



JEEP NEWS

The e—Newsletter September 2015
Volume Number 165

What are you viewing through your windscreen? - Jackooooo?



Another take on last July's great "XMAS in JULY Bash" at Daryl and Lyn's in Taree. You can read all about it again with Jacko's ripper yarn - "Dogs Post" contained within. Pictured are Coops and his mate Cliff, Sweetie and Daryl himself and in the background the ladies Sue and Lyn, (contemplating what the rest of the day has in store after a dramatic couple of hours already!)

Don't forget, there might be a great prize for all these Windscreen Shots that we have used over the year. Get Snappin'

PRESIDENT

Cliff Bambridge—thebambos@bigpond.com

EDITOR and MEMBERSHIP

Mitch Holland—mitchtez@gmail.com

STATEMENT and FINE PRINT Information

World War 2 Jeeps NSW is **NOT** a formal Motor Vehicle Club, but more an "Association" of WW2 Jeep enthusiasts, bonded together by this e-newsletter. It's sole intention is to share information about their vehicles, future displays, trips and events. It was founded in 1991 by the late Peter Walker in an effort to bring together **genuine** users of the legendary Jeep. Contact can be made with the current "Committee" as per the email addresses on the cover.

Joining information for new members is, a sense of participation and contribution to the Association for your benefit and that of others, your **email address** for sending of the newsletter, (this can be of a family member or friend if you don't have one—Don't forget to tell them!), a good colour picture of your Jeep along with a few words of your Jeep related history, so we can introduce you via a "Member Profile". If you have any Jeep related restoration talents, please let us know and whether you are prepared to offer any advice to fellow members. If you really like what we do, then a "Donation" towards our HQ development.

Members, their relatives, friends or guests are reminded that some Four Wheel Drive activities, events or trips notified herein, can be extremely dangerous. Participation in any activity, event or trip is entirely up to the individuals discretion and that no responsibility, what so ever, can be held against any land holder, group or individual, for what ever situation that may arise, in travelling to or from or during the course of that activity, event or trip. If we are participating in an activity, event or trip organised by others outside of the Association, we do so as a group of individuals at their invitation. Prior contact with the person organising any particular activity, event or trip advertised herein is mandatory, to avail yourself with the most up to date and correct information, as dates and itinerary can change due to unforeseen circumstances.

Finally, views expressed in our newsletter are also individual and do not necessarily reflect the Association as a whole. Membership lists forwarded from time to time are for the benefit of those listed for contact purposes amongst each other only and are not intended for dissemination to third parties or to be used for soliciting of unrequested services and or advertising material.

The image of the Jeep below under the banner "Keeping The Legend Alive" and on the front cover is from an original drawing by Krystii Melaine and is used with permission. Prints on quality art paper, ready for framing are available by contacting Krystii at krystii@krystiimelaine.com



**Dedicated to wearing out yesterdays legend,
today for some bugger to preserve tomorrow!**

Cliffs Say....

I am sitting in my back room listening to the rain and wind rattling the loose glass pane in the timber window thinking to myself, I wonder what it would be like in Cairns or Cooktown? Anyway enough of that dreaming and back to reality.

I had a call from a lady from down the South Coast the other night telling me that she had a 1942 Willy's Jeep for sale, it was a Jeep in a shed and had been there for about 15 years, belonging to the Brother in Law. Ohhh my I was wondering could this be "THE" Jeep in the shed I have been looking for the last 40 years? As the conversation grew longer my dreaming got shorter....

"Willy's Jeep, Ford motor and the cruncher....

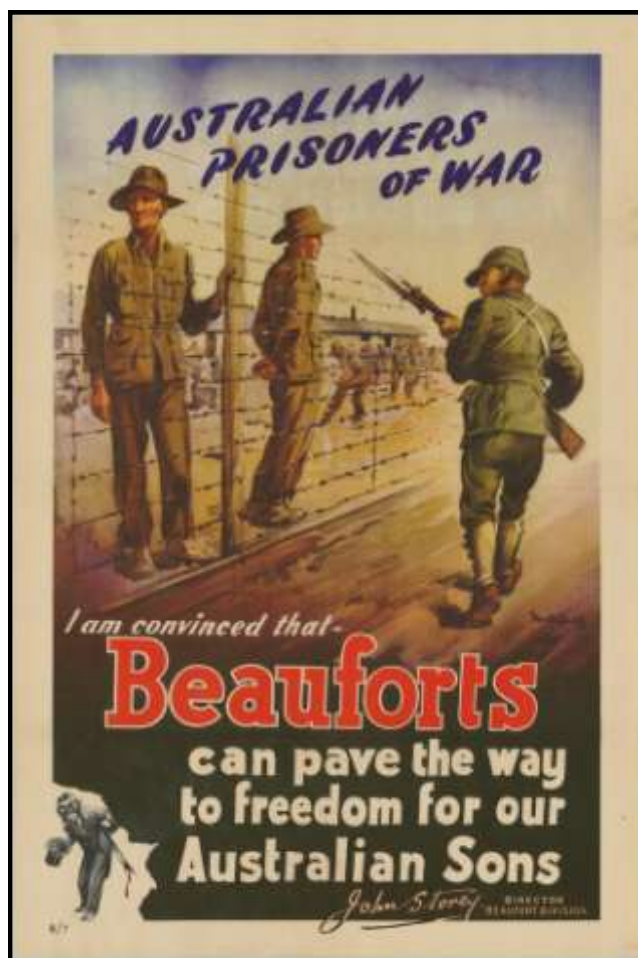
it had been converted to right hand drive.

I rang a friend of mine and he told me that he knew this Jeep and told me it was a real bits and pieces job.

So, it looks like I will have to keep on looking. Barbara has since contacted Mitch after his offer to run an advert for it in the News and its further within plus a couple of photos.

Keep an eye on Standing Orders to see what's coming up and I hope to see you all out and about and certainly at the upcoming Jeep Jamboree at the end of next (as I write this) month.

