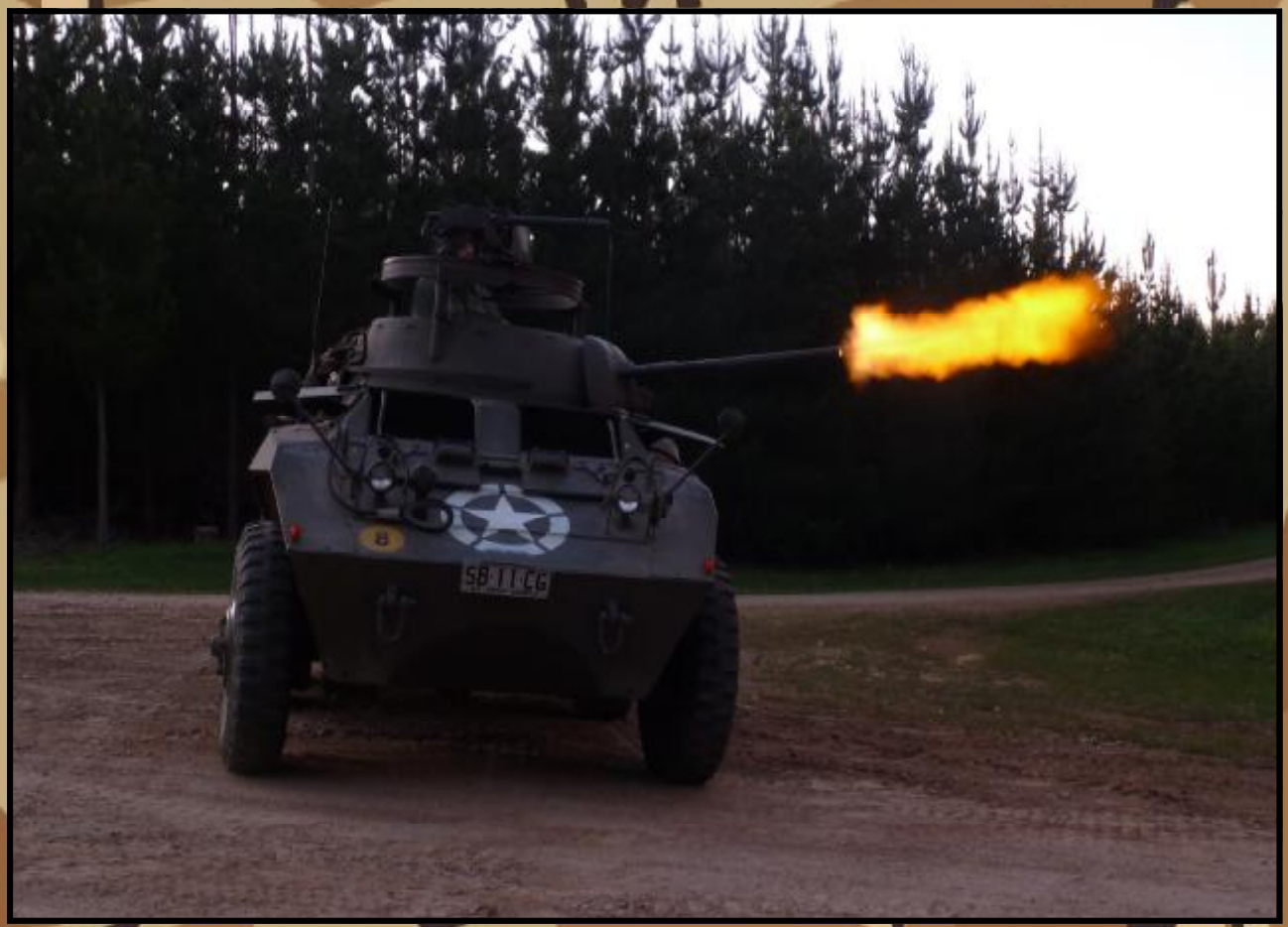
WARTIME VEHICLE CONSERVATION GROUP-S.A.

BARTREAD

NEWSETTER ***OF THE*** *WVCG* *SA* ***INC.***



OCTOBER 2013
ISSUE NUMBER—8

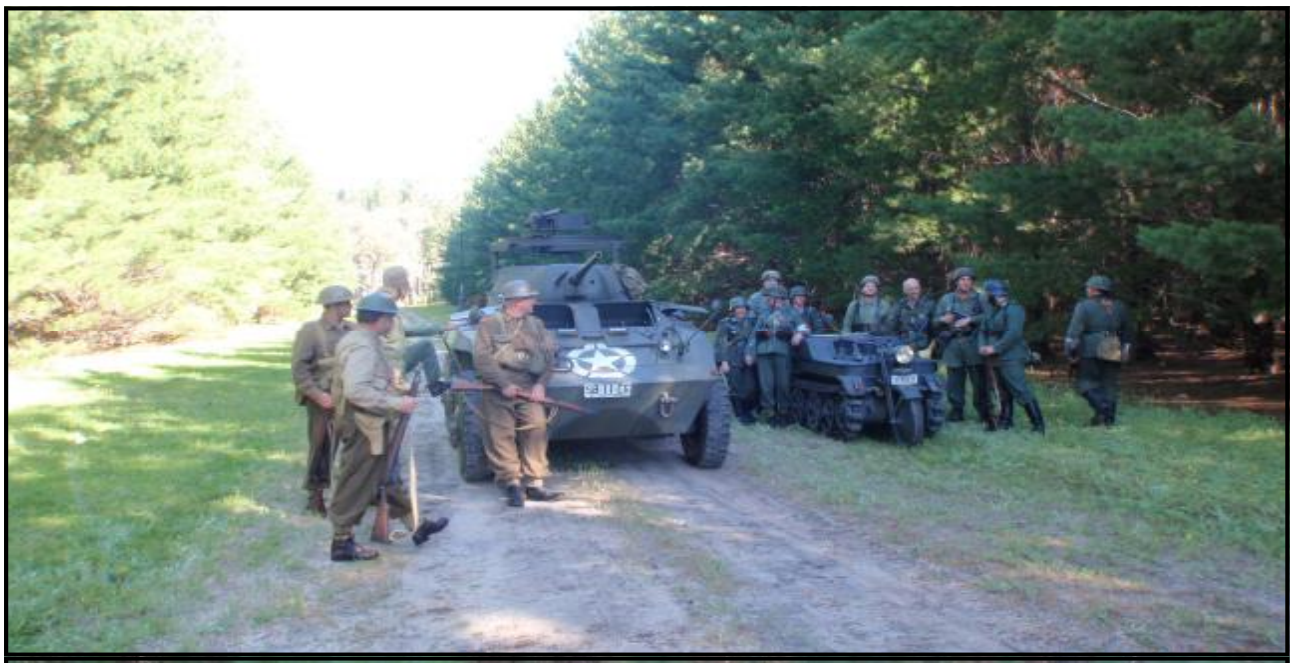
WVCG – RSA Re-enactment – Crawford Forest

