

Fusillade

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Approval No. 421-607-80Y

Newsletter of the Ballarat Arms &
Militaria Collectors Society Inc.
Issue 175 - April – May 2021



Committee

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The Society has formal meetings on the last Wednesday of the month, except December, January and February . Special meets are held in November and February
VENUE-**Scout Hall, Humffray St South, south of Grant St.** Almost opposite Gladstone St. Doors open at **7.15pm**. Meeting starts at **8.00pm**.
Visitors and potential new members are always welcome. Mind where you park!
Membership inquiries (03) 5342 4433 or Email (below)

Our collecting interests include: - Military & Sporting Long-arms; Black powder Firearms; Collectable Handguns; All Edged Weapons & Knives; Ammunition and Ordnance; Badges; Medals; Uniforms; Maps; Books and Documents, General history. We are also an **Approved Shooting Organization** (Hunting and Target) under the 1996 Victorian Firearms Act

"'Fusillade' is the bimonthly newsletter of the Society
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Next newsletter closing date is **5th June 2021**
*Opinions within these pages are not necessarily also those of the Editor,
...unless written by the Editor (and even then...)*

Society Meeting Details

Feb 24 - Shoot and BBQ at PBC. Details inside

March 31 - Special meeting at Scout Hall. Details inside

Members are reminded if they change ANY of their address details, storage address contact home number, they **MUST** advise LRD in writing, or Fax, within **7 days**.
Not to do so is an offence. Be warned.

Please keep your Postal, Residential and email addresses, and Phone numbers up to date, with the Society. Thank you.

LRD - Call 1300 651 645 - only on Mon, Wed and Frid, between 10 and 2
GPO Box 2807AA, Melbourne 3001

Note LRD email change. <lrd@police.vic.gov.au >

PRESIDENT'S DESPATCH

Welcome Members,

Our return for 2021 began in February with our annual shoot at the Ballarat Pistol Club. This was our only function last year before the lockdowns began. As always those that attended had a great time.

Whenever you get to have a crack with a Jungle Carbine it's always a great time. Thanks to the members of the Ballarat Pistol Club for their hospitality and Dave for his culinary skills on the BBQ. March saw the return of our General Meetings. It was great to be able to catch up with members face to face. Numbers were down but hopefully we will pick up as the year progresses.

A report was given on the viability of our gun show which up until last year was regularly held in July each year. Alterations to the venue and potential restrictions on capacity will provide us with some challenges however things are looking positive for our gun shows return this year.

We will require the assistance of as many members as possible due to the logistical changes, so please make the effort to help out. With this being the first gun show in Victoria in over a year it is shaping up to be our biggest gun show yet. Updates will be given at general meetings, on our website and on our social media.

As usual our representative bodies are doing great work defending firearms owners from the victimisation we see every day across the country. In particular the NSC has been very busy. One example in Queensland that has come to light shows the highest level of incompetency imaginable. Without retelling the entire story

www.nationalshooting.org.au/qld-cops-seize-a-stolen-gun-lose-it-then-sell-it-to-another-shooter the main points are;

Handgun stolen from licenced owner.

Handgun used in robbery years later, recovered by QPOL.

Owner notified, permits to re-register ap-

proved.

Handgun "lost" by QPOL, somehow sold to unknown intermediary then to dealer then sold to a private owner.

Original owner left scratching his head with no explanation.

What is most confusing is how the Queensland registry did not flag anything when checking serial numbers for transfer to the dealer or purchaser especially after they had just issued a PTA to the original owner.

The core purpose of the registry is to keep track of firearms through registration.

They certainly dropped the ball on this one.

NSC is working with the original owner, the Queensland Government and QPOL to achieve at minimum some form of compensation.

In my usual trolling through the internet I came across a Youtube channel named High Calibre History. With many videos on varied topics from French armour worn at the Battle of Waterloo to a full auto 12 gauge shotgun, there's something to tickle everyone's fancy.

One of particular interest to me is the one on guns recovered from Ground Zero.

