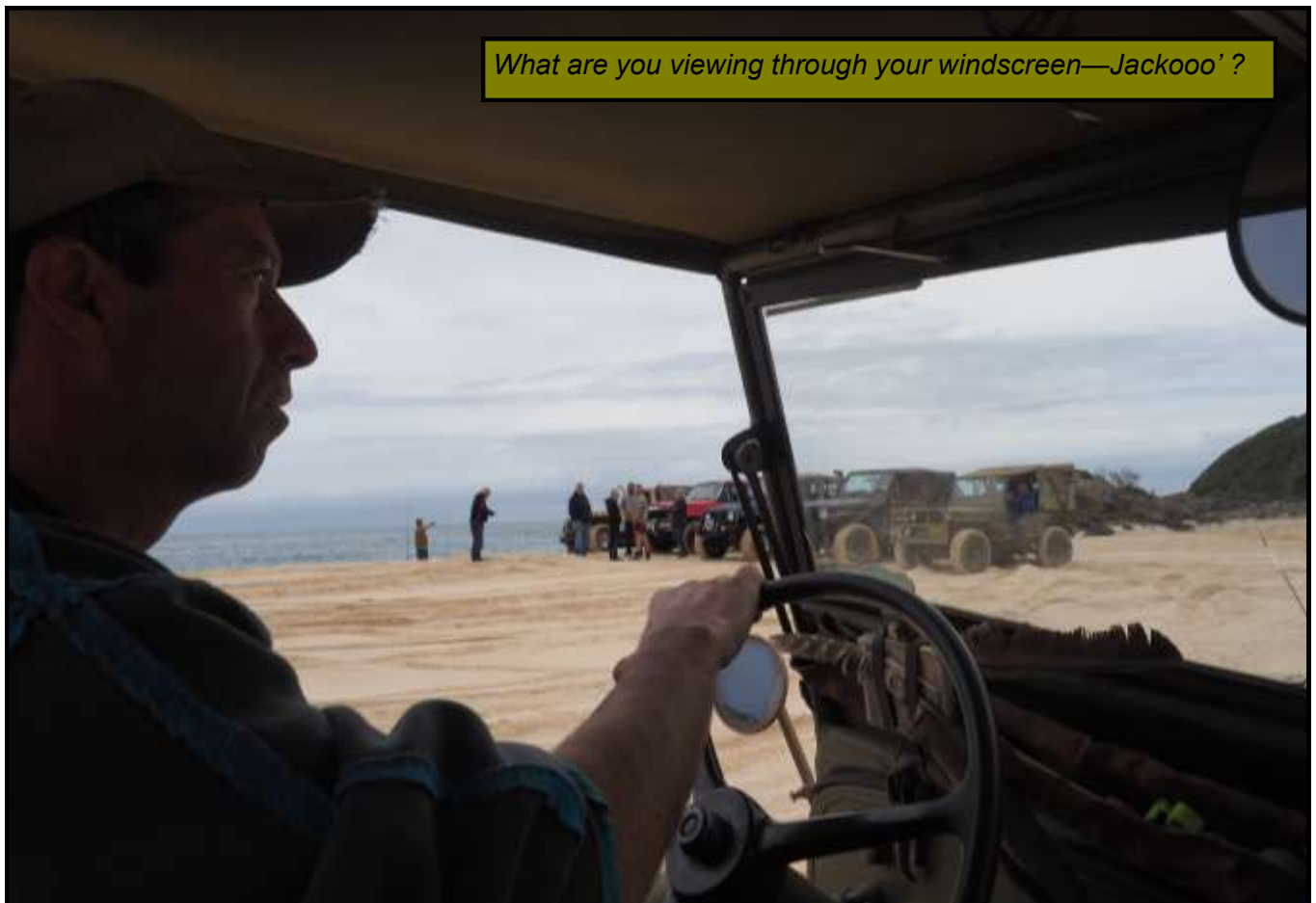




JEEP news

The e—Newsletter
September 2019

Volume 209



Looking a little serious for his general character, Jackooo' arrives at the Beach, on one of the many events organised for the Classic NOT Plastic shindig held at Nabiac earlier this year. Full report by him in his regular "Dogs Post" further within....

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....



My own bit of a Blast from the Past

I don't know about you but I'm excited about Marathon Spares auction at the end of August. It will be interesting to see what's the going price for a great WW2 Jeep. I know there's some good military Jeeps that are in running order in the mix. I have also seen a CJ2A that's being put together for the auction.

The CJ2A is a rare model - in many ways a fine improvement on the military version. I know there's likely to be boxes of assorted Jeep paraphernalia for an intrepid buyer. Speaking to Neil he said some of the things he's selling are getting hard to find so see you up there and try not to out bid me please.

Things have been a bit quiet on the home front with this beautiful winter weather we've been having. Some nights it's got as low as 9 degrees brrrr. I thought we were in the clutches of winter until I received a photo from Arson Swane of his backyard last weekend. I think he took the photo in black and white as there was only white and grey visible BRRR.

My next report will give a recap on the auction and goodies purchased. So if you have bid and won an interesting item share your news.

