

More Majorum

2022 PART 2



Top Left is three TADEN guns one mounted on a tripod.

Top Right a Mannlicher 1888

Above is a "BABY" 25 Pounder Australian Field Gun on the range in Australia during training

Left we have a Hyde-Inland M2 above a Thompson Sub-machinegun

Daimler Armoured Car

Daimler Scout Car

Flamethrower, Portable, No 2

Footnote in History ;

Something from your Collection

Hyde-Inland M2

Repeating Rifle Mannlicher 1888

TADEN

T92 Light Tank

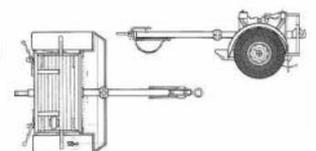
Hugo Vivian Hope Throssell

2/4th Field Regiment



Below left is a Daimler Scout Car with Bren Gun and next to it is the Daimler Armoured Car a 2 pounder gun in the turret.

Bottom is a drawing of a 25-Pounder Ammonium Limber



N.V.A.C.G. Committee 2021/22

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NEED YOUR COLLECTORS LICENSE APPLICATION OR RENEWAL ENDORSED BY THE GUILD?

There are the three members authorised to endorse applications:

John McLean Mob: 0402 367 055 Email: majormac@bigpond.com

Graham Rogers Mob: 0417 137 232 Email: secretary@nvacg.org.au

Ricky Seiter Mob: 0400 567 353 Ricky can be found behind the counter at Trellis's Shepparton, but phone him first to make an appointment, and bring your current membership card.



Achtung !!

From the secretary's desk



Breaking News.

It was decided at the April meeting that there will be a Militaria & Collectables Expo in 2023. This will be held at our usual venue, East Bank Centre Wellsford St. Shepparton 4th & 5th March 2023.

Annual Subscriptions.

For those members whose membership expire in 2022, payment is due by the 30th of June. If you are receiving guild correspondence via email you should have already received your account. For those members still receiving posted newsletters, your account should be attached to this newsletter.

If you did not receive an account this year, then you most likely paid your subscription for 2 or 3 years.

There will be reminders with all future correspondence up until your membership has been expired for 30 days, after that we must assume you no longer wish to be a member.

Some ex-members are still receiving emails. Emails cost the guild very little and we would like to think, that even though you may no longer have a need to be a member, you might be still be interested in reading the guild news. If however you wish to be removed from the email list just email me (secretary@nvacg.org.au) and I will attend to it.

Ballarat - Eureka Arms & Militaria Fair, Saturday 9th & Sunday 10th July 2022 - www.ballaratarms.com.au

SNIDERS WANTED

Hi all. Several members are looking for a .577 Snider in good working order with good barrel. Most are after Mk 3's, but if a good Mk 2 is available that will be good also. Order of preference is: Military carbines, two band short rifles, three band long rifles, then sporting Sniders.

Please contact John H. on 03 58213192 or email

jobah450.577@bigpond.com

Or John M. on 0427 303 357 or

Brett M. at bnmaag@gmail.com

LOOKING TO BUY

Several items namely:

- (A) .577/450 Martini Henry rifle Yataghan Bayonet and Scabbard in very good order.
- (B) .577/450 Martini Henry rifle Cutlass Bayonet and Scabbard in very good order.
- (C) .577/450 Martini Henry rifle Elcho Bayonet and Scabbard in very good order.

If you can help with any or all of these Bayonets contact John Harrington on 03 58213192 or email

jobah450.577@bigpond.com

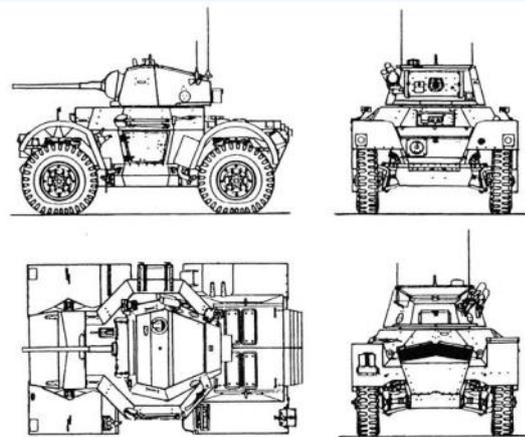
Daimler Armoured Car

was a successful British armoured car design of the Second World War that continued in service into the 1950s. It was designed for armed reconnaissance and liaison purposes. During the postwar era, it doubled as an internal security vehicle in a number of countries. Former British Daimler armoured cars were exported to various Commonwealth of Nations member states throughout the 1950s and 1960s. In 2012, some were still being operated by the Qatari Army.

History; The Daimler Armoured Car was a parallel development to the Daimler Dingo "Scout car", a small armoured vehicle for scouting and liaison roles. It was another Birmingham Small Arms design. A larger version designed on the same layout as the Dingo fitted with the turret similar to that of the Mark VII Light Tank and a more powerful engine. Like the scout car, it incorporated some of the most advanced design concepts of the time and is considered one of the best British AFVs of the Second World War. The 95 hp engine was at the rear linked through a fluid flywheel to a Wilson preselector gearbox and then a H-drive arrangement with propshafts to each wheel. Four wheel steering similar to early models of the Scout car was considered but not implemented following experience with the Dingo. The prototypes had been produced in 1939, but problems with the transmission caused by the weight of the vehicle delayed service entry until mid-1941. Daimler Company built 2,694 armoured cars. The Daimler had full independent suspension and four wheel drive. Epicyclic gearing in the wheel hubs enabled a very low ratio in bottom gear - it was credited with managing 1:2 inclines. The rugged nature combined with reliability made it ideal for reconnaissance and escort work. The variant of the turret and the 2pdr gun were also used on the Light Tank Mk VII Tetrarch.