RSA and WVCG staged a combined re-enactment of battles fought in France in 1944 in Crawford forest on Saturday 21st September 2013. RSA provided allied troops in the form of British Army infantry, German Luftwaffe paratroops (Fallschirmjäger), and Wehrmacht infantry. WVCG provided Mick Jenner's "captured" jeep in German livery, and Rick Shearman's Greyhound. Also provided was Doug Greville's Kettenkrad, a German half track motor cycle.

The jeep and Kettenkrad were mainly used for transporting the German troops around the battle area, but the jeep was also used in an armed reconnaissance. At one stage, the jeep was used to repatriate a Wehrmacht soldier to base camp who had injured his knee during a battle. Later in the day Rick's Greyhound was brought into service to flush out the Germans hiding in cover in an ambush, the 37mm gas-fired cannon making much noise.

Mick Jenner's jeep was subsequently "destroyed" in its hiding position by Alan Newton firing the cannon on the Greyhound. All involved enjoyed the day's activities, and a further event is planned for the new year (after fire season) when the event will be expanded to include more vehicles in active engagements. The Crawford Forest venue is excellent, with varying wooded terrain and many interesting tracks. Its such a pleasant place to hold a battle. All WVCG members are encouraged to provide their vehicles for the next event. More later.

"Horst Muller" aka Mick Jenner with his "captured" German jeep.

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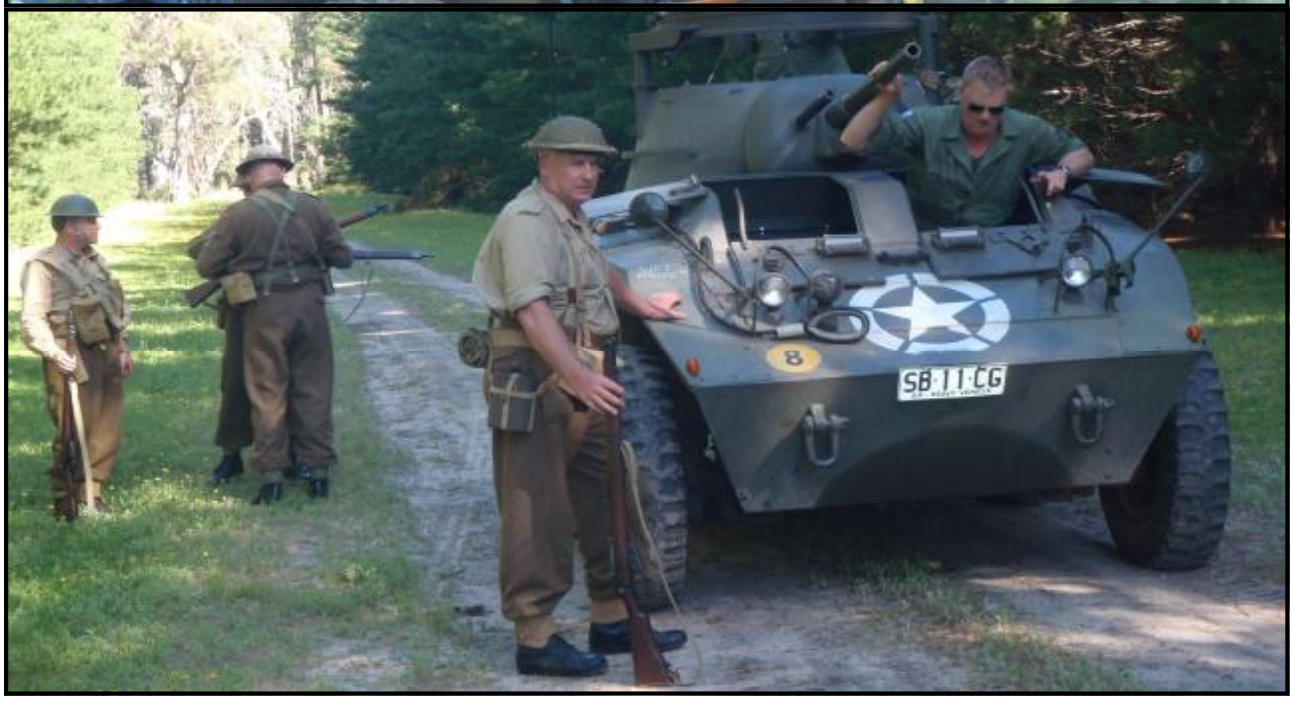
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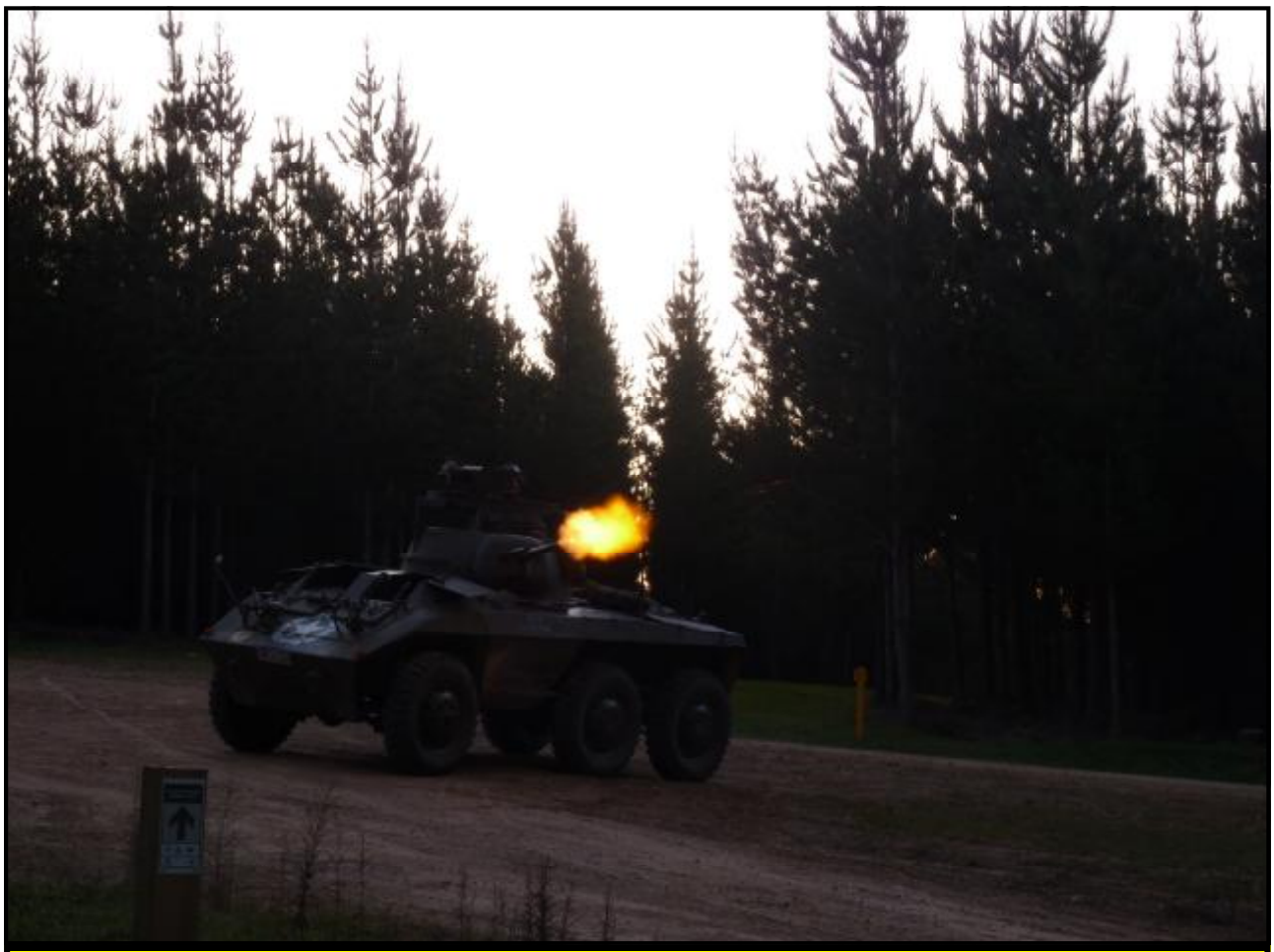