Australian Arms Auctions have an upcoming auction on the 24th of April. In conjunction with Leski Auctions, online bidding will be available. Judging by the last auction, this will be well worth a look.

Our next General Meeting will be held on the 28th of April, I hope to see you all there.

Yours in collecting

Andrew Day.

Editorial

Hello members.

Andrew seems to have pinched all my Editorial remarks, which saves me the job of typing them again.

I would hope that future attendances at meetings will improve into the future, or are you all, out of the habit?

Only one member made the effort to bring something along for "show and tell". Really, you have nothing to bring?? It's part of being in a club that you contribute in some small way, if at all possible.

Re the Fair... We have the OK from VicHealth for "up to 1000 persons per day".

However, the crux of the matter is, how many persons can be allowed into the venue area at any one time, in July. From that allowable total, take away Dealers and staff, and the difference will be, the number of customers at any one time.

That figure will decide the viability of the event. One customer allowed at a table at a time, won't work.

We do have (at the time of writing) way over 150 tables tentatively booked.

Please note...

Your **2021-22 membership cards** are ready for distribution. Payment details over the page.

Ed

THEME NIGHTS

To involve our members and increase the enjoyment of their night at our monthly meetings, we are suggesting subjects for theme nights.

Theme nights at monthly meetings 2021:

April : World War 2 Weapons and Memorabilia.

May : Pre-1900 Weapons and Memorabilia. Civilian or Military.

June : Show and tell, bring along one of your favourite things.

July : DVD documentary night: The Pattern Room for Royal Armouries. All things guns.

August : AGM. A "What is it" night. Bring along those unidentified items in your collections.

September : Bang stick night. Bring in a gun to show off.

October : Modern Weapons and Memorabilia in war and peace, Post 1945.

Please try to bring something along, that fits into those categories.

Your 2021-22 Membership cards are now available.

The payment is **\$30**

The BSB number is **063507**

Account number **1025 7521** (Ballarat Arms)

Deadline June 30. After that date a **\$20 late fee applies** and, after a further 28 days, you are no longer a member. No exceptions!

Payment methods

Electronic transfer- (preferred) Your initial and surname, must be on the transfer details. Add the word “**subs**”

Cash over the counter at a Combank branch. (Second preference) Your initial and surname **MUST** be on the transfer details. (Other banks may not include your details, so be prepared for that and phone the Society

Cash at a meeting (Third preference and, Correct weight please)

Cash to Dave Wright Militaria in Sheppard St., Ballarat. Place notes in an envelope or fold of paper with your full name upon. **(Yeh, that’s a goer, but NOT Mondays)**

Cheque made out to BAAMCS and name written upon. **(If you must)**

There will be no reminders. Late payments will attract a late fee.

2020 was a good year for late fees, just saying.

Nick Smith (Hon Sec)

BRITISH WADING SHERMANS

“Wading must be a 100% successful operation”

Although tanks are able to cope with shallow water such as streams, they are not suited to moving through deeper water such as wading from a landing craft to the beach. To do this, special preparation and equipment is necessary.

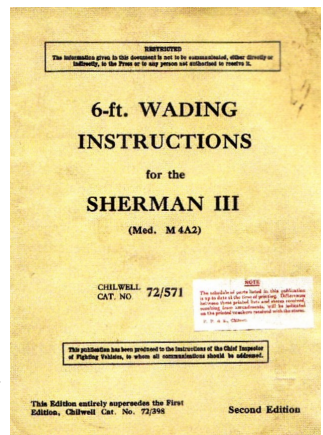
The British method during the latter years of the Second World War was to seal any gaps where water could leak in then extend the air intakes and exhausts with large tubes made of sheet steel. This prevented the tank taking in water that could swamp the engine or drown the crew but allowed air to both as well as giving a path for the exhaust to reach above water level. After it had been prepared a tank could operate in approximately 2m of water (as the UK used imperial measurements, this was listed as 6 feet).