Combat history; The Daimler saw action in North Africa with the 11th Hussars and the Derbyshire Yeomanry. It was also used in Europe and a few vehicles reached the South-East Asia theatre. A typical late war recce troop in north-west Europe would have two Daimler Armoured Cars and two Daimler Dingo scout cars. A British Indian Army armoured car

| | |
|--------------------|---|
| Mass | 7.6 t |
| Length | 13 feet 1 inch (4 m) |
| Width | 8 feet 1 inch (2.46 m) |
| Height | 7 feet 5 inches (2.26 m) |
| Crew | 3 |
| Armour | 7–16 mm |
| Main armament | 2 pounder QF 52 rounds |
| Secondary armament | 1 × coaxial 7.92 mm Besa machine gun 2,700 rounds 1 × 0.303 (7.7 mm) Bren light machine gun AA |
| Engine | Daimler 27 4.1 litre 6-cylinder petrol 95 hp (71 kW) |
| Power/weight | 12.5 hp/tonne |
| Transmission | 5 speed (both directions) with fluid flywheel |
| Suspension | 4 × 4 wheel, independ- ent coil spring |
| Operational range | 200 miles (320 km) |
| Maximum speed | 50 miles per hour (80 km/h) |



regiment, the 16th Light Cavalry, which formed part of Fourteenth Army troops was partly equipped with Daimlers and served in the reconquest of Burma. To improve the gun performance, some Daimlers in the European Theatre had their 2-pounders fitted with the Littlejohn adaptor, which worked on the squeeze bore principle. This increased the gun's theoretical armour penetration and would allow it to penetrate the side or rear armour of some German tanks. Daimlers were used by the territorial units of the British Army until the 1960s, outlasting their planned replacement, the Coventry Armoured Car. It was still being used, along with Daimler Dingoes, by B Squadron, 11th Hussars in Northern Ireland as late as January 1960. An Indian Army regiment, 63 Cavalry, was raised with Humber Armoured Cars in one of its squadrons. This squadron was later hived off as an independent reconnaissance squadron and the integral squadron re-raised with Daimlers. In the early sixties, Humbers and Daimlers of the Indian Army formed the mounts of the President's Bodyguard and were deployed in the defense of Chushul during the 1962 Sino-Indian War.

Conflicts

Second World War, Korean War, Vietnam War, 1948 Arab–Israeli War
Indo-Pakistani War, Ceylonese insurrection of 1971, Sri Lankan civil war

Variants

Mark I.

Mark I CS - close support version with 76 mm gun.

Mark II - improved turret, modified gun mount, better radiator, driver escape hatch incorporated into roof, WP Grenade container fitted in turret and smoke generator container modified.

A turretless regimental command version, known as SOD ("Sawn-Off Daimler").

Operators Current; Qatar

Former; Australia, Belgium, Canada, India, Israel, Malaysia, Myanmar, New Zealand, Poland, Sri Lanka, United Kingdom



| | |
|--------------------------|--|
| Manufacturer | Daimler |
| No. built | 6,626 |
| Mass | 2.8 long tons (3 tonnes) |
| Length | 10 ft 5 in (3.18 m) |
| Width | 5 ft 7.5 in (1.715 m) |
| Height | 4 ft 11 in (1.50 m) |
| Crew | 2 |
| Armour | 30 mm front 12 mm sides |
| Main armament | .303 in Bren light machine gun or a .55 in Boys Anti-tank Rifle |
| Engine | 2.5 litre 6-cyl Daimler petrol 55 hp (41 kW) |
| Power/weight | 18.3 hp/tonne |
| Transmission | pre-selector gearbox, five gears forward and five gears reverse |
| Suspension | independent, coil spring, wheeled 4×4 |
| Operational range | 200 mi (320 km) |
| Maximum speed | 55 mph (89 km/h) |

Daimler Scout Car,

known in service as the **Daimler Dingo** (after the Australian wild dog), was a British light, fast four-wheel drive reconnaissance vehicle also used for liaison during the Second World War.

Design and development; In 1938, the British War Office

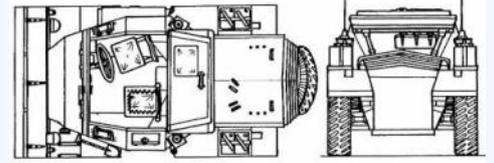
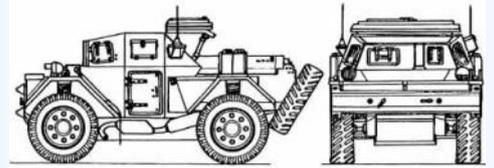
issued a specification for a scouting vehicle. Three British motor manufacturers, Alvis, BSA Cycles and Morris, were invited to supply prototypes. Alvis had been in partnership with Nicholas Strausler and provided armoured cars to the Royal Air Force, Morris had participated in trials and production of armoured cars and BSA Cycles – whose parent Birmingham Small Arms (BSA) was involved in armaments – had a small front wheel drive vehicle in production.

