob Flanigan is dead. I put him in a body bag one sunny day, April 29, 1969. We'd been talking, only a few minutes before he was shot, about what we were going to do when we got back to the world. Now, this was a guy who had come in country at the same time as me. A guy who was loveable and generous. He had blue eyes and sandy blond hair.

When he talked, it was with a soft drawl. I loved this guy like the brother I never had. But I screwed up. I got too close to him. I broke one of the unwritten rules of war. DON'T GET CLOSE TO PEOPLE WHO ARE GOING TO DIE. You hear vets use the term "buddy" when they refer to a guy they spent the war with. "Me and this buddy a mine."

Friend sounds too intimate, doesn't it? "Friend" calls up images of being close. If he's a friend, then you are going to be hurt if he dies, and war hurts enough without adding to the pain. Get close; get hurt. It's as simple as that. In war, you learn to keep people at that distance my wife talks about. You become so good at it, that forty years after the war, you still do it without thinking. You won't allow yourself to be vulnerable again.

My wife knows two people who can get into the soft spots inside me – my daughters. I know it bothers her that they can do this. It's not that I don't love my wife. I do. She's put up



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with a lot of me. She'll tell you that when she signed on for better or worse, she had no idea there was going to be so much of the latter. But with my daughters it's different. My girls are mine. They'll always be my kids. Not marriage, not distance, not even death can change that. They are something on this earth that can never be taken away from me. I belong to them. Nothing can change that. I can have an ex-wife, but my girls can never have an ex-father. There's a difference. I can still see the faces, though they all seem to have the same eyes. When I think of us, I always see a line of "dirty grunts" sitting on a paddy dike. We're caught in the first grey-silver between darkness and light. That first moment when we know we've survived another night, and the business of staying alive for one more day is about to begin. There was so much hope in that brief space of time. It's what we used to pray for. "One more day, God. One more day."

And I can hear our conversations as if they'd only just been spoken, I still hear the way we sounded. The hard cynical jokes, and our morbid senses of humour. We were scared to death of dying and tried our best not to show it. I recall the smells, too. Like the way cordite hangs in the air after a firefight. Or the pungent odour of rice paddy mud. So different from the black dirt of Iowa. The mud of Nam smells ancient, somehow. Like it's always been there. And I'll never forget the way blood smells, sticky and drying on my hands. I spent a long night that way once. That memory isn't going anywhere.

I remember how the night jungle appears almost dreamlike as the pilot of a Cessna buzzes overhead, dropping parachute flares until morning. That artificial sun would flicker and make shadows run through the jungle. It was worse than not being able to see what was out there sometimes. I remember once looking at the man next to me as a flare floated overhead. The shadows around his eyes were so deep that it looked like his eyes were gone. I reached over and touched him on the arm; without looking at me he touched my hand. "I know man. I know." That's what he said. It was a human moment. Two guys a long way from home and scared to death.

God, I loved those guys. I hurt every time one of them died. We all did. Despite our posturing. Despite our desire to stay disconnected, we couldn't help ourselves. I know why Tim O'Brien writes his stories. I know what gives Bruce Weigle the words to create poems so honest I cry at their horrible beauty. It's love. Love for those guys we shared the experience with.

We did our jobs like good soldiers, and we tried our best not to become as hard as our surroundings. You want to know what is frightening. It's a nineteen-year-old-boy who's had a sip of that power over life and death that war gives you. It's a boy who, despite all the things he's been taught, knows that he likes it. It's a nineteen-year-old who's just lost a friend, and is angry and scared and, determined that, "some bastards gonna pay". To this day, the thought of that boy can wake me from a sound sleep and leave me staring at the ceiling.

