

BARTREAD



WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



As the wars in Israel and Ukraine rage on
the death toll continues to rise on all sides.



ISSUE 50 - DECEMBER 2023



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WVCG MONTHLY MEETINGS

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

ALL CONTENT OR COMMENTS CONTAINED WITHIN THIS MAGAZINE ARE NOT NECESSARILY THE VIEWS OF THE WVCG MANAGEMENT OR EDITOR OR PUBLISHING STAFF OF THE WVCG CLUB MAGAZINE "BARTREAD". WE THEREFORE DENY ANY RESPONSIBILITY OR LIABILITY FOR ANY CONTENT MAY IT BE WRITTEN OR PHOTOGRAPHIC NATURE.

"BARTREAD MAGAZINE"

INTRODUCING YOUR NEW WVCG EDITOR/PUBLISHER OF BARTREAD

Hello fellow Club members.

My name is Frank Scott and I am your new Editor/Publisher of Bartread Magazine. I ask that you Please be patient with the first of my magazines, they may appear a bit ordinary for a while as I gain further skills.

Tony Van Rhoda, our past Editor/Publisher has been very patient with me, and I have enjoyed the many hours we shared together learning the ropes.

Uncle Frank. Your Roving Reporter.



It doesn't matter how carefully you drive your pride and joy, you always have to be prepared for the unexpected! This is the result of a drunk driver



The executive and committee of the WVCG wish all members and their families a Very Merry Xmas and a Happy and safe New Year. Please give a thought of all our servicemen fighting overseas and away from their families so we can safe and free so are able to be with our families this Christmas.

North Korea deploys new weapons on DMZ.



North Korea announced on Thursday its intention to deploy new military equipment along the military demarcation line separating it from South Korea. This decision comes in response to Seoul's partial withdrawal from a 2018 agreement aimed at reducing tensions along the border, as reported by state-run media.

Seoul's move to enhance intelligence and surveillance along the demilitarized zone (DMZ) follows North Korea's launch of its first spy satellite on Tuesday. Analysts speculate that the satellite could provide valuable information for targeting adversaries' forces.

This action by Seoul signifies a partial retreat from the Inter-Korean Military Agreement, signed in 2018 by then-South Korean President Moon Jae-in and North Korean leader Kim Jong Un. The agreement, part of joint efforts with the US to mitigate the threat of war on the Korean Peninsula, aimed to widen the buffer zone between the two Koreas. However, goodwill generated by the agreement has dissipated over the years.