Testing began in August 1938. All were of similar size and layout – rear engine and all four-wheel-drive. The Morris design was eliminated first – suffering from poor speed even after modification by its builders. The Alvis prototype – known as "Dingo" – could manage 50 mph (80 km/h) over a

cross-country course but had a high centre of gravity. The BSA prototype was completed in September and handed over for testing. By December, it had covered 10,000 mi (16,000 km) on - and off-road with few mechanical problems. Policy from the War Office changed to a requirement for an armoured roof.

The BSA vehicle needed a more powerful engine and strengthened suspension. It was chosen over the Alvis and the first order (172 vehicles) for the "Car, Scout, Mark I" was placed in May 1939. The actual production was passed to Daimler, which was a vehicle manufacturer in the BSA group of companies. The potential of the design was recognised, and it served as the basis for the development of a larger armoured car – a "light tank (Wheeled)", which would later become the Daimler Armoured Car. The first pilot vehicle was built by the end of 1939, later to be named 'Daimler Scout Car' but already known by the name of the Alvis design - the *Dingo*.

Known as one of the finest armoured fighting vehicles built in Britain during the war, the Dingo was a compact two-man



Two Daimler Mk I Scout Cars and a Mk II Armoured Car at the back

armoured car, well protected for its size with 1.2 in (30 mm) of armour at the front and powered by a 2.5 litre 55 hp straight six petrol engine in the rear of the vehicle. An ingenious features of the Dingo's design was the transmission, which included a preselector gearbox and fluid flywheel that gave five speeds in both directions, another was a four-wheel steering system made possible by the H-drive drive train, giving a tight turning circle of 23 ft (7.0 m). Inexperienced drivers found it difficult to control so rear steering was deleted in later production at the cost of increasing the turning circle by 65 per cent to 38 ft (12 m). The layout of the H-drive drive train contributed greatly to its low silhouette, agility and - an important consideration in any vehicle used for reconnaissance, an exceptionally quiet engine and running gear. Power was led forward to a centrally placed transfer box and single differential driving separate left and right hand shafts, each in turn running forwards and back to a bevel box powering each wheel. This compact layout resulted in a low-slung vehicle with a flat plate that allowed the Dingo to slide across uneven ground but made the Dingo extremely vulnerable to mines. No spare wheel was carried, considered unnecessary because of the use of run-flat (nearly solid) rubber tyres rather than pneumatic types vulnerable to punctures. Despite hard tyres, independent coil suspension gave each wheel approximately 8 in (20 cm) vertical deflection and coil springs all round gave a comfortable ride. A swivelling seat beside the driver allowed the second crewmember to attend to the No. 19 wireless set or Bren gun. The driver's seat was canted slightly off to the left of the vehicle which, in conjunction with a hinged vision flap in the rear armour, allowed the driver to drive in reverse and look behind by looking over his left shoulder, a useful feature in a reconnaissance vehicle where quick retreats were sometimes necessary. The Dingo remained in production throughout the war but to bring other production resources into use, the design was passed to Ford Canada, where an equivalent vehicle ("Scout Car, Ford, Mk.I", also called "Lynx") was built with a more powerful, Ford V8 95 hp, engine, transmission and running gear. The vehicle superficially resembled the Dingo in general arrangement and body shape, was approximately a foot longer, wider and taller, a ton and a half heavier, less nimble the turning circle was 47 ft (14 m)] and was louder. While rugged and dependable, it was not as popular as the Dingo, due to the intended use of covert intelligence gathering. Total production figures for each type were 6,626 for the Dingo (all marks) 1939–1945 and 3,255 for the Lynx 1942–1945.

Daimler Mk I Abandon at Dieppe Raid in 1942





Service; The Dingo was first used by the British Expeditionary Force (1st Armoured Division and 4th Royal Northumberland Fusiliers) during the Battle of France. It turned out to be so successful that no replacement was sought until 1952 with the production of the Daimler Ferret. Principal users were reconnaissance units with a typical late-war recce troop consisting of two Daimler Armoured Cars and two Daimler Dingos. The vehicle was highly sought-after with damaged Dingos often being recovered from vehicle dumps and reconditioned for use as private runabouts. One such 'off establishment' vehicle was rebuilt from two damaged Dingos in Normandy, 1944, by REME vehicle fitters of 86th Anti-Tank Regiment, Royal Artillery. They

operated this Dingo for about a week before a higher-ranking officer spotted it and commandeered it for himself. Writing in 1968, author R.E. Smith said that all Dingos had now been withdrawn from British service - except for one used as a runabout at an armoured establishment - but some might have remained in Territorial Army storage at that date. Many were also purchased from Canada by the Union Defence Force after the Second World War, though few South African examples have survived to the present day, and were also procured in large numbers for Commonwealth patrols during the Malayan Emergency. Ten were purchased by the United States for liaison purposes during the Vietnam War, at least one turreted American prototype being tested with the 7th Cavalry Regiment. In the mid-1970s, the Dingo was still being used by Cyprus, Portugal and Sri Lanka. Some may have been in reserve store with other minor nations. Surviving vehicles are now popular with historical re-enactors with reconditioned Dingos commanding a good price.

Variants; Production went through 5 variants, which were mostly minor improvements. 6,626 vehicles were produced from 1939 to 1945.

Mk I - original model with four-wheel steering and sliding roof

Mk IA - as Mark I but with a folding roof

Mk IB - reversed engine cooling air flow and revised armour grilles for radiator

Mk II - As the Mk IB but with steering on the front wheels only and revision of the lighting equipment

Mk III - Produced with a waterproofed ignition system. No roof.