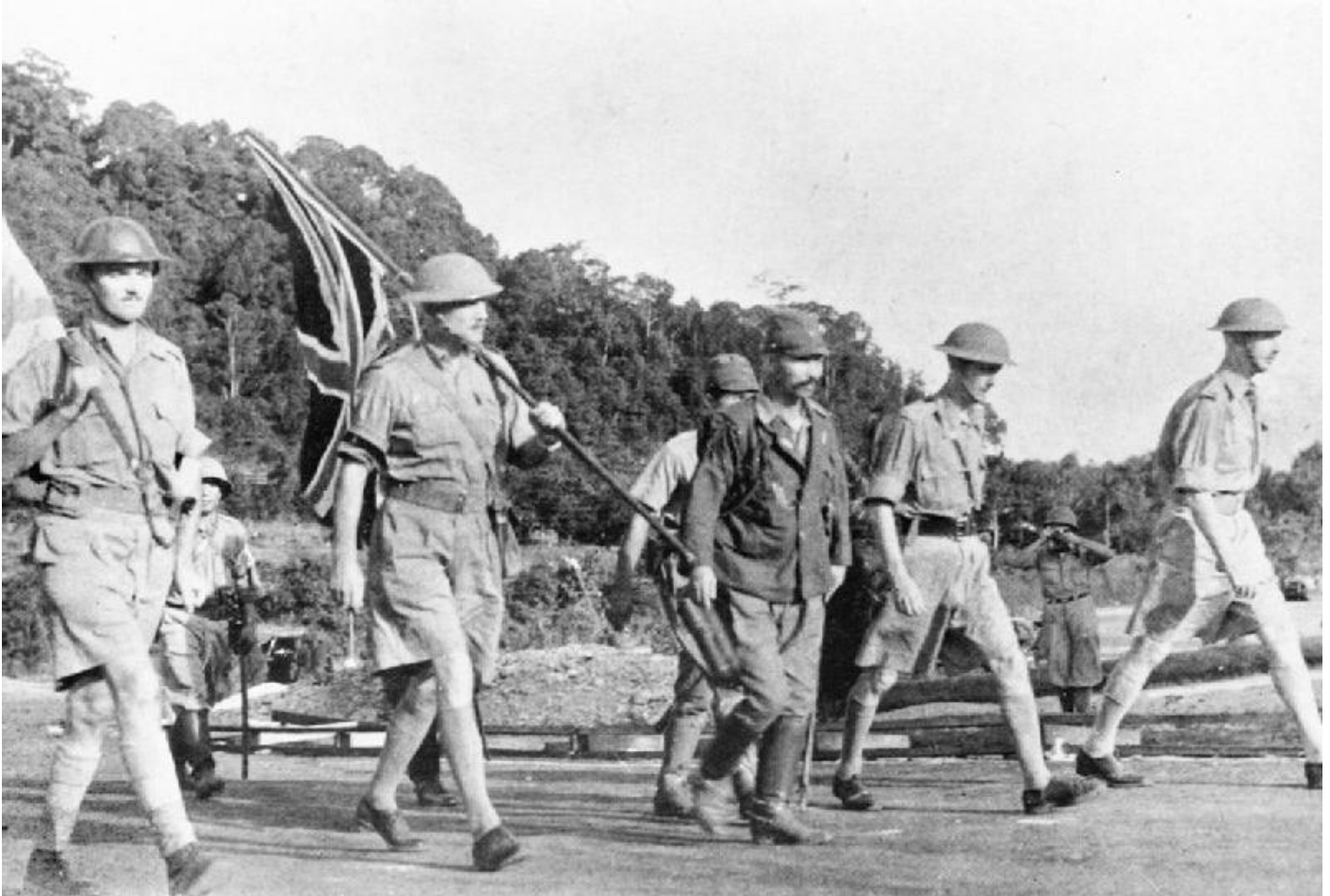
As I write this, I have a picture in front of me. It's of two young men. On their laps are tablets. One is smoking a cigarette. Both stare without expression at the camera. They're writing letters. Staying in touch with places they would rather be. Places and people they hope to see again. The picture shares space in a frame with one of my wife. She doesn't mind. She knows she's been included in special company. She knows I'll always love those guys who shared that part of my life, a part she never can. And she understands how I feel about the ones I know are out there yet. The ones who still answer the question, "When were you in Vietnam?"

"Hey, man. I was there just last night."

*Author is unknown US veteran.*

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# British War Cabinet Paper "Report on the Fall of Singapore" dated April 1942



FEBRUARY 1, 2023

Worth reading. A rather damning indictment of many of those involved in the events leading up to the fall of Singapore.

CLICK ON LINK. BELOW

[cab\66\24\7 - File Name : 0001.PDF \(nationalarchives.gov.uk\)](#)



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# Australian Patrol Bases: Uruzgan Province, Afghanistan



BY RAY PAYNE



**TO VIEW VIDEO, CLICK ON SITE BELOW:**

[https://www.bing.com/videos/search?q=Australian+Patrol+Bases+%3a+Uruzgan+Province%2c+Afghanistan.+\(F09580\)+-+YouTube&view=detail&mid=5CE388556B21F67542895CE388556B21F6754289&FORM=VIRE](https://www.bing.com/videos/search?q=Australian+Patrol+Bases+%3a+Uruzgan+Province%2c+Afghanistan.+(F09580)+-+YouTube&view=detail&mid=5CE388556B21F67542895CE388556B21F6754289&FORM=VIRE)

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# 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.





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



*I Will Be Fixing It Up one Day*

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# Defence review to park tanks in history



By: GREG SHERIDAN

The good news is it seems the tank is gone. The interim report of the Defence Strategic Review, being conducted by Stephen Smith and Angus Houston, has been delivered to the government, which will get the final report early in February and respond to it fully by March. I hear the tank is gone. In national security and international affairs, the Albanese government has had a whirlwind first six months. But there will hardly be anything more important than the decisions it makes next March. The DSR will rightly recommend reduced investment in armour – tanks, infantry fighting vehicles and similar beasts – to focus on far more relevant and important priorities. There is no plausible scenario in which tanks, or even IFVs, could be important to Australian security. This means no more than 300 of the gargantuan-sized and largely unusable IFVs.