Keep well and keep warm.

Cliff B

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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

MARATHON PARTS AUCTION—31 August, at the usual venue—Tamworth Showground.

AUSARMOURFEST – 31st Aug & 1st September
On site of the Aust. Armour & Artillery Museum in Smithfield, just north of Cairns FNQ.

Clarendon Classic – 21 & 22 September.
Hawkesbury Showground

Clarence Town Swim In 31st October to 3 Nov.
(Don and Kim will be there, shhhh. It's a secret.)

Greta Army & Migrant Camp – (part of the Silky Oak Festival), 9—10th November, further details from the Newcastle Mob was in the last News or call Jan Thompson – Creamer on 0412 078 096

XMAS BASH – Traditionally (lately anyway) is the third weekend of November 15—17. Book it in Dano. Usual fun and frivolity at the Shed in Cullen Bullen.

Soar & Roar – Sunday 8 December. Special Olympics event. Full details were in the last Newsletter.

Corowa 2020 – 9 to 15th March is "The year of the Military Motorcycle", but remember 2021 is "The Year of the Jeep, again!! Whooo Hoo.



Shorties latest acquisition in readiness for next years Corowa event, recently turned a milestone on the odometer. 01942.

Interesting to know, how many times???



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



In a few days time is the last? Marathon Auction (Yeah, we know you have all heard that before). Anyway, a great excuse for a get together. The cattledog has been distributed and we had a link to it online in the last edition, but add to that the above and a few others from well known collectors, downsizing their collections from what I hear. Neil adds ... "Just some information on our upcoming auction and due to the relocation of Marathon Spares to our farm at Moonbi I had no idea of how much second hand stuff we had and most will be in the sale with at least 30 pallets and another 250 lots including a good quantity of new items. Also, a happy Birthday to Darcy Miller of MV Spares, you have achieved a lot over the last 3/4 of a century and still going strong. You have been a major contributor in the manufacturing of good quality reproduction jeep parts for a long time. The quality of restorations over the last 20-30 years has improved out of sight, mainly due to the availability of your products and we look forward to the new products being developed. Cheers Neil Goodridge."





Well this Auction is going to be very very interesting! Among the whole “Jeep” lots, is this “unmolested” example with a lot of original features. A rare beauty, worthy of gracing our page 5?



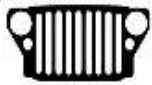
OFF THE INTERNET

And so are this lot. Dunno where, but they certainly look like they are in control of this unit, heading over to Tamworth to put their dibs on that Jeep above!





SIGNALS



Feedback

Another Signals pic out of the “mitch 2016 Normandy” picture set, with Ingo and mates. It was crowded on the beach, but didn’t need the Louisville Slugger though!

Bit of an early edition to remind you of Neil’s last? Marathon Auction, as he explains of all the things you find when moving house (or sheds in his case.)

Thanks again to our regular contributors, your input is most welcome, which makes it relatively easy for me to compile something month in month out. So don’t be shy. Cheers

Mitch

Mitch, may be of interest to some? Tom.

Tom sent a couple of cattledogs from www.classicandvintagebulbs.com which has interesting information on those wonders of auto electrics Plus another listing on auto electrical equipment and light fittings. Their email address is acpearson@chariot.net.au, they are in SA.