Impressive photos of Rick Shearman’s Greyhound M8 firing at dusk

NEW WVCG WEBSITE

The new WVCG website is now fully operational on the web and hopefully you have had a good look at it. You will agree it is modern, bright and easy to use. We suggest you continue to monitor the website so you will be continually informed of what is happening in the WVCG and all coming events.

The executive committee would like to express our thanks to James NORRIS for all the hard work he has done on behalf of the WVCG in making our new website a success and something we can all be proud of.

Mick JENNER and Tony VAN RHODA will be taking over the updating of the website. We look forward to your feedback so we can continue to improve the website .

CLEARANCE SALES

CLEARANCE SALE

A clearance sale of items belonging to the late Bob Mosley is to be held on the 2nd November 2013. Viewing at 0830 Hr's and auction at 0900 Hr's. The sale will be held on the property, Lot 60 Pullen Road Hindmarsh Island SA. Ray White Real Estate will conduct the Clearance Sale. Auction. Item include;

Floor sand blasting cabinet. 10 gallon sand blaster. RDX800i Free airflow suction capacity unit. 30 gallon 180 PSI gas powered two stage air compressor no less than $800.00. Small compressor. A frame for towing (Military). Pedestal drill press. Woodman 12 inch planer. Ryobi belt sander. Two bench saws. Gantry. Oxy equipment. 10 ton capacity hydraulic body frame repair kit. Air tool equipment. Angle grinders. Massey Ferguson Tractor. Bucket and grader blade for tractor. De Havilland Gypsy 2 to 3 person sail boat with trailer. Cement mixer. King size waterbed mattress. Electrical Tools including 2 nail guns. Shelving. Car parts and tyres. Motor bike ramps. Fishing gear. Push bike. Two pallets of bricks. 6 burner barbecue. Sheets of metal including complete shed bar frame work. Bric a brac. Hino Camo truck. Beaver Tail Recovery truck.

Contact: Owen Phelan.
Ray White Real Estate.
Mount Barker SA.
Ph: 08 8391 6866 Mob: 0407 664 491

COMING EVENTS

MORGAN EXTENDED WEEKEND 19-20 OCTOBER 2013

A light armoured column, Army Group A, with support elements, may possibly depart the Shearman Facility at Tungkillo on Friday am 18th October 2013 and bivouac overnight at Camp Cutajar, Swan Reach. Saturday 19th October 2013 they may move north through Blanchetown and bivouac on the eastern side of the River Murray at a predetermined RV near Morgan.

Not withstanding any move by Army Group A, mounted reconnaissance units, Army Group B, will depart from the parking area opposite the bakery in Lyndoch at 1000 Hr's on Saturday 19th October 2013 and move approximately 100km in a NE direction through the backtracks via Seppeltsfield, Moppa, St Kitts, Dutton, Stonefields and Mt Mary before joining up with the other column and bivouac at Morgan. There will be very minimal bitumen driving.

On Saturday night, many of the attendees camped will dine at the Commercial Hotel, organ after a controlled river ferry crossing,

Sunday 20th October 2013 will be available for local vehicle display outside the Hotels in Morgan and for a reconnaissance in the local National Park. Then most elements will return to Adelaide via Eudunda and Kapunda, or via Blanchetown, Pipeline Road, Angaston and Lyndoch.