This is not a negative decision. It's a reality decision. The DSR gives the government a chance to focus defence effort on capabilities relevant to our dangerous environment, in which the challenges are maritime, missile and drone.

The DSR also recommends substantial action for our northern air force bases. Some are shabby and in a poor state of readiness. None is hardened.

Hopefully, there is never a military conflict in this region. But if there ever were to be a military clash between the US and China over Taiwan, Australia would furnish a dozen high-priority targets for Chinese attack. These include the Pine Gap and Northwest Cape communications facilities, the submarine base at HMAS Stirling near Perth and the main air force bases, as well as the part-time air force bases we have in northern Australia.

If all these facilities were wiped out in a first strike, we would have very little capacity to defend ourselves at all. Yet none of these facilities is hardened or properly defended. The DSR, I believe, will call for a significant expansion, and perhaps hardening, of our northern air force bases. It will also call for the development of missile defences around some of them.



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This is not such a radical concept. We provide missile defence for ships at sea, planes in the air and sometimes deployed ground forces. Hardening and defending remote air bases is extremely unsexy as military expenditure goes. There's no bright shiny "toy" at the end of the process. But it's critical expenditure if you want to have a real military capability as opposed to a symbolic capability; that is, if you want to have any war-fighting capability. And it's only a war-fighting capability that can deter a potential enemy.

The DSR will also recommend a fourth combat squadron of Joint Strike Fighter F-35s. If we get this extra squadron, and maybe some extra training F-35s, and keep our Super Hornets and Growlers in service as we should, this will take us over the magic 100 fast-jet figure. One hundred fast jets to defend the whole of Australia is not remotely excessive. And we'll struggle to recruit the needed pilots. It's also true that more F-35s doesn't extend the range at which our air force can operate. But given the attrition rates involved in any combat, this increase does give you greater density, endurance, and sustainability.

The DSR will recommend a big investment in missiles and drones. This cannot come soon enough. The Defence Department took a ludicrous length of time to identify the obvious suspects, Raytheon, and Lockheed Martin, as its primary industry partners in developing a local missile-making industry. Some three years after this was first announced, the government still hasn't told these companies precisely what missiles it would like. Indeed, they were only engaged formally at all five minutes before the last federal election.

In an important piece on this page on Monday, Paul Dibb outlined that the Japanese probably intend to buy large stocks of Tomahawk missiles and ground-based long-range missiles that can hit ships and ground targets. The DSR will recommend that Australia do something very similar. Of course, here is a very big problem. Throughout the West there is a tremendous shortage of missiles. The necessary and right action in supporting Ukraine has just about emptied Western arsenals of all their surplus stock. Western missile-building industries cannot keep production up anywhere near demand. If Australia placed orders for all these missiles right now, they would still probably be a couple of years from delivery.

**But here is a top-priority, urgent, code-red message for Defence.**

If you don't place an order, you will never, ever get them. The delay in all this has been near criminal. The acquisition process in the Defence Department is woefully, hopelessly unfit for purpose. But let's not spend another 100 years reforming the acquisition process. Let's just buy the weapons. The DSR will also recommend big changes to the Offshore Patrol Vessel project. We're building OPVs as big as small frigates, but they carry no serious weapons, don't have hulls thick enough for combat, or decks strong enough for helicopters. They are being built by Lueressens. You could easily put more weapons on them and make them more lethal. But to make them real combat ships you'd need modifications to the hull and so on. That plus the new weapons would change their weight and there would be a bit of redesign work.

Lueressens already makes proper combat corvettes, just 10m longer than our OPVs, and with a full range of anti-ship missiles and other weapons. These are as cheap as chips compared with the overweight, under-gunned Hunter frigates we are going to get on Star Trek time from the British. We could switch from OPVs to the corvettes and still get the whole 12 of them before we get more than a Hunter frigate or two. But and here is the enormous but, we cannot do this if we embark on the normal "hundred years of solitude" tender process that Defence routinely uses and that would take years to complete.

The government, as Anthony Albanese and Richard Marles have frequently suggested, must prioritise producing real capabilities quickly. The alternative is to honour the impenetrable, baroque processes of Defence tradition.

The DSR will also recommend more missiles for the ANZAC frigates. The DSR can't look at what we do on nuclear submarines or on the troubled Hunter frigate projects. Be that as it may, if the government does all or most of the things outlined in this column, it will have made a historic contribution to Australian security.