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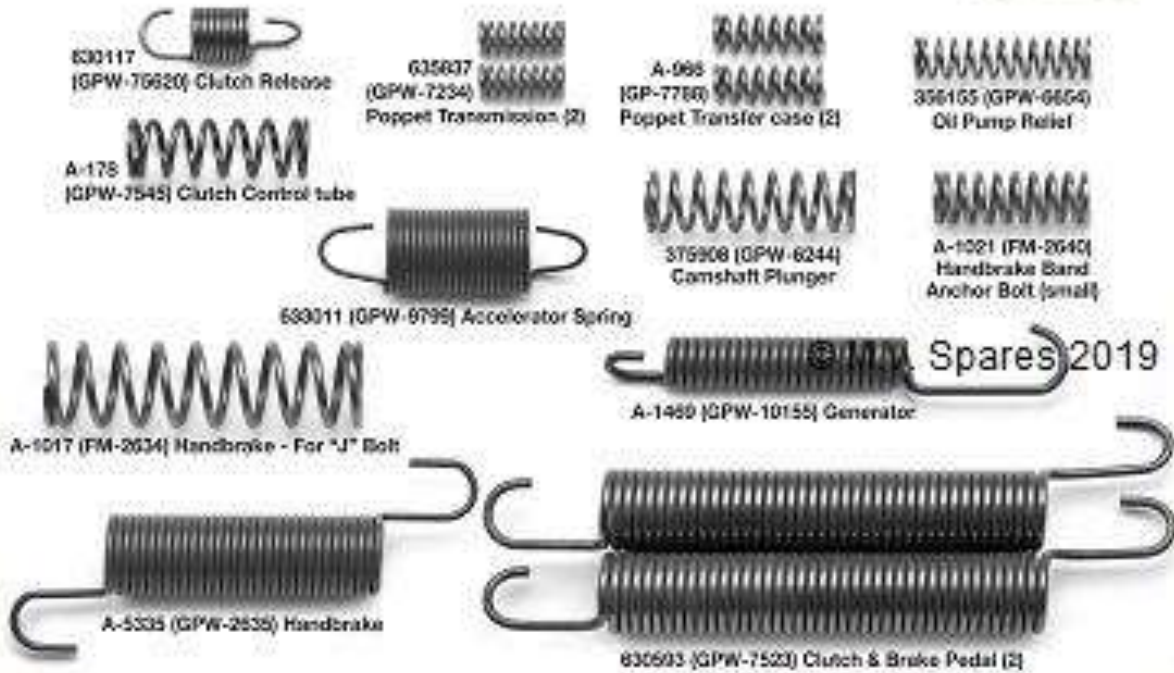
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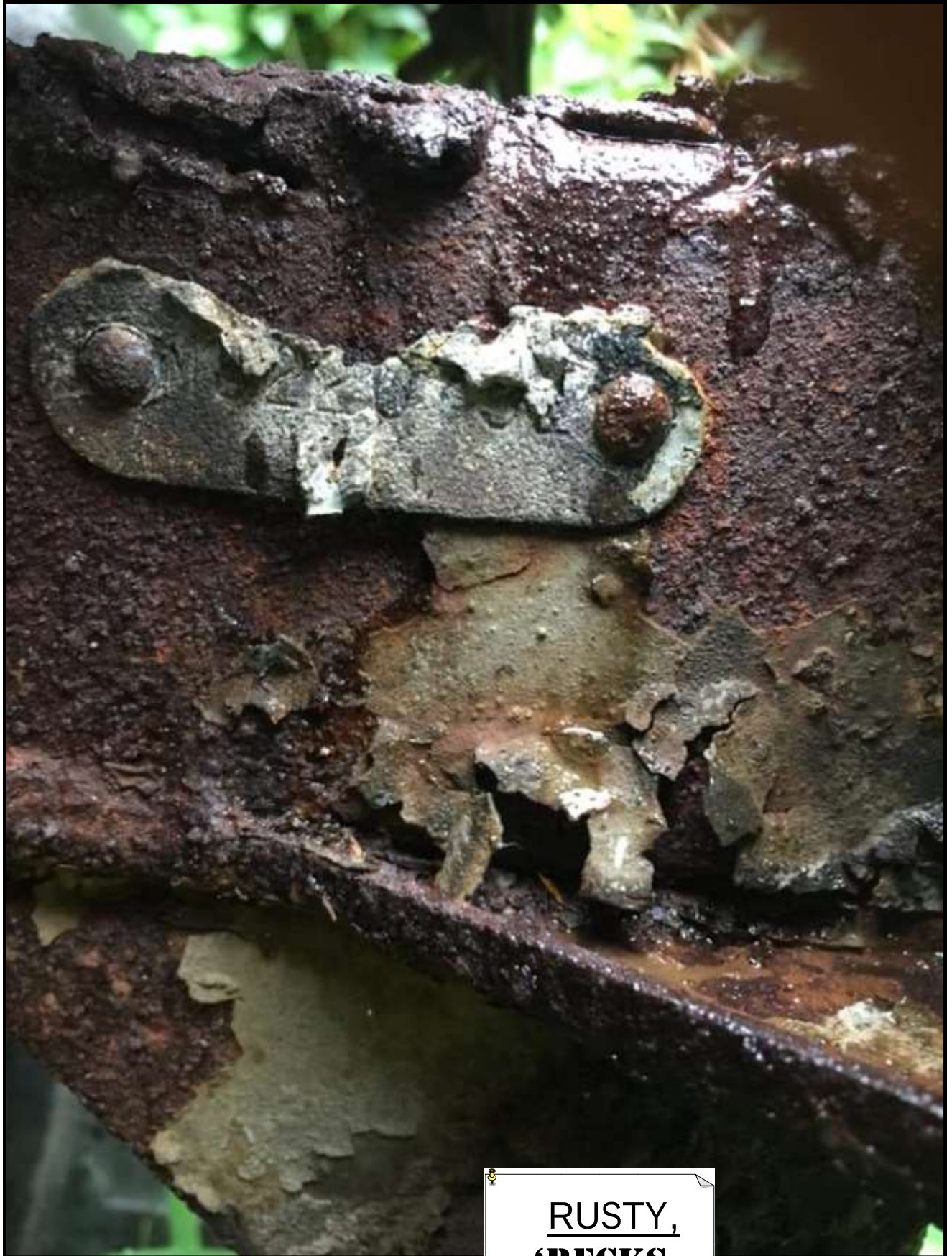
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Blast from the past

The Swane Photo Vault on his past history photos of all the "Wreck—a—Jeep Tours" is quite extensive and thoroughly entertaining. I am sure all the Lithgow boys agree! The more detailed shots below are a couple of Ozzie getting into minor difficulties. Perhaps that's why the addition of the Cortina Power??