Cliff



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Jeep specialists in Army Models GPW & MB

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STANDING ORDERS



**THIS IS THE MOST IMPORTANT BIT OF
YOUR "NEWS" - Read it and act! No use having a
Jeep tucked away in the shed if you don't use it!!
REMEMBER THE SLOGAN!!!
STICK THIS ON YOUR BED HEAD**

Linnwood House Day Sunday 13 September

This day has been a follow on since our great 70 Year Bash back in 2011, however due to falling numbers, particularly from our slack arse Sydney membership, has been combined with other clubs just to bolster the numbers, but lets see if we can return ourselves to the top of the drawcard! Combined with "The Trevor Thomas Big Likes (Bike) Day"

Flick us an email you Sydneysiders and get your Jeeps out here, or I might just give you the flick!

Burwood Show & Shine - Sunday 20 September.

Talk to our "Honorary Councillor" Gadget for your place in their regular Team display 02 9519 9588 or visit the Burwood Festival website at:

<http://burwoodfestival.com.au/classic-car-show-and-shine-2015> to complete your entry form and reserve your car space for the day.

NATIONAL JEEP JAMBOREE 2015

Thursday 1 October to Monday 5 October at Rydal in NSW - www.jeeppamboree2015.com.au
Some plans and ideas are mentioned on the next page.

MEN & MACHINES - Saturday 17 October. AND as an idea, then head to Menangle to the **Campbelltown Steam and Machinery Museum** open weekend, camp overnight and do the Sunday 18 October there!
See website www.menandmachines.org for info.

BACK to HARTLEY - Sunday 25th OCTOBER

Day run to help raise money for a worth cause.
Full Details next Edition of the Jeep News

WARBIRDS 2015 - You may still have a chance to get in on this? Contact Jan Thompson

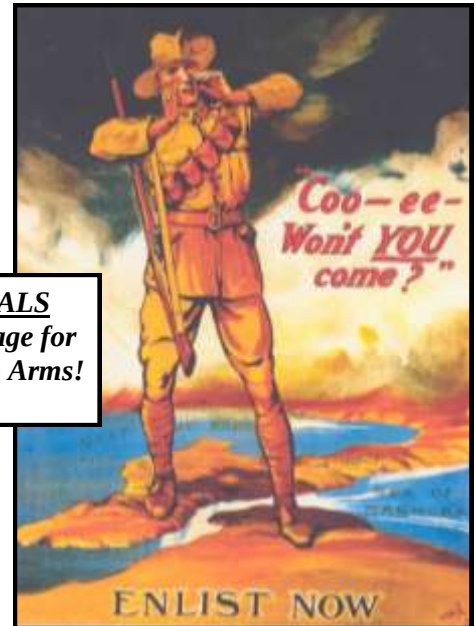
XMAS BASH 2015 - Yes the famous Xmas Bash will be on again at the Shed in Cullen Bullen. Full details next issue, BUT 27 - 29 November are the dates.

SUNDAY 25 October - An important milestone is being reached this year for the AMVCS. They are having a 40th Anniversary this year and are having a luncheon to celebrate and
YOUR INVITED! Contact

"Weekend at Dons" - anyone?

Don Marriot is keen to get us out again and seeing that we had a great time, I am sure we can come up with a date.

Looking at the calendar, that looks like being later in October? - Stay tuned



SEE SIGNALS
On Next Page for
your call to Arms!

DIDJA KNOW? - (Well owners of the Pointy Nose, Jeep F4-134 Trucks), anyway. In engines earlier than S/N IT-82908, that the Timing Gear Oil Jet needs to be exchanged from the original .070" version to a .040 thou one???? This reduces the oil pressure variation at the No.1 connecting rod bearing and stopped premature failure as happened to Tom Gard in 1966! There you go, take note.



JEEP JAMBOREE 2015 - Well we have been advertising it for a while and it's now time to put up.

We as a group, had a great time on the last one, three years ago now and we intend to do it again this year! It all starts Thursday Lunchtime and several WW2 Jeeps NSW members, intend to get there in the morning to get a good campsite for the group, before heading out on a track or two that arvo. The site at Rydal Showground will be open from Wednesday evening for long distance travellers.

Cost for this years Jambo is \$200 for a Jeep and its Driver, passengers are \$75 for adults and kids 16 and under are \$40 each. Seems like a lot, but its your camping for the event, provision of the facilities (toilets and showers) and a great spit roast dinner and entertainment for the Saturday night plus all the excitement you can cram in over the five days. Get onto their webpage and make your booking.

In addition, WW2 Jeeps NSW has arranged a get together at the Rydal Pub, just down the road from the Showground on the Friday night. Cost is a mere \$18 for the Roast Beef meal and you need to let Mitch know if your interested, so I can relay that to Phil Paton, the Publican a week before. So ... that cut off to let me know is Friday 25th September.



WE WANT YOU
@ the WW2 Jeeps
NSW Jambo 2015
Friday Dinner at
My Pub at Rydal.

RSVP to your
Editor, Mitch
ASAP

*Be There ...
Or be square!*





**“Where are all the men gone? Mothers where are all your sons?
Three hundred thousand marched away, to the beating of a drum.
To the Great War. To the Great Great War”**
COO-EE! Are we getting any replies?? *Luke O’Shea,
“Three Brother’s”*
 That’s a big NO! (Well sort of, but we *Www.lukeoshea.com*
 need a lot more!)

Com’on Lads, we need some **volunteers** to help Bill and Kim In their re-enactments as described in the last NEWS and repeated in this editions Part BEEE, (which went out before the horse, last week!) It doesn’t have to be for the full time, pick a few days that suit. I myself, along with Terry Larkin and our local Mudgee men, John Fielding and John Thorley, will be doing the start weekend (31/10 & 1/11) and for a number of days into the week, for the “Kookaburras” March, but its heading closer to the majority of you, so please consider asap and make contact as per the details supplied, particularly for those in our home territory of Cullen Bullen, which it is passing on the second weekend (7 & 8/11). Please see Bill’s email to me recently below. Its our chance to shine, (like in 1995 for the big “Australia Remembers” VP Day, the biggest participation day in our history) - **don’t let it slip by!** **ALSO** for those in the Central West, The “Boomerangs” set off from Parkes by train on the Sat 31/10 and March from Forbes, Gooloogong, Canowindra, Billimari, Cowra, Woodstock, Lyndhurst, Mandurama, Carcoar, Blayney, Newbridge, Wimbledon, Georges Plains, Perthville to meet the Kookaburras in Bathurst on Tuesday 10/11. A few of you can help in that one!??