Although the general principle was the same for all, the method for preparing each type varied because of its design. The Churchill, for example, needed attention to the doors on the hull sides as well as the usual extensions for air intake though with its exhausts on top of the hull it only needed simple round tubes to extend the exhaust outlets. Sets of parts for each type of tank were developed and manufactured, to aid in fitting them a series of instruction manuals were produced describing the process step by step.

WADING SHERMANS

Each different type of Sherman had its own set of parts and instructions, similar in some areas but differing in the metal items used. For the radial engined Sherman I and II the method was to fit an exhaust extension at the back then cover the air intake on the hull top. All air was drawn in through the turret. Sherman III and V used tubes over the exhaust and extensions for the air intakes on the hull top. For the Sherman III, these instructions came in the form of a booklet entitled "6-ft. Wading Instructions for the Sherman III (Med. M4A2)". Like all manuals it was updated from time to time, The second edition Chilwell Cat. No.72/571 was introduced in March 1944 and entirely superseded the original edition Chilwell Cat. No.72/398. It was itself updated.

A copy bought several years ago came with three duplicated typed sheets that form Amendment No 2 dealing with the Infantry Telephone, the earlier first amendment was a general one covering several types describing extra procedures for fitting the air chutes and, there may have been more changes later.



Copies of this 40-page booklet would have been used to prepare tanks ready for landing on or just after D Day, including those of the 13th/18th Hussars. Although they used the amphibious Sherman DD tank in two of their three Squadrons, one Squadron used normal Shermans, which were Sherman III M4A2 with Sherman VC Fireflies.

Fireflies would have needed their own edition, Chilwell Cat. No. 72/572 for the Sherman V (Med. M4A4) describing the relevant parts and processes, while its Sherman III-based Armoured Recovery Vehicles or ARV needed yet another edition as they had a "false turret" fitting around the large hatches as well as air intake and exhaust extensions. Stuart III, Crusader AA, Scout Cars and soft skin vehicles would also have had similar booklets specific to them.

Just getting these to the Regiment alongside the parts and equipment needed to prepare the vehicles would have been a big logistical task. They also had more than 90 types of cars, trucks and lorries that had to be waterproofed! The process started before the equipment and booklets even arrived. The Foreword to the Wading Instructions stated that before sealing a tank must be in first class mechanical condition.

AFVs were graded from Class I and II which were to be fit for active service or can be made so but within different specified mileage limits, to Class III for a vehicle in good running order or which can be made so by First Echelon repair but with mileage over Class II, through to Class VI which was beyond economical repair. The differences in mileage between Class I and II were given in ACI 735/44 in May 1944 for Shermans III and V as less than 2000km for Class I and up to 3600km for Class II.

In addition, Sherman III had to be modified by the manufacturers or Army Workshops to conform with DME Circular No 41158 to add the various fittings for the wading "hardware". Also, its instruments should have been modified as per Department of Mechanical Engineering Workshop Bulletin No FC2 of December 1942.

Once a suitable vehicle was in place it had to be cleaned. This required water and stirrup pumps, scrapers and wire brushes to remove any mud and loose paint. Rags for general cleaning, petrol for cleaning oily surfaces and a special cleaner for areas which were to be sealed. There was a range of sealing materials for different purposes. These included:

Bostik C painted on and used to attach waterproof material.

Bostick' A.A also painted on to seal small gaps

Bostik 692 came in tubes and was used for seams and larger cracks

Boscoprene 551 was a two-part sealing cement' It was oil resistant and used in areas where oil was likely to be present.

Asbestos Compound formed the seal around hatches, described as “tenacious but easily worked”.

W.D. Pressure Plastic was a red, putty-like substance used to fill larger holes by building it up in layers.

Jointing strips made from rubber acted as seals between the tank and the wading trunking.

The various Bostik compounds came in tins, Boscoprene was in tins with the second component in a bottle, WD Pressure Plastic came in cartons.

In addition, tins of standard Grease GS and others with special yellow coloured lanolin grease and a blue anti- corrosive paint for special areas, were issued.

To apply the various compounds, 2.5cm and 5cm paint brushes were needed. Fabric covered larger areas such as over the gun mountings, came prepared attached with Bostik C. To remove the fabric after landing, Cordtex, a flexible explosive cord, was placed underneath and initiated by electric detonators using a suitable wiring harness plugged into a socket on the dashboard.