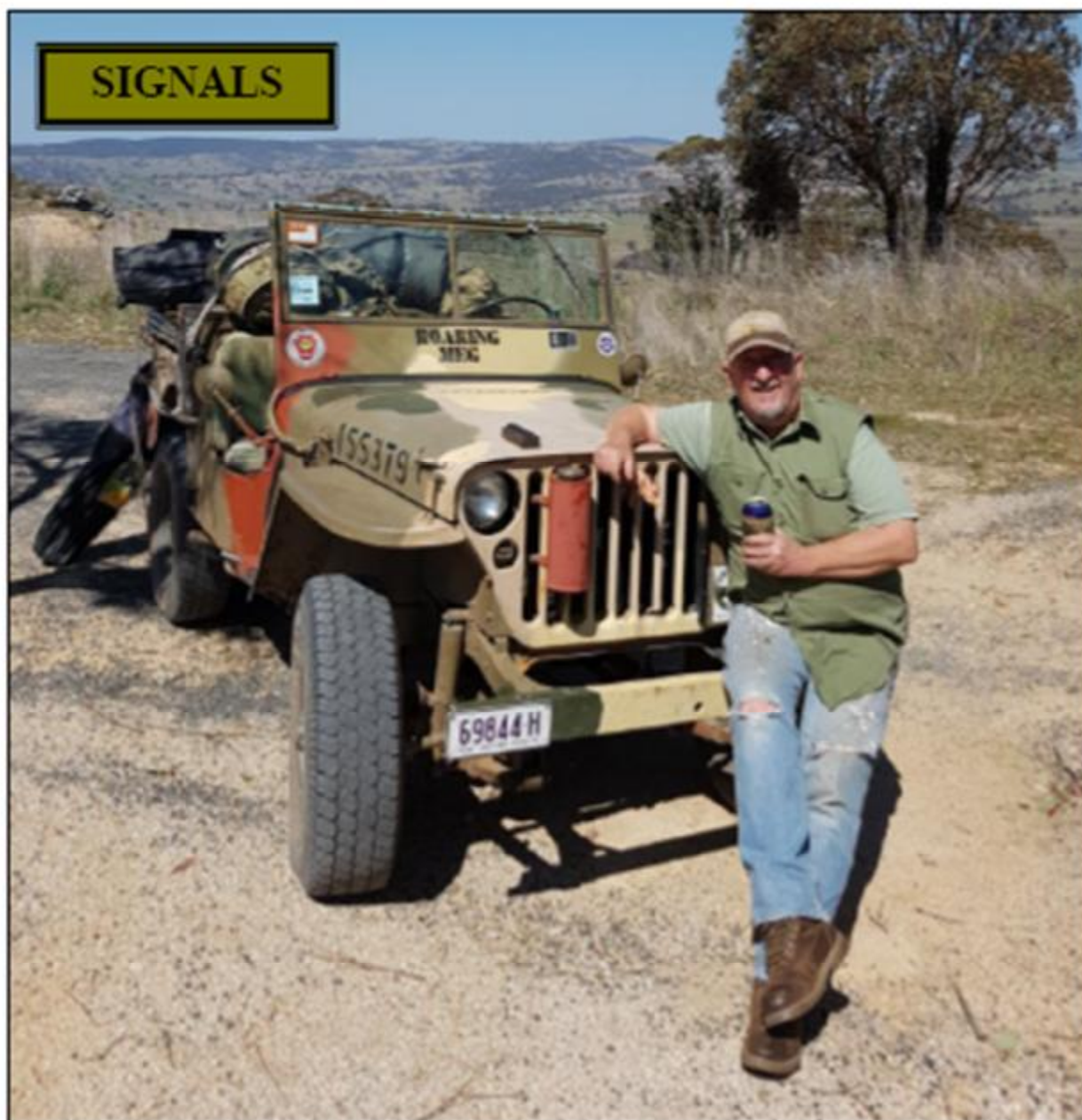
Kim, dissatisfied with the lack of concessions from the US and South Korea in subsequent talks, escalated North Korea's ballistic missile program, expressing the intent to develop a nuclear deterrent comparable to that of Washington. In response to North Korea's military buildup, the US, South Korea, and Japan have increased their military cooperation through exercises and deployments, perceived as a threat by Pyongyang.

Earlier in the week, North Korea criticized the US for potential sales of advanced missiles to Japan and military equipment to South Korea, labelling it a "dangerous act." North Korea asserted that the offensive military equipment would inevitably be directed against them.

The North Korean Defence Ministry, on Thursday, declared that it would not be bound by the military agreement, pledging to deploy more potent armed forces and new military hardware along the Military Demarcation Line. The ministry claimed that South Korea's intentional and provocative actions reduced the agreement to a mere "scrap of paper" and warned of severe consequences for its irresponsible provocations.

Pyongyang held South Korea "wholly accountable" for any clashes that might occur between the two Koreas. The situation along the military demarcation line, described as the world's most acute military confrontation zone, was deemed irreversibly uncontrollable due to what North Korea termed as serious mistakes by the political and military authorities of the Republic of Korea (ROK).

SIGNALS



Yes its a tough time consuming gig.
Above picture, on the trip home from Septembers Burcher Trip, contemplating the future, over lunch and a cold beer. What better place than somewhere with a view. Anyway
I digress, I have been doing this newsletter of sorts firstly as Co-Editor with Cliff from October 2002, Volume No.69. Next February will mark 20 years since I formally took over the reins of your Editor and left Cliff to cover the important role of the El' Presidente in Volume No.77. We were sometimes said to be "Stalin and Lenin", running the show better than the Commies. So be it.
With 20 years comes older age and differing priorities. Also comes changing times. In those days we asked for stamped self addressed envelopes so that I could print and send you the news and believe me that was not as simple as it sounds. Printing, folding and then sorting envelopes every edition was very time consuming and if it wasn't for our ol' mate Bazza Greenland, I would of given it up, as I was always chasing people for their envelopes. Technology was changing rapidly and email was decided to be the go. We lost lots of members over that, however it had to happen. Since then we have grown from around 100 so called members to well over 300. The email to, presented challenges with large numbers represents to the computer systems as spam, so it has been a constant battle to beat the computer boffins at their own game. Anyway, just food for thought on the future. See ya at the BASH.