Non-Daimler variants; A closely related vehicle, the Lynx Scout Car, or "Car, Scout, Ford Mark I" was produced by Ford Canada in Windsor, Ontario. The Lynx design grafted a Dingo hull onto a chassis fitted with a conventional four-wheel drive and running gear. While the engine was much more powerful the gearbox and suspension were inferior. The type entered service in 1943.

Mk I.

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

Another Dingo clone, the *Autoblindo Lince* was developed by Lancia, Italy. In 1943–1944, 129 cars were built. They were employed by both German and RSI forces



Below & Left Autoblindo Lince



| | |
|-----------------------------|--------------------------------------|
| Used by | British Army, Canadian Forces |
| Produced | 1943–1944 |
| No. built | 7,000 |
| Mass | 64 lb (29 kg) |
| Action | cordite igniter |
| Rate of fire | 10 igniters only |
| Maximum firing range | 120 ft |

Flamethrower, Portable, No 2

(nicknamed *Lifebuoy* from the shape of its fuel tank), also known as the *Ack Pack*, was a British design of flamethrower for infantry use in the Second World War. It was a near copy of the German Wechselapparat ("Wex") from 1917. The Mark 1 was used as a training weapon, while the improved Mark 2 was used in action. Over 7,000 units were produced from 1943 to 1944. They were ready for



service during Operation Overlord (the Allied invasion of Normandy). The Ack Pack was a harness carrying a doughnut-shaped fuel container with a capacity of 4 Imperial gallons (18 litres) of fuel on the operator's back. In the middle of the "doughnut" was a spherical container holding nitrogen gas as a propellant, which was pressurized to 2,000 lbf/in² (140 Bar). This was sufficient to propel the burning fuel 120 feet (36 metres). A hose from the fuel tank passed to the nozzle assembly which had two pistol grips to hold and aim the spray. The back grip had the trigger. In some versions the nozzle was fitted with a 10-chambered cylinder which contained the ignition cartridges. These could be fired once, each giving the operator 10 bursts of flame. In practice this gave 10 one-second bursts. It was also possible to spray fuel without igniting it to

A soldier of the King's Own Scottish Borderers demonstrates the Lifebuoy flamethrower, Denmead, Hampshire, 29 April 1944.

ensure there was plenty splashed around the target, then fire an ignited burst to light up the whole lot. At some 64 pounds (29 kg) the flamethrower was considered heavy.

Something from your Collection

With each newsletter we would like to feature something special from a members collection, it doesn't have to be valuable or rare, just something you don't see every day. Members who would like to have an item featured can contact Brett Maag or Graham Rogers. If you can supply a digital photo and a short spiel it would be good if not, bring it along to a meeting and we will photograph it there and take notes.

From Grahams collection. The famous US knife manufacturer Walter Doane Randall Jr. Better known as "Bo" Randall original maker of "Randall Made Knives" purchased a knife made by another pioneer knife maker William Scagel in 1936. Bo was so impressed with the knife that he attempted to make one himself and by 1937 he produced the knife pictured here. However as first projects go, the



knife went through several incarnations, before it ended up in its current configuration as pictured. Earlier pictures clearly show the same knife, but the elaborate choil cut out in the blade just ahead of the hilt is not present.

As a collector of Randall knives the Holy Grail would be to own number one, but even though I've seen it from only inches away it was not possible to even touch it, let alone purchase it. So the next best thing, get a replica. My replica was made by James Behring of Missoula Montana, USA, the blade shape is copied from a picture of the original knife taken in 1937.



From Carls Collection: Civil War Era "CADET V.M.I.- D. EVANS & CO. ATTLEBORO" Coat Button. This button is a highly sought after Civil War era relic.

Front: Displays the Seal of Virginia with "SEMPER TYRANNIS" arched above it. The word "CADET" is arced at the very top and "V.M.I." (Virginia Military Institute) is arched below the seal.

Back: "D. EVANS & CO. ATTLRBORO" is stamped inside of a ribbon design and a flower is stamped between its ends. Size: This button is 5/8 of an inch in diameter, and is in Good condition.

Details: Non excavated button dating around 1850's - 1860's. Two parts low convex button, Cadet coat size. "Semper Tyrannis" is a Latin phrase meaning "thus always to tyrants". It is a shortened version of the phrase "semper evello mortem tyrannis" ("Thus always I bring death to tyrants"). It was recommended by George Mason

to the Virginia Convention in 1776, as part of the Commonwealth's seal.

The Seal of the Commonwealth of Virginia shows Virtue, spear in hand, with her foot on the prostrate form of Tyranny, whose crown lies nearby. The Seal was planned by Mason and designed by George Wythe, who signed the United States Declaration of Independence and; taught law to Thomas Jefferson. A joke referencing the image on the seal that dates as far back as the Civil War, is that "semper tyrannis" actually means "Get your foot off my neck". Many VMI Cadets joined the Confederacy when war was declared. At the first battle of Manassas (Bull Run) in 1861. These cadets would have worn their VMI uniforms.