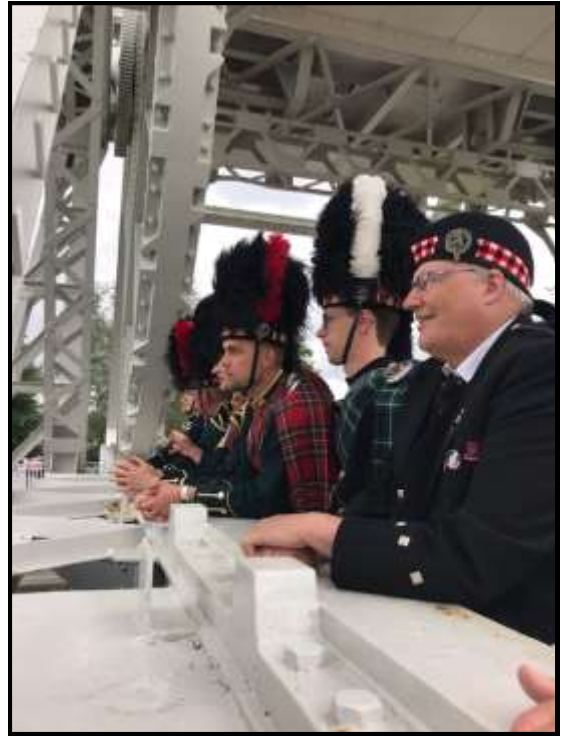


RUSTY,
'RECKS
& RELICS



"OUT AND ABOUT"

D-Day+75 with Craig (Part2)



Pegasus Bridge. A British airborne hero who took part in the raid there has his ashes tipped into river.

We breathed a sigh of release that the wind didn't pick up. The ashes were released slowly over 40 secs. Anyway. Lots of vets from the battle watching on.

On the original bridge, (that's been moved a little). That's my famous hamburger shirt on a red carpet.



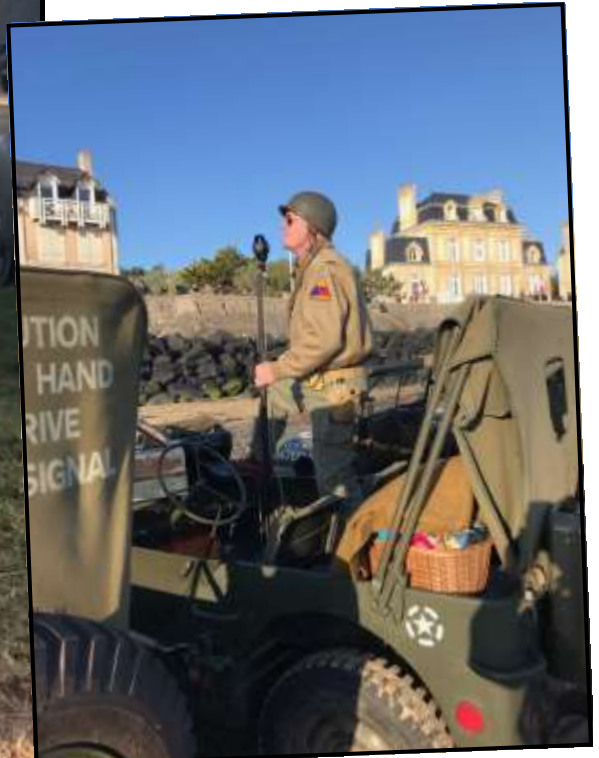


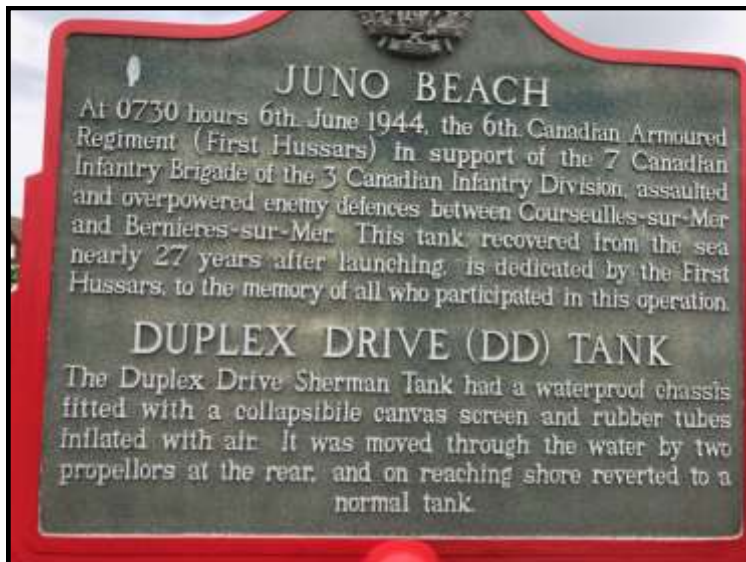
*Band of Brothers Autograph signing.
L to R. Pvt Joseph Ramirez,
Col. Robert Sink,
Lt Norman Dike.
There were 14 actors there.*





*Boys enjoying beer in souvenir cups.
Frozen in time at US style camp.
He didn't flinch. Locked in.*







For interest. MA 23/7/41.
Bantam Apr 41.
GP 4 wheel steer 9/9/41 & GP
9/11/41. (Slat Grilles started
11/11/41 I believe.?)