Full info www.cooeemarch.org.au

Com’on Lads Won’t YOU come?

Mitch, I have not yet had any direct approaches from members of the WW2 JEEPS NSW vis participation in the Kookaburra March in late October / early November.

However, I am delighted to hear that both yourself and another JEEP owner are interested to commence the route with us at Tooraweenah and at least participate over that first weekend.
 Your participation is very much appreciated.

As you will be aware, the route over the first three days (from Tooraweenah to Mendooran) transits along the Mendooran Road which is virtually all graded dirt. The 'tar' starts again at Mendooran ... which is also effectively the beginning of the Castlereagh Highway. We leave Tooraweenah on the Saturday morning and get in to Mendooran on the Monday afternoon.

If it is possible for other pairs of Jeep owners to do a succession of , say, two or three day legs over the remainder of the programme, then that would be terrific since we could then complete the project with only half-a-dozen changes of support vehicles.
 Of course, if a couple of your associates decide to do the whole march, it would be even better.

I'm hoping that each JEEP comes with a trailer since there will be a fair bit of kit. Kim Templeton is picking up a pile of army- loaned tents and stretchers next week and, of course, each participant will have his or her own swag. There will also be some 'camp stores' including tables, barbecue, food preparation equipment, wash basins, medical kits, portable showers etc. It follows that if one or two of your members have large historic military vehicles they want to bring along then such would solve many of our logistics challenges. Regards, Bill Duncan

Well, I don't know what amount of extra a Jeep can carry, even with a trailer, but at least it can be something. I also don't know who out there has a bigger operational vehicle, BUT lets try!





Find us on
Facebook

SIGNALS ContinuedIts Jambo time!
Hopefully you have your entry in by now
and we will see you there? I plan to be on
site Thursday morning, ready to get out
and about Thursday with Arson and Ozzie.

Mitch



*Just a couple of the diverse range of
things you find on Facebook. Not to
mention live reports of the recent
Bathurst Auction of Jeep bits as found
in the Part BEEE edition that preceded
this edition of Jeep News.
Advice from Wash on his new pool.
(I am heading to your place this
summer Buddy!)*



*But also Lloyd's little mate is ready and
rearing' "We're we off to boss?"*

Dear Members

Just to let you know.....There is an extended invitation to any members to visit the **Bylong Creek 4x4 Park** (Situated 50km East of Mudgee, 60km North of Rylstone, 3.5 hours from Penrith). Bylong Creek 4X4 is a great Family orientated destination).

Either individually or as a club function. They have recently held an Adventure Bike gathering March Moto Madness part of a worldwide rally. Recently they held their first NSW MogFest a gathering of ex ADF Mercedes Unimogs. They would love to see the paddocks and tracks with older vehicles in action if you find places to drive prohibitive. Have a look on YouTube or here on Facebook for Bylong Creek 4x4.

Please feel free to call Bruce on 0417 492917 for any questions.

PS- the Army brings up their new Mercedes Benz vehicles for training on site.



OFF THE INTERNET

Via Wings of Angels!

I think our delivery driver
has dropped off an important
package for immediate
parachute drop to the front?
The new uniform is a hit with
all the delivery drivers.

More—"What can we find on THE INTERNET?"

from CAM FINLAY

WW2 Jeeps NSW bonafide members would note a lot of stuff gets forwarded on pronto, but these pages are a continuation of all things Jeep and Military or just plain quirky as found on the net by Cam in his endless research. Some you may have seen before.

Thanks Mate, we say!

Further to various reports here in the Jeep News, the WW1 German A7V "Mephisto" is now at Australian War Memorial.



Subject: 1944- General Douglas MacArthur returns in jeep from the Leyte airfield on which he awarded the Congressional Medal of Honor to Maj. Richard Bong. Note sign in background reading "Jeep Landing"



As the 100 year anniversaries roll past, recently it was that part of the Gallipoli Campaign that was to eventually lead to it's abandonment and made into the Peter Weir film, titled Gallipoli.

The Nek was a vitally important position on the northern end of the ANZAC front line and the scene of a tragic attack by the 3rd Light Horse Brigade at dawn on 7 August 1915. It was a narrow bridge of land that stretched between Russell's Top and Baby 700 across the top of Monash Valley. The Turkish trenches on the slopes of Baby 700 allowed them to dominate the Australian positions below. As part of the diversionary... effort for the August Offensive, the 3rd Light Horse was ordered to attack the Turkish trenches at the Nek at 4.30am on 7 August to support an attack on Baby 700 by New Zealand troops who were to have captured Chunuk Bair the previous evening. The attack commenced with a bombardment of the Turkish positions by a destroyer steaming offshore, but the bulk of the shells fell beyond their target and the bombardment ended seven minutes early. Instead of charging at this point, the officers of the light horse held their men back until the appointed time for the attack arrived. This gave the Turks time to man their positions, having sought shelter during the bombardment.

The first wave of light horsemen from the 8th Light Horse Regiment were shot down by Turkish rifle and machine-gun fire. The second line, also from the 8th, scrambled over the dead and wounded of the first line to make their attack, and suffered the same fate. Cancellation of the attack was proposed, but was rejected by Major John Antill, who had taken over effective command of the 3rd Brigade. The third line of soldiers, from the 10th Light Horse, went over the top and were also shot down. Cancellation was again suggested, but before a decision was made, the right flank of the fourth line charged as a result of a misunderstanding, and the rest of the line followed. They too were mowed down by the Turkish fire.

The 8th Light Horse suffered 234 casualties, 154 fatal; and the 10th, suffered 138 casualties, 80 fatal. To commemorate the 100th anniversary of the charge at The Nek the Memorial hosted a special Last Post Ceremony. It was streamed live via their website www.awm.gov.au
You can stream these evening ceremonies live at 4.55pm AEST. www.awm.gov.au/live

Vladimir Putin, wanting to get on the good side of voters, goes to visit a school in Moscow to have a chat with the kids. He talks to them about how Russia is a powerful nation and how he wants the best for the people.