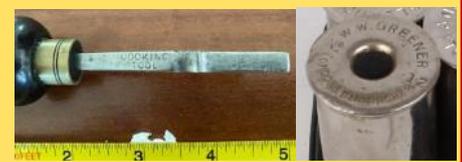


WANTED W. W. GREENER

Looking for a W.W. Greener Cocking Tool - WW Greener Facile Princeps Shotgun Cocking Tool - a vital piece of equipment to re-cock the action of Facile Princeps SXS shotgun before it can be reassembled. Looks like a Turnscrew or Screwdriver but will be stamped with "Cocking Tool" on the shaft. Also wanted 12 Gauge Snap Caps stamped W.W. Greener



Please contact Vito on 0421 928 566 or vitoliz@westnet.com.au



CATEGORY A/B & H FIREARMS LICENCE TESTING

Firearm safety course & license testing conducted by Victoria
Police authorized safety instructors, available to any N.V.A.C.G. member.
Contact Graham Rogers 0417 137 232 or Alan Nichols 0408 142 733





Hyde-Inland M2

was a United States submachine gun design submitted for trials at Aberdeen Proving Ground in February, 1941. Work was undertaken by General Motors Inland Manufacturing Division to develop workable prototypes of George Hyde's design patented in 1935. The model first submitted for trials in April 1942 was designated the *Hyde-Inland 1*. Trials revealed the design was superior to the M1 submachine gun in mud and dirt tests, and its accuracy in full-automatic firing was better than any other submachine gun tested at the time. An improved *Hyde-Inland 2* was designated U.S. Submachine gun, Caliber .45, M2 as a substitute standard for the M1 Thompson in April, 1942. As Inland's manufacturing capacity became focused on M1 carbine production, the US Army contracted M2 production to Marlin Firearms in July, 1942. Marlin began production in May 1943. Marlin's production failed to match the trials prototype performance; and Marlin's original contract for 164,450 M2s was canceled in 1943 upon adoption of the M3 submachine gun. The M2 is chambered for the .45 ACP cartridge and used the same 20- or 30-round magazine as the Thompson. Its cyclic rate of fire is 570 rounds per minute. None of the approximately 400 manufactured were issued by any branches of the United States military.

| | |
|-----------------|--|
| Mass | 9 lb 4 oz (4.19 kg) |
| Length | 32 in. (813 mm) |
| Barrel length | 12 in. (305 mm) |
| Caliber | .45 ACP |
| Action | Blowback |
| Rate of fire | 570 rounds per minute |
| Muzzle velocity | 960 ft/s (292 m/s) |
| Feed system | 20 or 30-round Thompson submachine gun box magazines |

Design; The M2 is a simple blowback operated design, although it was difficult to make. The receiver was built from a steel forging and a seamless tubular section, which took extra time and effort to machine and finish, causing the US Army to adopt the M3 with a simple stamped sheet metal receiver, instead. Like the American Thompson and Finnish Suomi designs, the M2 bolt was shaped with large diameter rear and slender front sections. Unlike the all metal M3 with a collapsing wire stock, the M2 had a fixed wooden stock with wooden handgrip and handguard.

Left a Disassembled Hyde-Inland 1



| | |
|-----------------|---|
| Mass | 4.41 kg (9.7 lb) |
| Length | 1,280 mm (50 in) |
| Barrel length | 765 mm (30.1 in) |
| Cartridge | M88 8×52mmR M88-90 and M88-95: 8×50mmR M88/24: 8×57mm IS |
| Action | Straight-pull bolt action |
| Muzzle velocity | 530 metres per second (1,700 ft/s) with M1888 ball cartridge |
| Feed system | 5-round en-bloc clip (stripper clip in M88/24), integral box magazine |
| Sights | Iron sights |

in this rifle, the generated pressure at 40,000 psi (275.8 MPa) is marginal, as the wedge-lock bolt system this rifle uses was originally designed to be shot with less potent black powder filled 11×58mmR ammunition.

Kuaili 1888 Kiangnan Rifle; China also used this rifle extensively during the Qing dynasty and the Republican era. China first bought Mannlicher 88 rifles before the First Sino-Japanese War in 1894–1895 and after that started production of the unlicensed Kuaili 1888 Kiangnan copy.

Repeating Rifle Mannlicher 1888

better known as Mannlicher M1888 was a bolt-action rifle used by several armies from 1888 to 1945. Derived from the M1885 and later M1886 models, it was Ferdinand Mannlicher's third rifle that utilized the "enbloc clip". It was succeeded by the Mannlicher M1895 as the standard service rifle of the Austro-Hungarian Army. The M95 uses a more secure rotating-bolt, in contrast to the M88's wedge-lock bolt. The M1888 was a direct and immediate descendant of the M1886 Austrian Mannlicher. This rifle too was a straight-pull, bolt-action, box magazine repeater. As early as the beginning of production of the M1886 the

need and desirability for a small-bore rifle was evident. This rifle is virtually identical to its predecessor but for chambering a newly designed 8 mm cartridge, loaded originally with black powder and denominated 8×52mmR.

M1888-90 rifle; Shortly thereafter, the M88 cartridge was converted to semi-smokeless powder. The new cartridge was designated *8mm M.1890 scharfe Patrone* and its dimensions were 8×50mmR. The sights of existing black powder 8mm Mannlicher rifles were converted to accommodate semi-smokeless ammunition by the functional arrangement of screw mounting re-graduated side plates onto the outsides of the existing rear sight walls. The converted rifles were denominated M.88–90.