# France, Australia to jointly send new ammunition to Ukraine.

By Vivienne Machi



France and Australia have committed to jointly provide 155-millimetre ammunition to Ukraine; the nations' defence ministries announced Tuesday.

French defence contractor Nexter will be tasked to manufacture the artillery shells, while Australia will provide the powder, according to the French Ministry of Defence. The agreement was made during a Jan. 30 meeting between French Defence Minister Sebastien Lecornu and Foreign Affairs Minister Catherine Colonna, and their Australian counterparts, Defence Minister Richard Marles, and Foreign Affairs Minister Penny Wong, in Paris.

The Ukrainian Army has expended roughly 3,000 rounds per day defending its territory against Russia's invading forces, U.S. defence officials shared last year. Last week, the U.S. Army announced plans to rapidly expand its production capacity of 155mm artillery shells, to meet both Kiev's demand for ammunition and that of U.S. forces.

The "unprecedented partnership" to build new artillery rounds comes as France and Australia continue to repair diplomatic relations following Australia's 2021 decision to cancel a multibillion-dollar contract for French-made, diesel-powered submarines and instead join a tri-national partnership with the United States and the United Kingdom – known collectively as AUKUS. That pact is centred on technology collaboration, particularly regarding nuclear reactors for Canberra's submarines. Australia in June 2022 agreed to pay contractor Naval Group €555 million (U.S. \$602 million) in compensation.

At Monday's meeting, the ministers also signed a declaration of intent between Paris and Canberra on military space cooperation, according to a joint statement. Areas of focus include earth observation, space situational awareness and satellite communication capabilities for defence.

France committed last year to supply 18 Nexter-built Caesar howitzers to the Ukrainian Army; on Tuesday, Lecornu announced plans to send an additional 12 Caesars to Kiev in the coming weeks, during a press conference alongside Ukrainian Defence Minister Oleksii Reznikov in Paris. The howitzers are outfitted with 155mm guns that can fire at ranges of up to 40 kilometres (25 miles). Denmark also recently committed to sending its entire stock of 19 Caesar howitzers to Ukraine.



The deliveries will be supported by a €200 million (U.S. \$217 million) fund set up by France's parliament to support arming Ukraine. On Wednesday, France's defence ministry plans to sign a deal with technology company Thales to provide the company's Ground Master 200 multimission radar to Kiev, also supported via the military arms fund, Lecornu shared at the press briefing.

As of October 2022, Australia has provided Ukraine with a total of approximately AUS \$655 million (U.S. \$462 million) in support, including AUS \$475 million in military assistance and at least 90 Bushmaster protected mobility vehicles, according to Canberra's Defence Ministry.



	<b>KVE News</b> Newsletter of Khaki Vehicle Enthusiasts Inc. Organisers of the Annual Corowa Swim-In held at Corowa N.S.W.	Edition No. 43
		January 2023

**Get your Entry Form in for the  
2023 Corowa Swim-In  
before it is too late**

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# From my inbox – comment



I enjoyed the story of the Polish Military Officers, and how they were mistreated by the British after the war. A similar story also applies to all the Polish pilots who helped the RAF in the Battle of Britain. When the RAF chiefs wanted to know why the Polish pilots were claiming more kills, per capita, against the German Airforce than the RAF, they discovered that the Polish pilots were closing into their target much closer than the RAF pilots. In some cases, the Polish pilots were only 100 to 120 feet from the target when they pulled the trigger!! That almost fills the old saying, "Don't shoot until you can see the whites of their eyes!"

However, after the war, the British Government held a parade through the streets of London for all the servicemen and women, including pilots and ground crew who directly took part in the Battle of Britain. The parade included the RAF, RAAF, Canadian and NZ servicemen, but no Polish servicemen were invited to participate.

Also, in the 1950s, when the RAF was conducting nuclear trials out in the scrub of northern South Australia, they would detonate a nuclear weapon, then ask the RAAF crew to fly a Lincoln Bomber from No 82 Wing at Amberley through the nuclear cloud and then land back at Woomera. The British scientists would scan the skin of the Lincoln aircraft dressed in their white overalls, and the RAAF airmen would continue to carry out any appropriate maintenance on the aircraft dressed in the usual Australian style – Khaki shorts, and leather boots. Many years later, hundreds of RAAF airmen would contract cancer, which was derived from the Nuclear tests at Woomera.

**British Justice!!**



# 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 OUR DECEMBER 2022 ISSUE:*

Although I could make some things easier, but I do enjoy replicating 80+ year old designs. I had a goal today of completing the basket inserts I started last night.





This is the second time I made most of these parts as I never listened to my own advise (Measure twice and cut once) and how I hate making mistakes, anyway I just quickly recut and got back on track. I don't know at this stage what goes in here but one of the baskets still had the original small door in it. How lucky am I.