Mitch



Jeep News No. 249 - November 2023 - Page 6



CAMS CORNER

Cam Finlay



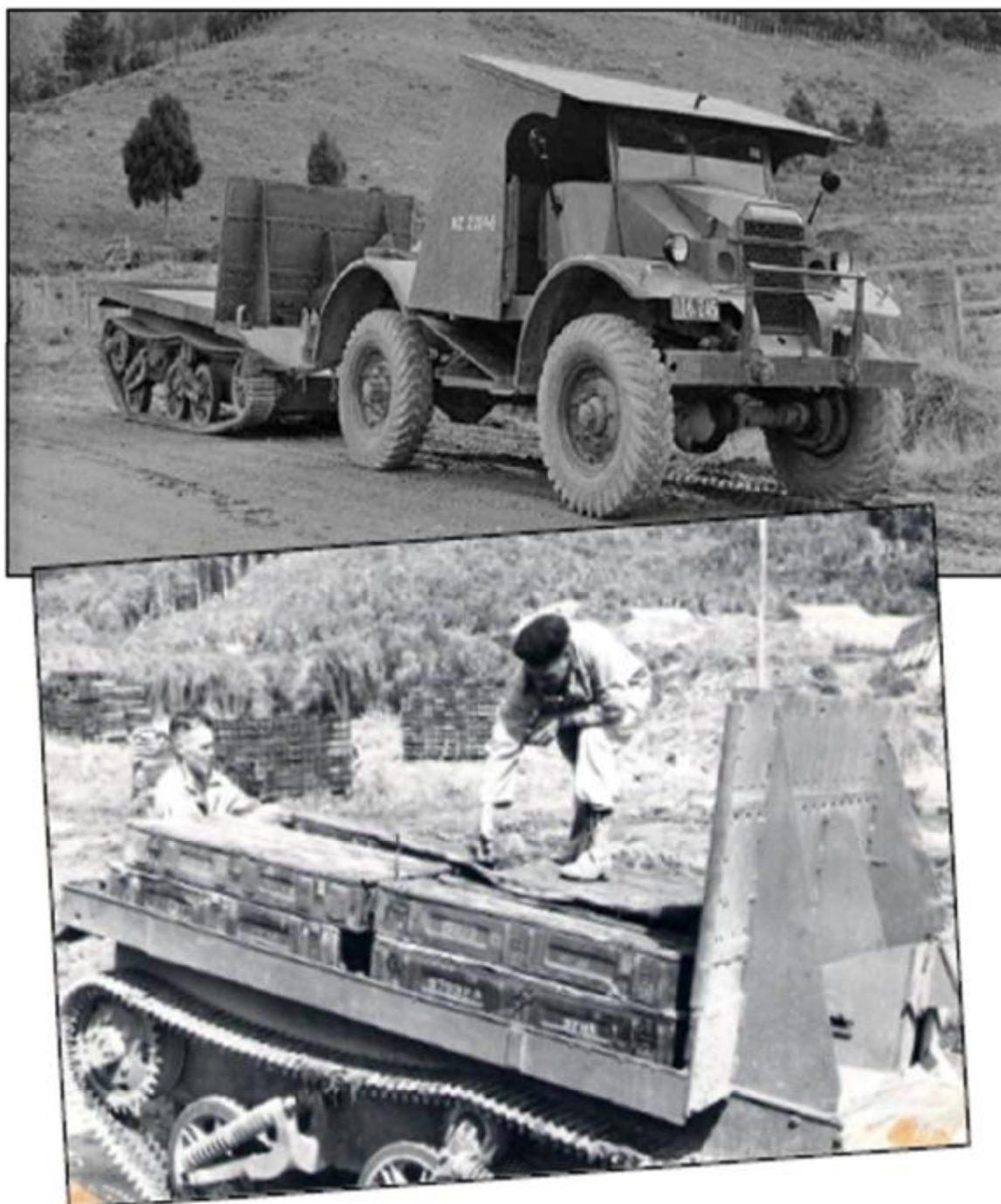
"MEN AND MACHINE— Symbolic of the power and muscle that finally wrenched Iwo Jima from the grasp of the Japs, are the Marines who push their Jeep forward through the sand when the machine failed to make headway by its' own power." *Marines Pushing Jeep through Sand, Iwo Jima, 1945* (Official USMC archive photograph).

Jeep trying to make its way through the sand? I don't know why they should have to push. They must have been out of petrol, as the track does not look like particularly soft sand.



Jeep News No. 249—November 2023 - Page 8

Modified 12 Pattern Chevrolet Portee and LP Carrier turned into a trailer Kuku Valley, Trentham



BOTTOM, LAST PAGE—ORIGINAL HISTORIC WARTIME CAPTION.