All these, plus the metal hardware were supplied in a series of kits -

Kit “A” comprised the various metal chutes.

Kit “B” supplied the waterproof fabric.

Kit, Jointing Strips had the rubber strips, brushes, scraper, scissors, some of the Bostik, Cordtex wiring harness and various small items like washers and grease.

Kit “D” supplied the remaining Bostik, W.D. Pressure Plastic and spare fabric.

Kit “E” comprised the Cordtex and associated items

Kit “F” was also available, it contained Bostik compounds and small items which might not be in the Kit, Jointing Strips.

These were supplied on a scale of one for each vehicle, plus two per Squadron as

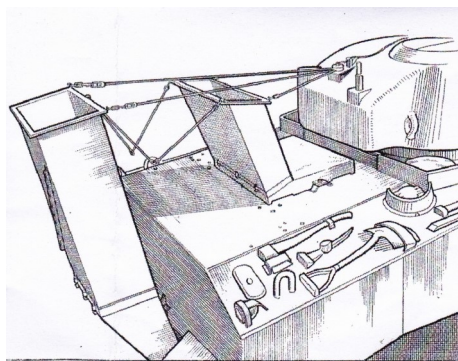


Fig. 1. SHERMAN III WITH HARDWARE FITTED

spares. i.e. As 13th/18th Hussars C Squadron had two Shermans and one Sherman ARV in Squadron HQ and four Troops each with three Sherman 75mm and a Sherman Vc 17pdr, they would have needed 14 sets for Sherman III and four for Sherman Vc plus a different set for the ARV. How they handled the spares is not recorded but one for each type would make sense.

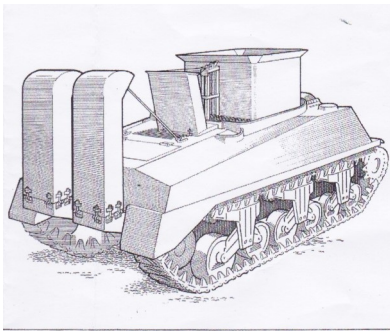
With vehicles, kits and manpower assembled the process of preparation could begin. This was split logically into three stages, the initial one to be carried out as the Regiment was held in its concentration area, the second while in the assembly or marshalling area i.e. immediately before going aboard the landing craft, and the final stage once they were aboard.

It was stressed that "SUPERVISION IS VITAL - An officer must be detailed to supervise sealing, and to be responsible for passing all work as satisfactory". Inside the back cover, was a tear-out Task Card, which listed each stage with space for initials to be added when it was completed.

STAGE I

Before starting the preparation proper, the vehicle was maintained and lubricated. Engine access plates and escape hatch were to be removed, along with sunshields and dust deflectors, though it may be that the tanks did not have these. Interestingly, whilst any external stowage bins should also have been removed and passed to Unit Transport, photos show them still in place.

With the vehicle prepared, contents of the wading gear kits were checked and the vehicle number painted onto air inlet and exit ducts and the air exit chute. Turret bins and exhaust deflectors if removed should also have been marked in the same way. The tank was then to be cleaned of mud and dirt, washing down with water using stirrup pumps, and any oil cleaned off with petrol including the engine compartment and around the transmission case.



After being run over an inspection pit, or up onto railway sleepers to allow better access to the underside, tracks were broken and sprockets and front mud shields taken off. Lower hull sealing consisted of filling any unfilled bolt holes with W.D. Pressure Plastic, then sealing the bolts holding the idler brackets, drain holes in the sponson floors, the joint between the transmission housing and the hull with the same material. In the case of a tank with a three-piece transmission housing, the joints and bolts would be treated with Bostik A.A. The Pressure

Plastic was then covered with Bostik A.A. which was also used to seal around the bogie unit bolts and generally any other external bolts and screws and the small access plates under the hull.