While we are on the subject of old Jeeps, lets go forward to a few weeks ago and the famous War and Peace Show in the UK. Reggie has posted some interesting pics and we will kick off his report with these two Slat ...



Two slat grilles. One
very early. Big bucks in
quid, so double that!!





From what we learnt in those articles, is that the windscreen frame of this example is definitely wrong!

Would be interesting to know a few more details, like its production number. You will have to go back to News No.90, 91, 92, 93 and 94 for some interesting reading on MB's 100046 (in Tasmania) and 100063 (in the USA).



*Different photos, same Jeep.
Differing quids ... earlier? Later?*

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THE DOGS POST *Jackoooo'*

7-10TH JUNE 2019

NABIAAC NSW AUSTRALIA



Dave Parkinson is a true Classic jeeper, this year he brings down his rare V8 powered FC170 from Queensland. Usually EMU is seen in his Follow Me 43 Willys. For display purposes here is my 12" GPW. Half a Bango on its back. I kept this number handy for the trip home!



CLASSIC 'NOT' PLASTIC 2019

Hosted by: **The JEEP CLUB of
NSW Founded Classically Back in 1974!**

Classic NOT Plastic is an event that brings an old school, four-wheeling Jeep lovers heart back to the fore, where in past, skill was involved or you may just be walking home!

*The Jeep Club of NSW
has put there hand up
again next year to hold
Classic NOT Plastic here
in Nabitac 2020 so get your
old Jeep ready, or start
looking for one now!*

Bar-treads, Alliance Traction and Roadtrak Majors were seen commonly fitted to rims forty five years ago and occasionally someone would come along with wider options. No-one forgets the joys of adjusting the points as a final tune which then may lead into dealing with flooded carbies on steep climbs! The true love of old and unique vehicles is something that todays newbies will just never understand, in actual fact, to those newer to off-roading, well, I refer for example, as late as the mid nineties when lockers were a thing rarely heard of let alone if ever seen, winches were much the same and my now old Hi-Lift jack was in awe to many! I still have the thirty metre winch extension strap, used once, purchased in the late eighties, the first one sold at AgQuip that year, nobody thought that these lesser strength looking items would ever take off in opposition to trusty old chains! Times they do change! Rarely these days do you see anyone carrying a chain let alone spares, oil and a good selection of tools, they just reach for the mobile phone. But getting away back then still spelt a weekend of enjoyment regardless at times if little progress was made in remote areas, breakdowns occurred and often you'd find someone walking to find help, they were good trips.

Way back when? Do I hear! Well what was required more than anything was actual vehicle understanding and driving skill, as severe terrain and or the weathers changing attitude meant that in one way or another you'll learn the hard way, perhaps you should try a different line and or listened to a mates advice, one that's been there done that and experienced the reasons why certain styles of driving may help, its just part of being old school. Now, when I say *old school* I'm not referring to someones age as thats irrelevant, it has nothing to do with your grey hair or lack of it, for it all has to do with hours, years, more-so the decades required in the seat behind the wheel "off-road that is" starting from the bottom and learning your way up, this gives you an advantage in understanding more than just the physics involved let alone down the track it may just get you out of trouble! Safely! Can you can feel with your backside what that vehicle is doing traction wise?

So what has all this got to do with the Classic NOT Plastic? Everything! Nothings changed, as the WWII Jeeps NSW logo says, you need to *drive them jeeps* understand their ways learn the limitations of, you included and maintenance, yes you'll then go places with a smile that a plastic Jeep will never give.



Why do we goto all the trouble to attend?

Actually I dunno, I often wonder! But it could have something to do with catching up with old friends? Maybe its to enjoy the camping around huge fires and have a laugh? But probably it's our love of old jeeps/Jeeps, and Classic NOT Plastic provides such. The small town of Nabiac is renowned for its motorcycle and many other items museum, so there are other places to see and visit here nearby also if driving is not your forte'. Such an event being held so close to good tracks and bush trails makes bitumen jaunts very short. These, we or is that us? Crazy group of like minded jeepers, enjoy seeing the many different models having fun off-road at a pace and in conditions that is arranged for those who appreciate all of the above. There were plenty of testing sections, at times wet and slippery, rocky ledges, ruts, steep hills, sand and bog holes. All of the above providing challenges for all levels of skill, it was very well catered and sought around the older models. New mates are made, theres plenty of laughter around camp fires, yarns of old times amidst much banter and stirring. It all brings out the old school ways yet again of how you had to learn where your wheels were, have precise throttle control to gain traction, along with heel and toe hill starts, that is unless your soft and drive an auto! Yes rarely did old vehicles hand brakes hold in the steep stuff, but then like most vehicles they weren't really designed for that, they're just a park brake. And then theres all the waffle on about different models, why one likes another, whats better than yours and whats needed to fix known problems, upgrades that become common to the regular or daily user. Why does it get hot? Why didn't you go the way you were told? Turn left yep left thats right, no the other way thats right, no left! Yours is ugly and mine isn't and of course what you need to do to make your Jeep better... they'll tell ya' all that no holding back, all tha' usual garbage! Mind you I was offered a tow if need be, but my V8 Pointy-nose mate didn't even line up for the off-road drive! Mmm sometimes I wonder, then someone mentioned he very well could be on the wrong end so maybe its best he isn't in the cue! All in the name of fun of course. Mind you it doesn't bother me to be towed and drive home as opposed to trucking it home in various boxes!