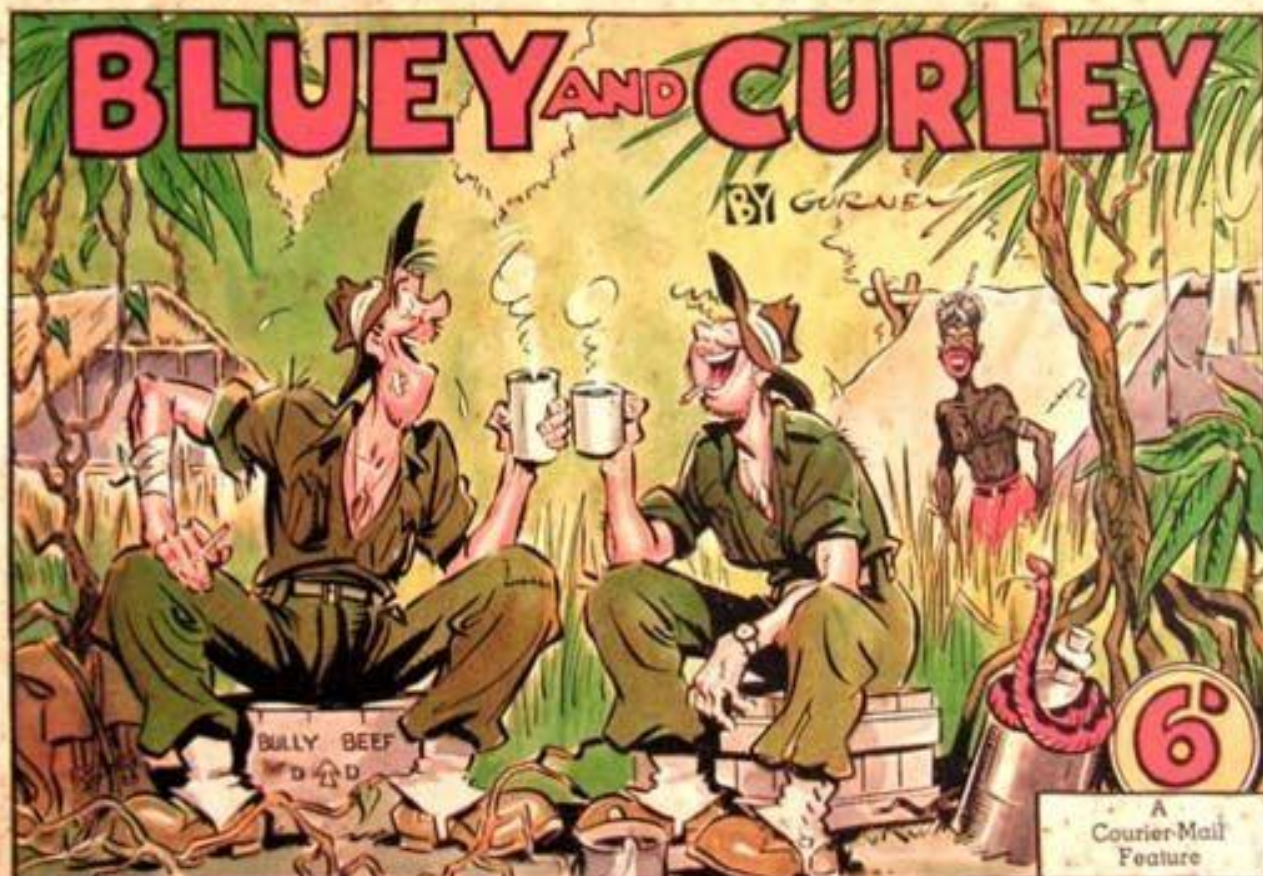
Holding Japanese Flag. 13 December 1943.

"Seat Operations' Wounded evacuations - holding Japanese Flag - Dec-13-43".

(Official USMC archive photograph) (From the Field Harris Collection)

During World War II, General Harris served as Chief of Staff to the Commander, Aircraft, at Guadalcanal from April to July 1943 and was awarded the Legion of Merit for his outstanding services. He won a second Legion of Merit while Commander, Aircraft, Northern Solomon, in the autumn of 1943. From February to April 1944 he was Commander of Air for the Green Island Operation, where he was awarded a Gold Star in lieu of his third Legion of Merit.)

Now, that is an interesting Trayback Jeep, obviously a Field modification which proves that "there is nothing new under the sun!" - Ed



Russia's Plastun-SN Destroyed.



The latest blow to Russia's military prowess in Ukraine comes in the form of the confirmed loss of its cutting-edge armoured all-terrain vehicle, the Plastun-SN. This state-of-the-art troop carrier, recently deployed to military units, suffered a devastating fate, further denting the already beleaguered reputation of the Russian army.