At the end of the talk, there is a section for questions. Little Sasha puts her hand up and says "I have two questions. Why did the Russians take Crimea? And why are we sending troops to Ukraine?" Putin says "Good questions..." But just as he is about to answer, the bell goes, and the kids go to lunch.

When they come back, they sit back down and there is room for some more questions, another girl, Misha, puts her hand up and says "I have four questions. My Questions are - Why did the Russians invade Crimea? Why are we sending troops to Ukraine? Why did the bell go 20 minutes early? And Where is Sasha?"

New Member Profile

A big welcome to Jason Becker

I have recently purchased a 1943 GPW and have come across your Newsletter. I would like to be included in your mailing list for future newsletters.

I have attached a photo of our Jeep which we purchased in Queensland a month ago. We floated it home and it now resides in Wangi Wangi NSW.

As the condition is pretty much original the idea is to keep it looking this way and just keep the maintenance up to it to keep it running well.





What's ON at ... **MARATHON?**

Well a big item, has been the restoration of Cams Willys! MB that is and his trailer, which was returned recently to smiles all round. So if you have a Jeep that needs a bit of TLC, giv'em a call and see what can be done. See Marathon's advert on page 3. Neil says ... *"I have been to the Philippines recently to help MD Juan improve their bodies, particularly in the location and the threads in the captive nuts. I received a 40 foot container recently of bodies which all but one of the 14 were pre-sold and interestingly enough, more Civilian bodies like CJ2A and CJ3B.*

I am also looking for a bit of feedback from you all. I am in the process of moving the business out to Moonbi and would like to have an "Overstock" Auction around March next year at the Tamworth Showground before it's redevelopment if you, as my loyal customers think it's a good idea. Please let me know your thoughts when you next call".

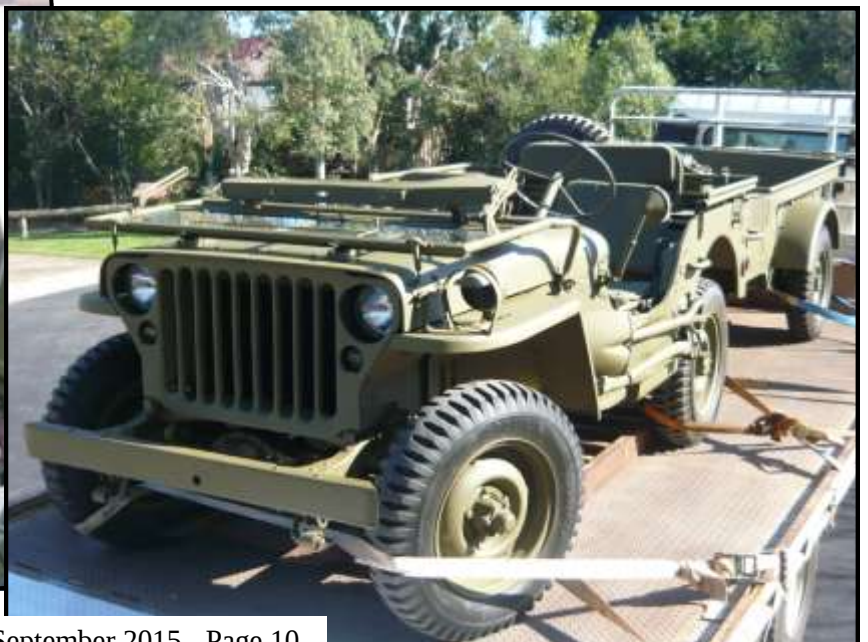
Cheers **Neil**



Attention to detail in every respect..

Don's given it the seal of approval.

Looking very clean, shiney and new there mate. (Wonder if we can coax him out on one of Arson's famous "Wreck - A - Jeep" Tours???)





Now doubt you all saw the news item over the weekend about a Hawker Hunter T7 aircraft crashing at an Airshow in England? I was talking to my father about the Airshow crash at Shoreham and he remembered when we were there in 1996, and the church on the hill which prompted me to dig around and find these ...
Cam



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Military Vehicles, WWII Jeeps and more!

MORE FOR SALES

1943 Ford Jeep. It hasn't been registered since 1987, however, its been shedded and I believe still runs. Not sure if those are current photos and it doesn't appear that its been registered with the motor upgrade? **Peter is looking for \$7,000 Or Near Offer. Call him on his mobile 0428 479 133**

CERTIFICATE OF REGISTRATION OF MOTOR LORRY

MR PETER GEORGE JONES
POST OFFICE BOX 2055
200 NORTH PARRAMATTA 2151

Registration No. J61431
Type Forb
Body 231
Approximate Weight 1 530
Engine Number GPM114973

LEFT-HAND DRIVE

Registration Fee	Stamp Fee	Tax Levy	Engine Tax	Vehicle Tax	Transfer Fee	Transfer Tax	Transfer Fee	Transfer Tax
\$15.00	\$15.00	\$49.90	\$82.15	\$171.00	\$171.00	\$171.00	\$171.00	\$171.00
\$15.00	\$15.00	\$49.90	\$107.15	\$171.00	\$171.00	\$171.00	\$171.00	\$171.00

PRIVATE \$15.00 \$15.00 \$49.90 \$82.15 \$171.00 \$171.00 \$171.00 \$171.00 \$171.00

BUSINESS \$15.00 \$15.00 \$49.90 \$107.15 \$171.00 \$171.00 \$171.00 \$171.00 \$171.00

RENEWAL

IN FORCE UNTIL 6 JUN 85

IF SUBSTANTIALLY PRIVATE USE
Sign Endorsement and PAY

IF NOT SUBSTANTIALLY PRIVATE USE
PAY

DEPARTMENT OF MOTOR TRANSPORT
P.O. BOX 200
PARRAMATTA - 2150



THE JEEP MENTIONED IN "CLIFF'S SAY"

I would like you to advertise the Jeep for me.

These are the details

Willys ex-army 1942 Jeep with Ford Engine, Canopy attached (not shown in photos).