I have completed another 4 units which are for the wireless battery storage. They also sit directly in front of the turret stays.







Well, that's all the bins completed for both turret baskets. I now need to repair the angle frame that sits on the bottom, and I can reassemble them.





I am still working on my turret basket internal frame machining down the oversize angle. Such a shame the original just turns to powder.





Done a test fit and all appears to be a good fit. It just seem to be highly over engi-





Great, it all fits and the next fab job is the turret stays. I will make a press tool bar to make these as they are about 900mm long, tapered and a 180deg return on each side for strength.





The stays are 3mm ally and they are tapered 200mm out to 340mm. I made a former for my press brake to get the 180 return on both sides. They are extremely rigid





They are secured by 7 bolts at the bottom and then another 3 at the top of the turret basket. It seems quite odd but they are not symmetrical every stay is a different angle and a different distance apart. That alone is going to be tricky to mount it to the turret and have it traverse within 10mm from centre. Once again, I guess they had their reasons.





After checking the centre of my fabrication, I was very pleasantly surprised to see I am within 3-4mm off centre and that is quite a relief. Also yes the inspection plate in the floor is meant to be non-central





Still working on the first turret basket and I now know that the seat mounting blocks and brackets must be done now or I will lose access to those areas once the top is riveted on. Again, they must have thought that replacement of these parts won't require access as they won't last long once in service. It would be totally impractical to attempt to install these things in the tank. What is really interesting is to see the makers centerpunch marks on these original parts and the part numbers still very easy to read after all this time and as I said before that I'm putting as many original parts back on no matter how small they are.





I had to rivet the bins to the floor before the top is secured. I have ordered my rubber matting which will be here in a day or so. I have saved almost all of the perimeter aluminium strips that hold the matting down and as I was cleaning some up, I saw OS written in pencil. I will assume it was for "Outside", as that makes sense to me. It has been there for a minimum of 86 years as it was in between the strip and the rubber and riveted together. The odds are not good that the person who wrote it is alive today. Another part that retains some of the original history that may not be seen for another century or so along with the Centre punch marks and anything else that was done way back then.





I am making steady progress. The small door has to be for gaining access only as there is no floor on the other side. It has to access to the electrical connections underneath. I have the other basket on the bench to get that one up to speed. I think it took me a day and then some to get the first one off Then this one was about an hour. Knowledge is power.





Now the top is off the second one I see it certainly is not as bad as the first and that is a real good surprise. I have marked all the top pieces and photo'd them for reference. Sorry about the number of pictures but I do use this for constant and quick reference.





After disassembling the 2nd basket, I was really surprised to see that it is still in fantastic condition. I'm glad this one was a quick job.





Even though I made all new bins, I found that one of the larger ones was in good condition except for the floor so I disassembled the one I made and put it on the original and it was a great fit, so another original part going on for another 100years





Wow, just wow. This is without a doubt one of the best threads going. If I could be so bold to suggest, if you have any captive spaces drop a few coins in them before closing things in. A couple hundred years down the road when some future restorer is re-restoring it will give them something to puzzle over.