So, History... Do You Understand?

So tell me new Jeep owner, are you aware of all the models that have carried a Jeep logo or license build? Or for that matter do you even know those prior to the very late 1945 into 1946' when Jeep actually registered the brand and they began to ride like a cape on the reputations back of Bantam, argh thats not Batman Rob! Yes followed by Willis and Ford? Have you studied where the heritage actually came from? Do you know which side your diff centres are on? Let alone the wheel! What about your understanding of wheelbase lengths and how to avoid being cross-axled? Can you feel through your hands and backside what that machine is telling you? Do you trust that mate of yours for direction... after he didn't get through himself!!! Stir stir! Well a Classic weekend may answer or show you some of these at first hand. Yes few have the push of a button point and shoot lockers that helps to avoid embarrassing situations, they are good, but it does lower the accomplishment factor.

For any old four-wheeler in this case driving what is acknowledged as the start of 'jeep', from 1940' onwards right through to the last Classic Jeeps being assembled and built here in Australia. This weekend is set to cover just that, then also extending up to the latest editions like the very popular JK, now due to be replaced with the JL, the brands latest off-road icon, with all the fruit salad and veggie's off the lot! We don't show disrespect to later Jeeps, time moves on, but we do encourage those with them to look for an old Jeep and come along and enjoy the real feeling this lifestyle gives us all, the heart of the brand like all old forbies is real hands on.

Many of the old clubs kicked off years ago had old Jeeps amongst Land Rovers, Toy argh yeah all that stuff in them and regardless, these were the beginnings of old school learning, off the lot and into the bush understanding, no power anything, a mate-ship within the treads. Today events like this Classic help many to appreciate heritage and enjoy more than just pushing a button or two to get through, it helps to keep old vehicles alive. Advice is readily free, often even if you don't want to hear it! Mates likewise in understanding will get in and help, give accurate guidance, well maybe, sometimes they like a laugh and wonder whether that was a good line to take! But it's all part of looking after each other be that safely. So what has this to do with the Classic NOT Plastic weekend of jeeping, well read it again, this my friends is what old school wheeling is all about, becoming a part of your vehicle and smiling when your heart feels good for conquering such a trial on trail, yes they don't make Air-Lockers for original military jeeps, nor are they point and shoot items, remember they were designed to get away from such!! Today many accessories are seen on vehicles to aid there ability off-road but really they still need to be understood and driven accordingly, there are no computers to aid you here and after all they deserve some form of respect due to their age, how often do I hear the comment; *Your kidding over seventy seven years old, boy they go well off-road!*

So Just What May You See When You Turn Up?

Wow! Classic NOT Plastic brings many different models of jeeps, or Jeeps, together to enjoy a trail or two with other clubs and like minded people.

One asked how did it start? Well, I was not at the first Classic, and yes originally it was Classic only, yes, NO Plastics could come. But anyhow someone gave in or bent the rules trying to build the appreciation I'd like to perhaps feel is a light way of putting it, there are those who would rather see it stay that way, but, now newer Jeeps can come along. Please you must remember though shineysider, it primarily revolves around the pre-Chrysler vehicles. In saying that don't be disappointed if you're asked to travel up the back in your Plastic because thats where you're asked politely to be, and don't feel bad if you're not up for a prize unless you at least towed a Classic down, because you now know why! For there is far more time and money spent on old Jeeps let alone fuel costs!

This year see's an awesome line up of military jeeps running stock engines from as early as a script 3/42' GPW, running an engine block from the first F1 Contract. Of the just short of 648,00 jeeps produced from these three companies and a couple thrown in by Chevrolet and Checker Cab, GPW6016 is very early and rare. MB's were in force from standard on into extremely nice modified versions with V6 and V8 engines, disc brakes, power steering and all the chocolates. The CJ series covered with a magnificent 3B, CJ5's 6 7 and two really nice well built CJ8 Scramblers contrasting in the Power and the Pigeon! It's good to see old mates come all the way from Victoria in support. Full-size SJ Cherokees, Chiefs, CJ-10's, J20's in Dual Cab and another with a walk through Camper, thanks here to Warren for bringing his quarter of the fleet J-trucks down and never to miss an opportunity to get 'Out There' again is that faithful Queensland EMU veteran of the jeeping community bringing down his FC170, a rare 'Bird Snest' in all its glory. This year to top off the line-up in particular was a lone old Willys Overland ute which are rare Australian built Jeeps, they were the first to cross Australia through the Simpson Desert East>West back in 1969, a trial test in April and the real expedition in July, now 50 years ago (stay tuned coming up shortly is another modern shineyside crossing similar to) A left hand drive Willys wagon stole the show for best old Jeep alongside an awesome rollup of Pointy Nose Jeeps in various colours, a