M1890 rifle; *Not to be confused with Mannlicher M1890 Carbine.* When in 1890 semi-smokeless powder became available, manufacture of rifles with a longer and thus stronger chamber and modified sights began. Although the smokeless powder filled *M.93* 8×50mmR cartridge can be used

Mannlicher 1888/90



038



TADEN was a British experimental light machine gun firing the .280 in (7 mm) intermediate round. Alongside the bullpup EM-2 rifle design, it formed part of a proposal to reequip the British Army with new small arms which would use a round smaller than the .303 inch which was shown to be impractical for use in a modern assault rifle. The TADEN used the action and gas system of the Bren but would fire from 250-round non-disintegrating metal-link belts rather than box magazines. The light machinegun model used a buttstock and trigger group like the Bren and the medium machine gun model used spade grips and a butterfly trigger like the Vickers machine gun. The

| | |
|---------------|------------------------------------|
| Length | 889 mm |
| Barrel length | 623 mm |
| Cartridge | .280 British |
| Calibre | .276 (7 mm) |
| Action | gas operation |
| Rate of fire | 450 to 600 round/min |
| Feed system | Non-Disintegrating Metal-Link Belt |
| Sights | Fixed |

TADEN would replace the Bren gun as the light machine gun and the Vickers machine gun as the medium machine gun. The EM-2 would replace the Lee-Enfield rifle and 9 mm submachine guns. The TADEN and EM-2 projects were discontinued when the United States Army refused to consider the .280 cartridge for the new NATO standard on the basis that it was less powerful than their .30-06 Springfield round (and, as others have suggested, the reluctance to adopt a round developed outside the USA). It was decided that the TADEN and EM-2 could not realistically be reworked to take the new NATO round and alternatives were sought. The British Army re-equipped with licence-built variants of the Belgian 7.62 mm FN MAG and FN FAL respectively. A belt fed derivative of the Bren gun

had been considered for the GPMG role, but although not selected the Bren was kept on after adaptation to use the NATO round.



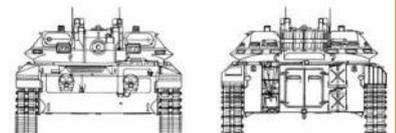
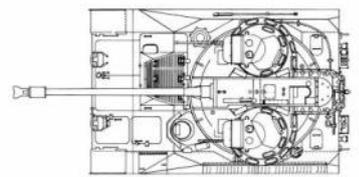
T92 Light Tank, or 76-mm Gun Tank, T92, was an American light tank developed in the 1950s by Aircraft Armaments. At 18.5 tonnes, 5m length, it was designed as an airborne/airdropped replacement for the 5.1 tonnes heavier M41 Walker Bulldog. The T92 was never accepted into service. The main gun was a conventional 76 mm cannon with a very low profile turret. Little more was exposed than the main gun and two crew cupolas which allowed 50 caliber and 30 caliber machine guns to fire buttoned up. The engine was moved to the front, which increased protection for the crew, and a rear access door provided an escape

| | |
|--------------------|--|
| Mass | 18.5 t |
| Length | 5 m |
| Crew | 4 |
| Main armament | 76 mm T185E1 cannon |
| Secondary armament | 1 × Browning .30-06 1 × Browning .50 cal. |
| Engine | 340 hp |
| Power/weight | 18.38 hp/t |
| Maximum speed | 56 km/h |

hatch and allowed for reloading under cover; this layout was later adopted by the Israeli Merkava battle tank. It had a crew of four with a semi-automatic loading system that allowed it to shoot 12 rounds a minute. It carried 60 main gun rounds, and automatically ejected spent shell casings.

Study of the Soviet PT-76 led to a new swimming requirement for light tanks, for which the design could not be modified. The T92 would be passed over and the M551 Sheridan was eventually adopted instead. It fielded an unconventional 152 mm gun-missile system which would suffer

many technical problems, and its swimming system would be rarely used in combat. The French AMX-13 tank was a somewhat similar design that was successfully fielded.



PARTS WANTED

Westley Richards "Monkeytail" gun parts namely lock and hammer etc.

Also a complete firearm with good barrel and in good working order.

contact John Harrington on 03 58213192 or email jobah450.577@bigpond.com



SOME OF YOU MAY NOT KNOW BUT THE N.V.A.C.G. HAS IT'S OWN WEBSITE

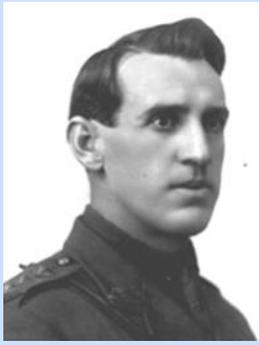
Here you will find all the news and details for coming guild events and information for prospective members.

<http://www.nvacg.org.au/>

You can find past & current newsletters here
<http://www.nvacg.org.au/news/>

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Hugo Vivian Hope Throssell, VC (26 October 1884 – 19 November 1933) was an Australian soldier in World War I who was the first Western Australian and only Australian light horseman to receive the Victoria Cross (VC), the highest award for valour in battle that could be awarded to a member of the Australian armed forces at the time. Hugo Vivian Hope Throssell was born in Northam, Western Australia on 26 October 1884, the son of George Throssell, who was later briefly Premier of Western Australia, and his wife Anne, née Morrell. Hugo was one of fourteen children born to the couple. He was educated at Prince Alfred College in Adelaide from January 1896 to December 1902, where, nicknamed "Jimmy", he was a noted athlete, and captain of three intercollegiate sports teams. On the outbreak of the First World War in 1914, he joined the Australian Imperial Force and was allotted to the 10th Light Horse Regiment. His brother, Frank Erick Cottrell Throssell, known as Ric, also served in the war and died near Gaza.