If Army Group A, are unable to attend, all vehicles will consolidate and depart from the carpark opposite the bakery at Lyndoch at 1000 Hr's on Saturday, 19th October 2013.

Currently, the armoured column, Army Group A, may consist of Rick Shearman's Greyhound Armoured Car towing a Ben Hur trailer, Tony Luke's Bedford QL Radio Van, Sam Cutajar's Jeep and trailer, and other TBA.
The reconnaissance unit, Army Group B, may consist of Darryl Lavis's Jeep, Geoff Klau's Jeep and trailer, Richmond Grebory's Land Rover and trailer, Bob Cottle's Diahatsu, others TBA, with forward scout Mark Gregory on a motor cycle.

HISTORIC MOTOR VEHICLES CLUB - VICTOR HARBOR

CLAYTON BAY—OLD FASHIONED PICNIC

24th NOVEMBER 2013, AT 10OO HR'S ONWARD.

The members of the Historic Motor Vehicles Club invite the members of the

WVCG to the real old fashioned picnic at Clayton on Lake Alexandrina on Sunday 24th October 2013.

All Historic Vehicle Clubs are invited, Club Regalia is encouraged.

There will be no trophies or Badges, just a space to park. There are Barbeques available and a shop nearby, but it is suggested that all club members bring their own everything.

All club members are encouraged to come along as a club and bring the whole family with them so they can all have a great day out.

There is no entry fee and no paper work, so there is no need to register, but a phone call or e-mail to advise if you are attending would be appreciated.

For more information phone or e-mail Richard Lang on 0423 524 481
E-mail secretary@hmvc.oeg.com

Harry BELCHER
Assistant Secretary
Phone: 08 8554 2496

HISTORIC MOTOR VEHICLES CLUB
30TH ANNUAL SWAP MEET

AT THE STRATHALBYN HARNESS RACING CLUB—SUNDAY 20TH OCTOBER 2013
GATES OPEN AT 0600 HR'S SELLERS—0630 HR'S FOR BUYERS

CATERING FOR MOTOR ENTHUSIASTS OF ALL AGES WITH NEW AND OLD CLASSICS. AUTOMOBILIA, SPARE PARTS, BOOKS COLLECTIBLES AND MORE AND SOMETHING FOR ALL THE FAMILY.—BUYERS ADMISSION $5.00 **ADULTS, CHILDREN FREE.**

FOR FURTHER ENQUIRIES: HISTORIC MOTOR VEHICLES CLUB, VICTOR HARBOR.

HISTORIC MOTOR VEHICLES CLUB
EVENTS FOR 2014

VICTOR HARBOR—AUTOJUMBLE SWAPMEET—SUNDAY 2ND FEBRUARY 2014
CORNER OF **JOLLY** & **WARNE STREET** VICTOR HARBOR

FOR FURTHER INFORMATION CONTACT: **HMVC**. **MOBILE**: 0419 848 512

VICTOR HARBOR - TOY FAIR & COLLECTABLES—SATURDAY 4TH JANUARY 2014
ENCOUNTER BAY OVAL, RING ROAD **ENCOUNTER BAY**

FOR FURTHER INFORMATION CONTACT: **MARGARET WINSTON**. **MOB**: 0417 585 397

CIVIL WAR SUB FINALLY REVEALED

First Look

For the first time since the U.S. Civil War, the Confederate vessel H.L. Hunley—the world's first submarine to sink an enemy ship—was revealed on January 12 (pictured) after 11 years of conservation work.

The Hunley sank the U.S.S. Housatonic off Charleston) in 1864. Within minutes the sub itself sank too-killing its eight-man crew and creating an enduring mystery. Five years after the Hunley wreck's discovery in 1995, conservators raised the sub using a special steel truss that was removed only weeks ago. "No one alive has ever seen the Hunley complete," said engineer John King on January 12 as a crane lifted the truss at Clemson University's in North Charleston

Fleeing the Scene

The Civil War submarine Hunley reels backward as a torpedo explodes with the Union warship Housatonic on the evening of February 17, 1864, off Charleston, South Carolina. Seconds earlier, the Hunley crew had speared the ship with a torpedo-tipped iron rod projecting from the submarine's nose. Before the collision, a lookout on the Housatonic had spotted a bizarre vessel approaching just below the surface—only its coning tower visible—and sounded an alarm. The Housatonic's cannons couldn't be lowered enough to fire at the strange craft, so crewmen used rifles and pistols, but to no avail. Five minutes after the explosion, the Housatonic was 30 feet (9 meters) under the ocean.

The Hunley—manually powered by seven men—surfaced briefly, so its commander, Lt. George Dixon, could fire flares to signal Confederate officials on shore that the attack had succeeded. The craft and its crew never returned from its historic mission. Soon after the signal had been fired, the sub sank about 4 miles (6.4 kilometers) off Charleston, where the Hunley remained for 136 years.

Raise the Hunley!

Suspended on slings beneath a steel truss, the Confederate submarine Hunley is raised from the Atlantic Ocean off Charleston, South Carolina, on August 8, 2000. f all four legs of the truss hadn't touched the deck of the recovery barge (center) simultaneously, the truss—and the Hunley—could have been seriously damaged. "It was a very tricky moment," she said. "It looked picture perfect, but there were lots of people sweating there"—in part because of the submarine's precious cargo. The Hunley contained the remains of its eight crewmen, which were later removed and buried with military honors in Charleston in 2004

Back Door

Driven by 136 years of chemical reactions between salt water and the *Hunley*'s iron hull, concretions lend a rough appearance to the rear hatch (pictured with its cap removed) and too much of the rest of the Civil War submarine. The concretions will provide valuable information about what happened to the submarine after it had sunk in 1864, according to archaeologist Maria Jacobsen. Already the concretions suggest that natural forces alternately covered and uncovered the sunken Hunley with silt. The Hunley's journey began in July 1863, when the sub was built in Mobile, Alabama, and named for one of its designers, Horace Lawson Hunley. Shipped to Charleston by railroad, the revolutionary warship was intended to break the Union blockade of the city.