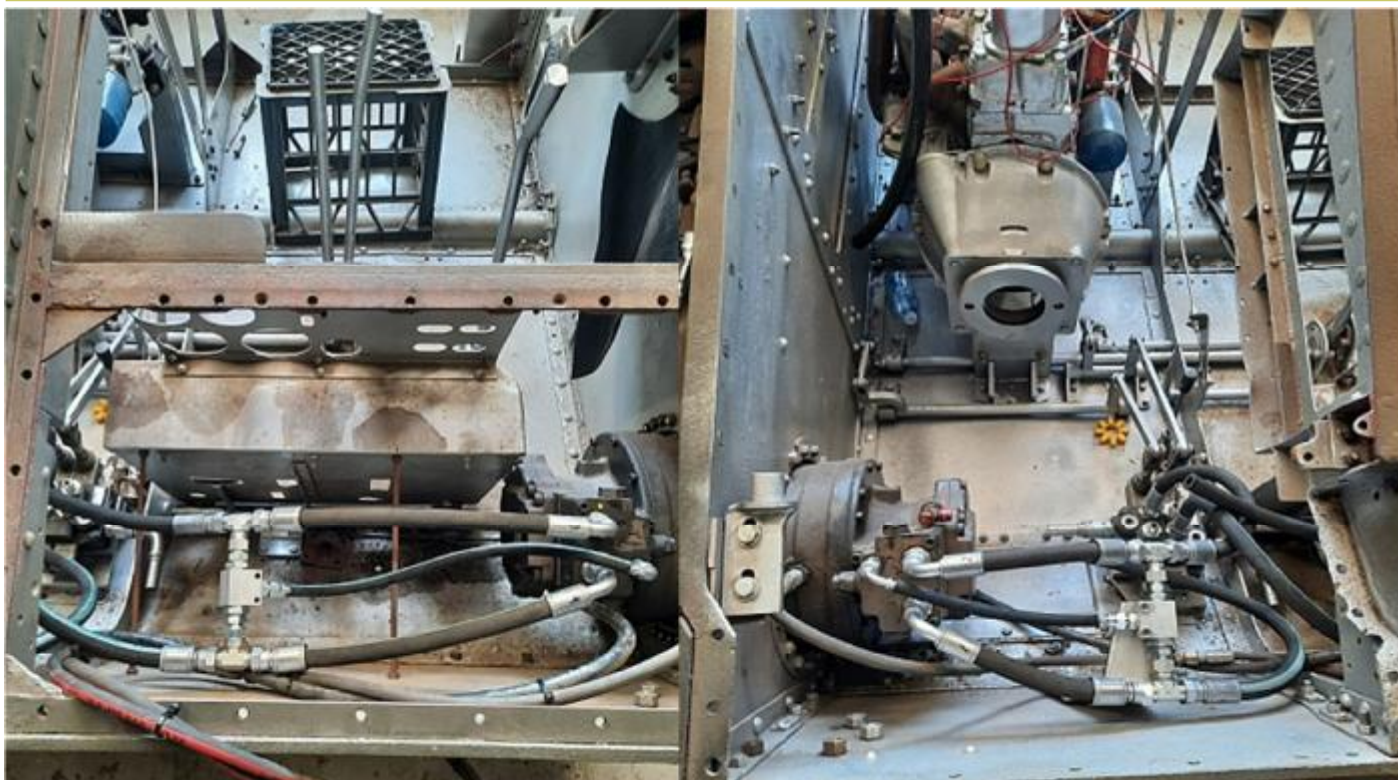
A few months back I found a couple of original style camp stoves. I had totally forgotten about them until they turned up this morning. The funny thing is, I purchased them from the Ukraine. I think I would be waiting a lot longer if the war over there escalated to full on. I feel for the people over there who just want to get on with life



Another couple of pieces for my hydraulic system arrived this morning. They are two shuttle valves which will turn off the park brake as soon as I operate the forward or reverse controls. It will just make it easier to drive as it will disengage the brake instantly. I'm pretty sure most skid steers are fitted with these in their systems. Only one more operation to work out and that is the two speeds on the final drive. I will get these hoses crimped and installed them in so I can see what and where I can get the hoses to accommodate.