| | |
|-------------------------|--|
| Born | (1884-10-26)26 October 1884 Northam, Western Australia |
| Died | 19 November 1933(1933-11-19) (aged 49) Greenmount, Western Australia |
| Service/branch | Australian Imperial Force |
| Years of service | 1914–1918 |
| Rank | Captain |
| Battles/wars | First World War Gallipoli Campaign Battle of the Nek Battle of Hill 60 Sinai and Palestine Campaign Second Battle of Gaza |
| Awards | Victoria Cross Mentioned in Despatches |

First World War; As a second lieutenant Hugo Throssell fought at Gallipoli, where he had landed on 4 August. He saw action in the desperate Battle of the Nek. This experience increased his eagerness to prove himself in battle. He wanted to avenge the 10th L.H.R. which, like so many of the Anzac troops, was battle-worn, sick and depleted. His chance came later that month at Hill 60 during a postponed attempt by British and Anzac troops to widen the strip of foreshore between the two bridgeheads at Anzac and Suvla by capturing the hills near Anafarta. Hill 60, a low knoll, lay about half a mile (0.8 km) from the beach. Hampered by confusion and lack of communication between the various flanks, the battle had been raging for a week with heavy losses. Whilst recuperating from his wounds in London he was introduced to Katharine Susannah Prichard, an Australian journalist who had recently won a significant novel competition and would go on to be a famous author and socialist. He eventually returned to active service, rejoining the 10th Light Horse in the Middle East where he fought in a number of engagements, and achieved the

rank of captain. He returned home in 1918 and in 1919 married Prichard.

Post-war, socialism and death; In the following years Throssell was an outspoken opponent of war, and claimed that the suffering he had seen had made him a socialist. His stance on the futility of war outraged many people, especially as it was being expressed by a national war hero and the son of a respected and conservative former premier. His very public political opinions badly damaged his employment prospects, and he fell deeply into financial debt. On 19 November 1933, he killed himself (while his wife was away in Moscow). He was buried with full military honours in the Anglican section of Karrakatta cemetery, Perth.

Memorials; Memorial, Greenmount, Western Australia, In 1954 an octagonal stone gazebo was dedicated to Throssell in Greenmount at the intersection of Great Eastern Highway and Old York Road. It stands opposite the Katharine Susannah Prichard Writers' Centre. The Hugo Throssell ward at the former Repatriation General Hospital, Hollywood was named in his honour. Throssell's Victoria Cross is displayed in the Hall of Valour at the Australian War Memorial in Canberra. A statue of Throssell was unveiled in the Avon Mall in Northam on Anzac Day 2015.

On 29–30 August 1915 at Kaiakij Aghala (Hill 60), Gallipoli, Turkey, Second Lieutenant Throssell, although severely wounded in several places, refused to leave his post during a counter-attack or to obtain medical assistance until all danger was passed, when he had his wounds dressed and returned to the firing line until ordered out of action by the Medical Officer. By his personal courage and example he kept up the spirits of his party and was largely instrumental in saving the situation at a critical period.

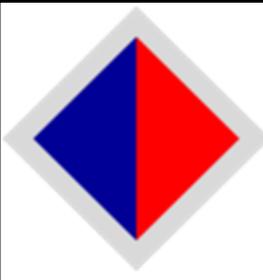


Australian forces bridging the Litani River

Footnote in History ; Battle of the Litani River (9 June 1941) was a battle of the Second World War that took place on the advance to Beirut during the Syria-Lebanon campaign. The Australian 7th Division, commanded by Major-General John Lavarack, crossed the Litani River and later clashed with Vichy French troops.

Battle; During the first hour of 8 June 1941, as part of Operation Exporter, Australian forces in northern Palestine crossed the border into southern Lebanon. Initial resistance from Vichy forces south of the Litani River was scattered and generally disorganised. The 21st Australian Brigade advanced along the coast road heading for Beirut and attempted to cross the Litani River. A surprise night time landing by the British No. 11 (Scottish) Commando, under the command of Lieutenant Colonel R.L. Pedder (Highland Light Infantry), was attempted in order to seize the bridge near the mouth of the river, but was delayed by rough seas on the proposed landing beach. This gave the Vichy French defenders enough time to destroy the bridge. When the commandos eventually landed in daylight, in three separate places, the initial landing was almost unopposed due to the defenders being in combat against the Australian troops, subsequently in the fighting they took heavy casualties, among them Pedder, who was killed in an assault on the French barracks. He was succeeded in command by Geoffrey Keyes, whose party was ultimately able to secure the crossing by getting over the river in canvas boats with the help of some of the Australian troops. A Vichy counterattack using armoured cars was driven off. A pontoon bridge was quickly completed. The Australians came under inaccurate fire from two Vichy French destroyers, the Guépard and the Valmy. Australian artillery had to drive off the warships which had come close inshore to shell the advancing troops.

Aftermath; Following the fighting around the Litani, the 21st Brigade advanced north towards Tyre, as part of the wider move towards Beirut. From Tyre, several minor actions were fought as part of the drive to capture Sidon, which fell on 13 June. Further inland, on the 21st Brigade's right flank, the 25th Brigade advanced towards Merdjayoun, which was temporarily secured on 11 June. A small force from the 25th was subsequently left to hold Merdjayoun, while the remainder was sent north to capture Jezzine, which also fell on 13 June. However, on 15 June, a heavy counterattack fell on Merdjayoun, and heavy fighting followed until 27 June.