Escape hatch, engine access plates and the larger plugs and drain valves plus the electric horn on the glacis were sealed with Asbestos Compound and other access

points using Boscoprene, all finished off with a coating of Bostik A.A. Drain holes under the rear of the sponson were sealed over with fabric patches, after which sand shields could be refitted and the tracks put back on.

The next task was to attach the lower section of the air exit chute over the exhausts. This was held in place by three brackets already installed on its lower edge, bolts under the rear hull at each side, and supported by three tie rods fixed to brackets on the hull rear. All the edges had rubber strips to seal them which were stuck in place with Bostik C. WD Pressure Plastic filled any remaining gaps and the final waterproofing was by painting over with Bostik A.A.



His Majesty King George VI (in peaked cap) inspects the Hussars in May 1944, including BALACLAVA identified by the number 10 on the turret fitted with full wading equipment and a .3" Browning machine gun on the turret hatch

That done, all the guns were maintained. The main gun had the bore and chamber oiled, then an oiled rag was used to seal the breech using a rope lanyard pulled through the barrel. Machineguns were sealed with their usual lanyard and a smaller rag. Any tanks with the 2-inch bomb thrower in the turret roof had the muzzle plugged with cotton waste and sealed with asbestos compound. Those with 4-inch smoke generator dischargers on the turret side had muzzle covers fitted and sealed with asbestos compound while the working parts were coated with Grease G.S.

Fitting the Cordtex and its electrical harness came next. Electrical tape and strips of fabric held these in place care had to be taken not to get Bostik in contact with the Cordtex. Lengths of Cordtex were applied around the hull machine gun, ventilators on the hull roof and around the main gun mounting and mantlet.

After stuffing the ventilators with cotton waste from the inside to protect them from blast, their fabric covers were glued in place with Bostik C. Mantlet and muzzle covers were also glued in place by painting a wide band of Bostik C, letting it almost dry and then the covers smoothed into place.

Turret ring was sealed with Asbestos Compound and W.D. Pressure Plastic. With these "soft" Parts in place, the air inlet duct adapter on the hull top was fitted. This bolted onto brackets already in place, small adjustments might have to be made to make sure this fitted tightly. The two ducts were then trial fitted. These were designed to angle backwards, attached by bolts at the rear edges they were held in place with rods attached to a special bracket on the turret between the radio aerial bases with a quick release mechanism using a Bowden cable which entered the turret through the ventilator. The rods were tightened to keep the ducts in place. When the

strain on the rods was released, they fell away and a system of linked, loose rods connecting the two ducts together pulled the air inlet duct clear.

Final work on the hull was to fill any drain holes in the turret ring guard and around the spare aerial base next to the co-driver's hatch with W.D. Pressure Plastic and paint
Bostick

STAGE 2

Having arrived safely, the tank had to be topped with fuel and oil taking care not to spill any onto the Bostik sealing, and the radiator water level was checked. All filler caps were to have their threads coated with Grease G.S. before being fitted back, filler cap covers were sealed using Asbestos Compound. Cordtex was fitted over the air inlet cover, attaching it in place to the mesh on the open area with thin wire, before sealing the cover with fabric glued down with Bostik C. Small jobs like sealing around the fire extinguisher pull handles - these are on the hull top behind the turret on the left-hand side - with Asbestos Compound were also done at this point.

If the tank had vizors – their spelling! - or as they are often called “direct vision ports”, they were also sealed. Periscopes in the hatches were also sealed, as were those in the larger pattern hoods. For transit the air ducts were removed and carried lashed across the engine decks. They were now fitted, any joints sealed with Asbestos Compound or by using strips of self-sealing material supplied in kits using a rubberised cement. Straining rods were fitted in place, tools stowed outside were to be smeared with Grease G.S. and the suspension lubricated.