A poignant image circulating on social media in the Russian segment unveils the aftermath of the incident – the remnants of the Plastun-SN, still smoldering from what appears to be a detonation on an anti-tank mine. This loss is particularly significant as Russian military forces had only received the initial batch of this equipment in October 2023.

The Plastun-SN, a specialized tracked all-terrain vehicle developed for evacuation purposes within the Russian army, has garnered the somewhat ironic nickname "Tuzik" on social media. The designation "SN" indicates its "Special Purpose" nature, emphasizing its versatility for tasks such as casualty evacuation, reconnaissance, and functioning as an 82mm self-propelled mortar.

Featuring composite armour protection capable of withstanding bullets ranging from 9x19mm to 7.62x39mm calibre, the Plastun-SN can accommodate up to eight personnel. This includes four rescuers, two injured individuals, and a two-person crew. Its multifaceted design underscores its importance in various military operations.

The loss of the Plastun-SN raises pertinent questions about the efficacy of Russia's latest military assets in the ongoing war. With its deployment intended to bolster the capabilities of Russian forces, this incident serves as a significant setback, prompting a re-evaluation of the strategic advantages and vulnerabilities associated with the country's state-of-the-art equipment on the battlefield. As the conflict continues, the fate of such advanced military assets becomes a focal point, influencing perceptions of Russia's military might and its ability to navigate the complex and dynamic landscape of modern warfare.



KVE News

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

Edition No. 45

October 2023

COROWA SWIM-IN 2024

YEAR OF THE BLITZ



1940's



2020's

In this issue:

Entry form for 2024

Swap Meet booking form

Updates on the 2024 event

Articles on;

Blitz rebuild and adventures, DUKW's and LARC's
and more.....

**Thanks to our
Supporters :**



<http://www.corowaswimin.com.au>

The next Corowa Swim-In is in 2024 will have the theme

Year of the Blitz

The first theme that we had was in 2002 and was for the Chev and Ford Blitz trucks, this was repeated in 2009 so it is now time to run it again with a lot of these old vehicles now in preservation.

If you have a Blitz truck we invite you to enter it for 2024, entry form at the end of this newsletter.

As always, all types and makes of ex-military vehicles are encouraged to attend.



IMPORTANT NOTICE

Please note that all posted correspondence such as Entry Forms, etc. must be sent to this NEW ADDRESS for the KVE Secretary (Jan Thompson-Creamer)
31 Bexhill Avenue, SUSSEX INLET, NSW 2540

At this stage our guest speaker on Friday 15th March will be Stephan Cheers. Steve is a 37 year veteran of the army. Married with 2 daughters. He is currently writing a reference book on the Australian Soldier covering all field uniforms and equipment from 1915 to 2015. Steve has an amazing collection and on ANZAC Day sets up a display outside his house and raises money for charity. On ANZAC Day this year, Stephen set up his displays of manikins dressed in uniforms and was nominated as a Community Champion in a competition conducted by Moorebank Sports Club for Neighbour of the Year.

The photos below are of the display outside Stephan's home on ANZAC Day 2023



Ducks and LARCs – Amphibious vehicles of the Australian Army

By Paul Handel

The Army first acquired amphibious vehicles in 1943 under the Lend – Lease programme. These vehicles were designed and built in the USA, and some 535 vehicles were acquired during the war years. The military designation was DUKW – this came from the General Motors designation where D = 1942, U = Amphibian, K = All-wheel drive, W = Dual rear axles. They became known as “Army Ducks”.

The DUKW was built on the chassis of the GMC AFKWX, the cab-over-engine variant of the standard GMC 2 ½ ton 6x6 truck. The addition of a watertight hull and a propeller provided the truck with amphibious capabilities. It was powered by a GMC Model 270 6 cylinder petrol engine, coupled to a five-speed transmission. A transfer case drove the propeller. The propeller and front axle drives were selectable from the transfer case. The vehicle weighed 5,900 kg empty and could reach speeds of 80 km/h on road and 5.5 knots on water. Length was 9.45 m, width 2.51 m with a height of 2.18 m with the canvas top down. The body was made of sheet steel between 1.6–3.2 mm thick. A bilge pump and rear mounted winch were fitted. The DUKW had a tyre inflation system, which allowed the tyre pressures to be varied to suit road driving or beach and soft sand terrain. It could be operated on single wheels or collectively on all six. A rear mounted winch was fitted. The DUKW could carry 2 ½ tons of cargo or 25 fully equipped soldiers.