Ruptured Ballast

Senior conservator Paul Mardikian points to a large hole in the rear ballast tank of the Confederate submarine Hunley. The 40-foot-long (12-meter-long) Hunley had two ballast tanks—one front, one rear—which could be filled with water to submerge the submarine. Crewmen manually pumped out the water to rise again. Conservators found a large hole in each ballast tank but think the holes had been made sometime after the Hunley sank, though the causes are unknown. "Civil War Sub May Have Been Downed by Unsealed Hatch."

Mystery Hole

A rectangular opening (centre) near the Hunley's bow was made when conservators removed a panel. But the grapefruit-size hole in the conning tower (far right) occurred before the sub was raised. The hole may or may not have been opened during the attack on the Housatonic, archaeologist Maria Jacobson said. A lucky shot by a Housatonic sailor could have hit the tower, but conservators did not find a bullet inside the submarine, Jacobson added. Likewise the torpedo blast could have caused the hole, if the Hunley hadn't been able to get far enough away before the explosion, she said. Though the Hunley has finally been fully revealed, more answers may remain beneath the ship's scaly concretions. Later this year, conservators will begin removing the concretions, in hopes of solving the puzzle of the sub's sinking. In particular, "the hole in the forward conning tower," Jacobson said, "is a big mystery."

Battle Stations

At only about 4 feet (122 centimeters) tall and 2 feet (61 centimeters) wide, the interior of the Hunley was so cramped that its eight crewmen couldn't trade places after they'd taken their stations. During a mission, seven men sat on a long-gone wooden bench on one side of the craft and turned a crankshaft (visible above) to power the Hunley's propeller. The handles on the crankshaft were arranged in a staggered fashion, so that all crewmen weren't applying maximum force at the same times. The arrangement kept the propeller turning smoothly and kept the Hunley from lurching. The eighth crewmember was the submarine's commander, who stood at a small conning tower with small glass windows at the front of the Hunley. The commander steered the sub via a rudder and controlled horizontal fins that helped the Hunley dive and surface.

Hell-Bent

The Hunley's crankshaft operators (such as this one shown in a diagram) entered one by one and crawled or duck-walked through the submarine to take their positions. The commander was the last to enter. When the submarine was recovered and opened in 2000, archaeologists discovered that the eight crewmen had died at their stations. There was no indication that the crewmen had tried to escape. Archaeologists think the men passed out and eventually suffocated as the air inside the submarine was used up.

Blades of Glory?

The Hunley's propeller had been protected by a curved iron shroud, part of which has been torn away, probably sometime after the Hunley sank in 1864. Naval engineers still marvel at the Hunley's design and construction. For example, the ship's knifelike, rolled-iron hull and recessed rivets helped reduce drag as the sub cut through the water. Despite the Hunley's ahead-of-its-time design, the sub was dangerous to operate. Five of seven crewmen drowned during a test in Charleston Harbor. During a second test, the entire crew of eight, including Horace L. Hunley himself, drowned. That Confederate officials raised the Hunley a second time—for its third, and final, run—is testament to their determination to break the Union blockade chocking the South's ability to wage war.

Forensic Team Studying Skeletons of Hunley Crew

The skeletons of the crew members of the U.S. Civil War submarine Hunley are undergoing what senior archaeologist Maria Jacobsen calls "a full-blown forensics examination" 138 years after the Confederate sub sank in waters off South Carolina. The analysis is part of efforts to compile the personal histories of the men who died on the submarine, which sank for unknown reasons on February 17, 1864, shortly after it attacked and sank the Union blockader U.S.S. Housatonic. The full investigation may take more than a year to complete. Doug Owsley of the Smithsonian's National Museum of Natural History and Richard Jantz of the University of Tennessee are leading the forensics work. A major goal of the Hunley project is to distinguish eight soldiers and their remains using forensic and skeletal data and existing

archaeological records, and to combine this with historical and genealogical information available about each crew member. Organizers of the Hunley project say that once the human remains of the soldiers have been analysed, they will be buried with full military honours at Charleston's Magnolia Cemetery, expected to take place in the fall of 2003.

The sunken Hunl*ey* lay undisturbed on the bottom of the sea until May 1995, when a team funded by author Clive Cussler discovered the intact 40-foot-long (12-meter-long) hull. The sub had been buried at a 45-degree angle under a layer of silt. The hull was raised in August 2000 and excavation of the sub, funded in part by the National Geographic Society, has been underway since January 2001. Before any forensic work could be done on human remains, Maria Jacobsen and her team had to figure out a way to safely remove them from the hull, which was filled with muddy sediment and a variety of textiles and artefacts. "There are no textbooks on how to raise a Civil War submarine intact from the bottom of the sea," said Jacobsen from the Hunley Project's South Carolina headquarters. Excavation of the very fragile contents from inside the cramped sub was complicated, so the team removed blocks of material, which were transferred to a scientific lab.

Before carefully excavating the blocks, the team took x-rays and CT-scan images of them to compile three-dimensional data about the bones, artefacts, and other material. From this data, the researchers were able to develop a spatial image of where everything was in the submarine before its removal. Concerns arose about handling the bones, textiles, and other fragile material that were among the artefacts. "Nobody knew how to handle the textile remains," Jacobsen said, adding that the team consulted experts around the world. In the end, it was decided that the best approach was to remove the material in a controlled lab environment similar to the underwater conditions in which the objects lay for more than a century. The researchers created freshwater tanks outfitted with trays to hold the blocks of material. Suspended in water, the buoyant textiles, for example, could be safely removed from the sediment by dissolving the mud with gentle streams of water from a syringe, and removing it with a small suction pipe. The painstaking process enabled the team to separate the human remains and compile an inventory of them.