large contingent travelling down from Queensland, trailers in tow, near as big as their smiles and no maroon amidst them! I must admit, when I slowed down on the freeway to let them past it was for no other reason then to hear those V8's rumblin' by! Better than a dual row of Harley's any day, and louder than any QLD try ever placed! In past years we have seen so many various models arrive from Jeepsters, CJ2a's, 3a's, all the CJ and J-Series range, M715, Wagoneers, M38, even a Classic full-size Comp truck and some prototype built workhorses then not forgetting the rare Amphibian GPA's and jeep trailers!

Classic NOT Plastic is a real old jeepers weekend with trails set to match the capabilities of all vehicles, from scenic car shows to sight seeing and lookouts, placid through hard wheeling where skills and machine are tested. A top weekend was had by all with around forty-five Classics under clear daytime skies and the light shower in the evening was just perfect. Thanks is due again to all those whom had taken the time to run such an event, cook breakfast and yes, if your not going to or game to drive your old jeep then cleaning the toilet block is highly acceptable, we appreciate that too! There is a lot of prior work and expense involved in track preparation alone, products provided willingly for prizes and the clean-up afterwards, a word from Warren to say he was pretty pleased with the conditions of the Nabiac Showground and thanks to all those whom headed the concerns.

I'll let a few photos speak for themselves and hopefully we'll see you here next year at the grounds for the 2020 Classic NOT argh what are they? Oh... Plastics! Come on new jeeper get involved with the *real* world. See ya next year aye!



Jacko



“OUT AND ABOUT”

War & Peace—with Reg



Continuing with this edition's theme of Early Jeeps above and bottom right, yet another Slat grille!!



What was really noticeable that this was a 'different' year. Maybe it was the heat (touching 40 degrees) or the fact that we had all come back from Normandy only a few weeks earlier or possibly the increase in entry for vehicles from £25 a few years ago to £50 this year?

The most noticeable was the huge gap in the usually rammed reenactor field, very sad. Some of the pics are Jeep drive by's so apologies for the quality—Reg





It appears that warm beer or champers isn't the correct way in 40 degree days to cool down!

A few doors down from where I live sits a rather curious house. It is typical of the cottages built in the area between 1900 and 1910, except that over the front porch is a kind of battlement about 15 feet high on which the name "Elton" appears.

Curious to learn why such an adornment was built, I plugged the address into Google. The first entry was a death notice from the Sydney Morning Herald for 12 May 1917 recording the demise within the cottage of Jessie Buick, "mother of the late Private James Buick (killed in action), Jean and David".

Plainly James Buick had met his end during World War I, but in which theatre of that conflict and in what circumstances? Access to James' military file was obtained. Expecting a collection of bureaucratic forms of greater or lesser degrees of obscurity, I encountered drama of both a military and familial kind.

The earliest documents in the file contained basic details: James enlisted in September 1914 (within about a month of the start of the war), he was 35 years old and 5 feet 4 inches tall. Not at all in the mould of the tall, young ANZACs who so entranced Compton Mackenzie at Gallipoli. But after a few pages James Buick's fatal engagement with that peninsula was revealed. He landed at ANZAC Cove on 25 April 1915, at some later time he was removed from the front on account of illness before returning on 17 July 1915. His death in action was certified as taking place at Lone Pine between 6 and 9 August 1915.

The Battle of Lone Pine was a frontal assault by about 4,500 Australia troops on Ottoman trenches, resulting in appalling casualties. The fighting was amongst the most ferocious of the entire campaign. One Australia officer wrote "[T]he trench is so full of our dead that the only respect that we could show them was not to tread on their faces." More than 1,000 bodies were hastily buried away from the lines.

After the war, the Australian government obtained permission from the newly formed Turkish Republic to establish an official war cemetery in the area. Was James among the 1,167 Australian soldiers buried in the cemetery?

The file contained a good deal of correspondence between the military authorities and James' relatives on that subject. As some comfort to the family, the body had been found and was laid to rest in Lone Pine Cemetery. But protracted debate ensued about what should be inscribed on the tombstone.

In 1919, Jean, James' sister, wrote to the military seeking delivery of the standard form on which text of the inscription was to be set down. The military demurred. Jean still had one brother left, David, who under the rules observed by the military was the next of kin solely authorised to nominate the inscription.

In a letter from April 1920, Jean described the family circumstances to the military in harrowing terms:

"I know that his mother was put down as his next of kin, but he made a will after that leaving me all that he had and all that was to come to him...The reason for that was our mother was a total invalid and could not even feed herself and she was left entirely within my care when he went to the front...She died 12th May 1917...Our father died 18 years ago."

The military remained unmoved. Writing in May 1920, Jean pleaded:

"...I know my brother Jim would wish me to fill in his grave form.... I have nothing against my other brother David...but he knows as well as I do who stood first with Jim."