DUKWs were used by Australian forces in New Guinea and the Islands, where they were employed in ship-to-shore operations, transferring troops, supplies and equipment, during landing operations. They were also employed in river operations, often inserting commandos conducting reconnaissance and surveillance. The vehicles were operated by the Australian Army Service Corps (AASC). Their usefulness was recognised during the Borneo campaign, particularly Operation Oboe Six when they supported the 9th Australian Division during the landings in Brunei Bay and Labuan. The Corps History *Equal to the Task Volume One* noted:

This was the first operation where DUKWs were in numbers and given a pivotal as opposed to a supplementary task. They operated continuously and reliably in unloading ships, notably 1300 tons by 26 DUKWs from one ship in 18 hours.... so the discharge programme would have been in a sorry state without them. As side tasks they were used for floating ambulances, refuelling flying boats, mail deliveries, towing pontoons, moving patrols along the coast, ferries, beach recovery, mobile cranes and dumping dangerous ordnance at sea.

The DUKWs were retained in the post-war army, and were used in many exercises and training activities. They were used during Army's support to the civilian community during floods, particularly the Maitland floods of 1955, where personnel rescues were one of their major tasks. DUKWs continued to be operated by the RAASC – the AASC received the Royal prefix on 1st January 1949.

The Army provided assistance to Commonwealth agencies during peacetime, one of the most enduring of which was the Australian National Antarctic Research Expedition (ANARE). Starting in 1948 the Army



The DUKW from the Army Museum Bandiana Collection. This vehicle has the hull top painted in yellow. (P. Handel photo)

became involved in Antarctic resupply missions by providing two DUKWs for the expedition to Macquarie Island. This evolved into a regular support operation, with the ANARE army detachment being formed, first located in Melbourne and later relocating to 10th Terminal Regiment at Woolwich in Sydney in 1985-6. Their primary role was transferring cargo from ship-to-shore, but in contrast to their wartime use in the waters of the Pacific, these operations were conducted during the Antarctic summer period. Photos also show Australian Army DUKWs unloading troops from HMAS Sydney at Vung Tau in 1965, thus giving a long and distinguished career for these amphibious trucks.



A DUKW performing a flood rescue of civilians during the 1955 floods in Maitland. (Newcastle Herald photo)

By the early 1960s the Army began looking for a replacement amphibious vehicle, the DUKWs being some 20 years old. Following trials the replacement vehicle, the LARC V, entered service in 1966. The US-built LARC V was basically a boat with wheels rather than a truck which could float. Its designation came from Lighter, Amphibious, Resupply, Cargo, the V being for its 5 ton payload capacity. An aluminium hull housed a Cummins V8 Diesel Engine which drove through a torque converter with forward-neutral-reverse settings, and a transfer case with high-marine-low drive. The LARC V could reach a road speed of 50 km/hr and a water speed of 16 kn/hr. The vehicle was 10.7m long, 3.05m wide and 3.1m high, and weighed 8618 kg unladen. The vehicle had no springs, relying on the large balloon tyres (18.00 x 25), to



Four LARC Vs of 10 Terminal Regiment during the Queen's Jubilee Parade in Sydney 1977. The original bare aluminium finish of the hull is clearly seen here. (L.A. Wright photo)

provide the suspension whilst operating on land. A large propeller powered the vehicle during water-borne operations. It is understood the Army had some 65 vehicles in its inventory.

LARCs were used in many exercises and were deployed to Timor in 1999. They replaced the DUKW in ANARE resupply missions beginning in 1970, completing their support role in 1994, when ANARE was forced to pay for the Army support. Around this time, with typical short-sightedness, Army decided that it would reduce the size of 10 Terminal Regiment, and withdraw all LARCs from service. This would effectively eliminate the Army's ability to conduct Logistics Over the Shore (LOTS) operations. To quote the history of the Royal Australian Corps of Transport (RACT) (the RAASC was reorganised in 1973):

...the regiment received orders to dispose of its LARC Vs. Fortunately, the order went astray and the vehicles were instead placed in storage.

LARCS continue to serve the Australian Army. ANARE vehicles started to mount a HIAB hydraulic crane behind the cabin, and it appears that most of the current fleet has been so modified. This would greatly

assist in loading and unloading operations. A word on colour schemes of amphibious vehicles. DUKWS originally entered service during WW2 and so were painted either US Olive Drab or Australian Khaki Green No.3. The DUKWs post war were gradually repainted in the standard Bronze Green, and probably because of their involvement with ANARE and with flood rescues, gradually had the top portion of the hull painted yellow.