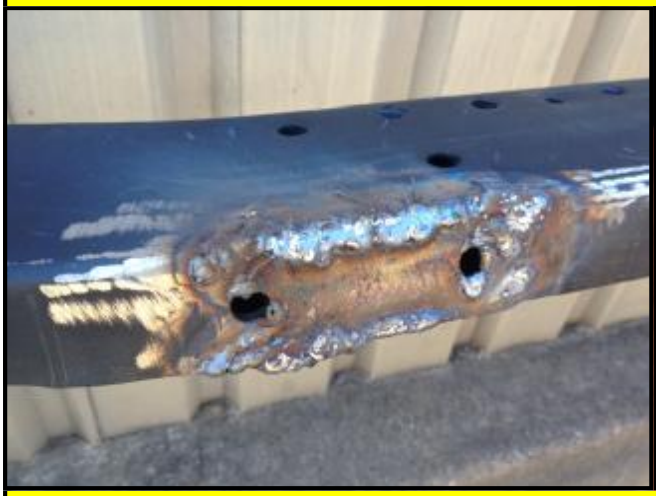
The excavation has turned up a variety of interesting artefacts besides the human remains. Last year, excavators uncovered a gold coin carried by the sub's captain, Lt. George Dixon. Stories had long held that the captain carried such a coin as a good-luck piece after it had saved him from death by a bullet. More recently, Dixon's ornate, gold pocket watch was recovered from a block of sediment. Conservators have not yet opened it to examine the interior and find out whether the contents include an inscription or photo “It is also possible that there is a pocket of ancient air trapped in a sealed interior compartment," Jacobsen speculated. "If that is

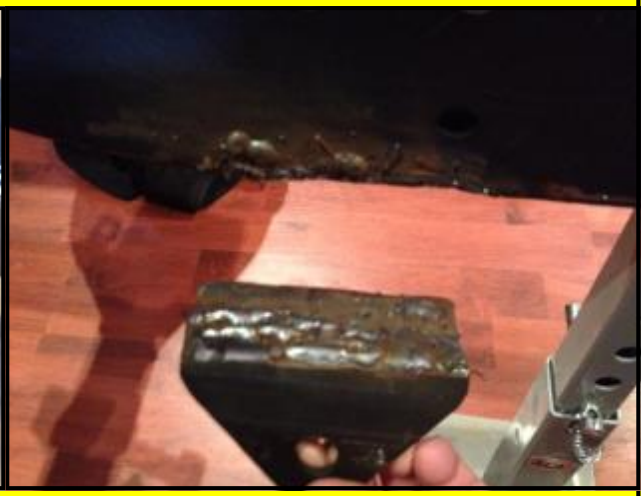
the case, we will attempt to sample the air as well. A pristine sample of air from a secure 1864 date would provide important data to scientists studying atmospheric changes, she said. From the skeletal remains, the researchers are working to determine each crew member's age, sex, height, and body build. Besides aiding identification, the analysis will provide important clues to injuries, infections, or other conditions—such as wartime malnutrition—that may have affected the soldiers.

In addition, the osteological experts will analyse the skeletal data for this group and compare their individual data with similar data from other Civil War era remains. The purpose is to understand how this group fits statistically with rest of the North American data assembly. Forensic expert Owsley has said the research might also yield information about the activities of the crew members while they were aboard the doomed vessel. He said he was able to determine from examining the bones, for example, that some of the crew members had been on the submarine longer than the others. Because the skulls of the soldiers were so well preserved, scientists can do facial reconstructions showing what the crew members might have looked like. That work is expected to be completed about nine months from now. As the investigations continue, specialists will conduct DNA analysis of the human remains. This data is of particular interest to project genealogist Linda Abrams, who is researching the personal histories and family lineages of each *Hunley* crew member. Eventually, the DNA materials may be able to link the crew members with their living descendants.

PHIL'S JEEP RESTORATION

Work on Phil Hoadley's Jeep ground up restoration is coming along slowly, he noted there was some decaying when he removed the spring mounts.





More work is continuing and further updates will be included in future editions of the club magazine, Bartread. We all follows Phil's restoration work and for the day he drives it onto the road for the first time.

IMPORTANT CLUB VEHICLE INFORMATION

Government of South Australia
Department of Planning, Transport and Infrastructure

In reply please quote 2012/06520/01 #7522376
Enquiries to Gabby O'Neill
Telephone 83432197

ROAD SAFETY, REGISTRATION AND LICENSING

77 Grenfell Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Telephone: 08 8343 2222
Facsimile: 08 8343 2768

ABN 71 957 041 422

Wartime Vehicle Conservation Group Inc
PO Box 213
DAW PARK SA 5041

Dear Sir/Madam,

COSMETIC REVIEW OF PRESCRIBED LEFT HAND DRIVE AND RIGHT HAND DRIVE HISTORIC VEHICLES

As part of the review of the conditional registration scheme (the scheme) for historic and prescribed left hand drive vehicles in 2012, I made a commitment to undertake a broader review of the scheme's eligibility criteria. From that aspects of the cosmetic profile for historic military vehicles were raised as many are combat damaged, making them ineligible under the "good condition" requirement for conditional registration.

Consideration has been given to the special case presented by military vehicles retired from service and suffering some combat damage. On the basis that the vehicle is maintained in a roadworthy condition and no rust is presented on the vehicle, military vehicles for the purposes of the scheme are exempt from the "good condition" requirements of paint and bodywork to allow for visual factors in presenting a vehicle that has been under attack in a combat zone.

It is hoped that this will assist your club in meeting its goals in the preservation and restoration of historic military vehicles for future generations to enjoy.

A copy of this letter will also be forwarded to the Federation of Historic Motoring Clubs of South Australia Inc and for noting as an allowable condition of the Scheme for historic vehicles.

Yours faithfully,

Julie Holmes
REGISTRAR OF MOTOR VEHICLES

19 July 2013

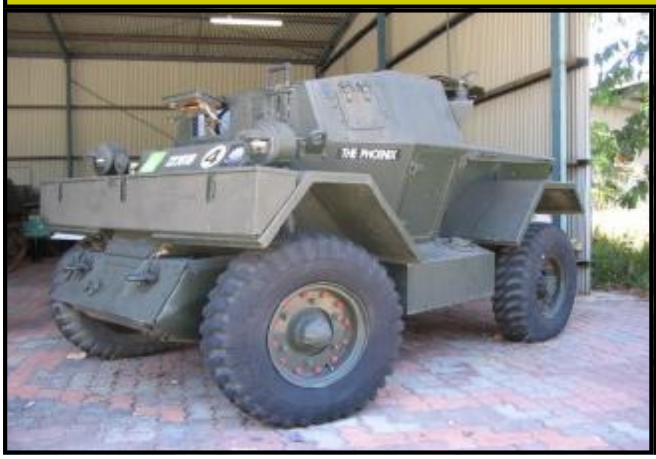
cc: Rickman Smith, Manager Vehicle Engineering and Standards
Steven Henderson, Federation of Historic Motoring Clubs SA Inc.