Last working 1990. Was working and registered until death of the owner in 1990, full receipts of work done to restore Jeep up until that stage have been kept. Plates were returned to club 24/9/1990. Jeep has since been garaged and has not been exposed to outside elements. Also have paint and spare parts.

Asking price is \$19,990 ONO Phone Barb or Mark 02 44717096 Located at Batemans Bay on the South Coast NSW.

Thanks for you help Regards Barb Wilkinson



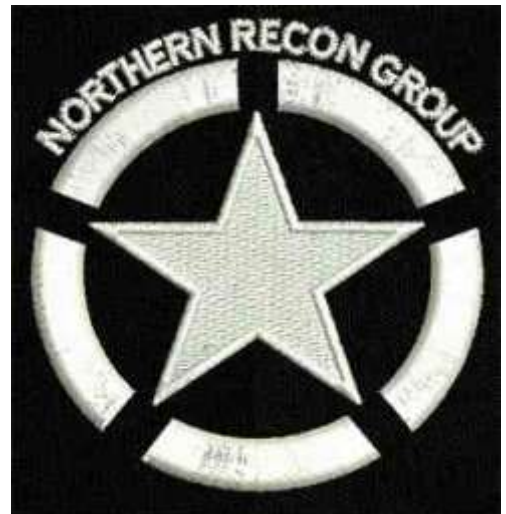
Another **NEW MEMBER** profile

Can you please add me to your WWII Jeeps NSW Newsletters. Thank You!
CARY SIMPSON, Major USAF Retired.

(All the way from California US of A and our sister Club, the Northern Recon Group)

clylesimpson@aol.com

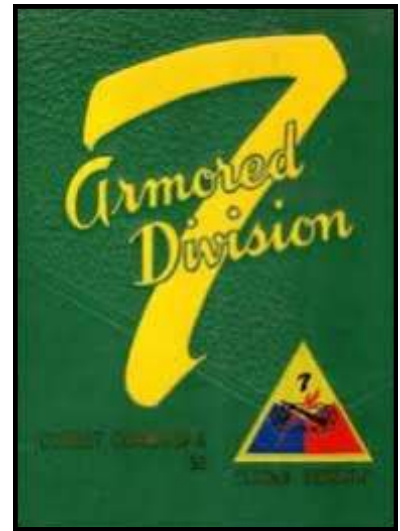
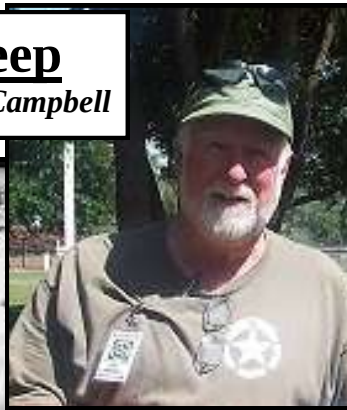
Cary writes: *"I have a collected a small collection over the thirty or more years. Yes, I do have a 1945 GPW and 1945 MB. Attached is a picture from our Living History Day at Camp Gridley 2014. It is my 1966 Kaiser-Jeep M35A2, 2 1/2 ton. I get mud on my tires! It is nice to see you use your military vehicles."* CARY SIMPSON - MVPA 3683 Life Member, NRG Life Member, MVCC Life Member.
That's some credential list Cary and welcome from all of us here in Oz!





7th Armored Division Peep

Repeated thanks to NRG President, Bill Campbell



Becky and I met Gordon Moore around 2007. He told us how he came to lose hearing in both ears. I asked him if he would mind writing it down for us and this is what he gave us. I just

ran across the envelope which is dated 2009. He told us his shoulder patch was the only part of his uniform that survived as the acid from the exploded battery destroyed most of his clothes. Gordon is gone now, but his story lives on.

Becky and Bill,

I am enclosing the papers I talked to you about. The receipt indicates the vehicle was a "peep". Gen. Patton had all Armored Divisions call a jeep a peep.

I was a Battalion Maintenance Officer with the responsibility at the time to recover all lost or damaged vehicles in the battalion. There were over 200 vehicles that I was responsible for and I led the mechanics at the rear of the column and had recovered 2 self-propelled 105mm Howitzers that had missed a curve and ended off the road on a black out march. This put me 30 minutes behind my column of halftracks, tanks, howitzers, "peeps" and trucks, the Germans mined the road in the thirty minutes I was behind. We were going ten miles an hour with no lights and struck a mine at 4:00am. My jeep looked very similar to the one in the picture.

My peep lost the windshield, which was down, the cover, the hood and the front right wheel. This tossed the vehicle down to the ground and to the right. All the lost items went to the right of the road. My five sand bags (In the floor of his peep) saved my legs, I flew forward and to the right over the hood, saw the engine on fire, passed out, and landed in the bushes to the right of the road. Germans must have been with twenty feet of us but were afraid of the noise my tanks that were behind me made.

I lost my hearing at this action and both ear drums were perforated. Usually the rider lost both legs. I turned my column around, spent the night with a British unit, then returned at 8am, day break, and recovered my own peep, took it to ordnance and turned it in; that is why I had the receipt. As a point of interest, after leaving at about 4:20am the Germans returned to the vehicle and took all of my belongings except a bible which was in an ammunition box on the right front fender. My bath towel was hung over a telephone wire immediately above my peep. While recovering my peep the enemy fired artillery rounds at us as they were trying to get to Antwerp.

All of this action was when the 7th Armored Division was attached to the British Army in the Liberation of Southern Holland at 4:00am, October 8, 1944.

Gordon Moore, 1st Lt. US Army retired



WDOO FORM 7362

REQUEST FOR JOB ORDER

REQUEST NO.....

REQUEST NO.....

JOB ORDER NO. 788-C

REQUISITION NO.....

FROM 434 on F.A.

TO 129 on Ord Maint Bns

CHARGE TO PROCUREMENT AUTHORITY.....

REQUESTED BY:

This space for shop use:

DATE WORK WANTED.....