There is little doubt that at this time Jean's financial situation was far from cheerful. Up until James' death, a significant portion of his army pay was allocated to Jessie and was no doubt the main (if not sole) source of financial support for the invalid mother and her daughter. After James' death those payments ceased and Jessie received a military pension of 1 pound per week. This stopped on Jessie's death. Perhaps it was these financial pressures which led Jean to move in with David and his family. This rather unwieldy ménage relocated itself several times in short succession. Each new address was duly notified to the military authorities in Jean's precise, copperplate hand, so that the war of correspondence could continue.

The matter remained unresolved throughout the rest of 1920 and 1921. The last document in the file is a stern letter from the army warning that the tombstone would be installed without an inscription unless a properly completed form was submitted by 28 February 1922.

I had to find out whether Jean prevailed in her choice of inscription. The only thing to do was look into the records of the Commonwealth War Graves Commission. The details are contained in quarto sized ledgers, in the tiniest of print. After some searching, the correct Buick entry was found. In the column which records the inscription carved on the tombstone, the following words appeared:

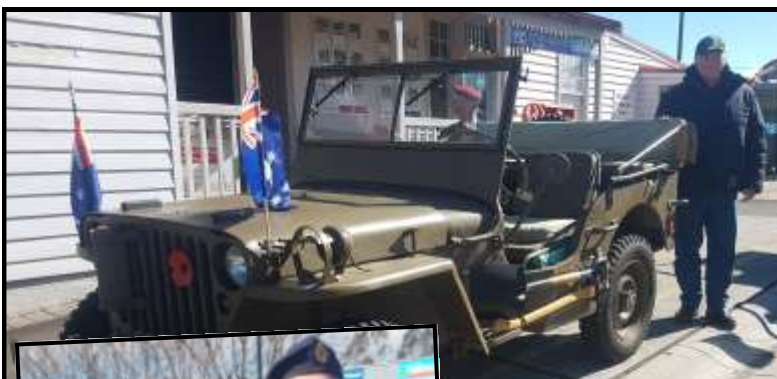
"A sister's chum on Earth. United again in Heaven."

Jean had got her wish. I had to look away as the tiny print was hurting my eyes.—David

Not sure of the origins of this piece, but it is an interesting read—Ed.

"OUT AND ABOUT"

Vietnam Veterans



Fine but a cold day was had for the Annual Blue Mountains Vietnam Veterans Day March in Springwood last Sunday. In the Parade were Tony Playle, Pete Pether and John Somers. In the Ferret was Craig and Tony. "Left right out" was regular past attendees, Mick and Mitch.



The Back Panel

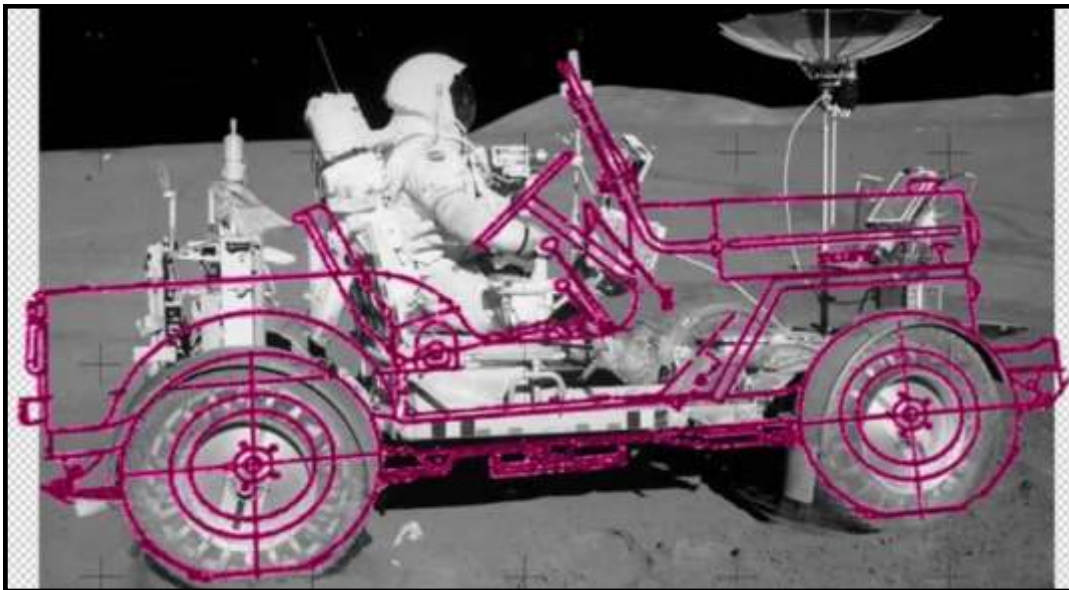


With all the 50th Anniversary of the Moon Landing recently, did you really doubt where they got the design for the later Lunar Buggies (or Rovers, as they were called), came from? NO!



Meanwhile
On the Gunbarrel!

(Perhaps it could be accompanied by a sign ...
“Please breakdown here”)



(French—for families large!!!)