LARCs were originally introduced with a plain aluminium coloured hull (unpainted), but then received a yellow top as per the DUKWs. Later an orange coloured hull top was introduced. Currently the LARCs in service are painted in the current three colour camouflage scheme, which covers the vehicle completely.



A LARC V at 21 Supply Battalion Detachment Leichhardt 1980. This vehicle has the yellow hull top. (P. Handel photo)



A LARC V of the ANARE Detachment on display at Victoria Barracks, Sydney 1994. This vehicle has the later orange hull top, and the HIAB crane is mounted. (P. Handel photo)

A rear view of the same vehicle with the canvas side screen in place. The Army Registration Number (ARN) and detachment name are shown on the hull. (P. Handel photo)





A LARC V heading for shore loaded with fully equipped soldiers during an exercise in 2008. This vehicle carries the three colour camouflage. It is the same vehicle as in the previous two photos. (ADF photo)



The LARC V from the Australian Army Museum Bandiana collection. This is an ex-ANARE detachment vehicle complete with shark's mouth insignia on the bow. (P. Handel photo)

References:

Equal to the Task – Volume 1 – The Royal Australian Army Service Corps – by Neville Lindsay, 1991

The Royal Australian Corps of Transport 1973-2000 – by Albert Palazzo, 2001

MGO Equipment Memorandum No.20 August 1946 – Trucks, 2 ½ ton, Amphibious (USA)

Electrical and Mechanical Engineering Instruction Engineer Equipment N120 Issue 1 April 1978 – Lighter Amphibious Resupply Cargo 5 ton – LARC 5 – Data Summary

This article was first published in the Action Report No. 2, the journal of the Shire Military History Club.



Organised by
Khaki Vehicle
Enthusiasts Inc.



44th Annual Corowa Swim-In & Military Vehicle Gathering

Monday 11th March to Sunday 17th March 2024

Held annually at Corowa, NSW

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

The theme is the 'Year of the Blitz'

ENTRY FORM

Entrant / Driver:

Name:	
Address:	State: Postcode:
No. of extra Packs required at \$30 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:
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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:
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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:
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ENTRY FORMS TO ARRIVE BY 28th FEBRUARY 2024

Entry Fee is \$30 per Entrant enclosed with Entry form

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

PLEASE NOTE, NEW ADDRESS:

Send to Jan Thompson-Creamer,
31 Bexhill Avenue, Sussex Inlet, NSW, 2540
or kveinc@optusnet.com.au

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

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

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

Ref.	Date:	Amount \$:
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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

Quick update for the upcoming Events for Clarence Town next years Corowa Swim In.

1. Clarence Town, where the organisers say ... We could not do a wine tour as it required an early booking, so we can hire a bus.

THURSDAY trip to Singleton Army base Military Museum.
Afternoon will be Carriers at Claro bush run Dinner at bowlo western menu.

FRIDAY day trip to tractor museum which includes WW11 exhibits.
On the way will be a 4wd track which is easy to moderate. Lunch will be at Stroud Country Club.

SATURDAY Hawaiian shirt day. Parade at 915am
Arvo amphibious flotilla. Dinner at pub.

**** Due to a truck colliding on the bridge earlier this year the weight on the bridge is now limited to 22 tonne and 2.8 metres wide.

The IGA has been given a facelift. There is now a bottle shop inside for your convenience.
However there is still no petrol in Clarence Town.

2. For those attending the next Corowa Swim In Event, Year of the Blitz, in March ...,

"We are contacting your military vehicle club as we have had very few entries from your members for 2024 Corowa Swim-In & Military Vehicle Gathering so far. As you can imagine, we need to have a good idea of numbers attending well in advance of the event in order to purchase items for the participant packs, trips out, etc. Please find a flyer and entry form attached (*see further within for the both, get cracking, fill it in and get that form back to the details on it—Ed*) and we would appreciate it if you can forward them out to your members. 2024 event theme is Year of the Blitz, and there are still a good number of them around so it would be great to have a large gathering of these old trucks. As always, all ex-military vehicles are welcomed to attend as well".

Best regards, Richard Farrant President - KVE Inc.

FOR SALE



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



Jim Gibson



Allan Whiting

HISTORIC VEHICLES

Is presented by Trucks, Cars and Motorbikes

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

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

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

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

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

"Keeping Our Automotive History Alive".