ARTICLE.....
DESCRIPTION OF WORK:

1/4 ton Deep W- 2040567

Hut mine - stop
for evacuation



What's been happening in my Shed

FORD GPW RESTORATION - Leo DiRocco

Chassis number: 66294: Tub number: 138289: Hood number: 20147593

The Jeep was a barn find, my son went to a birthday party and ended up in the shed, how and why he ended up in the shed, I do not know, but it turns out to be a good thing, anyhow he told me that there was a Jeep sitting in the corner. I contacted the owner and I went out and met the fellow. After some discussion we reached a deal and the Jeep came home with me on the 15th of May 2014.

Immediately I took to assessing the vehicle, it appeared to be all there but on closer inspection, well lets just say it had signs of wear and tear and years of handy man work.





The Jeep is a composite, as I found FORD bolts, WILLYS bolts and the made in Taiwan LOCAL hardware bolts. The chassis and tub are of Ford manufacture.. The chassis was fair the tub was “sad”, I needed to make the decision new Pilipino, MD Juan tub or repair. It was close, even so, I decided to go ahead and have the original tub repaired for posterity and old times sake..

The guards and bonnet were given to a good friend which he repaired and are now awaiting to be painted.. Stripping the vehicle was the easy part. Rims, chassis, tub and other components were sent to the sand blaster **Impact glass at Blacktown**, Claude there, did a great job, tyres organised through **Neil at Marathon**, along with the majority of spares required, in no time, the wheels were ready to go. The differentials I sent away and after some time got them back fully restored, this set me back months as the time component got right away from me. The chassis I cleaned thoroughly and **Fred Reeves** repaired the ‘Butchered” bits, while I searched for various bits and pieces.

A steady flow of parts and information continued as the restoration was taking place. Checking holes closing the ones we did not need and redrilling and tapping the ones we did need. Go figure the Jeep had a key start with floor starter button and a toggle start, someone got carried away.

Ian Thorburn helped out with many pieces of jewellery and guidance. The engine was a dilemma that **Gadget** helped with this and supplied me a Willys engine with a T90 gearbox. Some modification was needed on the gearbox transfer chassis support cross rail, some fine engineering created the necessary mod which was to lower the height of the gearbox to allow the body to sit correctly over the gearbox. The engine sits 25mm forward I thought this would cause problems i.e clearing the front differential it just impedes so some large bump stops were inserted that should take care of that, and it does.. This information was gathered over a beer with **Les Henness**. The fan is more into the shroud but should still perform adequately and cool the engine..

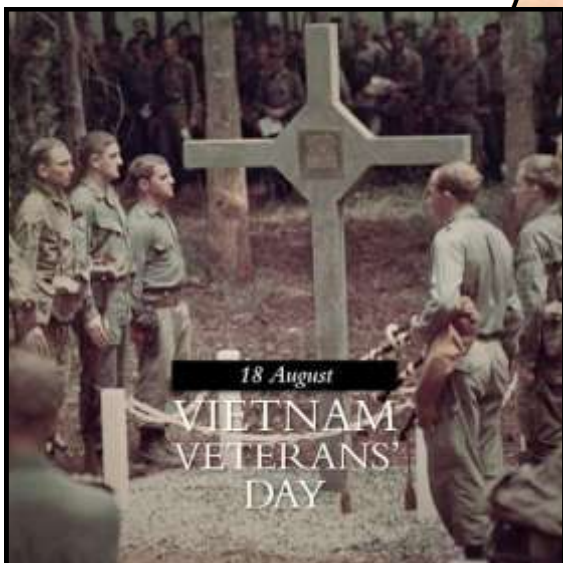
So at this stage we have a rolling chassis and awaiting the tub so I can bolt everything together and do a trial fit once I am happy with that I shall paint the Jeep... While this is happening the seats are being repaired and the canvas work is to be started..

I shall keep you posted as work continues and eventually the jeep shall be ready for action.. *Chao Leo*

POSTCARDS from VIETNAM VETS Day



*Roly and John above
 Pat and Terry centre.
 Jack and Jacqui bottom.*





Vietnam Veterans and Assoc. **Forces Memorial Day 2015**

Springwood (Blue Mountains NSW)
Sunday 16 August.

Group shot (Top left) - Members Roly (organiser) and his Passenger John on the left, Mick and Thu on the right and Terry, middle rear and his passenger, Pat. (Not visible behind Mick, your Ed – Mitch.

Others on display out front of the Royal Hotel were Gary Nesbit and Dennis Taylor and their Vietnam era Landrovers and a Saracen Armoured Car, belonging to Craig Ellis.

Other pics Mick with passenger Thu and Terry Larkin with his passenger Pat, Mitch with passengers Jacqui and Colin.



*And just as a bit of Trivia ...
We all remember this famous photo? Well I have learned that the soldier with his head turned away, is the brother of a mates wife. Sadly, Col Barnett has passed away, a later victim of Agent Orange, apparently.*



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WWII JEEPS NSW

July 2015

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WAS HE LOST OR JUST HAVING ... A GOOD LOOK AROUND?

The 2015 NSW WWII JEEP Xmas in July was attended in a shiny side from my end, regrettably though, after a last minute decision that I didn't have enough oil, a big enough tin to put it in let alone the space!

YES, IT STILL RAINED!

The trip down cost half as much, was twice as quick but yep you guessed it, I still copped a downpour about an hour from destination Daryl's in Taree, but in sunshine I arrive to knock on the door and be greeted with awaiting smiles.

He's out the back Lyn says, here I find Daryl doing a few last minute jobs, he wasn't sitting down, a trailer load of wood, fire drums and mate John is there giving a hand and sorting his Camp oven preparation area. Camp is next to be set up, a simple tarp will be thrown over the roof of the Defender to keep the rain away, a chair and table, the swags in the back, turn the oven on, throw in the Lasagne for tea at 4.30 and that will be it, done!

We were just wondering if they had been held up with problems? After all, Sweetie was in his shiny Toyota LandUSER so the chances were highly likely, it could be possible he would have withdrawals without his jeep, or brake fading troubles due to trying his best just to keep up! So while we stand around, tune the tractor, tell lies and laugh some more, we still wonder and await the others whom we thought would have beaten me here. At that very moment we can hear that distinct sound... BBRrrRr bu BUP VruP BBroomm mis splutter pop VRrrRroooooommm. Followed by a funny rattle?