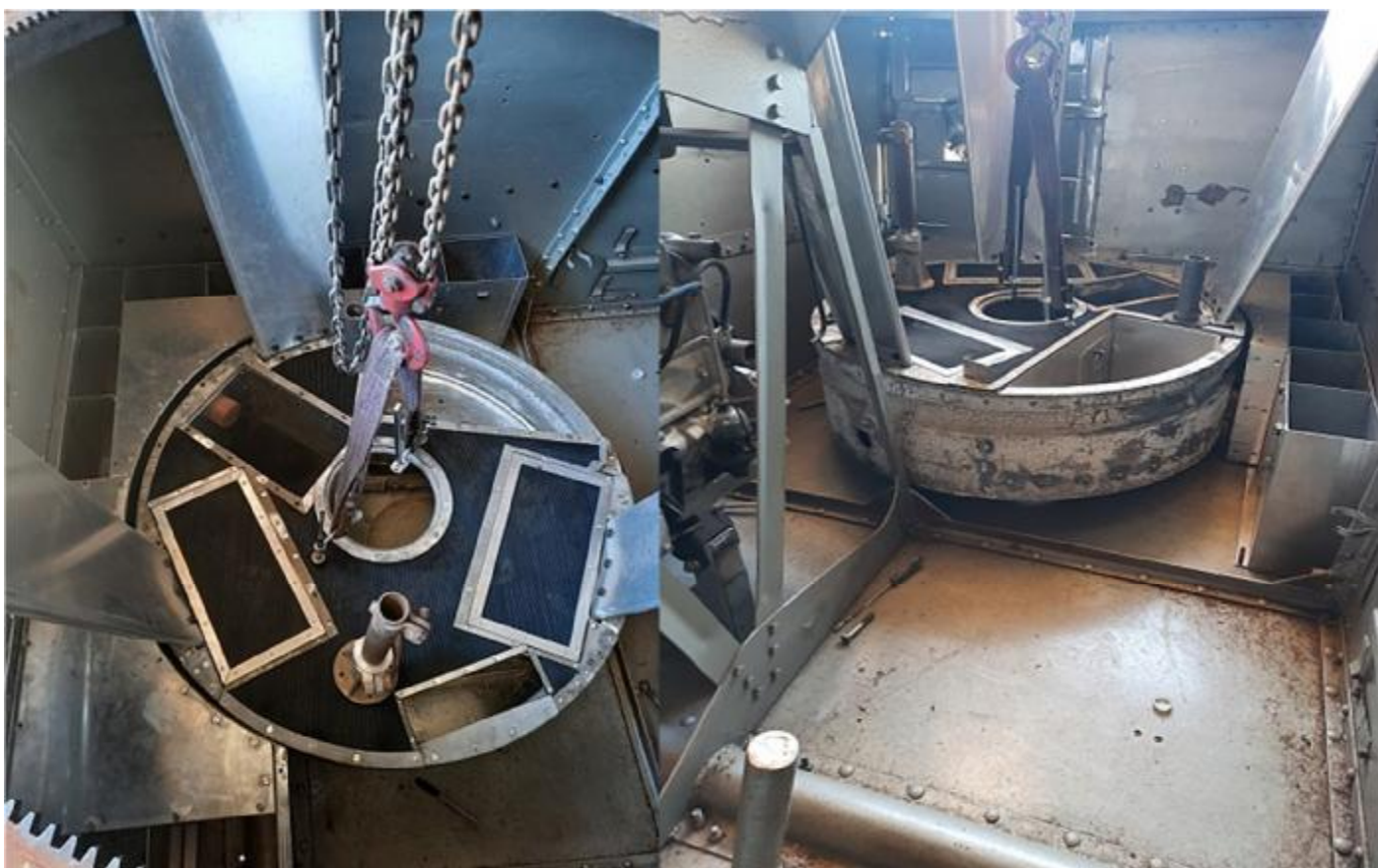






I have a return line from each final drive which is the red striped one you can see and a small black line. These will ultimately return to the tank once fitted. I have put a thread location already on the tank I made. As soon as my friend comes over and does the engine tune up, points, plugs, condenser, leads and coil, then I can fit the hydraulic tank and connect the lines. There won't be much room after that.

I did a trial fit of the turret basket and I'm happy with that. As I was standing on the basket while I lowered it down it made me realize just how incredibly small these tanks really are. You could never have been able to stand up in there and if you did then you would be sticking your head way out of the hatch. Easy target, I think.





This is number two turret basket almost completed. I'm also working on the hydraulics as well.





I have fitted all the hoses I have to date and only need to measure 3 more and get them made.





I still need to run pipes for the radiator and work out the cooling fan fitment. It all fits quite good.



**FOLLOW COLIN JONES  
RESTORATION OF HIS  
VICKERS LIGHT TANK  
WHICH WILL BE CON-  
TINUED IN THE NEXT  
EDITION OF YOUR WVCG  
MAGAZINE.**

**"BARTREAD" .**



# Japan's Billion Dollar Aircraft Carrier is Finally Ready for Action!



Japan is ready to go to war with China and their big gun is none other than their aircraft carriers. Between the presence of the Chinese ships in the Pacific south of Japan and the sailing of Japan's aircraft carrier shockingly close to China's Liaoning, one thing is clear, the tensions between both countries continue to rise.

As a result, Japan has invested quite literally a boatload of time and money into building its military might, particularly in terms of aircraft carriers, and into building its relationships with world powers whose military might has already been established – the US and UK.



TO VIEW THIS VIDEO CLICK ON SITE BELOW:

[https://veteranweb.asn.au/news/japans-billion-dollar-aircraft-carrier-is-finally-ready-for-action/?siq\\_name=Anthony%20VAN%20RHODA&siq\\_email=gumbrac44@tpg.com.au](https://veteranweb.asn.au/news/japans-billion-dollar-aircraft-carrier-is-finally-ready-for-action/?siq_name=Anthony%20VAN%20RHODA&siq_email=gumbrac44@tpg.com.au)





## TALL TALES AND TRUE

*With Vaughn Becker*



*Alwyn and  
Vaughn Becker*

think it is a good Jeep story, Vaughn writes . ...

Flicking through some of the photos from the Taroom Qld 1957 Show I came across a couple of Daphne and Clyde who had come to the District as a Governess to "Ghinghinda" station when about 16 years of age. She would later marry my Uncle Ken. Daphne is the lady responsible for saving all the old photos and we owe her a huge "Thank You". This has prompted my memory regarding a story involving Daphne.

She was in town, for a rodeo I think, and it was arranged for her to go back to "Ghinghinda" with one of the station hands, Clyde Briggs. Clyde's only method of transport was an ex WW2 Army Jeep and written on the metal panel below the windscreen were the words "The Angel of Death". An appropriate name given Clyde's jocular nature and the fact he had been to the rodeo. They headed out to "Ghinghinda" in the old Jeep and all was going well until they came to the "cutting", this was where you made a right hand turn with a hill on the right and a creek about 30 meters below, it was always wise to slow down a bit at this point. As they came onto the cutting Clyde, who had undone the nut holding the steering wheel on, pulled the wheel off and gestured to pass it to Daphne saying "Would you like to have a drive." ?