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

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



THE LATEST NEWS

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

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

This magazine can be downloaded from:-

www.lakegoldsmithsteamrally.org.au/magazine.html

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

goldsmithgazet@optusnet.com.au

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

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

I hope that you find something of interest in this edition and at the 119th Rally

On April 30 & May 1 2022



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MILITARY VEHICLE SPARES

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Our core focus
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WANTED TO BUY

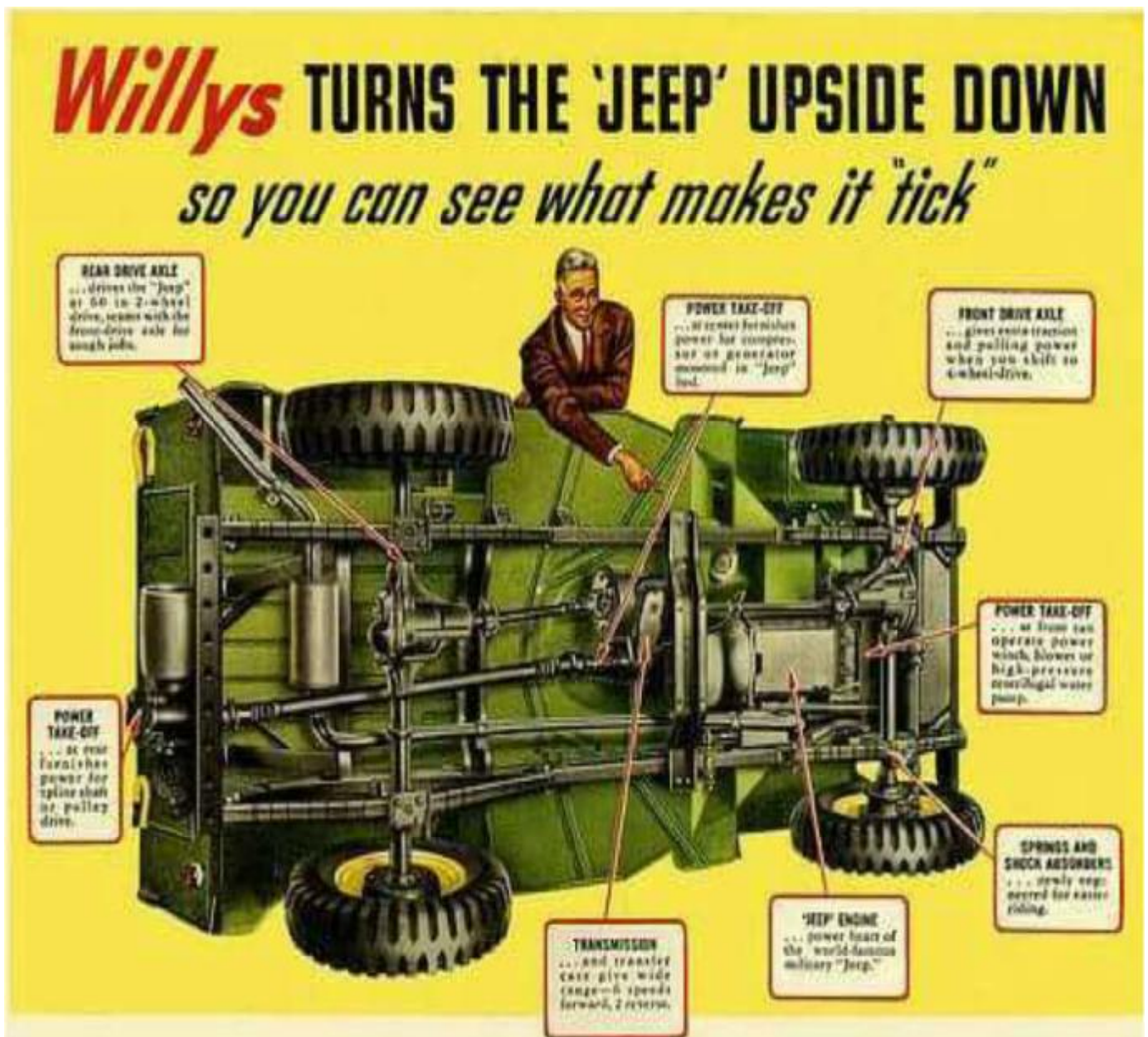
Kevin TIPLER is wishing to purchase;

two (2), Jeep Combat Rims.

If you have a spare set for sale, please give Kevin a call on;

Mobile: 0403 267 294.

email: kevintipler.kt@gmail.com



FOR SALE



I 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

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 rea-
sonable 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:
dgrev@iinet.net.au

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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.