Daryl Mitch Stanley Bill Terry



Bill Ashford in his 1942 Willys



Mitch Holland 43' Ford



Get out there and use your jeep, thats what makes owning an old jeep fun!



That distinct noise is close now, as the gears slow down, in the driveway rolls Mitch and Rachel, Terry, Bill and Stanley, in their jeeps and then Brian with Sue in another shiny side, of course... the rattle! It's a diesel! They travelled from the far landing development of Sydney and the Blue Mountains meeting Bill at Parkville. Staying at Bills they then travelled together driving back over in convoy from Scone. The mighty cold Gloucester Tops would give their bones a bit of a working over or through I'm told from my secret spying sister in-law Ruby, whom spotted them before leaving Scone. Maybe that's why they were rugged up like Eskimos and had the gloves and beanies on? Greetings are given, the stirring is underway and off to a flying start, we exchange our former doings of this and

that and then they set to the camp chores of esky placement, swags, make sure the fridge is charging ok, tents, pack the fridge, tables, beverage, chair and fireside with warmer in hand. At this point Cliff n' Deb slide in with the sports car, then Coops, not that far behind, stops to say G'day, but he'll be back tomorra' for he forgot his favourite hat and jeep! Friday evening is very cold but the laughter of trail tales previously taken warms the occasion, while Daryl's wood is consumed like a carton on a tropical island. Saturday sees me flying down to Aldi's for a self inflating camp mattress and a couple of Dry bags, they are good for the occasional wet drive I tend to be in when I've been known to travel in the jeep, did someone say occasional! At Aldi's Warren goes past in the Patrol

and as I spin back around to the sound of locks clicking, boy did I get the full experience there! Eight people were waiting there when I arrived at 8.20am, half the door opened at 8.30am and forty or so people *run* in the door! He and those who are first shalt not be! Warren's 'mate' whom kept telling me that he is often told that a Jeep, my Jeep, would get up there, go there, do that... still hasn't seen them in action. Sorry but I can't mention his name due to the privacy act! But boy they're onto poor old Warren, these locals! He shoulda' been onto him later in the arvo for getting his clean Patrol dirty and avoiding tracks! Back at camp by 8.45 and we head bush at 9.00 sharp, Daryl has a full days driving planned in the surrounding hills under what is looking to be warmer blue skies.



Mitch ready to help Bill. Bill looking for his Smoko. Warren Lewis, yes he has lots of Jeeps... but at least he came along, enjoyed the occasion and helped out. Shotgun Stanley... I didn't do it!





The first mud hole sees Bills 42' grounded on his axle and belly, mmm yes its deeper than it looks! I reckon Shotgun Stanga' was thinking something about mud, dirty jeep, cranky driver... Mmm... anyway a simple tug out, so Bills bumper stays in place, and we are off again to travel but a few yards down the track where we see Daryl, whom I'm told was coaxed in under peer pressure by his passengers Sue and Lyn to have a go at getting through the bog. Well, in there he is, only to find that huge logs have been put in the wet gully, no doubt by another Toyota LandUSER driver previously stuck! Eventually after much toing and froing he almost gets across but as she ventures on it then slides to the right and finishes up with the front right wheel disappearing in the main drainage flow.

Warren drags him back on the winch cable, then proceeds to have a go in the big Patrol with its lockers and V8 power, now he only did this for the Manning Valley Great Lakes 4x4 Club that he is in, to uphold there reputation otherwise there was no pressure! Well I didn't think so anyway, but maybe I mentioned something about *Ya know there all pointing at you now!!!*

RRaaAGHH BLAHHH RRRAAARGHHHHHHH
BLAAHHHHHHHHH, backwards and forwards a few times and yes... we now are in the drain also! Those 35" wheels don't look so big now! RRaaAGHH BLAHHH RRRAAARGHHHHHHH
... VVRRRRaaAGGHHHHHHHHHH HHH HHH. BANG! What

was that? VVRRRRaaAGGHHHHHHHHHH H VRPB HHH H VRPBHH... smoke flows freely upwards and.... We have stopped, but we are through and upon dry ground! ... Yee Ha! And all cheer.

Further looking finds the brand new water pump shaft has sheered clean off and that in turn sees the fan in the radiator. Dam! Yes, well that's kinda' what you were driving in, a deep un-flowing water hole!

I hear loudly someone very close say there is an offer for five army jeeps to tow him out even if it's only for a photo! But we didn't say the Nissan, just said we'd tow *him* out... So on his leg it goes, while Coops flies in the seat and gets ready to drop the clutch!

Next while Bill grabs his tools, Warren grabs the tomahawk and proceeds to try and tap what's left of the pump unit across, old Dick, Coops, actually all of us, reckon that it would be better to start out here on the corner with that axe and work your way in, at least you can get a decent swing up! Well, all is sorted and after adding Bills now Gloucester chilled water he ventures on up the road a little way where he can pick it up easy. So we head off in front so that we don't get blocked if he should require jeep assist. Well Bill did provide JEEP ASSIST and TOW the now PARTSTROL with his now dwarfed 1942 Willys. Sorry if you thought you read that wrong, but the now hysterical archive records of the Dogs Post read as follows...





On the 4th day of July 2015. Mr Bill Ashford of Parkville, NSW. Towed a Huge 35" Tired!, Locked, Lifted and Heavily Laden NISSAN GQ V8 Holden powered PATROL that was broken down, with his original 1942, standard 73 year old, Willys Jeep, on nothing but worn out 600x16 Bar-tread tyres, that were not even aired down. This event was carried out in the remote and rugged Australian bush ranges west of Taree NSW. He single handedly towed the stricken vehicle back to safety for the distraught driver, a Mr Warren Lewis of Krumbach NSW. Old JEEP ASSIST have towed it to an easy pickup location, that later took place upon a flat deck truck that very day. As it was Council pickup week, it was advised that due to the price of large tyre waste removal it would be cheaper and far better for the owner to remove the waste himself and save the cost for all its worth. No injuries were incurred and all the flack was taken upon broad shoulders with a smile.