During a halt, crews eat a quick meal. Exhaust adapters can be seen on the rear of most of the tanks wading chutes tied onto the engine decks. The tank in the centre of the photo is a Firefly with its turret reversed to point at 7-o'clock. Closest to the camera is an M5 or M9 Halftrack, each Squadron had one of these

This work was supposed to take 33 man-hours, and once done the vehicle was not to be driven more than 30km which should have been enough to get it to its allocated landing craft. Photos of 13th/18th Hussars driving onto the craft show them at this stage, though many if not all have the turret revolver port open. They are towing their Porpoise ammunition trailers from the front towing lugs, each line of tanks would have to carefully manoeuvre over the Porpoise. Porpoises would need to be connected to the correct vehicle using the drawbars which were carried on the glacis until needed.

STAGE 3

This final stage was carried out once the tank had embarked and took around eight man-hours. A final check over and the vehicle. A final check over and the vehicle was to be sheeted over if possible though photos show them uncovered while sailing

across the Channel. Clutch was to be greased and the engine turned on to warm it up. Guns were prepared for use by removing the breech plug and pull-though. All breeches were to be cleaned and dried. Driver and co-driver hatches were prepared with Asbestos Compound around the rim of the hatch flap, they were only to be closed just before leaving the craft. The final task was to connect the wiring harness for blowing the Cordtex.

All that now remained was to Drive ashore. Drivers were advised to “go slowly” to avoid creating a large bow wave. Beware of skipping and watch out for any drop from the ramp onto firm beach, but to keep going so as not block the exit ramp the craft for vehicles behind.

ACTION TO BE TAKEN IMMEDIATELY ON LANDING

As soon as the tank commander was sure his vehicle was in no more than three feet of water, he was to jettison the air ducts, which should fall away under their own weight then detonate the Cordtex to blow away the fabric sections and pull wiring harnesses back into the tank.

The muzzle cover could be cleared by firing an Armour-piercing or Smoke round, not HE as a nose fuse could be set off by the cover. 2-inch bomb throwers were cleared by pushing the plug out and the cotton waste removed from the ventilators. The turret was freed by traversing it. Hand traverse was recommended rather than using the power system. Any water that has got in was to be dumped by opening one or more of the dump valves. In this state the tank was operational.

As soon as possible, the final two stages were to be carried out. The first consisted of removing the rear air exit chute, lubricating the vehicle including changing the oil in the final drive and transmission casing if any water had seeped into it, and maintaining the weapons. Final tasks could be done at the same time. Any remaining parts of the metal hardware and parts of the fabric not blown away were to be removed and the dust deflectors and stowage bins were to be refitted. Photos show that stowage bins were carried anyway, and some show the lower part of the rear duct was still in place a few days later including the classic photo of the Commanding Officer's tank BALACLAVA operating near the glider landing area Ranville on 10th June.



More tanks loading onto LCTG/O. Note the amphibious jeep just entering the craft. The tank that will follow it tows a Porpoise, its towing bars are tied to the hull front

The Australian Army Badge

In 1902 a badge was urgently sought for the Australian contingents raised after Federation for service in South Africa during the South African (Second Boer) War. The most widely accepted version of the origins of this badge is the one that attributes the selection of its design to a British officer, Major General Sir Edward Hutton, the newly appointed Commander-in-Chief of the Australian Forces.

Hutton had earlier received as a gift from Brigadier General Joseph Gordon, a military acquaintance of long standing, a "Trophy-of-Arms" composed of mounted cut-and-thrust swords and triangular Martini-Henry bayonets which were arranged in a semi-circle around the Crown. To General Hutton the shield was symbolic of the co-operation between the naval and military forces of the Empire.

The Badge's original design, which was created and produced in haste in 1902, was modified in 1904. The new badge carried a scroll inscribed with the words "AUSTRALIAN COMMONWEALTH MILITARY FORCES" and it was worn throughout both world wars. There were, however, a number of variations of the badge; a special version was struck for the coronation of King Edward VII in 1902 and there were badges for the Commonwealth Horse and the Australian Instructional Corps, each with its respective title on the scrolls.

In 1949, when corps and regimental badges were re-introduced into the Army, the inscription on the scroll was changed to "AUSTRALIAN MILITARY FORCES". In 1969 the badge went through another alteration, with the introduction of the Federation Star and the inscription was once again changed, to read simply: AUSTRALIA. However, this design was never fully issued.