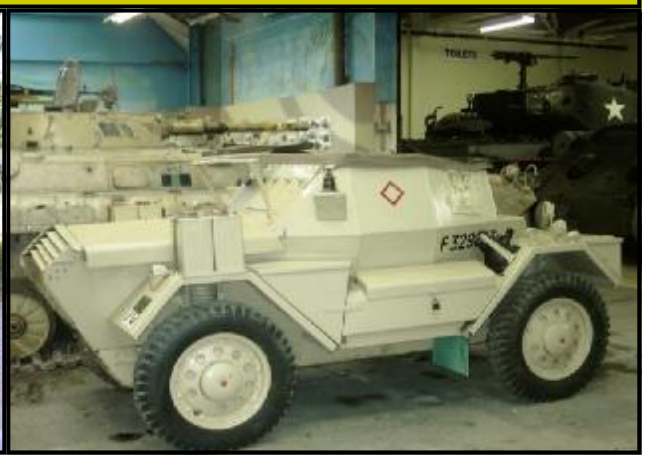
WE FEATURE THE DINGO AND FORD LYNX SCOUT CAR

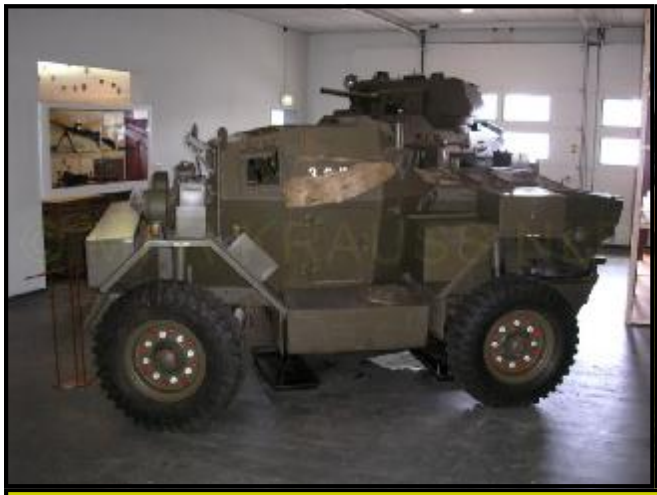
Testing began in August 1938. All were of similar size and layout - rear engine and all four wheels driven. The Morris design was eliminated first - suffering from poor speed even after modification by its builders. The Alvis prototype - known as "Dingo" - could manage 50 mph over a cross country course but had a high centre of gravity. The BSA prototype was completed in September and handed over for testing. By December it had covered 10,000 miles on- and off-road with few mechanical problems. Policy from the War Office changed to a requirement for better armour with the effect that an armoured roof was needed. As a consequence the BSA vehicle needed a more powerful engine and strengthened suspension. It was chosen over the Alvis and the first order (172 vehicles) for the "Car, Scout, Mark I" was placed in May 1939.

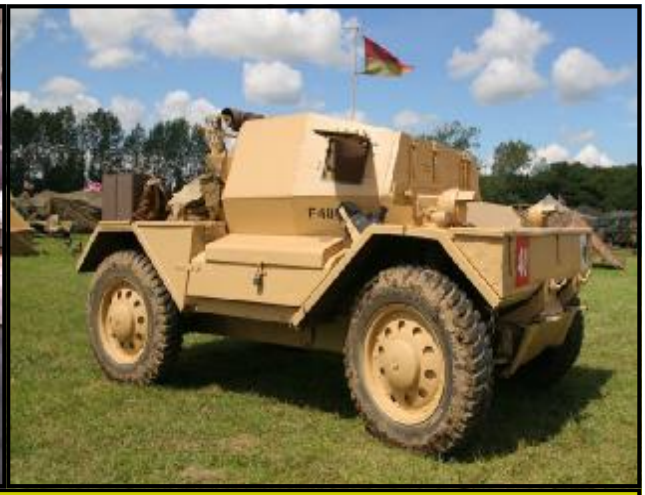
The actual production was passed to Daimler, which was a vehicle manufacturer in the BSA group of companies. The design was seen to have potential and served as the basis for the development of a larger armoured car - a "Light Tank (Wheeled)". Design work on what would become the Daimler Armoured Car began in April 1939 and the first pilot built by the end of the year. The vehicle was later officially designated Daimler Scout Car, but became widely known by the name of Alvis's design - "Dingo".

Arguably one of the finest armoured fighting vehicles built in Britain during the war, the Dingo was a small two-man armoured car. It was well protected for its size with 30 mm of armour at the front. The 2.5 litre 55 hp engine was located at the rear of the vehicle. One of the ingenious features of Dingo was the transmission; a pre-selector gearbox and fluid flywheel that gave five speeds in both directions. As first produced the Scout Car had four-wheel steering; this gave it a tight turning circle of 23 ft (7.0 m). However inexperienced drivers found it difficult to control and so steering of the rear wheels was