Poor Daphne almost had a heart attack. This happened many years ago and if you ask Daphne about it today she recounts it just as if it were yesterday. They eventually got to "Ghinghinda" but I don't think Daphne ever rode with Clyde in the Jeep again. Whilst not The Angel of Death, I have attached a couple of photos of Clyde's GPW in front of "Ghinghinda" and at Palm Tree Creek which is not all that far from the "Ghinghinda" homestead. Also one of Aunty Daphne taken in 1957 at the Taroom Show Ball.—*Vaughn Becker*







# 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.

**View the KVE Newsletter. Click on direct link below;**  
<https://www.corowaswim-in.org/files...07033bfc78.pdf>





**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

Our aged, but much loved, LandCruiser 75 Series, *Harry*, is back from the engine doctor's place and feels better than ever. He should be good for another half-million kilometers - now as a vintage vehicle (30 years old).

In our [News](#) section we've reported on a comprehensive global history of RVs; LDV's ridiculously expensive, impractical electric ute; blind voice-over specialist Alistair Lee driving at 80km/h; SsangYong being finally out of the financial mire; a range solution for EVs that tow; Jucy Rental expansion and a Dengue Fever warning for bush travelers;

The Starlink satellite internet service continues to expand, so we've updated our [Starlink](#) report yet again. Also in Comms is an [Apple](#) addition to our Sat phone story.

In our Modifications section we've updated the [Performance Improvements](#) story; the [Re-furbishing the Older Diesel](#) story - reflecting our recent *Harry* rebuild experience - and added a new one on [Air Cleaner hygiene](#).

In Camping there are new swag and tent products from [OzTent](#) and a new way of carrying wine from [Off Track Wines](#), and in the Buyers Guide we've covered a new, movable [rack system](#) for some Ranger models.

On the safety front, we've added some advice on preventing and dealing with [4WD fires](#).

Kumho has released the [AT52](#) tyre replacement for the outgoing AT51 and we're planning a long-term test.

As regular OTA website visitors know, 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.

A Donors prize draw took place in November - a Stedi light bar won by David T - and the next is due before Xmas, so make sure you're 12-month financial and in the running for a gift. Also, if your interests run to old cars, bikes or 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-*

*[goldsmithgazet@optusnet.com.au](mailto:goldsmithgazet@optusnet.com.au)*

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

*Over the years that there have been Rallies at Lake Goldsmith there have been many exhibits that were "Made in America". For this edition of Goldsmith some pictures have been taken from the file for an impromptu gallery.*

*I hope that you find something of interest in this edition and at the 119<sup>th</sup> Rally*

*On April 30 & May 1 2022*





## FOR SALE

### 1965 Land Rover 2A Workshop & Trailer

**\$35,000** All offers considered - includes **FULL** canvas for both Sides, skirts, floor, poles, fly, etc. Mostly in as new condition. Includes standard rims and bar treads, as well as split rims as fitted.

Both currently on historic rego, not transferable. Extremely original condition, rust free.

Pick up from Colo Heights, north west of Sydney.

Contact Anthony Shorten (Shorty), 0490 760 276 or [shortynsw@live.com.au](mailto:shortynsw@live.com.au)





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# WANTED

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

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

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

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

CONTACT; Kevin Tippler.  
MOBILE: 0403 267 294  
EMAIL: [kevintipler.kt@gmail.com](mailto:kevintipler.kt@gmail.com)

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# FOR SALE

## LANDROVER CANVAS ROOF



Contact: Darren Hornibrook Ph: 8395 5510 - Mob: 0407 086 825  
Email: [darren.hornibrook@bigpond.com](mailto:darren.hornibrook@bigpond.com)

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# FOR SALE

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I have these Jeep wire frames for sale. As you can see, the canvas covers need work and can be used as templates or maybe just repatched.

**\$50**

I also have a brand new Jeep Canvas Hood ex Marathon Spares. **P.O.A**



I also have two heavy duty Land Rover pintle hooks for only.

**\$75 Each**

Contact: **Frank SCOTT,**  
H: 08 8377 2848 - M: 0418 828 747  
Email: [frankscott@adam.co.au](mailto:frankscott@adam.co.au)

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# \$1,000—FOR SALE—\$1,000



## GREAT RESTORATION PROJECT

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

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

## ITEMS REQUIRES FOR JEEP PROJECT

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

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

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

Please Reply to Doug: with your photos and your prices on email: [dgreiv@iinet.net.au](mailto:dgreiv@iinet.net.au)



# LANDROVER FOR SALE



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