2/4th Field Regiment was an Australian Army artillery regiment formed on 2 May 1940, as part of the 7th Division during World War II. The regiment was involved in campaigns in North Africa, Syria–Lebanon, Salamaua–Lae, the Finisterre Ranges and Borneo. After training in Victoria, the regiment deployed to North Africa in late 1940. After being deployed in the defence of Mersa Matruh in Egypt in early 1941, the regiment took part in the fighting against the Vichy French in Syria and Lebanon, before undertaking garrison duties there. It returned to Australia in early 1942 following Japan's entry into the war, and in September 1943, a small group of artillerymen from the 2/4th parachuted with two short 25 Pounder guns in the airborne landing at Nadzab airstrip in New Guinea in support of the US Army's 503rd Parachute Infantry Regiment. Later, the regiment took part in the 7th Division's advance through the Finisterre Range before returning to Australia in early 1944. Its final involvement in the war came around Balikpapan in 1945. After the war, the regiment was disbanded on 7 February 1946.

History; Raised on 7 May 1940, as part of the 7th Division at Caulfield Racecourse, in Melbourne, Victoria, the regiment was initially formed with two three-troop batteries: the 7th and 8th. Each battery consisted of three troops and four QF 18 pounders. The regiment's initial volunteers were drawn mainly from Victoria, with many having previously served in local Militia artillery units. Artillery guns were scarce at the time and training was completed at Puckapunyal, Victoria, using guns borrowed from other units. On 21 October 1940, still without its own guns, the regiment embarked from Port Melbourne bound for the Middle East. Disembarking at El Kantara, in Egypt, on the Suez Canal in November. Its next destination was Deir Suneid, Palestine, traveling by train, where it undertook training, before receiving some artillery guns in January 1941. After moving to Ikingi Maryut, Egypt, in mid-April it finally was equipped with 25-pounders, 18-pounders, and 4.5 inch howitzers. After Tobruk was placed under siege by Axis forces in April 1941, the regiment moved to the fortress at Mersa Matruh, Egypt, with four guns being deployed forward in an anti-tank role. In May, the regiment received new 25-pounders at Tel el Kebir, Egypt, from the 9th Division before the Allies launched the Syria–Lebanon Campaign and moved to Affula, Palestine. As part of the invasion of Syria and Lebanon held at the time by the Vichy French, the regiment supported the Australian 21st Brigade's advance along the coast. Crossing the border on 8 June, the 7th Battery, as part of the advance guard which overlooked the Litani River, fired the first artillery shots of the campaign,^[2] subsequently providing critical fire support which allowed a bridgehead to be secured.^[3] During the fighting that followed the regiment undertook anti-tank, direct-fire tasks, counter battery fire and came under enemy air and naval attack. At the conclusion of the campaign, the 2/4th remained in Syria undertaking garrison duty. During its time there the regiment was expanded to include a third battery, which was designated the 54th Battery. As part of the transfer of Australian combat troops to the Pacific, the 2/4th was withdrawn from Syria in December 1941 and subsequently transported back to Australia to help bolster the garrison there following Japan's entry into the war. In May 1942, after a period of leave, the regiment concentrated around Caloundra, in Queensland, after which a long period of training for jungle warfare took place. During this time the regiment was warned out for possible deployment on a number of occasions, but was ultimately not required. Some personnel were detached for service in New Guinea around Milne Bay and with "Lilliput Force", but the regiment did not see action again until early September 1943 when the 54th Battery deployed a detachment of 31 artillerymen and two Short 25-pound artillery pieces to support the US 503rd Parachute Infantry Regiment's airborne landing at Nadzab, as part of Allied efforts to capture Lae during the Salamaua–Lae campaign. Following the successful capture of Nadzab, the rest of the regiment was transported by air and supported the Australian 25th Brigade's advance on Lae, and then the Australian 7th Division's subsequent involvement in the Finisterre Range campaign, during which its fire played a significant role in the successful capture of Shaggy Ridge by the Australian infantry on 27 December. The regiment was withdrawn to Australia in February 1944 for rest and reorganisation. A period was spent at Strathpine, Queensland, and then later the regiment moved to the Atherton Tablelands where the 7th Division prepared for its final campaign of the war in Borneo. It was over a year before the regiment was deployed again, transiting through Morotai Island in June 1945 before supporting the division's landing at Balikpapan in July. Landing on the second day of the operation, the regiment operated in support of the Australian 18th Brigade. After a short campaign, the war came to an end in August 1945 and the demobilisation process began. Personnel were transferred from the unit for subsequent service, or were repatriated to Australia for discharge, before the regiment was finally returned to Australia for disbandment. This occurred on 7 February 1946, while the regiment was based at Chermside, in Brisbane. A total of 30 personnel from the regiment were killed in action during the war, or died while on active service.

Commanders

The 2/4th was commanded by the following officers:

Lieutenant Colonel Lewis Ernest Stephen Barker

Lieutenant Colonel John Reddish

Lieutenant Colonel Dudley Grahame MacDougal

Lieutenant Colonel Walter Louis Rau

Sub-units

The 2/4th Field Regiment consisted of the following sub-units:

7th Battery

8th Battery

54th Battery



A 2/4th Short 25-pounder firing at Balikpapan, July 1945
Left is a Australian Baby/Short 25-pounder, which was designed in 1942 and entered service 1943 for jungle warfare. Used by Australian Army and some US Army units.