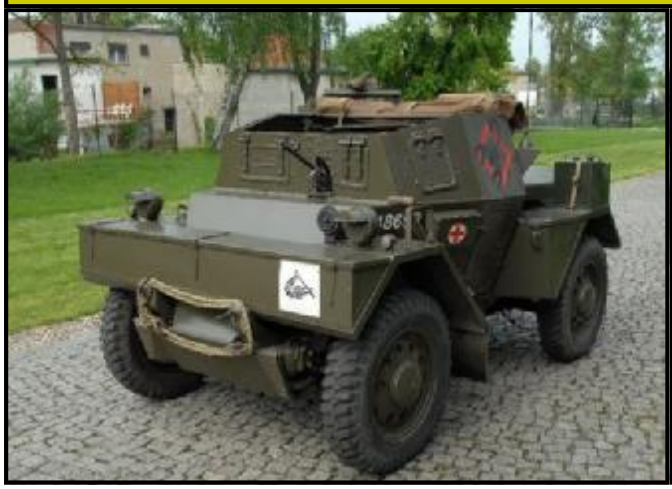


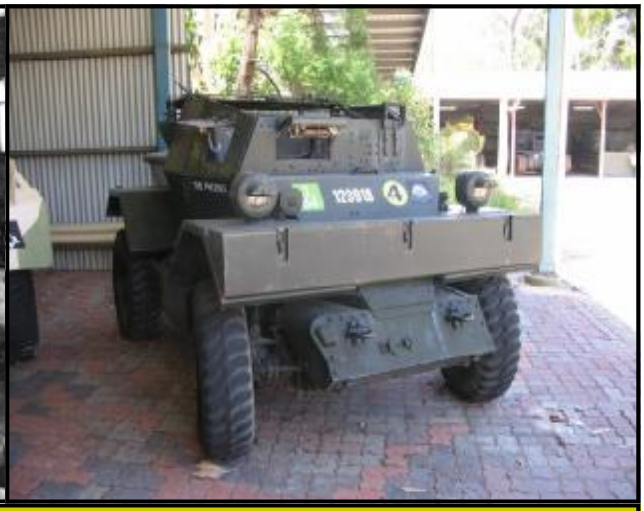


dropped in later production at the cost of increasing the turning circle to 38 ft (12 m). The layout of the transmission components in the lower hull contributed to its low silhouette. The transfer box and its single differential was centrally positioned and prop shafts on either side ran to the wheels front and back.

Although the Dingo featured a flat plate beneath the chassis to slide across uneven ground, it was extremely vulnerable to mines. No spare wheel was carried, but it was not really necessary because of the use of run-flat (nearly solid) rubber tyres instead of pneumatic. Despite the hard tyres, the independent coil suspension gave it a very comfortable ride; each wheel had about 8 inches of vertical deflection. A swivelling seat next to the driver allowed the other crew member to attend to the No. 19 wireless set or Bren gun when required. It had the ideal quiet engine and a low silhouette.

The Dingo was in production throughout the war. To bring other production resources into use, the design was passed to Canada and an equivalent vehicle was built using a Ford chassis. Due to the different transmission arrangement, the resulting vehicle was about a foot taller. The Dingo was first used by the British Expeditionary Force (1st Armoured Division and 4th Northumberland Fusiliers) during the Battle of France. It turned out to be so successful that no replacement was sought until 1952 with the production of the Daimler Ferret.





A closely related vehicle, the Lynx Scout Car, or "Car, Scout, Ford Mark I" was produced by Ford Canada in Windsor, Ontario. The Lynx took a Dingo-type hull and set it on a chassis with four wheel drive taken from the rear mounted engine. While the engine was more powerful than the Dingo's, the gearbox and suspension were inferior. 3255 units were built, entering service sometime around 1943.

The Ford Lynx was produced in Canada during World War II by the Ford Motor Company in Windsor, Ontario.
It is a Ford V-8 powered armoured scout car and is based upon the Daimler DINGO. These were replaced by the Ferret Scout Car in 1954.

- **Mk I**
- **Mk II - strengthened chassis, no roof. extra storage, revised engine grilles**

WARTIME VEHICLE CONSERVATION GROUP COMMITTE

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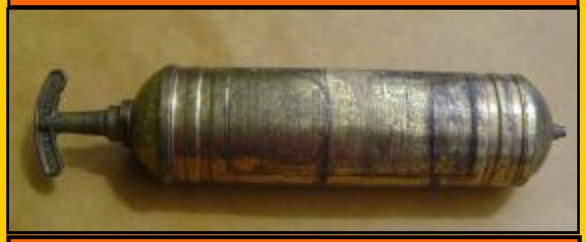
LOG BOOK REGISTRAR: Aaron FELL.
VEHICLE INSPECTORS: Rick SHEARMAN **a**nd Aaron FELL.
PUBLIC OFFICER: Mick JENNER.
FEDERATION DELEGATES: Hugh DAVIS and Aaron FELL.

ITEMS FOR SALE

MEMBERS WISHING TO SELL ANY ITEMS ARE REQUESTED TO FORWARD ALL DETAILS OF ITEMS FOR SALE AND INCLUDE A PHOTOGRAPH , TO THE EDITOR. Tony VAN RHODA. Via to email: gumbrae@acenet.net.au - or Post to: A L Van Rhoda 8 Sullivan Road Strathalbyn SA 5255.

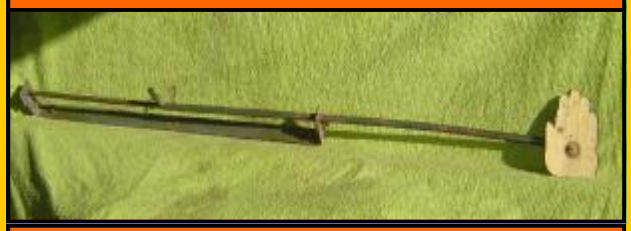
FOR SALE

Original Brass Fire Extinguisher.
Ready for restoration. $60.00
Contact. Tony Van Rhoda.
Ph: 08 8536 2627—0409 833 879 .



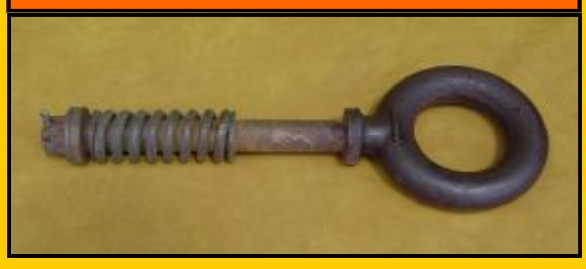
FOR SALE

Mechanical Hand. Used in Left Hand Drive vehicles. $50.00
Contact: Tony Van Rhoda.
Ph: 08 8536 2627 - 0409 833 879.



FOR SALE

Trailer Lunette Ring.
Suit a WW2 Jeep Trailer.
Priced for a quick sale. $80.00
Contact. Tony Van Rhoda.
Ph: 08 8536 2627— 0409 833 879.



CLEARANCE SALE

Allan NEWTON is having a clearance sale of all his Military Vehicle Spares. There is too much gear to list here. So if there is anything you may need give Allan a call for what ever you may be looking for.

Contact: Allan NEWTON. Mobile : 0428 685 463
Phone: 0428 685 463