In 1991 the current design was produced, with "THE AUSTRALIAN ARMY" on the scroll. The "Rising Sun" badge was originally called the General Service Badge, but it is now officially labelled the Australian Army Badge. It will, however, always be referred to as the "Rising Sun".

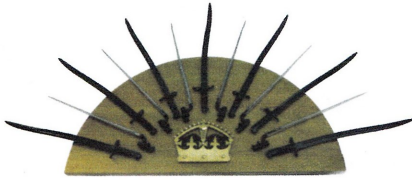


Fig 1 - Original concept



Fig 2 - 1902



Fig 3 -1904-1949



Fig 4- Camel Corps WWI (Unofficial)



Fig 5 -1949-1954



Fig 6 - 1954- 1969



Fig 7- 1969-1991



Fig 8 - From 1991

OVER 70, SO Who Cares!

I was standing at the bar at the Pub one night, minding my own business when this large ugly woman came up behind me, grabbed my behind and said, "You're kinda cute. You gotta phone number?"

I said, "Yeah, you gotta pen?"

She said, "Yeah, I got a pen".

I said, "You better get back in it before the farmer misses you."

Cost me 6 stitches...but,

When you're over seventy.....who cares?

I went to the pharmacy and said to the assistant ...

"Give me 3 packets of condoms, please"

The assistant said: "Do you need a paper bag with that, sir?";

I said "Nah... She's purty good lookin'..."

When you're over seventy.....who cares?

I was telling a woman in the Pub about my ability to guess

what day a woman was born just by feeling her breasts.

"Really" she said, "Go on then... try."

After about thirty seconds of fondling, she began to lose patience and said,

"Come on, what day was I born?"

I said, "Yesterday."

Cost me a kick in the groin, but...

When you're over seventy.....who cares?

I got caught peeing in the local swimming pool.

The Life Guard yelled so loudly, I nearly fell in.

When you're over seventy.....who cares?



All these ads are free, but the owners might like to upgrade sometime? Ballarat Arms.com.au /Contact Us

R.F.Scott & Co. 910 Howitt St, Wendouree. Sporting Guns, Rifles, Ammo, Gun Cases, Black powder & accessories. phone /fax (03) 5331 7111 bh.

H. REHFISCH & Co P/L Guns, Fishing, Archery, Gun safes, clothing, etc.
903 La Trobe St, Ballarat. 53313677

ANTIK, Purveyors of the old and unusual. Militaria and Old Wares shop.
At the roundabout and opposite the "Grape Hotel" 202 Grant St, cnr Humffray St South
(03) 53318268

Dave Wright Militaria and Collectables. Buying and selling Militaria. Sheppard St, Ballarat, Vic 3350. (*rear of Dan Murphy's bottle shop, between Mair and Curtis Sts*).
Ph 0353384377. Open Tues to Friday 9am to 5pm. Sat 9am to 1pm.
Email djwright@ncable.net.au. Web www.davewrightmilitaria.com.au

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www.rflb.com.au Email- booky@rflb.com.au

For all your Private gun and parts ads, try "Universal Used Guns.com.au"
www.universalusedguns.com.au

Ozgunsales for all your online gun purchases and sales— www.ozgunsales.com

Everything outdoors. New "online only" site. **Has a Firearms category.**
Is a Local Ballarat site www.everythingoutdoors.com.au ph 0497 656 999

Any transfer of ownership of licensable firearms advertised in this newsletter, must be completed through a Licensed Gun Dealer. The 28 day cooling off period applies for a first purchase.

Front Cover Illustration

British Sherman Firefly, embarked on a landing craft, just prior to D Day

ALWAYS send documents to LRD via **EXPRESS or PRIORITY MAIL**
And **ALWAYS** make copies of those Documents for your files

Some members are still sending their details via "normal" mail and
could be giving a thief a "shopping list." Just saying....

Mail is taking a while to be delivered. Use Express Mail if
unsure if your docs will arrive in time.
Yes I know this sucks, but I can't do anything about it.