Details taken from the Dogs Post Accident Report Guide Archives.

Everyone gets in and helps where they can, that's the beauty and fun of being with Jeep mates or a club, no one gets left behind, everybody cops a ribbing when there turn comes, suck it up, as the grand daughter says! You or I could be next! So we settle in for another cuppa while Warren sorts the issue of getting the vehicle unattached from the snatch strap tied behind the seventy year old plus jeep before that car coming up the road sees. Daryl runs old Dick and Warren back so they can sort the truck. But not long after they both return now with old Dick's very clean GU (I'll bet he's not giving Warren a hard time now he's at the forefront!) Yes, they didn't want to miss out on all the fun in the afternoon, fun that an old jeep gives to all. Then meanwhile old Dick in his 'I don't want to get my Patrol dirty' onto Warren again and makes another comment regarding "he should have bought a Jeep" cause he's got heaps of em'... a whole paddock full! Remember these are his mates, can't ya tell.



Another cuppa, scoff some more Anzac cookies, while I sit back n' snicker to myself of the joy that ol'blokes find within, it is good to hear the laughter, sorry Warren, as unbeknown to you, you are providing it! At least it's free, although I reckon you wouldn't be worried with shoulders that big, it happens to the best of us doesn't it. Funny how the trips of *de-stress* are the ones we remember the most as the best!

Well we're off again, well that's what I think is happening, now Daryl is loaded and leaving! Tezza has found a new lease of life... and more travel in the linkages! Kays Anzac cookies we're travelling well, well um' that's up until Terry decided to go being silly like he does... now we have Anzac cookie crumbs for lunch! Actually, it was rather deep that mud, and slippery! Better to be driving up than having to get out and push... because me, being a self-invitee, well, yes that would have been my job to push, so *Go Harder Terry*, round him up! Coops had other ideas as he looked over his shoulder and put his foot down, mud flying everywhere and Corporal Jones's eyes wide open riding like a fifty Cal' in the back, or a loose tool box! More laughs ☺

It was about this time in the schedule here that someone said; has Daryl taken another wrong turn? N' guess what? No, he is just having another good look around! And from there it just got better, that's about the time the first punch was thrown, Larry would understand! And away we went... another wet muddy uncontrollable urging track! AWESOME! Oh, and the

next turn... the same with even longer sections, then a steep slide down a rocky section in previous un-driven un-named territory!

Top stuff, just the thing for old jeeps, ya' can't get better than that! And lets face it if a seventy year old plus rusty old open tin box with something they said had no power can do it well it can't be that bad... can it? At this point the second Patrol turned and bypassed another section for the umpteenth I dunno how many times! Warren you should be stickin' it into your mate now, although you did say to him "It's dirty now" Yep, its too late to argue after you send him in the deep end then!

So, we start to head back, for is getting past there cap off time! And Daryl tries to climb a very wet steep clay hill straight out of a little nasty washed out creek. Up they go... down they come! He managed to back out without too much trouble it was a good attempt considering, no one else had a go so we moved on to another intersection, this shortcut as we'll call it up next or as they say, we took another scenic turn, turned out to be somewhat looking familiar, well, more mud, a deep hole that sees Terry goin' bein' silly like he does, water over bonnet... splutter splutter, Terry climbs out onto the bonnet has a stretch a bit of a yawn, undoes the bonnet latches and proceeds to scoop the water out from the around plugs! Bonnet back down, a quick two-step with a sugar doodle twist sees no exciting falling into the mud and he's back in the seat,





fires the old girl up and drives out! Looked good. The Patrol had a bit of a slide, no choice its dirty now old Dick, yes in you go oh bother! More slippery hills, smiles and cheers follow! Another top fun track and all just a stones throw from camp, yep good stuff Daryl.

All jokes aside, the trip was unreal! Heaps of variation from wet forestry trails to creek crossings, gravel roads through big tall trees, steep descents including some rocky sections and challenging muddy tracks that had some fancy wheel work going on and the odd puddle here n' there. Some bloke walked on his bonnet so as not to get his feet wet, another sheds tears when he gets his Patrol dirty for the first time, one vehicle broke down but that wasn't a jeep and one or two got stuck as jeeps do,

abiding to the songs laws! All in all we had a ball with mates who have like interests and those silly enough to own a jeep and suffer the freezing temperatures inside them and still get out grinning! To those whom were not there well you should have been, the BIG CAMP OVEN feed was AWESOME, the TRAILS were UNREAL, just perfect for old jeeps and the WEATHER was BEAUTIFUL, Top Amenities and SUPER HOT SHOWER. Then not to forget the hosts, a big well done in organising the weekend, to the Coleman crew and Cooks for providing the grounds and tucker, just awesome and thanks for the ride Terry.

Well if there were awards:

* 'Best Breakdown Award' should go to Warren but he's not in a jeep so it goes to

Daryl for destroying yet another speedo cable.

* 'Craziest Driver' would have to be Terry in the mud hole, he needs a snorkel and so does the jeep!

* 'Best Bog hole Attempt' well say no more to Daryl, although he may need earmuffs with those passengers again!

* 'The Unknown Why Did It Happen?' Would go to Bill, someone said something about two-wheel drive causing the bogging of the jeep in the first mud hole.

* 'The Clown Award' has to go to Coops for flying in that seat quicker than a pig on a trot, wanting to tow Warren away.

* 'Jeepless Driver' Warren for putting on the show and sucking it all up! But there isn't, so Ha!



Now if only I had brushed up on my multiple choice trivial pursuit skills and listened to the rubbish on the TV, I could well have been in the running for that shovel n' date roll holder. But then again with the depth Warrens now in, I reckon he deserved it, and maybe next time he'll turn up in a jeep, hey old Dick... maybe you can ride shotgun in a screen down snorkel up M38? And as for Stanley... Don't worry mate, I've got a grinder! Next time I'm in Scone I'll cut ya jeep out of that shed n' we'll back her straight out... wont have to move a thing!

Now back to Daryl. So, was he lost?

Well I don't care; for it's the best wrong turn I've been involved in for quite some time I can assure you of that! and I didn't loose even one drop of oil!

Jacko

